

The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^D

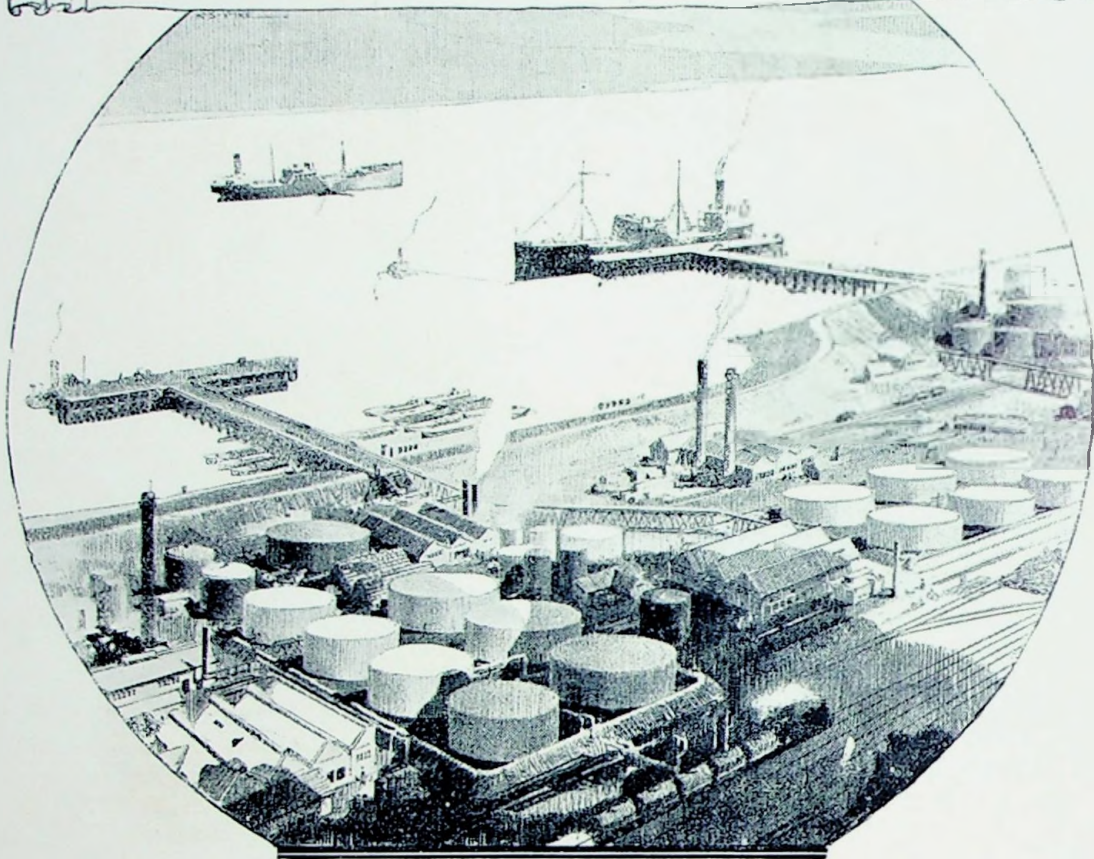
Vol. XXIV, No. 617.
Friday, Sep. 19, 1924.
*Registered at the GPO
as a Newspaper.*



PRACTISING FOR "THE 200."

A race can be won only after months of experiment in the workshops and many days of strenuous tuning up and practising on the track. The last week has witnessed busy scenes at Brooklands where drivers have been preparing for the 200-mile Race.

Pratts National Service Series



SPIRIT STORAGE

THE illustration shows an aerial view of one of the enormous Anglo-American Ocean Bulk Storage Installations (which holds millions of gallons of Pratts) to which the Tankers bring their cargo. It is from these great storages that the spirit is drawn to meet the huge daily demand for Pratts throughout Great Britain.

This series of announcements is to convey some idea of the comprehensive distributive organisation of the Anglo-American Oil Co., responsible for the maintenance of the supply of Pratts Spirit to thousands of garages and a million motorists. Watch for the next of the series.

PRATTS

*Uniform everywhere
Reliable always*

D.A. 381

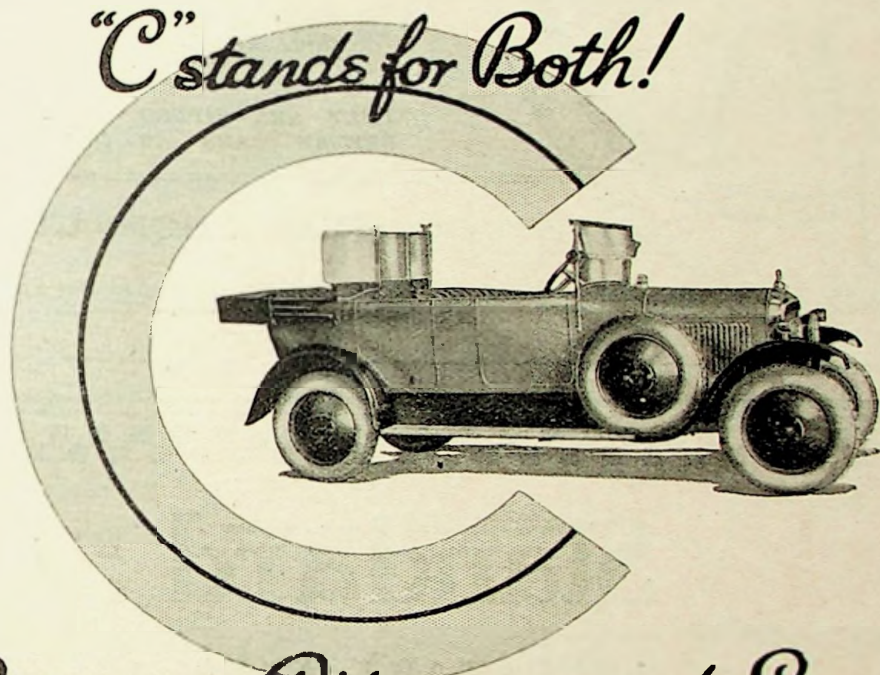


ANGLO-AMERICAN OIL COMPANY, LTD 36 QUEEN ANNE'S GATE, LONDON, S.W. 1.

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

CITROËN COMFORT

"C" stands for Both!



Sit in a Citroën and See!

PRICES FROM £160

Send for Citroën Book 18

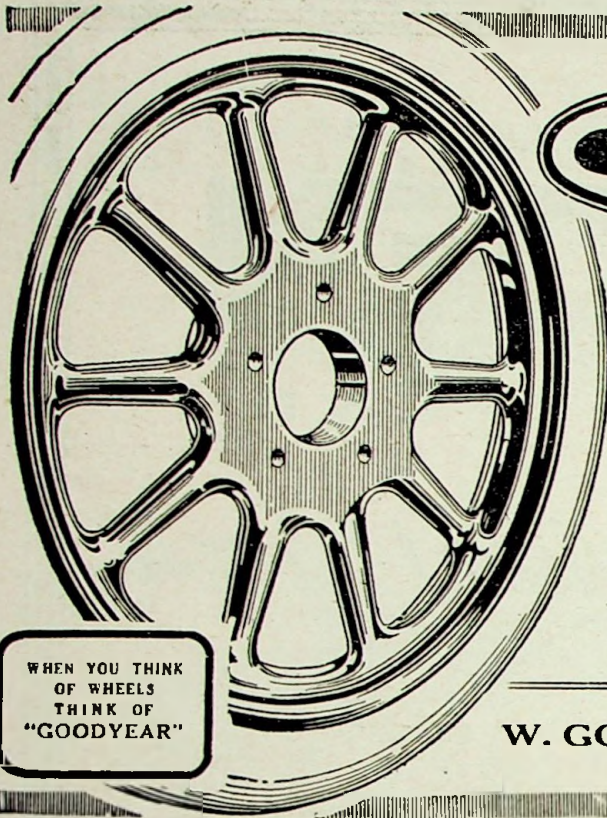
CITROËN CARS, LTD.,

CITROËN BUILDING, BROOK GREEN,
HAMMERSMITH, LONDON, W.6.
Telephones: Hammersmith 2220-7.
Telegrams: "Citroën, Hammer, London."

WEST END SHOWROOMS:
60, PICCADILLY, LONDON, W.1.
Telephone: Gerrard 6272.
Telegrams: "Citrocar, Piccy, London."

K114

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



GOODYEAR

Patent Steel Wheels

CAN BE RELIED UPON UNDER ANY
CONDITIONS OF SERVICE.

*Their scientific construction ensures
this, hence their great popularity.*

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

WHEN YOU THINK
OF WHEELS
THINK OF
"GOODYEAR"

W. GOODYEAR & SONS LTD., DUDLEY.

The All British Standard LIGHT CARS

IMPORTANT ANNOUNCEMENT

THE demand and popularity of 'STANDARD' 11 and 14 h.p. Cars have so consistently increased that we have decided to continue the manufacture of both these Models during the next twelve months.

As has been the Company's practice in the past, we shall embody minor modifications as the value of doing so is established and our production arrangements allow.

Further, we are constantly taking advantage of any methods ensuring improvement in finish and detail, so as to make 'STANDARD' Cars better and better value.

The following prices will operate as and from September 1st, 1924:—

	£
11 h.p. Models—'Canley' 2-Seater	235
'Kenilworth' 4-Seater	235

Dunlop Tyres fitted to all Models



THE STANDARD MOTOR CO., LTD., COVENTRY
London Showrooms " " " " 49 Pall Mall, S.W.1

"COUNT THEM ON THE ROAD"

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

What is 'Dagenite'?



We urge every Car Owner to read our reply and then ask your dealer to show you a "P and R" Battery in a one-piece 'Dagenite' Container; study it, examine it closely, and test it for yourself.

'Dagenite' is a special composition manufactured exclusively at our Dagenham Dock Works. This composition is moulded into a solid one-piece Container which, even under the most rigorous test, will prove to be absolutely *acidproof*, *leakproof* and almost *unbreakable*. In its natural state it is black but can be painted or enamelled to suit the colour scheme of your car.

PETO & RADFORD BATTERIES

in 'Dagenite' one-piece Containers dispense entirely with separate Ebonite Cells in wooden Containers, thus abolishing those common nuisances the "leaky" battery and the rotting wooden box.

BATTERY REPAIRS.

Will the Trade please note that all Batteries for repair should be sent to our London Repair and Service Depot, 43, Johnson Street, Page Street, Westminster, S.W.1.

Ask your dealer for particulars, or write direct for Catalogue "L."

PETO & RADFORD

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

Head Offices and Showrooms:

50, Grosvenor Gdns., Victoria, LONDON, S.W.1.

*Phone: Victoria 3667 (4 lines).

*Grams: "Storage, S.West, London."

CAR OWNERS WITH COUNTRY HOUSES should write for particulars of P. & G. & E.P.S. Batteries for COUNTRY HOUSE LIGHTING.

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

The 1925 SWIFT

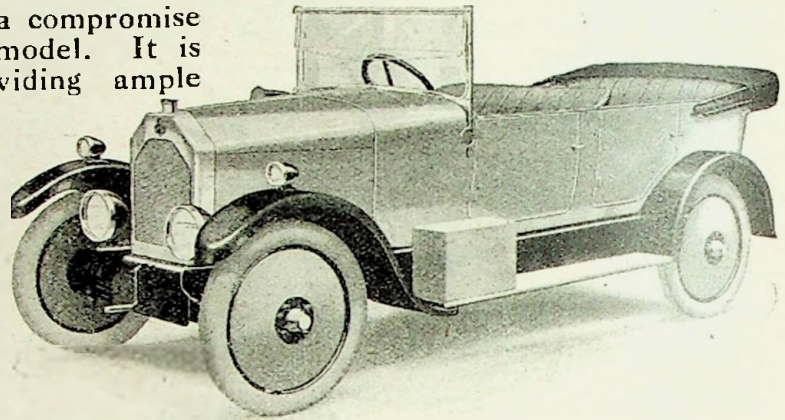
"TEN"

Full Four-Seater

THERE is nothing of a compromise about this new Swift model. It is a *real* four-seater, providing ample accommodation for four adult persons. Representing that perfect mechanical efficiency for which Swift cars have always been renowned, the 1925 "Ten" Four-Seater is particularly luxurious in coachwork and equipment. SWIFT Agents throughout the country are able to give Trial Runs and full particulars.

ABRIDGED SPECIFICATION:
ENGINE—4-cylinder, monobloc, detachable head, 60 mm. x 97 mm., 1097 c.c. Side by side valves. **IG-ITION**—Magneto. **COOLING**—Thermosiphon. **GEARBOX**—Three-speed. Right-hand Chinese Speed Lever. **CLUTCH**—Leather Cone. **REAR-AXLE**—Spiral bevel gears. **BRAKES**—Foot and hand. Internal expanding type. **WHEELS**—Five of steel disc. **TYRES**—Dunlop. **ELECTRICAL EQUIPMENT**—Dynamo, Lights and Self-starting. **LIGHTING**—Five Lamps. **BODY**—Roomy Four-seater with Three Doors. Finished superbly in SWIFT Grey, and upholstered in real Leather. **EQUIPMENT**—Hood and Cover, Side Curtains (which open with the doors), Double Wind Screen, Horn, Clock, Speedometer, Spring Gaiters, Kit of Tools, etc. **WHEELBASE**—8 ft. 3 ins. **TRACK**—4 ft 10 ins. **PETROL CONSUMPTION**—40 to 50 miles per gallon. **MAXIMUM SPEED** (on level)—50 miles per hour.

FULLY £235 EQUIPPED



Manufacturers: **SWIFT OF COVENTRY LIMITED, COVENTRY.**

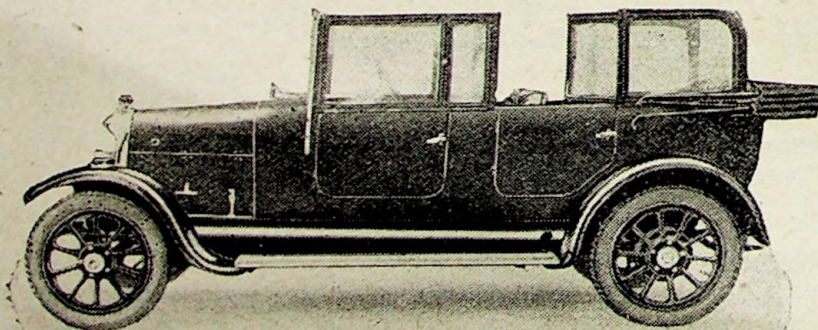
EFFICIENCY Hampton Car.

