

The Light Car and Cyclecar

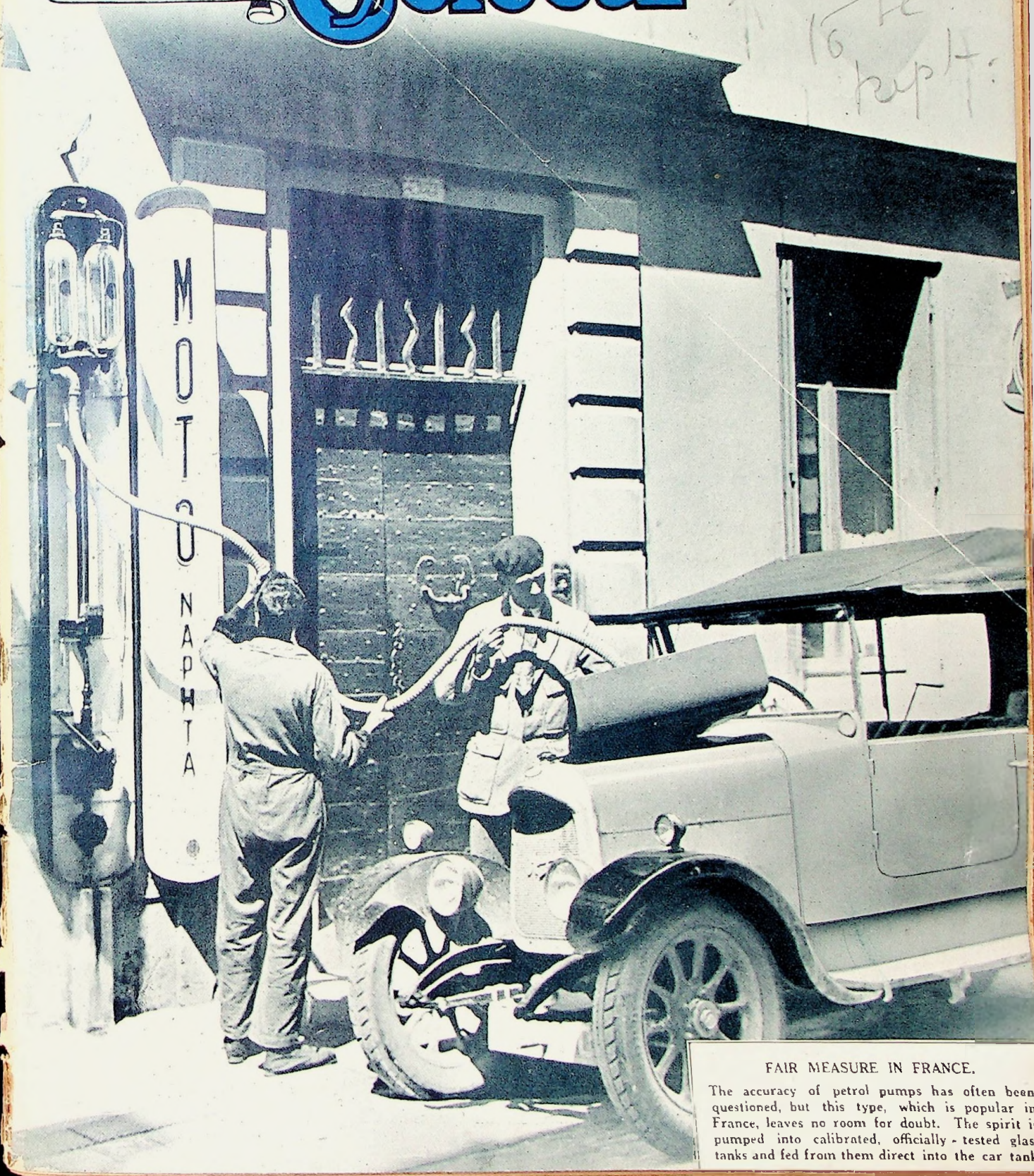
Founded 1912

The only Small Car Journal

3^d

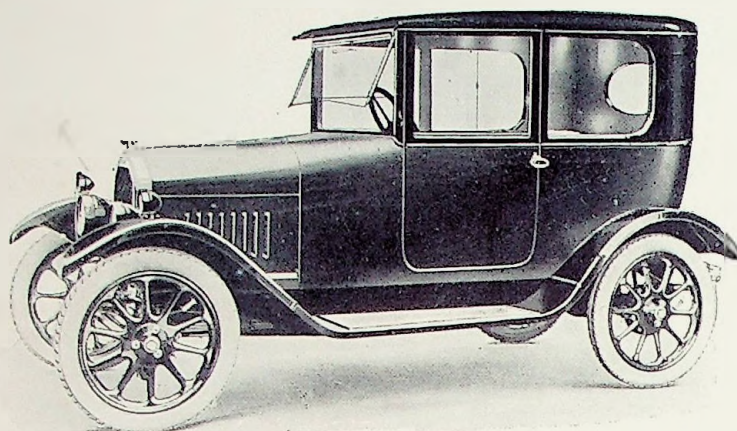
Vol. XXVI, No. 665
Friday, Aug 21, 1925
*Registered at the GPO
as a Newspaper*

X Adverts
16 to
pupl.



FAIR MEASURE IN FRANCE.

The accuracy of petrol pumps has often been questioned, but this type, which is popular in France, leaves no room for doubt. The spirit is pumped into calibrated, officially - tested glass tanks and fed from them direct into the car tank



HUMBER 8/18 h.p. SALOON.

REAL ECONOMY.

ECONOMY is not effected by the number of pounds spent in the purchase of a car, but in the number of years of trouble-free service that the car will give. There are Humber cars on the road now that first saw the light of day in 1904. Twenty-one years of service like this makes the purchase of a Humber an economical proposition—a wise investment.

Investigate the claims of the Humber 8/18 h.p. models.

2/3-Seater, £240 ; Chummy Body, £240 ; Saloon, £290.

Humber

Write for Descriptive Booklet.

Dunlop Tyres Standard.

HUMBER, LTD. :: Coventry

AUSTRALASIA : South British Building,
O'Connell Street, Sydney, N.S.W.



LONDON—West End Showrooms : 94, New Bond Street, W.1
Export Branch Office : 32, Holborn Viaduct, E.C.1. Repair
Works and Service Depot : Canterbury Road, Kilburn, N.W.6

Intending Purchasers from abroad when visiting London are invited to call at our Export Branch Office, 32, Holborn Viaduct, E.C.1, where they will obtain full information regarding shipment of models, etc., to all parts of the world.

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



CITROËN

Luxury of Equipment

Q Reliability, economy, and comfort are taken-for-granted features of all Citroën models. The equipment of all cars includes—Electric lighting and starting, 5 lamps, electric horn, 5 detachable disc wheels and 5 "Comfort" tyres, kit of tools, hood, hood envelope, speedometer, petrol filter, driving mirror and licence holder.

Q The 11'4 h.p. English body 4-seater equipment includes in addition to the above Nickel-plated folding rear windscreen, automatic windscreen wiper, shock absorbers, scuttle ventilators, rigid all-weather side curtains, fibre mat in front, carpeting for rear floor, dashboard clock, Boyce Motometer, petrol gauge, dash lamp, inspection lamp, Tecaletit chassis lubrication, and mahogany tool box on running board.

There are over 150,000 satisfied Citroën owners.

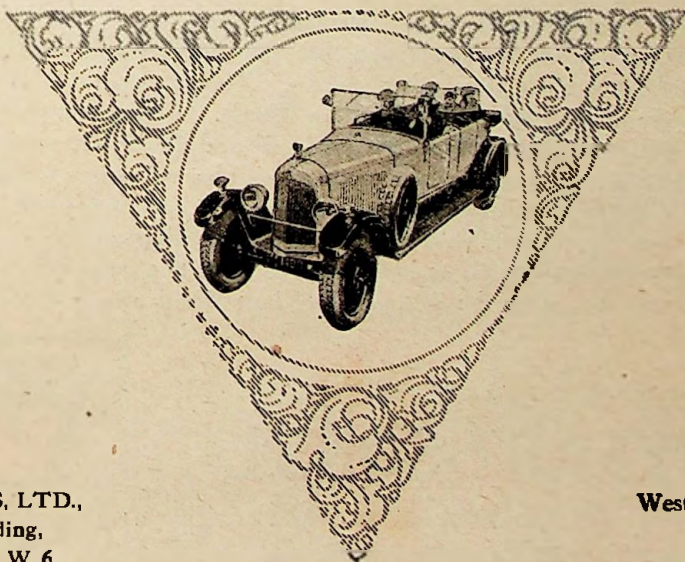
Send for Citroën Book 18.

11.4. H.P. 3-SEATER
CLOVERLEAF.

£ 180

11.4. H.P. ENGLISH BODY
4-SEATER.

£ 235



CITROËN CARS, LTD.,
Citroën Building,
Hammersmith, W. 6.

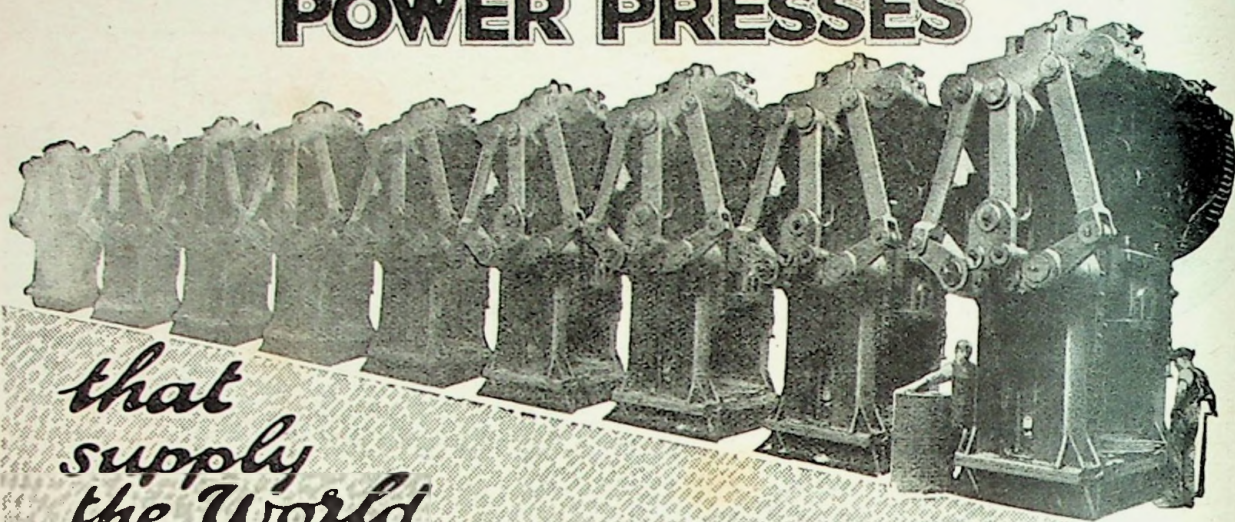
West End Showrooms:
60, Piccadilly,
London, W. 1.

K 287

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

A1

PART OF A BATTERY OF HEAVY POWER PRESSES



*that
supply
the World
with*

GOODYEAR STEEL WHEELS

WHO MAKES THEM ?

OWING to the widespread use and demand for Goodyear Steel Wheels, many have gained the impression that these Wheels are Standard Wheels procurable from other sources. This is not true. It is twenty years since Goodyear began to produce Wheels. During that period millions of Goodyear Wheels have been produced and placed into service. There is little need to further eulogise a product which has so firmly stood the test of time. The figures themselves are so clearly a declaration of faith by the public. Very best quality steel and finest Workmanship cost more, yet their big production enables us to keep the price down to a quick turnover basis and to offer the public the strongest and best Wheel at a low price.

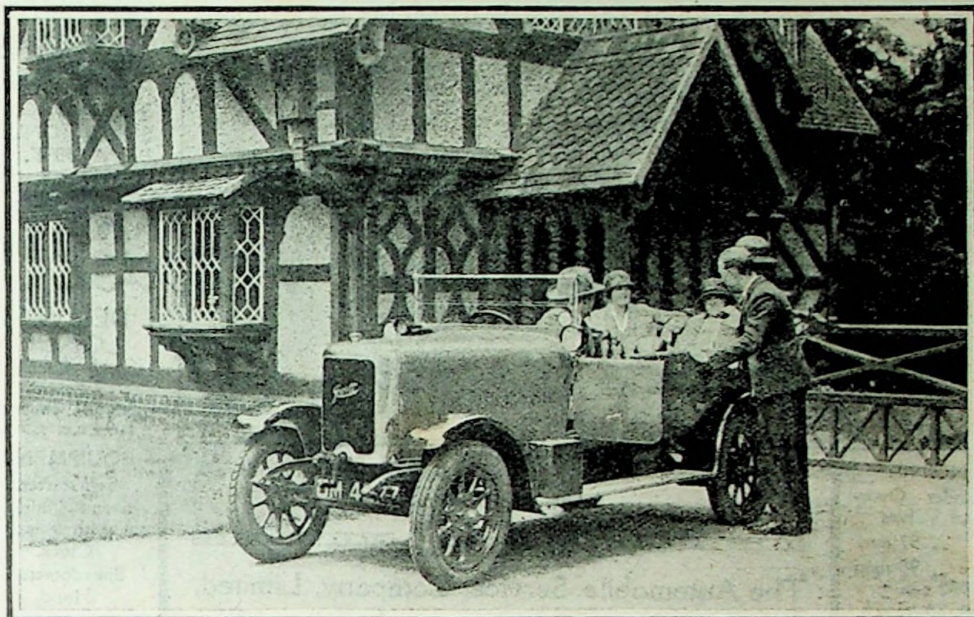
W. GOODYEAR & SONS LTD

Makers of the Standard Wheel.
DUDLEY. ENG.



*Look for this stamp
on your wheels. It is
the sign of security*

FIFTY-FIFTY



Friend: "It pulls 4 better than my 20 horse, and you say you're 15 pounds in pocket for running expenses this year."

Owner: "Yes! 5 pounds licence, 5 pounds for general expenses and 5 pounds fuel."

Owner's Wife: "Well, Jack, you always agree 50/50 is a good mixture. I'll have that seven guinea coat for my share."

Friend's Wife: "S'pose I'll have to wait for mine until we sell our old bus. I wish it had a second-hand value like a Jowett, there'd be no trouble then!"

Moral— Buy a 7 h.p. Jowett. It's cheap to run, costs little to buy and sells for more than any other when selling time comes.

All Jowett Cars are 7 h.p. and £7 tax
2-Str., £150. Light 4, £160. Full 4, £170.

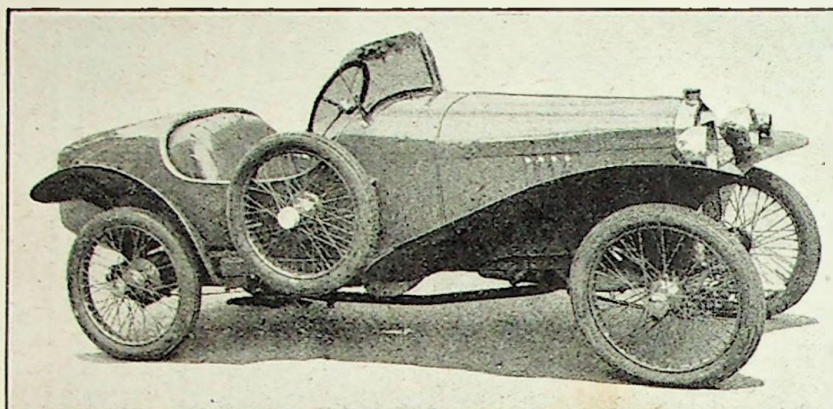
You'd enjoy reading our catalogue!

JOWETT CARS, IDLE, BRADFORD.

SENECHAL

SUPER SPORTS

MADE BY CHENARD AND WALCKER, PARIS.



OWING TO
McKENNA DUTIES
PRICE WILL HAVE
TO BE RAISED AS
SOON AS THE
PRESENT SMALL
STOCK OF CARS IS
SOLD. ONLY A
FEW LEFT.

PRICE

£210

DELIVERED
LONDON.

Shock Absorbers £5
extra.

Special Engine of
1094 c.c. £5 extra.

EQUIPMENT:

Self-starter.

6-volt lighting
set with 5 lamps.

Clock.

Speedometer.

Hood.

Rudge detachable
wheels.

ENGINE:

4-cylinder Over-
head Valves.

Bore .. 57 mm.

Stroke .. 95 mm.

972 c.c.

Speed 70 m.p.h.

Consumption

50 m.p.g.

EXCHANGES.

DEFERRED PAYMENTS.

Sole Concessionaires:

■■■■■■■■■■■■■■■■■■■■ **A.-S.-C.** ■■■■■■■■■■■■■■■■■■■■

The Automobile Service Company, Limited,
166, Great Portland Street—London, W.1

Telephone—Museum 6626.

"Shacklepin," in "The Light Car and Cyclecar," July 3rd, says:
As I had expected I was able to report very favourably and the fittings have now been in use nearly 2,000 miles with entire success.

"The Autocar,"
July 3rd, says:

A thousand miles ago we fitted B & D Stabilizers and the effect is remarkable. Pitch and loss action has been ruled out and steering vastly improved.



**EASY
TO
FIT**



STABILIZERS

MORGAN RUNABOUT (Back) Per Axle.
AUSTIN-7, ROVER-8 (Front) **55/-**

All popular makes of Light Car (Back or Front Axle) **63/-**

The top extract opposite refers to a set on a MORGAN RUNABOUT. The bottom extract refers to a Singer 10. Let us send you full particulars for your car. A trial involves no fitting expense and only the use of your toolkit spanners, and we will refund your money if you are not satisfied.

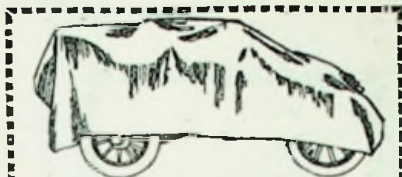
BENTLEY & DRAPER LTD
4 Fenchurch Ave: London. EC3.

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

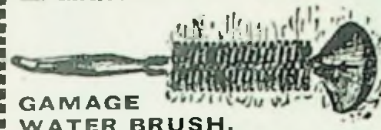
Remarkable Values for Light Car Owners to Inaugurate Opening of New Premises at

GAMAGES

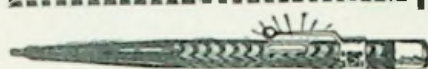
An Early Visit of Inspection will amply repay you. Spacious New Showrooms enable us to offer you the pick of the World's Best Values for Light Car Owners.



WATERPROOF CAR COVERS
Very strong material, absolutely waterproof. With seams taped and sewn. Eyeletted and strengthened corners for securing to car. Size 16 ft. x 11 ft. 6 in. Price **57/6**



GAMAGE WATER BRUSH.
Specially designed to get to the awkward parts. Made of best quality Bristle, with a map head. Will take any size hose without extra fittings. Price, post free, **12/6**

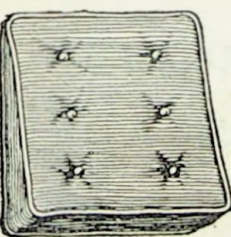


"SPARKLET" PLUG TESTER.
Combined Plug Tester and Lead Pencil. Not only denotes ignition trouble but actually diagnoses cause. Carry it with you as you do your pen, then you will have it when you want it. Price, post free, **4/6**



WING MASCOT. Price, post free **15/6**

Specially designed to be fitted to Boyce Meters. Get one and convert your Boyce Meter into an attractive mascot. Well made. Order per return.



DRIVER'S BACK CUSHIONS
Never get hard or lumpy, make driving a pleasure, and prevent the fatigue felt after long distances. Made to fit the small of the back and

give comfortable support just where it is needed. In Pegamoid, Grey Antique leather pattern. Also in high-grade leather in the following shades: Blue, Green, Brown or Black, 25/-

21/-

DRIVING HELMETS

Finest Chrome Tan Leather richly trimmed at neck and peak. For either Ladies' or Gents' wear. Designed to keep out the cold during night or winter driving. Very comfortable for long journeys. When ordering please state whether for lady or gent. Post free **12/6**



LUGGAGE CARRYING KIT.

A Money-Back Guarantee on all our lines protects our Customers.



LUGGAGE GRIDS.

Easyfit racks. Have one fitted to your car at once. An efficient luggage rack which at the same time acts as an excellent rear buffer, saving scratching of the paintwork and damage to the car. Made to fit all cars at prices varying from **35/-**

WATERPROOF LUGGAGE COVERS.

Made from strong rubber-faced material. Eyeletted at side and corners. Your car's equipment is incomplete without one. Very useful when travelling by car during rough weather. Sizes: 6 x 5. Price **15/6** 7 x 5. Price **19/6** 9 x 5. Price **25/-**

WEB STRAPS.

Very Special Value in Canvas Web Straps. All fitted with Patent "Pull Tight" Buckle. Your luggage cannot become insecure if you make sure before you start that you have secured it with these. 1 inch wide. 60 inches long. Price **2/6**



SIMONIZ YOUR CAR.

The great point about Simoniz is that you can easily clean and polish your car yourself, producing a wonderful and lasting polish which makes the car look like new. Price per tin **5/-**

OUR MOTOR LIST

76 pages, is a publication which should be in the hands of every motorist. If you have not got your copy, write now, it

COMES POST FREE.

CAR WASHING SPONGES.

Special purchase of high-class sponges for car washing. We are selling these at wholesale prices. 3/3 and Extra large size 7/6 and 10/6. Equally good for toilet use. **2/3**



CHAMOIS LEATHERS

Fine quality Chamois Leathers for polishing bodywork, plating, etc. Will provide a high polish to the car and improve its looks. Size 21 x 22 in. 4/6; three for 12/6. **4/6**

CLEANING CLOTH.
Nice and soft and yet of good wearing qualities. Will keep the hands clean no matter how dirty the job. Far better than Mutton Cloth or Cotton Waste. Price **7/3**



per roll of 50 yds. and **3/9** per half-roll

CARRY-ON CASE.

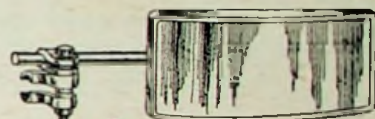
A most useful accessory to have on the road. Consists of a box measuring 12 1/2 in. x 7 in. x 6 1/2 in., containing two cases, one to hold one gallon of petrol, and the other half-gallon of lubricating oil. Fitted with patent press caps. Price **25/-**

ORDER BY POST.

FLEXIBLE PETROL POURER

A great improvement on the old type. By means of this two-gallon can of Spirit is emptied and filtered in 45 seconds. Thousands already in use. Another help toward super-comfortable motoring for the amazingly low price of **3/6**

Post free.

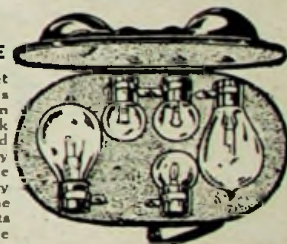


SCOPE MIRROR.

This Mirror gives a very large range of vision owing to the shape reflector. It is nicely made and finished, and of strong construction. Hundreds of these Mirrors have already been sold, and has proved to be one of the most popular models of the season. Price **9/6**

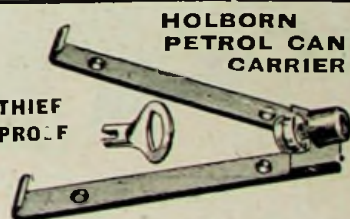
SPARE BULBS in CASE

Complete set of five Bulbs complete in strong Black enamelled case. The very things in case of emergency during the dark nights that are coming. Suitable for any make of car. Packed to eliminate all danger of breakage. Price, post free, **14/6**



HOLBORN PETROL CAN CARRIER

THIEF PROOF

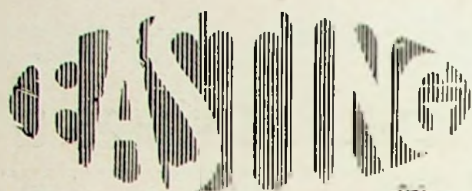


New design carrier. Very light and neat. Detachable key, making it thief-proof. Finished black. Price **5/6**

A.W. GAMAGE, Ltd., HOLBORN, LONDON, E.C.1

City Branch: BENEFINKS, Cheapside, E.C.2

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



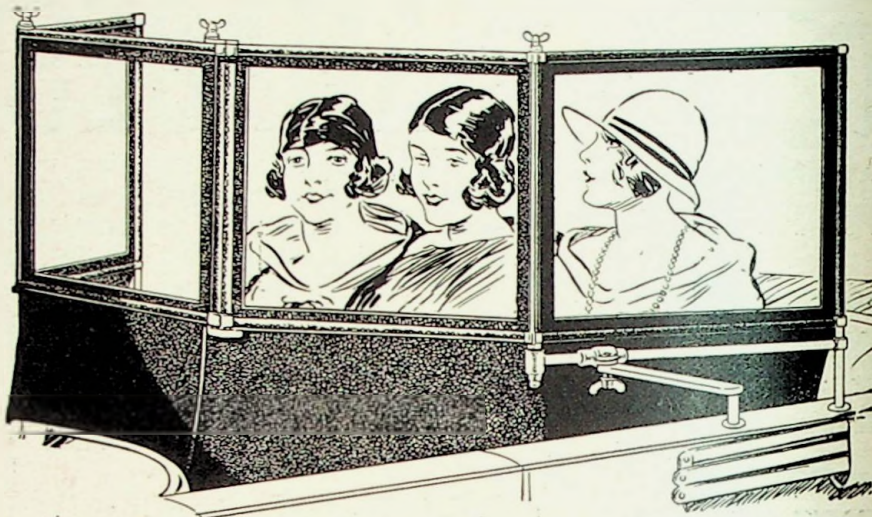
4-PANEL SCREEN

A
4-PANEL SCREEN
WITH 4-POINT
SUSPENSION

WILL FIT ALL CARS

ADJUSTABLE TO
ALL POSITIONS

£5



EASTING WINDSCREENS LTD., COX ST., ST. PAUL'S SQUARE, BIRMINGHAM.

London Office : 29, Foley Street, Great Portland Street, W.1.

All communications to be addressed
to our Birmingham Office.

All screens can be repaired
by ourselves.
H.P.

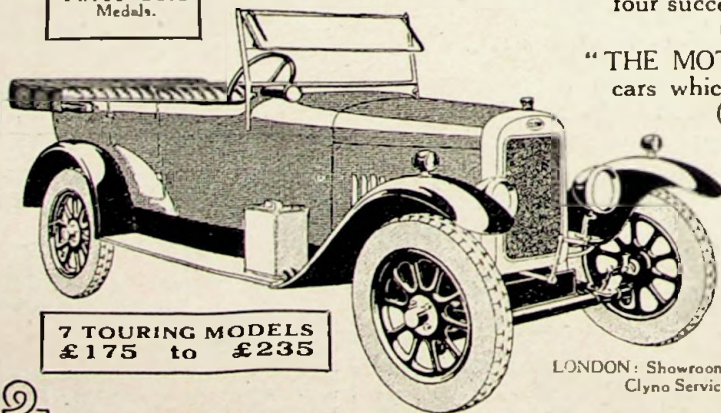
CLYNO

CLYNO CARS

IN THE
TRAVERS
TROPHY
TRIAL

Three Clyno
Cars gained the
Team Prize and
Three Gold
Medals.

Facts!



7 TOURING MODELS
£175 to £235

Two Privately Owned CLYNO CARS
in the
BIRMINGHAM-HOLYHEAD
24-HOURS TRIAL

"THE AUTOCAR"—"Out of 22 cars that started only
four successfully climbed this awe-inspiring gradient."
(2 of the 4 were CLYNO CARS.)

"THE MOTOR"—". . . only four of the twenty
cars which attempted the hill making clean ascents."
(2 of the 4 were CLYNO CARS.)

"THE LIGHT CAR AND CYCLECAR."
—"The outstanding performances amongst
the cars were by the only two Clynos entered"
YOUR CLYNO WILL DO THIS!

**CLYNO ENGINEERING CO.(1922)
LTD., WOLVERHAMPTON.**

LONDON: Showrooms and Export Dept.: **ROOTES LTD.**, 141, New Bond St., W.1
Clyno Service Depot: Lodge Place, St. John's Wood Rd., N.W.8.
Manchester: **LOOKERS, LTD.**

CLYNO



BUY BRITISH GOODS

Superior Products

Every time you buy an imported article when a British made product would suit you equally well—or better—you strike a double blow at British prosperity—one for the order that goes to the foreigner and one for the order lost to Britain.

Make sure that this double blow is not directed against your country when you order petrol. Specify "BP," the British Petrol, and you make certain of getting a superior product made in Great Britain and giving employment to 20,000 British workers.

The superiority of "BP" has been proved time and again in the most important events on the road, the track and in the air.

"BP"

The British Petrol

British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2
Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

You guess he's there— but MAKE SURE

Nobody can afford to take risks. Make sure that your warning signal is the most efficient that money can procure. It is well worth while. A GRAHAM Electrical Autohorn costs no more than most—is cheaper than many. And it carries with it the unconditional *guarantee* associated with all products of the House of Graham.

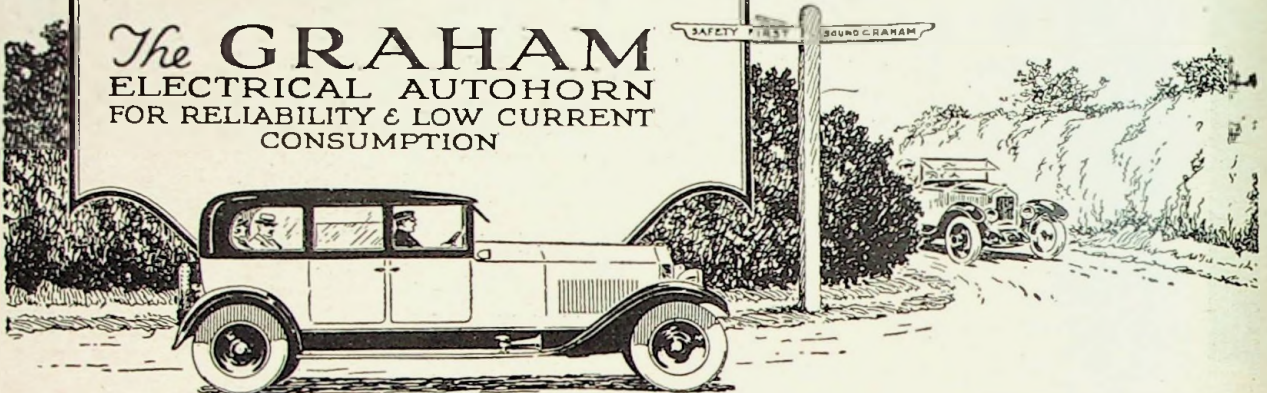
Inexpensive models for fitting under the bonnet, on the running board, or on the wings.

The **GRAHAM**
ELECTRICAL AUTOHORN
FOR RELIABILITY & LOW CURRENT
CONSUMPTION



Graham Electrical Autohorns are produced in two types with vertical or horizontal (as illustrated) diaphragm. Prices from 24/- complete with flex and push.

Write for illustrated leaflet.



ALFRED GRAHAM & CO. (E. A. GRAHAM), ST. ANDREW'S WORKS, CROFTON PARK, S.E.4.
Phones: Sydenham 2820-1-2. Wires: "Navalhorn, Catgreen, London."

BRITISH GOODRICH NEW NON-SKID TYRE

PERFECTION in British Goodrich Non-Skid has been evolved by years of research, countless experiments, and relentless trials. Goodrich achievement means your economy, your travel safety, and your motoring satisfaction. Therefore, fit the world's master tyre—the British Goodrich Non-Skid.

Manufactured by
BRITISH GOODRICH RUBBER Co., Ltd.
Factory and Head Office - - LEYLAND, LANCs.
BRANCHES—London and Leeds.



*Best in the
long run*

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

Silence please!

Noisy Gears—gears that grumble and growl, Gears that are stiff too, these are things of the past with motorists who use the new neutral compound



Ambrolyte

'AMBROLEUM'S' LITTLE SISTER

It is specially prepared for light cars, and effects the same wonderful change in running as its older and consequently better known ally "Ambroleum" does for cars of less modern design with heavier gearboxes.

If you are unable to obtain "AMBROLYTE" or "AMBROLEUM" from your usual garage, please use this coupon.

COUPON.

To STERNS LTD.,
46, Royal London House, Finsbury Square, E.C.2.
Please see that I am supplied with the following, for which I enclose remittance:—

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

Name

Address

Name and address of usual garage

You cannot *IMAGINE* the difference it makes. You must *experience* it to enjoy it.

Try it NOW — A BETTER RUN IS A CERTAINTY.

Watch for the £5 STERNOL Flag.

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

Bayliss Thomas

A paradox of car construction

so sturdy and powerful that one would imagine it to be "solid" and heavy.
Yet so lively in its gait as to give the impression of lightness taken to extremes.
The Bayliss Thomas is a pleasing paradox combining the virtue of robustness with the joy of efficiency.
Not "freakish" but sufficiently unorthodox to invest ownership with individuality. It's worth while asking your local dealer for a trial.

11-22 h.p. 4-SEATER. With electric starting and lighting, clock, speedometer, windscreen wiper, spring gaiters, oil gauge, petrol gauge, inspection lamp, folding luggage carrier, full all-weather equipment, and complete kit of tools. Side valve engine.

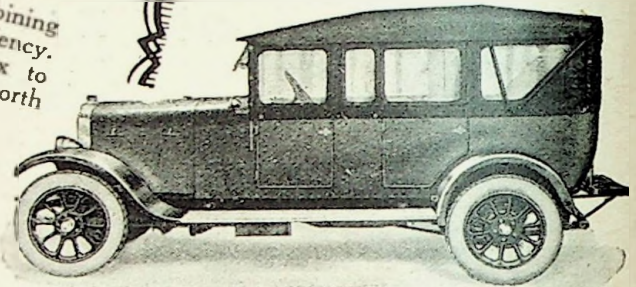
£259
Balloon Tyres (set of 2), 4i extra.

BAYLISS, THOMAS & CO.

Proprietors:
THE EXCELSIOR MOTOR CO., LTD., Tyseley, BIRMINGHAM.
Telephones: 277-8 Acock Green.
Telegrams: "Monarch, Haymills."

DISTRIBUTORS:

LONDON:
MEBES & MEBES,
144, Gt. Portland Street, W.1.
N.W. OF ENGLAND:
S. W. PHILLPOTT
(MOTORS) LTD., 42/44,
Paradise Street, Liverpool.



It's not the first cost, but the **MAINTENANCE COST** which matters.

One of the many satisfied G.W.K. Owners' views:—

"It may interest you to know that my car (a 1921 model) has completed 10,000 miles in the last 12 months (and 16,000 miles previously) at a total cost of 1½d. per mile, including petrol, oil, tyres, tax, depreciation, replacements, interest on money, in fact, everything. Very satisfactory."

(Signed) R. H. BINDER.

2-seater	- -	£225
4-seater	- -	£255
Coupe	- -	£250



LIMITED,

Cordwallis Works, Maidenhead.

Telephone: 624 Maidenhead.

Telegrams: "Cars, Maidenhead."

ESTABLISHED 1911.

All G.W.K. Models are made with roomy bodies. Colour to choice.

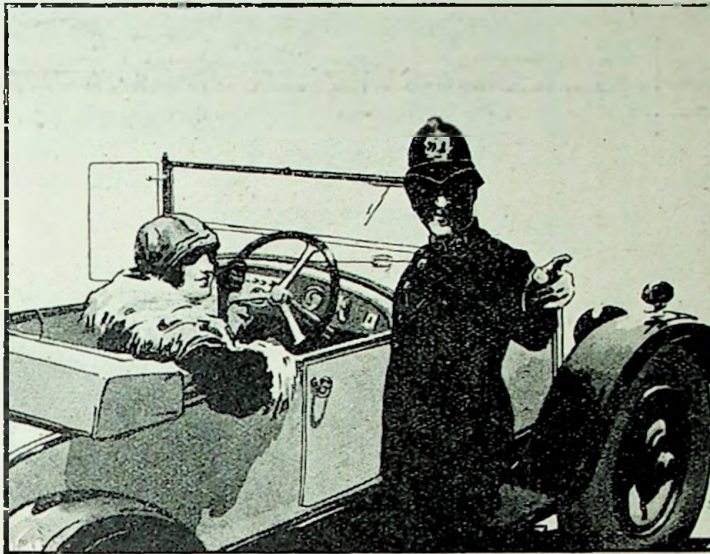
TO THE READER.—B

advertisements, mentioning the Progress of

"The Light Car and Cyclecar" when replying to the small car movement will be assisted.

What I see on the Road

by
Tommy Pratt-kins
OF THE
PETROL PATROL



Nº 3

The Police and the Motorist

I was recently supplying a lady driver with Pratts Perfection when I noticed her beckon a policeman and ask for the nearest authorised parking place. "Ah," said Robert afterwards, "I wish they would all show commonsense like that. Thoughtless drivers park cars in busy streets, leave engines running, or stop in places where they are an absolute nuisance. Some drivers seem to regard policemen as natural enemies. Perhaps they don't know we are coached with local motoring information. But there, I knew *she* was experienced, when I saw her taking petrol from 'Tommy Pratt-kins' here. A well-known motorist said to me the other day, 'Robert, my boy, when you buy a car use Pratts Perfection every time. It's pure—so you'll get more miles per gallon—uniform—so you'll always be free from trouble.'"



PRATTS

PERFECTION SPIRIT

Uniform everywhere Reliable always



D.A. 353.

ANGLO-AMERICAN OIL COMPANY, LTD 36, QUEEN ANNE'S GATE, LONDON, S.W.1.

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

— USEFUL — INFORMATION

Weight of Chassis	10½ cwt.
Weight of Two-seater	15½ cwt.
Weight of Four-seater	16½ cwt.
Weight of Coupe	16½ cwt.
Wheelbase	8' 9"
Wheel track	4'
Length and width overall	12' x 5'
Petrol capacity	7 gallons (one gallon reserve)
Oil capacity	1 gallon
Water capacity	3 gallons
Body space	7' 7"
Ground clearance	9"
Number of grease lubrication points	31
Bore	69 mm.
Stroke	100 mm.
Cubic capacity	1496
R.A.C. rating	11'9 h.p.
Weight in lbs. per c.c. :-	
Two-seater	1'16
Four-seater and Coupe	1'23
Valve clearance	"004"
Torque	67 ft. lbs. at 1500 r.p.m.
In top gear engine revs. to road speed at 1,000 R.P.M. to 20½ M.P.H. with 4 to 1 back axle ratio.	
In top gear engine revs. to road speeds at 1000 R.P.M. to 18'5 M.P.H. with 4'5 to 1 back axle ratio.	
Top speed ratio	4 to 1 or 4'5 to 1
Third speed ratio	6'11 to 1 or 6'86 to 1
Second speed ratio	9'32 to 1 or 10'5 to 1
First speed ratio	14'85 to 1 or 16'68 to 1

Hampton

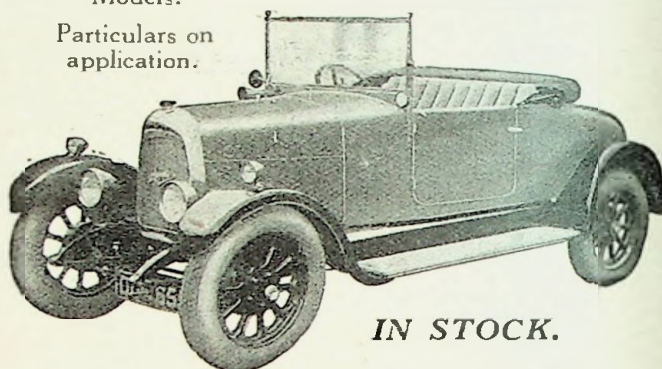
The
New

12 h.p. Model

Also 10 and 14 h.p.
Models.

Particulars on
application.

2-seater, A.W.	£275
4-seater	£295
Coupe	£330
F.W.B. £15 extra.	

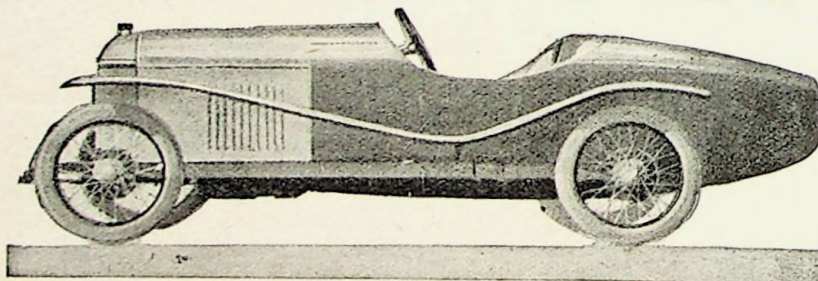


IN STOCK.

B. S. MARSHALL, Ltd., 17a, Hanover Square, W.
Mayfair 5906-7.

Agents for: Alvis, Austin, Bugatti, D.F.P., Singer, Standard.

AMILCAR



8/35 h.p. Sports Model	£220
9/50 h.p. Grand Sports, 2-Seater	£295
9/50 h.p. " " 3-Seater	£325
9/50 h.p. " " 4-Seater	£345

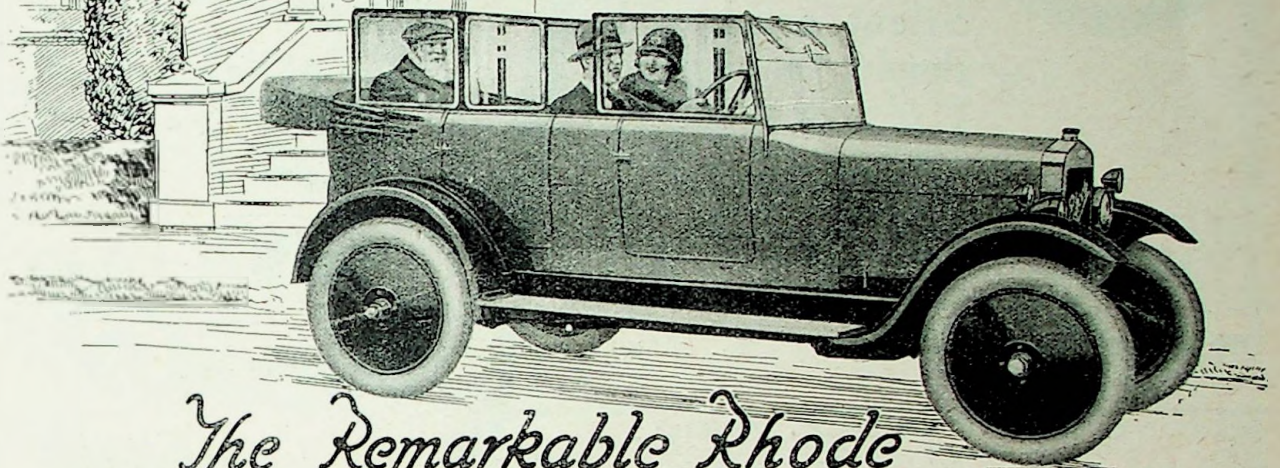
12 h.p. Chassis	£295
12 h.p. Tourer	£385
12 h.p. Saloon	£485

Sole Concessionaire:

VERNON S. BALLS,
25, High Street, Fulham, S.W.6

Telephone: 1995

THE DISCOVERY THAT ECONOMY MEANS QUALITY!



*The Remarkable Rhode
has helped many to make it,
and can help you too!*

Up amongst the quality! Yet by no means up in price and certainly not in running costs. But in comfort, length of wear, appearance, and, above all, reliability—yes, certainly!

Every manufacturer claims for his car that it is the best in its class. YOU know that somebody's wrong, there can only be one best. Therefore, we ask you to consider these facts and act accordingly.

The Remarkable Rhode does 45/50 m.p.g. Petrol, 2,000 m.p.g. Oil, and 12,000 miles to a tyre set. Motoring—good motoring—at less than a penny a mile.

The Remarkable Rhode has never yet failed to win an award in a classic trial in which it has been entered—

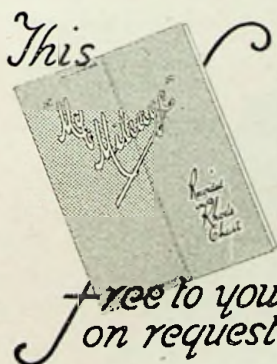
90% of these awards the highest possible obtainable.

The Remarkable Rhode has undoubted quality—real leather upholstery, always a driver's door, specially sprung seats, EFFICIENT all-weather equipment.

The Remarkable Rhode has an engine that will delight you. Wonderfully accessible! Wonderfully efficient! A patent lubrication system that oils every moving part, including valve stems and clutch. And there is not a chain nor a belt in the whole chassis.

Every model fully equipped and fitted with balloon tyres at prices from £198 to £345.

Particulars of new models on enquiry.



The Rhode Motor Co., Tyseley, Birmingham.
London: Godfrey's Ltd., 366-368, Euston Road.



Crouch

"Best in the long run"

**Silent, solid, and
simple to control.**

IN building the Crouch we have held owner-drivers' requirements constantly in view. Produced under these conditions, the Crouch not only meets motorists' demands but exerts an important influence for the betterment of motoring pleasure.

11/27 h.p.
2-Seater & dickey
£215

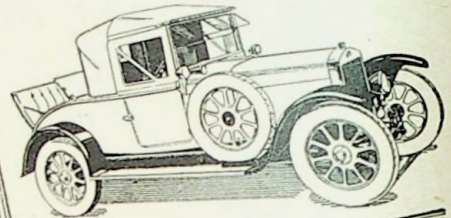
Other Models:

All-weather 4-seater	£225
Sports	£245
"Quorn" Saloon	£285
De Luxe, 12/30 h.p., British Anzani	£295
Engine Models at	

CROUCH CARS, LIMITED, COOK STREET, COVENTRY.
London - - - Gordon Watney & Co., Ltd., 31, Brook Street Bond Street, W.1.
Scotland - - - E. Forde, 100, Princes Street, Edinburgh.