Eleven years experience is behind every manufacturing of Hampton Car.

SINCE 1913 the Hampton has proved its outstanding efficiency in the hands of owners, demonstrating in conclusive fashion that quality counts first and foremost. Never since the first Hampton was produced has cost been allowed to vie in importance with quality. That is why to-day it *pays* to buy a Hampton. A rich dividend of satisfaction and the economy of faultless service are yours for the long lifetime of the car.

Let us send you a copy of the latest Hampton catalogue illustrating and describing all models. It will help you in your car choice. Post free upon request.

10 h.p.	
2-seater	£275
4-seater	£298
Coupe	£330
or complete with four-wheel brakes and balloon tyres:—	
2-seater	£295
4-seater	£318
Coupe	£350



STROUD MOTOR MANUFACTURING CO., LTD.,
 DUDBRIDGE - - - - STROUD, GLOS.
 Telephone: 271-2 Stroud. Telegrams: "Widawak, Stroud."

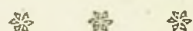
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

WE INTERRUPT OUR SEQUENCE
OF PICTORIAL ADVERTISEMENTS TO
ANNOUNCE THE NEW PROGRAMME



THE 7-17 H.P. JOWETT LIGHT CAR
The car that created the economy motoring movement 15 years ago.
ONE HUNDRED AND FIFTY POUNDS

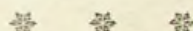
THE 7-17 H.P. JOWETT FULL FOUR
Why pay for 14 h.p. when the 7 h.p. Jowett will do the work
equally well, occupies less room and costs much less to run.
ONE HUNDRED AND SEVENTY POUNDS



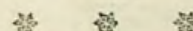
Not only is Jowett motoring cheaper,
it is infinitely more pleasurable. It is
entirely free from those minor worries,
prevalent on cars of recent origin.



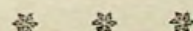
Designed in 1905, first sold in 1910,
it is fundamentally unaltered since.
The interchangeability of parts through
all those years is a striking fact.



The high grade of workmanship and
material will be maintained, or improved.
We build for ultimate economy, and only
the best will do for Jowett Cars.



The Jowett was and still remains
Britain's First Light Car.



1st on time, 1st on quality, 1st on performance, 1st on economy
JOWETT CARS LTD., IDLE, BRADFORD.

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.

VISLOK HAS CREATED A UNIQUE RECORD IN THE WORLD'S HISTORY OF ENGINEERING.

Never before in the World's history of Engineering has there been **MADE** a Reliable and Successful **SELF-CONTAINED TRIPLE LOCK NUT** from $\frac{1}{4}$ in. to 4 inches.

VISLOK MILLIONS IN USE IS YOUR GUARANTEE

ONLY SUCCESSFUL LOCK NUT IN THE WORLD

The Reliable and Only

VISLOK

Safety Triple Lock Nut in the World

HUNDREDS OF "Attempted" Solutions— ALL FAILURES. EXCEPT VISLOK

THIS FACT SHOULD GIVE YOU CONFIDENCE

Sold by all Ironmongers and Garages.

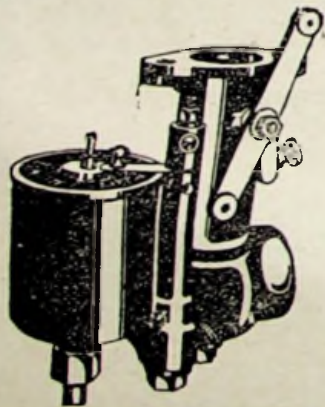
Made in Sizes from $\frac{1}{4}$ in. to 4 inches.

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

Patented in Chief Countries of the World.

5,000,000

Zenith Carburetters are now in use all over the world. This fact alone speaks volumes for their efficiency and reliability under all conditions. The Zenith Carburettor provides a compensating petrol feed which ensures a constant mixture at all engine speeds.



ZENITH

CARBURETTERS

save petrol on every mile and every gallon, give increased power on the hills and better running on the level.

HAVE ONE ON A MONTH'S TRIAL!

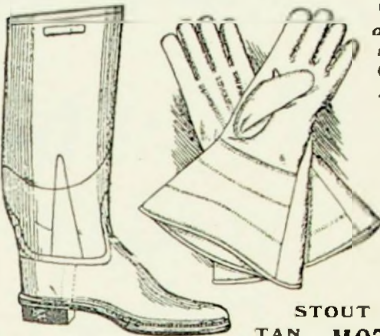
Send for particulars of the British-made Zenith to:

THE ZENITH CARBURETTOR CO., LTD., 40-44, NEWMAN ST., LONDON, W.1

The Policy of "Quality High & Prices Low" at BENETFINKS



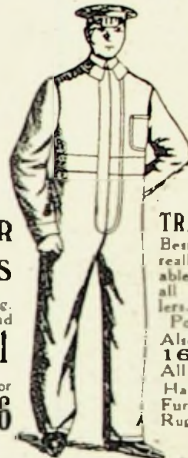
Four-in-One Driving Coat
Fawn Grandrille, lined proofed woollen check, interlined oil cambric and fitted with detachable fleecy lining. As illustration. Size 34-44" chest. Price **46/6**



FINE QUALITY RUBBER WELLINGTON BOOTS
Made of the finest quality Rubber. Extra stout soles. Absolutely indispensable for motorcar washing and all rough work. Stocked in all sizes 6 to 11. No Chauffeur should be without them. In two qualities. Price per pair **22/3** and **17/6** Post Free.

STOUT TAN GOAT MOTOR GAUNTLETS
with light fleece lining. Bolton Thumbs, stainless gauntlet. English make. Price per pair **16/11**
Gent's or Ladies' Tan or Black Leather Motor Gauntlets lined wool. Pair **12/6**

ORDER BY POST
direct from this announcement if unable to call—
Complete Satisfaction or Money refunded in full.



PURE WOOL IRISH MAKE TRAVELLING RUGS
Best Irish Made. A really warm and serviceable Rug for all Travelers. Price **32/6** Post free.
Also a splendid line at **16/6, 21/-, 27/6**
All wool, grand value. Handsome Fur Motor Rugs from **£5-10**



Extra High Leg Washing Clogs.
Extra high legs. Best waterproof leather top. Made to fit over any boots or shoes. Price, pair **21/-**
When ordering, please quote size of boot usually worn.



TAN LEATHER MOTOR COATS.
The smartest and most practical wear for motoring.
FLEECE LINED **£5-5**
Full Chrome, ditto **£8-8**
Teddy Bear Lining
Superior quality, in finest Chrome, Lamb-akia lined **£10-10**

CLEANING KIT!

CHAMOIS LEATHERS
Special Offer of Extra Large Motor Chamois Leathers of a nice soft quality. Fullskins. Per skin **4/6** Post 4d.

The "Sorbo" Car Washing SPONGE
The "Sorbo" Car Washing Sponge, fitted to your Hosiery provides a **CONTINUOUS STREAM** of Clean Water. Obtainable in two convenient sizes.
No. 1 Size Price **4/6** No. 2 Size Price **6/-**
Postage on each size 6d.

SPOKE BRUSHES
Ordinary Type Straight Pattern Spoke Brush. Best quality Black Bristle—the brush that every motorist should have. Price **3/6** Post 4d.

WASHING SPONGES.
Special value. All full size sponges Yellow Car Washing 1/3 Sponges. Each
Extra Large Washing Sponges. Each **2/-**
Large Honeycomb Sponges. Each **3/9**
Extra Large Honeycomb Sponges. Each **7/6**
Post 3d. per sponge.

CLEANING CLOTH
Stockette Cleaning Cloth, double width. Very clean and handy and ideal for all Motor Work, being far superior to Wash or Mutton Cloth. Get a sample roll to-day. Price per roll of 25 yards **4/6** Post 6d.

SPECIAL OFFER.
Finest quality British-made Motor Spoke Brushes. A Brush of long life and practical utility. Type U.S. Price **3/9** Post 6d.

MOTOR CLEANING OVERALLS

The suit that no motorist or chauffeur should be without. Absolute protection from grease and dirt. Combined garment of jacket and trousers 34 in. to 46 in. chest. Blue dunnecore or brown linen. Per Suit **13/6**
Separate Jackets **8/11**
Separate Trousers **7/11**
Separate Trousers with bib and brace **9/6**
Postage 6d.



FOOTMUFS
Cloth footmuffs, lined and trimmed Fur. Colours—Navy, Red, Brown or Green. Price **15/6**
Ditto, All Fur and lined Fur. Price **25/-**

A Footmuff is a necessity for Winter Motoring—why not get one of these?

TYRES

Special Offer this Week of 70 x 80 ENGLE-BERT Cord Rubber NON-SKIDS **35/-**
Carr. 1/- each

HERE'S VALUE!



"SIMONIZ."
Protects, preserves and restores the original bright finish, provides a durable dry velvet-like covering. New Cars should be 'Simonized' Positively dust-proof. Mud splashes, dust or rain spots can be wiped off with a cloth without injury to the finish. A Simoniz surface soon resists washing. Preserves while it beautifies. Post Free. Price **5/-**



MIRRORS
Special Line Observation Mirrors. British Made throughout. Black and Nickel finish. Clip fitting for Wind Screen or Plate for Dashboard. 4 in. Convex Lens, giving full range of vision. Adjustable to all angles. Price **5/9** Post 6d.

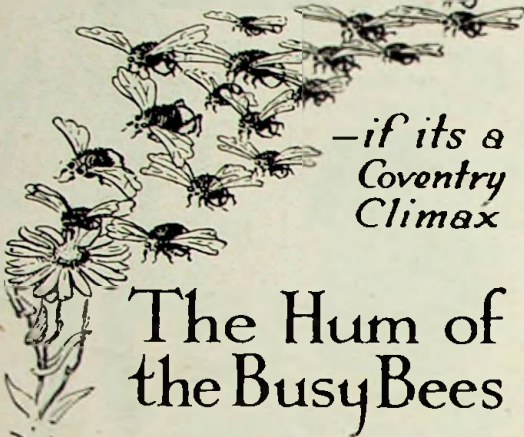
WINDSCREEN WIPERS
Genuine Smith's 'Echo' Electric Horns, well made and nicely finished. 12 volt only. Splendid tone. Good road clearer. A bargain that should be secured NOW. Price **18/9** Post 6d.

BENETFINK & CO., LTD., CHEAPSIDE, LONDON, E.C.2.

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.



There's Music in an Engine



—if its a
Coventry
Climax

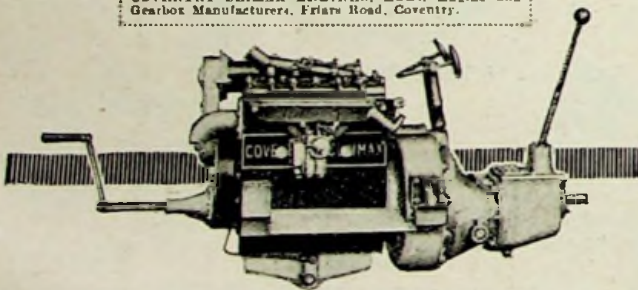
The Hum of the Busy Bees

YOU have heard it on a warm June day, the persistent droning, always musical, never discordant—the hum of busy bees. It has come to mean everything that is tireless, industrious and efficient. Its unvarying note lulls all nature, even human nature, but still the bees go on—their work, even though all others sleep, must never halt.

A Coventry Climax engine possesses that same gentle hum of tireless efficiency and unfailing power which only comes with perfection. The man at the wheel, indeed, might well be lulled by its music—confident in the knowledge that the good work would go on—unbroken—for a Coventry Climax is a perfect engine.

Is YOUR car fitted with a
Coventry Climax Engine?

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



F Type 4-cylinder engine, with 3-speed gearbox unit construction.

Engines for every type of Light Car

COVENTRY CLIMAX ENGINES

H.P.

AE

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

The
12/24 h.p.

Lagonda

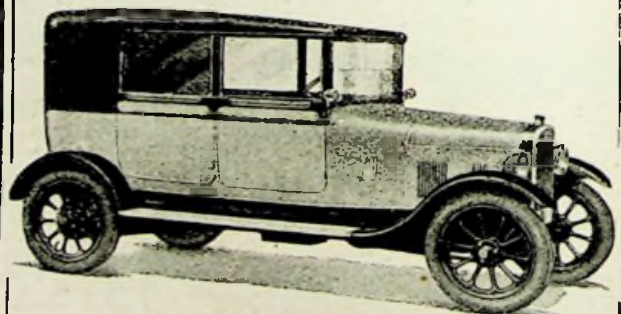
BRITISH BUILT
THROUGHOUT.

He who hesitates—

EXACTLY as they will appear at the Motor Show, the LAGONDA Models can be purchased NOW. Every detail improvement, introduced for 1925 is embodied—and always, there is the LAGONDA quality which for a quarter of a century has won the enthusiasm of discriminating buyers. Hesitate no longer—Buy your all-British LAGONDA to-day. Under existing conditions THERE WILL BE NO REDUCTION IN THE CURRENT PRICES.