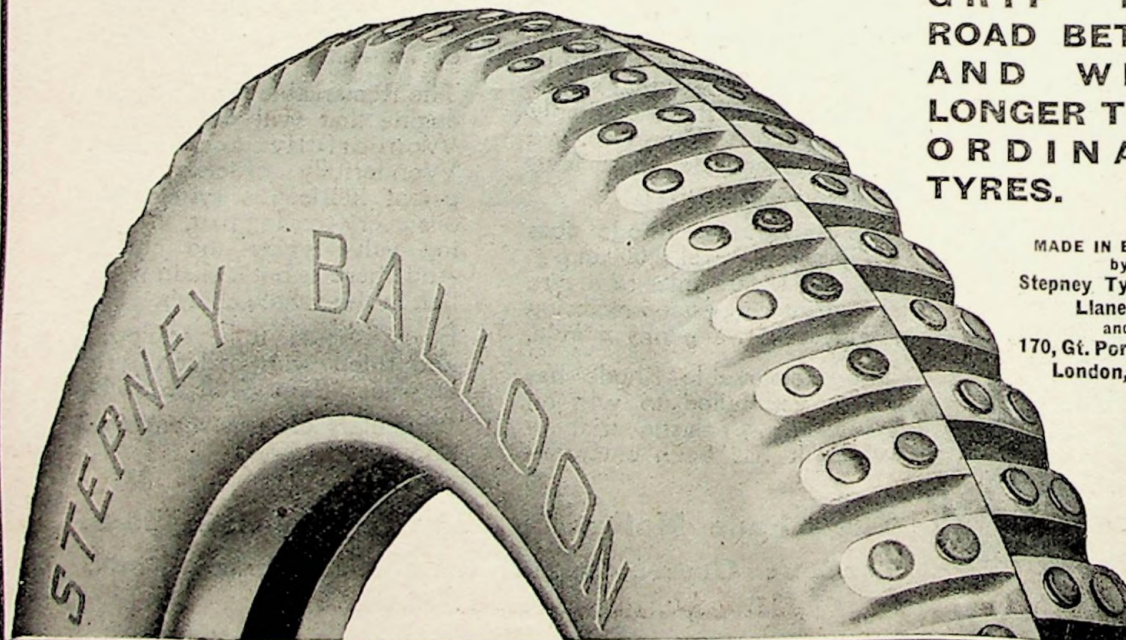
Brief Specification.

4-cylinder Monobloc Engine, 66 mm.
x 100 mm., side by side Valves,
adjustable Tappets enclosed in dust-
proof covers, large Nickel Honeycomb
Radiator, 9 ft. 6 in. Wheelbase (10 ft.
for 4-seater and Saloon), De Luxe
Coachbuilt Body (Hand-painted),
Double Deflector Windscreens, Two
Large Doors.
Equipment includes 12-Volt Lighting
and Starting, 5 Lamp Set, Clock,
Speedometer, Dash Lamp, Windscreen
Wiper, Spring Gaiters, full dashboard
equipment, complete set of tools,
Jack, Pump, etc.



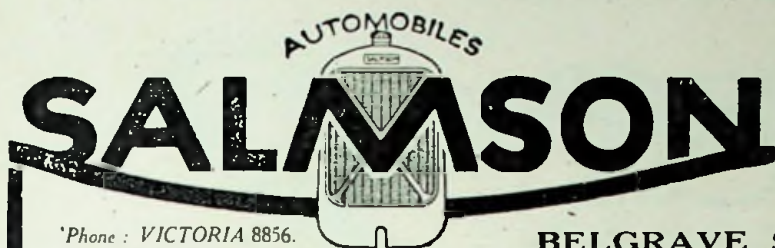
STEPNEY BALLOON CORD TYRES

**GRIP THE
ROAD BETTER
AND WEAR
LONGER THAN
ORDINARY
TYRES.**



MADE IN ENGLAND
by
Stepney Tyres Ltd.,
Llanelli,
and
170, Gt. Portland St.,
London, W.1.

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.



*Phone : VICTORIA 8856.

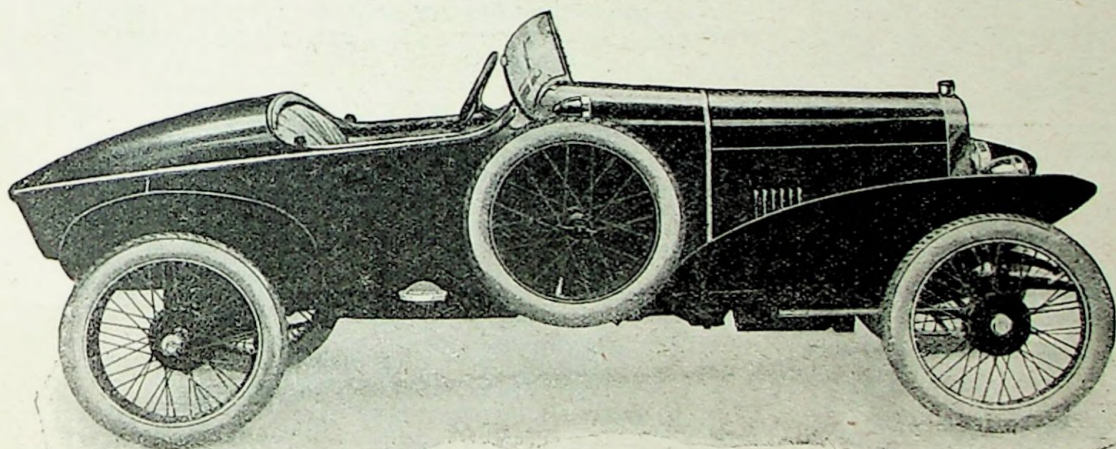
Sole Concessionnaires for the
U.K. and British Dominions:

S.M.S., Ltd.

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

Mr. Sportsman !

YOU CAN STILL BUY
"THE CAR THAT WINS"
AT DUTY FREE PRICES !
BUT
YOU MUST ORDER NOW !



10 h.p. GRAND PRIX with front wheel brakes, 75 m.p.h.

£285

Part Exchanges and Deferred Terms.

Write for Catalogues and New Booklet on Deferred Terms.

Sole London Distributors :

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

Mayfair 2965/6.

Gordon Watney
& Co Limited
PART EXCHANGE HOUSE.

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

The Motor

The
National Motor
Journal.

EVERY
TUESDAY,
4^D

SUBSCRIPTION.

12 mss.
U.K. and
Canada - 26/-
Abroad - 32/6

Shorter periods
pro rata.

Specimen Copy
Post Free.

Offices of
The Motor

7-15, Rosebery Avenue,
London, E.C.1.

Next Tuesday's Issue of
"The Motor" will con-
tain the following amongst
other interesting and
informative articles:

AN ENTIRELY NEW BRITISH
MODEL.

WHY DO CARS OVERTURN?

Mistakes and Mishaps which
lead to Capsizing.

All the news and news
pictures.

Special Features in this week's issue - (August 18th).

OUR EXTRAVAGANT TRANSPORT MINISTRY.

Why are Motorists to Pay Half the Cost of the Mersey Tunnel? By a Special Correspondent.

THE MOST DANGEROUS SIX MILES IN LONDON. FORTY MILES AN HOUR ACROSS BUSY THOROUGHFARES.

HOW CARS ARE NOT STOLEN.

By a Near-Crook.

BALLOON TYRE OSCILLATIONS.

A Characteristic Dependent on Speed, Air Pressure and Tread Wear.

ELDRIDGE'S NEW ENGINE AND OTHER PATENTS.

Novel Supercharged Power Unit—Cam and Roller Steering Gear—A Built-up Crankshaft—A Spring Without Shackles.

MORRIS CAR TOPICS.

Fitting and Testing a New Carburetter. Some Points in Attention to the Magneto.

A HAMPSHIRE BEAUTY SPOT.

ROAD TESTS, SHOWING PRINCIPAL CHARACTERISTICS.

The 12.8 h.p. Th. Schneider.

SPECIAL MONTHLY WIRELESS FEATURE.

A number of New Ideas Tested. The best Spots for Outdoor Reception.

ANALYSING RIDING COMFORT.

A Series of Special Tests, showing the Movement of a Car under various conditions.

INNS AND THEIR SIGNS.

Quaint Signs, Many the Work of Famous Artists.

POWER AND PETROL-SAVING BODIES.

Cutting Down Weight and Wind Resistance.

BIRDS AND ANIMALS ON THE ROAD.

Should Human Life be Sacrificed for a Dog? The Legal "Rights" of Animals Trespassing on the Road.

WASTEFUL MISALIGNMENT

Loss of Power Due to Badly Lined-up Rotating Parts.



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

3

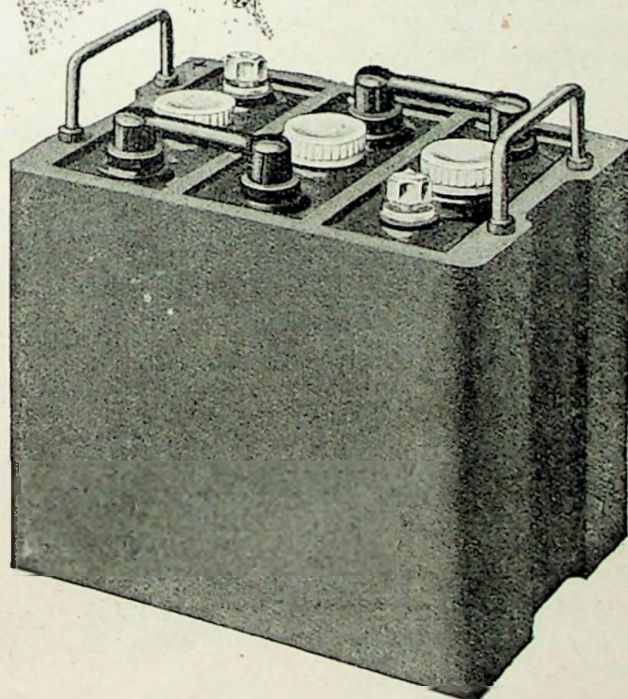


reasons why *Dagenite* (Regd Trade Mark) makes the best Battery Boxes!

1. 'Dagenite' IS PRACTICALLY UNBREAKABLE.
2. 'Dagenite' IS ABSOLUTELY IMPERVIOUS TO ACID.
3. 'Dagenite' WILL NOT CRACK, NOR ROT, NOR LEAK

These three reasons alone are surely sufficient to convince you that the 'Dagenite' one-piece moulded Box is easily the leader of its class and enhances the Life and Good Value of

PETO & RADFORD BATTERIES



REMEMBER that 'Dagenite' Boxes are backed by twelve years of experience and testing—do not forget this when offered a hastily improvised copy of our 'Dagenite' Batteries for others will not have the twelve years experience behind them as have the 'Dagenite' Boxes manufactured exclusively by

PETO & RADFORD

(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)

HEAD OFFICES & SHOWROOMS:

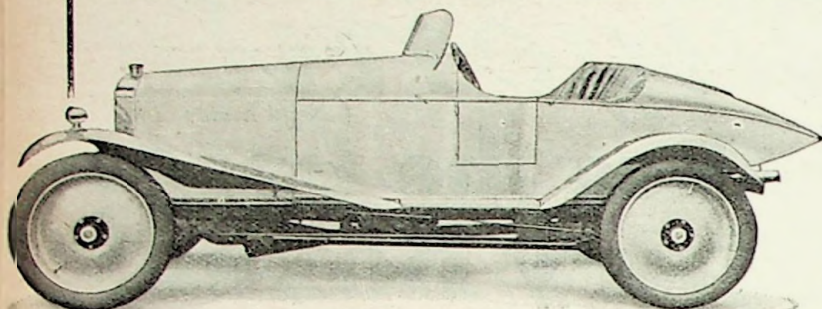
50, GROSVENOR GARDENS,
VICTORIA—LONDON, S.W.1.

Phone: Victoria 7687 (3 lines).

Grams: "Storage, Bowest, London."

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

WHY PAY MORE?



Super Sports Model

A.B.C.

at £275

Aluminium body and wings, enclosed valve gear, continual circulation oiling system, pneumatic upholstery, etc.

Guaranteed 75 m.p.h.

A few Second-hand Bargains as follows:

A.B.C., 1923, Cloverleaf, self-starter, new tyres, many extras, new condition throughout .. 76 Guineas.
 A.B.C., 1922, Sports, many extras, new condition. 12 volt lighting and starting. Guaranteed condition .. 65 Guineas.
 A.B.C., 1922, Regent, dynamo lighting, absolutely in first-class condition throughout .. 67 Guineas.
 A.C., 1921, two-seater, repainted, equipped, good condition .. £95
 BELSIZE - BRADSHAW, 1922/23, self-starter, speedometer, etc. Taxed, excellent condition .. £65 10s.

CROUCH, 1920/21, 8 h.p., two-seater, Sports body, fully equipped, good condition and tyres .. £27 10s.
 G.N., 1921, dynamo lighting, speedometer, in first-class condition, new tyres, bargain .. £35
 G.N., 1921, dynamo lighting, speedometer, new tyres .. £30
 HUMBER, 1920, two-seater and dickey, lighting, starting, taxed year. Excellent mechanical order .. 85 Guineas.
 ROVER EIGHT, 1922, special wide two-door body, recent £30 overhaul by makers. Excellent order throughout .. £65

Deferred Payments.

Cars or Motorcycles accepted in Part Exchange.

WARD & CO., 51, Upper Richmond Road, S.W.15.

Telephone—Putney 2818 and 2819.



**25th
Edition.**

(690th Thousand.)

EVERY recent development in motor-car construction and motoring is dealt with in this new edition of "The Motor Manual." It has been largely re-written, completely revised, re-illustrated and brought up to date, and contains a very large amount of new and practical information.

It is an indispensable handbook for every motorist who wishes to understand his car from A to Z, and how to maintain it in completely efficient condition.

2/6

NET.

Obtainable from all principal Booksellers and Book-stalls or direct from the publishers, 2/10 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.

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

No. 1 of a series which has been arranged to indicate clearly Henlys views on motors and motoring.



I'LL BUY YOUR CAR

Says
Henlys
Chief

SPECIAL OFFERS

(subject unsold)

ALVIA, 12-40 h.p., 1923 model, chassis No. 1708, 2-seater de Luxe painted blue, taxed to Dec., splendid condition.

£245

ALVIA, 12/20 h.p., 1924 model, 2-seater Super Sports, Chassis No. 7525, polished aluminium body. This car has been specially tuned, and has attained a speed of 85 miles per hour on Brooklands.

£395

AUSTIN Twenty, 1924 model, 4-door Saloon, painted kingfisher blue, antique leather upholstery, several extras, mileage only 7,000. Condition almost as new. Cost £750, accept

£450

HUMBER, 11-5 h.p., 2/3 seater, large dicky, 1922 model, painted grey, taxed to Dec., excellent condition.

£200

I MUST have more second-hand cars. At present I am, frankly, unable to meet the demand—as fast as I get them I sell them.

Will you, therefore, please bring along your car or send me particulars. Now is the time to sell. There is no doubt about it. And I definitely promise to give you the very highest possible price for your present car against any make of new one.

You know, of course, that I always have 100 new and second-hand cars in stock. Including nearly all the well-known makes, this huge range of cars provides a model for practically every purpose and any pocket.

And by availing yourself of "Henlys Own" Deferred Terms you can pay for your new car over a period to suit your own convenience—no bills or outside agents enter the transaction, for these facilities are financed entirely by Henlys.

Then, after purchase, you have the advantage of my unique Service Plan, and behind you the full strength of my organisation with one of the largest and most up-to-date Service Stations in London. But these and the other advantages that go with every car I sell, I will explain more fully in future advertisements.

Meantime, you may confidently let Henlys reputation be your protection—and, meantime, I badly want more second-hand cars.

Will you let me quote my price for yours?

That car you want—

Henlys
have it



91 & 155

Great Portland Street

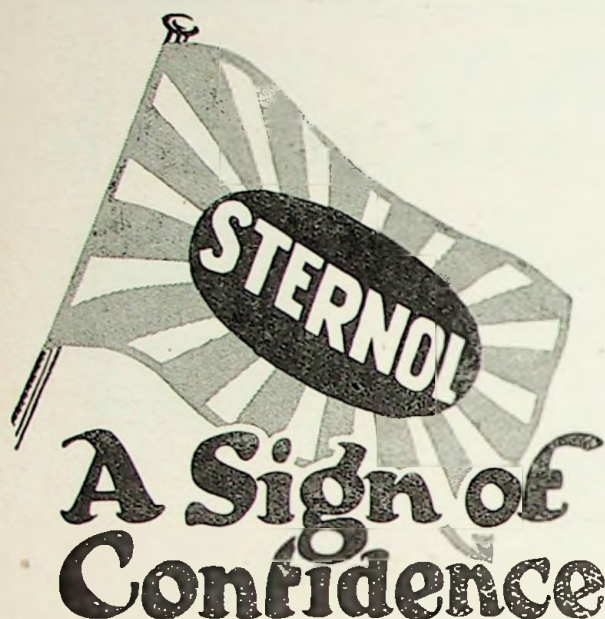
W.1.

Telephone: Mayfair 4201 (Private Branch Exchange).

Super Garage and Service Depot

7-13, Upper Gloucester Place.

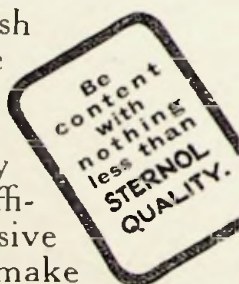
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.



WHEREVER you see the £5 Flag (apart from the fact that it may win you £5) take it as a sign that Sterns, Ltd., had such confidence in the quality of their Motor Oil that they required only a single trial to have it consistently used.

The success of the Scheme has completely justified their confidence; it has proved beyond a doubt that Sternol W.W. lives up to its claim in actual practice.

Sternol W.W.—a British product—does give more power and sweeter, quieter running; does do away with overheating, difficult starting, excessive carbon; does, in fact, make “Engines purr like Pussies.”



STERNOL

IN TWO
GRADES

WW

HEAVY &
MEDIUM

Give STERNOL W.W. any trial—compare it under *all* conditions with the Oil you generally use—and buy British Oil!

Keep the tin in your car—you may see the £5 Flag and win a £5 Note!

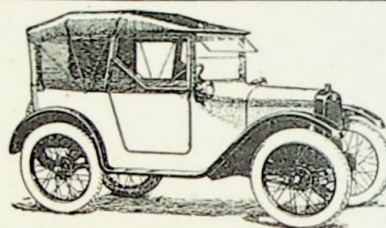
STERN'S LTD., ROYAL LONDON HOUSE, FINSBURY SQ., E.C.1

Come to Kensington for Cars TAYLORS

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.

TAYLORS have all the latest and the best, displayed in such a manner that you can see them to advantage and examine them at your leisure.

SHOWROOMS OCCUPYING 10,000 ft. SUPER equipped with all the latest and the best in British Cars are available to motoring enthusiasts, and we extend to you a cordial invitation to call and inspect our varied stock under ideal conditions—you will not be bothered to buy.



AUSTIN

7 h.p., to seat two Adults and two Children.

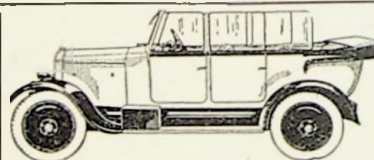
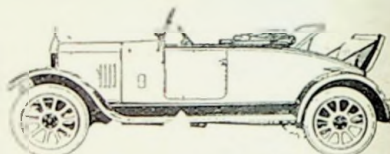
£149

Sports Model,

£159

STANDARD

11 h.p. Coleshill 2-str. £200
11 h.p. Kineton 4-str. £200
11 h.p. Canley 2-str. £235
11 h.p. Kenilworth 4-seater .. £235
11 h.p. Piccadilly Saloon .. £275

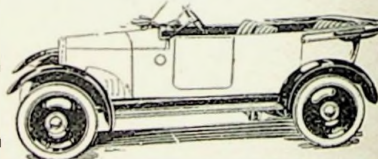


SINGER

10 h.p. Popular .. £195
10 h.p. De Luxe .. £225
10 h.p. Saloon .. £295
De Luxe models, 2-seaters .. £215

ROVER

8 h.p. 4-seater .. £139
(With starter £10-10-0 extra.)
9 h.p. 4-cyl., water-cooled, 2 or 4-seater with starter .. £185
9 h.p. De Luxe Model £200



There is no need to disturb your capital if you purchase upon our liberal

“ALL-IN” Policy Terms,

which includes Insurances and any additional Accessories required. Here is an example which shows clearly how simply our plan operates.

7 h.p. AUSTIN ..	£149	0	0
Full Insurance Policy ..	7	0	0
Total	£156	0	0
Deposit of 1/5th total (approx).	31	4	0
	£124	16	0
Interest on Balance only	6	4	10
Total Balance	£131	0	10

Payable in 12 monthly instalments of £10 18 5
Special rebate allowed if paid in shorter period.

Get it at TAYLORS

Upon Cash, Exchange or Deferred Terms.

H. TAYLOR & Co., Ltd.

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7
‘Phone: Kensington 8558-U & 6310. ‘Grams: “Dynametro, Southkens.”



*A Complete
Guide to the
Adjustment,
Repair and
Overhaul of
the Car.*

2/6
NET.

*Of all principal book-
sellers and bookstalls, or
direct from the publishers
2/9 post free.*

TEMPLE PRESS LTD.,
7-15, Rosebury Avenue,
London, E.C.4

Wholesale Agents:
E. J. Larby, Ltd., 30, Paternoster Row, E.C.4

Now on Sale.

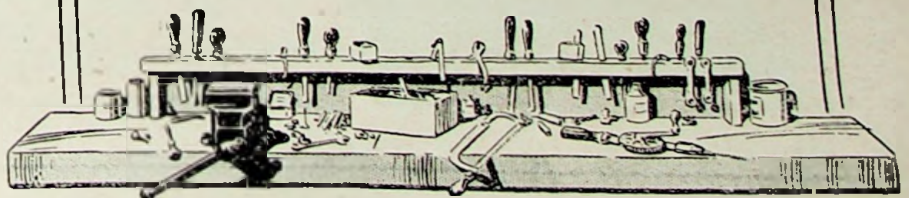
4th Edition.

GREATLY ENLARGED,
RE-WRITTEN, AND
RE-ILLUSTRATED.

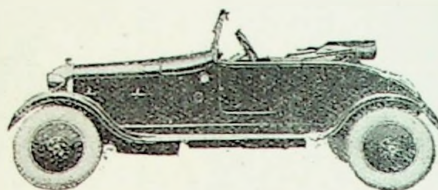
THE owner of a modern car can effect important economies in maintenance charges and save considerable time if he is in a position to carry out any simple repair, adjustment or overhaul. In "The Motor Repair Manual" the car owner will find detailed instructions on the subject

There are sections on the lathe and its uses, descriptions and illustrations of tools, and how to use them, various mechanical processes and workshop practice, how to construct a serviceable motor house cheaply, the fitting up of a repair shop and the provision of its tool outfit, and many new practical hints relating to car equipment.

The book is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.



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.



OWNERS in India and Borneo, Singapore and Venezuela —all with the same story of Perfect Satisfaction

Municipal Offices,
Singapore.
2nd February, 1925.

DEAR SIR,
I have now done over 3,000 miles on the car here since November 29th, and the running, so far, has been very satisfactory.

I returned on Tuesday last from a run up country, three up—myself, another man and my driver. I drove all the way and took careful notes of mileage, petrol consumption, etc. . . . The petrol consumption I think was good (38.2 m.p.g.) considering the hills climbed—one hill, Bukit Fraser, is 4,200 feet. The last part of this hill was done in second gear. . . . with right angle hairpin bends every five or ten yards. . . .

Yours faithfully,
(Signed) C. H. PICKWORTH.
(Owner of A-C car No. 20522.)

Sandakan,
British N. Borneo.
20th December, 1924.

DEAR SIR,
I am sending you a photo of my A-C, the only British Car in Borneo: it is admitted by all to be the best car in Borneo, by natives and Europeans alike. . . .

Yours faithfully,
(Signed) H. FLETCHER.
(Owner of A-C car No. 9412.)

The Bank House,
Trichinopoly,
Southern India.
7th January, 1925

DEAR SIR,
I have had the car out here since September last, and have nothing but praise for its performance, and although it has done nearly 5,000 miles, out here and in England, I have not had a single nut or bolt touched since it was delivered to me in April last, and the roads out here are not exactly billiard tables as regards surfaces. She is running just as well to-day as she did in April last. . . .

This is the only A-C in this Presidency, and she is very, very much admired. . . .

Yours faithfully,
(Signed) A. O. BENTLEY
(Owner of A-C car No. 9333.)

National Match Factory of Venezuela, Ltd.,
Caracas.
27th February, 1925.

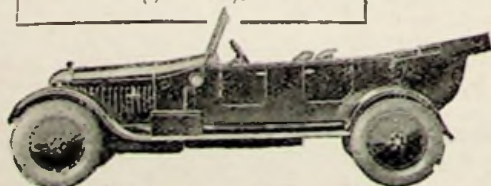
DEAR SIR,
The A-C has been much admired by the people out here, and they are astonished at the way the car will take the hills. . . . They do not realise how cheap it is to run a car of this type compared with the inefficient engines of the ordinary American type. . . . I am quite satisfied.

Yours faithfully,
(Signed) F. BERRY.
(Owner of A-C car No. 9327.)

12 h.p. 4-cyl. from £300

All types of bodies. We are now prepared to supply a second door on any of our two-seater bodies at an extra charge of £5.

EVERY MODEL
GUARANTEED 3 YEARS
with purchase over 3 years
(if desired).



The same story of unbounded satisfaction comes from A-C owners in the four corners of the world. The Amazing A-C has proved its claims to world supremacy.



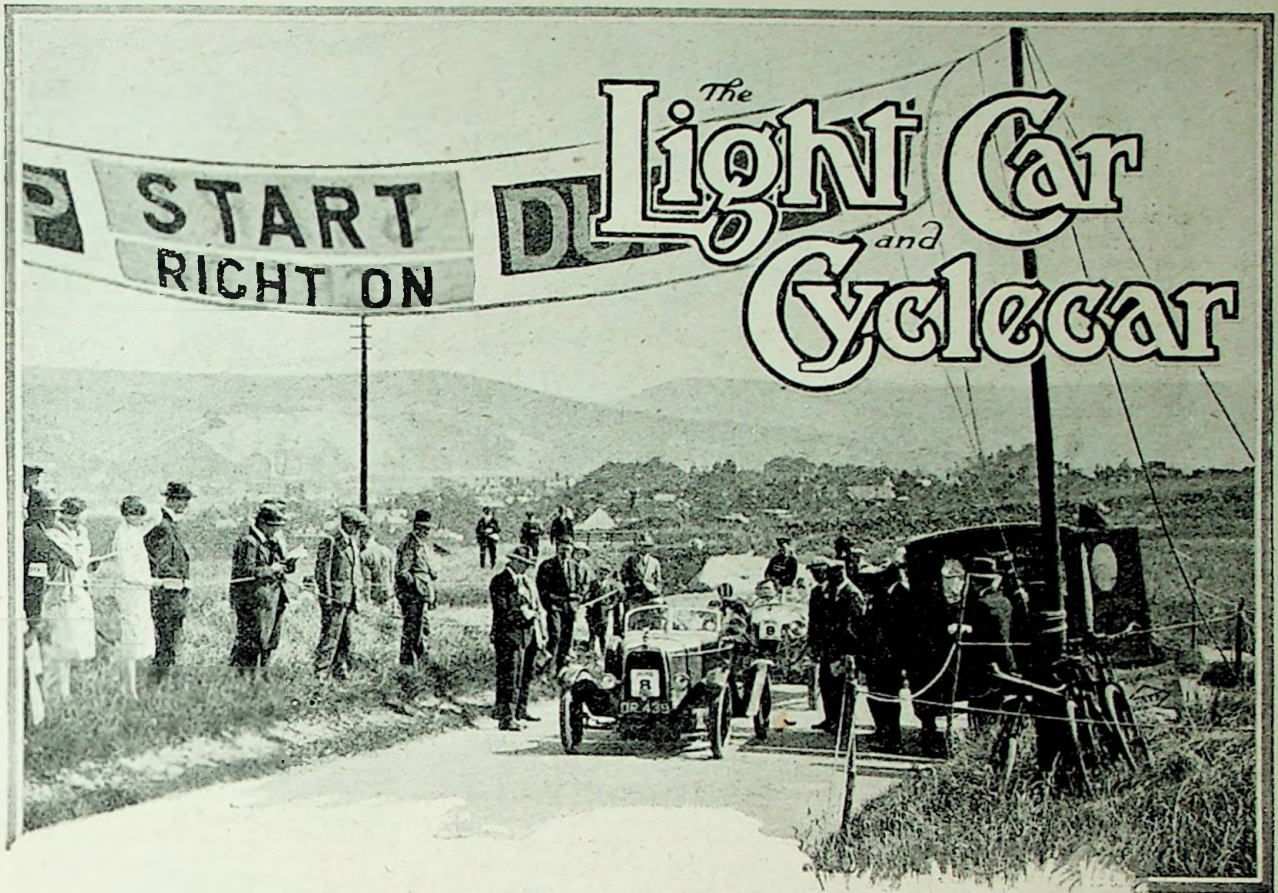
THAMES DITTON, SURREY, ENGLAND.

Full range of A-C Cars at
55/56, PALL MALL, S.W.1.

FULL CATALOGUE FREE ON REQUEST.

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

W.F.S.



ON THE
SUSSEX DOWNS.

A good entry, ideal surroundings and excellent organization combined to make the speed trials of the Kent and Sussex L.C.C. an unqualified success. Here is the Talbot Simmins awaiting the word "Go!" Behind can be seen the next car ready to draw up to the starting line.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

Light Car's Record Speed.

B. A. D. Eldridge has attained a speed of 113½ m.p.h. in his 1,496 c.c. Eldridge Special. Details will be found on another page.

Brent Bridge Cross-roads.

Motorists using the new north circular road should *slow up on approaching every intersecting road*. The most dangerous point is at Brent Bridge, where the new thoroughfare crosses the Golders Green-Hendon road. Serious accidents are of frequent occurrence.

This Week.

Interesting details concerning the various entries for the 200-Mile Race, the report of a test run on one of the latest Frazer-Nash light cars and a new and attractive competition for our readers are the principal features of this issue. Week-end sporting events included admirably organized speed events at Lewes and a number of sand races at Southport. Both are dealt with in detail and full results given.

No. 665. Vol. XXVI.

Cyclecar Comments	364
In the Land of the Mendips	395
Prospects of the 203-Mile Race	396
Simple Steering Systems	398
Carburettor Settings for French Cars	400
Southport Speed Trials	402
A Perfectly Organized Event	403
The Frazer-Nash on Test	414
Rich Mixture	408
Topics	479
Can You Name These Engines?	410
Our Readers' Opinions	414
Club Items	418

LIGHTING-UP TIMES (Rear Lamps) for Saturday, August 22nd, 1925.

London	8.51	Edinburgh	9.17
Newcastle	9.7	Liverpool	9.9
Birmingham	9.1	Bristol	9.1

Shorter Days.

The evenings are drawing in. Lighting sets that have been more or less neglected should be overhauled in preparation for earlier lighting-up times.

'Ware Witham!

The 10 m.p.h. speed limit should be rigidly observed in Witham, as the police are keeping a close watch for offenders.

The Coming "200."

During the course of the 200-Mile solo motorcycle races at Brooklands on August 15th, two world's records for the distance were broken. The inclusion of "hair-pins" in this year's car events will prevent four-wheelers from retaliating.

Next Week.

"Where Improvement is Needed" is the title of an open letter addressed to the light car trade in general. It will be one of the principal features next week. Written by a private owner-driver, it outlines the improvements which he would like to see incorporated in small cars of 1926. Another feature which will make a strong appeal is an article showing how the running of the car may be made far more silent.

Renault Success.

An 8 h.p. Renault won the first prize in its class in a reliability trial at Riga. The petrol consumption of the car during the trial was the lowest of any competing vehicle.

Illuminated Signposts.

One of the first A.A. illuminated signposts has been erected 10½ miles out of London, on the road to Staines. The reflectors are arranged to give the best possible illumination to the lettering on the direction arms.

Signposts Wanted.

The erection of more signposts would be welcomed by users of the new Southend road, particularly between Woodford and the crossing of the Romford-Brentwood road. Some of the junctions are very puzzling to strangers who have to stop to inquire the way.

Petrol Pump or Measure?

Recently Prof. A. M. Low tested the accuracy of 12 roadside petrol pumps selected at random in different districts. Not one of them gave an exact gallon, some erring on the generous side and some on the mean. It would seem that most present designs of petrol pump cannot function also as exact measuring devices, and that therefore something on the lines of the pumps found abroad, in which the fuel is pumped first into a calibrated glass container and then run by gravity into the car tank, is required.

New French Cyclecar Taxes.

The cyclecar has been hit heavily by the new scale of taxation in France. Until 12 months ago cyclecars were taxed at a flat rate of 100 francs a year, irrespective of power. This rate was raised to 120 francs, payable in quarterly instalments. The new rates, however, practically quadruple the tax for the more powerful types of cyclecar, and from 5 h.p. upwards cyclecars are taxed at exactly the same rates as the ordinary touring car. The only fiscal advantage which the French cyclecar now enjoys is exemption from luxury tax, on the purchase price, when this price is under 5,000 francs.



LIGHT CAR LIMERICK.—No. 34.

A speedy young fellow from Shap,
When caught in a well-arranged trap,
Remarked, "It's the last —
"Time I'll ever go fast —"

Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor, and marked "Limerick No. 34," will be considered. A prize of One Guinea is offered for the most apt and original fifth line. If two or more such lines are received the prize will go to the sender of the first to be judged. No judging will be done before next Tuesday. For result of No. 33 see this week's "Around the Trade."

Guarantee Periods Increasing.

A.C. Cars, Ltd., embarked on a welcome innovation when they introduced a three-year guarantee. The makers of some large cars have gone a step farther, a five-year instead of a one-year guarantee being given.

Ominous!

Motorists who are rejoicing because the official return for the Borough of Guildford shows that there was not a single motoring conviction during the first three months of the year should remember that there is generally a lull before a storm, and that the first three months of next year may tell a different story.

INTERNATIONAL "SIX DAYS."

(Below) The scene prior to the start at Southampton. (Circle) Carr's Morgan ascending Draycott Hill on Monday.

Mont Ventoux Hill-climb.

In the classic hill-climb at Mont Ventoux, Grimaud (Peugeot) obtained first place in the class for 1,100 c.c. cars.

Tyre Troubles.

Are tyres getting less reliable? We have seen recently an astonishing number of car owners changing wheels by the wayside, and in many cases the cars are almost new. Under-inflation is often the prime cause of failure.

Mysterious Punctures.

A light car owner of our acquaintance is positively dogged with inner-tube trouble. It would not be correct to call it tyre trouble, because the mysterious slits and gashes which he finds in his inner tubes—generally near the valve on the tread side—are caused by some internal agency. Covers and tubes are of good quality, in good condition and fitted correctly.

White Lines Spreading.

Having just completed a tour embracing a large part of the South of England and the Midlands, a member of our staff reports that the practice of painting white lines on the road at dangerous corners is rapidly spreading. Although a few bad-mannered drivers deliberately disregard these lines, the general effect on traffic appears to be distinctly salutary.



Big Entry for Boulogne.

The entries for the Boillot Cup Race, the Grand Prix de Boulogne, and also the speed trials, which will be included in the programme of the Boulogne Automobile Meeting, starting on Thursday next and concluding on Sunday, August 30th, will be found under Club Items.

Speedy Names.

The title "Brescia Bugatti" undeniably is suggestive of speed, and it is noteworthy that the fashion which was set by this famous make of car is being followed by other manufacturers. Thus, we have the "Monlhéry A.C." and the "Boulogne Frazer-Nash"; but why desert our own country? It is true that we have a Brooklands model Austin, but why not a Madresfield this or a Shelsley Walsh that?

The Reward of Carelessness.

St. George's Hill, a well-known beauty-spot in Surrey, has been closed to the

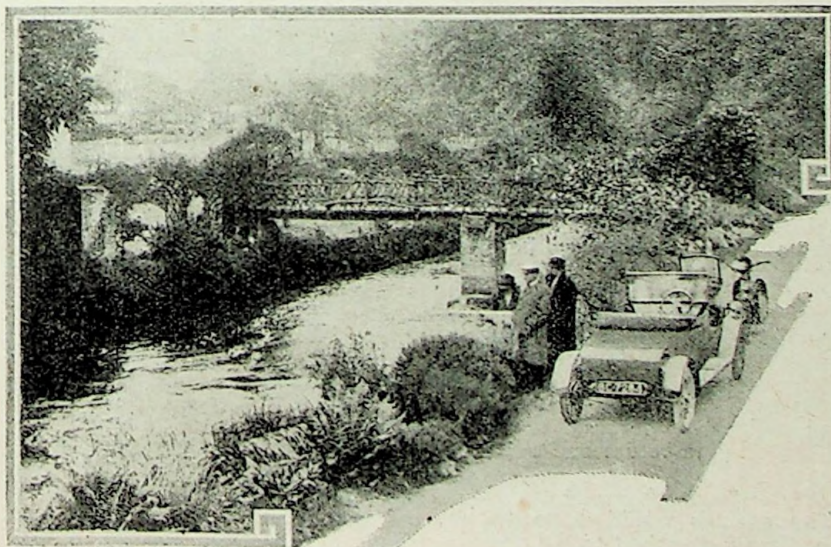


By attaining over 113 m.p.h. over one kilometre, E. A. D. Eldridge can lay claim to having the fastest light car in the world. Details of his achievement are given on this page.

public owing to the carelessness of picnicking parties, who have littered the ground with refuse and, in some cases, caused heath fires. Motorists are not the only offenders, and it should hardly be necessary to appeal to them to cultivate tidy habits. Other beauty-spots remain, but the moral of St. George's Hill should be taken to heart.

Expert Examinations.

It is not generally appreciated by the motoring public that the services of the engineering department of the R.A.C. are available for the purpose of examining, testing or giving advice in the purchase of new or second-hand cars. One of the advantages of this service is that it enables members who live at a distance to receive a confidential report on a car which may appear from an advertisement to suit them, but which they are not able to inspect personally before purchasing.



A VENUE
WORTH VISITING.

King's Mill, adjoining Donnington Hall, of Internment Camp fame, a little known beauty-spot on the Trent.

Improvement at Edgware.

The opening up of one side of the turning from Edgware to Mill Hill is a badly needed improvement, and all motorists will be pleased to learn that an alteration is in hand. The other side—that is, the one nearer London—might well be dealt with in a similar manner.

Force Majeure.

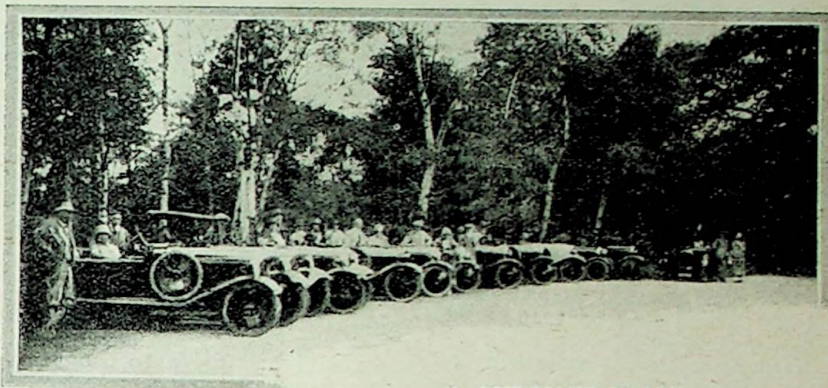
To prevent the owner from driving his new car at more than 30 m.p.h.,

Taking Lessons Abroad.

Sir Henry Maybury, the Director-General of Roads and the Chairman of the London Traffic Committee, is on his way to America to study traffic problems and traffic control. The result of his investigations will be awaited with interest.

Fen Roads for Novices.

After extensive experience with tortuous fen roads we have come to the



A ONE-MAKE RALLY.

Members of the Belsize-Bradshaw Light Car Club assembled at Oxshott Common on Sunday last. The meeting was voted an entire success

the maker of one well-known mass-produced vehicle is fitting a special throttling washer between the carburetter and the cylinder block. The washer is removed after the car has travelled 500 miles.

Cars Not Allowed.

Prospective holiday-makers who are looking for an ideal spot to visit with their cars should make sure that they do not fall into the error of deciding on Mackinac Island, for the use of motorcars in this place is absolutely forbidden. We hasten to add that Mackinac Island is in far-distant America, but the novelty of the ruling which governs this delectable spot prompts us to mention it.

conclusion that a month's driving in the neighbourhood embraced by Skegness, Spilsby and Mablethorpe is the finest education possible for those anxious to cultivate that elusive trait known as road-sense.

The Annual Census.

During the week-end officials of the Ministry of Transport were busy preparing the annual traffic census. On the country roads special sentry boxes were provided for these officials. Whether such elaborate protection against the elements is necessary or not, it is perhaps better that part of the surplus of the Road Fund should go in a worthy cause like this rather than be "borrowed" by Mr. Winston Churchill in order to "electrify" his supporters.

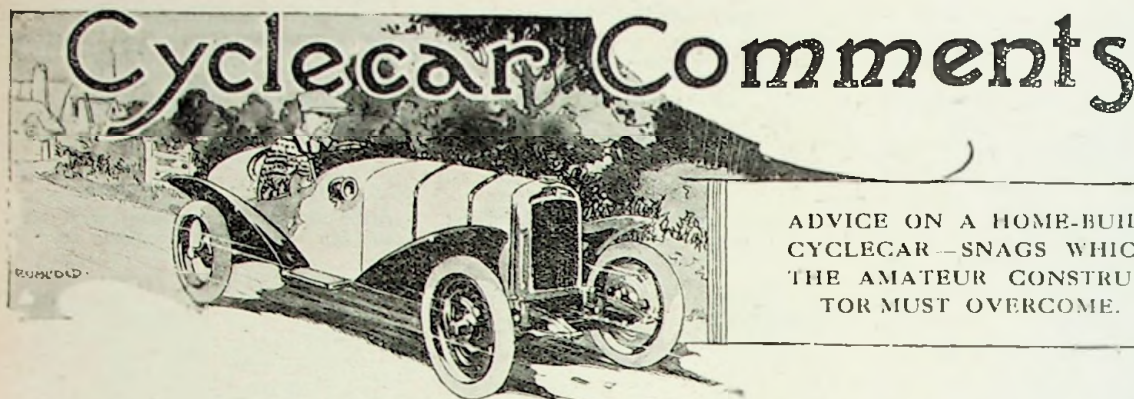
Eldridge Attains over 113 m.p.h.

A very fine performance was put up by Mr. E. A. D. Eldridge on Monday last at Brooklands, when, driving the Eldridge Special, he succeeded in lowering four international records in Class F, his mean speed for the flying kilom. being 113.20 m.p.h., and for the five miles 109.82 m.p.h. When it is recalled that the capacity of the engine fitted to this car is only 1.496 c.c., its performance is all the more astonishing, and reflects great credit on the designers. The actual figures for the four records are as follow:—

Kilometre, Flying Start.			
	secs.		Mean speed.
Normal	19.58		
Reverse	19.94		113.20 m.p.h.
Mean	19.76		182.186 k.p.h.

Mile, Flying Start.			
	secs.		Mean speed.
Normal	31.93		
Reverse	32.25		112.15 m.p.h.
Mean	32.09		180.531 k.p.h.

Five Kilometres and Five Miles.			
	mins.	secs.	m.p.h.
5 kiloms. f.s.	1	41.03	110.71
5 miles f.s.	2	43.90	109.82



ADVICE ON A HOME-BUILT
CYCLECAR—SNAGS WHICH
THE AMATEUR CONSTRUC-
TOR MUST OVERCOME.

QUESTIONS relating to home-built cyclecars are always interesting, and I am very desirous of encouraging anyone who is enthusiastic enough to design and build his own vehicle. A reader recently sent me the details of a cyclecar which he has made and upon which he asks some advice.

The machine has a channel-iron frame fitted with an 8 h.p. Coventry-Victor air-cooled engine driving by chain to a Sturmey-Archer three-speed gearbox, thence by V-belt to the off-side rear wheel. The body is a two-seater.

The designer wishes to know whether it would be simple and satisfactory to convert the drive to all-chain because the belt, being unprotected, is apt to slip in wet weather.

Personally, I am inclined to suggest that the best plan will be to adhere to belt drive and take steps to protect it from the wet by means of some simple form of undershield.

I have no information as to the distance between the pulley centres, and this item is important because with belt drive the distance should be as great as possible, whereas with chain drive it should be kept reasonably short—that is, it should not exceed a maximum of, say, 3 ft.

Provided that this measurement can be worked to there is no reason why chain drive should not be used if desired, and it should be simple to fit, because the existing belt pulleys need only be replaced by sprockets, each having the requisite number of teeth to give a gear ratio the same as that used with the belt drive.

Some method of chain adjustment would have to be arranged and it would be necessary to make sure that the driving sprocket was roughly in line with the rear spring anchorage, because, otherwise, the up-and-down movement of the rear axle over bumpy roads would alternately tighten and slacken the chain, which would shorten its life

unduly, even if it did not result in a breakage. Therefore, unless all these points are in order, I suggest that the existing belt drive should be retained.

The Editor has passed on to me a letter from a reader who owns a Tamplin cyclecar with staggered seats and belt drive to the near-side rear wheel from a motorcycle-type three-speed gearbox.

The owner wishes to reconstruct the vehicle, using, so far as possible, the existing parts. The alteration of design is to include side-by-side seating and central chain drive to a live rear axle, and my humble advice is sought in the matter of the new design.

To do this job properly would require far more space than is at my disposal and many detailed sketches would be needed. Broadly speaking, however, I should say that the chassis frame might be made of ash members in the form of a rectangle strengthened at the corners with steel flitch plates.

Two cross-members, also of ash, would support the engine cradle-plates, which should be slotted to allow for chain adjustment.

The Sturmey-Archer gearbox could be similarly mounted and its lever arranged to project through the floor for central control. The clutch could still be operated by a Bowden wire coupled to an orthodox pedal or, possibly, rod control could be arranged.

As a live rear axle is to be used it will be necessary for it to be strong and rigid, because it will have to take both load and drive. One way of arranging it would be to bolt bearing housings to the ends of the quarter-elliptic springs and to fit ball races designed to take load and thrust forces. It might be a good plan to use self-aligning races.

The springs would have to be very rigidly attached to the chassis frame, and I would suggest the use of radius rods. With a simple axle of this kind it may not be

easy to fit band brakes to the wheels, but probably a pair of motorcycle-type belt-rim brakes could be arranged.

The trouble with final-chain drive of this type is that when one rear wheel lifts on a bumpy road the sprocket is deflected from its vertical plane and sets up a twisting motion on the chain, which is by no means good for it. I must say, however, that the G.N. axle, which was built roughly on this principle, seldom or never gave any trouble of this sort. As my readers are probably aware, it incorporated four chains.

Front springing could be quarter-elliptic and the axle and steering layout should not present any serious difficulty. In my opinion it is well to avoid centre pivot steering, although from the simplicity point of view there is nothing to beat it.

The design and manufacture of the body must be left to the ingenuity of the builder; I can only suggest that a light framework of ash with screwed and glued joints should be used and covered with aluminium sheet, thin three-ply wood or canvas. If a door is fitted greater attention will have to be paid to the framework design in order to secure the necessary rigidity.

Mudguards do not lend themselves easily to home manufacture, and as they play an important part in the appearance of a cyclecar I suggest that they should be made by a professional sheet-metal worker.

Another snag which the amateur constructor is bound to meet is that of making a presentable job of the upholstery. Personally, I believe it to be beyond the ordinary amateur, and once when I embarked upon making a body I was very glad to obtain the services of an upholsterer, who came to my garage, took my instructions and made a very good job at a cheap rate, whilst I got on with other work which I was more fitted to tackle.

The highways and byways of Somersetshire afford a delightful touring ground for all lovers of the typical English

countryside. Among them may be found plenty to interest the tourist in search of peace and quietness.

In the Land of the Mendips

WESTON - SUPER - MARE, on the shores of the Bristol Channel, grows in popularity with the passing of the years, and, for the motorist, forms an ideal "centre" for an exploration of the delightful ways of Somersetshire.

All around Weston the level country spreads with rich pasture land and gentle undulations; but inland lies the great mass of the Mendips, where the choicest scenery must be sought. There is a pleasant wooded road around Worle Hill to Kewstoke, north of Weston, and another to the south to Uphill and, by the latter, the journey westward may be made to the inland hill country.

The roofless church at Uphill is a conspicuous feature of the landscape and is visible from far out at sea. A sharp turn at Bleadon, past the church and market cross and over the base of the Bleadon Hills, leads to a very pretty run along the terraced

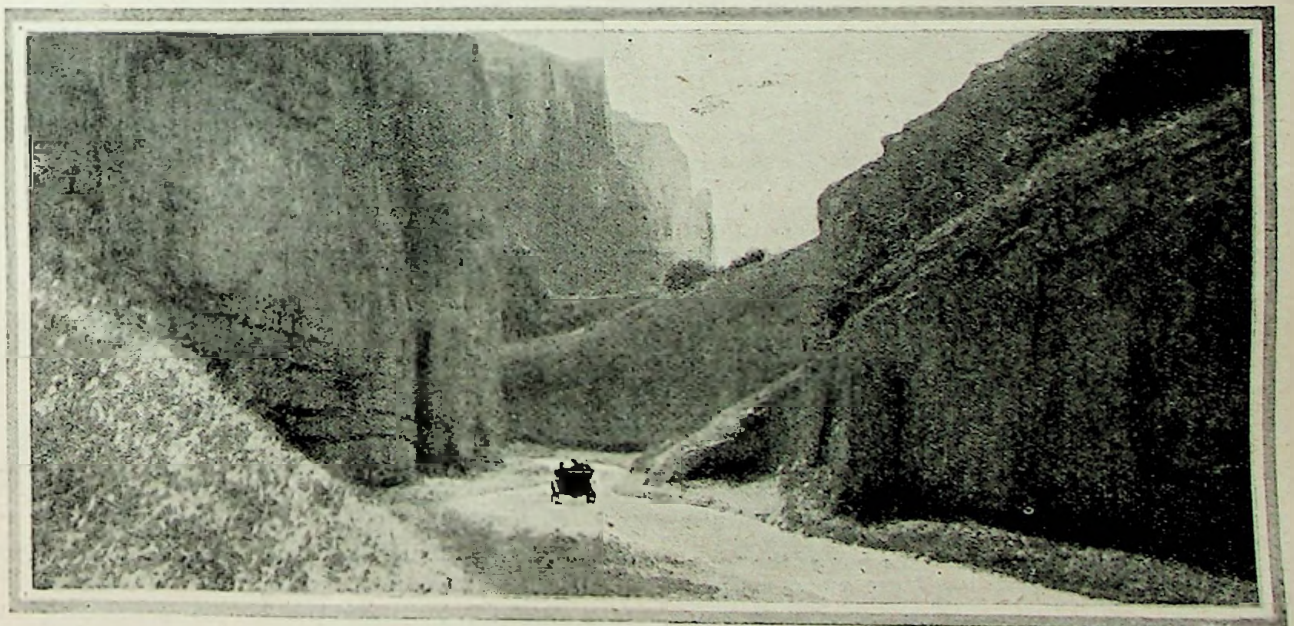


road toward Axbridge.

At Axbridge for a moment one grows forgetful of the natural beauty of the district by reason of the quaint old houses that demand attention. Here is King John's Hunting Box, the Old Manor House, and the Town Hall containing the stocks, bull-baiting paraphernalia and a seventeenth-century money-changer's stable.

All are worth seeing; but Cheddar is only three miles away and the lure of Cheddar is always irresistible.

The market cross has been considerably altered and restored, but still remains an interesting feature in the centre of the village; otherwise, the village itself has little attraction. It is the gorge that has made Cheddar, and one could devoutly wish that this glorious piece of natural rock scenery had not been so cruelly commercialized. Fortunately it is only about its mouth that the money-making passion is obtrusive, and the first great bend into the narrow cañon leaves behind



IN THE CHEDDAR GORGE. — This photograph shows the scenic grandeur near the highest part; and the one above depicts the first corner of the double S-bend.

IN THE LAND OF THE MENDIPS (contd.).

the undesirable features of modern commercialism.

The grandeur of the narrow ravine must be seen to be realized. The road winds in the form of a double S at the foot of the cliffs, which rise in a sheer perpendicular wall more than 400 ft. The green growth of creepers and bushes, which take advantage of every ledge of rock, adds wonderfully to the beauty of the gorge.

As the road ascends, the cliffs decrease in height, and gradually the way leads out on to the green hills on the summit of the Mendips. Bearing left where the road forks and left again at the cross-roads Burrington Combe is reached.

Quite unlike Cheddar Gorge, this valley is walled by lesser heights, tree-clad and beautiful rather than grand. There are caves and fissures in the rocks, but they have no resemblance to the great stalactite caves of Cheddar. The "Rock of Ages," where Toplady is reputed to have composed the well-known hymn, is the most notable feature of the valley. This whole district is being opened up by a large scheme of road widening.

A Wonderful Cavern.

At the foot of the combe the main Bristol road may be taken southward to complete a short circle, or a delightful run may be made eastward by Blagdon and the Yeo Reservoir, by Ubley, where in the church is a chained copy of Erasmus's Paraphrase of the Gospels, dated 1522; then the two Harptrees. At West Harptree are some farmhouses which once were manor houses, and in the churchyard the conical yew trees are objects of interest.

East Harptree is close under the Mendips. There is a wonderful cavern here, Lamb's Lair by name, one of the best of all the Mendip caves, and up into the hills runs a beautiful combe, richly wooded and steep. The keep of Richmond Castle occupies a fine strategic position on an almost inaccessible crag overlooking the gorge.

Narrower roads lead to Chewton Mendip, where the church is the most arresting feature. The Priory is a modern building on the site of a Benedictine monastery. Here the Wells road turns south, or one may proceed two miles to the Radstock road, where, at Emborough, is a fine sheet of water encircled by trees. This is Emborough Pool, and for a wayside rest or alfresco meal off the high road it provides a delightful opportunity.

The Penniless Porch.

Wells is six miles to the south-west, its magnificent cathedral standing on the level at the foot of the Mendips. While the cathedral dominates the interest, there are many other things which should be seen. Of these one may name the palace with its gate and drawbridge, the Penniless Porch and Browne's Gate of the Close, and the quaint old houses which are scattered about the city streets.

Westward under the slopes of the Mendips the road runs by Westbury, where stands an old cross, and thus to Cheddar.

This round of the Mendips gives access to the most characteristic features of the Somerset hills and vales, and a good idea of the beauty of the villages that are scattered about the slopes; and, if one would see an utterly different type of country, one may turn, on the homeward way, at Bleadon and by Limpsham reach the coast road at Bream. The grassy sandhills separate the road from the shore and, through a gate, the road ends at Bream Down, where one may linger, if one has the mind, and clamber up the slopes of the Down to have an excellent view of the Channel.

Should the sun be sinking over the sea the vision here may be an entrancing one, or, if still bright, will show to full advantage the shore-line to Weston and the houses rising tier above tier on the wooded hill, not unlike those of Torquay or, with a slight stretch of imagination, bearing resemblance to Monte Carlo on the Mediterranean shore.

ALLAN PHILLIP.

PROSPECTS OF THE 200-MILE RACE.

SIGNIFICANCE OF THE HAIR-PIN BENDS—THE ENTRIES ANALYSED.

ENTRIES at ordinary fees for the 200-Mile Race, which takes place at Brooklands on September 26th, total 33. In previous years many entries at double fees have been received, so it is possible that the full complement of 50 cars will face the starter.

The principal interest in this year's race centres in the hair-pin bends and the effect which this element of road racing will have on the final result. In previous "two hundreds" speed and reliability alone have been the deciding factors, but this year super-efficient brakes and superior road-holding qualities will be essential, whilst the skill and judgment of every driver will be tested in no uncertain manner.

The hair-pins will be provided by arranging a barrier down the finishing straight, beginning approximately at the fork and ending opposite the Press box. Travelling round the track in the normal direction cars will hurtle down the finishing straight, taking the left-hand "road," brakes and gears will be called into very rapid action as the end of the barrier is approached, the acute 180-degree turn will be taken at the highest possible safe speed, then a short burst of acceleration will bring the cars to the second bend round the timekeeper's box at the fork. This is actually less than 180 degrees and permits of a slightly wider sweep with higher speeds than on the first hair-pin.

Spectators will command a good view of the first bend from the public enclosure or, preferably with the aid of field-glasses, from the members' hill. The

grand stand in the paddock will also enable a good view to be obtained.

With regard to the competing machines, the Darracqs will start hot favourites, as in former years, and it is rumoured that Major H. O. D. Segrave will lead the team. The other drivers may be Count Conelli and Count Masetti, and all have had experience of actual road-racing conditions. Major Segrave expresses absolute confidence in the three machines and, with their wonderful brakes and fine acceleration, the cornering of the Darracqs should be a very pretty sight. They will, it is almost certain, be supercharged.

The Malcolm Campbell is still a dark horse and little is known except that the four-cylinder engine will have a bore and stroke of 72 mm. and 92 mm. (1,498 c.c.).

One may venture a guess that the two Alvises will consist of the supercharged front-wheel-drive car and the more conventional racer which Major C. M. Harvey drove last year. He will drive one of the cars, but the other driver has not yet been nominated.

H. W. Cooke's Aston-Martin may or may not be fitted with a supercharger—time will probably be the ruling factor; in other respects the car will be a more or less standard job and can be depended upon to give a good account of itself in the hands of such an experienced driver. On the flat it should be capable of about 105 m.p.h.

C. W. Johnstone will make his debut in the 1,500 c.c. class of a "200." He will drive a very speedy

PROSPECTS OF THE "200" (contd.).

Boulogne model Frazer-Nash, which, we understand on good authority, is capable of exceeding the 100-m.p.h. mark. With the rapid acceleration for which this make of car is already well known Mr. Johnstone's entry should be worth following. Critics will be able to judge of its paces at the forthcoming Boulogne meeting.

B. S. Marshall's Bugatti is a veteran as racing cars go. With last year's Boulogne triumph to its credit the car should be well to the front on September 26th.

The Six-cylinder A.M.-Halford.

The A.M. Halford, an Aston-Martin chassis with a twin-camshaft, o.h.v. six-cylinder engine, is another dark horse. It made its debut at the August Brooklands meeting and showed an excellent turn of speed. F. B. Halford will be the driver.

H. S. Eaton is pinning his faith to the Aston-Martin which he ran in last year's race—with one important amplification, for it is now fitted with a supercharger. This car will be seen at Boulogne.

We learn that the E.H.P. is not a 1,100 c.c. entry, but has a 1,496 c.c. engine. It therefore comes in the 1,500 c.c. class. Mays's A.C. will appear in an improved form. Real hard work has been put into it, and we believe that it will be a stayer.

R. C. Morgan will again drive for Mrs. Agnew. His car will be a 1,500 c.c. Thomas Special—the Aston-Martin chassis "Green Pea" with a Thomas engine. G. E. T. Eyston will drive another Aston-Martin, and the 1,500 c.c. class is rounded up very neatly by E. A. D. Eldridge's Eldridge Special.

A few weeks ago the Eldridge Special was known only to those who follow motor sport closely, but within the last few days it has suddenly become not only one of the best known small racing cars but a

factor in the 200-Mile Race with which many of the competitors did not, in the first instance, reckon.

An average speed of nearly 114 m.p.h. for the flying kilometre may be taken as an indication that 200-Mile Race conditions will not worry a car which has stood such a strenuous test, and when it is remembered that virtually the competing vehicles will slow down to a mere crawl once in each lap of the actual race, it will be seen that the high speed of the Eldridge Special, coupled with its excellent acceleration, should enable it to hold a position well to the front.

As in the case of all of the other cars, however, one of the ruling factors will be braking efficiency, of which we have not yet been able to form any definite conclusion.

The majority of the 1,100 c.c. and 750 c.c. cars are familiar to former "200-Mile" racegoers.

Waite's Austin is the green supercharged job with the increased bore, Pickett's Frazer-Nash is the same two-cylinder air-cooled car that ran last year. Incidentally, it has the only air-cooled engine of all the competing cars. M. Bovier has entered no fewer than four Salmsons, J. Dunfee being responsible for a fifth.

Supercharged Amilcars?

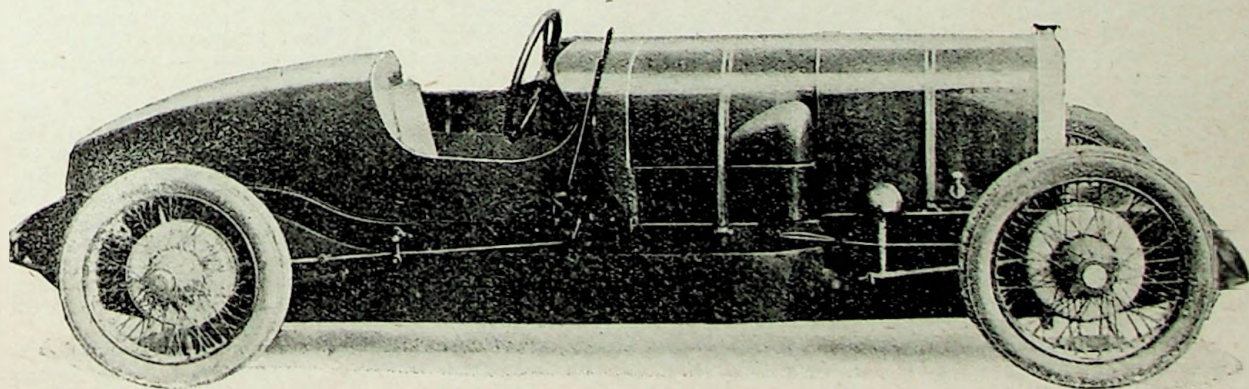
There will be three Amilcars under the leadership of Vernon Balls, a fourth having been entered, and to be driven by Pettit and a fifth by A. Pemberton. Rumour is busy coupling the first-named entry with the idea of supercharging, but we are informed that nothing has definitely been decided yet.

With only five entries the 750 c.c. class does not look very encouraging, but it can be said definitely that the class will be run. All are Austin Sevens.

The arrangements for keeping the spectators well informed of the progress of the race will be even better than those adopted last year. Improved loud-speakers will, it is hoped, keep up a running fire of news, the leaders being announced frequently, and there will be an additional scoring board.

THE ENTRIES UP TO DATE. (All Cars are "Specials.")

1,500 C.C. CLASS.								
Car.	Entrant.	Driver.	Car.	Entrant.	Driver.	Car.	Entrant.	Driver.
Malcolm Campbell	M. Campbell	M. Campbell	Darracq	A. Huntley	Not nominated	Salmson	J. Dunfee	J. Dunfee
Alvis	T. G. John	C. M. Harvey	E.H.P.	A. Atherton	J. Radley	Amilcar	R. Pettitt	R. Pettitt
Alvis	T. G. John	Not nominated	Thomas Special	Mrs. E. S. Agnew	R. C. Morgan	Amilcar	A. Bovier	G. Newman
Aston-Martin	H. W. Cook	H. W. Cook	Aston-Martin	G. E. T. Eyston	G. E. T. Eyston	Amilcar	V. Balls	V. Balls
A.C.	R. Mays	R. Mays	Eldridge Special	E. A. D. Eldridge	E. A. D. Eldridge	Amilcar	V. Balls	Not nominated
Frazer-Nash	C. W. Johnstone	C. W. Johnstone				Amilcar	V. Balls	Not nominated
Bugatti Brescia	B. S. Marshall	B. S. Marshall					A. Pemberton	A. Pemberton
A.M.-Halford	F. B. Halford	F. B. Halford	1,100 C.C. CLASS.			750 C.C. CLASS.		
Aston-Martin	H. S. Eaton	H. S. Eaton	Austin	A. Waite	A. Waite	Austin	A. Waite	A. Depper
Darracq	A. Huntley	Not nominated	Frazer-Nash	F. N. Pickett	E. Ringwood	Austin	E. C. G. England	E. C. G. England
Darracq	Walker	Not nominated	Salmson	A. Bovier	Not nominated	Austin	E. C. G. England	R. E. O. Hall
Darracq	A. Huntley	Not nominated	Salmson	A. Bovier	Not nominated	Austin	Lt. A. A. D. Grey	Lt. Grey
	Walker	Not nominated	Salmson	A. Bovier	Not nominated	Austin	G. Hendy	G. Hendy

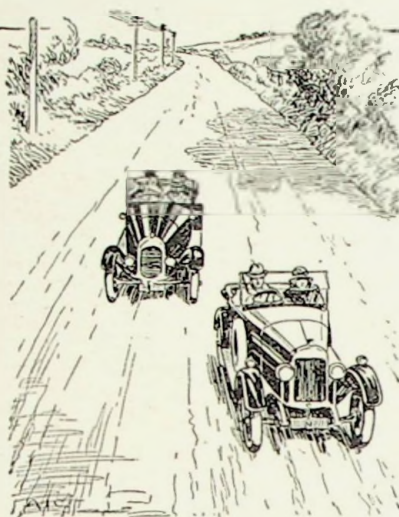


ONE OF THE
A.M.s.

H. W. Cook's Aston-Martin Special. The body has been built by Gordon England, Ltd., and weighs under 50 lb. It is fabric covered and mounted on the 3-point suspension principle. Both the body and the undershield are easily detachable. The chassis is practically standard, but a supercharger may be fitted.

SOME SIMPLE STEERING SYSTEMS.

A REVIEW OF SOME OF THE BETTER-KNOWN DESIGNS WHICH HAVE FIGURED—AND IN SOME CASES STILL FIGURE—IN THE SPECIFICATION OF POPULAR SMALL CARS. COMPLICATION IS



NOT NECESSARY TO ENSURE POSITIVE CONTROL, EASY OPERATION AND ABSOLUTE RELIABILITY, WHILST ECONOMY GOES HAND IN HAND WITH SIMPLICITY.

IN common with all the other principal assemblies of small cars, steering systems have become unduly complicated, heavy and expensive during the past few years. In fact, at the present time nearly every light car has a fully irreversible steering gear embodying a worm and wheel or sector and numerous costly components which no pre-war small-car manufacturer would have contemplated fitting for a moment.

It cannot be said, however, that the adoption of up-to-date luxurious steering gears is necessarily a retrograde step, for good steering is all important for the comfort of the driver and the safety of the occupants of the car. At the same time, the fact must not be overlooked that very much cheaper forms of steering gears can be made to give absolute reliability, whilst, from the driver's point of view, they are only slightly inferior on the smallest types of car to the expensive worm and wheel or sector layout.

Ear'y Principles.

In view of the fact that so many simple systems are now practically obsolete it would be opportune to review some of them. The earliest type of practicable steering gear took the form of a tiller directly coupled by steel tubes with ball and socket or yoke ends with an Ackerman front axle layout. This was quite satisfactory for speeds up to 30 m.p.h. or so, and was used for many years with entire success on quite large cars, notably the Lanchester, which continued to use tiller steering until 1909 or thereabouts.

It was found at the very beginning of the automobile era that the Ackerman principle was the only satisfactory method of turning the front wheels, the centre-pivot plan, which is still used on horse-drawn vehicles and some steam wagons, being unsatisfactory except at very low speeds. It possesses, of course, the great disadvantage that the wheels are always parallel, whereas, of course, when making a turn the wheel on the inside of

the turn needs deflecting to a much greater angle than the wheel on the outside of the turn.

All the various simple steering systems, excepting one or two wire and bobbin layouts which have been evolved from time to time, have been planned with a view to being used in conjunction with the Ackerman principle.

The simple system with which small-car enthusiasts are most familiar is that employed on the Morgan runabout. In this case a lever is attached to the end of the steering column and connected direct with a horizontal bar secured at its other extremity to the track rod. This design is strong, light, reliable and cheap to manufacture, but possesses the disadvantage that the steering is very sensitive—a small movement of the steering wheel causing a substantial movement of the road wheels.

At ractive Because Inexpensive.

Direct steering of this kind also calls for considerable muscular effort except on the lightest types of car. Its cheapness, however, is naturally attractive to designers of inexpensive cars.

Ford discovered years ago how to obtain the advantage of the cheapness of direct steering without its disadvantages of stiffness and undue sensitiveness. He mounted a small epicyclic reduction gear at the top of the steering column, the action of which causes a complete turn of the steering wheel to give only half a turn to the steering column. This not only makes the steering lighter and less sensitive, but it also reduces the strength needed to prevent the front wheels from being locked

over when the car strikes an obstruction.

A variation of the Ford system has been incorporated in one or two different makes of light car, and in certain cases an actual Ford steering reduction gear has been used. Instead of placing the gear at the top of the steering column, however, the light-car manufacturers who have made use of the mechanism have mounted it at the base of the column, where the same advantage is enjoyed without the car having a too "Ford-like" appearance.

The epicyclic principle figures on the latest 10-26 h.p. Singer cars, a two-planet mechanism being housed in an oil-tight casing at the base of the steering column. It gives a light and very accurate control and the parts are, of course, inexpensive to renew when they become worn.

The Rack and Pinion.

Perhaps the best of the many simple steering layouts which have been designed employ a rack and pinion, the pinion being mounted direct on the end of the steering column and giving a transverse movement to a rack mounted in a suitable guide, which in turn is secured to the chassis frame. The rack is connected by a link to the near-side stub axle or to the track rod. This system is used on Rover light cars and it gives very satisfactory results.

An ingenious adaptation of the principle was employed on the Xtra car, a three-wheeler first introduced in 1922, but which has since gone out of production. With this design a track rod of the conventional type was dispensed with, the rack forming the centre portion and being connected at each end by a short link with the stub axles.

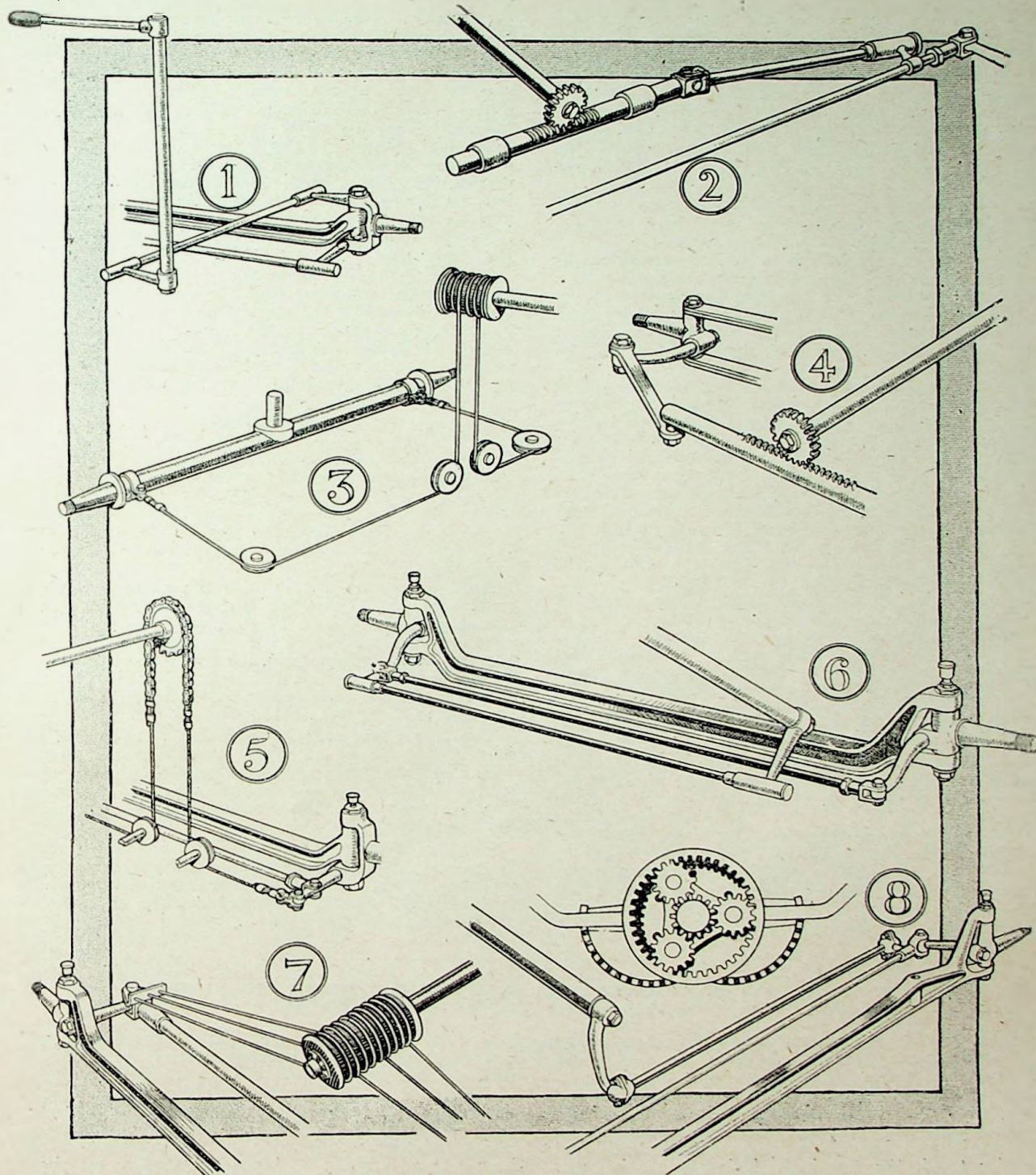
For use on cyclecars, wire and bobbin steering has been found satisfactory in the past, but it has an unconvincing appearance which the public does not like. The wires used, however, on the various systems which have got into production have been strong

enough to withstand a direct load of about a couple of tons, so there was really no need for apprehension on the score of safety. All aircraft controls are wire-controlled and failures never occur.

A variation of the wire-and-bobbin principal, which would appear to have possibilities, and which, to the best of the writer's

knowledge, has not been tried on road vehicles (it has been used on aircraft), employs a horizontal steering column with a sprocket on the far end. A short length of chain around this sprocket is connected by stranded wires, passing around suitable pulleys, to the stub axles and provided with turnbuckles with which slack can be

taken up. A steering gear of this kind is particularly free in operation. Very little wear takes place and the cost to manufacture is small. It would seem, however, that, as the very light, simple type of cyclecar shows little prospect of returning to favour, the simplest forms of steering gear have disappeared for all time.

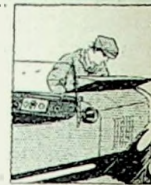


(1) The layout of the steering mechanism when a tiller is used. (2) The rack-and-pinion principle, which is used on many popular cars. (3) A wire-and-bobbin design, with a centre-pivot axle. (4) The Xtra car rack-and-pinion design, with the rack serving as a track rod. (5) A simple design for a cyclecar. (6) The simplest system—direct. (7) A wire-and-bobbin layout that has been used with success. (8) The Ford steering gear and epicyclic reduction box.



CARBURETTER SETTINGS FOR FRENCH CARS.

AN AUTHORITATIVE ARTICLE WHICH WILL INTEREST
A LARGE NUMBER OF READERS. HOW TO OBTAIN
IMPROVED PETROL CONSUMPTION.



MUCH has been written and more has been said about the relative merits of British and French petrol. Recently the point has been raised as to whether a carburetter fitted to a French car and presumably tuned for French petrol requires any material change when used in this country.

The discussion has centred chiefly round the 7.5 h.p. Citroën. This car is fitted with a horizontal Solex carburetter and, as supplied by the makers, the dimensions are:—

Choke tube ...	12.5 mm. diameter
Main jet ...	65
Auxiliary jet ...	40

One of these cars in the writer's possession was run 900 miles with this setting of the carburetter, using Shell petrol. The consumption was 45 m.p.g. It was found, however, that the car ran better with additional air supplied through a Bowden extra-air inlet device, and there was no doubt that, normally, the carburetter supplied a rich mixture.

The first impulse was to fit a smaller main jet, but upon reflection a larger one was fitted in conjunction with a larger choke. The reasons which led to this action were as follow:—

The petrol used in this country is obtained by distilling crude petroleum, and the product is composed of a mixture of four or five substances known collectively to chemists as the "paraffins." The chief constituent is octane, the chemical formula of which is C_8H_{18} . Now, it is easy to show that a gallon of octane would require for its complete combustion 2.53 lb. of oxygen or 141½ cubic ft. of air.

French petrol, on the other hand, while consisting of a mixture of the paraffins, chiefly octane, contains a liberal admixture of commercial alcohol.

Now, alcohol is an excellent fuel, and doubtless holds great possibilities for the future, but its chemical and physical properties are very different from those of petrol. The chief constituent of commercial alcohol is known to chemists as ethyl alcohol, and has a formula C_2H_5OH . From this it may be shown that a gallon of alcohol (of specific gravity 0.79) would require for its complete combustion 92 cubic ft. of air, or only 65 per cent. of that needed by a gallon of octane.

It is readily seen, therefore, that any admixture of alcohol with petrol will call for a smaller proportion of air. In addition to this point, there is the difference of latent heat—that is, the amount of heat which must be supplied to unit weight of a liquid to convert it into vapour. The latent heat of petrol lies

between 250 and 280 British thermal units per lb., while that of alcohol is 520 B.th.u. per lb. This fact naturally will make a fuel containing alcohol less easily vaporized, and for this and other reasons a smaller choke again is necessary.

The actual change which will give the best results naturally depends upon the characteristics of the individual engine. In the writer's case a new choke tube was fitted having a diameter of 15 mm. (Of course, the original choke could have been bored out, but, as it was rather a loose fit in the body of the carburetter, it was felt that a choke tube of a closer fit would eliminate any risk of air leakage outside the choke.)

To decide on the diameter of the new jet, it is necessary to remember that the equivalent head of petrol produced by the air stream through the choke varies approximately as the square of the velocity. Hence, if D and d represent the diameters of the two choke tubes and J and j the diameters of the jets required to give equal results, we have:—

$$\frac{J}{j} = \left(\frac{D}{d}\right)^2$$

Substituting, we get

$$\frac{J}{65} = \left(\frac{15}{12.5}\right)^2$$

and $J = 94$

Now, as we do not require the same result, we must reduce the new jet diameter from 94. As a first approximation, 75 or 80 may be tried. In the case under consideration a 75 jet gave very satisfactory results. (Incidentally, it may be mentioned that in making the change a 45 auxiliary jet was fitted in place of the 40 supplied, as the engine had been difficult to start from cold.)

The new arrangement leaves little to be desired. The engine starts with the utmost ease, and the idling position gives very slow running indeed. The speed, acceleration and smooth running of the car are improved, and the consumption is now in the neighbourhood of 48 m.p.g.

On the adverse side of the balance sheet there is nothing to note unless it be that a little more patience is necessary in opening out from cold. On first starting there is a slight tendency to "choke" if too much throttle is given.

A.H.S.

HOW AN EXTRA SPARK GAP AFFECTS IGNITION.

THE value of having an extra spark gap in the high-tension circuit of the ignition system was known in the early days of the motoring movement quite 20 years ago. Its discovery was accidental inasmuch as it was observed that some heavily carboned and oiled-up plugs would fire only when the plug cable was brought very near to but did not actually touch the terminal. This observation was made by a motor mechanic at the Panhard and Levassor works, and it led to close investigation by technical experts because it seemed to be a peculiar electrical phenomenon.

Coil ignition was then in use, and the conclusion

arrived at was that the extra gap in the circuit held back the high-tension current until it had reached its maximum strength or voltage, at which point it suddenly broke through the resistance offered by the two gaps and ignored oil and carbon at the plug points. Electricians found an analogy between this effect and that of a Leyden jar discharge which can be made so sudden and concentrated as to spark under water.

Without the extra gap the current would dissipate some of its energy in leakage across the carbon of a fouled plug and would fail to produce an effective spark. It follows, therefore, that the extra gap

SPARK GAP (contd.).

ensures reliable ignition when the plug conditions are unfavourable, and when, ordinarily, misfiring would be liable to occur.

It is important to take into consideration the fact that when the extra spark gap already is embodied in the magneto by means of what is termed a spark-gap distributor it is not advisable to use another gap at the plug terminal. Not only would this be of no benefit, but it probably would make the engine very difficult to start due to the high resistance to the current offered by the three gaps, viz., the normal gap at the plug points, the gap in the distributor and the gap at the plug terminal.

In the case of a magneto fitted with a carbon-brush type of distributor it is quite in order to fit the extra gap. This should not be more than 1-64th in. across; rather less than the gap at the plug is advisable as, provided there is an actual break in the circuit, it will suffice for all practical purposes, and it will not offer appreciable extra resistance to the current.

Although spark-gap attachments are known under various fancy names, it will be obvious that the effect is entirely an indirect one and has no bearing on the

actual spark energy produced by the magneto. If the magneto is weak or faulty the fitting of spark gaps will not remedy it but will make matters worse.

An incidental advantage of the spark gap is that it provides a visible indication that current is reaching the plug, which might be short-circuited or have a cracked insulator; if there were a spark at the gap it would indicate that the plug was at fault and not the magneto or cable. Spark-gap attachments preferably should be glass enclosed as this eliminates the risk of the spark firing any loose petrol or vapour round about the engine.

Sometimes it is asked whether a spark-gap attachment is liable to "strain" the magneto and cause a breakdown of the insulation of the high-tension winding. It can be stated that there is no risk of this happening. The gap of 1-50th to 1-64th in. creates nothing like the electrical strain as that set up by an open circuit; that is to say, if the cable became detached from the plug whilst the engine was running. Every magneto has a safety gap somewhere in its construction which comes into action if an open circuit occurs, so that obviously the extra gap can do no harm.

REPLACING A CREEPING TYRE

TYRES fitted to light cars are, fortunately, not likely to creep on the rim except on rare occasions, but should such movement occur it is important that the tyre be restored as soon as possible to its original position, or a torn-out valve may result.

If the valve projects from the hole in the rim at an angle, it generally indicates that the tyre has crept around the rim. Should creeping be a frequent trouble it would appear that the cover is either too large for the rim, the air pressure too low or the tyre-retaining device is defective. In any of these cases a permanent cure is necessary.

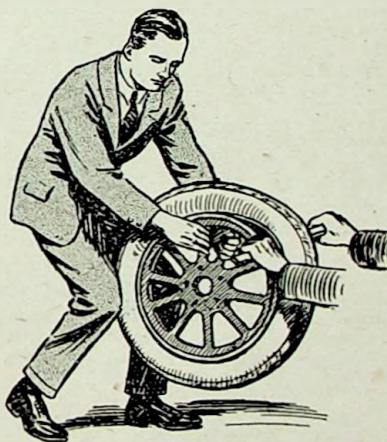
Should the occurrence be merely the exception and not the rule, the following hint for remedying matters may be of value.

The inner tube must be deflated before commencing operations, and, if it is not desired to remove the wheel from the car, the jack should be used to lift the tyre well clear of the ground. If the wheel concerned is fitted to the front axle it should be removed for treatment or fitted to the rear axle. The reason for this is that some means for holding the wheel firmly is essential.

Assuming that the wheel has been dismantled, a friend should

be asked to hold it vertically whilst the owner carries out the other part of the work. Failing another pair of hands it may be possible to use a rope passed between the spokes and lashed to some firmly fixed object to prevent rotation of the wheel. A disc wheel must be dealt with in position on the rear axle owing to the difficulty of holding it by other means. A stout tyre lever is passed over the rim, under the beads of the cover and over the opposite rim. The lever now lies flat on the two rim clinches, the tyre being lifted up clear. By pulling slowly on the lever with both hands in the direction in which it is desired to move the cover, a very gradual movement is usually obtained. To shift the cover, say, one-eighth of an inch, it may be necessary to slide the lever round the rim a great deal farther than this.

When the job is to be done with a wheel in position on the rear axle, care is necessary to see that the lever is inserted under the tyre just far enough to enable it to be grasped firmly. If it projects too far on the inside it may foul wing stays or other parts. It is advisable to wear an old pair of gloves to avoid harking the knuckles. The car should be sketched, of course, and the hand brake applied.

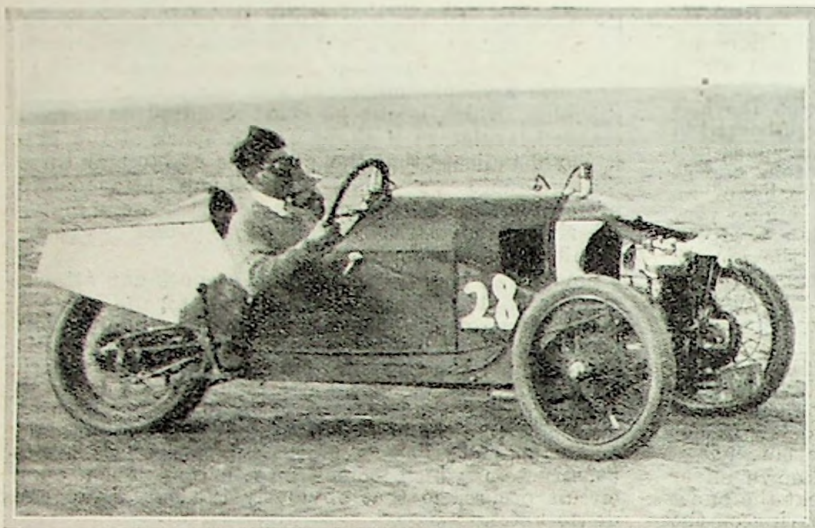


By pulling on a tyre lever inserted under both beads of a cover, the latter may be moved round the rim to bring the valve slots into the correct position.

CURING AN INTERMITTENT MISFIRE.

THE modern high-compression light car engine is addicted sometimes to misfiring when accelerating on top gear, and although the symptoms are the same as starving, it is the plugs which are usually at fault. The difficulty lies in spotting the defective plug or plugs, as no normal method of diagnosis is effective on account of the misfiring being apparent only in the special circumstances already mentioned.

These, however, may be reproduced by accelerating the engine (in neutral) with one, two, or three (at a time) of the high-tension wires disconnected. The faulty plugs which misfire under high compression will then be revealed and the trouble can be cured permanently by replacing them with new ones of a more "hot-stuff" type. Many motorists make the mistake of using "touring" plugs in "sports" engines, a practice which leads inevitably to misfiring.



R. T. Horton at speed in the Morgan-Blackburne, with which he scored a large number of wins against very much larger and more powerful cars.

FINE sunny weather prevailed at the Southport Motor Club's race meeting held on the sands at Southport on Saturday last, August 15th. An exceptionally large programme was arranged for motorcycles, sidecars, three-wheelers and cars, the events being run under the closed competition rules of the R.A.C.

The regulations of the meeting were framed so that three-wheeled cyclecars and sidecars were eligible to compete against one another in the unlimited capacity events for three-wheelers. In both the general and novice section a Morgan proved the winner.

An innovation was arranged in Class 27, which was held over a kilometre course, and was open to any touring car or sports car in full touring trim. The race had to be run in top gear, 15 yds. being allowed for the driver to get into that gear.

None of the entry for this particular event managed to comply with the regulations regarding the 15 yds. in which to get into top gear.

The majority of the light car races produced very close finishes in at least

four instances, a bonnet length separating the two leading cars. Two notable examples of this close finishing were in Class 28, when R. T. Horton, in a Morgan, was beaten by B. H. Davenport, in a 1,496 c.c. Frazer-Nash, by only a few inches, and in Class 32, when D. M. K. Marendaz, in a 1,500 c.c. Marendaz Special, led for practically the whole of the course, to be beaten within a foot or so of the line by G. H. Taylor's 1,496 c.c. Alvis, the third man in each of these instances being only a few yards behind the leaders.

When Acceleration Scores.

The majority of the races at the meeting were of one mile with a standing start, and, of course, the result of the event depended largely upon "get-away." In this respect B. H. Davenport (Frazer-Nash) and R. T. Horton (Morgan-Blackburne) were outstandingly good. They were fairly evenly matched in speed, and watched each other very closely all the way down the course, apparently enjoying the little duel on their own.

BIG MEETING ON SOUTHPORT SANDS.

MORGANS WIN EIGHT CLASSES, INCLUDING MILE AND TEN-MILE RACES FOR CARS OF UNLIMITED HORSE POWER.

The last three races of the meeting were over a ten-mile course, which, naturally, necessitated turns being made at each end of the mile used for the earlier sections. One Morgan, driven by R. T. Horton, materialized for the three-wheeler race, and proceeded to lead the four-wheelers by about half a mile at the first complete round.

The last event of the meeting—a ten-mile scratch race for cars of unlimited capacity, resolved itself into a duel between the Miller Eight, driven by D. Higgin, and R. T. Horton's Morgan, the Miller Eight leading by 50 yds. or so until the last lap, when it caught fire and let the Morgan through into first place. Horton's time for the ten miles was 9 mins. 18½ secs., which, considering that one turn per mile had to be negotiated, was very good indeed.

The results were as follow:—

Match for winners of £1,000 Trial.—1, N. S. Walsh (10.8 h.p. Riley) (amateur); 2, G. Penberton (25.8 h.p. Vauxhall) (trade).

ONE-MILE RACES.

Three-wheelers (Unlimited, General).—R. T. Horton (Morgan-Blackburne).

Three-wheelers (Unlimited, Novice).—J. M. Bullough (Morgan).

Single-seater Racing Cars (Unlimited).—B. H. Davenport (Frazer-Nash).

1,100 c.c. (General).—R. T. Horton (Morgan).

1,100 c.c. (Novice).—S. A. Keny (Morgan).

1,500 c.c. (General).—B. H. Davenport (Frazer-Nash).

1,500 c.c. (Novice).—G. H. Taylor (Alvis).

2,000 c.c. (General).—D. Higgin (Miller).

2,000 c.c. (Novice).—D. Higgin (Miller).

3,000 c.c. (General).—D. Higgin (Miller).

3,000 c.c. (Novice).—D. Higgin (Miller).

Unlimited (General).—R. T. Horton (Morgan).

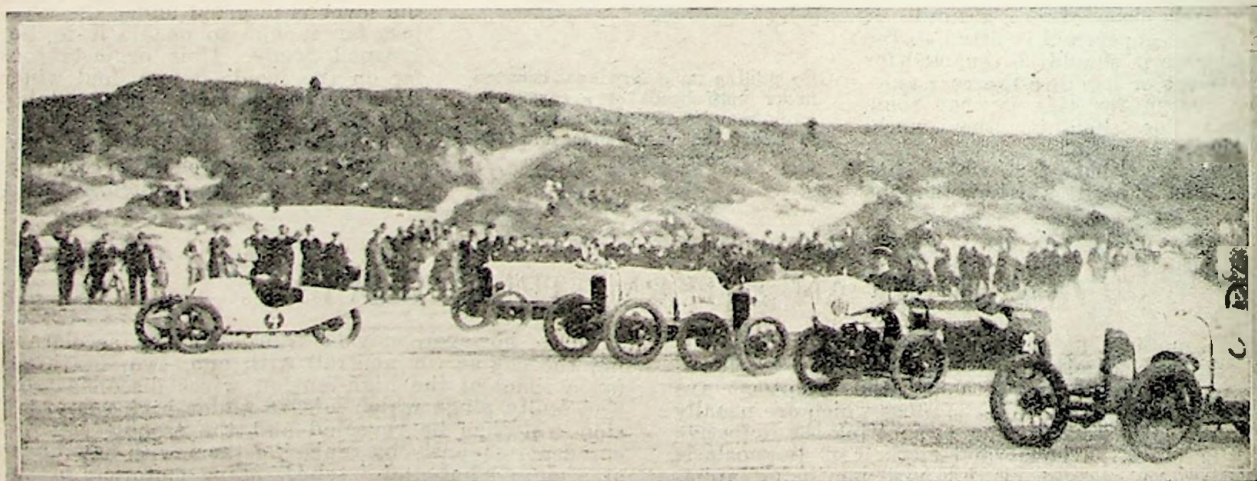
Unlimited (Novice).—D. Higgin (Miller).