MODELS AND PRICES:

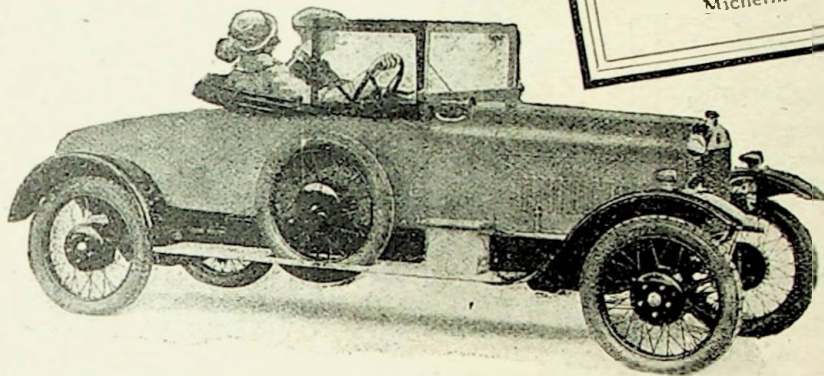
Two-Seater All-Weather Model, with double dickey seat ...	£295
Four-Seater Touring Model ...	£320
Coupe Model, with double dickey seat ...	£330
All-Weather Saloon Model ...	£365



Full particulars from any Motor Agency or—
LAGONDA LIMITED,
195, Hammersmith Road, London, W.6.
Telephones - - Hammersmith 3342-3343.
Head Office and Works - - - STAINES.



A Gear for Every Gradient.



NOTE THE NEW REDUCED PRICES:

- 10.8 h.p. Standard 2-Seater — £200
- 10.8 h.p. Standard 4-Seater — £225
- 10.8 h.p. 2-Seater Coupé — £250
- 10.8 h.p. 4-Seater De Luxe — £255

Synchronised Four-Wheel Brakes, £10 extra.
 Michelin "Comfort" Tyres £7 extra.

Your Local G.W.K. Agent will gladly give you a demonstration run. It will prove a revelation to you. May we put you in touch with him?

The car of a hundred virtues

That perfect, noiseless gear change, remarkable flexibility, pronounced hill climbing capability, and those hundred and one virtues which G.W.K. Owners are privileged to enjoy, are the direct outcome of its unique disc drive system.

Of utmost simplicity in conception, design and practice, a G.W.K. is the easiest car in the world to keep in a condition of maximum efficiency.

The disabled driver's model came as a boon to hundreds of enthusiasts suffering limb disabilities. Full details of this and all other G.W.K. models will be sent on request with pleasure.

G.W.K. Ltd.,

Successors to G.W.K. (1919) Ltd.

Cordwalles Works - - - Maidenhead.

Telephone: MAIDENHEAD 624.

LONDON DISTRIBUTORS: W.G. NICHOLL, Ltd., 50-54, WHITCOMB ST., W.C.2.
 AGENT Capt. Richard Twelvetrees, F. & P. Vandervell, 199, Piccadilly, W.1.

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

NEW
**REDUCED
 PRICES**
 OF
**CLYNO
 CARS**

Balloon Tyres, Improved Coachwork,
 Right-Hand Gear Change,
 Rear Windscreens to all 4-Seaters,
 Fully upholstered sunk dickey seat
 on all 2-Seaters.

	OLD PRICES	NEW PRICES
11 h.p. (TAX £11)		
The 2-Seater	£198	£175
The 4-Seater	£215	£195
The Occasional 4-Seater	£205	£185
The De Luxe 2-Seater	£215	£195
The De Luxe 4-Seater	£225	£210
The Clyno "Royal" 2-Seater	—	£225
The Clyno "Royal" 4-Seater	—	£235
Coupe (2-door)	£315	£285
Saloon (4-door)	—	£345

These prices are effective from 8th September, 1924.

Standard Specification:

11 h.p. 4cyl. water cooled engine, 66 mm. bore, 100 mm. stroke. Electric starting and lighting with five lamps. Three forward speeds and reverse. Single cantilever springs. Non-floating rear axle with differential. Full all-weather equipment and sloping double windscreen. Spare wheel and five Balloon Tyres. Grease gun chassis lubrication.

Standard Equipment:

Clock, speedometer, horn, petrol can and holder, special container of Wakefield oil, dashboard locker, hood envelope and full kit of tools.

Royal Models have in addition:

Electric horn, spring gaiters, petrol and oil gauges, luggage grid, screen wiper, dash lamp, spare wheel cover, leather upholstery.

Four-wheel brakes and 4-speed gear box at extra charge.

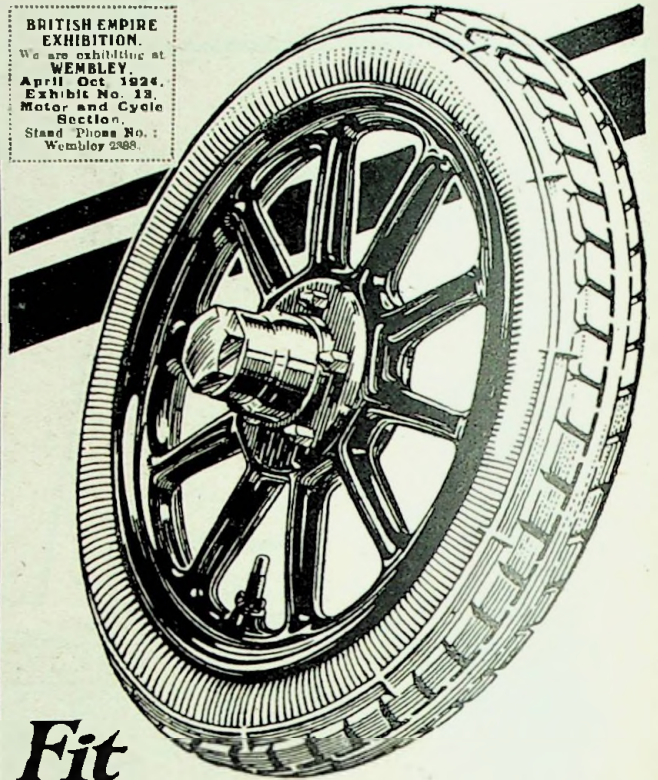
40-45 M.P.G. FUEL

BUY A CLYNO—A British Car of Real Individuality.

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

London and S.E. Counties: Rootes Ltd., 141, New Bond Street, W.1, Staffs., Warwickshire, and Worcestershire: George Heath Ltd., Birmingham. Lancashire and Cheshire: Lookers Ltd., Manchester. Yorkshire: Central Garage Ltd., Town Hall Square, Bradford. Devon, Cornwall and Somerset: Maudes' Motor Mart, Exeter.

BRITISH EMPIRE EXHIBITION.
 We are exhibiting at WEMBLEY, April-Oct. 1924. Exhibit No. 13. Motor and Cycle Section. Stand Place No.: Wembley 2388.



Fit
Sankey Wheels for Strength & Safety

Let your wheels bear the name Sankey and you will always travel in safety and comfort. No strain, no shock can disturb the ample strength of Sankey Wheels . . . a strength which comes from solid steel stampings welded unbreakably together.

Be sure that your car is equipped with Sankey Wheels.

SANKEY wheels

(PATENT ALL-STEEL)

JOSEPH SANKEY & SONS, LTD.,
 Hadley Castle Works, WELLINGTON, Shropshire.

Telephone: Wellington, Shropshire 66. Telegrams: "Sankey, Wellington, Shropshire."

London Office: Mr. R. JENKINS, Ulster Chambers, 168, Regent Street, W.1.

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

49

Stop at that number here
and stop at that number at
OLYMPIA.

Here it is, and there it will be identified with the truest economy in Motoring. Here it is used to announce the fact that "49" is the number of the stand where the most economical car in the world—the

R H O D E

will be exhibited.

And you should note that when we claim that advantage for our product we do not necessarily mean that there is no other car you can buy at a lower figure. There are several, but they are made — we almost said by the million — for the million, and have all the characteristics of the mass production and none of those distinctive features which promote the personal pride of ownership. The Rhode is not of that class — it is not a car which everybody buys — not a car which everybody drives — it is the car for you. It has a record in the classic trials of the last three years unequalled in competition history, and as to economy its purchase price is reasonable to the last degree, it will give you 45/50 m.p.g. (petrol), 2,000 m.p.g. (oil), 12,000 miles to a set of tyres, and in the all-important matter of re-sale price will realize after long and heavy service a far higher figure than any other light car of its class — and these are the essentials of Motoring economy.

Note that number now and come to "49" and see the new models at Olympia

Rhode Motor Co., Tyseley, Birmingham.

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

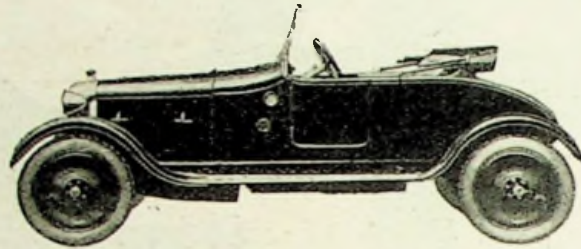
Gordon Watney

and Co. Ltd.

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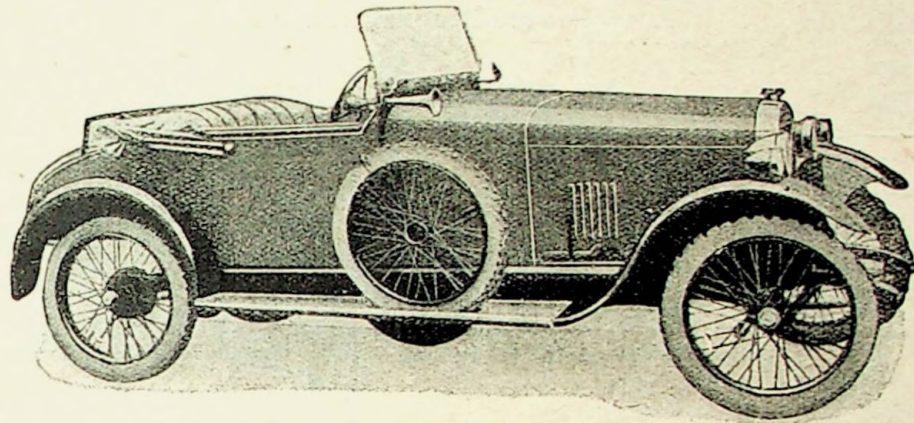
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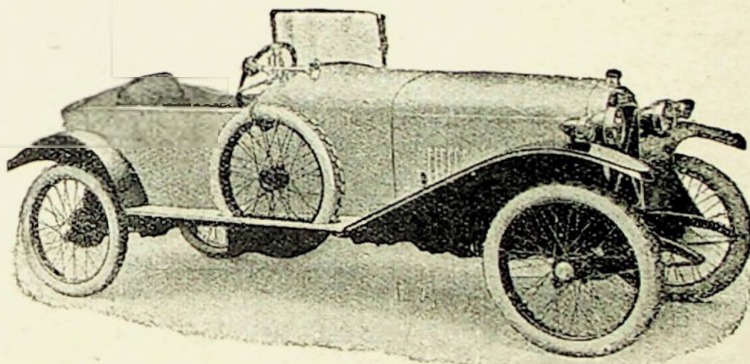
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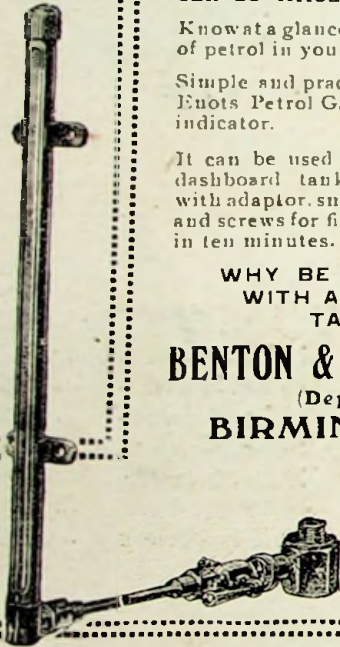
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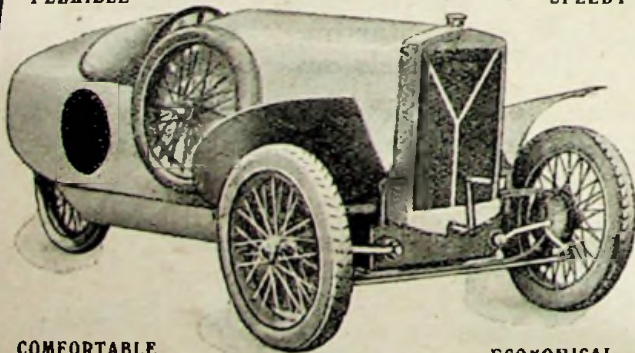
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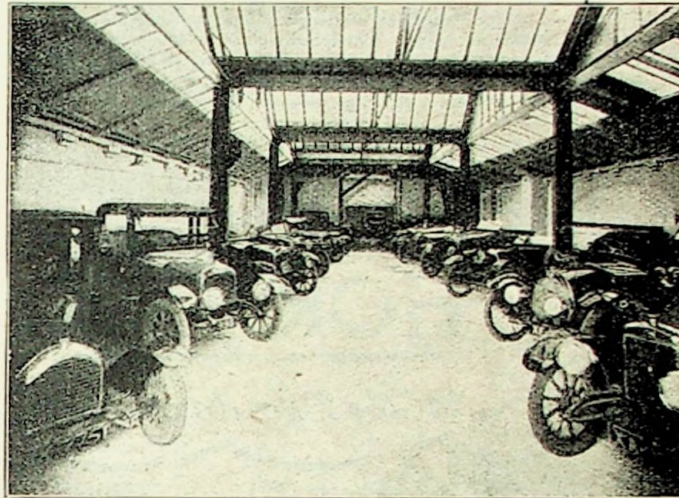
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 A.B.C. 1922, Sports 2-seater as above, only fitted with special dickey, new tyres, and just completely repainted, £9 10s. down and 10 equal payments, or cash, £88; choice also of 2 others.
 A.B.C. 1921, Burlington 2-seater, dicky, 2-door model, dynamo lighting, detachable wheels, spare, tyres as new, side screens, all accessories, taxed December, upholstery, paint perfect, new hood, in exceptionally good condition throughout, very fast, reliable, £9 10s. down and 10 equal payments, or cash, £85.
 A.B.C. 1922, Burlington 2-seater, dicky, absolutely as above only slight better paintwork, £9 10s. down and 10 equal payments, cash, £88; also choice of 3 others.
 A.C. 1916, 2-seater, dicky, 10 h.p., dynamo lighting, detachable wheels, spare, tyres very good, all accessories, upholstery, paint and leather hood perfect, in exceptionally good condition throughout, very quiet, smart car, £9 10s. down and 10 equal payments, or cash, £88.
 BENJAMIN, 1923 24, 8 h.p., 2-seater, delivered December 31st, 1923, dynamo lighting, starter, detachable wire wheels, spare, tyres as new, all accessories, taxed, many extras, side curtains, upholstery, paint and hood unscratched very fast, smart, economical little car, £9 10s. down and 10 equal payments, or cash, £85.
 CALCOTT, 1917, 10 h.p., 2-seater, dicky, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed, leather upholstery, paint and hood very good, very smart, reliable 2-seater, £9 10s. down and 10 equal payments, or cash, £88, choice of one other as above.