TEN-MILE RACES.

Three-wheelers (Unlimited).—R. T. Horton (Morgan-Blackburne).

2,000 c.c. —R. T. Horton (Morgan-Blackburne).

Unlimited.—R. T. Horton (Morgan-Blackburne).



J. M. Bullough in the Morgan (4) realized that no good purpose could be served by wasting time after the starter's flag fell. He held his lead to the finish.

A PERFECTLY ORGANIZED SPEED TRIAL.

KENT AND SUSSEX LIGHT CAR CLUB
CONDUCT A VERY SUCCESSFUL SPEED TRIAL
ON A PRIVATE ROAD AT LEWES—JOYCE'S
A.C. AGAIN SWEEPS ALL BEFORE IT.

THE Kent and Sussex Light Car Club excelled itself in the organization of its long-deferred speed trials, which were held last Saturday on a private road on the race hill at Lewes. The event was due to start at 1.30 p.m., and at 1.31½ p.m. the first man was streaking down the course. The last man was due to run not later than 3.30 p.m., and, sure enough, by 3 o'clock all the cars had had their allotted number of runs, and some additional sporting challenge runs had also been held. The course was then taken over by the Eastbourne Motor Club, which ran off a number of motorcycle events.

The Kent and Sussex L.C.C.'s entry was rather disappointing, there being, of course, a formidable counter-attraction at Southport. Nevertheless, 11 classes were due to be run, and nine of these were, in the circumstances, fairly well supported.

No Spectators on the Course.

The course consisted of a 700-yd. standing-start run along a smooth, gradually rising and dead-straight tarred road on top of the beautiful South Downs. Spectators were allowed on one side of the road only, rope barriers were erected to keep them from straying on to the course, and a very large number of interested local motorists were thus able to obtain an excellent view of the proceedings without endangering in the least degree either themselves or the competitors.

Classes 1 and 3, each with two entries, for small two-seaters, were won by E. L. Short (Talbot) and R. Humphries (Austin) respectively, and Classes 2 and 4 were not held owing to lack of entries.

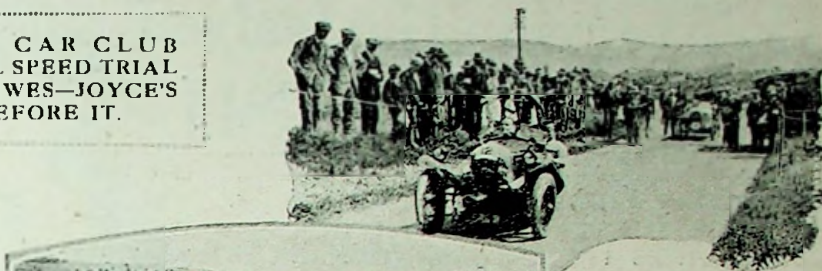
In Class 5 E. Hillery, at the wheel of an o.h.v. four-cylinder touring two-seater Frazer-Nash, streaked down the course in splendid style, clocking 26½ secs., and easily winning his class.

Classes 6 and 7 also were poorly supported, but Class 8 attracted six runners. Of these F. D. Barron, in a 1,070 c.c. Morgan, was the fastest by nearly 1 sec., G. C. Boulding's Amilcar being second fastest and the Talbot-Simmons third. This car seemed to be rather off colour, for, on a second run in a subsequent class, it was slower over the course by 1 sec., its best time being 30 secs.

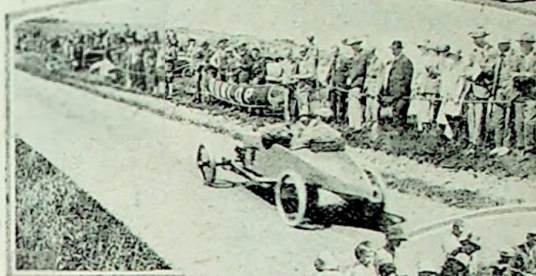
First Fast Class.

E. Hillery, in Class 9, for standard sporting two or four-seaters up to 1,500 c.c., beat K. G. Jones's Bugatti by ½ sec. On this run Hillery was 1 sec. faster than on his previous run, and this just gained for him the victory. Jones's Bugatti was a very snappy performer, whilst Constable's Morgan improved its time by 2 secs., and came in third in the class with 26½ secs.—only ½ sec. slower than the Bugatti.

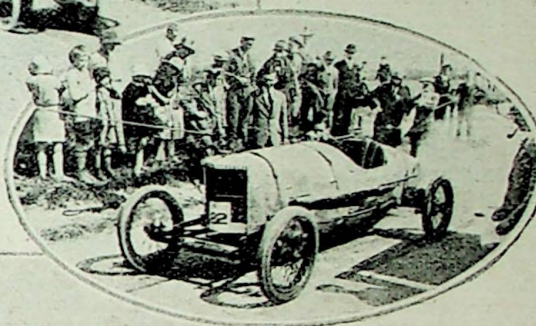
Class 10, for racing cars up to 1,100 c.c., did not attract any particu-



(Above) F. D. Barron (Morgan) making a good get-away. He won the up to 1,100 c.c. class.



(Above) Lewis Humphries (G.N.) and (below) J. A. Joyce's A.C. about to leap from the mark.



(Above) F. Williams in the Horstman with which he challenged a number of the fastest cars at the meeting.

larly speedy runners. The winner proved to be W. E. Humphreys, in a very striking little 1,050 c.c. Amilcar finished in red and blue with a copper radiator. He clocked 24½ secs. This run was so far the fastest of the day. In the same class Lewis Humphries, in a two-cylinder G.N., clocked 26½ secs., whilst F. D. Barron (Morgan) clocked 27½ secs.

Joyce's A.C. Unbeatable.

The spectators were all excitement at the start of Class 11, for racing cars up to 1,500 c.c., as many of them had never seen the redoubtable J. A. Joyce make one of his brilliant get-aways. He did not disappoint them, and, bounding from the mark, reached the finishing line in 19½ secs., thus making the fastest run of the day, with a comfortable 3 secs. to spare over Humphrey's Amilcar, which clocked 22½ secs. The third fastest run of the day was made by E. Hillery (Frazer-Nash), whose best run was 24½ secs.

After this class had been run off F. Williams, who was driving a Horstman racer, issued a challenge to K. G. Jones (Bugatti) and E. Hillery (Frazer-Nash), but was utterly vanquished by both of them.

The car classes were rounded off by a special event for F. Williams (Horstman), K. G. Jones (Bugatti), J. A.

Joyce (A.C.) and E. Hillery (Frazer-Nash), Joyce owing 4 secs. The times for the competitors in the order given were 27.5 secs., 25.8 secs., 19.5 secs. and 24.2 secs. respectively. Thus the order was Joyce, Hillery, Jones and Williams.

The results were as follow:—

Standard Touring Two-seaters up to 900 c.c.—1. E. L. Short (Talbot, 970 c.c.), 36 secs.
Standard Touring Two-seaters up to 1,100 c.c.—1. R. Humphries (Austin, 750 c.c.), 36 secs.
Standard Touring Two-seaters up to 1,500 c.c.—1. E. Hillery (Frazer-Nash, 1,496 c.c.), 26 1/5 secs.
Morris-Cowleys Only.—1. E. L. Short, 39 secs.
Standard Sporting Two-seaters up to 900 c.c.—1. G. Miles (Austin, 750 c.c.), 35 secs.
Standard Sporting Two-seaters up to 1,100 c.c.—1. F. D. Barron (Morgan, 1,070 c.c.), 28 3/5 secs.
Standard Sporting Two or Four-seaters up to 1,500 c.c.—1. E. Hillery (Frazer-Nash, 1,496 c.c.), 26 secs.
Racing Cars up to 1,100 c.c.—1. W. E. Humphreys (Amilcar, 1,050 c.c.), 24 3/5 secs.
Racing Cars up to 1,500 c.c.—1. J. A. Joyce (A.C., 1,496 c.c.), 19 3/5 secs.

ARE YOU INSURED AGAINST
THIRD-PARTY RISKS?

If you are not, read the article entitled "The Value of Third-party Insurance" which is on page 412 of this issue. The writer has no axe to grind—save yours.

TESTING The Latest FRAZER-NASH

A VERY FAST LIGHT CAR WITH A PERFORMANCE WHICH MORE THAN JUSTIFIES ITS UNCONVENTIONAL DESIGN.



Both front seats are adjustable, and there is plenty of room for a third passenger or two children behind.

A CAR which might be described as being in a class of its own, the Frazer-Nash has a number of very striking features. For example, it will do 40 m.p.h. or even 50 m.p.h. in second gear more sweetly than many small cars will in top; at the same time it will pull steadily on its high gear of 3.8 to 1 at as low a speed as 10 m.p.h.; on the same ratio it can climb quite steep hills, for which nearly every other light car requires a change down.

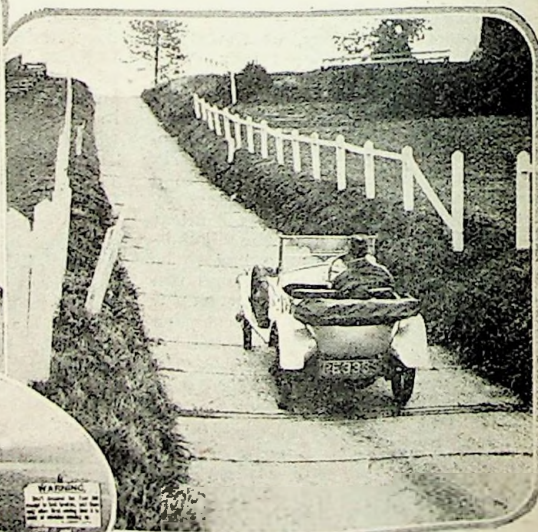
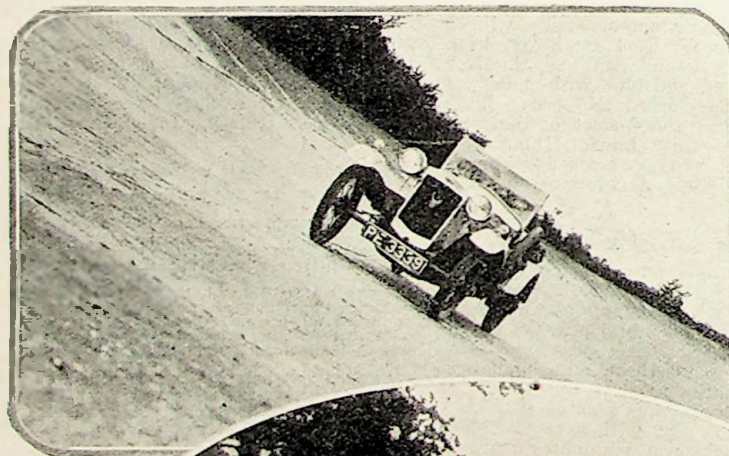
The car has not been altered in any material respect since introduced in its present form nearly a year ago, except that a side-valve four-cylinder British Anzani engine replaces the overhead-valve engine previously used. Final transmission by three roller chains on the principle originated for G.N. cyclecars continues to be employed. Each chain provides a different ratio, the rear sprockets being fixed positively to the back axle, whilst the forward ones are engaged with the countershaft by means of dog clutches. A fourth chain with two pinions interposed gives a reverse gear.

The car which we tried, and which is illustrated on these pages, is the three-seater fast touring model, which costs £331 with the equipment shown and described. Despite the fact that it is listed as a touring model, however, the car looks a sports model and has a distinctly sports performance. The

finish of bodywork, bonnet and wings is burnished aluminium, and low racy lines, sports wings and a slightly bulbous tail give the car a rakish, although distinctly smart, appearance.

The bodywork is very good, very strong and very comfortable. Separate adjustable front seats are used with pneumatic cushions and squabs, whilst there is a small seat in the tail which is suitable for one adult or two children, the front seats being adjustable. There is plenty of legroom and, even when the driver is generously provided for in this respect, there is still plenty of room in the rear seat.

From the driver's point of view the car is very attractive, the controls being well placed, whilst the



The start and finish (at 30 m.p.h.) of a climb up the test hill and (above, left) doing over 65 m.p.h. on the Byfleet banking.

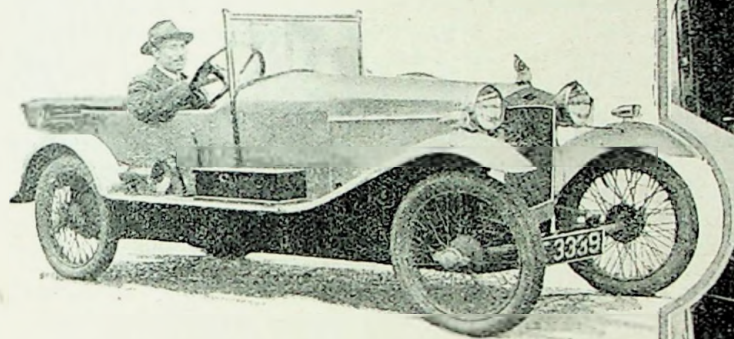
steering wheel is in exactly the right position. The speedometer is mounted on the extreme left of the fascia board, the switchboard in the centre, a revolution counter next, and an oil gauge on the extreme right. The brake and gear levers are arranged outside the body, and the button for a powerful electric Klaxon is arranged conveniently for the right hand.

The first impression at the wheel is that the car is very controllable and has extremely good acceleration; the steering, owing to the absence of a differential, calls for some degree of effort to pull the car round an acute corner, but, on straight-away going, it leaves no room for improvement.

Performance at Brooklands.

The performance of the car being its outstanding characteristic we decided that Brooklands would provide the best testing ground for it, and the car was accordingly taken to the track, where its acceleration, maximum speed and climbing powers were tried out. First, however, it was put on the scales and found to weigh 13½ cwt. with the tanks full, a generous supply of tools and spare can of petrol and oil.

Down the half-mile on the railway straight, with no appreciable wind, the time taken was 26½ secs., which gives a speed of 67.66 m.p.h. There were two



passengers in the car at the time, and the upright windscreen was not folded to reduce wind resistance. With a little tuning, therefore, and only one up, the car with its 3.8 to 1 gear should be capable of a fairly comfortable 70 m.p.h.

In top gear on the level the car took 31 secs. to accelerate from 10 m.p.h. to 60 m.p.h.; starting in bottom gear and making use of the three ratios to the best advantage it took 18½ secs. Both these times are very good for a car of this class. Taking the car to the test hill, it was found that the highest speed at which it would breast the summit, in bottom gear, was 31 m.p.h., at which speed the engine was doing 4,200 r.p.m. In second gear the best speed at the summit was 29 m.p.h., so it is probable that with a gear midway between first and second an ascent at some 35 m.p.h. would be attainable.

Mile a Minute in Second.

A restart was made as an experiment on the 1 in 5 portion of the test hill, and the car could be stopped easily with both brakes when descending, and held stationary with either. Speeds of 30 m.p.h. in bottom gear (11.6 to 1) and exactly 60 m.p.h. in second gear (5.4 to 1) were subsequently attained on the finishing straight.

This suggests that more all-out speed in top could be obtained with a much lower ratio, say, 4.8 to 1 instead of the 3.8 to 1 which is standard and which is provided expressly to allow sustained speeds of 55-60 m.p.h. without excessive engine revolutions. Any of the gear ratios can, of course, be changed by merely fitting different axle sprockets.

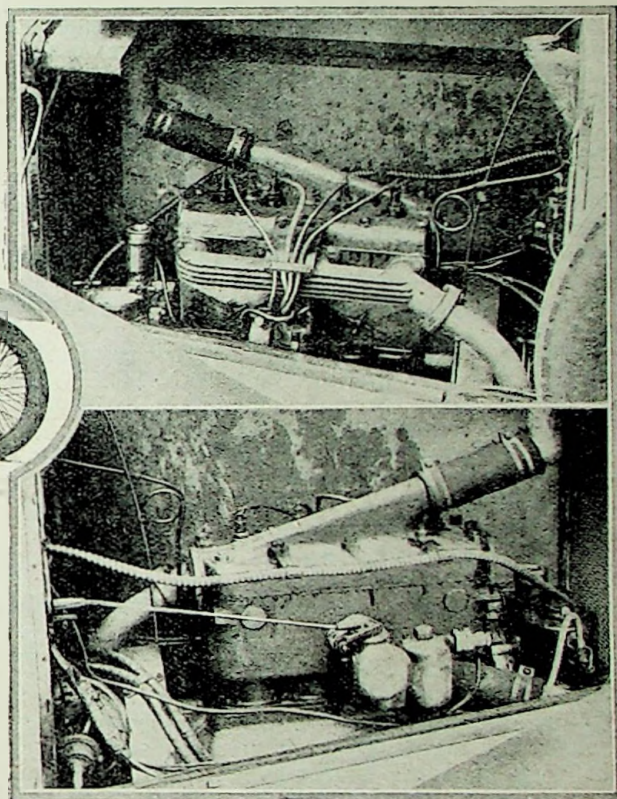
From Brooklands we took the car over a 50-mile

run round Surrey, and found that it handled very nicely under ordinary touring conditions whilst tackling hills such as White Downs in a very convincing manner, and, of course, without the need for bottom gear.

Silence, in view of the final transmission, is naturally not a pronounced feature of the car, but, the exhaust being somewhat raucous, the swish of the chains and a rather pronounced hum from the bevel box are not objectionable. Naturally, the "indirect" ratios are no more noisy than top.

The body of the car which we tried, and which had previously covered nearly 7,000 miles, was entirely free from rattles or squeaks, and the general mechanical condition was very good indeed, the steering being free from backlash, front-wheel bearings tight, and the chain-sprocket bushes and so forth not appreciably worn.

The springing of the car—by quarter elliptics all round—is good, both when "blinding" on the track



The two sides of the British Anzani engine, showing how low it is mounted. The whole build of the car is very clean and racy.

and when using the car on the road. Hartford shock absorbers were fitted to both front and back axles and, with these properly adjusted, the road-holding is excellent, whilst, owing to the low centre of gravity, the car will corner at very high speeds without rolling.

With its equipment, which consists of a 5-lamp 6-volt C.A.V. lighting and starting set, Rudge-Whitworth wire wheels, two-panel windscreen, sports hood and the other refinements already mentioned, the Frazer-Nash is a car which should suit any enthusiast who does not object to spending a little more time than usual on maintenance provided that he gets a really first-class performance.

Little fault could be found with the capabilities of the model which we tried, and an even faster type is available at an extra cost of £47. The engine of that model gives 50 b.h.p., whilst that of the car we tried gives 38 b.h.p.



RICH MIXTURE

LIGHT CAR
COMMENT
& ADVICE

by *Fous*

Whence Comes Efficiency?

IF you asked me which was the most efficient I-type of small car engine I should plump for the four-cylinder o.h.v. Like most other light car owners, I believe it to be the type which is most susceptible to tuning, and I should say that more power and, consequently, speed are obtainable from it than from any other form of small internal-combustion engine. Similarly, on the subject of transmission I should feel inclined to say that a straightforward gearbox with a final drive employing bevel or worm gearing was superior from the speed point of view to any of the various alternatives.

It would seem, however, that on both assertions I should be fairly wide of the mark. Last week *The Light Car and Cyclecar* published a list of new records; the Brooklands test hill record had been lowered by a Frazer-Nash with chain transmission, a string of 750 c.c. records had fallen to an Austin with side valves, and a number of 1,100 c.c. records to another Frazer-Nash with a two-cylinder engine, also with chain transmission. It appears, from the speed point of view, that overhead valves and conventional shaft drive are by no means a sine qua non.

White Lines and Safety.

WHITE lines on dangerous corners in villages are a safety device for which every motorist is thankful, but it is not much use authorities placing them there unless pedestrians also are made to respect them. Twice on a recent Sunday, when going round serpentine bends so marked, I found my path blocked by a gang of youths standing idly in the roadway. They apparently thought I had half the road in which to pass, for they made no effort to move; and yet, had I crossed the white line, I should have risked possible trouble. I submit that where a white line is drawn the local police should be instructed to see that no such obstruction occurs, for, with motorists being forced into a restricted path, it becomes perilous to everyone.

Danger in Profusion.

ON the subject of white safety lines, it would be interesting to know who is responsible for deciding where they shall be put and what form they shall take. A recent run down the Great North Road revealed a profusion of these lines, sometimes at corners where they were needed, and sometimes where most emphatically they were not.

Like the red triangles, too many white lines are worse than useless, as familiarity will then inevitably breed contempt. Why, incidentally, do some authorities consider it necessary to adorn the ends of their white lines with arrows? They only confuse, and certainly serve no useful purpose. Surely everyone knows that our rule of the road is "keep to the left."

The New Kerbstones.

ON the same journey down the North Road I noticed that many more stretches of it are being bordered with granite kerbstones, and I am compelled to admit that the plan does not appeal to me. A stone kerb is certainly useful at night and in foggy weather, but it makes swerving off the road in an emergency difficult, if not impossible. We are told that stone kerbs help to keep the road surface in good order by preventing it from spreading sideways and assisting drainage. It is unfortunate that these advantages cannot be enjoyed with a flush kerb instead of one that stands some four inches above the road.

Until lately I have dodged impending disaster, threatened by fools who pass other cars at blind corners, by swerving on to the grass border of the road; I hope I may never be in the same predicament on a stretch of road that is flanked by these new-fangled kerbstones.

Don't Point.

WHEN I was young I was told that it was rude to point, and I now pass on the information to others who were less bullied in their childhood. Pointing at wayside objects seen from the seat of a car is a foolish practice for passengers to adopt, and is an almost criminal offence when indulged in by the driver. Following cars do not know whether the "pointers" are going to turn right or left, to slow down or to stop.

Pointing, the other day, was nearly the cause of a nasty accident. The driver of a car was pointing out some object of interest on his right as the car he was driving was approaching a cross-roads. The driver of a following car naturally prepared to pass on the near side, and was very nearly crowded against a brick wall when the man in front decided to stop pointing and look where he was going. Equally confusing, especially when overtaking at night, is a carelessly furled hood. Part of the material frequently protrudes at the side and, as it flaps up and down, gives one the impression of a "hush-hush" signal.

How to Make a Fortune.

ON many occasions I have mentioned that the elimination of back draught on open cars is a refinement which is long overdue. Manufacturers have found ways and means for protecting the driver and passengers in a light car from rain, wind and draught when the hood is raised, but most cars are disgustingly draughty when the hood is lowered.

I know dozens of motorists who keep the hoods of their cars raised throughout the year simply because they have no other means for diverting the draught from the backs of their necks. A fortune awaits the man who can provide a simple inexpensive arrangement which would allow them to drive about without a roof over their heads and without a biting draught swirling around their shoulders and down the back of their collars.

A Possible Cure for Draughts.

A FEW months ago I endeavoured to show how specially shaped front windscreens would go far towards eliminating back draught, but the more promising designs had the disadvantage of being somewhat expensive. I have since been experimenting with attachments for a normal upright two-panel screen, and it is now clear that, given a suitable design, it is possible, at a very low cost, entirely to prevent back draught.

The best arrangement I have tried took the form of a home-made metal-framed celluloid panel of the same width as the front screen and 6 ins. deep. The panel is hinged along one edge to a steel rod secured on each side to brackets clamped to the top of the windscreen uprights. When the hood is lowered these brackets allow the celluloid

panel to be hinged upwards and backwards so that its lower edge lies flush along the top rail of the screen, the whole panel sloping backwards at an angle of about 45 degrees with the vertical. In this position it deflects all the wind over the driver's head, it does not look unsightly, and it appears to have no disadvantage of any kind.

When the hood is raised the celluloid panel is folded forwards and downwards so that its front edge is just below the horizontal. In this position it does not restrict the driver's view, it is quite unobtrusive, and a clever salesman could tell you how it would keep rain and snow off the screen and serve many other useful purposes. Who will be the first to market a fitting of this kind?

Ups and Downs.

A FRIEND of mine is a firm believer in side curtains. He solemnly avers that there never was and never will be an innovation tending to make light cars more comfortable; that the man who does not carry them is a fool, and the man who pretends to be puzzled by their erection is an idiot. Yet he only erects them when he has to park his car for an hour or so in wet weather. His first job when he returns to it—no matter whether it is raining or not—is to take the curtains down. His argument is that all-weather equipment is all that he says it is—except when one is actually driving. A queer idea!

Room for Improvement.

MY own opinion with regard to celluloid side screens of the conventional type is that their popularity is on the wane, and that within a couple of years they will be replaced by something better. The trouble with them is that they must either be



SENSIBLE
SIGNPOSTS.

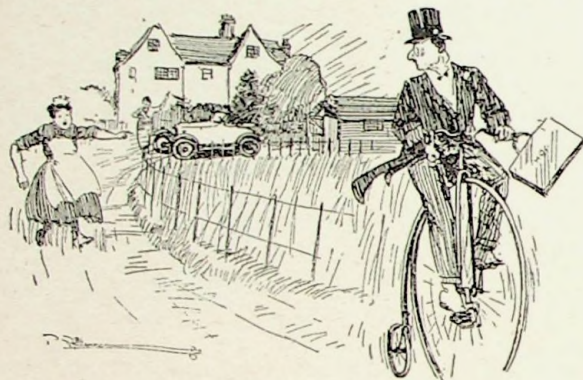
— These new signposts at a fork near Stroud, Gloucestershire, serve as a model of how direction boards should be erected. What a blessing it would be if all our roads could be treated in a similar manner.

RICH MIXTURE (contd.).

erected or properly stowed in their locker. They cannot be used half-erected like the windows of a saloon or coupé, and, once in place, they cannot be lowered without bringing the car to a standstill, disturbing the passengers and going through a comparatively lengthy series of operations. The fact that they cannot be lowered in an instant makes signalling flaps necessary, and these generally give an untidy appearance.

Lines of Development.

I SEE two likely solutions to the problem of improving protection and convenience, and neither is particularly expensive. The better of the two schemes from the point of view of cost would be devised on the lines which I have tried to make clear in an accompanying sketch. When hinged down diagonally the screen would allow signalling, it would give a sense of freedom and good side visibility, whilst the movable triangle could easily be folded upwards into place or vice versa without



Absent-minded old-time cyclist, who has inadvertently left a patient's house on the wrong machine: "Dear me, how annoying! I wonder what on earth they want to bother me about now."

the car being stopped. To the best of my knowledge an arrangement of this kind has not been tried by any manufacturer, and, from my own experience, I can unhesitatingly recommend it.

The other solution to the problem—and it impresses me as being the one which ultimately will become almost universal—is the brain-wave of the A.C. designers. Celluloid panels with metal frames are used, and, when not in use, they slide down into the doors in exactly the same manner as the glass windows of a closed car. These screens can be raised to any degree and are very convenient in use.

An American Dodge.

IN America they enjoy a climate in most States that is even worse than our own. In consequence open cars are not seen in great numbers to-day, whilst owners of "tourers" almost invariably have the hood constantly erected. This practice has led one prominent American manufacturer to build his "open touring" car with a permanent hood that is always raised. Along the sides of this hood roll-up side curtains are arranged like blinds, so that, to secure protection from side winds, all that is necessary is to pull down the "blinds" and button them to the top rail of the body.

c30

This idea is very sound from the point of view of neatness and convenience, but I cannot see it being widely adopted for light cars, because few small car owners would be satisfied with a hood that could not be lowered.

Curing a "Period."

A CAR which I tried recently was practically undrivable, in my opinion, at anything over 37 m.p.h. in top gear, the trouble being abnormal vibration set up by a badly balanced sliding block



"Focus" has been experimenting with a view to making side curtains more convenient. He believes that a diagonal hinge with suitable catches would be a big improvement.

universal at one end of the propeller shaft. There appeared to be nothing for it but a new joint; but, acting on the inspiration of the moment, I squeezed the leather gaiter surrounding the joint so that the thick grease within it was forced more to one side than the other. Result, an almost complete cure of the trouble. The treatment has to be repeated about every 500 miles, care being taken to see that the same side of the joint always gets the extra weight of grease.

A permanent cure for a propeller shaft or universal which is out of balance can be effected, of course, by attaching some suitable balance weight, for which purpose rubber hose clips are very useful. Having found by experiment the exact position where the added weight is needed, it can be definitely secured with a grub screw or by some other means which will prevent it from slipping.

This applies, of course, only when the universal is out of balance. Vibration caused by whip of the propeller shaft at high speeds requires the adoption of more scientific methods of cure.

Mr. Soakes Writes.

Dear Fokus.

The other day the missus and I decided to go for a blo in the car. But as soon as we was on the oping road she orltered 'er mind. I oneder if you've notised how changible the femining sects is? There's some-think about this in Shakespeare (the orther, not the publik 'ouse).



The Missus.

Anyhow, I turned round and druv up towards the West End. In the traffik we kep coming close with a nondescrip vehikle driven by a low person wivout a kollar. He kep takin advantages out of me, and by error I seraped a part of his nondescrip vehikle with my wing.

Well, in the traffik blok at Hyde Park Corner he let fly, thinking by the look of our car that he was dealing with a proper toff who 'ad no idea of back arnsers. I lets him continue on for a time, then I takes a deep breff, winks at the missus and opens wide the golden gates.

I told im wot I thort of im in butiful flowery langwidge; I spoke 4 minutes by the klok on the Parkkeeper's lodge, and I didn't klose the throttle—methodically spenking—till I sor a policeman approachin'!

That insident perwided us with more amuosment than we've ad for a long time; why, I aven't larfed so much since farver died.

P.S.—I inclothes my mis-uses foto.

W. SOAKES.

MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill.
Phone: Central 2572-3.

COVENTRY: 6, Warwick Row.
Phone: Coventry 1775.

NORTHERN OFFICES:
MANCHESTER: 196, Deansgate.
Phone: Central 2467.

The Light Car and Cyclecar

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

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

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Petrol Pumps.

SINCE petrol pumps first came into use in this country there have been frequent complaints with regard to the accuracy of the measure which they supply, and it now seems certain that before long motor spirit will have to be sold with the same scrupulous accuracy that is necessary in the sale of any other commodity. Most existing types of petrol pump do not purport to be definite measuring instruments, but, provided they are in good condition, the quantity delivered is accurate. It must be admitted, however, that motorists in certain cases have definite grounds for complaint, and, in consequence, although Government action might cause hardship to proprietors of petrol-filling installations, it would be welcomed by the motoring public.

It would appear in the meantime that traders who fear that their business is suffering on account of the public doubting the accuracy of the measure supplied by their pumps should keep properly certified measures at their filling stations and, when requested by customers to do so, use their pumps merely as a means for transferring the spirit from the underground tank to the measure. This would naturally involve some small delay and inconvenience, but if the public were informed that they could have spirit supplied from measures on request complaints would be fewer or might even be entirely eliminated, for it is only a very small proportion of the petrol-buying public which is dissatisfied with the existing type of pump and the measure which it supplies.

A point in connection with petrol pumps which is often overlooked is that the quantity remaining in the pipe after delivery benefits a motorist on some occasions and robs him on others; a pump should not be condemned on the strength of a single test.

An Undesirable Position.

AS each Olympia Show opens its doors so, simultaneously, do thousands of cars depreciate. A 1925 model, for example, is the latest type until, in October, 1925, the 1926 model is introduced and automatically makes the 1925 car a "last year's model," even although it may be only a month or two old; it may, in fact, be still in an agent's showroom awaiting its first owner. This undesirable state of affairs is bad for manufacturers, bad for agents and bad for owners. The manufacturer

suffers from a shortage of orders for a few months prior to the Show, the agent is in the same position and runs the risk also of getting "landed" with out-of-date models, whilst potential owners often dare not buy new cars towards the end of the season on account of the rapid depreciation which they know that they will have to face.

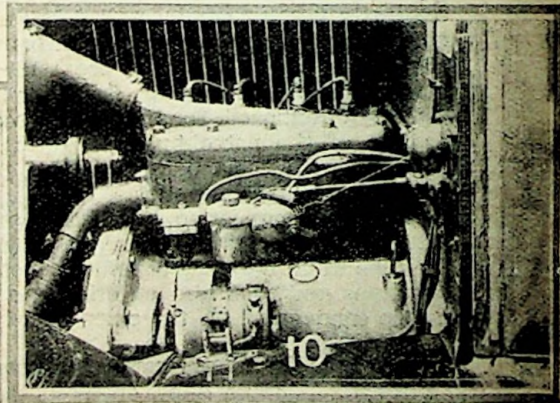
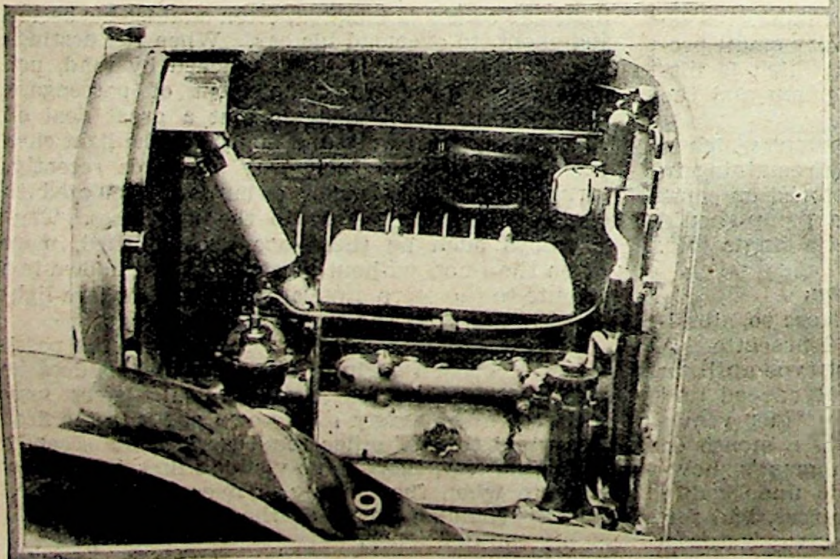
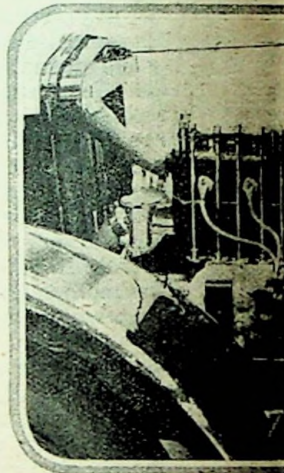
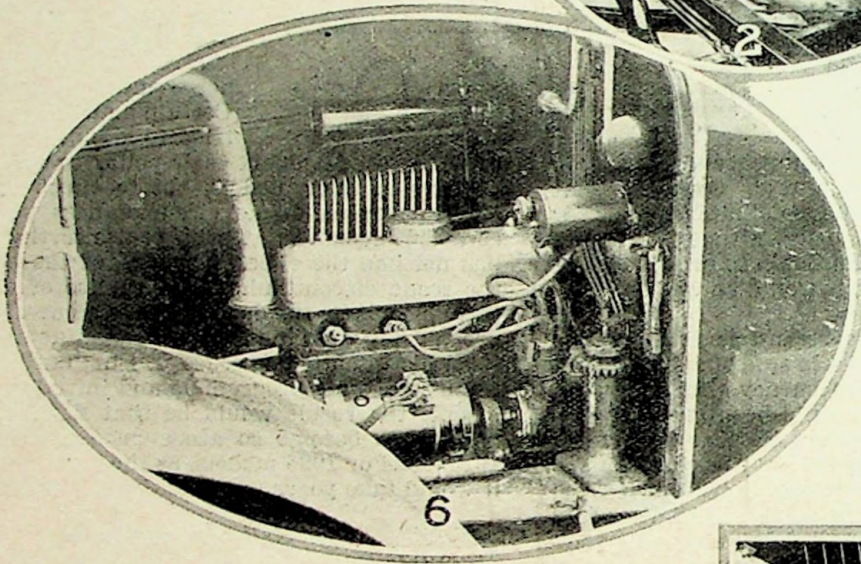
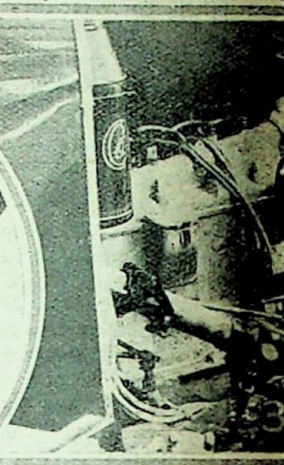
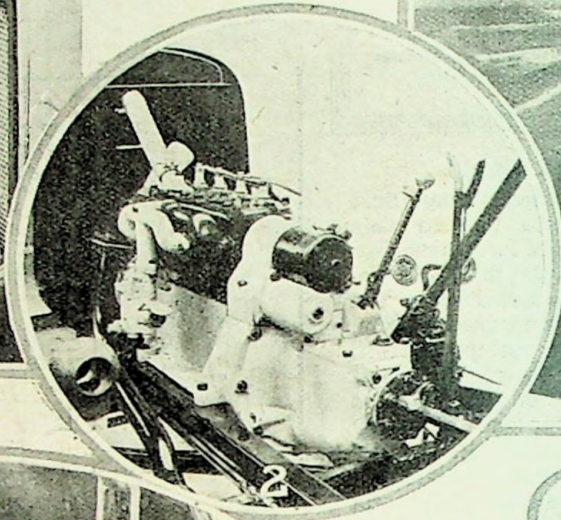
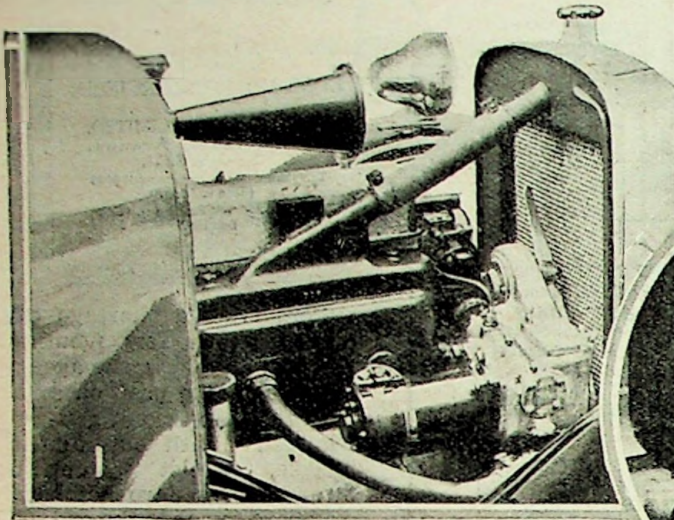
A remedy for the evil does not readily suggest itself. Certain manufacturers have tried to stamp it out by announcing that it is not their policy to make annual changes in their models, but to effect alterations and improvements as circumstances permit and occasion demands. Their praiseworthy attitude has not had the effect, however, of the public and the trade discontinuing the practice of describing their models by the date of manufacture. It is improbable, in fact, that if every manufacturer advertised his intention to cease waiting until the Show to announce his programme and introduce his new models the result would be that desired, for the public has become so accustomed to calling cars 1923, 1924 or 1925 models, as the case may be, that it would take years to break them of the habit.

The Evil of Overloading.

AT this time of the year, when the main occupation of the multitude is holiday-making, the light car owner is tempted, often against his better judgment, to overload his car. When the destination of the family is to be reached by road, not only must an extra complement of passengers generally be accommodated, but a great deal of extra luggage as well, and many are the light cars that have groaned their way seawards recently, struggling gamely under a burden calculated to stress factors of safety to the uttermost. That journeys such as these are accomplished, more often than not, without mechanical breakdown is a tribute to the stern stuff of which the modern light car is made; but the owner is taking risks.

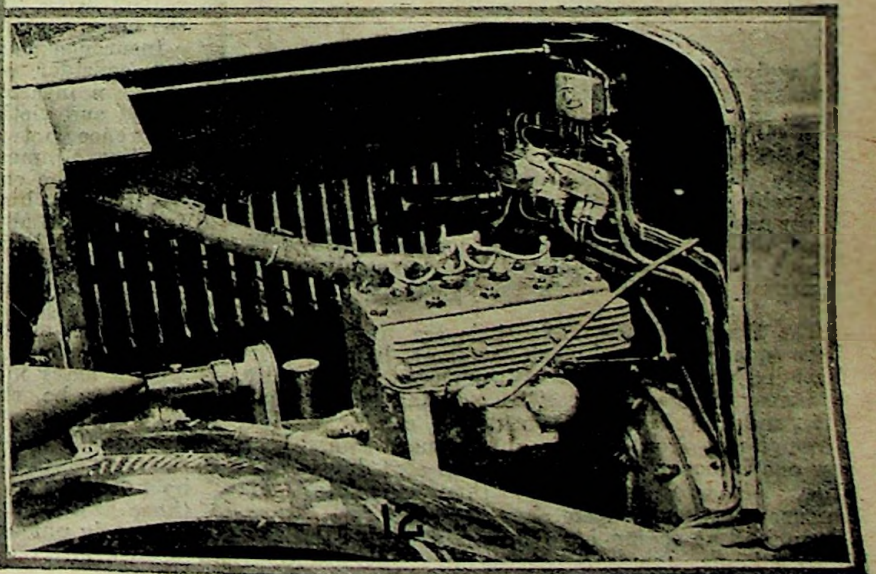
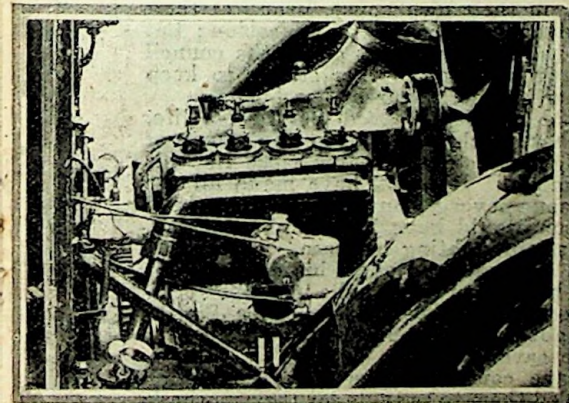
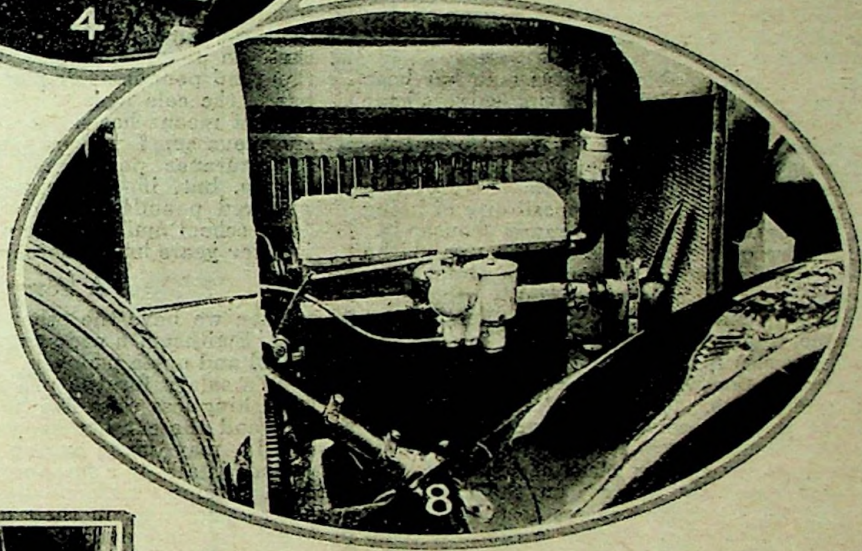
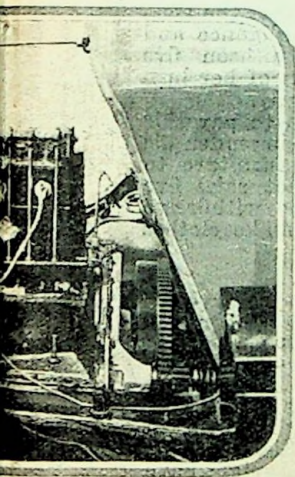
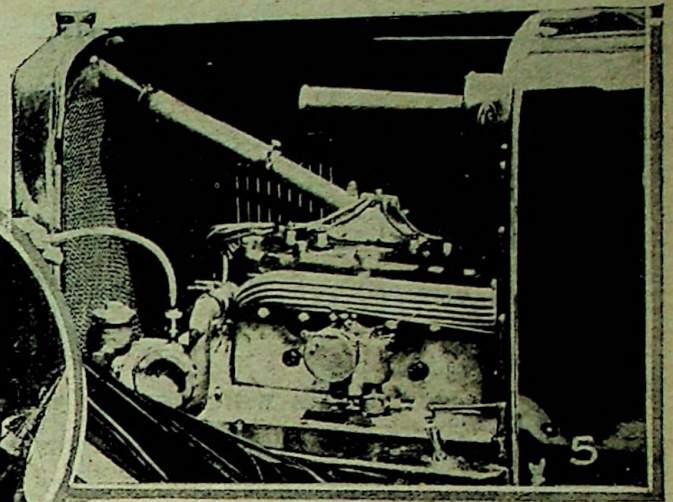
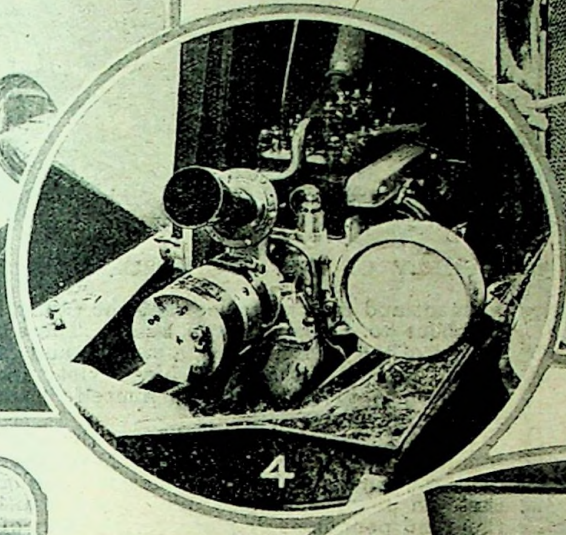
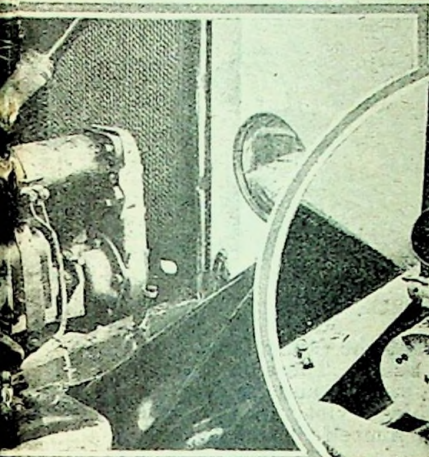
He may deliberately shut his eyes to the possibility of broken springs and so forth, but does he realize that a sudden mechanical defect may jeopardize the safety of his own party in the first place and that of other road users in the second? Unfortunately, there is no visible Plimsoll mark to indicate when the loading of a car should cease, but the common sense of the driver might well supply the deficiency.

CAN YOU NAME IT

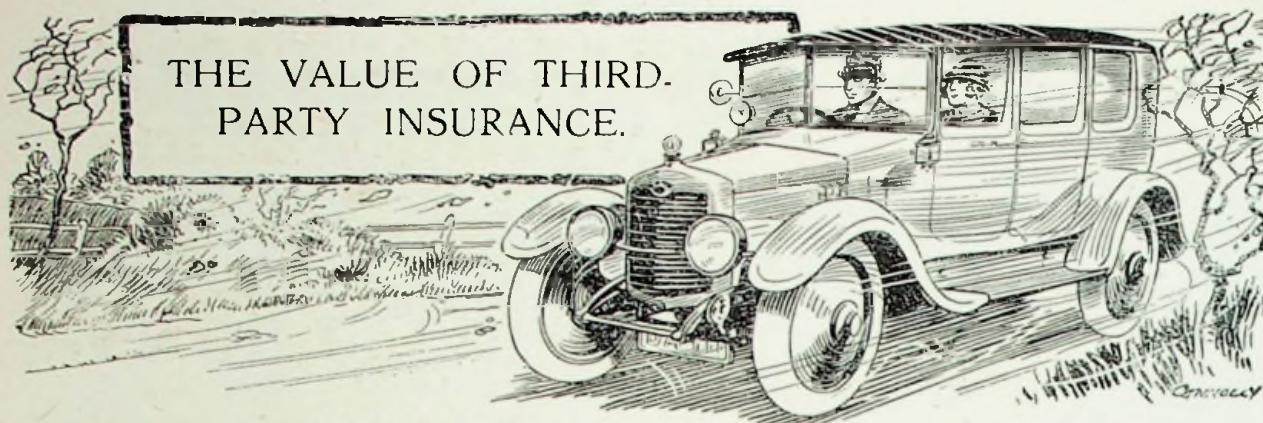


Readers are invited to name the engines depicted on two pages. All they need do is to write the number on the back of a postcard, and address it to the Editor, Avenue, London, E.C.1. A prize of two guineas will be awarded to the sender of the first correct solution to be judged, whilst copies of will be awarded to the senders of the three next correct solutions. If no correct solution is received, the two-guinea prize will go to the three next in order of merit. No judging will

THESE ENGINES?



in the photographs which are reproduced on these
ers of the pictures and the makes of the engines
tor, The Light Car and Cyclecar, 7-15, Rosebery
be given to the sender of the postcard bearing the
f the The Motor map of 50 miles round London
rect solutions to be judged. If no correct solutions
ader of the solution which is nearest, and the maps
ll be done before 11 a.m. on Saturday, August 29th.



A PEN PICTURE WHICH SHOWS THE FOLLY OF BEING UNINSURED.

THAT it is a duty of every motorist to insure at least against third-party risks is generally admitted, but it is surprising how many people neglect their duty in this respect. Every car on the road is a potential source of financial liability and possible embarrassment to its owner. The extent of this liability is as indefinite as it may be enormous; the loss of the car itself may be but a drop in the ocean compared with the third-party risk in case of serious accident.

More than one respectable business man has been made bankrupt and not a few promising careers have ended in dismal poverty by the enforced payment of large sums which might have been covered by a comparatively insignificant insurance premium. Such is human nature, however, that rather than pay a small sum every year men will risk the possibility of being mulcted in damages to the tune of many thousands.

If the loss were on the owner alone there would be little for the general public to complain about, but, unfortunately, the case is very frequently otherwise. By far the greater number of motorists at the present day are people who have a very modest income and little or nothing else in the way of assets. Many, in fact, are not in a position to pay for their car outright, and others have had to save for years to buy the chariot of their dreams. We have nothing but praise for the thrift and self-denial, so far as it goes, of the majority of this class of motorist, but we would most earnestly impress on the uninsured ones their duty to cover themselves so soon as possible by insurance. Not to do so is a piece of recklessness which is grossly unfair to other road users, be they fellow-motorists or not.

Misapplied Thrift.

Imagine for one moment two of these people, Mr. Jameson and Mr. Smithson. Each of them earns, let us say, £300 a year, and each is the proud owner of a "chummy" model, which enables him to take his wife and two or three children of school age for a spin during fine week-ends. They are highly respectable members of the bourgeoisie, the backbone of the nation, with considerable prospects of advancement, and whilst the thrifty Jameson has insured his life on an endowment policy for a thousand pounds, Smithson has taken out a third-party policy on his car.

The Smithsons have left their car at home and have gone to spend their summer holiday with Grandpa and Grandma Smithson, who, incidentally, live near the Jamesons. The morning is gloriously fine, and the Jamesons decide to go for a ride, although one front tyre is dangerously thin, but a new one is out of the question with rent day to consider. All goes well until they encounter the Smithsons returning from church.

Surprised at seeing his fellow city worker so near his own home, Jameson relaxes his vigilance for a

moment and fails to notice that the faulty front tyre is about to strike a large stone. There is a loud report of the bursting tyre, a swerve, and a sickening crash. Poor Smithson, in his anxiety to save his children, is too late to save himself; the City will see him no more.

With the passing of Smithson the ruin of both families is complete. The Court holds that the accident was entirely due to Jameson's negligence and that he must therefore pay Mrs. Smithson five thousand pounds as damages for the loss of her husband, the sole breadwinner of the family.

What means has Jameson with which to pay this enormous sum? He may sell his car, surrender his life insurance policy, and return his furniture to Sage's, but, in all, he will probably not raise five hundred pounds. His children must be withdrawn from school and his wife will have to make clothes last for years instead of months.

A Sorry Future.

Then we have the other side of the picture—poor Mrs. Smithson, a widow at 35, with three children at school and not a penny in the world beyond her husband's salary for the present month. She may get something less than five hundred pounds from Jameson, and the car her husband used to take them all out in may make another hundred. Six hundred pounds in all—in a few years her husband might have been earning that annually—in ten years they might have been living in their own house, proud of their two sons' and daughter's complete education; but now all is lost; the children must go to the council school, whilst their widowed mother strives to keep the home together by the labour of her hands.

Insurance would not have saved Smithson's life, but consider what would have been the effect of Jameson insuring against third-party risks like his friend and victim did. It would have made all the difference between poverty and comfort to both families. Jameson would have had to pay nothing, not even the costs of fighting his case.

His home, his endowment policy, his car, and his future would all have been saved; the insurance company would have taken the whole loss. Mrs. Smithson would have got the five thousand, her home also would have been saved, and her children would have been able to have completed the education which would have enabled them to provide for their mother's declining years.

How many motorists realize that, however careful they may be, there may come a time when they will be called upon to pay even more than our friend Jameson? By many, the possible consequences to themselves of their ill-advised economy cannot fully be appreciated, and it is to be hoped that few of those who accept the risk to themselves have deliberately put aside any thought of the Smithsons of this world.

J.S.B.

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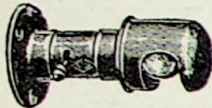
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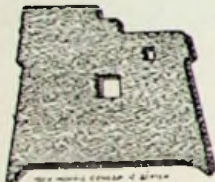


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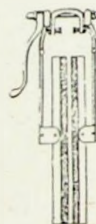
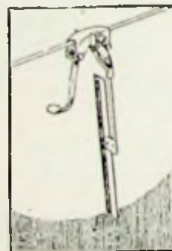
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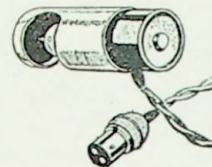


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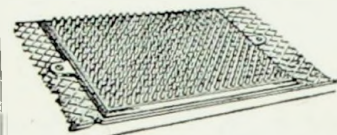


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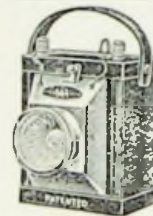
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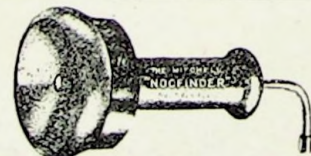
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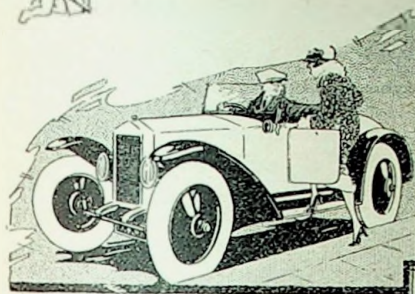
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In
answer
to your
Query.

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. Attention cannot be given to inquiries by telephone.

Driving Licence.

M.E.W. (London, W.C.2).—You can obtain a duplicate driving licence to replace that which you have lost, on payment of a fee of one shilling to the authorities concerned.

Lubricating Speedometer Cable.

W.E.W. (Denton).—The most simple method of lubricating a speedometer driving cable is to disconnect the upper end from the instrument, move the washer under the driving nipple to one side and squirt about one egg-cupful of engine oil down the outer casing.

Oil and Grease.

F.J.L. (Sale).—The substitution of grease for oil in the gearbox, so as to overcome the leakage from the bearings, is not a practice to be recommended. Oil-ways and passages designed for the lighter lubricant may become choked by grease and excessive wear or seizure may result.

Treating Cork Float.

F.K. (Fleetwood).—We should imagine that the use of benzole is the cause of the loss of buoyancy of the carburettor float. The proper course is to remove the float and allow it to dry. Several coats of celluloid varnish will be required, and an occasional repetition will do no harm. This varnish is highly inflammable.

Engine Cutting Out.

N.G. (Mansfield).—The fact that the engine of your car stops firing momentarily at times points to an ignition defect. As the trouble arises only on bad roads, the probable cause is a faulty wire between the switch and the magneto. Either the wire may be broken inside the insulation or the latter is chafed and giving rise to a short circuit.

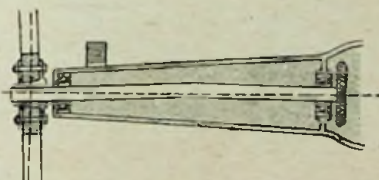
A simple test is to remove the earth wire from the terminal on the make-and-break, and run in the ordinary way, noting whether the cutting-out still occurs; the switch will be inoperative, of course. If the above diagnosis is correct a new wire should be fitted.

Grease on Tyres.

R.G. (Pontefract).—You will find that the use of a rag damped with petrol is the most effective method of removing grease from tyres.

Engine Vibration.

W.F.L. (Andover).—The fact that the engine vibration you mention is accompanied by a thumping sound suggests loose engine fixing bolts. If this is the case you should be able to obtain a slight amount of movement of the engine when an attempt is made to lever it upwards by means of a bar.



This diagrammatic section of a semi-floating rear axle shows how a bent shaft causes a wheel to wobble, although the wheel itself is true.

Wobbling Wheel.

H.H.B. (London, N.19).—We gather that you have satisfied yourself as to the truth of the wheel which you mention. The wobbling which has been noticed since your recent accident is, most probably attributable to a slightly bent shaft in the semi-floating rear axle. It is usual in cases of this kind for a bend to occur between the differential and the bearing at the end of the axle casing.

Damaged Tyre.

J.W.D. (Norwich).—The diagonal split inside the casing of the tyre to which you refer appears to be what is known as a "concussion burst." Such a defect is brought about in the following manner:—

When travelling the tyre strikes some object such as a kerb, large stone or the edge of a pot-hole. The force of the impact produces a localized strain upon the tyre casing. The tread, owing to its toughness, is rarely damaged, but the fabric, being unable to withstand such stresses, is liable to split.

Driving Methods.

D.D.I. (Wembley).—It is usually considered advisable to declutch and allow the car to roll over short stretches of loose stones rather than to traverse the rough section in bottom gear. The former method saves the tyres by eliminating driving strains, which are apt to damage the treads.

Altering Wings.

G.B. (London, S.E.1).—We should imagine that the most simple method of fitting valances to the front wings of your sporting model light car would be to cut out pieces from a suitable stout black leather, fixing them by means of small bolts and wood screws where required.

Stiff Steering.

H.J. (Northampton).—We agree. In extreme cases of stiff steering, oil seems to be the only suitable lubricant to use. Why not fill the grease cups with oil and force it through the bearing that way? It is quite practicable to fill a grease gun with oil, but you will have to substitute nipples for the existing greasers.

Sea Transit of Car.

O.F. (Chesham).—Your supposition that sea water spoils the appearance of plated parts is correct. Before embarking you should smear a film of vaseline over the lamps, windscreen frame, and so forth. It is easily removed after disembarkation. It should not be necessary, however, if the sea is calm.

Grease-retaining Gaiters.

T.N.N. (London, W.14).—It will be sufficient if you replenish the grease in the leather gaiters on the track rod pins of your 8 h.p. Humber every 2,000 miles. It is advisable to scrape off the old grease and smear the gaiters with oil before replacing with fresh grease. After about 5,000 miles the track rod pins should be taken out and cleaned.

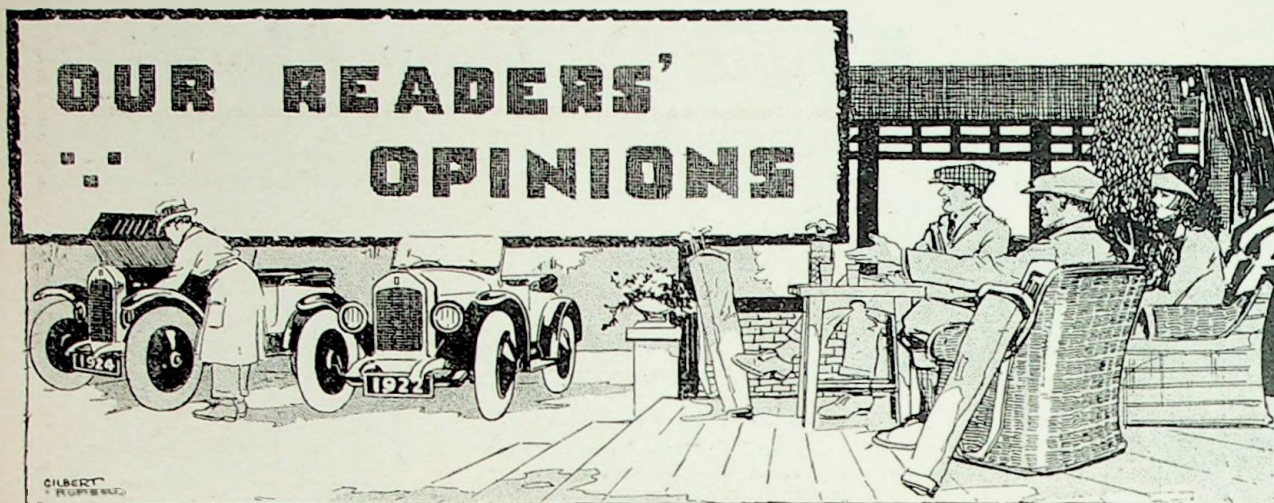
Standard of Performance.

E.J.M. (Gloucester).—Chatcombe Pitch, on the Oxford road, should prove quite a suitable hill for testing the car you propose buying. If it is in good order it should be capable of maintaining about 30 m.p.h. up this hill, which has an average gradient of approximately 1 in 17. The steepest portion is about 1 in 10.

Steering Trouble.

C.M.M. (Harrow).—With regard to the first part of your letter, concerning the "whippy" steering column, your proposal to fit a steadying bracket on to the fascia board should be undertaken with care, as there is often considerable movement between the chassis and body. A pad of thick soft rubber behind the bracket would probably provide the required degree of flexibility.

The second point you raise, regarding a rattle from the rear of the car, is very indefinite. We can only suggest that a loose rear axle truss or brake rod is setting up the "clanging" on rough roads which you mention. A broken brake pull-off spring allows the shoes to jump about and strike the drums; this may be the case.



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.

DIFFERENTIALS AND THEIR DRAWBACKS.

Opinions For and Against the Full and Limited Gear.

The Limited Differential.

I have considered carefully the correspondence in connection with Mr. Stott's new limited differential gear. The views therein expressed appear to be fundamentally sound, and I am in agreement with your correspondent "Why Delay" that it will be a mistake not to have this matter fully discussed. Although a motorist of long

standing I do not profess to be a technical expert, but I would like to see this idea given the attention it undoubtedly deserves.

LEGIS.

Differential Difficulties.

I have been much interested in the description of the new limited differential gear in your issue of July 24th and the subsequent correspondence, but being only a sidecarist just contemplating the purchase of a light car, I have much diffidence in entering into the correspondence. I am one of those who consider the combination, with its jolts and lack of weather protection for the driver, an atrocious absurdity, but between this and the light car there is a large gap, both in first cost and in running and maintenance.

I have given a great deal of consideration as to how this might be overcome and have thought out in detail what I believe would be a cheaper and more efficient vehicle than either the combination or the cyclecar of to-day. The engine, carburetter, transmission and so forth would be on new lines, being simpler, cheaper and more efficient than those now in use, and, of course, I had not omitted to take note of that expensive and complicated road and time destroyer—the differential.

The device under review, however, is not a differential at all, if I understand the meaning aright, but only a partial free-wheel, and is an expensive and complicated apparatus to produce, a result which could be better obtained by the use of two free-wheels driven by a live axle, as in the cyclecar of my hopes.

On greasy or loose-surfaced hills I think we should find a great advantage, as immediately one wheel slipped the full drive would come on to the other, and so on, ad lib.

The only advantage I can think of for the differential is that where turning corners sufficiently slowly to keep even

pressure on both rear wheels, the car would be propelled by the outside wheel taking the greater part of the drive whilst with the free-wheels the drive would be entirely on the inside, as in taking a right-hand corner with a combination.

I am not at all dogmatic and have tried without success to find weaknesses in my idea, which, if sound, makes one wonder why makers have not adopted it before. If there are flaws in the theory or practice I should be glad to have them pointed out to me.

HENRY MILES.

An Owner's Experiences.

As one who has had considerable experience with an old two-cylinder Crouch fitted with a limited differential may I point out one big disadvantage? Frequently the

That Sudden Jerk.

rear wheels are in such a position that, previous to taking a turn on full lock, there is only about a quarter of a revolution of free wheel "to go" (I hope the explanation is sufficiently clear!). At the psychological moment, then, when the front wheels are hard over, the free wheel suddenly pulls up with a jerk the car gives a disconcerting roll outwards and one has to be quick with the steering wheel to correct matters. One can become accustomed to it, certainly, but, to a novice, it would be very alarming. Why introduce such a half-measure? If folk believe in the differential at all let them have it in full: for my part, providing the track-wheelbase ratio is right, I prefer a solid axle.

NODIR.

Mr. Stott's Invention.

With reference to Mr. Stott's neatly arranged device to supplant the differential gear, described in your issue of July 24th and the subject of subsequent correspondence.

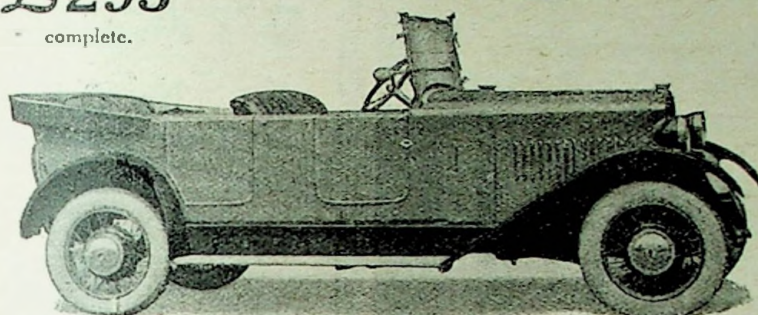
Where It May Fail.

The gear in question is more closely allied to the free-wheel arrangements that have been tried in the past than to the differential gear proper, the function of which is to distribute the drive between both back wheels on a curve. This Mr. Stott's gear does not, of course, do at all, it merely concentrates the whole of the drive on the inner wheel on a curve as do the free-wheel devices. It is, in fact, a "limited" free-wheel device and the only advantages that it offers over a pair of free-wheels in the hubs is that the engine may still be used as a brake

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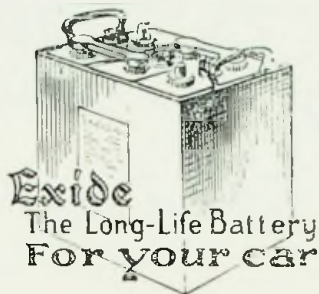
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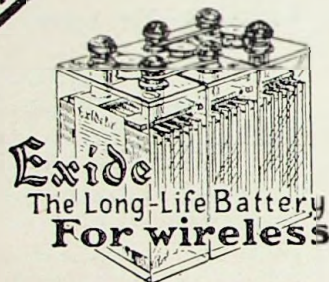


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OUR READERS' OPINIONS (contd.).

and that reverse gear may be employed without the additional gear otherwise necessary to lock the free-wheel gears.

Incidentally, like the free-wheel gears, it makes a brake abate the gearbox on the transmission shaft, if not impracticable, at least undesirable, owing to snatch coinciding with the termination of the "over-run."

Any form of free-wheel gear is unpleasant to drive in traffic, owing to lack of continuity in the drive.

The grave defect that Mr. Stott's gear shares with all free-wheel devices is that on a bend on a steep hill all the drive is concentrated on the inner and less effective wheel of the drive. Consequently it is improbable that a car so fitted would equal the performance of a similar car with either an ordinary differential or a solid axle.

I happen to live on, and use almost daily, an extremely steep hill having a narrow "S" or double bend between stone walls on a grade of about 1 in 4 or 5. This hill is used occasionally for tests in competitions, and the performances are instructive.

Cars usually fail from want of power, indifferent driving, or wheel-spin, but I have never seen a solid-axle car fail at all.

Sidecar combinations, on the other hand, have to be powerful and well handled to negotiate the upper or right-hand bend at all, for the reason that when so doing the inner wheel is the driver and on the worst of the gradient this wheel must almost stand still whilst the outer wheel and sidecar swing round it through an arc of nearly 180 degrees.

If the inner or driving wheel grips properly, obviously the engine almost stops and all is lost. If it spins violently, way is lost and the result is the same. The only solution appears to be to take the corner as wide as conditions permit and so make the inner or driving wheel travel as far as possible in the process, and at the same time achieve just the sufficiency of wheel-spin that will suffice to maintain revs. and adequate power.

Personally I drive a light car of my own design, which has a solid axle (admittedly a compromise), and no hills of any kind affect me, but the car actually has been designed for a solid axle and is not merely a standard car with the differential omitted.

If Mr. Stott can furnish us with a device that either diverts the effective drive to the outer wheel on a curve, or, better still, which proportionately distributes the drive between the two wheels without it being possible for either wheel to spin without the other (the only radical defect of the ordinary differential), then he will have achieved a distinct step forward.

A final point. I daily turn my car completely round at full lock on a smooth, fine-grit drive, which, when damp, records tyre imprints perfectly. Admittedly, one or other back-wheel impression is occasionally slightly blurred when I swing round briskly; but usually the imprint of both back wheels shows up the tyre treads without flaw.

What, then, precisely, has occurred?

ENGINEER.

Unsatisfactory Service.

I came over to London last week for the purpose of visiting Brooklands, and garaged my car near my hotel in the West Central quarter. On Monday morning I asked for

Wayside Garages.

four gallons of National benzole mixture, which I use exclusively, to be put in my tank. During the day the car ran badly and on leaving Brooklands refused to run more than 400-500 yards without petering out. At last we got to a garage, and after pushing the car out in used every means possible to diagnose the trouble, but without success.

After some hours the engineer smelled at the "petrol" and informed me that it was mostly paraffin. We poured some on the concrete floor and after about an hour there was still the stain where it had spread.

The tank was then emptied and the stuff that came out was fit only for washing gearboxes. It was allowed to run out on to gravel soil, but showed no signs of evaporating. This trouble cost me £1. to put right.

Of course, when I complained on the following day to the man who supplied it I could get no satisfaction. It had apparently come out of sealed cans, and there the matter has to rest.

Another instance of unsatisfactory service occurred

Limited Differential Gear.

I wish to thank you for the neat descriptive article in which you so clearly set out the method of construction and the advantages appertaining to the use of my new limited differential gear. I am extremely pleased with the letters from your correspondents "F.W.," "Interested" and "Why Delay." The keen manner

in which they point out the various conditions in which such a gear scores heavily in comparison with the usual unlimited form of differential shows that the present-day motorist is taking an interest in the general improvement of the transmission system and is very much "alive" to its present drawbacks.

In view of their remarks there does not appear to be very much left for me to enlarge upon, but perhaps I may be allowed to say that from personal road experience with this type of gear I know that in addition to the advantages they point out there is also a considerable reduction in the wear on the driving tyres.

The objectionable "spin" when one driving wheel bounces off the road is eliminated so long as the other wheel keeps its grip. Your readers will see readily the immense saving in wear which this entails.

The gear is intended to be manufactured from malleable castings or steel pressings, and machining is unnecessary; obviously this makes a considerable difference in the cost of production.

If the gear is placed in the hubs of the driving wheels it allows the use of a continuous live axle, giving both increased strength and lighter construction. Another advantage is that the gears are then extremely easy to remove for inspection, there being very little more trouble entailed than that of the ordinary process of removing the rear wheels. In case of accidental breakage the renewal parts are very cheap.

The slight drawback of which I am aware is that if the foot brake is fitted on the transmission shaft it does not operate until the free revolutions have been absorbed. It is generally understood by most motorists that the transmission shaft is a very bad place to apply the foot brake, which should operate directly on the hubs of the driving wheels, and consequently this drawback will become an advantage in discouraging a faulty method of designing the braking system.

I cannot, without the use of further diagrams, give much fuller information, but I have received a request from the Editor of *The Commercial Motor* for full particulars and drawings, which I have to-day forwarded to him.

If these are considered to be of sufficient interest to call for reproduction in that journal, perhaps you will give your readers notice of the number in which they appear, unless your intention is to publish them in your own journal.

JOHN H. STOTT, B.Sc.

* * We do not agree that a transmission brake is necessarily "faulty design"; it is essential for servo-operation.—Ed.

recently. On coming out of a town on the North Road I called at a garage for a quart of Castrol C to be put in my engine. I also wanted half a gallon in my spare can, but on being told by the proprietor that his price was a shilling a pint I declined and told him that whilst travelling in all parts, from London to Doncaster and Sheffield and Manchester, Nottingham and Lincolnshire, I had never paid more than 11d. per pint and usually rather less than that.

I was politely told that garage proprietors who sold Castrol C at less than 1s. per pint were fools.

I use about 2½ gallons a month, so I think I am justified in claiming that I know the price usually charged. I went a little further on the North Road for my half-gallon, and without any trouble or arguing about price I got it at 10d. per pint. There was no doubt about the oil being genuine Castrol C.

I know within a fraction what Castrol C costs wholesale, and when a man wants an undue 33½ per cent. profit on a constantly selling article and on which there is no risk of bad stock or depreciation he is a profiteer of the worst kind.

The trouble is these people depend largely on casual passers-by for their trade, and as the oil, etc., is already in the tank when payment is tendered protests are useless and they carry on merrily.

FAIRPLAY.

c41

OUR READERS' OPINIONS (contd.).

One Oil for All Engines—Further Opinions.

Lubrication and Viscosity.

Since the discussion has been started on the action of lubricants, I should like to ask what property it is in oils that gives them their lubricating value. The pundits talk learnedly about viscosity, and speak about its action in maintaining the film of lubricant between the moving surfaces, but I will mix up a viscous fluid from treacle and water that will have the same viscosity as a lubricant, yet it will have no lubricating value whatever. Sea-water is the best lubricant for bronze against lignum vitae, as used in many applications in marine practice, but its viscosity is small.

Some materials which have excellent lubricating properties have no viscosity whatever, such, for example, as French chalk and graphite. So far from our having reduced lubrication to an exact science, I suggest we do not even know the nature of the fundamental problem; but in case anybody disagrees I ask him, in view of the above cases—What is "lubricosity"? C.E.H.

What Constitutes—

Mr. A. M. Stone's deduction that a single grade of thin oil would serve all engines is refuted by experience. Efficient lubrication calls for the maintenance of a film of oil between certain surfaces, and the situation resolves itself into a race between the forces which expel the oil and the agencies (pump, dippers, splash, etc.) which introduce it. Viscous, i.e., thick, oil is less readily squeezed out from a bearing and often affords a greater margin of safety; on the other hand, thin oil is

—Efficient Lubrication?

more readily distributed. The best viscosity is a matter to be decided for each separate design of engine.

Viscosity is measurable in definite units (see British Engineering Standards Association publication 188), and if engine builders and oil manufacturers would deal in these instead of in vague generalities about oil, the whole matter would be greatly simplified.

Mr. Stone is incorrect in supposing that thick oils get just as thin as thin ones when heated. Given equal quality, the difference persists and the engine will notice it even if the eye does not do so.

Also, it should not be assumed that the best oil for racing purposes will be the best for ordinary work. It matters little what would happen to a racing oil after prolonged use, because the engine can be cleaned out, decarbonized and filled up with fresh oil for every race; whereas the ordinary motorist requires a lubricant which will give lasting service. Much damage is done to engines by using oil which decomposes too easily.

In short, there are but two points in the selection of oil about which the private motorist need greatly concern himself:—

- (1) The oil should be of the right viscosity for his engine.
- (2) It should remain clean and undecomposed for the greatest possible length of time, i.e., it should be a clear, highly refined oil to start with, and as free as possible from impurities such as wax and asphalt, which will later cause it to gum up or form deposits.

FOR ALEXANDER DUCKHAM AND CO., LTD.,

S. BOWREY.

£100 Cyclecar Still in Demand.

Wanted—a Sporting Cyclecar.

Progress during recent years in the light car world has been phenomenal. This is particularly true of the modern low-power, high-efficiency engine. But most modern light cars tend to be replicas in miniature of their heavier brothers. I feel that there is a need for a type of light car which, for lack of a better term, may be called a sports cyclecar. The type of machine of which I am thinking should be light, simple and consistently capable of a high turn of speed. In short, a car with a distinctly sporting performance, combined with a fair amount of comfort.

The Demand Exists.

The old G.N. partly fulfilled these conditions, but I do not know of any such car at present on the market. The power unit may be an air-cooled twin or a small "four" of the type fitted to the Austin Seven, but the Treasury rating should correspond to the minimum tax on a four-wheeler.

I believe that there would be a great demand for such a car if it could be placed on the market for about £100.

It would be encouraging to hear the views of those of your readers who are interested in this type of car.

VITESSE.

Revive the 1920-type G.N.

Referring to the letter of "Air-cooled Four," in which he expresses the opinion that the ideal cyclecar will not materialize until some cyclecar designer wakes up to the fact that reliability can be obtained only by unit construction, I should like to ask him what is wrong with the design of the 1920 G.N. cyclecar. I have been running one of these since 1920 in the Isle of Wight only, which is notorious for narrow roads, steep hills and hair-pin bends.

An Ideal Cyclecar.

My mileage is nearly 15,000, and until I had covered over 14,000 I had the original chains in use, with no trouble whatever. I then broke a top-gear chain, but was inconvenienced in no way, as I simply ran home on second gear, which has a ratio of 6 to 1.

As for economy, it is hard to beat, my usual average being 50 m.p.g. on short runs of about 20 miles; but on long

runs, such as in reliability trials, I frequently get 60 m.p.g. I scrapped the original carburetter, and fitted a Degery, which has 84 holes through which the fuel has to pass into the choke tube, so that atomization is perfect and complete.

I also fitted a humidifier, which has the effect of quietening the engine very considerably. For the benefit of those who are unacquainted with this instrument, I would explain that it is a small brass tank about 5 ins. in diameter by 12 ins. long, and contains water, into which a number of wicks are inserted, and across the top of these wicks air is drawn on its way to the induction pipe, a quantity of moisture being taken up by the air in its passage across the wicks.

I have also fitted a very efficient extra-air inlet, which admits air through holes round the bore of the gunmetal sleeve inserted between the carburetter and the induction pipe. This is not the usual fitting worked with a Bowden cable, but a 1/4-in. copper tube carried to the back of the dash.

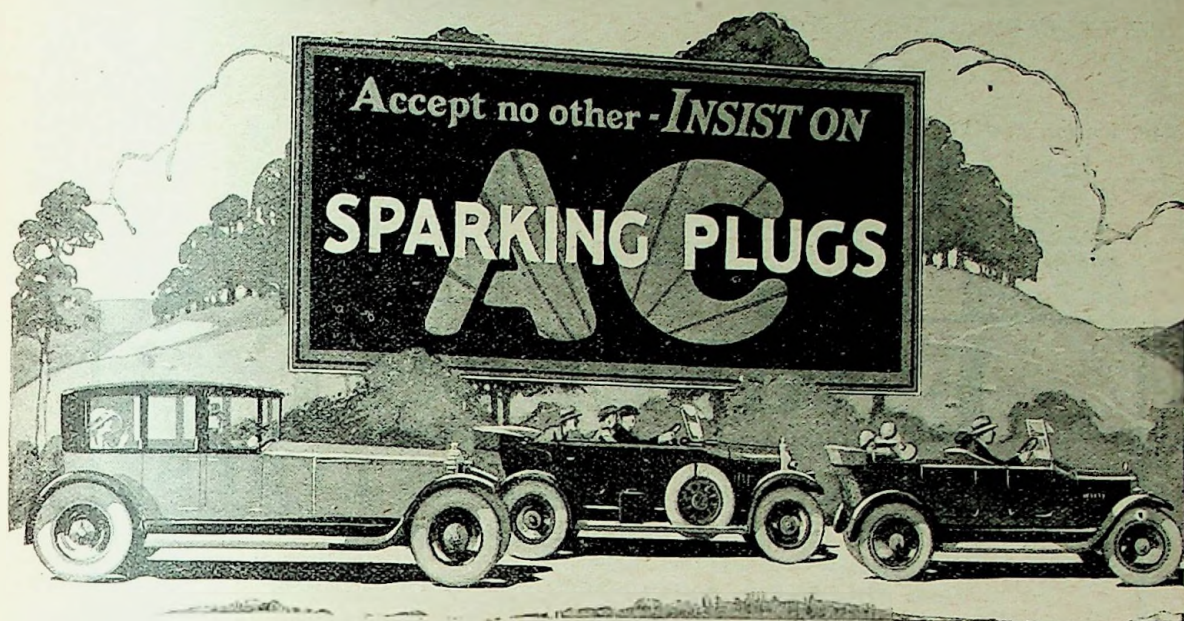
Air is admitted to it by a large valve controlled by a rotating knob on the dash, having a pointer and graduated dial, so that I can admit any quantity of air from closed to full bore, the dial being graduated to allow of the valve being opened .002 in.

My chief object in fitting this was to have the benefit of an air brake, and all I have to do on coming to a steep descent is to shut off the throttle absolutely, open the air inlet fully, and I can then negotiate the steepest hills with only an occasional touch of the foot brake.

Taking everything into consideration, and after a lengthy experience with the G.N. having the 90-degree twin engine, I fail to see anything wrong with it as a cyclecar, it being absolutely reliable and economical, and I know of no car which has such an easy, quiet and foolproof gear-change.

It is much to be regretted that the G.N. Co. have discontinued making this handy little cyclecar, as, although the pattern they are now making with the British Anzani engine and original chain transmission is a fine proposition, the price is against it except for enthusiasts with long purses. My opinion is that a cyclecar built on the lines of the 1920 G.N. could, with good organization, be turned out for a little over £100.

S. J. W. CHARLTON.



Why, And When Sparking Plugs Should Be Changed

There is no use in making carburettor, ignition, or other engine adjustments without first being sure that the sparking plugs are delivering a full spark.

After many months of hard driving, dependent on the mileage covered, an engine does not perform as well as it once did. This condition is brought about by excessive oil and by certain fuel combinations which, when aggravated by the use of the air strangler, make the combustion chamber comparable to a carbonising furnace. So that, regardless of the quality of the insulator and sparking points, a carbon coating will be formed. Even if the plugs do not short circuit altogether, enough surface leakage will be induced to cause a weak spark at the gap.

This carbonising condition also attacks the sparking points and so weakens the structure of the metal that they not only burn away more rapidly, but the electrical resistance between the points becomes greater, with the result that the electrodes in this condition cannot deliver the full spark.

The safest and best thing to do if the insulators are coated or badly discoloured and the sparking points in bad condition — which naturally follows after many months of hard driving — is to install new plugs.

When you buy sparking plugs insist on AC Sparking Plugs and you will be sure of good performance. Because AC are better plugs, over 100 British motor manufacturers have selected them as standard equipment.

In addition, 80% of all American cars, excluding Ford, are factory equipped with AC Plugs. Stocked by all good garages.

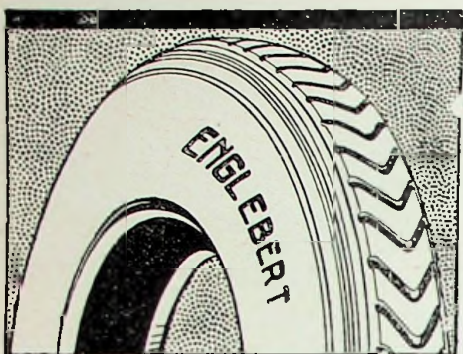
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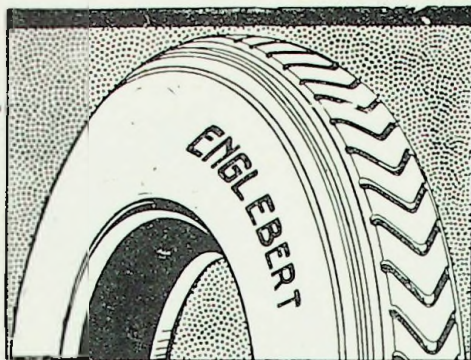
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The track of the Chevron is seen on all roads, and if you are seeking freedom from tyre trouble ask your agent for

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fulfil every duty that hoodcloths should do. They keep out the weather, wear remarkably well, and add to the appearance of the car.

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Use "REXINE" Leathercloth for all car upholstery.

Q

OUR READERS' OPINIONS (contd.).

Disregarding the Safety Line.

On August Bank Holiday Monday morning I was cycling from Cleethorpes towards Caister, and about four miles from the former town I was taking a corner round which was a well-defined safety line. A Dangerous Practice. when I met a car driven at full speed well on the wrong side of the line! It I had not been well tucked in on the left there would have been one more fatality. I hope the road-hog concerned will see this letter and at least apologize through your columns. Of what use is the "Safety Line" if it is to be disregarded?

A MERE CYCLIST.

Light Cars as Bathing Machines.

Very rightly the growing practice of turning motorcars into bathing machines has been protested against by the residents of a well-known seaside resort. At the resort where I took my holidays this year the practice, I regret to state, was also very prevalent. I noted that the offenders were, without exception, light car owners. On a road contiguous to a deserted stretch of beach I counted, on one occasion, no fewer than nine cars being used, with perfect disregard for the proprieties, as bathing machines by members of either sex.

I ventured to address a protest to the mayor, but he informed me that he had no power to act.

Clearly a car does not provide adequate concealment for disrobing purposes, and therefore I venture to ask you to use your influence among light car owners to stamp out this practice.

I enclose my card and beg to sign myself,

CUSTODIAN.

CONDENSED CORRESPONDENCE.

"S.B.," of Otley, writes to us pointing out that the picture we published in our issue of the 14th inst. of Bolton Abbey should have been described as having been taken on the Ilkley to Burnsall road, in Wharfedale.

Mr. K. R. Pilley, of Trowbridge, informs us that Messrs. Tyee and New, of Melksham, were of very great service to him after he had an accident near Melksham recently. He says that they gave lightning service and absolute satisfaction.

Mr. S. R. Mason is very pleased with the treatment he has received at the hands of the Clyno service department. Although his car was outside the guarantee period several jobs were carried out free of charge, whilst Mr. Mason was made welcome by the depot manager.

"Rover Nine" writes in praise of the new sports model. He describes it as an ideal car for anyone who wants plenty of speed for a minimum outlay and remarks that in 5,000 miles he has had no mechanical trouble, whilst his petrol consumption has been at the rate of 43 m.p.g.

E. J. Larby, Ltd., 30, Paternoster Row, London, E.C.4. suggest that Miss M. Stamford—a communication from whom was published recently under Information Wanted—could not do better than obtain a set of Reginald Wellbye's Road-Faring Guides, as these deal very thoroughly with tours in Southern England. The books can be obtained, they inform us, from all leading booksellers.

INFORMATION WANTED.

Morgan.

I have just bought a water-cooled de luxe model Morgan and shall be grateful for any hints on its general upkeep. Letters from readers in this district will be particularly welcome.

29, Clarendon Street,
C-on-M., Manchester.

D. BAYLEY.

Citroen, 7.5 h.p.

I should like to hear how 7.5 h.p. Citroen owners get the oil out of their differential when reoiling. Having no drain plug I find a difficulty.

E.R.

Care of The Light Car and Cyclecar,
7-15, Rosebery Avenue, E.C.4.

Eric-Campbell, 8.9 h.p.

Will any reader kindly loan or send me against cash an instruction book dealing with this model?

Gerinish House,
South Uist, Scotland.

R. M. MACMILLAN.

Belsize-Bradshaw.

I should be glad of the loan of a handbook dealing with the 1923 Belsize-Bradshaw, or, alternatively, I should be pleased to buy one. Any general information concerning these cars will also be much appreciated.

128, Wadham Road,
Bottle, near Liverpool.

S. R. ROTHWELL.

B.S.A.

I should appreciate information and readers' experiences of the 10 h.p. 1924 B.S.A.

4, King's Avenue,
Ealing, W.5.

R. F. PALMER.

LOST AND FOUND.

Lost, an Austin Seven hood cover near Truro.

104, Plough Road,
Battersea, S.W.11.

E. G. DODD.

The R.A.C. announces that an attache case has been found in the neighbourhood of Kibworth. Application for its return should be made to Supt. Hobson at Market Harboro' Police Station.

A London-Land's End gold medal, inscribed "J. H. Whittingdall, April, 10-11, 1925," has been found and is at present in the possession of Mr. James Bricknell, 24a, Great Clarendon Street, Oxford, to whom the owner should apply.

If any reader has found a drab-coloured hood cover on the Bristol-Conglesbury-Bridgwater-Porlock road I shall be very glad to have news of it. I lost it on August 9th.

Christ Church Vicarage,
Nailsea, Bristol.

REV. J. H. POWELL.

On Tuesday, July 28th, I found two tennis racquets in presses on the Wareham-Dorchester road. They will be returned to their owner upon receipt of full description.

25, Lavender Vale,
Wallington, Surrey.

P. C. WATTS.

Beyond "Converted Oast House," Otford, on the road to Seal, woman's brown leather handbag containing driving licence, key, money and receipted garage bill. Will finder, if any, please communicate with me?

12, Wrotesley Road,
Plumstead, S.E.18.

L. CRODSELL.

On Sunday, August 9th, on the road between Chelford and Knutsford, black cloth side pieces fitted with two celluloid windows. I shall be happy to return these to the owner upon receipt of full description.

Bonis Hall,
Prestbury, near Macclesfield.

ERIC NUTTALL.

Between Old Trafford and West Bromwich, via Knutsford and Bilston, on August 2nd or August 4th, spare wheel, black disc, fitted with 26-in. by 3-in. Dunlop cord tyre, belonging to a 1923-9.8 h.p. Singer. Will the finder please send carriage forward and advise?

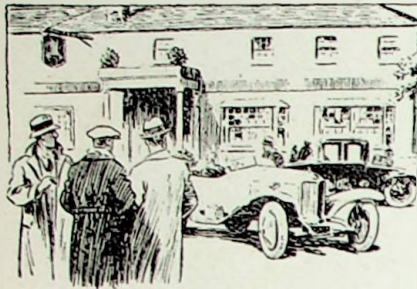
The Pharmacy,
West Bromwich.

C. KEMSEY-BOURNE.

Found, on the 16th instant, at about 5.15 p.m., near Robin Hood Gate, Richmond Park, a gentleman's khaki weather-proof overcoat, presumably dropped from a motorcar. Will the loser please communicate with

17, Watford Villas,
Battersea, S.W.11.

A. R. CLARK?



CLUB ITEMS

Reports and Announcements of
Sporting and Social Events.

J.C.C. SOUTHAMPTON-EXETER TRIAL

Intending entrants for the South-Western Centre Junior Car Club's Southampton-Exeter trial, which is being held on Saturday, September 5th, are reminded that entries close on Monday next (August 24th). The organizing secretary of the event is Mr. George F. Smith, 16, Station Hill, Eastleigh, and entries should be sent to him.

R.A.C. PERMITS.

The following permits have recently been issued by the R.A.C.:—August 29th-30th, Liverpool M.C. Liverpool-Edinburgh-Liverpool Trial (closed). September 5th, Liverpool M.C. Speed Trials at Colwyn Bay (open). September 12th, Southport M.C. Speed Trials at Southport (closed). September 15th, Rochdale and District M.C. Reliability Trial (closed). September 19th, Kent A.C. Speed Trials at Littleton-on-Sea (open).