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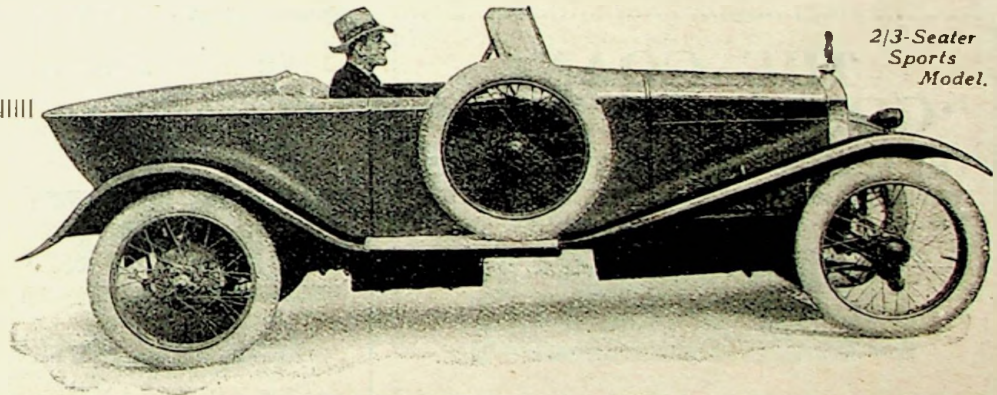
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 MATHIS, 1921, 0 h.p., Occasional Four, dynamo lighting, starter, detachable wire wheels, spare, tyres very good, upholstery, paint and hood perfect, all side curtains, many extras, exceptionally fast, smart and reliable, £8 10s. down and 10 equal payments, or cash, £85.
 SINGER "10," 1919, 2-seater, dicky, dynamo lighting, starter, detachable wheels, spare, tyres almost new, all accessories, taxed December, whole in absolutely first class condition throughout, paint, upholstery and hood unscratched, exceptionally fast, smart car, £7 10s. down and 10 equal payments, or cash, £78.
 SINGER "10," 1919, Coupe, full drop head, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed December, many extras, Bedford cord upholstery, just completely repainted, in exceptionally good condition, very smart, reliable, £7 10s. down and 10 equal payments, or cash, £78.
 La ZERRE, 1922, 8 h.p., 2-seater, sunk dicky, dynamo lighting, starter, detachable wire wheels, spare, tyres very good, all accessories, taxed, upholstery, paint and hood, almost new, four speeds and reverse, in first class condition throughout, very smart, fast, and reliable.
 Many others as above all open to A.A. or R.A.C. inspection willingly.
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EXCHANGES — Your present machine as first payment, if desired.

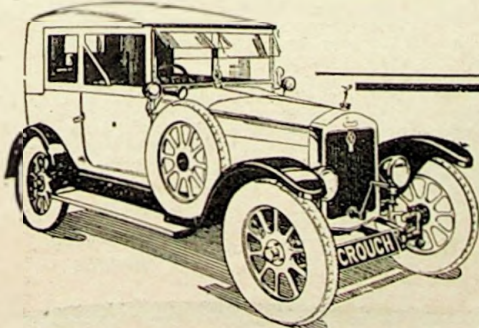
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2/3-Seater Sports Model.

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The National Motor Journal

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TUESDAY

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Features of this week's issue of "The Motor," Sept. 16th.

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It should not be Possible for Tyres to Leave the Rims at any Speed or Under any Conditions. Opinions of Experts. Tyre that Cannot Come Off the Wheel.

HILL-CLIMBING AS AN ART.

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HOW SPARKING PLUGS ARE MADE.

The Romance of the Discovery of a New Insulating Material.

ALMOST HUMAN TOOLS AT OLYMPIA.

Some of the Wonders of the Machine Tool Exhibition.

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A Medium-powered Family Car with a Refined Performance.

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Efficacy of Front-wheel Brakes Proved Descending a Grass Grown Track of 1 in 24.

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THE B.A.R.C. AUTUMN MEETING.

J. G. P. Thomas (Leyland) Wins at Over Two Miles a Minute.

A REMARKABLE GERMAN STREAMLINED LIMOUSINE.

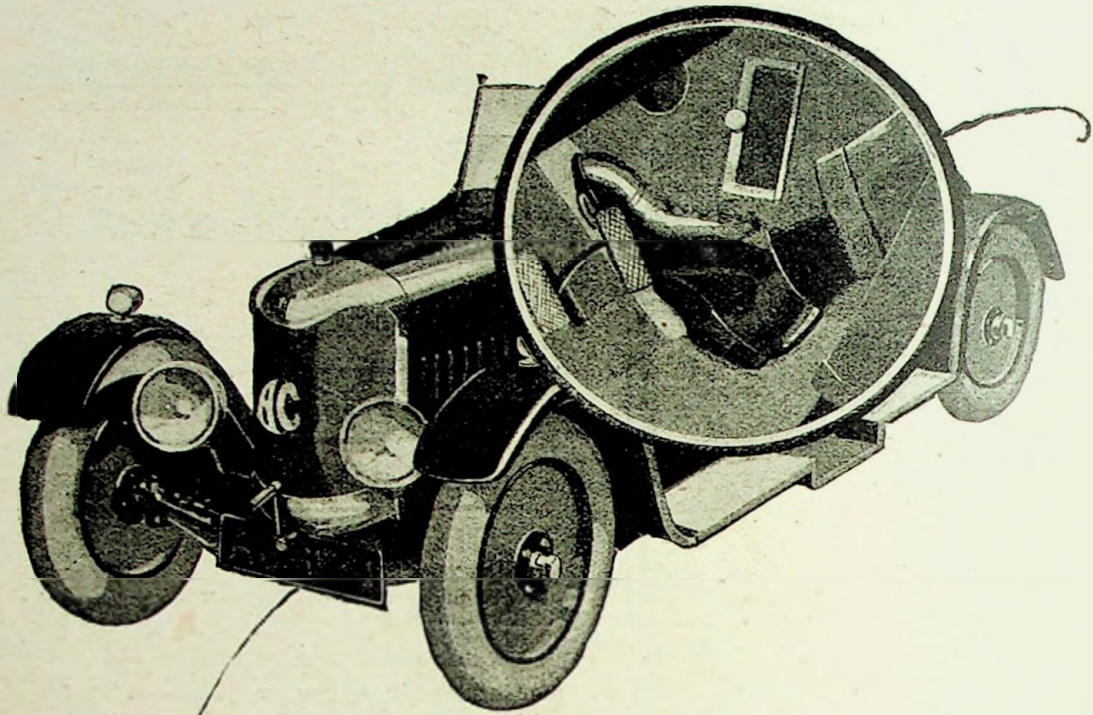
Features of "The Motor," September 23rd.

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The long sweep of undulating main road—not another car within miles. “Put your foot down” on that fascinating little accelerator pedal and feel the Amazing A-C leap forward like a greyhound.

That steep climb up which you laboriously toiled in another car—“put your foot down” and soar like an eagle to the summit.

Traffic?—That tight corner that means accelerate or be trapped. “Put your foot down” and slip through the narrowing gap with ease.

When you're choosing your next car, “put your foot down” in another sense—make sure it is an Amazing A-C.

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12 h.p. 4-cyl. from £275



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**THE FAVOURITES
FOR THE "200."**

During practice the three Darracqs shown above have been lapping at over 100 m.p.h., and they are freely quoted as leading favourites for to-morrow's race. K. Lee Guinness, with folded arms, in the centre of the picture, and H. G. D. Segrave, wearing goggles, on right, are two of the drivers—G. Duller, not in the photograph, being the third.

NOTES, NEWS AND GOSSIP OF THE WEEK

End of Summer Time.

Readers are reminded that Summer Time comes to an end this week-end. Clocks should be put back one hour before retiring on Saturday (to-morrow) night.

Austin Sevens at Brooklands.

Austin Sevens secured 1st, 2nd and 3rd places in one of the races at Brooklands on Saturday last. Two of the cars—England's and Waites'—were 200-Mile racers, and undoubtedly they will be popular favourites on Saturday.

This Week.

A comprehensive guide to the 200-Mile Race, which takes place to-morrow at Brooklands, is a special feature of this issue. The guide, which has been prepared with the definite object of forming an invaluable accessory during the race itself, includes a tabulated list of cars and drivers, a lap speed table and a lap speed diagram. By means of either of the last two named the approximate speeds of any car can be ascertained in a moment. Take this issue of *The Light Car and Cyclecar* with you if you intend to watch the race.

No. 617. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, Sept. 20th, 1924.

London ... 7.32	Edinburgh ... 7.46
Newcastle ... 7.39	Liverpool ... 7.45
Birmingham ... 7.39	Bristol ... 7.42
Dublin ... 7.58	

The above are the lighting-up times for rear lamps in England, Wales and Scotland.

Moon—Last quarter, September 21st.

Petrol at Pre-war Prices.

A surprise was sprung on the motoring public on Tuesday last in the shape of a further price reduction of 1d. per gallon of fuel, the reduction, however, only applying in London and certain adjacent districts. No. 1 petrol in those areas is now 1s. 6½d. per gallon, which is slightly cheaper than was the ruling price in 1914. The "London Zone" seems to have no definite boundary line; in fact, it is said to extend east to the Kent Coast, so far as Hertford in a northerly direction, and about the same distance west and south.

Nearing the Price Ideal.

The two-seater Jowett can now be purchased complete for £150. This is getting nearer to the £100 mark, and the car certainly represents wonderful value for money.

The Paris Salon.

The French Motor Exhibition, which is held at the Paris Salon, opens on October 2nd, and closes on October 14th, i.e., two days before the Olympia Show opens. There will be no fewer than 963 exhibitors, and as usual a number of British firms will be represented.

Next Week.

Every car competing in the 200-Mile Race comes within the light car definition, that is, a maximum engine capacity of 1,500 c.c. It would be more correct, therefore, to term the event the Light Car 200-Mile Race. *The Light Car and Cyclecar* caters exclusively for 1,500 c.c. machines and under, and we therefore take a far greater interest in the race than any other motor journal. This interest will be reflected in our detail report in next week's special 200-Mile Race number. Make sure of your copy by ordering it without delay.

The Motor Show.

At a conservative estimate no fewer than 50 individual makes of light car will be exhibited at the Motor Exhibition. These will include many new models.

Special Show Numbers.

As usual, three special issues of *The Light Car and Cyclecar* will be published in connection with the forthcoming Olympia Show, which opens on October 17th and closes on the 25th. The first Show Number will appear on Friday, October 10th, which is exactly a week before the Show opens, and the second and third Show Numbers will follow on October 17th and October 24th. Further details of these special issues will be published later.

Prices of Rover Nine.

The open touring edition of the o.h.v. Rover Nine will be available for 1925 in two models, the de luxe type, which we described last week, being priced at £205, and the standard type costing £185. The latter is equipped with the same double windscreen, balloon tyres, hood, steering wheel and dash as the de luxe model, but is fitted with a three-lamp set in place of the five-lamp set. A spare wheel and tyre are provided, the body being finished in olive and the upholstery in black antique leather cloth, thus making a very pleasant combination.

Betting for the "200."

No list of betting prices is being issued this year in connection with the 200-Mile Race by "Long Tom," who,

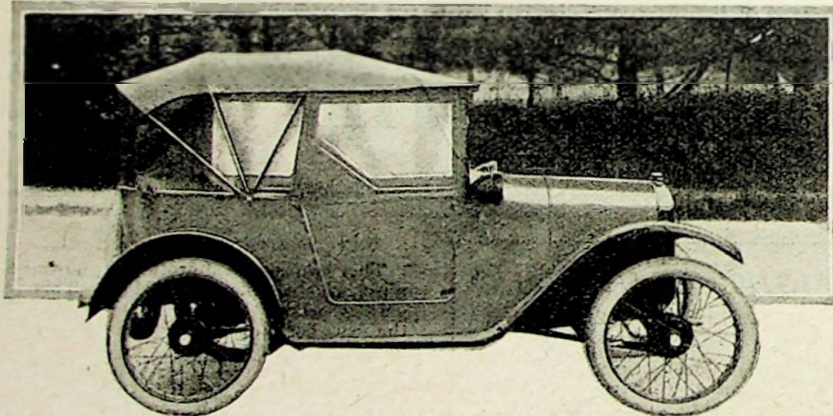


MOTOR TERMS TRAVESTIED. No. 30.—Query: What is the Term?

We offer a prize of ONE GUINEA for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday next. Only postcards will be considered. (The solution to last week's picture is in "Around the Trade.")

A.C. Wembley Exhibits.

The A.C. Co. has again availed itself of its privilege to alter the A.C. car exhibits at Wembley. During September the four-cylinder model will be represented by a 12 h.p. Royal long wheelbase four-seater, finished in dark blue, at £399. This exhibit will be for sale when it comes off the stand, presumably at the end of the month.



THE LATEST AUSTIN. Many improvements are incorporated in Austins for 1925. See description elsewhere in this issue.

however, informs us that much betting has taken place in response to definite inquiries, the position being that Segrave and Guinness are equal favourites in the 1,500 c.c. class, with Coe, Harvey and Joyce well supported. With regard to the 1,100 c.c. class, Count Zborowski is favourite, with Wilson-Jones and Hawkes close in attendance; and in the 750 c.c. class Gordon England is a pronounced favourite, with Waito second favourite. Many people have named the following cars in a treble:—Darracq, Salmson, Austin, and have got even money about it. Another treble that has been in demand is Guinness or Segrave coupled with Zborowski and England. Duller will probably be well backed.

B12

Common Sense at Halifax.

The proposal to fix a speed limit for all vehicles passing through the centre of Halifax was put to the vote and defeated at a recent meeting of the town council.

Protective Tariffs in Austria.

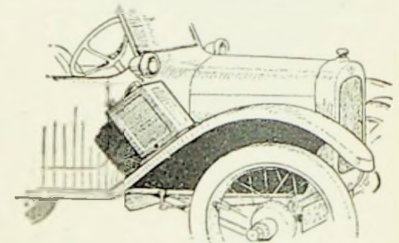
The Austrian National Assembly have just accepted the new protective tariffs which, on automobiles, mean something like 50 per cent. ad valorem. British-made cars, however, are to enjoy a small reduction owing to commercial treaties previously concluded.

A No-trouble Run.

The Royal Automobile Club has now issued a certificate in connection with the performance of an A.C. light car which ran from London to Edinburgh and back, no work whatever being done on the car other than the usual operations necessary for replenishments. The total distance covered was nearly 833.9 miles.

Cheaper than Rail.

The owner of an Austin Seven, living at Swindon, took his wife and two children to the Devonshire coast and back, a distance of 320 miles. His expenditure on petrol (42 miles per gallon) and oil amounted to 12s. 6d. Had the party travelled third class by rail the fares would have been £5 8s. 3d.



One way of carrying a spare tin of petrol on an Austin Seven. It is NOT a standard fitting for 1925.

Our Front Cover.

Particular interest is lent to our front cover this week on account of so many prominent drivers figuring in the picture. J. G. P. Thomas, wearing his inimitable pullover, is leaning on the bonnet, H. O. D. Segrave is sitting in the car talking to K. Lee Guinness, while George Duller, who, incidentally, owns a Thomas Special of his own, has his back to the camera. The other goggled figures in the group are the French mechanics who have been tuning up the Darracq cars.

Lagonda 1925 Programme.

No noteworthy alterations to specifications nor substantial changes in prices are announced by the Lagonda Co. A reduction has been made, however, in the price of the all-weather saloon model, which is now £365. The coupe, with double dickey, costs £330, the 4.5-seater £320, and the two-seater, with double dickey, £295. Both the 4.5-seater and the two-seater are more roomy than they were last year, and the all-weather equipment has been still further improved. Front-wheel brakes can be supplied for all models at an extra charge of £20, if ordered with the car. The front-wheel-brake models have a specially constructed front axle.

Cheap Motor Fuel.

Guaranteed No. 1 motor fuel can now be obtained for 1s. 3d. per gallon at certain depots. Although "unbranded," it is said to give excellent results in all types of small car engine.

NEXT WEEK'S SPECIAL ISSUE.

A Souvenir of the 200-Mile Race in special coloured cover. Each of the three races separately described and illustrated. In addition, all the usual features at the usual price on the usual day.

ORDER YOUR COPY.

1925 Models.

Details of no fewer than eight new models are given in this issue.

New Traffic Mirror.

At the junction of Creffield Road and Ealing Common, a well known danger-spot, a traffic mirror has lately been erected.

South Coast Road Widening.

A scheme is on foot to widen the main road between Eastbourne and Seaford, which is very narrow and dangerous in places. Widening operations are to be carried out over a distance of two miles.

For Careless Walking.

When will the motorist arise who is sufficiently indignant to prosecute a pedestrian for walking to the common danger? Careless pedestrians are a frequent source of street accidents, but the motorist nearly always gets the blame.

Punishment to Fit Crime.

There is a Gilbertian touch about the methods adopted by certain American judges in suitably punishing offenders against motoring regulations. At Los Angeles, for example, an 18-year-old offender charged with exceeding the speed limit was sentenced to read every newspaper in the city each day for six months and re-write the traffic accident stories in them in his own handwriting. This seems surprisingly like "hard labour," and it would be interesting to know whether the youth completes his sentence.

Motoring in Holland.

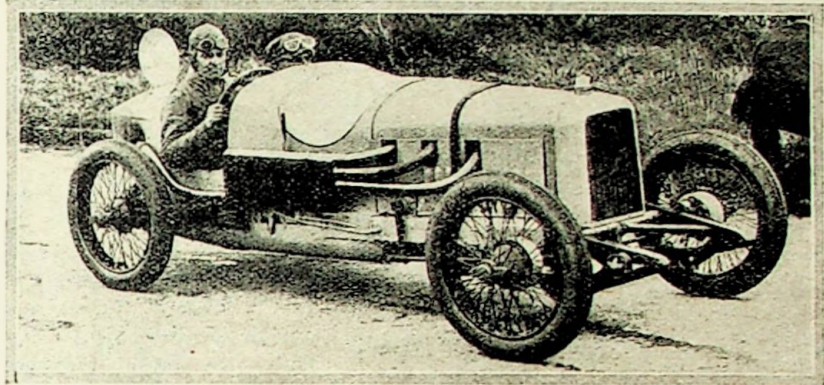
The secretary of the R.A.C. has received a letter from the Dutch Automobile Club stating that the Dutch Ministry of Finance is again drawing attention to the fact that Customs officials on the frontiers are entrusted with supervision of international circulation, automobiles, motorcycles and other vehicles. They are also furnished with a national flag—red, white and blue, on the white part of which is the word "Douane." Drivers of all vehicles must stop at once when this flag is displayed, so that the Customs can do what is necessary. If drivers fail to stop they make themselves liable to a fine. The officials are empowered to use arms to compel people to stop.

Let Us Spray.

A weird and wonderful machine is making its appearance on certain main roads in the country. It is the latest development of the mobile sprayer, and with its assistance experiments are being carried out with the ultimate object of reducing the danger of slippery roads. Let us pray that its object will be achieved.

Found, a Cushion.

A cushion that was dropped from a car on the Epsom to Guildford road on Tuesday, September 2nd, was picked up by Mr. H. M. Ashwell, 390, Lower Addiscombe Road, Croydon, Surrey who will be pleased to return it to the owner upon receipt of a correct description and other details confirming the right of ownership.



A RACING ALVIS. ——— A promising car for to-morrow's great race, one of the three Alvis racers which will be driven by B. Halford who is seen at the wheel.

Hour Record.

Will the hour record be beaten during the 200-Mile Race? At present it stands to the credit of the A.C. driven by J. A. Joyce, who succeeded in covering over 100 miles in 60 mins., and thus became the holder of *The Light Car and Cyclecar Challenge Cup*. It is interesting to note that this record has now stood for two years. It ranks as one of the most remarkable small car achievements.

Tyre Pressures.

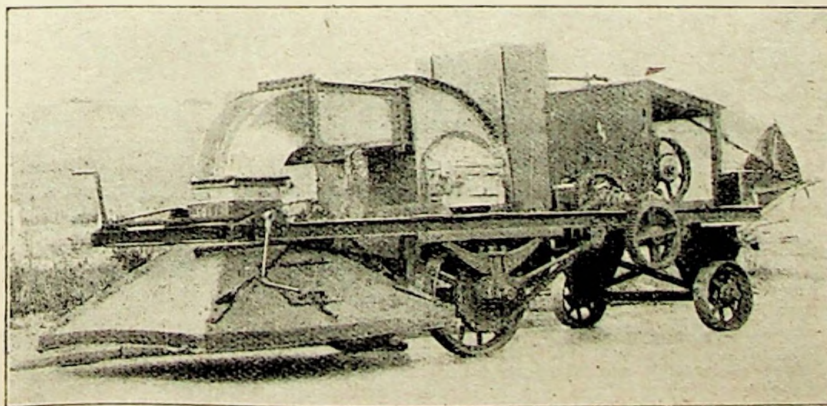
The Dunlop Rubber Co. announces that many motorists are to-day sacrificing much of the life of normal-pressure tyres by running them at pressures which are feasible only with tyres of the balloon type, which are specifically designed to be run soft. The company remarks that "you cannot run half-inflated tyres a mile without risk of damaging them any more than you can trust a half-strength spring not to break under load."

The Warning by Night.

The apices of many road-warning triangles in Warwickshire are now equipped with small red reflectors, so that at night the triangular sign is reproduced in outline by reflected light. The scheme is a development of an idea which was first tried in Coventry over a decade ago.

Staff Vacancy.

An opening exists on the editorial staff of *The Light Car and Cyclecar* for a junior sub-editor, essentially with previous experience of the production of a weekly or monthly journal. Although of a temporary nature in the first place, there is a possibility that the position may be permanent. Application should be made to the General Manager, Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.1.



NOT A "200" ENTRY. ——— The spraying machine with which experiments are being carried out on certain sections of slippery road.

AGAIN A SINGLE INSERTION FINDS A BUYER FOR A SECOND-HAND CAR.

"I have sold my Rover 8 at the price advertised and shall therefore be obliged if you will not put in two more insertions of the advert in *The Light Car and Cyclecar*," as previously instructed"

G. L. D Ponnor.

There is no speedier means of selling YOUR second hand car than through "The Light Car and Cyclecar."

(See particulars of Special Scheme in Small Advertisement Section.)

CLUB EVENTS AND TRIALS RESULTS.

Hill-climb Abandoned.

Owing to the lack of entries, the hill-climb arranged by the Kent and Sussex Automobile Club, which was to have taken place on Saturday last, was abandoned.

French Hill-climb Revived.

The Cote de Donon (Alsace) hill-climb which, prior to the war, was considered one of the classical hill climbs of France, is this year being revived, and will take place on Sunday, September 21st.

Forthcoming Events.

Some important fixtures will conclude this year's competition season. The list includes the (French) Circuit des Routes Pavées (Sept. 21st), the Wallington M.C. Brooklands Meeting (Sept. 27th), the Bradford and Huddersfield M.C. hill-climb at Holme Moss (Sept. 27th), the M.C.C. one day sporting trial (Sept. 27th) and the Gaillon climb (Sept. 28th).

Race Meeting at Brooklands.

The Wallington Motor Club will hold its annual race meeting at Brooklands on Saturday, September 27th, the first race being timed for 1.30 p.m. There will be events for motorcycles and cars, the limit of 1,500 c.c. having been adopted for the light car events. "Black and White," the monthly journal of the Wallington Club, continues to be bright and breezy and forms a useful guide to the club's activities.

LAGONDA WINS BALLARD'S CUP.

HELD over a severe course along the highways and by-ways of Surrey, last Saturday's trial for the Ballard's Cup, promoted by the Surbiton Motor Club, proved to be a very exacting test for man and machine. Nine cars were entered among a total number of 31, and the premier award was won by W. H. Oates in a 12 h.p. Lagonda saloon.

Starting from Gomshall at 2.30 p.m., the first hill—Cold Kitchen—was reached after a run of just over one mile, and this, although a stiff proposition, was climbed by all the light cars without much difficulty, good ascents being made by T. Saltmarsh (7 h.p. Austin Sports), who carried one passenger, and H. Dawson (8 h.p. G.N.), S. D. Marr (11.9 h.p. Palladium) came up so fast that his near-side rear wing was struck by the Parsons chain, which caused an enormous hole to appear in the former.

A two-mile run over a boggy track on Netley Common imposed severe strain on the springing, but thence onwards for some distance the route was over hard roads through Ranmore Common, Dorking, Cold Harbour and up Naughty Willy Hill—quite an easy pro-

Light Car Records.

It is now confirmed that the 1,500 c.c. A.C. racer, with J. A. Joyce driving, beat the half mile record, the kilom. and the mile, all from the standing start, at Brooklands.

The old and the new figures are given below in average m.p.h.:

	Half-mile.	Kilom.	Mile
Old records	62.76	66.54	74.12
New records	66.69	69.92	77.19

Horstman Success.

Capt. Trubie Moore made the fastest run of the day and gained two first places with his 11.9 h.p. Horstman super-sports at York Speed Trials, covering the third of a mile course from a standing start in 22½ secs.

Irish Grand Prix.

The Ulster Division of the Motor Trade Association is making arrangements for the holding of what is promised to be the biggest motorcar race ever held in Ireland. The provisional date is Saturday, October 4th, and the course will be that over which the Motorcycle Grand Prix was run on September 6th. The Ulster Division of the M.T.A., however, shows a rather surprising lack of enterprise in fixing the cubic capacities for the three classes, which are as follow:— Ordinary touring models up to 1,200 c.c.; ordinary touring models up to 1,700 c.c.; and standard sports and touring models up to 2,200 c.c.

The Shell Cup.

The Sutton Coldfield and North Birmingham Automobile Club's autumn reliability trial will take place on Saturday, October 4th, the start being from the King's Head Hotel, Bearwood. The principal awards for cars are the Shell Cup and the Carless Cup.

Arnolds Hill-climb.

At the Arnolds hill-climb, organized by the Pembrokeshire County Light Car Club, D. M. K. Marendaz, driving a sports Marseal, was successful in obtaining first places in the 1,500 c.c. class and unlimited class.

Scottish Events.

The following provisional fixture list should be of interest to Scottish readers: Sept. 20th, Scottish Western M.C. open hill-climb; Sept. 20th, Dundee and District M.C. acceleration test; Sept. 20th, Larkhall and District M.C.C. closing run; Sept. 20th, Falkirk and District M.C. half-day trial; Sept. 24th, Ayr M.C.C. non-stop trial; Sept. 27th, Ayr M.C.C. open speed contest.

Wallasey Results.

The following are the car results of the Wallasey (Sand) Speed Trials, promoted by the Liverpool Motor Club on Saturday last:—1,100 c.c.: E. P. Paxman (Frazer-Nash), walk-over.

1,500 c.c.: (1) G. S. Boston (Horstman), (2) V. G. Wallsgrave (Riley), (3) E. P. Paxman (Frazer-Nash).

2,000 c.c.: (1) G. S. Boston (Horstman), (2) V. G. Wallsgrave (Riley), (3) E. P. Paxman (Frazer-Nash).

Unlimited Capacity: (1) G. S. Boston (Horstman), (2) E. L. Boston (Vauxhall), (3) V. G. Wallsgrave (Riley).



ALL TOGETHER! — The fate that befell the majority of the competitors on Leith Hill. The car is a 9 h.p. Salmson.