PORTSMOUTH DISTRICT JOWETT CLUB.

The next rally of the Portsmouth District Jowett Club will take place on August 23rd, and will be an all-day event. Members will meet at Wickham Square at 10.30 a.m., the run starting at 11 a.m. The route taken will be via Bishop's Waltham and Winchester, lunch being taken by the roadside about one mile past Hurley. After lunch the run will continue through Romsey to Lyndhurst. Those members who are unable to meet at Wickham will be able to join the rally at a spot near the New Forest Hotel, which is close to Lyndhurst Road Station. Two competitions have been arranged.

WIMBLEDON M.C.'s TRIAL.

The Jarvis Cup Trial is being held by the Wimbledon Motor Club on September 5th-6th. The event, which is for motorcycles, three-wheelers, and light cars, is open to members of the following clubs: Wimbledon, Epsom, Catford, Carshalton, Sunbeam, and Camberley. The start will be from Cranford Bridge, on the Bath Road, at 10 p.m., on Saturday, September 5th, and the route will be the same as last year. The premier awards are the Jarvis Cup for the best performance, the Spring Challenge Cup for the team prize, and the Boon and Porter Cup for additional teams of three cars. In addition, silver cups will be awarded to competitors gaining 95 per cent. marks, silver medals to those obtaining 95 per cent., while those gaining 85 per cent. will receive bronze medals. Full particulars may be obtained from the trials organizer, Mr. A. T. Clark, 41, Herbert Road, Wimbledon, S.W. 19.

LIVERPOOL MOTOR CLUB.

The Liverpool Motor Club will hold its sixth annual Liverpool-Edinburgh-Liverpool trial on August 29th-30th. The car section of the trial is open only to members of the organizing club and the following:—Cheshire A.C., J.C.C. (Liverpool and N.W. Centre), Lancashire A.C., Sutor, Coldfield and N.B. A.C., Midland A.C., and Midland L.C.C. All cars taking part must be in touring trim and fitted with efficient mudguards and silencers, while one passenger at least must be carried in each car. The outward journey will include:—Liverpool, Preston, Garstang, Lancaster, Carnforth, Milnthorpe, Kendal, Windermere, Ambleside, Kirkstall, Patterdale, Penrith, Carlisle, Gretna, Lockerbie, Moffat, Broughton, Leadburn, Penicuik, Edinburgh. Competitors will return via Stow, Galashiels, Selkirk, Hawick, Langholm, Longtown, Carlisle, Penrith, Shap, Kendal, Levens Bridge, and Milnthorpe, where the outward route will be followed back to Liverpool. The trial will be run to a 20 m.p.h. schedule. Controls and ordinary checks will be shown on the route card and will be indicated in the daytime by a green flag and at night by a green light, these signals being placed about a mile in advance. The first man will leave at 6.1 p.m. on the Saturday, and succeeding competitors will be despatched at one-minute intervals. Competitors are divided into three classes—export, general, and novice. Entries, exclusive of team entries, which will be accepted up to the time of the start, close on Monday next, August 24th, and should be sent to the hon. secretary of the meeting, Mr. A. W. O. Stubbs, 9, Camden Street, Liverpool.

On Saturday, September 5th, the club is holding open speed trials on Colwyn Bay Promenade, starting at 1 p.m. The event will include classes for standard touring and sports cars, and classes for any cars. Further details will appear in next week's issue.

FORTHCOMING EVENTS.

- August 17-22.
A.C.U. International Six Days' Trial.
- August 22.
Bristol M.C. and L.C.C. Sixth Aggregate Trial.
Middlesex County A.C. Paper Chase.
County Triangle M.C. Children's Treat.
- August 22-23.
Public Schools M.C. London-Exeter Trial.
- August 23.
County Triangle M.C. Secretary's Run.
Morgan Club. Morgan Cup Trial.
Portsmouth District Jowett Club. Rally.
- August 27-30.
Boulogne Motor Week.
- August 29-30.
Liverpool M.C. Liverpool-Edinburgh-Liverpool Trial.
- August 29-September 7.
M.C.C. Lugano Run.
- August 30.
Public Schools M.C. Reliability, Brake and Acceleration Trial.
Essex M.C. Picnic at Clacton-on-Sea.
- September 4-5.
Bristol M.C. and L.C.C. Twenty-four Hours' Trial.
- September 5.
Essex Motor Club. One-Day Sporting Trial.
Liverpool Motor Club. Colwyn Bay Speed Trial.
Wimbledon Motor Club. Jarvis Cup Trial.
J.C.C. (S.W. Centre). Southampton-Exeter Trial.
Enfield and District M.C.C. Speed Trials near Essendon.
North Wales M.C. Paper Chase.
Disabled Drivers' M.C. Invitation Run.
- September 6.
Morgan Club. Social Run.
Public Schools M.C. Hon. Secretary's Sporting Trial.
- September 26.
J.C.C. 200-Mile Race, Brooklands.
- October 5-17.
Olympia Motor Show.

DISABLED DRIVERS' M.C.

The Disabled Drivers' Motor Club is organizing an invitation run to the disabled employees of the British Legion's poppy factory. The run will take place on Saturday, September 5th, starting from the Elephant and Castle Station, Elephant Road, London, S.E., at 2.45 p.m. Members will then proceed to a pre-arranged spot in Berkshire, where tea will be taken.

MORGAN CLUB'S TRIAL.

A reliability trial for the Morgan Cup will be held by the Morgan Club, on August 23rd, starting at the "Red Lion," Hatfield, the first competitor leaving at 11.1 a.m. The route will be approximately 100 miles in length, and will include Biggleswade, Hitchin and Totternhoe, the finish being at Hatfield. The latter part of the course will be secret, and competitors will be required to average a certain speed over the section; speedometers will be covered, and the required average will be announced at the beginning of the secret portion of the route. Checks may be taken at any point named on the route card, and, in the secret section there will be one check; the results obtained by the latter, however, will only be used in the event of a tie. Only standard gears may be used, and non-skid chains are not allowed. The premier award is the Morgan Cup, and in addition to the gold, silver and bronze medals, a special cup will be awarded to the oldest machine finishing with the highest number of marks and gaining a gold or silver medal.

BROOKLANDS FIXTURES.

The remaining fixtures to be held at Brooklands this year are as follows:—September 12th, B.A.R.C. Motor Races; September 19th, B.M.C.C. Motorcycle Championship Races; September 26th, J.C.C. 200 Mile Race; October 3rd, Essex M.C.'s Meeting; October 10th, B.M.C.C. Motorcycle Races; October 17th, Motor Cycling Club's Meeting.

WEST OF ENGLAND M.C.

The light car results of the half-day reliability trial held by the West of England Motor Club, on Saturday, July 25th, are as follows:—Silver cup for best performance by a car, J. Eddy (Austin Seven). Silver medals: J. Eddy (Austin Seven). Bronze medals: W. O. Thompson (Salmon), C. H. Spiller (Rover Nine), A. E. S. Walters (Clyno). There were 21 starters out of which 18 finished.

ENFIELD AND DISTRICT M.C.C.

On September 5th, the Enfield and District Motor Club is holding speed trials on a private road near Essendon, Herts, starting at 5.30 p.m. Both experts and amateurs will be catered for, and there will be 1,500 c.c., 2,000 c.c. and 3,500 c.c. car classes. Members of the following clubs are invited to enter:—Sutton M.C., Essex M.C., Beckenham and District M.C.C., Wood Green and District M.C.C. Non-members of the above clubs who wish to compete may become members for the meeting on payment of 5s. Applications should be sent to the hon. secretary of the organizing club, Mr. S. W. Maybrook, Enfield Highway, Middlesex, as soon as possible.

ROCHDALE AND DISTRICT M.C.

A reliability and fuel consumption trial is being held by the Rochdale and District Motor Club on September 15th. The trial is open to members of the organizing club, and the Lancashire A.C., Huddersfield A.C., Bradford A.C., and Manchester A.C. There will be two classes, one for cars costing up to £250 and an unlimited class. Cars will be weighed before and after the trial, which will be run with sealed bonnets. Tanks will be filled before the start and again at the finish, the quantity of petrol required for the latter operation being used as a basis for calculating the consumption of each car. The start will be from the club headquarters, Town Hall Square, Rochdale, at 9.30 a.m., the route being via Hebdon Bridge, Burnley, Gisburn, Settle, Hawes, Skipton, Keighley, and Rochdale—a distance of approximately 125 miles. The awards include the Rochdale Challenge Cup and replica for the best performance of the day by a member of the organizing club. Entries close at noon on Thursday, September 10th, and should be sent to the secretary, Mr. M. Grigson, 35, Bosworth Street, Rochdale. Late entries at additional fees will be accepted up to Tuesday, September 8th.

BOULOGNE MOTOR WEEK.

Entries for the events comprising the Boulogne Motor Week, which takes place from Thursday, August 27th, to Sunday, August 30th, are given below. There may be some additions, however, as, at the time of going to press, the list of late entries had not closed.

Boillot Cup Race.

Austin 1 (Capt. Waite), 747.5 c.c.; Austin 2 (Gordon England), 747.5 c.c.; Aries 1 (X), 1,085 c.c.; Aries 2 (X), 1,085 c.c.; Chenard-Walcker 1 (Senchal), 1,096 c.c.; Chenard-Walcker 2 (X), 1,096 c.c.; Chenard-Walcker 3 (X), 1,096 c.c.; Aston-Martin (H. S. Eaton), 1,487 c.c.; Alvis 1 (C. M. Harvey), 1,496 c.c.; Alvis 2 (R. V. Sutton), 1,496 c.c.; Bignani 1 (R. Mare), 1,960 c.c.; Bignani 2 (X), 1,960 c.c.; A.C. (Bruce), 1,991 c.c.; Bugatti 1 (Marcel Mongin), 1,998 c.c.; Bugatti 2 (Zedel), 1,998 c.c.; Diatto (Lecot), 2,952 c.c.; Aries 3 (X), 2,998 c.c.; Aries 4 (X), 2,998 c.c.; Chenard-Walcker 4 (X), 3,939 c.c.; Chenard-Walcker 5 (X), 3,939 c.c.; Excelsior (Arthur Huray), 5,341 c.c.

Grand Prix de Boulogne.

Frazer-Nash 1 (Gallop); Frazer-Nash 2 (Ringwood); Frazer-Nash 3 (Frazer-Nash); Frazer-Nash 4 (B. Eyston); Senchal 1 (R. Senchal); Senchal 2 (Pisart); Senchal 3 (Michel Dore); Senchal 4 (Lottin); Senchal 5 (Dely); B.N.C. (Ivanowsky); Bugatti (Bertram Marshall); A.S. (Lemaire); Delfosso 1 (Marchal); Delfosso 2 (X); Thomas-Special (R. C. Morgan); Diatto (Lecot); B.U.C. (Bucciali).

Speed Trials.

Sima-Violet (Michel Dore); Sima-Violet (Violet); D'Yran (R. Krebs); Senchal (Des Lyons); Salmon (Bignaud); Rally (Delesalle); Aries 1 (X); Aries 2 (X); Maximax (W. Maidment); Benjamin (Ch. Griset); Aston-Martin (Eyston); Aston-Martin (Eaton); Buchel (Max Lormier); La Licorne (Lesienne); Bugatti (Goullet); Voisin (H. Gournay); Bignani (Matthys); Chenard-Walcker (P. Bachmann); Ravel (Vitu); Chenard-Walcker (Callart); Aries 1 (X); Aries 2 (X); Chenard-Walcker (Maurice Thierry); Lorraine-Dietrich (Ch. Griset); Peugeot (J. Pagniez); Vauxhall (Thistlethwaite); Panhard et Levassor (Pierre Lacroix); Excelsior (Charlier); Hispano-Sulza (Robert Massel); Renault (Mlle. Pierrette Patoux); Salmon (Cassel); Amicar (Leplat); A.C. (J. A. Joyet); Frazer-Nash 1 (Thistlethwaite); Delfosso 1 (Marchal); Delfosso 2 (X); Frazer-Nash 2 (Frazer-Nash); Leyland-Thomas (J. G. Parry-Thomas).

SUBCONSCIOUS

EVER NOTE your subconscious irritation and apprehension when driving a cheap, coarse-finish car on a busy road?

It is an unhappy and an unsafe experience, especially for women. It makes one feel willing to pay down the difference and get a really sweet-handling, docile and swift model on the spot—if only it were possible.

In such a case, remember that the Coatalen-design, 10/23 h.p. TALBOT is as smooth, silent and tractable as is a darting swallow. Changing gear means merely a flick of the fingers, and the engine runs almost as easily at slow on top gear as does a 6-cylinder.

The brakes give a dead stop.

The lively acceleration will pull the driver easily out of a danger spot, and a speed of 50 m.p.h. is given without noise or distress. The adjustable driver's seat puts hand and foot just where they should be.

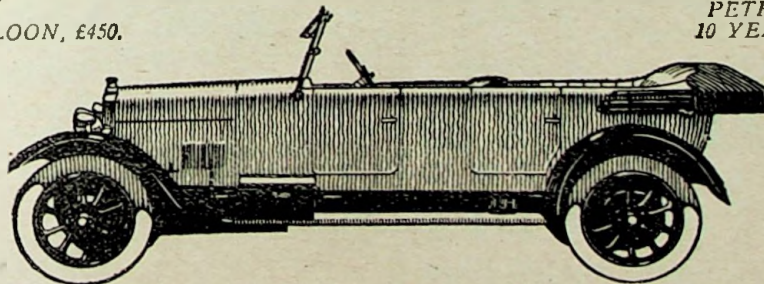
The steering is "finger-tip," and does not drag, and a wide wheel-lock cuts out turning difficulties. The brake lever is directly under the right hand.

No engine period occurs at any speed. No vibration jars the nerves or hand. The feeling of absolute control is never marred by dissonance.

*Note the expression of confidence
on the faces of Talbot Ten drivers.*

2 OR 4-SEATER, £350.
COUPE, £415.
WEYMANN SALOON, £450.

TAX, £9 p.a.
PETROL, 33/40 m.p.g.
10 YEARS OF WEAR.

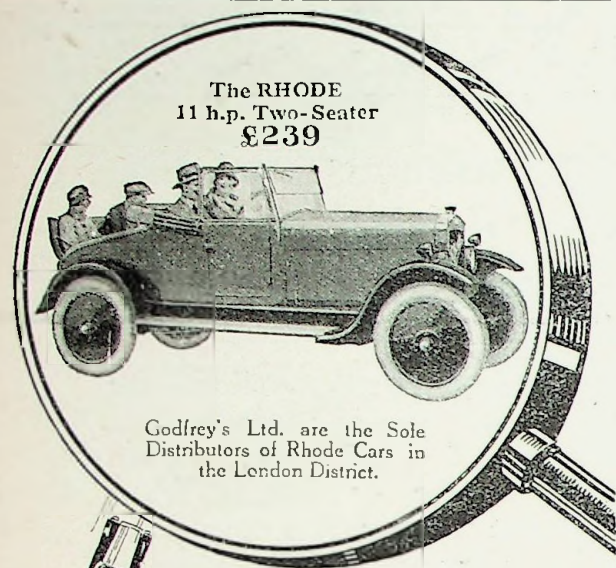


The 10/23 Talbot

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Why defer getting your car?

Consider Godfrey's deferred payments instead!

You can choose any car in our showrooms, or, for that matter, any make of car that takes your fancy—all we ask is a deposit equal to a quarter of the value of the car, and it is yours to drive away. If you wish to complete purchase of the car within 12 months, we add 5% to the balance only—for 18 months 7½% is added. Account is payable monthly in equal parts. With Godfrey's plan there are no annoying third-party complications and, moreover, the transaction is just a private arrangement between yourself and Godfrey's. Reasonable modifications to our terms can be arranged if necessary to suit individual requirements. A trial run and demonstration at any time places you under no obligation.

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LIMITED
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and satisfaction
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CITROEN
MORRIS
RHODE
ROVER
STANDARD

Cash delivery.
FREE tuition.

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(3 lines).



AROUND THE TRADE.

The agents for Windsor cars for the whole of Surrey except Croydon and Richmond are A. Gray and Co., Ltd., of Guildford.

Windscreens to fit dickey seats can be obtained from Easting Windscreens, Ltd., Cox Street, St. Paul's Square, Birmingham, at £3 15s.

The premises of Stretton's Garage, Ltd., Worcester Street, Gloucester, have been extended so that there is now accommodation for 150 cars.

Black and Finch, Ltd., 222, Gt. Portland Street, London, W.1, specialize in repairs and spare parts for G.N. cars. The concern also has a good selection of second-hand models of this make of car in stock.

Motor Necessities, Ltd., 45, Horseferry Road, Westminster, S.W.1, inform us that a 10 per cent. rebate on insurance premiums for cars fitted with J.M. fenders applies to all policies, tariff and non-tariff alike.

A new garage chart has recently been issued by the manufacturers of Exide batteries. The chart indicates the type of Exide battery suitable for each make of car and provides a wealth of additional information about these popular batteries.

In the current issue of *The Roadmaker* there appears an interesting article entitled "Non-slip Roads." The advantages of this type of road surface are discussed and some instructive figures concerning the growth of concrete roads in America and in this country are given.

Parsons and Swayne, Ltd., Town Quay, Southampton, inform us that they are the official garage connected with the South Western Hotel, that they have an attendant at the hotel all night, and that there are men on duty at their Town Quay garage at all hours. The garage accommodation has just been doubled by the addition of a new building.

Wireless enthusiasts will be interested to learn that Ripaults, Ltd., King's Road, St. Pancras, London, N.W.1, who are well known to our readers in connection with motor accessories, have introduced a wet Leclanché cell for high tension. Complete attractively boxed batteries are supplied. Readers wishing for further particulars should apply to the above concern.

A number of special fittings to allow a Tapley gradient meter to be mounted on the dashboard of a car which is already well supplied with instruments has been introduced by Tapley and Co., Belvidere Works, Totton, Southampton. These fittings allow the Tapley gradient meters to be mounted below the fascia board, on the steering column, or on the face of the board.

Rootes, Ltd., are the sole concessionnaires for England, Wales and Ireland for the Lubereter, which is a vacuum-controlled device for upper cylinder lubrication. The Lubereter consists of an oil tank which is fitted on the dash under the bonnet, and a copper pipe leading to the inlet manifold. When in operation oil is drawn from the tank by the suction of the engine. The price is £4 4s.

RESULT OF LIMERICK No. 33.

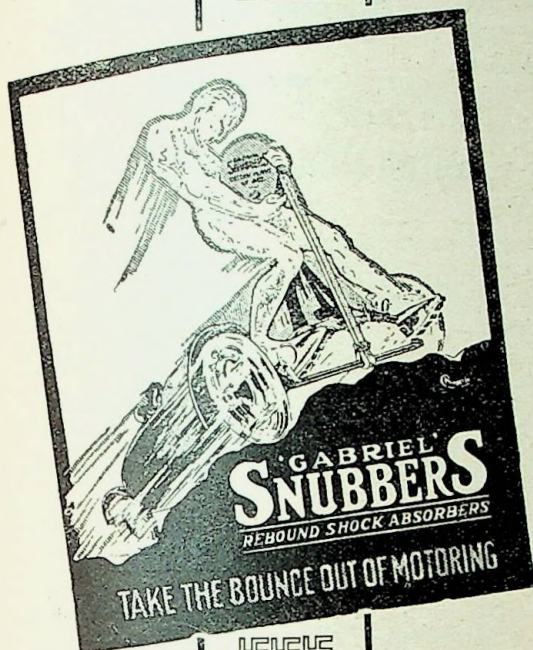
An unusually large entry was received for our Limerick Competition last week, and the lines submitted were very varied. The winner is Mr. P. V. Merlin, 100, Brecknock Road, Camden Town, London, N.7, and we consider that his last line, which is given below, is very clever:—

Now Tommy Trapdoodle from Tring,
About motorears knew not a thing,
He sped down a hill,
With a wobble—until
He relinquished the wheel for the wing.

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 FURTHER REASON.

Why Gabriel Snubbers?



Elimination of "kick" prevents upthrow of car body.

When the wheels of your car meet with bumps in the roadway, causing a flattening out of the springs, the natural result is violent expansion—or "kicking" action—and a throwing up of the car body. Gabriels control this movement. Mechanically correct both in principle and operation, Gabriel Snubbers permit the springs to work naturally on the closing movement, but retard both abrupt and excessive expansion. With Gabriels fitted to your car, rough stretches of road can be ridden over with an entire absence of the upward throw which bounces you from the cushions.

Gabriels are supplied for all cars from £5:5:0 per set of four.

Ask for Snubber leaflets.

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

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

Further Evidence

12/24 H.P.

Lagonda

ALL-BRITISH.

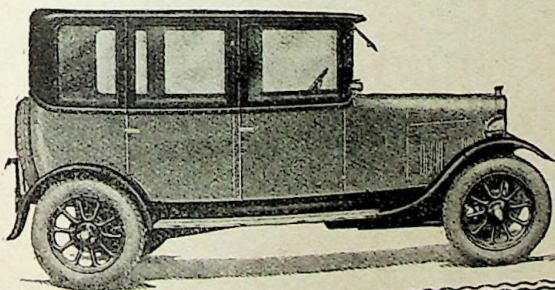
The remarkable staying power of the 12/24 h.p. All-British LAGONDA has again been demonstrated in a searching test. In the

LONDON-BARNSTAPLE

Reliability Trial, organised by the Surbiton Motor Club, and held on July 31st-August 1st, a LAGONDA All-Weather Saloon Model accomplished the trial without a single involuntary stop, and in the words of "The Light Car and Cyclecar," "Lagonda made light work of the test hills." It was awarded

A SILVER CUP

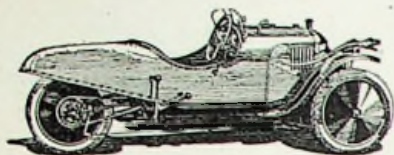
Prices from - - £295
FRONT WHEEL BRAKES £10 EXTRA.



Full particulars from any Motor Agency or
LAGONDA LIMITED,
Head Office & Works: STAINES, MIDDLESEX.
London Showrooms and Service Depot:
195, HAMMERSMITH ROAD, LONDON, W.8.
Phone: Riverside 3342-3343.

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

IMMEDIATE DELIVERIES. EXCHANGES. CASH OR DEFERRED TERMS.
MORGAN

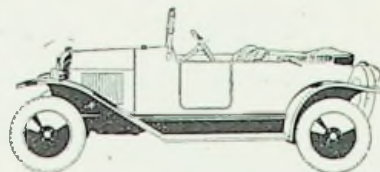


Tax £4 per annum.
 Prices from £105. Dynamo Lighting inclusive.

SINGER

ROVER

CITROËN 7.5



3-seater Cloverleaf, £145

FREE TUITION AND AFTER SALES SERVICE.

HOMACS
 MOTOR AGENTS

243/247, Lower Clapton Road, London, N.E

Works: 46, London Road.

Phone: Clissold 2408

Easier Quicker Cleaner Car Washing

Wash your car this way, without drudgery, with the Enots 'Handy' Bucket Pump. It means *easier, quicker, and cleaner* car washing.

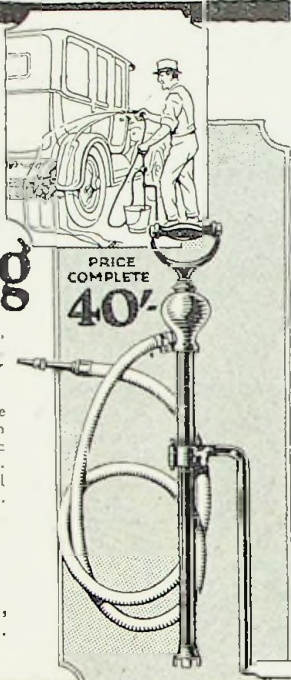
Reliable, effective, and well made, the 'Enots' Pump is easy to operate and can be used with any ordinary domestic bucket. Every motorist should have it. Once you have used one, you will wonder why you were without it so long.

Price Complete **40/-**

Write for particulars:
BENTON & STONE, LTD.,
 Enots Works, Birmingham.

THE

**Enots' HANDY
BUCKET PUMP**



*Ensure the
Best Results*

in
that Overhaul
by
Specifying Laystall

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3/6 & 5/-

Write for Art Catalogue.

MAP

Made Absolutely
 Perfect and
 Guaranteed.

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3/- to

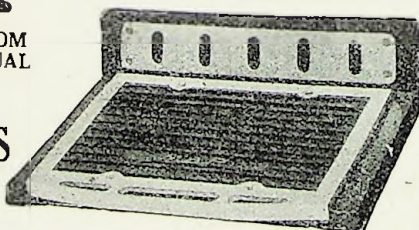


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 YOUR USUAL
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PLUGS

5/6

A DISTINCTIVE STEPMAT



7/6 & 9/6

M.A.P. CO. (DEPT. K.D.1), GT. LISTER ST.,
 BIRMINGHAM.

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

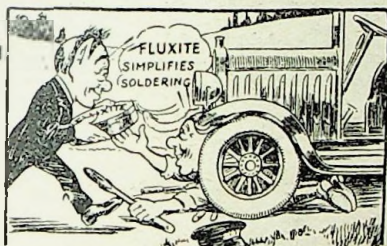
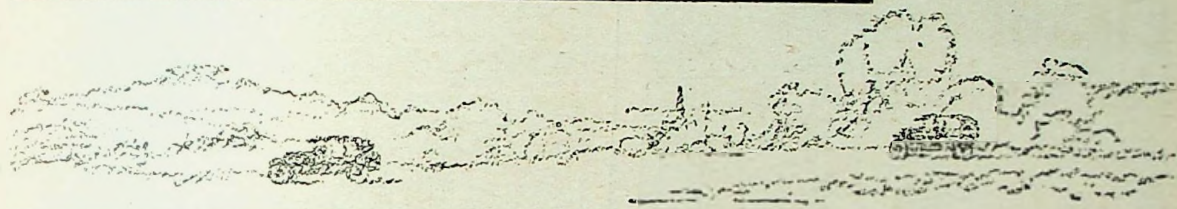
Glide on

HARTFORD

T.B. ANDRE & CO. LTD.

SHOCK ABSORBERS

BRITISH MADE



A FRIEND IN NEED.

FLUXITE in the tool bag ensures an easy mind on the long run. Few things can go wrong that cannot be put right with the aid of this ever ready friend in need.

ALL MOTORISTS SHOULD HAVE THE FLUXITE SOLDERING SET

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

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



FLUXITE SIMPLIFIES SOLDERING

Another use for Fluxite: Hardening Tools and Case Hardening. Ask for Leaflet on improved methods.

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

The economy Windscreens

THIS is not an invented phrase. It is purely an expression of opinion. The opinion held of "Starling" Windscreens by thousands of users. Comparisons reveal that in a "Starling" you get more protection with less cost.

Fit a

"Starling"
and be wise

The "Starling" V"4 panel Cell. Rear Screen Fixed £3-7-6 Sliding £3-17-6 The "Starling" Dickey Screen £3 - 12 - 6 Will fit any car.



Every "Starling" carries a unique Renewal Guarantee. Ask for full details

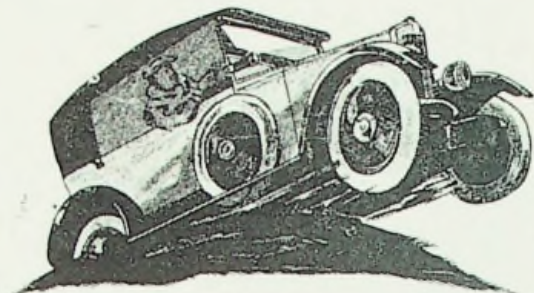
THE STARLING CO., LTD.
(L), Empire Works, Highgate Road, BIRMINGHAM.

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.



**NEVER
VARIES**

On top!



In

PERFORMANCE — RELIABILITY
ECONOMY — APPEARANCE

YOU want a car that will
really please, that is a
positive delight . . . always.

BECAUSE we specialise, we
can help you . . . all ways.

JOWETT.

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KINSEYS of CROYDON
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(OPPOSITE G.P.O.),
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SIMPLE DEFERRED TERMS.

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**150·766
M.P.H.**

on Terry's "Aero"
VALVE SPRINGS

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

Terry's

Herbert Terry & Sons, Ltd.,
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712/25.

Yes — you may
have your 'nest'
springs in
'AERO' quality.



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A complete guide to the
efficient and safe driving
and handling of a car.

The instructions are care-
fully graded, so that the
learner progresses step by
step in the art of driving.

Several chapters are de-
voted to the attainment of
"road sense" and how to
deal with the numerous
road problems which
demand quick decision
and correct judgment.

Driving for avoiding waste
and undue wear and tear
of the car is also dealt with.

We can offer the following
Used Cars at Bargain Prices.

MORGAN, 1923, Model de Luxe,
8 h.p., J.A.P., dynamo lighting,
speedometer, electric and bulb
horns, good tyres, re-coachpainted,
beautiful condition, taxed
December £72

WOLSELEY, 1922 (late), 7 h.p.,
2-seater, dynamo lighting, speedo-
meter, very good tyres, perfect condi-
tion, re-coachpainted, wonderful
offer £74

ROVER, 8 h.p., 1921, 2-seater and
room for dickey, dynamo lighting,
mirror, spare wheel, good tyres,
beautiful condition, appearance
perfect £50
Another £46

ROVER, 8 h.p., 1921 (late), 2-seater,
special sports, dynamo lighting,
spare wheel, boat-shaped body,
"V" windscreen, almost new tyres,
nice condition, very sporty and
attractive £49

G.W.K., 4-cylinder, 2-seater and
dickey, dynamo lighting, spare
wheel, sidescreens, almost new cord
tyres, splendid condition, re-coach-
painted, finished maroon.. £39

SWIFT, 9 h.p., 2-seater, electric
lighting, very good tyres, spare
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running order £22

COVENTRY - PREMIER, 1922,
8 h.p., 2-seater and dickey, dynamo
lighting, spare wheel, good tyres,
in splendid condition, taxed £54

All used Cars are carefully
examined before being offered
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KIRK & CO.,

22, PRAED ST., PADDINGTON, W.2.

Phone: Paddington 6049.

1 minute from Edgware Road and Paddington Station.
Buses Nos. 7, 107, 15, 27, 127, 36, and 136 pass the door.

LIGHT CAR SPECIALISTS

Any of the following cars supplied at
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AUSTIN	SINGER
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STANDARD	CALCOTT
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We are in a position to offer very attractive
terms for Hire Purchase of both New and
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Exchanges entertained. We shall be glad to
quote you our highest price for your present
Car or Motorcycle. Open until 8 p.m. every night,
including Saturdays. Sundays until 12.30.

Our Prices are the most
favourable in London. You
can't quite equal Kirk's Offers

G.N., 2-seater, sports, speedometer,
clock, lamps, horn, mirror, almost
new tyres, upholstery, paintwork
and condition exceptionally good,
taxed December. A snip .. £29

ERIC CAMPBELL, 1921-22, 2-
seater, sports, dynamo lighting, good
tyres, in excellent condition, very
sporty £58

BELSIZE BRADSHAW, 1923, late,
9 h.p., 2-seater and dickey, starter
and lighting, speedometer, side
screens, almost new balloon tyres,
appearance and condition practi-
cally new, insured and taxed, £79

CITROEN, 7.5 h.p., 2-seater, 1924,
starter and lighting, all-weather
screens, original tyres, upholstery
appearance and condition equal to
new, taxed £88

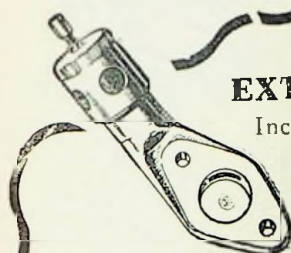
CA COTT, 1921, late, 2-seater and
double sunken dickey, starter and
lighting, clock, speedometer, electric
horn, very good tyres, very fine
mechanical condition, a very reliable
car, taxed £88

CITROEN, 1924, late, 2/3 seater,
starter and lighting, original balloon
tyres unpunctured, absolutely as
new £114

ROVER, 8 h.p., 1921, 2 seater,
dynamo lighting, good tyres, splendid
condition £52
Another £48

LEA-FRANCIS, 1924, 10 h.p., light
4-seater, dynamo lighting, and
starter, clock, speedo., all-weather
screens, original tyres, very low
mileage, absolutely as new through-
out, taxed December .. £135

Kirk & Co. invite Inspection.



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-
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No. 593. Write for full particu-
lars, fitting instructions, etc.
Prices 15/6 to 30/-
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Bowdrie Wire Ltd
LONDON N.W.10

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LECKIE'S IMPROVED X-L-ALL SPRING GAITER.



Prov. Patent No. 13265/25.

No Hooks or Laces. No Straps.
Easier than ever to Fit.

ASK FOR PARTICULARS FROM ALL GARAGES OR

JOHN LECKIE & CO., LTD.,
GOODALL STREET, WALSALL.

Sold his Car, but of course kept his

B.H., of Fawley, Hants, writes:

"I have now taken over a new
1925 — and wish to fit the same
pistons, which I have retained,
to the new engine, on account of
the fact of the vast improvement
which they added to my old one.
"Will you kindly advise me if
the pistons you supply are
standard and suitable for the
new 1925 engine. The rings
apparently fit perfectly."

**SPECIALLOID PISTONS WILL
OUTLAST YOUR CAR.**

SPECIALLOID Ltd., 22, Friern Park, N.12

Specialloid PISTONS

Second-hand Bargains — Yet another List . . .

At all times Allen-Bennett's are unbeatable for VALUE in Second-hand Cars. The large scale of their business and their exceptional resources enable them to offer you GENUINE BARGAINS—Bargains such as are not ordinarily obtainable. Write or further details, but call and see for yourself if you possibly can.

All these cars are offered in good running order; many of them are in almost new condition.

Special Notice:—

These cars can be seen and demonstrated any weekday (Saturdays included) at A.B.'s Special Showrooms, GRIGG WORKS, SANDERSTEAD ROAD, SOUTH CROYDON (Near Red Deer) —from 9 a.m. to 8 p.m.



A-C, 12 h.p., 1924, Special Fixed Head Coupe, many extras, unsoiled	£210	TALBOT, 8 h.p., 1922, coupe, nice condition	£120
A-C, 12 h.p., 1923-4, Royal 2-seater and dickey, unscratched and indistinguishable from new	£210	WOLSELEY, 10 h.p., 1923, de luxe, 2-seater, hardly soiled	£145
A-C, 12 h.p., 1921, Royal 4-seater, very nice condition, taxed	£115	MATHIS, 7.5 h.p., shop-soiled, 2-seater and dickey, 4-speed, lighting and starter, unused	£105
RILEY, 11.40 h.p., delivered new 3/3/25, 4-seater Tourer, balloon tyres, rear screen, taxed, mileage 1,700 as new in every respect	£315	A.B.C., 10 h.p., 1921, sports 2-seater, overhauled	£55
RILEY, 11.40 h.p., 1925, 4-door saloon, wire wheels, cost £510 seven weeks ago	£410	A.B.C., 10 h.p., 1921, Regent 2-seater and dickey	£65
CALCOTT, 11.9 h.p., 1924 de luxe, 4-seater, rear screen, mileage 4,000	£205	ALBERT, 11.9 h.p., 1921, 4-seater, all-weather equipment, lighting and starter, just completely overhauled	£100
CLULEY, 11.9 h.p., 1923, 2-seater de-luxe, double dickey, very nicely equipped, perfect order	£105	BELSIZE - BRADSHAW, 9 h.p., 1922, 2-seater and dickey, starter, overhauled	£75
MARSEAL, 11.9 h.p., 1923, 2-seater and dickey, aluminium body, taxed, nice condition	£80	SINGER, 10 h.p., 1922, coupe, 2-seater and dickey, speedometer, lighting and starter, really nice condition, taxed	£75
AUSTIN, 12 h.p., 1925, 4-door saloon, taxed, only 6 weeks old, unsoiled	£430	LAGONDA, 11.9 h.p., 1921, coupe, 2-seater and dickey, just overhauled by makers, taxed, splendid condition	£85
CITROEN, 7.5 h.p., 1923, 2-seater, perfect condition, as new	£80	SINGER, 10 h.p., 1923, de luxe, 4-seater, very small mileage, really exceptional condition, taxed	£110
BUGATTI, 11.9 h.p., 1923, 2-seater and dickey, very fast, really nice condition	£145	BAYLISS THOMAS, 11 h.p., 1922-3, de luxe, 2-seater and dickey, speed-meter, clock, starter, very nice condition	£95

ALLEN - BENNETT MOTOR CO., LTD.,
8, 9, 10, 11, Royal Parade, West Croydon.

CROYDON 2450-1
and 968.

ONLY A FEW

A Few Examples:

1921 A.B.C. Sports	£68
1921 A.B.C. De Luxe 2-str.	£63
1922 ASHBY, 9 h.p., 2-str.	£55
1923 AUSTIN	£98
1923 BAYLISS THOMAS 10 h.p. 2-str.	£95
1922 BAYLISS THOMAS 10 h.p. 2-str.	£78
1923 BELSIZE - BRADSHAW 2-str.	£68
1923 BELSIZE - BRADSHAW 2-str.	£55
1923 BELSIZE - BRADSHAW 2-str. Coupe	£85
1921 CALTHORPE, Coupe, 2-str.	£78
1921 CALTHORPE, Sports, 2-str.	£78
1922 CITROEN "7," 2-str.	£75
1921 CITROEN, 10 h.p., 4-str.	£78
1922 COVENTRY PREMIES	£65
1922 GREGOIRE, Sports, 2-str.	£55
1922 LAGONDA COUPE	£45
1921 LAGONDA, All-weather, 2-str.	£68
1921 MATHIS, Chummy	£75
1922 RHODE, Chummy 9	£85
1922 RHODE, Chummy Sports	£78
1921 ROVER "8," 2-str.	£85
1922 ROVER "8," 2-str.	£68
1923 ROVER "8," 2-str., dky.,	£78
1923 ROVER, Chummy	£85
1923 ROVER "8," 2-str., starter,	£85
1924 ROVER "8," 2-str.	£98
1924 ROVER "8," 2-str.	£98
1923 SINGER "10," 2-str.	£85
1921 SWIFT, 2-str.	£75
1923 WOLSELEY "7," 2-str.	£68
1921 WOLSELEY 2-str.	£98
1923/4 WOLSELEY "7," 2-str., starter	£95
1922 TALBOT, 2-str.	£95

We also always have a few bargains just over £100.

1923 HUMBER, 8-18 h.p., Chummy	£135
1923 CLYDE 2-str.	£148
1924 SALMONS CLOVERLEAF, 2-str.	£118
1923 STANDARD, 2-str., de Luxe	£110
1923/4 SINGER "10," 4-str.	£116

Many others as above, always some 60 odd in stock.

FINE DAYS

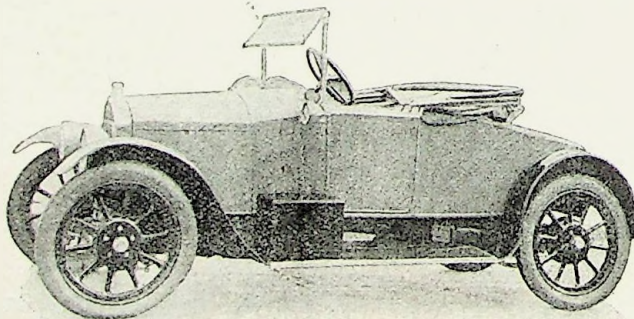
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MAKE THE BEST OF THEM — Buy a Small Reliable Car

UNDER £100

ALL THE WELL-KNOWN MAKES IN STOCK.

AN EXAMPLE:



1921 2 WOLSELEY 2-Seater.

£8 : 16 : 0 down and 10 equal payments, or Cash £88.

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Our ever-changing stock demands FRESH LISTS EVERY TWO DAYS.
THE CLEARING HOUSE FOR SMALL CARS.

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From ONE-TENTH down and 10 equal payments to 1/3rd down and 18 monthly payments.

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

SPECIAL NOTE.

We do not deal in all types from 40-50 Saloons to Motorcycles. WE SPECIALISE IN SMALL CARS UNDER £100 and UNDER 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class.

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d per word after. Subject to a discount of 5 per cent. for 15 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order, and otherwise net.

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of definite contracts, copy must be supplied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relate to advertisers' own goods or services, and the space may not be sublet or disposed of in any way. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy; nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £60, 1 per cent. on amounts from £60 to £100, and 1/2 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 appearing, only coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head Office first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSENBERY 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, ROSENBERY AVENUE, LONDON E.C.1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

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

NOTICE.

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

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

ABBEY 10, 1922, 2-seater, dicky, equipped, £28, offers. 159 Hornsey Rd., N.7. 665-8663

A.B.C. A.R.C. Motors, Ltd., Walton-on-Thames. Phone, repairs manager, Esher 540 and 541. Repairs, conversions and renovations to A.B.C. cars carried out by experts at the factory. A.B.C. owners should write for catalogue of improvements. 665-609

A.B.C. F.O.C.H., Ltd., offer 1922 A.B.C., sports model, with dicky, excellent condition, £65. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30; Sundays 9 till 1. 665-865

A.B.C., 1921, 2-seater, dicky, full equipment, engine overhauled and modernized by makers this year, in very exceptional order, cheap to clear. Tele. Museum 6626. A.S.C., 165 Gt. Portland St., W.1. 665-860

A.B.O., 1922, special sports body, dynamo lighting, spare wheel, cord tyres, speedometer, dash lights, mileage 9,000, taxed, in excellent condition, £80. 8 Hugon Rd., Fulham, S.W.6. 665-834

A.B.C., genuine super sports model, special body, hood, Triplex, etc., painted red, polished aluminium mudguards, late 1922 chassis, completely rebuilt, with improvements, 1924-25, Specialoid pistons, very fully equipped, excellent condition, exceedingly fast, taxed, 80 guineas. 36 Chester Terrace, S.W.1. Victoria 7410. 665-846

A.B.C., 1922, Regent, dynamo lighting, absolutely in first-class condition throughout, 67 guineas. 51 Upper Richmond Rd., East Putney. 665-8705

A.B.C., 1922, Sports, many extras, new condition, 12-v. lighting and starting, guaranteed condition, 65 guineas. 51 Upper Richmond Rd., East Putney. 665-8707

A.B.O., 1923, clover-leaf, self-starter, new tyres, many extras, new condition throughout, 76 guineas. 51 Upper Richmond Rd., East Putney. 665-8699

A.B.C., 1922-23, trustworthy bargain, 1925 improvements, owner must sell, £55 net. Marsh, 4 Carlyle Square, Chelsea. Ken. 7696. 665-8662

A.B.C., 2-seater sports model, in splendid condition, spare wheel and taxed for year, any trial, £70, or exchange solo and cash. Fredrick and Co., Ltd., 89 Gt. Portland St. Phone, Langham 1601. 665-934

A.B.C., 1921, 2-door 1923 2-seater, dicky, full equipment, perfect condition, many extras, one owner, £65. Vivian, 53 Spenser St., Victoria St., S.W.1. Vict. 8677. 665-940

A.B.C., Surbiton model, 2-seater, self-starter, taxed, £77 10s. Barlett's, 93 Gt. Portland St. 665-949

A.B.C. Edwards offer 1924 Regent 2-seater, sunk dicky, fully equipped, balloon tyres, superb condition, 90 guineas. Below.

A.B.C., 1924, 4-seater, fully equipped, superb condition, 90 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-95

A.B.C., 1921, 10hp, 2-seater and double dicky, starter and lighting, spare wheel, good tyres, reconditioned, £69, cash or deferred. Taylors, 406 Garratt Lane, Epsom, S.W.18. Phone, Wimbledon 2041. 665-13

A.B.C., Regent, 1922, perfect order, any trial, £75, or exchange for Morgan. 52 Lower Ham Rd., Kingston. 665-8791

A.B.C.s. Among Benmotors huge stock; terms from one-tenth down; exchanges; see page 36. Benmotors, 30-32 High St., Wandsworth, S.W.18. Baltersea 1509. 665-103

A.B.O., 1922, Regent model, 2-seater, double dicky, dynamo lighting, 4-speeds, many extras, very nice order throughout, £70, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 665-155

A.C. Caithness and Co., Ltd., leading A.C. agents and specialists, offer the following guaranteed second-hand cars:—

A.C., 1925, Royal 2-seater, painted dark blue, almost new, £245.

A.C., 1924, Royal 2-seater, painted dark blue, th roughly overhauled and revarnished, £210.

A.C., 1924, Empire, any-weather, 2-seater, painted tan, fully equipped, and in perfect condition, £190.

Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 665-882

A.C., 1925, Royal 4-seaters, brand new, slightly shop-soiled, fully equipped and carrying manufacturers' 6 months' guarantee, list price £299, special price £295. Only a few available. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Phone, Langham 2172. 665-883

A.C., 1925, Royal 2-seater, specially finished Grosvenor grey, trimmed Morocco grained leather, brand new, slightly shop-soiled, maker's equipment and guarantee, special price £290. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Phone, Langham 2172. 665-884

A.C., 1921, 2-seater and dicky, electric light, self-starter, all-weather hood and side curtains, electric and bulb horns, clock, speedometer, driving mirror, dash and spot lights, petrol can carrier, etc., etc., tax paid, any trial, £99; on view, Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8359. 665-870

A.C., 1923, 11.9, Royal 2-seater, tax paid, excellent condition, £170. 17 Duke St., Southport. 665-826

A.C., three-quarter coupe, excellent condition, balloon tyres, £165. R. 12, Cheltenham Rd., Leyton. 665-829

A.C., 1924, 12hp, Royal, 2-seater, in exceptional condition throughout, has been very carefully used, tax paid, £240. Jackson's Garage, Guildford. Phone 345. 665-845

A.C., 12hp, 1923, Royal 4-seater, grey, blue leather upholstery, speedometer, clock, mirror, rear windscreen, all-weather curtains, excellent throughout, fully equipped, £210. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 665-912

A.C., 10hp, 2-seater, dicky, dynamo lighting, air cushions, good appearance, £70, nearest offer. 84 Empress Rd., Derby. 665-864

A.C., 1921, 2-seater, repainted, equipped, good condition, £95. 51 Upper Richmond Rd., East Putney. 665-8702

A.C., 1916, 2-seater, dynamo lighting, detachables and spare, exceptional condition, 40 guineas, or exchange. 85 Camden Mews, North 1345. 665-8808

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

A.C., 1924, any-weather, 2-seater and double dickey, blue, 12hp, dynamo, self-starter, clock, speedometer, petrol indicator, dash lamp, new tyres all round, just had new rings fitted, tax paid and insured till July, 1926, in perfect condition, any trial test or examination, £189 cash, or deferred terms can be arranged. M., 166 Plumstead Common Rd., S.E. 18. 665-811

A.C. 3-wheeler, 2 speeds, chassis, lamps, horn, etc., good tyres and splendid mechanical condition, suitable for conversion to 2-seater, £7 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 665-175

A.C., 1924, Royal model, very little used, many extras, £200. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 665-120

A.C. bargains at Newnham's.