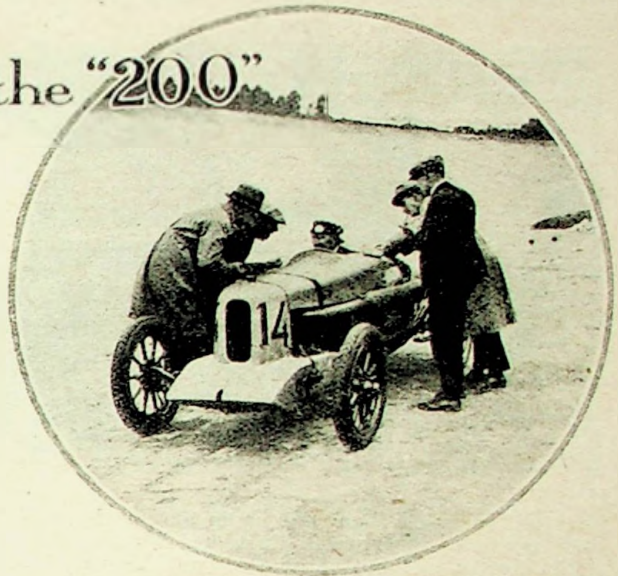
position for the cars on this occasion. Leith Hill—the stony, precipitous ascent to the tower—not the easy slope usually thus referred to—was, however, extraordinarily difficult, and only two drivers got up unassisted, these being Oates (Lagonda) and Macdonald (Calthorpe). Of the others who had survived so far, V. W. Derrington (9 h.p. Salmson) experienced clutch slip, S. Watson (10.5 h.p. Surrey) and S. D.

Marr (11.9 h.p. Palladium) simply stopped, while T. Saltmarsh (7 h.p. Austin) rolled a tyre completely off the rim.

The trial finished at Ripley, where the competitors and officials sat down to tea at the Anchor Hotel. W. H. Oates had a total time error of 6 secs., the runner-up being C. T. Ashby (4½ h.p. Montgomery motorcycle), with a time error of 10 secs.

PRACTISING for the "200"

HOW SOME OF THE CARS HAVE PERFORMED THIS WEEK. LAP SPEEDS OF OVER 100 M.P.H. NOT UNCOMMON. LATEST DETAILS OF ALL THE CARS AND PARTICULARS OF WITHDRAWALS.



Busy scenes have been witnessed during the practising this week. Gillow is seen at work on his Aston-Martin.

At the time of going to press the favourites for the three 200-Mile Races remain the same as last week. Segrave and Lee Guinness are equally fancied as winners of the 1,500 c.c. class, with Joyce next, followed by the Bugattis and the Alvis cars. Salmons are strong favourites for the 1,100 c.c. class, and Gordon England's Austin is believed to be the most probable winner for the 750 c.c. class. The second favourite to Gordon England is Waite's Austin.

The Darracqs, during the past week, have been practising fairly consistently, and it has been found that they can lap at about 106 m.p.h., with larger wheels than those with which they are fitted when they first arrived.

A Veteran Bugatti.

The car Duller will drive has been lapping with larger wheels at the rear than at the front with a view to increasing the gear ratio, but, after experimenting with different sizes of wheels on their cars, Lee Guinness and Segrave have stripped down their rear axles, with a view, it is understood, to altering the gear ratio by fitting a smaller crown wheel or larger pinion.

The Bugattis started practising in earnest early this week, O'Day's entrants being in a more advanced state than the car Cushman will drive. This car had its engine almost completely stripped so late as last Tuesday. It is the same car which Cushman used in the 200-Mile Race last year, and it has figured in a number of speed events this season.

The cars which O'Day has entered, and which are being driven by L. Montant, G. Blackstock and R. C. Gallop, bear close resemblance to Cushman's familiar yellow racer.

Joyce's A.C. has not been seen on the track very much this week, but the car has been ready for a fortnight. It holds the track remarkably well, and its maximum speed is believed to be about 103 m.p.h.

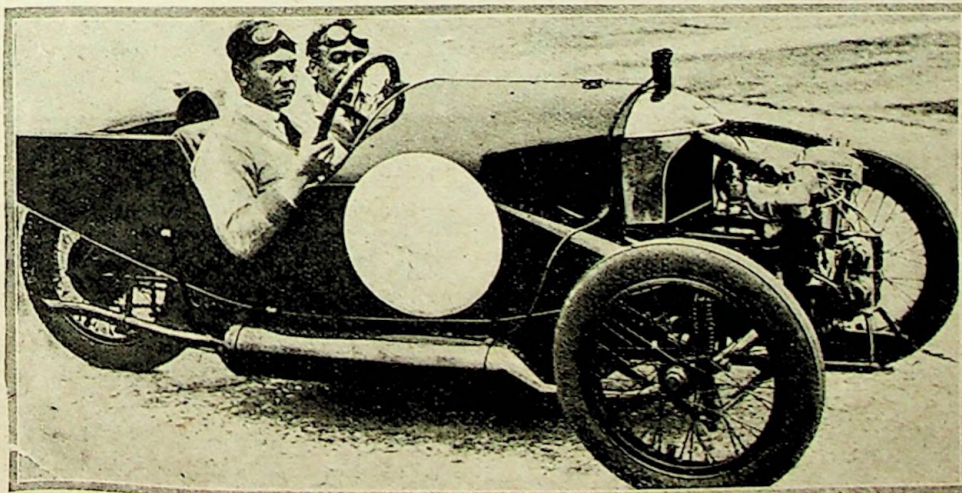
The Alvis cars are noteworthy, particularly on account of their exhaust noise, for, although the regulation Brooklands silencer is fitted, quite a lively exhaust note is emitted. With their short wheel-base, and very compact design, the Alvis cars look impressive on the track, but have not so far revealed their maximum speed capabilities.

The Thomas Special is likely to remain a dark horse up to the start of the race, for it has not been seen often on the track of late. It would not be surprising if this car is found to have gained several m.p.h. since it raced with some distinction at the August meeting.

The Supercharged Horstman.

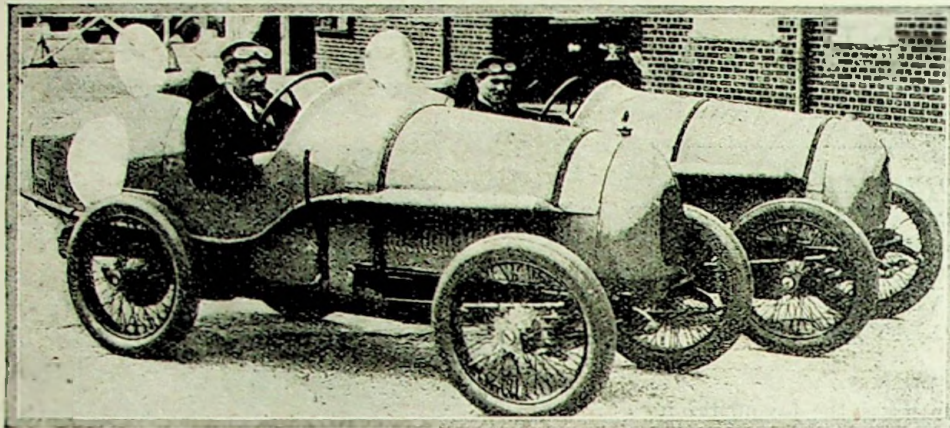
The Horstmans, and particularly C. G. Coe's car, with its supercharged British-Anzani engine, are considered to have a very good chance. Coe's engine is understood to develop about 87 b.h.p., and should be able to lap at about 100 m.p.h.

The Warwicks have been practising assiduously throughout the week, but, like the Aston-Martins,



ONE OF THE THREE-WHEELERS.

The Morgan racers are very attractive little cars, very similar in appearance to the standard Aero type. Norris is shown at the wheel of his car in this photograph.



TWO OF THE BUGATTIS.

L. Montant (nearest camera), and G. Blackstack, who are driving two of the three Bugattis entered by J. O'Day. The cars are similar to last year's entries.

have not revealed their maximum paces. Very bad luck has been experienced by Lionel Martin, whose Aston-Martin will not be able to run. The car was being towed to the works from the bodybuilders when it overran the tow rope and collided with the car which was towing it. The racer was so badly damaged that it will not be possible to get it ready in time for the race. H. S. Eaton has very sportingly offered to drive his standard three-seater Aston-Martin in its place, however, and this will probably run.

We have not seen Katon's Marseal on the track, and B. S. Marshall's Bugatti has been another absentee during the early days of this week.

In the 1,100 c.c. class it is probable that Zborowski will be the favourite among the three Salmson drivers. Douglas Hawkes, who used to drive the renowned "Land Crab" Morgan, is another Salmson driver, O. Wilson Jones handling the third. The Salmsons which arrived at the track early this week have tubular front axles, and brakes on all four wheels. They have very carefully streamlined bodies, the under part being also enclosed with the exception of the base of the sump, which protrudes through the undershield to assist the oil in keeping cool. The base of the sump, however, is not ribbed. Separate overhead camshafts are employed for the exhaust and inlet valves, there being two valves in each cylinder, and also two sparking plugs. These are accommodated side by side in the centre of the cylinder head between the valves, a dome-shaped head being necessary to provide the required room.

The Salmsons are said to be very light, seven and a half-hundredweight being stated to be close to the actual figure. This is very remarkable considering the completeness of the specification, but one has not to look long at the cars to notice that the last ounce of weight has been saved wherever possible. As a case in point, aeroplane elastic is used in place of shock absorbers to check the rebound of the half-elliptic front springing. All the springs of the Salmsons are tightly whipped with strong twine, this precaution against possible breakage having been taken on many of the other cars in the race.

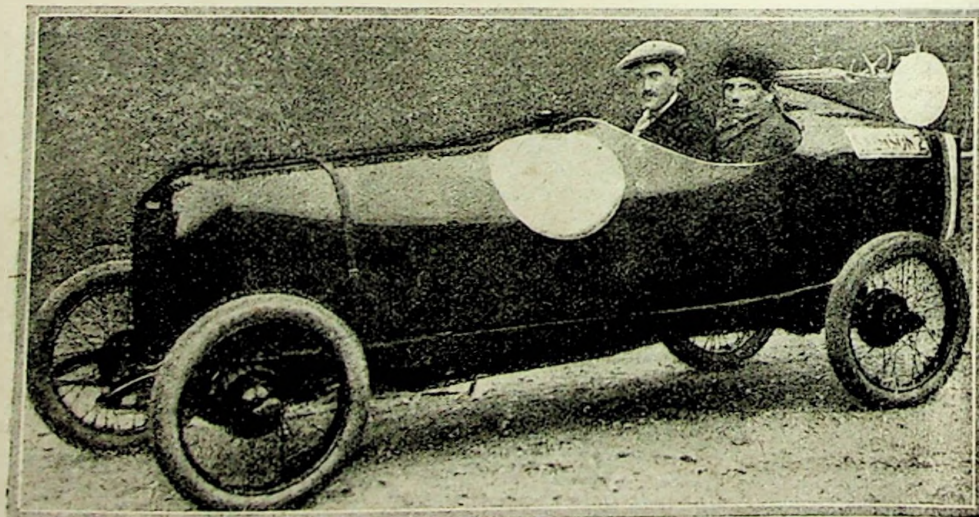
The Morgan speeds should, this year, be considerably higher than last year. The cars have been practising, and although lap times have not been taken, it may be assumed that a good 90 m.p.h. is obtainable. On the banking the Morgans get very close to the top, which would, of course, be impossible unless their speed was very high.

The Frazer-Nash, which Ringwood will drive, has a 90-degree two-cylinder engine of the conventional G.N. racing type, but it is said to be "hotter" than previous 200-Mile racers.

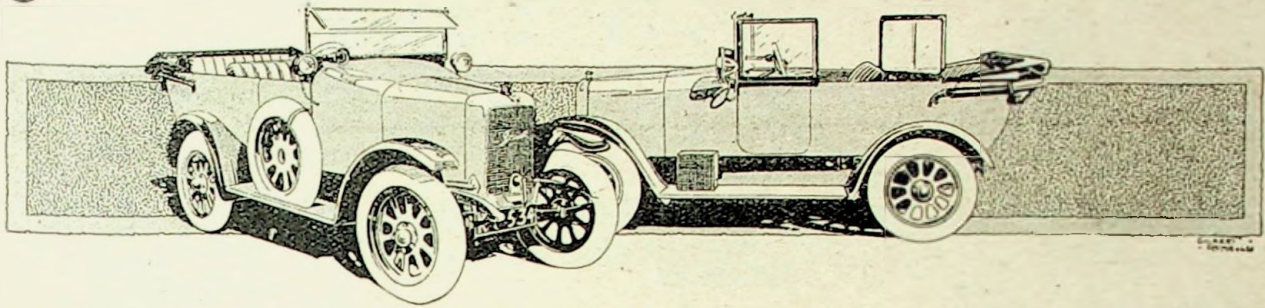
The Vagova, which has created so much interest, had not left Paris last Tuesday, and even if it arrives at the track in time for a day's practising, it is not considered to stand a good chance against the Austins, some of which have been ready for a considerable time, while the two favourites, Gordon England's and Waite's, were actually racing in the autumn meeting at Brooklands last Saturday.

CHITTY'S PILOT IN A SALMSON.

Count Zborowski, who won fame at the wheel of Chitty-Bang-Bang, is shown in this photograph in the Salmson which he is driving in the 200-Mile Race. The Salmsons are considered to be likely winners of their class.



A New Jowett Chummy Model



A NEW Chummy model has been added to the Jowett range, and at £180 forms quite an attractive proposition. The chief feature of the new model is the ample accommodation in the rear seat which, in spite of the provision of armrests, is 33 ins. in width. Thus two adults may be carried for short distances or two children may undertake long journeys in comfort. The Jowett Chummy is an attractive-looking car, which might, at first sight, be mistaken for a small four-seater, the extra length of the body relieving the rather stumpy appearance of the two-seater.

Access to the rear seat is obtained through the squal of the front seat, which hinges like a gate, while the four side curtains, which are mounted on the body independently of the hood, can, if not required, be stored in a locker behind the rear squal.

A feature of the side curtains is that the two rear ones may be removed and reset in a position which enables them to act as a "V" windscreen for the rear passengers, while tool-kit and spare tins of petrol and oil can be carried in a capacious locker under the rear seat.

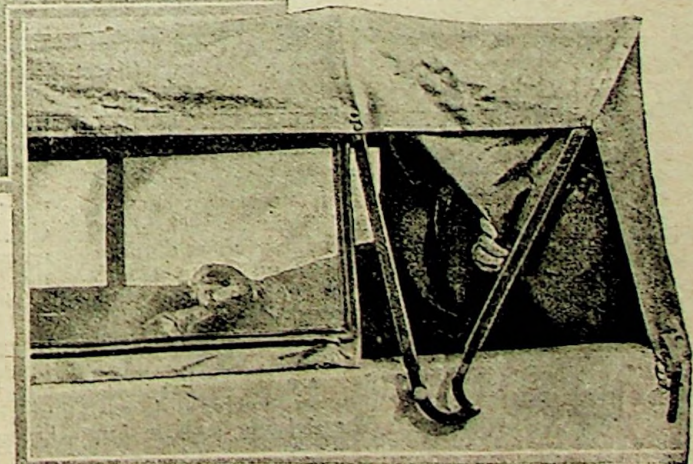
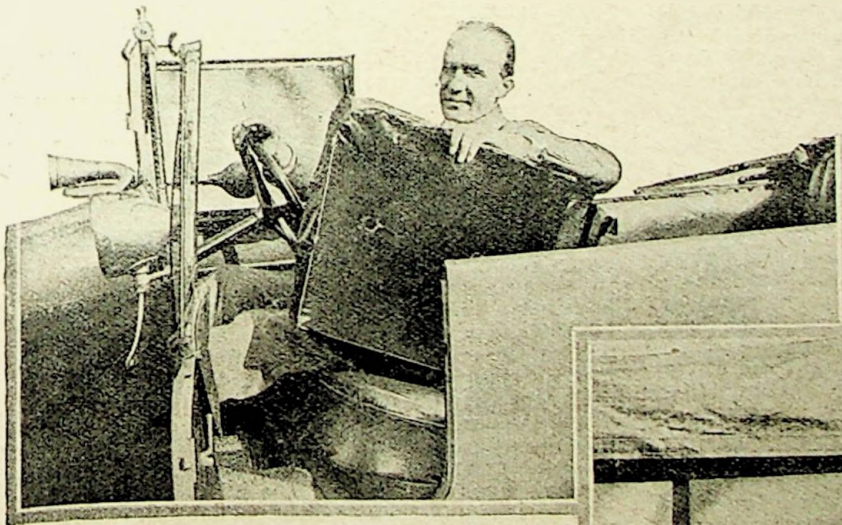
AMPLE ACCOMMODATION AND SOUND CONSTRUCTION ARE FEATURES OF THIS NEW MODEL.

Ample leg room in the front seats, always a feature of the Jowett, is retained, while the weather protection is completed, when the one-man hood is up, by fabric panels at the rear. These rear curtains may be strapped to the underside of the hood when they are not required.

The outstanding features of the Jowett chassis are the powerful flat twin engine, its ground clearance of 13 ins. everywhere except under the back axle, where the clearance is 8½ ins., a point which enables the car to be driven through running water 20 ins. deep, and extraordinarily easy starting.

Owing to the use of battery ignition the engine may be started however slowly the starting handle is rotated, a feature which we were able to verify for ourselves.

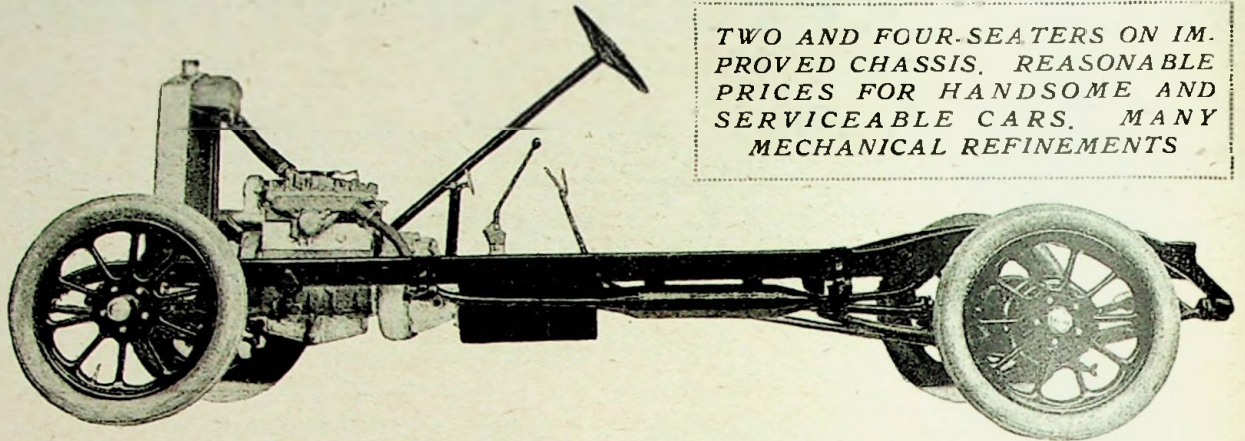
The equipment of the Jowett Chummy includes leather upholstery and Dunlop 650 mm. by 65 mm. tyres, while Dunlop Bailoon tyres are an extra, as before. On a short demonstration run, a hill with a gradient rather steeper than that of Bwlch-y-Groes, the famous Welsh test hill, was successfully ascended, and we noticed that when seated in the car it was practically impossible to tell that the engine was not a 4-cylinder. The maker's address is Jowett Cars, Ltd., Idle, Bradford.



DETAILS THAT COUNT.

Access to the rear seats is gained easily by lifting the nearside front seat. The rear portion of the side curtains may be opened for ventilation and the celluloid panels may be arranged as a rear screen.

THE NEW BAYLISS-THOMAS MODELS.



TWO AND FOUR-SEATERS ON IMPROVED CHASSIS. REASONABLE PRICES FOR HANDSOME AND SERVICEABLE CARS. MANY MECHANICAL REFINEMENTS

THE new 11-22 h.p. Bayliss-Thomas car is a very greatly improved model. Its appearance is smart and dignified and there is considerably more than the usual amount of room both on the two and four-seater models, each of which, complete with Lucas starter and full equipment, sells at £259.

The improved appearance of the car is due to the taller radiator, the lower running boards and body and the increase in wheelbase and track to 9 ft. and 4 ft. respectively. The doors, of which there are two, on the near side of the four-seater, allow easy access to the seats, and there is plenty of leg room on both models. The pedals and levers in the driving compartment are conveniently located, the former being well spaced out and of useful dimensions. The details of the all-weather equipment have been carefully considered, the joint between the independent side curtains and the hood being thoroughly draught and waterproof and an extra flap being provided between the windscreen and the leading edge of the front side curtains to secure the same objects.

It will be noted from the illustrations that the side curtains are of a type which admit plenty of light to the interior of the car; there seems no reason, in fact, why it should not be just as light as where coupé or saloon coachwork is used.

Engine Details.

The side curtains on the four-seater are stored under the rear seat, whilst the tools are stored under the front seat. Signalling flaps are provided and the rear side curtain is fitted with a celluloid panel.

The two- and four-seater models which are illustrated on these pages both have a very imposing appearance, and it must be admitted that the low-pressure tyres shown on the former add materially to the general effect. It will be noticed that there is a door on the driver's side of the two-seater, and this feature will doubtless be appreciated by all owners of these cars. The convenience of an off side door needs no emphasis.

The engine, which is dropped on to four blocks attached to the side members of the frame to enable it to be very easily removed if necessary, has a bore and stroke of 66 mm. and 100 mm., which gives a capacity of 1,383 c.c. The cylinder head is detachable and the side-by-side valves are on the near side with their stems enclosed by a detachable plate. This side of the unit also incorporates the Zenith carburetter, which has a strangler, and exhaust manifold which discharges to the rear.

On the other side of the unit are found the positively driven Lucas six-volt dynamo, enclosed Lucas starter and the magneto. The driving spindle for

the last named is pressure fed with oil supplied by a submerged plunger-type pump. Thermo-siphon cooling is standardized in conjunction with a radiator of increased capacity.

The three-speed gearbox is centrally controlled, and is built in one unit with the engine and enclosed clutch housing. The hand-brake lever, however, is on the off-side, the brake cross-shaft being found immediately in front of the main central cross-member of the frame, the pull from this point to the brake cam spindles being direct.

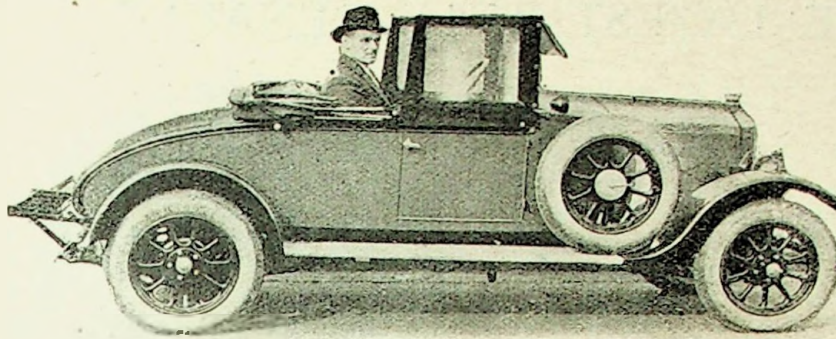
Low Centre of Gravity.

At the back of the gearbox an open propeller shaft, each end of which is fitted with a fabric joint, conveys the power to the rear axle, which is of the semi-floating type and consists of a pressed steel one-piece banjo-shaped casing housing a spiral bevel, full differential and Timken taper roller bearings. Both crown wheel and pinion are adjustable, while the brake shoes which operate in 10 in. drums can not only be adjusted by wing nuts on the end of their final control rods, but also by means of the splined cam-operating levers.

The front wheels have substantial hubs running on Timken rollers. The axle has been strengthened to allow front wheel brakes to be fitted as an extra, another point of interest being the adjustable track rod and its double ball joints. The suspension relies on long half-elliptic springs made of silico manganese steel, those at the rear being underslung, while the rear ends of both front and rear springs are made to slide in gunmetal swivels contained in special housings which eliminate the use of shackles. These housings are greased when assembled, and as the springs are gaitered should require no further attention for many thousand miles.

One of the illustrations, which shows a stripped chassis, gives an excellent idea of the general layout of the suspension. It will be noted that the front springs are much flatter than those at the rear, while the latter are the longer. The under-slinging of the rear springs and the use of fairly flat half-elliptics at the front allows, it will be noticed, a very low centre of gravity, and this naturally tends to obviate rolling on corners and generally to make the car more pleasing to drive.

The frame, which is slightly unswept at the rear and narrow towards the radiator, is cross-braced at three points. The front and rear are united by members of L section, while the centre is joined by a member of inverted U section. The body lies flush on the frame, that part which fits over the upsweep being recessed to reduce height.



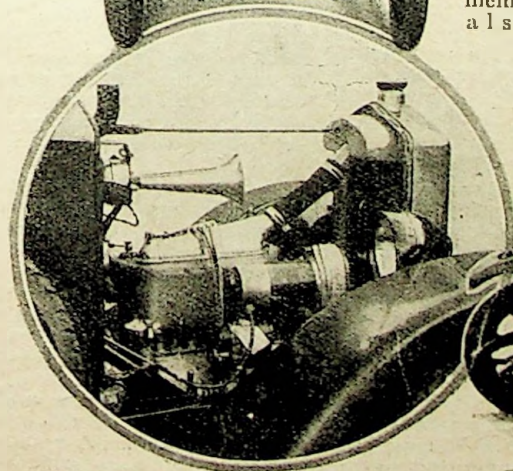
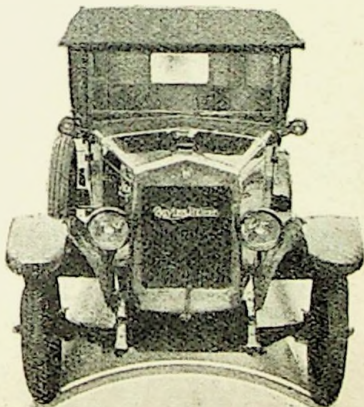
GRACEFUL, YET WORKMANLIKE. — Clean lines, up-to-date equipment and low-pressure tyres enhance the appearance of the Bayliss-Thomas two-seater.

The attachment of the body to the frame is by means of four brackets located, not in accordance with usual practice on the top of the side members, but at the side so that access to the body holding bolts can be obtained from outside the car. In addition to these four attachments the body is held to the rear cross member in an equally accessible manner.

Another interesting feature of the frame is the incorporation in one unit of the swivelling lamp bracket support and the front mudguard steel stay, the latter being of exceptional strength. The swivelling brackets enable the headlamps to be reversed so as to shine on the engine in case of it being necessary to effect an adjustment at night.

The petrol tank, which will contain 4½ gallons of fuel, is fitted under the scuttle dash, and is equipped with a filler which extends through the top of the

bonnet. This is flush-fitting and internally ribbed to secure rigidity. The side members of the bonnet are fitted with a concealed attachment, and can either be removed entirely or hinged outwards, the top member being also com-



FEATURES OF THE NEW BAYLISS-THOMAS. — An improved appearance has been gained by fitting a taller radiator. The wheelbase and track are now longer, and the car is built lower. The engine is compact and accessible.

pletely detachable if necessary.

In addition to the more or less obvious advantages of this type of bonnet, it should not be forgotten that the absence of a hinge along the top makes it absolutely watertight—a fact which is specially appreciated by those who have to leave their cars in the open in all weathers.