1925 latest 12hp Royal 2-seater, soiled only, £335

1925 model, similar to above, £295.

1925 any-weather, 2-seater, grey, as new, £265.

Full particulars on request. Every car in perfect condition. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 665-144

ALBERT, £57 10s., 11.9hp, 1921, 2-seater, double dickey, dynamo lighting, self-starter, splendid running order and appearance. 406 York Rd., Wandsworth. 665-8715

ALBERT 109er, 11.9hp, all-weather, 4-seater, November, 1922, leather upholstered, excellent condition, with spares, insurance and tax paid to December, any trial, £105 or nearest offer; engine overhauled this year. 4 Wilmington Gdns., Barking, Essex. 665-5724

ALBERT, 100 guineas, all-weather saloon, 1922, V front, taxed, many extras. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 665-166

ALVIS, special sports body, dickey, electric equipment, instruments, good tyres, any test, £140 or offer. Box No. 2534, c/o. "The Light Car and Cyclecar." 665-8787

ALVIS, 1924, 12.50, sports 4-seater, 75 m.p.h., 40 m.p.g., £375, cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-8750

AMILCAR. Sole British concessionaire for Amilcar spares and cars, Vernon Balls, 25 High St., Fulham, S.W. 6. 665-834

AMILCAR, 1925, special 9hp, 3-seater sports, boat-shaped body, mahogany top, 65 m.p.h., starter, 3 lamps, as new, used for demonstration only, taxed, any trial, a wonderful car, list price £285, will take £225 cash, easy payments or exchange. Alec Jackson, Keighley. 665-8625

AMILCAR, 1925, Grand Sport, nearly new, complete with clock, speedometer, revolution counter, clock to register petrol, and numerous extras, tax paid for year, real bargain, £180; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 665-880

AMILCAR. Boon and Porter, Ltd., The Amilcar specialists. 1925 latest model Super Sports 2-seater; finished cream, fully equipped, taxed, very small mileage, complete with hood and V-type screen, fully guaranteed, £195; several others; exchanges and deferred. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. 665-10

AMILCAR, 1923, in perfect mechanical condition, £60. Black and Finch, Ltd., 222 Gt. Portland St., W. 1. 'Phone, Museum 2271. 665-48

ARIEL, 9hp, chummy, dynamo lighting, rigid all-weather equipment, 5 detachable wheels, speedometer, excellent condition throughout, taxed, £80. Ardon Engineers, Ltd., 320 Camberwell New Rd., S.E. 5. 'Phone, Brixton 4633. 665-834

ARIEL, 1923, occasional 4-seater, starter, etc., as new, £87 10s. Sprosen, Ltd., 111 Gt. Portland St., W. 1. 'Phone, Langham 1212. 665-937

ARIEL, 1924, chummy 4-seater, excellent condition, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. Mayfair 6977. 665-83

ARIEL 9, 1924, chummy, all accessories, excellent condition, licensed and taxed. Box No. 2356, c/o. "The Light Car and Cyclecar." 665-8784

AUSTIN 7, 1924, starter, exceptionally good model, taxed, £110. Fryer, Dove Walk, Uttroter. 665-799

AUSTIN 7, sports, as new, only licensed August 1st, only reason for selling insufficient accommodation for owner, cost £170, sacrifice £149. 266 Horninglow Rd. North, Burton-on-Trent. 665-8632

AUSTIN 7, 1925 (March), low mileage, taxed, insured, bargain, £120. Apply, Box No. 2327, c/o. "The Light Car and Cyclecar." 665-8637

AUSTIN 7, new July 10th, 1925, not done 300 miles, cost with accessories £165, accept £145 or nearest offer, insured 12 months, licensed December. Purchase, 64 St. Michael's Avenue, Yeovil. 665-8330

AUSTIN, 7hp, 1924 (late), chummy, large body, speedometer, small mileage, as new, taxed, £115. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 665-944

AUSTIN, 7hp, chummy, bargain, £75. Bartlett's, 93 Gt. Portland St. 665-950

AUSTIN, chummy, late 1924, 7hp, in new condition, taxed and insured, £112 10s. 45 Crawford Place, W. 1. Padd. 6925. 665-959

AUSTIN 7, 1924, starter, speedometer, taxed, absolutely faultless, 105 guineas. Clark's, 27 Ridinghouse St., W. 1. 665-964

AUSTIN 7, 1924, scarcely soiled, electric starter, oversize tyres, electric cigar lighter, dash lamp, exceptionally powerful engine, £115. 4 Dollis Rd., Church End, Finchley. 665-8713

AUSTIN 7, late 1924, new condition, just decarbonized first time, new Dunlops, balloons rear, £100. Digby, Danbury, Essex. 665-8718

AUSTIN 7, 1925, taxed and insured, £130. Homac's, 243-247 Lower Clapton Rd., N.E. 'Phone, Clissold 2408. 665-82

AUSTIN 7, coupe, 1925, taxed December, balloons practically new, £175; exchanges. Norringtons, 116 Hampstead Rd., N.W. 1. Museum 9078. 665-68

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7. Edwards offer 1924, fully equipped, starter, excellent condition, 105 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 665-96

AUSTIN 7, 1923, excellent condition, speedometer, mirror, £85. Lee, 33 Canterbury Rd., Leyton. 665-8765

AUSTIN 7, 1925, speedometer, taxed, owner going abroad, £120, or near offer. Bagshawe, 24 East Cliff, Dover. 665-8734

AUSTIN 7, 1923, splendid condition, taxed end of year, £80. Black and Finch, Ltd., 222 Gt. Portland St., W. 1. 'Phone, Museum 2271. 665-50

AUSTIN 7, late '23, nickel radiator, speedometer, clock, stepmats, new tyres, just overhauled and taxed, £85. Shilton, 106 Eastern Esplanade, Southend, Essex. 665-8813

AUSTIN 7, 1924, excellent condition, speedometer, new oversize tyres, taxed year, £107 10s. Bailey, Lulworth, Vernon Rd., Leigh-on-Sea. 665-8805

AUSTINS. Among Benmotors huge stock; terms from one-tenth down; exchanges; see page 56. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 665-104

AUSTIN 7, 1924, starting, lighting, mileage 4,000, £105; also a late 1925 model, practically equipped, large headlights, shock absorbers, taxed year, £87 10s.; exchange, deferred. 'Phone, Kingston 1274. 37 Arlington Rd., Surbiton. 665-358

AUSTIN 7, 1924, choice of 2, £100 and £110; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-8752

AUSTIN 7, £82 10s., late 1923, taxed December, good tyres, full equipment, condition as new; exchanges, deferred payments. 525 High Rd., Chiswick. 'Phone 503. 665-133

AUTOCRAT, £45, 9hp, 4-cylinder, 1921, 2-seater, dynamo lighting, repainted, year's tax, fine mechanically, very smart. 406 York Rd., Wandsworth. 665-8716

A.V. monocar, J.A.P. engine. To see is to buy. Price only £14 10s. Ayden, 159 Hornsey Rd., N. 7. 665-649

A.V. Runabouts, in perfect condition, from £35. A. V. Motors. A.V. Bicar, in good condition, fitted lamps, etc., from £28. A.V. Motors. 665-917

A.V. Monocars, several in stock at prices from £20. A.V. Motors. Deferred terms and exchanges arranged. Best terms given A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 665-917

A.V., 1923, special 2-seater, polished aluminium body, 5hp o.h.v. engine (actually established world's records at Brooklands); electric, 5 detachables, 3 speeds, reverse, etc., £45; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1827. 665-979

A.V., 1921, sporting 2-seater, 5hp, J.A.P., electric lamps, disc wheels, taxed, exceptionally fast, £17. Teddington Garage, 160 High St., Teddington. Kingston 2562. 665-173

AVERIES-PONETTE, £29; exchanges, deferred payments; 1914, small 4-seater, 9hp, 4 cylinders, shaft drive, wire wheels, dynamo lighting, just returned from Devon tour, taxed September. Seabridge, 35 Hiansler Rd., East Dulwich. Sydenham 2452. 665-80

BAYLISS-THOMAS, 10hp, October, 1923 (new engine and back axle fitted April, 1924), 4-seater body, excellent condition, self-starter and electric lighting, several extras, including luggage carrier, Michelin balloon tyres on rear and Dunlop cords on front, 5 wheels, 2 spare tyres, engine just overhauled by makers, licensed to June, 1925, price £150. Box No. 278, care of "The Light Car and Cyclecar," 16 Bennett's Hill, Birmingham. 665-332

BAYLISS-THOMAS, 12-27hp, 5-seater, maroon, used for demonstration runs, list price £300, our price £275, makers' guarantee. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W. 1. Museum 4244. 665-907

BAYLISS-THOMAS, 1925, 4-seater, dynamo and starter, excellent condition, fully equipped and guaranteed, £165; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 665-66

BELSIZE, 1915, 10hp, 2-seater, spare wheel, accessories, runs splendid, taxed, £25 to clear. Allber Garage, Thornsett Rd., Earlsfield. 665-182

BELSIZE-BRADSHAW, 2-seater, £8 10s. and 10 payments of £6 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6528. 665-8779

BELSIZE-BRADSHAW, 1922-23, self-starter, speedometer, etc., taxed, excellent condition, £65 10s. 51 Upper Richmond Rd., East Putney. 665-8706

BELSIZE-BRADSHAW, 1924, 2-3-seater and dickey, new condition, all-weather, starting and lighting, fitted speedometer, clock, spot-light, mirror, electric horn, many extras, taxed, trial and expert examination, £100, no offers. Cartwright, Waverley Hotel, Skegness. 665-8712

BELSIZE-BRADSHAW, 1922, 2-seater, starting and lighting, taxed and in decent order, price £54 for quick sale. 31a Pydethorpe Rd., Batham. 'Phone, Streatham 3440. 665-999

BELSIZE-BRADSHAW among Benmotors huge stock; terms from one-tenth down; exchanges; see page 56. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 665-105

BELSIZE-BRADSHAW, 1923, coupe, S.S., taxed, £85; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-8753

BELSIZE-BRADSHAW, 1923, 9hp, 2-seater coupe, taxed, balloon tyres, particularly nice condition, £108. Newnham Motor Co., 243-5 Hammersmith Rd., W. 6. 'Phone, Riverside 3161. 665-145

BLERIOT-WHIPPET, 1922, excellent order, special windscreen and hood, £24. Grafton Engineering Co., Sycamore Grove, New Malden, S.W. 'Phone, Malden 161. 665-973

BLERIOT-WHIPPET, 1923, dynamo lighting, 2-seater, Blackburne engine, spare wheel, taxed, 39 guineas; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth. 665-991

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

BLERIOT-WHIPPET, 1921, 2-seater, 9hp Blackburne engine, electric lamps, spare wheel and taxed, splendid running order and extremely cheap to run, £17 10s. Teddington Garage, 160 High St., Teddington, Kingston 2562. 665-176

BUCKINGHAM, £35; exchanges, deferred payments; 1922-23 Buckingham 2-seater dicky, dynamo, spare wheel, good condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 665-74

BUGATTI, late 1923 model, exceptionally fine car, having wonderful acceleration and very fast, cloverleaf body, dynamo, starter and numerous extras, bargain, £185; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 665-881

BUGATTI, 1922, 4-seater, full equipment, year's tax, new tyres, in perfect order, cheap to clear. Polc., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 665-859

CALCOTT, late 1924, 2-seater model de luxe, upholstered in real leather, etc., lighting, starting, and full equipment, taxed December, £165. Blaxton's, 21 Swallow St., Piccadilly. Gerrard 3518-9. 665-960

CALCOTT, 1921, 10hp, 2-seater, taxed, repainted, balloons on back, perfect, £65. Road, 29 Newington Green Rd., Islington, N.1. 665-741

CALCOTT, 1922, 10hp, 2-seater, overhauled, repainted, re-upholstered, bargain, £85. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8136. 665-122

CALTHORPE, 1921, 4-seater, fully taxed, rear screen, self-starter, 59 guineas to clear. 31a Hydethorpe Rd., Balham. 665-998

CALTHORPE (registered 1921), 9.5hp de luxe 4-seater, grey with aluminium bonnet, electric lighting, good tyres, smart appearance, just overhauled, bargain, £90 cash. Box No. 2329, c/o "The Light Car and Cyclecar." 665-860

CALTHORPE, 1921, 2-seater sports model, dynamo and starter, fully equipped and licensed, £75; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 665-59

CALTHORPE specialist. Exchanges. Deferred payments. 1921 Calthorpe 4-seater, lighting, starter, good tyres, smart, taxed, £75; 1923 Calthorpe de luxe all-weather 2-seater, dicky, 4 speeds, £79; 1915 Calthorpe 2-seater, sunken dicky, dynamo, spare wheel, £45. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 665-71

CALTHORPE, Edwards offer 1922 10hp all-weather coupe 2-seater, fully equipped, excellent condition, 89 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-84

CALTHORPE, Compare my prices. 1923 model 4-seater, 10hp, very nice appearance and condition, open to any test, self-starter, dynamo lighting, clock, speedometer, rigid a-w. equipment, etc., taxed December, 90 guineas, or quarter down, balance suit yourself. Harold Simons, 201 Maro St., Hackney, Clissold 5018. 665-825

CALTHORPE, 1922, 10hp, 2-seater, double dicky, Hartfords, many extras, specially tuned, fast and thoroughly reliable little car, £80. Beon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. 665-9

CALTHORPE, 1923, late 10hp, de luxe, 2-seater and double sunken dicky, starter and lighting, leather upholstery, taxed till 1926, new tyres all round, as new, £81, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 665-12

CALTHORPE, 1920, 4-seater, dynamo lighting, side curtains, speedometer, tools, tax paid, real bargain, £52. 21 Pennant Mews, Earl's Court. 6684 Western. 665-976

CALTHORPE, 1923, 10-20 coupe, drop head, starting and lighting, repainted, overhauled, taxed December and as new throughout, bargain, £135. The Blackley Motor Co., Rochdale Rd., Blackley, Manchester. Phone, 102 Cheetham Hill. 665-920

CALTHORPE, semi-sports 4-seater, 1921, self-starter, dynamo lighting, electric and bulb horns, radiator lamp, side curtains, new spare tube, tyres perfect, tools, pump, speedometer, luggage grid, spare wheel, tax December, spring gaitors, £65. 12 King St., Twickenham. 665-23

CALTHORPES among Benmotors huge stock; terms from one-tenth down; exchanges; see page 36. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 665-106

CALTHORPE, 1923, 10-15hp, 2-seater semi-coupe with dicky, de luxe equipment, good order, £125. Newnam Motor Co., 245-5 Hammer-smith Rd., W.6. Phone, 3161 Riverside. 665-146

CARDENS, Cardens. Cardens. 2-seaters, with side-by-side seating, electric lighting, 7hp engine, 2 speeds, £16 to £30, a dozen to select from; £10 down, balance easy terms. Phone, Putney 1827. Andrews Motor Mart, 161 White Hart Lane, Barnes. 665-980

CARDEN, £47 10s., 1924-5 4-seater, taxed, original tyres, indistinguishable from new; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 305. 665-155

CHIRIBIRI, 1921, super-sports 2-seater. 10hp, just overhauled, finished scarlet, fine condition, dynamo lighting. Write appointment, 9 Gainsborough Rd., North Finchley. 665-709

CHIRIBIRI 1921 saloon, taxed, perfect, £100; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-758

CITROEN, 11.4hp, late 1923, 4-seater, in exceptionally good order throughout, fully equipped and taxed 1925. £159; deferred terms a speciality. South Ealing Garage, 2 mins. South Ealing District Station, Ealing 2983. 665-969

CITROEN, 1924, 7hp, 2-seater, lighting, starting, very nice condition throughout, £90. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 665-905

CITROEN, 7hp, 3-seater, balloon tyres, taxed, in new condition, £107 10s. Bartlett's, 93 Gt. Portland St. 665-951

CITROEN, 1923, 4-seater, fully equipped, balloon tyres, tax paid in really excellent order and condition throughout, appearance as new, 100 guineas; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. 665-933

CITROEN, 7.5hp, 1925, clover-leaf 3-seater, maroon, balloon tyres, speedometer, windscreen wiper, mirror, spare petrol can carrier, taxed for rear practically new, £130. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 665-914

CITROEN, 1923, 7.5, 2-seater, starting and lighting, all-weather equipment, taxed December and as new throughout, bargain, £87 10s.; cash, deferred or exchanges. The Blackley Motor Co., Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 665-919

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN, Cass's Motor Mart, Ltd. (Est. 1911). 1923 7.5hp 2-seater, starter, excellent condition, taxed December, terms, exchange, £47 10s. 5 Warren St., W.1. Museum 632. 665-923

CITROEN, 7.5hp, fully equipped, first-class order, £73. Collins, 24 Church Rd., Upper Norwood. 665-839

CITROEN, 1925, 7.5, coupe, new, 500 miles only, taxed December, real bargain, £129. Smith, 4 Northgate Mansions, Gloucester. 665-842

CITROEN, F.O.C.H. Ltd., have several new and second-hand Citroens in stock. See us before purchasing. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30. Sundays 9 till 1. 665-864

CITROEN, 1920-21, 10hp, 2-seater, lighting, starting, new tyres, £70. 66 Macoma Rd., Plumstead. 665-831

CITROEN, 1923, 2-seater, 11.4, English body, perfect running order, self-starter, etc., owner going abroad, bargain, £95, no offers. Marks, Alport, Greenland Rd., Durrington, Worthing. 666-885

CITROEN, 1925 (July), 11.4hp, English 4-seater, makers' specification, indistinguishable from new, taxed, £199. 9 Wellington Rd., South Ealing. 665-872

CITROEN, 1925, 7hp, clover-leaf model, very little used, small mileage, absolutely like new, fully guaranteed, £125, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 665-797

CITROEN, 1925, 11.4hp, 4-seater English body, only used few times, small mileage, absolutely like new, fully guaranteed, brand new last month, £199 15s., cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 665-795

CITROEN, 1923, starter, balloon tyres on rear, perfect condition, £72 10s. Black and Finch, Ltd., 222 Gt. Portland St., W.1. Phone, Museum 2271. 665-49

CITROEN, 1925, 7.5hp, speedometer, starting, lighting, taxed rear, £105. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 665-22

CITROEN, Edwards offer 1925 model 11.4, English coupe, fully equipped, balloon tyres, indistinguishable from new, 215 guineas. Below. 665-97

CITROEN, 1924, 11.4, English 4-seater, fully equipped, balloon tyres, rear screen, superb order, 155 guineas. Below. 665-97

CITROEN, 1924, model, 11.4, de luxe English 2-seater, sunken dicky, fully equipped, excellent condition, 115 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-97

CITROEN, 10hp, 4-seater, new condition, £7 and 10 payments of £7, or cash £70; nine others to £125. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 665-875

CITROEN 7, cloverleaf, 1925, taxed December, small mileage, practically new, £120; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 665-70

CITROEN, 1921, 4-seater, dynamo and starter, £65; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 665-65

CITROENS among Benmotors huge stock; terms from one-tenth down; exchanges; see page 36. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 665-107

CITROEN, 1923, 7hp, taxed, £75; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-755

CITROEN, 1923, 7hp, starter and lighting, good tyres and spare wheel, in excellent condition, taxed, £75; cash or deferred terms. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 665-129

CITROEN 7, 1924, 2-3-seater, little used, taxed year, perfect condition, £95. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8136. 665-123

CITROEN, 48 guineas, 1920, 4-seater, starter, 2 new tyres, any trial, deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 665-169

CITROEN, 11.4hp, 1924, 2-seater and double dicky, English body, year tax, balloon tyres, many extras, very nice order throughout, £155. cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 665-152

CLYNO, exceptional opportunity. 1925 4-seater, latest model, fully equipped, licensed to end of year, run only 200 miles, £220. Auto-cars, Ltd., 15 Woodstock St., London, W. Phone, Mayfair 2631. 665-978

CLYNO, 1925, 2-seater, fully equipped, double dicky, for immediate delivery. Exchange or deferred, £175. White Bros, Epsom 434. 667-856

CLYNO, 1925, de luxe 4-seater, new, owner unable to take delivery. £170. Pilkington's, Bradford St., Bolton. 665-819

CLYNO, 11hp, 1924, 4-seater de luxe, completely equipped, taxed, as new, £125. Vivian, 35 Spencer St., Victoria St., S.W.1. Vict. 8677. 665-941

CLYNO, 11hp, 1925, 2-seater, brand new, slightly shop-soiled only, £160. Coe's Garage, Ipswich. Phone 55. 666-928

CLYNO de luxe, Cass's Motor Mart, Ltd. (Est. 1911). Late 1924 2-seater, dicky, numerous extras, excellent condition, taxed December, terms, exchanges, £115. 5 Warren St., W.1. Museum 623. 665-926

CLYNO, 1925 (May), 2-seater, double dicky, starter, clock, speedometer, mat, petrol and tyre gauges, hood cover, tax paid to December, insured to May, 1926, as new, £175. Apply, Owner, 190 Wellmeadow Rd., Catford. 665-802

CLULEY, 1923, 11.4hp, 2-seater and dicky, dynamo and starter, excellent order, fully equipped, licensed and guaranteed, £125; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 665-63

COVENTRY-PREMIER, 1922, Singer's 2-seater, dicky, 8hp, 5 new tyres, any trial or examination, splendid condition, £50, no offers. 4 Hardman Rd., Kingston, Surrey. 665-872

COVENTRY-PREMIER, 1923, 8hp, dynamo lighting, double dicky, just overhauled, tax to December, insured till May, 1926, £52 or near offer. Write, Iltingworth, Sunnyside, Whetstone, N.20. 665-m815

COVENTRY-PREMIER, 1922, 8hp, 2-seater, 4-wheeler, new tyres, in excellent condition, £65; exchanges, deferred payments. Parker's Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 665-848

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

COVENTRY-PREMIER (Singer's), 1922, cost £230, 8hp, double dickey, excellent order throughout, fully equipped, insured to May, taxed to December, £60 or near offer. 205 Norbury Crescent, Norbury, S.W. 665-819

COVENTRY-PREMIER, Edwards offer 1922 8hp 2-seater, 4-wheeler, double dickey, dynamo, speedo., excellent order, 50 guineas. Below. 665-819

COVENTRY-PREMIER, 1921, 8hp, 5-wheeler, fully equipped, dynamo, spare wheel, dickey, excellent condition, 42 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-98

COVENTRY-PREMIERS among Benmotors huge stock. Terms from one-tenth down; exchanges, see page 36. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 665-108

COVENTRY-PREMIER G22 4-wheeler, dickey, £55; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-576

CROUCH. Offers exchange. 1920, 8hp, special body, bargain price. Ewers, Newton Rd., Burton-on-Trent. 665-876

CROUCH. Finchley Motors offer 1921 2-seater, just overhauled, fully equipped, bargain, £25. 132 High Rd., East Finchley. Phone, Finchley 2538. 665-898

CROUCH, 12-30hp, 2-door all-weather, Anzani engine, maroon, been used for demonstration runs, list £295, our price £275, maker's guarantee. Mebes and Mebes (Est. 1895), 144 Gt. Portland St., W.1. Museum 4244. 665-908

CROUCH, 1920-21, 8hp, 2-seater sports body, fully equipped, good condition and tyres, £27 10s. 51 Upper Richmond Rd., East Putney. 665-704

CROUCH, 8hp, 1921, 2-seater, just overhauled and re-chained maroon, electric lighting, good tyres, spare wheel, any trial, £29 cash, or deferred payments accepted. C., 60 Artillery Place, Woolwich. 665-809

CROUCH, 1923, 2-seater, £7 10s and 10 payments of £7 10s., or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 665-577

CROUCH. Edwards offer 1925 11.9 all-weather coupe, 2-seater, dickey, 4-cylinder engine, starter, excellent condition, 103 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-85

D.F.P., £125; 1924, 9.5hp, 4-seater, really good order throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 665-840

DUPLEX 1921 4-seater, 4-cylinder, 10.4hp Coventry-Simplex engine, dynamo lighting, speedometer, clock, leather upholstery, good condition all round, taxed December, £59. 92 Lakehall Rd., Frant Rd., Thornton Heath. 665-732

ENFIELD-ALLDAYS, 10hp, 2-seater and double dickey; this car is a genuine bargain, been fully taxed, double screen, 5 new tyres, and also capable of high speed; £75 for quick sale. 31a Hydehorpe Rd., Baltham. 665-997

ENFIELD-ALLDAYS, 10hp, registered 1920, 2-seater and double dickey, starter, lighting, clock, speedometer, good condition, 55 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. Phone, Riverside 3327. 665-45

ENFIELD, 8hp, 2-seater and dickey, dynamo lighting, electric horn, spare wheel, taxed 1925, £32. 19 Frederick St., Stratford, E.15. 665-571

ENFIELD-ALLDAYS, 90 guineas, a remarkable bargain, cost £585. 1922 Enfield-Alldays, 10hp, 4.5-seater de luxe, balloon tyres, taxed December, self-starter, 5-lamp dynamo lighting set, clock, speedometer, all-weather equipment, adjustable front seats, luggage grid and many extras, leather upholstery, very reliable, fast and economical, splendid appearance, 90 guineas, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 665-820

ERIC-CAMPBELL, 1924, de luxe, 10hp, 2-seater, double dickey, electric lighting and starting, clock, speedometer, spring gaiters, boot cover, just repainted and re-upholstered, 55 m.p.h., 40 m.p.g., convincing trial run gladly given, £160 or offer. Box No. 2135, c.o. "The Light Car and Cyclecar." zzz-305

ERIC-CAMPBELL, 1925 model, chummy 4-seater, fully equipped, dynamo, starter, speedometer, all-weather equipment, 125 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. Riverside 3327. 665-45

ERIC-CAMPBELL, 1921-22, aluminium 2-seater, dynamo lighting, good tyres, fine condition, taxed, fully equipped, any trial, £60. Curtis, 5 Ella Rd., Crouch Hill, N. 665-576

ERIC-CAMPBELL, 1924, chummy model, dynamo lighting, excellent condition, fully equipped, licensed and guaranteed, £105; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 665-63

ERIC LONGDEN aluminium 2-seater sports. 1923, splendid order, alloy pistons, high lift cams, spring gaiters, Triplex screen, dynamo, clock, speedometer, dash light, £100 or near offer; will deliver up to 150 miles. Lloyd, Bradford Rd., Lewes. 665-579

ERIC LONGDEN. Edwards offer 1923 model, 9hp, 4-cylinder sports 2-seater, aluminium body, fully equipped, speedo., etc., good order, 80 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-99

FIAT, 2-seater, English touring body with large dickey, original paintwork, self-starter, perfect running order, £175; owner going abroad September 18th. Inquiries, 89 Tottenham Court Rd., W.1. 665-532

GALLOWAY coupe, 1922, cord upholstery, loose covers; starting, lighting, Triplex, clock, speedometer, thermometer, 2 horns, spare wheel, dickey, engine, clutch, gearbox axle overhauled, 45 m.p.h., all tyres good, appearance excellent, £120. Stone, 33 Windsor Rd., Ealing. 665-574

G.N. specialists. Repairs: spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch, Phone 117. zzz-987

G.N., 1922, 2-seater, dynamo lighting, fine order, taxed and insured, £35. Batchelor, 135 London Rd., Kingston. 665-579

G.N., £45. 1921, 2-seater, dynamo lighting, speedometer, spare wheel, tyres new, the whole in splendid condition. 23 Lullington Rd., Anerley, S.E.20. 665-719

G.N.s from £37 10s.; deferred terms a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2985. 665-968

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

G.N., 1923, 2-seater and dickey, dynamo lighting, spare wheel and tyre, speedometer, windscreen wiper, exceptionally good condition, £60. K.J. Motors, Bromley. 667-937

G.N.s. Earls, Ltd., can always supply the best at reasonable prices.

G.N., 1922, Legere, aluminium body, aluminium pistons, roller-bearing big-end, side door, dickey seat, brand new hood, engine overhauled by us, tyres good, aluminium number plates and undershield, fully equipped, taxed, £55.

G.N., Frazer-Nash o.h.v. model, fitted with new roller-bearing big-end and main shaft, aluminium pistons, special aluminium body, double Vee screen, all-weather hood, 8-day clock, upholstery perfect, very fast, usual equipment, £70.

G.N., 1922, standard touring, side door, dickey seat, dynamo lighting, electric horn, tyres good, £42.

G.N., 1922, touring, in first-class mechanical condition, dynamo lighting, electric horn, speedometer, mechanical lubrication, black hood as new, tyres good, 4 safety hub caps, shock absorbers, taxed for the year, £46. Also several others.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. Open till 9 p.m. Friday and Saturday. Book to Hampstead Tube Station or Hampstead L.N.W.R. 665-943

G.N., very late 1922, Legere model, exceptionally smart, polished aluminium body with blue wings and wheels, dynamo lighting, polished aluminium dashboard, spare wheel with Dunlop cord tyre (5 tyres practically as new), hood, windscreen, Walford trip speedometer, 3 lamps, Klaxon, electric horn, aluminium number plates, etc.; year's tax paid; 49 guineas; also 2 others. Open 9 till 9, 7 days a week. Howland Smith, 78 High St., Hampstead. 665-890

G.N.s, several in stock, thoroughly overhauled and repainted, from £55. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 665-918

G.N. Vadium Co. for really sound cars at rock-bottom prices.

G.N., 1922 conpo de luxe, dickey, dynamo, dashlight, speedometer, spare wheel, spare petrol carrier, black leather hood, double windscreen, spare wheel, exceptionally smart, absolutely weatherproof and in beautiful mechanical order, any trial or expert examination, £51.

G.N., superb 1922 Legere, many extras, polished aluminium body, £55.

G.N., 1921, registered, splendid order, new black leather hood and side curtains, dashlight, aluminium pistons, only wants acing, £32.

G.N., 1922, dickey seat, fully equipped, £45.

G.N., 1922, dickey seat, full equipment, safety hub caps, £39.

G.N. special sports, polished aluminium body, many extras, overhauled, £42.

G.N. Others in stock. Open 6.30 Saturdays. Deferred terms. G.N.s bought, overhauled and sold. Vadium Co., 37 Beaconsfield Rd. (near L.G.O.C. Garage), Willesden Green, N.W.10. Phone, Willesden 692. 665-916

G.N., 1921, dynamo lighting, speedometer, in first-class condition, new tyres, bargain, £55. 51 Upper Richmond Rd., East Putney. 665-708

G.N., 1921, dynamo lighting, speedometer, new tyres, £30. 51 Upper Richmond Rd., East Putney. 665-700

G.N.s. G.N.s. 2 exceptionally smart sports models in stock, special bodies, £45 each, fully equipped, standard models from £35 to £45; deferred terms and exchanges. Phone, Putney 1827. Andrews Motor Mart, 151 White Hart Lane, Barnes. 665-981

G.N. 1921 2-seater, hood, screen, spare wheel, 5 lamps, speedometer, runs splendidly, 25 guineas, exchange motorcycle, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 665-989

G.N., 1921, overhauled, new hood, side curtains, dynamo lighting, spare wheel, £30, taxed, buying big car. 53 Kilton St., S.W.11. 665-766

G.N. 1922 Vitse, o.h. camshaft engine, speedometer, rev. counter, electric lights, Hartfords, aluminium racing body, 80 m.p.h., 75 guineas. 24 Brackley Rd., Beckenham. Ravensbourne 1737. 665-764

G.N., 1920, first used 1921, excellent condition, £35. Jarman, Stratford St. Mary, Colchester. 665-516

G.N., 1925, 2-seater and dickey, many extras, tax paid, sound mechanical condition, £48. North Riding Haulage Co., Clarence St., York. 665-861

G.N., dynamo lighting, engine just overhauled, in splendid condition, spare wheel, privately owned, £56. White Bros. Epsom 434. 667-855

G.N., £17 10s.; 2-seater, excellent condition, taxed; after 6 p.m. 32a Halford Rd., Fulham. 665-531

G.N. F.O.C.I., Ltd. have several G.N.s. All in excellent condition and at bargain prices. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30. Sundays 9 till 3. 665-862

G.N., sports, electric lighting, speedometer, aluminium discs, excellent condition, engine bearings just renewed, £45 cash. 17 Garden Avenue, Mitcham, S.W. 665-114

G.N., 1921, dynamo, speedometer, 28 guineas, exchanges, deferred. Ealing Car Agency, Boileau Rd. Ealing 3265. 665-x354

G.N., aluminium bonnet, very fast, £35, cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-575

G.N., 1923, gearbox transmission, 2-seater dickey, spare wheel, 6 tyres (2 new), dynamo lighting, hood, side curtains, usual equipment, perfect order, trial, £65. Box No. 2557, c.o. "The Light Car and Cyclecar." 665-783

G.N., 1922, 2-seater and dickey, mileage 11,376 only, perfect condition and appearance, lavishly fitted, expert's opinion invited, taxed, £87, or with insurance £60. 20 Hindes Rd., Harrow. 665-828

G.N., £35; exchanges, deferred payments. 1920-21 G.N., 2-seater, dynamo, spare wheel, speedometer, shock absorbers, repainted saxe blue, smart, good condition. Seabridge, 55 Hanslar Rd., East Dulwich. Sydenham 2452. 665-78

G.N., 1920, been thoroughly overhauled, paintwork good, dynamo lighting, tyres good, £40 or near offer. "Little Cumbrao", Thames Ditton. 665-803

G.N., 1922, 2-seater, conpo, dickey, dynamo, clock, speedometer, excellent condition, 52 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. Phone, Riverside 3327. 665-44

G.N., 1921, Legere model, dynamo, aluminium body, £45. Elco, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 665-28

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

C.N. 1921 2-seater, dynamo, spare wheel, accessories, runs splendid, £24 to clear. Alliber Garage, Thornsett Rd., Earlsfield, S.W. 665-4388.

C.N. Vitesse, 1922, 2-seater, aluminium body, overhead camshaft, guaranteed 75 m.p.h., 6 new tyres, etc., £115. Black and Finch, Ltd., 222 Gt. Portland St., W.1. 'Phone, Museum 2271. 665-47

GRAHAME-WHITE 2-seater, in first-class condition, overhauled and repainted, £22; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 665-982

GREGOIRE, 1922-23, beautiful sports 2-seater, dynamo lighting, 10hp, 4-cylinder, spare wheel, hood, screen, speedometer, screen wiper, going cheap; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 665-990

GREGOIRE, Edwards offer 1924 10hp 2-seater, double dickey, fully equipped, leather upholstery, excellent order, 75 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-86

G.W.K., 1921, 2-seater and dickey, dynamo lighting, speedometer, good tyres, engine recently overhauled by makers, a smart car, in excellent condition, any reasonable trial, £40. Allan, 28 Blackhorse Rd., Walthamstow, E.17. 665-735

G.W.K., 10hp, 4-seater, 4-door body, dynamo lighting, etc., a splendid bargain, £49 lowest. Ayden, 159 Hornsey Rd., N.7. 665-4648

G.W.K., 1914, dismantled, all parts perfect, many new, state requirements, new Solex. Aylward, Beech Lodge, Basingstoke. 665-8816

GWYNNE B. latest model 4-seater, balloon tyres, licensed, mileage 700, £170. Alderton, Reigate, Surrey. 'Phone 154. zzz-942

GWYNNE B. second-hand cars, all models, overhauled and guaranteed, from £100. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. 'Phone, Western 8568. zzz-929

GWYNNE, 1923, 8hp chummy, 4-seater, starting and lighting, many extras, taxed, just overhauled and in splendid condition throughout, bargain, £100; cash, deferred or exchanges. The Blackley Motor Co., Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 665-921

GWYNNE B. 1924, full 4-seater, starting and lighting, taxed, £120. Elce, Ltd., 11-15 Bishopsgate Avenue, Canonville St., E.C.3. 'Phone, Avenue 5548. 665-26

GWYNNE, 8hp, 1924, Grand Prix model racer, 70 m.p.h., special engine and body, dynamo lighting and starting, small mileage, owner going abroad, £185. Hearn Bros., 94 Brixton Hill, S.W.2. 'Phone, Brixton 2888. 665-740

GWYNNE B. 1923, chummy, starter, speedometer, all-weather equipment, repainted, £92 10s. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 665-167

GWYNNE B. 1925 model, 4-seater, delivered in 1924, excellent order and appearance, bargain, £140. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 665-168

HAMPTON, 1920, 10.9hp, 2-seater and double dickey, dynamo lighting, good tyres, spare wheel, reconditioned, in splendid condition, £65; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 665-35

HAMPTON 1921 de luxe 2-seater, double dickey, starter, dynamo lighting, all-weather equipment, repainted, as new, £85. Watson, 1 Premier Pl., High St., Putney. 665-1360

HAMPTON, £65, de luxe, 10hp, dickey, starter, speedometer. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 665-165

HARPER runabout, little used, sound mechanical condition. H. Rayner, Hen Alon, Rhyl. 665-619

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94 Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 704-G326

HILLMAN, sports 2-seater, late model, taxed, fitted Triplex, grease-gun, gaiters, shock absorbers, automatic wiper, etc., guaranteed sound, fast and reliable, £100 or near offer, trial anywhere around London. Miller, 19 The Common, Woolwich. 665-4743

HORSTMAN, £69, exchanges, deferred payments; 1920 Horstman, 4-seater, 11hp, lighting, starter, spare wheel, speedometer, rear screen, nice condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 665-76

HORSTMAN, 11.9, 2-seater, Anzani engine, 4-piece screen, all accessories, repainted and as new, £130.

HORSTMAN, 10.5, 2-seater, wire wheels, excellent order, £60. Sole Horstman agents, The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 666-19

HUMBER, very late 1924, 8-18hp, 2-seater with dickey seat, self-starter, fully equipped, owned by doctor since new, in exceptionally good condition and condition throughout, £145; exchanges and extended payments. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 665-932

HUMBER, 1920, 2-seater and dickey, lighting, starting, taxed year, excellent mechanical order, 85 guineas. 51 Upper Richmond Rd., East Putney. 665-4701

HUMBER, 8hp, chummy, late 1924, owner-driven, excellent condition, small mileage, price £190. Stafford, 654 Foleshill Rd., Coventry. 665-790

HUMBERETTE, 8hp, in good condition, £55. 43 Clifton Rd., South Norwood, London. 665-3333

HUMBERETTE, 2-seater, 8hp, 3-speeds, reverse, one of the best on the road, £20; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 665-983

JOWETT specialists. Main agents. Immediate delivery new and second-hand cars, spare parts, overhauls, bodywork, etc. Westminster Bridge Garage, Jowett Service Station, 5 Lambeth Palace Rd., S.E.1. 'Phone, 50779. zzz-345

JOWETT, 1923, 4-seater, starter, electric horn, licensed, 6,000 miles, exceptional condition, £115. Paulton's Garage, Wolverhampton. Telephone 1335. zzz-62

JOWETT, F.O.C.H., Ltd., the London Jowett Depot and Service Station, hold a large stock of new and second-hand Jowetts. See us before purchasing. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30. Sundays 9 till 1. 665-863

JOWETT, 1924, full 4-seater, balloon tyres, in perfect condition, mileage 7,000, tax paid, price £140 or near offer. Privately owned. Jackson's Garage, Guildford, 'Phone 345. 665-842

JOWETT, latest type, 4-seater, balloons, S.S., taxed, £130, cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-4754

JOWETT, 1924, 2-seater, starter, blue, condition as new, £125. Kinsey of Croydon, Park St., Croydon. 'Phone 2023. 665-101

JOWETT 1925 model 2-seater, double dickey, starter, mileage 1,100, licensed to end of year. Whitnee, Brewhouse Lane, Putney Bridge Rd., Putney. 665-813

JOWETT. R. G. Gamble, the specialist. It will pay you to consult him if you are purchasing a new or second-hand model.

JOWETT. Exceptional allowance for your present car or motorcycle for new Jowetts, and easiest deferred terms and dependable service.

JOWETT. Used bargains, 1924, 2-seater dickey, self-starter, very exceptional condition, guaranteed, taxed, £115.

JOWETT, 1925, chummy, oversize tyres, taxed, used for demonstration, hardly soiled, guaranteed, £150 16 and 22a Gipsy Hill, Crystal Palace, S.E.19. 'Phone, Sydenham 3379. 665-992

JOWETT, £75, 7hp, 2-seater, dickey, year's tax, 5 new tyres, full equipment, splendid condition; exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 303. 665-131

JOWETT, 1922, de luxe 2-seater, dickey, all-weather equipment, dynamo, speedometer, year's tax, excellent condition throughout, £75; exchange Morgan or cycle and cash. 7 Riverdale Ter., Petersham Rd., Richmond. 665-x362

JOWETT, 1924, 7hp, 4-seater, taxed, small mileage, perfect condition, £135. Newnham Motor Co., 245-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 665-147

LAGONDA, 1924, 2-seater, fully equipped, tyres and coachwork excellent, engine and chassis in perfect order, mileage 7,000, privately owned, £196, no offers. Cogger, Amen Corner, Tooting, S.W.17. 665-641

LAGONDA, what offers? 1920, 11.9, 4-seater, 4-door, taxed year, perfect order, exchange. Ewers, Newton Rd., Burton-on-Trent. 665-875

LAGONDA, 11hp, coupe, self-starter, dickey, £78. Bartlett's, 93 Gt. Portland St. 665-852

LAGONDA. Edwards offer 1923 11.9 2-seater, all-weather model, double dickey, fully equipped, excellent condition, 98 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-87

LAGONDA, £65, exchanges, deferred payments, 1920, 4-seater, 4 doors, 11hp, lighting, starter, side curtains, spare wheel, speedometer, good condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 665-75

LAGONDA 1925, coupe, small mileage, many extras, taxed year, perfect throughout, £270. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 665-119

LAGONDA, 1924, K.C., 2-seater, very little used, perfect condition, £225. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 665-125

LAURENCE-JACKSON, 1921, 2-seater, 8hp, 3-speeds, reverse, overhauled, repainted, £35; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 665-984

MARSEAL, 1922, 10hp, 2-seater, dickey, aluminium body, dynamo, spare wheel, smart, year's tax, £60; exchanges, deferred. Alliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 665-184

MATHIS, 1923, 7.5hp, 2-seater sports, starter and lighting, fully equipped, taxed, perfect throughout, bargain, £67 10s. 73 New Park Rd., Brixton Hill, S.W.2. 667-638

MATHIS, 1924 model, 7.5, 2-seater, starter, clock, speedometer, balloons, condition as new, £75. Sprosen, Ltd., 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 665-939

MATHIS. Edwards offer 1925 model 2-seater, starter, clock, speedometer, balloon tyres, condition as new, 118 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-88

McKENZIE 1921 2-seater and dickey, 11hp, 4-cylinder Alpha engine, 3 speeds and reverse, dynamo lighting, spare wheel, side curtains, discs, double screen, year's tax, tyres excellent, in the best of condition throughout, to be cleared at £36 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 665-178

MERCURY, 10hp, 2-seater and dickey, dynamo lighting, recently overhauled and in splendid condition, £40. 13 Lewin Rd., Streatham, Telephone, Streatham 386. 665-3742

MORGANS. James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-441

MORGAN, 1923, de luxe, 8hp, water-cooled, speedometer, tax paid year, £82 10s. On view, Taylors, 49-53 Sussex Place, South Kensington. 'Phone, Ken. 8558. zzz-498

MORGANS, new and second-hand; cash exchange, deferred. Olympia Garage, Wakefield. 'Phone 735. 665-x275

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGAN, Aero, Anzani, 1925, front brakes, a.s. tyres, numerous extras, cost £175, finished blue, £127. Stannard, Victoria Hotel, Warwick Row, Coventry. 665-623

MORGAN, 1924 (June), de luxe, Anzani, water-cooled, dynamo lighting, speedometer, spring gaiters, Tecalemit greasing, taxed December, condition as new, £97 10s. Comerford, 17 Rostrevor Rd., Fulham. 665-628

MORGAN, 1920, de luxe, J.A.P. discs, 2 spare tyres and tubes, spare driving chain, tools, electric and acetylene lighting, Binks, carburettor, thoroughly overhauled, repainted Matchless grey, mirror, small mileage, licensed, trial after 5 and week-end, £45. White, 60 Windermere Rd., Barnsley, Yorks. 665-8633

MORGAN, Aero model, J.A.P., disc wheels, 1920, recently overhauled, excellent condition, speedometer, tools, hood, tyres first-class condition, during 2½ years of last 5 years has not run 1,000 miles, owing to owner's absence abroad, price £55. Capt. Daubeny, R.A.S.C., Woolwich. 665-x644

MORGAN, 1924 G.P., water-cooled Blackburne, dynamo, clock, speedometer, automatic screen wiper, front-wheel brakes, discs, lavishly equipped, smart, new condition, taxed, £98; exchanges. Alliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 665-180

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 1921, de luxe J.A.P., water-cooled, 700 by 80 tyres, dynamo lighting, electric horn, ratchet hand brake, speedometer, tax paid, £68; seen any time. 59 Murray Rd., South Ealing. Phone, Ealing 1981. 665-520

MORGAN, de luxe 1916, entirely renovated, streamline body, indirect steering, w.e. J.A.P., no punctures, £59. Gil, 35 Meyser Rd., Streatham, S.W.16. 665-517

MORGAN, 1924, G.P., o.h.v. Blackburne, speedometer, electric horn, discs, £108; exchange Aero or New Hudson. 120 Marlborough Plots, Walton St., Chelsea, S.W.3. 665-309

MORGAN, 1924, aero, 10hp Blackburne engine, appearance practically as new, Lucas dynamo lighting, long exhaust pipes, discs to all wheels, plated bonnet ventilators, Stepney cord tyres on front wheels, Stepney road grip on rear, polished aluminium dashboard, black hood, 2 aero windscreens, Bonniksen speedometer, dashboard mirror, toolbox, horn, mat, etc.; year's tax paid, 90 guineas; also 3 others, from 29 guineas; open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 665-891

MORGAN, 1923, de luxe, water-cooled M.A.G., dynamo, reconspainted, reupholstered, new hood and cover, new wings, discs, many replacements, taxed, exceptional opportunity to purchase, reliable bargain from private owner, £79. 140 Coltenham Rd., Holloway. 665-5721

MORGAN, 1924, Grand Prix, splendid order, 85 guineas; 1924 de luxe, o.h.v. Blackburne, front brakes, new condition, 105 guineas; 1925 Grand Prix, new, shop-soled, 112 guineas. Clark's, 27 Ridinghouse St., W.1. 665-965

MORGAN, 1924, de luxe, J.A.P., water-cooled, 700 by 80 tyres, speedometer, dynamo lighting, red finish, £100. Below.

MORGAN, 1923, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £90. Below.

MORGAN, 1921, de luxe, water-cooled M.A.G., electric lighting, speedometer, 700 by 80 tyres, aluminium number plates, £70. Below.

MORGAN, 1924, 8hp, de luxe, Blackburne engine, water-cooled, Lucas dynamo lighting, finished grey, £105. Below.
Maudes' Motor Mart for second-hand Morgans, list continually changing. Further particulars on request. 100 Gl. Portland St., London, W.1. Museum 7676. 665-956

MORGAN, 1922, family, water-cooled M.A.G. engine, in really nice condition throughout, bargain, £72 10s.; exchanges or cash deferred. The Blackley Motor Co., Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 665-922

MORGAN, 1923, Grand Prix, Anzani, royal blue, discs, Lucas dynamo lighting, electric and bulb horns, Watford clock and speedometer, oversize tyres, splendid condition, best offer over £75 for quick sale. 9 Dorset Ave., Marehills, Leeds. 665-818

MORGAN, G.P., late model, in perfect condition, water-cooled, speedometer, clock, mirror, discs, excellent tyres, taxed, very fast, £48 10s. 161 Lessingham Ave., Tooting. Streatham 3551. 665-820

MORGAN, Homan's have for disposal the following guaranteed Morgans: 1924 de luxe, w.e. J.A.P., dynamo, unused this year, £97 10s. 1922 Grand Prix, w.e. M.A.G., dynamo, tax paid, £65. 1924 Grand Prix, o.h.v., w.e. Blackburne, Lucas dynamo, speedometer, £110.

1925 Aero Anzani, front brakes, 710 by 90 Dunlop cord tyres, outside exhaust, clock, finished red, brand new, for immediate delivery, £152. 1924 Aero Anzani, dynamo, finished red, with plated tank, Show model, outside exhaust, hood and speedometer, all new tyres, tax paid, £110. Exchanges or deferred terms arranged on any of the above. Homan's, Official Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. Phone, Chiswick 2408. 665-81

MORGAN, £69, exchanges, deferred payments. 1922 G.P., M.A.G., electric and acetylene, speedometer, aluminium dash, taxed, fast, smart. Scarbridge, 55 Mansel Rd., East Dulwich. Sydenham 2452. 665-72

MORGAN, Aero Blackburne, special, 1925, Lucas dynamo lighting, Stewart spotlight, hood, front-wheel brakes, ash tray and matchbox, taxed and insured, £115. 59 Church Lane, Hornsey. 665-736

MORGAN, Aero, 1922, M.A.G. engine, electric, speedometer, £75 near, exchange light car. 58 Black Lion Lane, Hammersmith. 665-739

MORGAN, 1922, J.A.P., exceptionally good, fullest equipment, trial or deliver anywhere, £60. Lydford, Chilworth, Guildford. 665-748

MORGAN, 1924, Grand Prix, 8hp water-cooled Anzani engine, dynamo lighting, good tyres, absolutely as new, £88; another at £95; cash or deferred. Below.

MORGAN, 1924 Aero, 8hp water-cooled J.A.P. engine, discs, speedometer, hood, dynamo lighting, good tyres, a snip, £58. Below.

MORGAN, 1922, de luxe, 8hp water-cooled J.A.P., dynamo lighting, good tyres, very smart, in beautiful condition, taxed for year, £68; another de luxe at £48; and another at £35, all tax paid; cash or deferred. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 665-14

MORGAN, 1921 Grand Prix, M.A.G. engine, electric lighting, been thoroughly overhauled, ready for long tour, £49. 31a Hydethorpe Rd., Balham. 665-3

MORGAN, Grand Prix J.A.P., electric lighting, foot accelerator, has been thoroughly overhauled, fully taxed, must be sold, £45. 31a Hydethorpe Rd., Balham. Phone, Streatham 3440. 665-996

MORGAN, 1920 Grand Prix, M.A.G., electric, speedometer, extra wide body, new black tyre, sound throughout, £65. 8 St. Anthony's Avenue, Eastbourne. 665-771

MORGAN, 1924, de luxe, dynamo lighting, unpunctured, small mileage, splendid condition, 95 guineas. J. P. Hopkins, 35 Harcombe Rd., Stoke Newington, London, N.16. 665-478

MORGAN de luxe, Aug. 1924, w.e. J.A.P., new 710 by 90 tyres, dynamo lighting, electric and bulb horns, speedometer, discs, mirror, tax paid, insured July next, any trial, perfect order, £105. Thwaites, 55 Nevill Rd., Stoke Newington, N.16. Phone, Dalston 4405. 665-8763

MORGAN, de luxe, 1924, 10hp Blackburne, Lucas dynamo lighting, beautiful condition, unspratched, tax paid for the year, bargain, £92 10s. Wilkins, Simpson, opposite Olympia, London. 665-800

MORGAN, 1924, late Grand Prix, water-cooled 10hp Blackburne, lighting, side screens, tax paid, excellent condition throughout, £89 10s. Wilkins, Simpson, opposite Olympia, London. 665-8794

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 1924 model, 8hp de luxe, dynamo, speedometer, special wide body, superb condition, 90 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd. Phone, Riverside 3327. 665-40

MORGAN, 1924, Grand Prix, sports, M.A.G. engine, dynamo lighting, taxed December, £92 10s. Below.

MORGAN, 1921, de luxe, w.e. M.A.G. engine, dynamo lighting, taxed year, £63. Eico, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.5. Phone, Avenue 5548. 665-25

MORGAN, family model, M.A.G. water-cooled engine, fast, speedometer, accessories, spares, taxed year, £72, seen any time. Garage, 211 Dawes Rd., Felham, S.W. Any trial by appointment. Private owner. 665-807

NEW CARDEN, 1925, 2-seater, excellent condition, cheap for quick clearance. M., 22 Hythe Rd., Witley, S.W.10. 665-852

NEW CARDEN, 1924, 7 occasional four, splendid condition, mileage 3,000, any trial, reasonable offer. Graham, 195 Cheltenham Rd., Bristol. 665-723

NEW CARDENS! New Cardens!!! Buy one of these family models if you are a family man! Take 2 adults and 2 or 3 children in absolute comfort. In beautiful condition and fully equipped with electric lighting, etc., £45 to £65. Deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 665-985

PRINCESS, £25, 9hp, 4-seater, believed 1923, dynamo, detachable wheels, spare, good running order. 406 York Rd., Wandsworth. 665-8717

RENAULT, 1923-4, 8.5hp, 2-3-seater, very small mileage, lighting, starting, a.w. rigid curtains, excellent order throughout, £130, terms or exchange. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3555. (Fourth turn right from Marble Arch.) Always open. 665-967

RENAULT, 1923, 8hp, 2-3-seater, in very nice order, £125. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 665-149

RHODE sports 2-seater, late 1922, mauve colour, aluminium wings, dynamo lighting, speedometer, clock, windscreen wiper, carburettor flood, extra air, spotlight, mirror, stop mat, dash lamp, spare petrol can and carrier, taxed for year, specially tuned and fast, £115. Below.

RHODE, 9.5hp, 1923, occasional 4-seater, dynamo starter, speedometer, clock, dashlamp, gradient meter, windscreen wiper, spare petrol can and toolbox, stop mat, Harford shock absorbers, new tyres, painted maroon, appearance as new, £135. Mebes and Mebes (Est. 1893), 144 Gl. Portland St., W.1. Museum 4244. 665-909

RHODE, 1923, all-weather saloon, leather hood, double screen, Royal blue, balloons, 2 horns, self-starter, Harford shock absorbers, many accessories, full toolkit, etc., full insurance next June, taxed for year, in excellent condition, open to any inspection, will accept £98, no offers. Ring City 3912. 665-5711

RHODES among Benmotors' huge stock; terms from one-tenth down; exchanges. See page 36. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 665-109

RHODE, 1923, 10hp, 4-seater, all-weather, starter, etc., tax paid, exceptional condition, £110. Ashbys, 162 Grosvenor Rd., Vauxhall Bridge, S.W.1. Phone, Victoria 5276-7. 665-837

RHODE, 1924, 10hp chummy model, very nice order, £120. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 665-150

RHODE, 69 guineas, 1922 chummy, year's tax, insured until March, 1926, recently overhauled; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 503. 665-130

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSON, 1921, 2-seater, J.A.P. engine, 3 speeds, reverse, electric lighting, dickey seat, £50. Andrews Motor Mart, 151 White Hart Lane, Barnes. 665-986

RICHARDSON, 1921, 2-seater and dickey, 5hp J.A.P. engine, 4 speeds and reverse, electric lamps, etc., and usual equipment, engine recently overhauled and car repainted, a special bargain at £21. Teddington Garage, 160 High St., Teddington. Kingston 2562. 665-177

RILEY, Jewess Motor Works. Guaranteed second-hand Rileys. Avoid excessive depreciation inseparable from new cars, Sussex. zzz-932

RILEY, 1921, 11.9, 4 speeds, 4-seater (special body, with 4 doors), self-starter, dynamo lighting, clock, speedometer, etc., adjustable seats, many extras; this car will give a remarkable road performance and is open to A.A. or R.A.C. examination, taxed, £98, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 665-827

RILEY, 1923, 2-seater double dickey, taxed for year, completely overhauled by makers, guaranteed, £150. Black and Finch, Ltd., 222 Gt. Portland St., W.1. Phone, Museum 2271. 665-51

ROVER, 1924, 9-20, 4-seater, speedometer, starter, spring gaiters, grease-gun lubrication, electric horn, luggage carrier and other extras, new tyres, licensed and insured for year, £145. The County Garage Co., Gerrards Cross. Phone 79. 666-822

ROVER, 8hp, 1921, blue, 2-seater, electric lighting, 5 tyres, all good, tax paid year, recently overhauled costing £28, excellent running order and capable many years' good work, £50. Fryer, Dove Walk, Uttloxeter. 666-854

ROVER 8, 1921, 2-seater, dynamo lighting, 2 spare wheels, painted maroon, very smart lot, trial, bargain, £44. P. A. Clare, 242 Brixton Hill. Phone, Brixton 579. 665-327

ROVER 8, late 1922, 2-seater and double dickey, dynamo lighting, spare wheel, clock and speedometer, taxed to December, perfect condition, any trial, apply after 7 p.m., £65. Mayes, 7 Barford Rd., Nunhead Lane, S.E.15. 665-624

ROVER 8, 1923, 2-seater, dynamo lighting, speedometer, dashlamp, driving mirror, wiper, tool and repair outfit, recently overhauled, taxed December, fully insured April, 1926, £70. Court Farm, Upper Waringham, Surrey, or by appointment at Southfields. 665-622

ROVER, Edwards offer 1923 model 8hp, 2-seater de luxe and dickey, clock, speedometer, leather upholstery, excellent order, 89 guineas. Below.

ROVER, 1922 model, 8hp, 2-seater, fully equipped, speedometer, all-weather equipment, good order, 57 guineas. Below.

ROVER, 1921, 8hp, 2-seater and dickey, fully equipped, good order, 45 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-100

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 8, 1924, 2-seater, long wheelbase, double sunken dickey, all weather, dynamo, spare wheel, tyre unused, Nile blue, taxed, insured 1926, almost new, little used, drive 50 miles, £90. 28 Elder Rd., Norwood, S.E.27. 665-6627

ROVER, 1921, 8hp, 2-seater, £6 and 10 payments of £6, or cash £60. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 665-4773

ROVER, 1922, 8hp, 2-seater, £7 10s. and 10 payments of £7 10s., or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 665-4774

ROVER 8, 1924, de luxe, dynamo, dickey, extra good condition, new tyres, taxed, genuine bargain, 75 guineas, deferred, exchange. 113 Elfr Rd., Wimbledon. Phone 1459. 665-817

ROVER, 1924, 8hp, 4-seater, £10 and 10 payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 665-4776

ROVERS. Harold Simons always has bargains in Rovers. 1921 2-seater, taxed December, £49; 1923 2-seater, taxed September, £62 10s.; both tip-top mechanically, with standard equipment, many extras and nice appearance; any test, deferred, quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 665-822

ROVER, 1925, exchanges, deferred payments. 1921 Rover, 2-seater, dynamo, spare wheel, speedometer, taxed, good condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 665-73

ROVER 8, 1922, 2-seater with all-weather equipment, complete and ready for use, very smart and a bargain, £60; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 665-878

ROVER 8, 1924, all-weather 2-seater and dickey, in perfect condition, £85. Sprosen, Ltd., 111 Gt. Portland St., W.1. 665-958

ROVER, 8hp, 1925 (July), 2-seater de luxe, dickey, specially finished, practically new, taxed December, £175. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 665-945

ROVER 8, 1923, 2-seater and dickey, dynamo, speedometer, taxed, exceptionally good condition throughout, £70. K.J. Motors, Bromley. 667-958

ROVER, 1922, 8hp, 2-seater, dynamo lighting, excellent condition throughout, £60. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 665-966

ROVER 8, 1922, special wide 2-door body, recent £30 overhaul by makers, excellent order throughout, £65. 51 Upper Richmond Rd., East Putney. 665-4703

ROVER 8, chummy, late 1923, dynamo lighting, clock, speedometer, year's licence, insured, tools, magnificent condition, £70; exchanges, deferred. 63 Solon Rd., Brixton. 665-729

ROVER 8, late 1923, very smart, new condition, £77; no dealers. Apply, G. Cottrell, 18 Ramsey Rd., S. Acton, W.5. 665-6750

ROVER 8, chummy, 1925, taxed, insured March, 1926, excellent condition, £85. P., 37 Archibald St., Bow, E.3. 665-4710

ROVER, 1924, 8hp, de luxe, 2-seater, double sunken dickey, self-starter, clock, speedometer, tools, taxed year, only 50 miles, condition as new, bargain, £88; deferred payments. 21 Pennant Mews, Earl's Court, 6684 Western. 665-975

ROVER 8, 1921, 2-seater, dynamo, just repainted and re-upholstered, mechanically sound, taxed, £58. The Croft, Hartley Wintney, Hants. Phone 36. 665-4743

ROVER 8, 1922, 2-seater, dynamo lighting, speedometer, clock, taxed December, maroon, excellent condition, £72; even Saturday afternoon or Sunday. 52 Coombe Gardens, New Malden. 665-4746

ROVER, 1924, 8hp, 2-seater and double sunken dickey, dynamo lighting, good tyres, spare wheel, taxed for year, a bargain, indistinguishable from new, £80; choice of 5. Below. 665-4746

ROVER, 1923, 8hp, 2-seater, dynamo lighting, good tyres, spare wheel, very smart, taxed for year, £66; choice of 2: cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 665-18

ROVER, 1924, 8hp, 2-seater, under 1,000, insured April, fully equipped as new, mechanically perfect, £120. 8 Delcott Close, Welwyn Garden City. 665-4770

ROVER 8, 1923 (July), de luxe, speedometer, clock, dashlamp, mats, all-weather equipment. 160 Bryant's Hill, St. George, Bristol. 665-4767

ROVER, 1922, 8hp, 2-seater, dynamo lighting, clock, Triplex windscreen, new hood, splendid condition, taxed, trial given, £65; evenings. 147 Park Rd., Kingston-on-Thames. 665-4762

ROVER 8, 1921, 2-seater, blue, excellent tyres, spare wheel, dynamo lighting, clock, speedometer, recently overhauled, £55. Milman, 9 Red Post Hill, Heme Hill. 665-8806

ROVER, 8hp, 1922, 2-seater, speedometer, excellent condition, £60. Wilkins, Simpson, opposite Olympia, London. 665-801

ROVER, 1923, 8hp, 2-seater, dynamo lighting, side curtains, tax paid, excellent condition, £65. Wilkins, Simpson, opposite Olympia, London. 665-4793

ROVER 8, 1922, de luxe 2-seater, starting and lighting, clock, speedometer, etc., leather upholstery, painted dark blue, an exceptionally cheap motor, £75; deferred or exchanges. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 665-52

ROVER 8, 1924, 4-seater, in excellent condition throughout, £97 10s.; deferred or exchanges. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 665-53

ROVER 8, 1922, starter, dickey, excellent condition, 65 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. Phone, Hammerside 3327. 665-41

ROVER, 8hp, 1922, 2-seater, newly coach-painted, excellent condition, taxed, insured, £65. 58 Osborne Rd., Forest Gate. 665-812

ROVER 8, 1922, dickey, just fitted new engine, shock absorbers front and rear, mascot, side curtains, clock, speedometer, ashtray, air valve, carburettor flooder, stepmat, tools, tool-box, brand-new battery, aluminium plates, floor-mat, condition throughout as new, very little used, £87 trial, all new tyres, £65; owner must sell. 12 King St., Twickenham. 665-24

ROVER 8, 1923, in every respect as new, dickey, spare, all new tyres, tools, mirror, tax September, mascot, screen wiper, extra air valve, spare can and carrier, floor-mat, side curtains, dynamo lighting, mechanically perfect, £75. 12 King St., Twickenham. 665-23

ROVER 8, 1922, dynamo lighting, excellent headlights, new hood, newly painted, tax paid, bargain, £65. 114 Camberwell New Rd. 665-814

ROVER 8 1924 model 2-seater, dickey, self-starter, all-weather screens, taxed, equipped, excellent condition. £85. Below.

ROVER 8 1921 2-seater, dynamo, equipped, taxed, good condition, £45; exchanges, deferred. Alliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 665-181

ROVER 8s, 1921, 2-seater, £47 10s.; 1922, £55; 1923 chummy, £65; 1923 chummy with starter, £75; several others in stock; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 305. 665-132

ROVER, 1923, 8hp chummy, £75; 1922 8hp 2-seater, dynamo and starter, £75; both fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 665-62

ROVERS among Bonmotors' huge stock; terms from one-tenth down, exchanges. See page 36. Bonmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 665-110

ROVER 8, 1924, 4-seater, a-w. equipment, balloons, Hartfords, Zenith, air electric horn, speedometer, 6 lamps, splendid condition, 95 guineas; B., 2 Midmoor Rd., Balham. 665-x557

ROVER 9, 1925, 4-seater de luxe model, £135; Rover 8, 1924, chummy model, £75; 1923 2-seater, £60; 1922, £50; 1921, £45; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 665-s751

ROVER 8, 1922, taxed, speedometer, repainted, overhauled and guaranteed; exchange or deferred payment. Phone, Kingston 1274. 37 Arlington Rd., Surbiton. 665-x559

ROVER 8, 1924, 2-seater de luxe model, self-starter, taxed, large dickey, condition as new, £85. 31a Hydelthorpe Rd., Balham. Streatham 3440. 665-102

ROVER 8, 1923 model, taxed, splendid condition, speedometer, 60 guineas; another, late 1921, taxed December, new tyres, rigid side screens, £49; exchanges, deferred. Ealing Car Agency, Bolton Car, Ealing 3265. 665-x555

SALMSON. Apply to the London distributors, Gordon Watney and Co. Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-283

SALMSON, 1925, 10hp sports 2-seater, fitted with Hartford shock absorbers, driving mirror, etc., tax paid end of year, splendid condition, very fast, £140. Taylors, 49-55 Sussex Place, South Kensington. zzz-108

SALMSON 1924 English 2-seater, dickey, clock, speedometer, taxed, splendid condition, 98 guineas. Clark's, 27 Ridinghouse St., W.1. 665-962

SALMSON, 1924-25, latest Sports model, 2-seater, starter, lighting, balloon tyres, tax paid for year; this car has been tuned for acceleration and speed and is really fast, 105 guineas; exchanges and extended payments. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth, Putney 2728. 665-931

SALMSON, 1925, Grand Prix, 2-3-seater, 6 wheels, shock absorbers, taxed, and condition as new, painted black with red wings, bargain at £165; exchange or deferred terms. Fredries and Co., Ltd., 89 Gt. Portland St., Langham 1601. 665-935

SALMSON 1924 3-seater sports, £105. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 665-27

SALMSON. Edwards offer 1923 10-15 4-door saloon, l.w.b., balloon tyres, every accessory, indistinguishable from new, 285 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-89

SALMSON, 2-seater, dickey, excellent condition, terms £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 665-4778

SENECHAL. Several good second-hand 1925 cars from £140. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 665-858

SINGER, £115; 1923 (late), 10hp, 2-seater, repainted, as new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 665-841

SINGER, 1924, 4-seater de luxe, just been overhauled at Singer works, in tip-top condition, extras, taxed December, insured till May, 1926, £155; seen evenings after 7 p.m. Serne, 502 High Rd., Chiswick, W. 665-618

SINGER, 1924, 10hp, 2-seater de luxe, dynamo starter, dickey, as new, £145; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 665-847

SINGER, 10hp, 2-seater, dynamo lighting, taxed December, tyres and mechanical condition good, any trial, £50. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone No., Wanstead 2393. 665-839

SINGER, 1924, 4-seater de luxe, new condition, £155; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 665-849

SINGER, 1924 (June), 4-seater de luxe, first-class condition, taxed December, insured March, new tyres, £145; available beginning September. Box No. 2328, c/o "The Light Car and Cyclecar." 665-8636

SINGER, 10hp, 1919, 2-seater and dickey, dynamo lighting, real leather, good running order, £58. 24 Beehive Lane, Hford. 665-8643

SINGER, 10hp, 1921, 2-seater, dickey seat, dynamo lighting, speedometer, mirror, step-mat, good tyres, excellent condition, £62 10s. Meba and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 665-811

SINGER de luxe. Finchley Motors offer 1923 10hp 4-seater, all-weather, dynamo starter, 6 wheels, excellent condition, £98, 132 High Rd., E. Finchley. Phone, Finchley 2358. 665-899

SINGER, 1924, 4-seater, fully equipped and in good condition throughout, price £125. Calhoun and Co., Ltd., 65 Gt. Portland St., W. Telephone, Langham 2172. 665-881

SINGER, very late 1921, 2-seater with double dickey seat, dynamo and starter, new balloon tyres, very smart and taxed for year, real bargain, £60; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 665-879

SINGER, 1924, de luxe, 2-seater, double dickey, taxed, etc., £135. Bartlett's, 95 Gt. Portland St. 665-953

SINGER de luxe, latest 1925 model, 4-seater, equipped, taxed and insured, absolutely new condition, owner must sell, £185. 11 Holdenhurst Avenue, North Finchley. 665-s728

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SINGER, 1924, 10hp, 4-seater, starter and lighting, original tyres, all-weather equipment, taxed for year, condition as new, £129; cash or deferred. Naylor, 406 Garratt Lane, Earsfield, S.W.18. 'Phone, Wimbledon 2041. 665-17

SINGER, 1920, 2-seater, starter, £47; exchange car, motorcycle; Newnham's Showrooms, Heath Rd., Twickenham. 665-36

SINGER, 1924 model grey tourer, £110; exchange car, motorcycle; Newnham's Showrooms, Heath Rd., Twickenham. 665-35

SINGER, 1925 tourer, £215; slight mileage, exchange car, motorcycle; balance deferred. Newnham's Showrooms, Heath Rd., Twickenham. 665-34

SINGER, 1925, latest model 4-seater de luxe, only used few times, small mileage, absolutely like new, fully guaranteed, brand new last month, tax paid, £195; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 665-5790

SINGER, 2-seater, double dickey, dynamo lighting, good tyres, very completely equipped and in good order, any trial, £35; cash or deferred payments accepted. S., 60 Artillery Pl., Woolwich. 665-810

SINGER, £127 10s., 1924 model, 4-seater; full equipment, mechanical condition perfect, exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 305. 665-154

SINGER bargains at Newnham's.

1925, 10-26hp 4-seater saloon, extras, taxed, £240.

Another similar to above, £255.

1925 10-26hp 4-seater de luxe, small mileage, £185.

Late 1924 10hp 4-seater de luxe, 12-v. lighting, £155.

1924 10hp 4-seater de luxe, blue, taxed, £140.

Another similar to above, £135.

Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 665-157

SINGERS among Benmotors' huge stock; terms from one-tenth down; exchanges. See page 36. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 665-111

SINGER, A bargain. 1922 (late) Singer 10hp, all-weather 2-seater and double dickey, with sliding windows, self-starter, dynamo lighting, clock, speedometer, etc., leather upholstery, fine condition, any test, taxed, £75, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 665-823

SINGER 10, 2-seater, dickey, dynamo lighting, speedometer, whole car mechanically and coachwork in exceptional condition, new back tyres, taxed, any trial, £35; deferred, exchanges. Ealing Car Agency, Boileau Rd., Ealing SE265. 665-x550

SINGER, Edwards offer 1924 model 10hp de luxe 4-seater, fully equipped, rigid all-weather curtains, superb condition, 159 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-90

STACK, 1921, 6hp, 2-seater, dickey, thoroughly good condition, recently overhauled, £50. Box No. 2535, c/o "The Light Car and Cyclecar". 665-785

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, 1924, 11.4hp, 2-seater, perfect condition, owner going India, only £150. Write, Major Harrison, 41 Marlborough Rd., W.8. 665-647

STANDARD, 11.4hp, 1924 2-seater, fawn, dickey, speedometer, clock, 2 windscreen wipers, Hartford shock absorbers, 2 spare wheels, step-mat, etc., taxed for year, excellent condition, specially tuned and very fast, £155. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 665-910

STANDARD, 1924, 11.4, 4-seater, taxed year, condition as new, £125. Sprosen, Ltd., 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 665-956

STANDARD, Lionel H. Pugh offers the following:—

STANDARD, £115, 1925, 11.4, 2-seater all-weather, taxed. Below.

STANDARD, £125, 1923, 11.4, 4-seater, practically new, taxed. Below.

STANDARD, £145, 1924, 11.4, 2-seater, all-weather, practically new, taxed. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 665-954

STANDARD, late 1923, 9.5, 4-seater, all-weather, starter, rear screen, taxed year, excellent condition, bargain, 100 guineas, seen Friday after 6.30. 36 Ferme Park Rd., Stroud Green, N.4. 665-726

STANDARD 1919 2-seater, dickey, dynamo lighting, self-starter, taxed, smart appearance and excellent mechanical condition, £60, gift. 49 Overhill Rd., Dulwich. 665-788

STANDARD 1924 4-seater, 11.4hp, excellent condition throughout, all-weather equipment, tax paid for year, £155; exchanges, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 665-799

STANDARD, 1924, 11.4, 2-seater, very fine condition throughout, fully equipped, choice of 2. £145. Ashbys, 162 Grosvenor Rd., Vauxhall Bridge, S.W.1. 'Phone, Victoria 5276-7. 665-738

STANDARD, 1924, 11.4, 2-seater de luxe model, painted buff, trimmed black leather, many extras, Hartfords, dickey, screen, tax paid, £150. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 666-20

STANDARD, 1921, 11.4hp, c.h.v., 2-seater and double dickey, starter and lighting, good tyres, spare wheel, condition as new, £89; cash or deferred. Naylor, 406 Garratt Lane, Earsfield, S.W.18. 'Phone, Wimbledon 2041. 665-16

STANDARD, 1924 model, 4-seater, fully taxed, all-weather equipment, open to any trial or examination, price £128. 31a Hydethorpe Rd., Balham. 'Phone, Streatham 3440. 665-1

STANDARD, 1925, 2-seater, £200 model, taxed year, owner unable to accept delivery, offers. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 665-124

STANDARD, 9.5hp, 2-seater, long wheelbase; terms, £9 and 10 payments of £9, or cash £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 665-s780

STANDARD, 1925, 11.4, 4-seater, taxed December, practically new, £160, exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 665-69

STANDARD, 1924, 11.4hp, all-weather 4-seater, £150; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 665-61

STANDARDS among Benmotors' huge stock; terms from one-tenth down; exchanges. See page 36. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 665-112

STELLITE, 2-seater, in good running order, taxed, £30; exchanges a speciality. South Ealing Garage (2 mins. South Ealing District Station). Ealing 2983. 665-971

STELLITE, 1920, perfect condition, electric lighting, sold for no fault, £85. Harry Box, Jeweller, Cheltenham. 665-821

STONELEIGH, 1923, 3-seater, £30; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 665-64

SWIFT, Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-755

SWIFT, 1921, 9.3hp, 2-seater and dickey, dynamo lighting and starting, newly painted, new tyres all round, in beautiful condition throughout, just returned from trip to Land's End; cheap for quick sale or exchange to reasonable offer refused. White Bros., Ipswich 434. 667-857

SWIFT 1925 10hp de luxe 2-seater, finished maroon, sealed only, to clear, £175; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 665-850

SWIFT, Cass's Motor Mart, Ltd. (Established 1911). 1923 10hp chummy, starter, excellent condition, taxed December, terms, exchanges, £105. 5 Warren St., W.1. Museum 623. 665-924

SWIFT 1921 10 2-seater, starter, overhauled, £59; exchange car, motorcycle. Newnham's Showrooms, Heath Rd., Twickenham. 665-37

SWIFT old reliable 2-seater, £22; exchange car, motorcycle, cash either way. Newnham's Showrooms, Heath Rd., Twickenham. 665-38

SWIFT 1921 10hp 2-seater de luxe, starter and lighting, taxed year, condition as new, £70. Plater, 376 High Rd., Streatham. 'Phone, Streatham 488. 665-127

SWIFT, Edwards offer 1924 10hp 2-seater, dickey, fully equipped, starter, excellent condition, 125 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-91

SWIFT, £45; exchanges, deferred payments. 1915 Swift, 2-seater, dickey, 10hp, dynamo lighting, spare wheel, good appearance, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 665-77

SWIFT 2-seater, 7hp, 3 speeds and reverse, good tyres, taxed, tool kit, etc., in very good order throughout and runs exceptionally well, £10 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 665-174

TALBOT coupe, 1925 model, 8-18hp, with dickey seat, tax paid, Hartford shock absorbers, spring gaiters, excellent condition, £150, cash or deferred. Lookers, Ltd., Manchester. 665-835

TALBOT, 8hp, 1925, 2-seater, dickey, licensed, excellent condition, all accessories, £115, bargain. Putney 1038. 665-720

TALBOT, 10-23, 1923, 4-seater, lighting and starting, engine just completely overhauled in our own works, and in excellent mechanical condition throughout, taxed 1925, 176 guineas; deferred terms a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 665-972

TALBOT, 1924, 10-23hp, 4-seater, sloping screen, perfect condition, year's tax, £245. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 665-946

TALBOT 1925 10-25 4-seater, an exceptionally fine specimen, many extras, tax paid, £175. Sole Talbot agents, The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 666-21

TALBOT 1925 8-18hp 2-seater, starting and lighting, spot-light, nice condition, fast, £115; exchanges or deferred. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 665-8

TALBOT, 1923, 10-23hp, 2-seater, fullest equipment, perfect throughout, £165. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 665-121

TALBOT-DARRACQ, 1922, 8-18hp, 2-seater and dickey, dynamo lighting, 5 lamps, starter, all-weather equipment, tax paid, insured, electric horn, finished blue, excellent condition throughout, bargain, £39 10s.; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 665-102

TALBOT-DARRACQ, Edwards offer 1923 8-18, 2-seater and dickey, starter, speedometer, excellent condition, 105 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 665-92

TAMPLIN, 1925, 2-seater, M.A.G. engine, dynamo lighting, fully equipped, 50 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. 'Phone, Riverside 5327. 665-42

T.B., w.c. J.A.P., new oversize tyres, discs for wheels, spare wheel, engine just overhauled, £0 guineas. H. Woods, Atherstone, Woks. 665-789

T.B., 10hp, 1921, 3-wheeler, spare wheel, completely equipped, tax paid, bargain, £37 10s. Taylors, 49-53 Sussex Place, South Kensington. 'Phone, Kensington 8558. zzz-766

WOLSELEY cars. Moore's Presto, Croydon agents. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from; deferred payments and exchanges arranged. North End, Croydon. 'Phone, 2624. zzz-500

WOLSELEY 1921-22 10hp 2-seater, sunken dickey, clock, speedometer, dynamo, tools, tax paid, perfect condition throughout, astounding bargain, £77; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 665-977

WOLSELEY 10hp 4-seater, few months old, balloon tyres, unpunctured, mileage 2,100, absolutely like new, fully licensed and insured, open to any examination, full equipment, £172. 31a Hydethorpe Rd., Balham. Streatham 3440. 665-2

WOLSELEY, latest model, £25 and you are on the road with 11-22hp Wolseley (£225 or £235 model), tax and insurance paid for one year. Before buying a second-hand car write to us for details of the Wolseley Scheme "Motoring Out of Income." Authorized Dealers, Kingsway Motor Co., Carlton House, 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 665-832

WOLSELEY, late 1924 model de luxe, 4-seater, 10hp, specially coach-painted primrose and black, Auster rear screen and about £30 extras, year's tax; this car has hardly been used, and is practically as new, cost £535, £245. Blaxton's, 21 Swallow St., Piccadilly. Gerard 3518-9. 665-961

"THE MOTOR REPAIR MANUAL" for the Owner Driver and
Amateur Mechanic. 2/6 net. 2/9 post free.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE.

(continued).

WOLSELEY, 1924, 10hp. 4-seater, de luxe, many extras, excellent condition, £185. Kingsway Motor Co., Carlton House, 69 Gt. Queen St., W.C.2. Holborn 5972. 665-853

WOLSELEY 10hp de luxe 2-seater, starter, new condition; terms £12 10s. and 10 payments of £12 10s., or cash £125. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628. 665-s781

WOLSELEYS among Benmotors' huge stock. Terms from one-tenth down. Exchanges. See page 36. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1609. 665-113

WOLSELEY 1922 10hp 2-seater de luxe, taxed year, condition as new, £115. Plater, 376 High Rd., Streatham. Phone, Streatham 488. 665-126

WOLSELEY-STELLITE 1920 10hp 2-seater and double dickey, paint-work unscratched, splendid appearance, fine mechanical condition, dynamo lighting, speedometer, all-weather equipment, etc., only one owner, taxed, £62 10s., or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Chisold 5018. 665-824

WOLSELEY-STELLITE 1920 2-seater with dickey, in excellent condition, £65. Barnett, Pembroke and Slater, Ltd., 38 Knightsbridge, S.W.1. 665-514

LE ZEBRE, 1920, 2-seater and large dickey, well shod, taxed and in nice running order, starting and lighting, £52 10s.; deferred terms a specialty. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2985. 665-970

WOLSELEY, 10hp, 1924, 2-seater, dickey, starter and lighting, many extras, very nice order throughout, taxed, £130; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 665-154

LE ZEBRE, £95, new, shop-soiled, 8hp, 2 and 4-seaters, lighting and starting, 4 speeds, very economical, only 3 remaining, chassis only £55. Castelnau Motor Body Works, Morthyr Terrace, Castelnau, Barnes, S.W.15. 665-7

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NEW LIGHT CARS AND CYCLECARS

(continued).

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Call for demonstration or write for catalogue. Deferred payments, exchanges, free tuition. 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines).**RHODE.** Mebes and Mebes (Est. 1893), distributors and Rhode specialists, can offer immediate delivery of all models, and will allow full market value for your present car. Deferred terms to suit individual requirements. Write, phone or call, 144 Gt. Portland St., W.1. Museum 4244.**ROVER.** Immediate delivery of the Popular 8hp and the new 9-20hp models; deferred payments, exchanges, free tuition. Authorized agents: Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines).**ROVER.** Ratcliffe Bros. Rover, 8hp and 9hp models for immediate delivery; motorcycle in part exchange. 200 Gt. Portland St., W.1. Museum 8603.**ROVER** 9, early deliveries of all models, including long chassis. 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Agents for this popular car. Cars and motorcycles taken in exchange.**SALMSONS.** Edwards, specialists and sole Great Portland St. agents for these remarkable cars, offer best delivery of any model; exchanges or deferred payments. 175 Gt. Portland St., W.1. Mayfair 6977.**SALMSONS.** Northern distributors, the Salmson specialists, Holgate Legat and Co., Accrington.**SENECHAL** cars. We are the sole English concessionaires. Super sports, £210; 3-seater, with balloon tyres, £195; both models have dynamo lighting and starting, clock and speedometer, trial runs; exchanges, spares, service. Tel. Museum 6626. A.S.C., Ltd., 156 Gt. Portland St., London, W.1.

NEW LIGHT CARS AND CYCLECARS

(continued).

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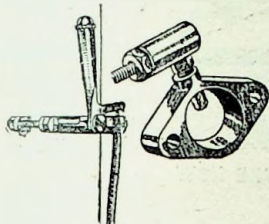
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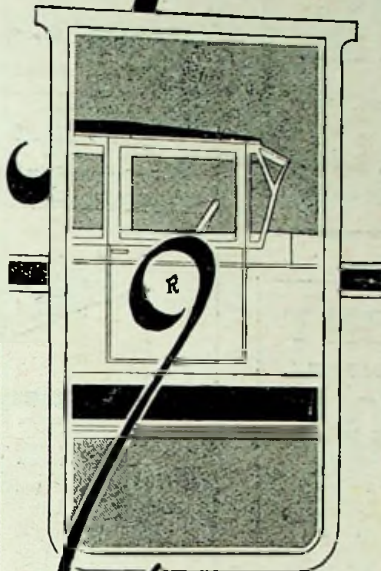
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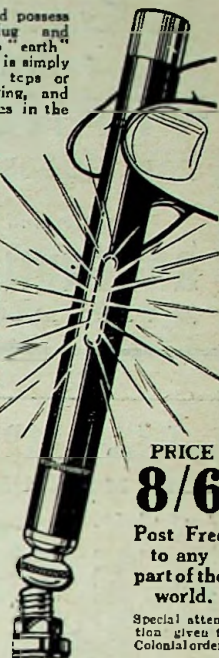


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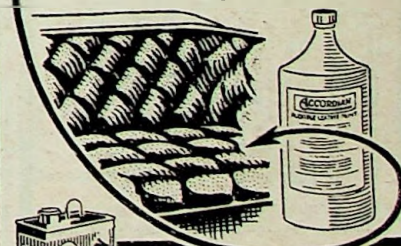
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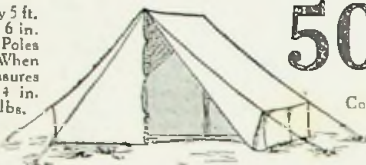
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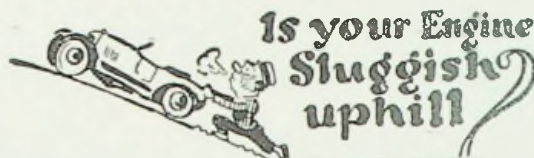
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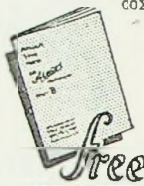
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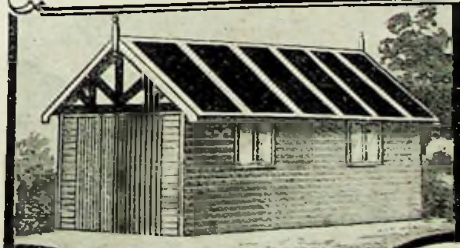
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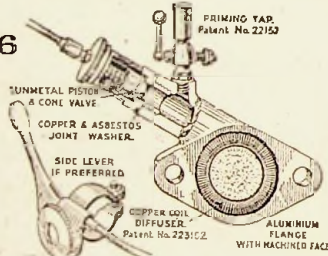
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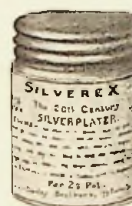
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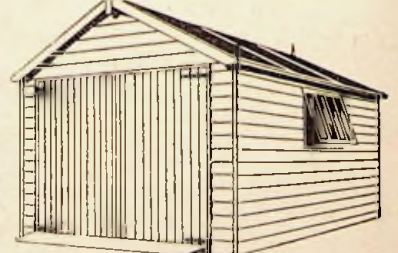
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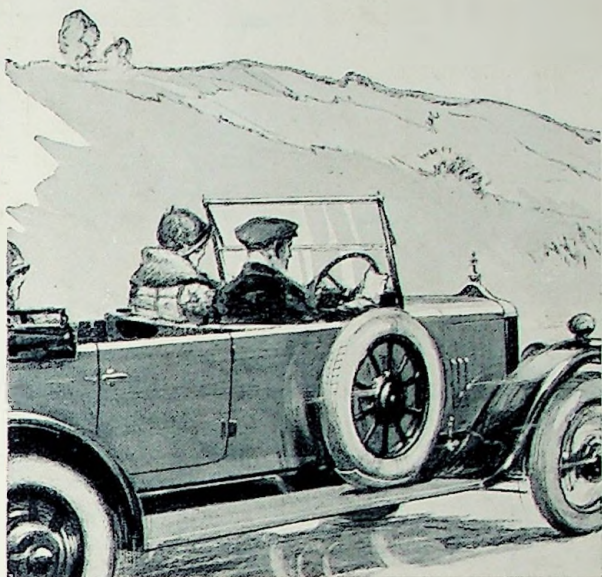
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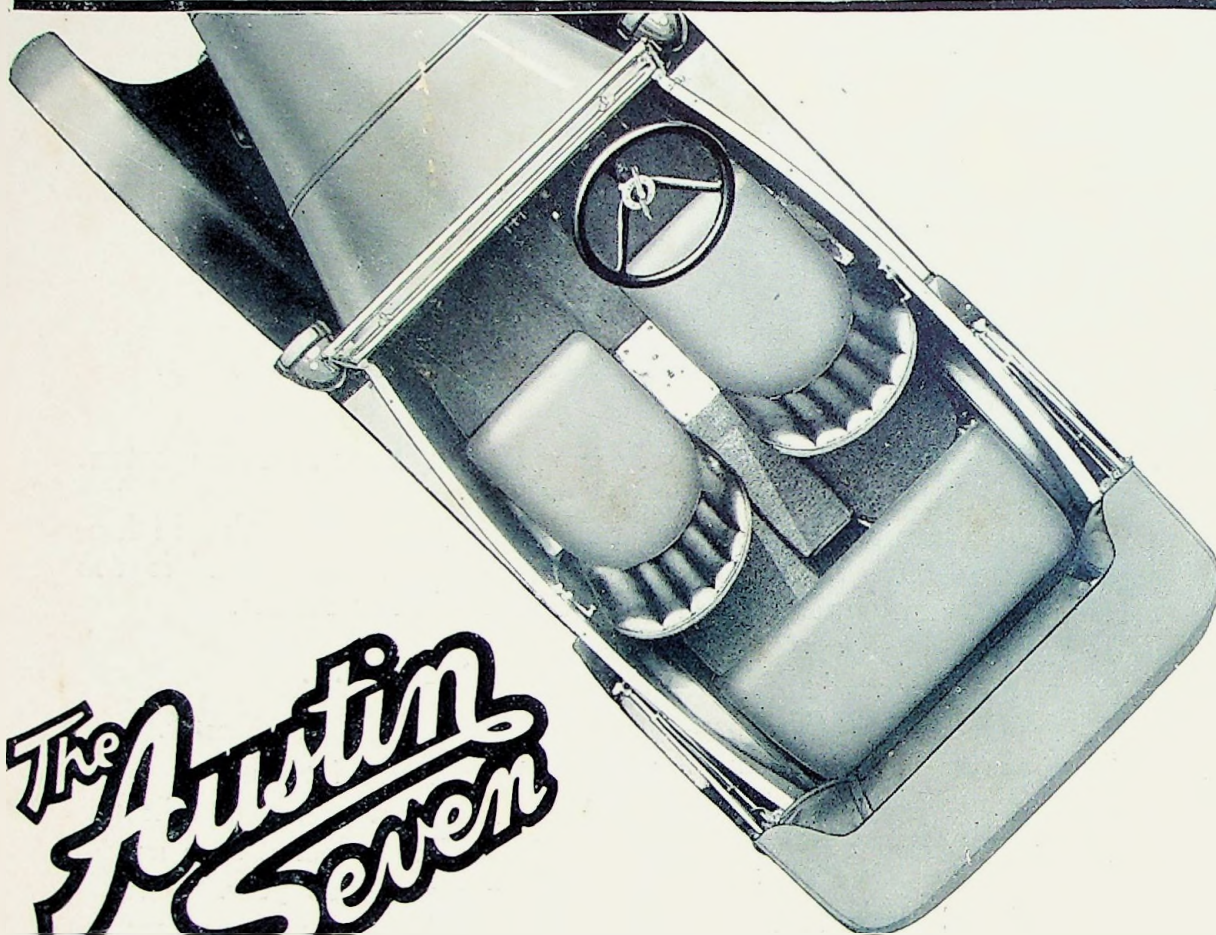
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