The equipment of the car includes 26-in. by 3-in. Dunlop cord tyres, speedometer, clock, spring gaiters, a luggage carrier of more than usual solidity, windscreen wiper, oil and petrol gauge, and a gallon tin of Castrol. Five Comfort tyres cost £4 extra, while the substitution of a Meadows o.h.v. engine costs a further £6. The unladen weight of the four-seater

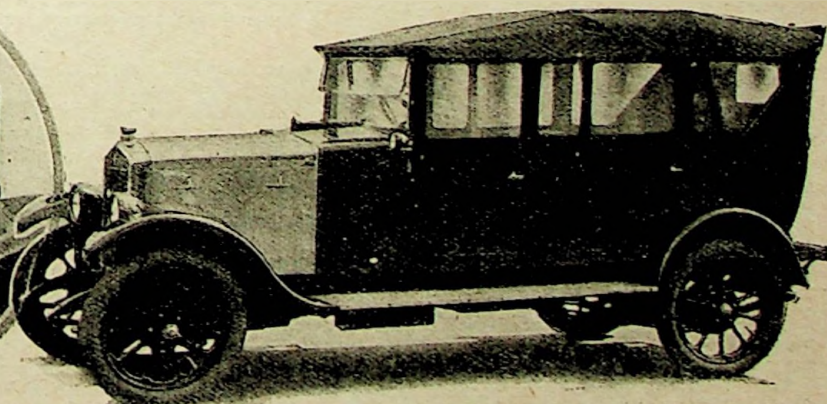
is about 12 cwt., a speed of 59 m.p.h. and a petrol consumption of over 40 m.p.g. being claimed for this model. It will be realized that for a four-seater the unladen weight is extremely low so that the maximum m.p.h. and m.p.g. which are claimed are probably well within the capabilities of the car, the design of which is an interesting commentary of the strides which have been made in making light cars still lighter without sacrificing strength or efficiency. It is also interesting to note that particular care seems to have been given to the suspension on this 11-22 h.p. Bayliss-Thomas. It is made by Bayliss Thomas and Co., King's Road, Tyseley, Birmingham.

NEW CAR DESCRIPTIONS.

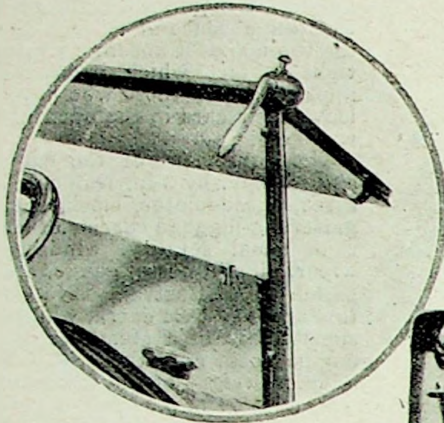
FOR the benefit of new readers of *The Light Car and Cyclecar* we would emphasize the fact that a special feature of this journal is the care and attention which is given to the descriptions of new models. It is our aim to place the prospective purchaser in possession of every interesting feature concerning a new production so that he may be in a favourable position to compare one make with another and decide upon that which will suit him best.

To that end detail descriptions of engines, transmissions, suspension systems, brakes and so forth are included, whilst consumption figures also form interesting data for the owner-driver.

In addition to descriptions of new models we would particularly direct the attention of new readers to the reports of road tests carried out by experienced members of *The Light Car and Cyclecar* staff of all the latest models. Accustomed as they are to handling different makes of car these members of the staff are able to sum up the capabilities of any production in a very short time.

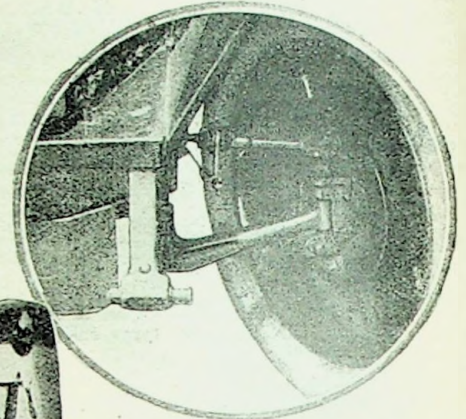


TESTING THE LATEST 8.3 h.p. RENAULT.



The convenient handle for locking the windscreen in the required position.

LOW - PRESSURE TYRES, FRONT-WHEEL BRAKES, AND CLOVER-LEAF BODY ON A VERY ATTRACTIVE CHASSIS.



The simple and straightforward front-wheel brake mechanism.

THE latest 8.3 h.p. Renault with clover-leaf body and four-wheel brakes now costs £250, at which price it is excellent value.

We have recently been given an opportunity of driving one of these cars slightly more than 400 miles, and its performance throughout leaves no room for criticism.

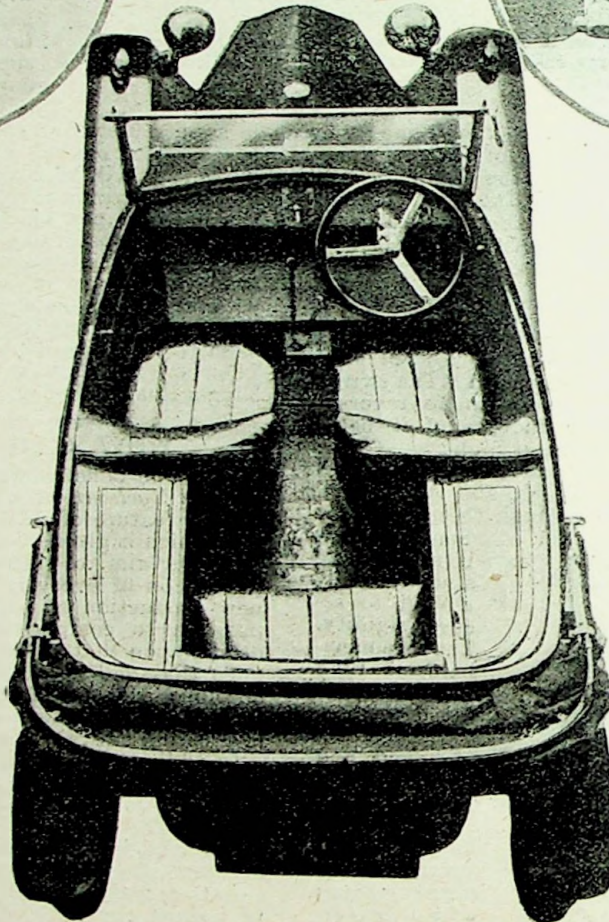
The clover-leaf body, as one of the illustrations shows, is of a distinctly roomy and serviceable type. The front seats are separate and very comfortable, while that at the rear provides "under-the-nod" accommodation which is distinctly superior to that available with most bodies of the chummy type.

On each side of the single rear seat is a roomy locker the lids of which may be secured with Yale-type locks. These lockers may be used for storing the side curtains and they are, of course, invaluable for shopping expeditions, picnics and on all occasions when small parcels have to be carried. Incidentally there is room in each of them for a suitcase of reasonable proportions.

In addition to the two lockers there is a small toolbox under each of the three seats, while a further large toolbox is provided behind the near-side running board valance. A map pocket is provided in the door.

The centrally controlled gear and brake levers and the pedals are conveniently placed, while the fitting of the front-wheel brakes mechanism has had no detrimental effect on the steering. Actually there are few light cars which are more pleasant to handle, a fact which is due to no small extent to the worm-and-sector steering gear giving a very big reduction.

From amidships to hard over in either direction the steering wheel must be turned through a complete circle, and from hard over left to hard over right calls



The roomy body seats three in comfort, the rear seat being much wider than the photograph suggests.

naturally for two turns of the steering wheel.

Complaints are heard sometimes of steering being difficult where low-pressure tyres and front-wheel brakes are fitted, but with the 8.3 h.p. Renault it is impossible to make any criticism.

Most of our readers are familiar with the general design and characteristics of this car, but it might be well briefly to recount the outstanding features.

Novelty is observable as much in the mechanical design of the car as in its external appearance. The radiator, of course, is fitted behind the bonnet, the engine is placed well aft and half-elliptic springs are used at the front with a single transverse spring at the rear.

The gearbox is mounted on the forward end of the torque tube, a short length of exposed shaft being used to take the drive to it from a large leather cone clutch. This is sweet in

action and, the parts being light, gear changing is easy and there is no need for a long dwell in neutral when changing up.

The front wheel brake mechanism is cable operated and of straightforward design; wing-nut adjustments are provided at the forward extremities of the cables, and these can be turned easily with the thumb and finger from the front of the car. There is, of course, a brake drum on each wheel, and each drum contains one pair of shoes. Those in the front wheels are expanded simultaneously with those in the rear when the brake pedal is depressed, but the hand lever operates only the shoes in the rear wheels.

The engine, with a bore and stroke of 58 mm. and 90 mm., has side-by-side inclined valves, forced lubrication, S.E.V. magneto and Renault carburetter with a hand-operated extra air valve. A large starter-generator unit is fitted on the front of the engine and is, of course, positively driven; it starts the engine

TESTING THE LATEST 8.3 h.p. RENAULT (con.).

without a sound and charges satisfactorily at a steady rate. The unit is very accessible and of a popular make.

Air is caused to pass through the radiator tubes by suction set up by blades formed on the flywheel; these draw air through the louvres formed on each side of the scuttle. The radiator is in two halves, one on each side of the engine and connected by a head tank.

A Sound Performance.

On the road the 8.3 h.p. Renault handles very nicely. There is plenty of steering lock; the controls operate in a positive reassuring manner, and the occupants are well protected by the broad inclined windscreen. An excellent feature of the last-named is the means provided for locking it in the position required. This is effected by a single large lever on the driver's side—a much more satisfactory arrangement than the conventional pair of wing nuts.

Although the car which we handled was new and consequently rather stiff, its performance, considering that the engine is only 951 c.c. and that the car is roomy and not unduly lightly built, was very good. It was too new for its best paces to be sampled, but we were convinced that it could exceed 50 miles per hour, while 25 miles per hour is quite comfortable in second gear. The bottom gear ratio is very low and provides an emergency ratio on which it will be remembered one of these cars nearly a year ago distinguished itself by climbing Great Orme at Llandudno with a load of 35 stone.

Economical to Run.

The petrol consumption under normal conditions should be approximately 40 miles per gallon with the 8.3 h.p. Renault. Even the new car which we tried comfortably exceeded this figure. In 400 miles there was no need to add any further oil to that which was in the sump at the start. We found that it was impossible to make the cooling water boil, the radiator being so effective that it would probably be advisable in cold weather to blank off a considerable proportion of it.

On rough not holed roads the comfort afforded by the long springs and low-pressure tyres was fully

appreciated, and it would be still further improved if shock absorbers were fitted. With these we believe that the little Renault would be one of the most comfortable light cars on the road.

We examined the car very closely with a view to determining whether this latest chassis possessed the necessary characteristics to ensure the extraordinary wearing properties for which Renault cars are famous and it would certainly seem that these chassis should give the same wearing qualities as their distinguished ancestors.

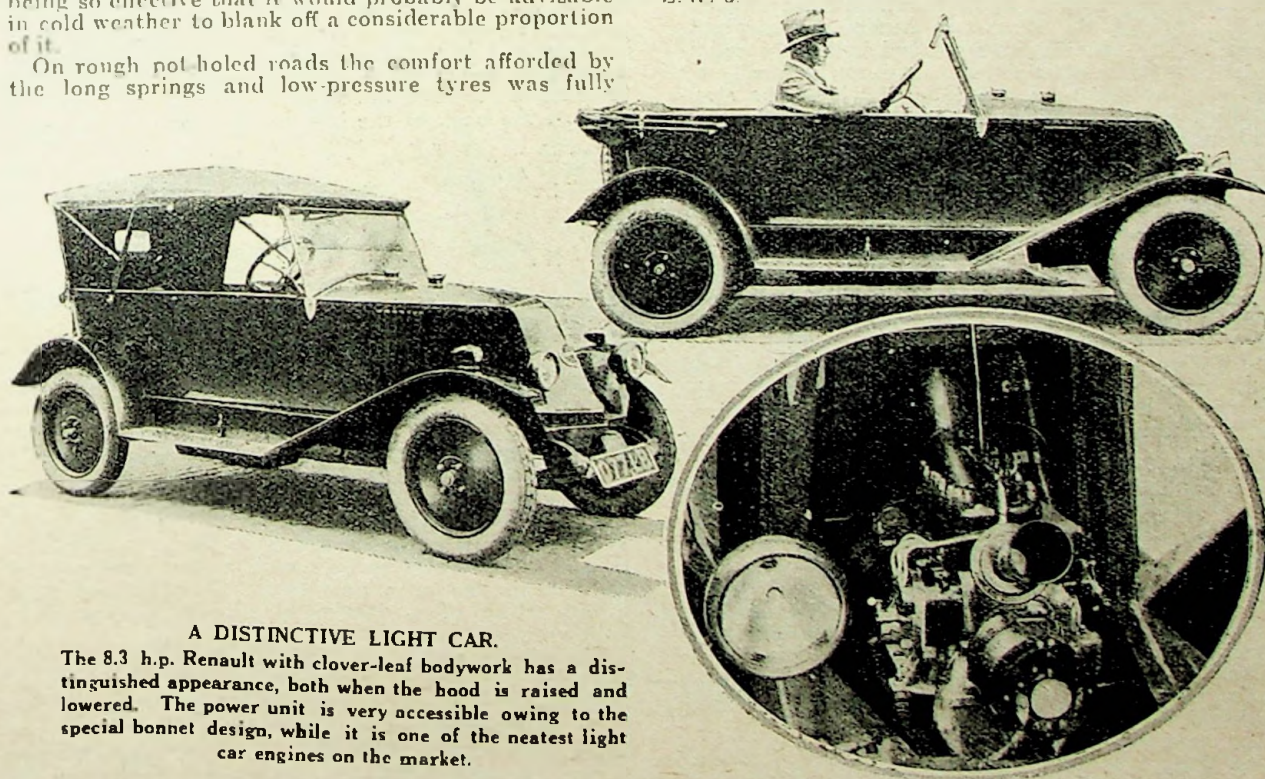
Lubricators are found at every point where there is any likelihood of wear taking place, and one finds them fitted even at such unusual points as on the brake cam spindle housings. Every one of the steering joints is provided with a nipple for the high-pressure grease gun, while the wearing surfaces are large and so designed that slack should not develop before many thousands of miles have been covered. The high-pressure greasing system is utilized all round—even for the steering column, on which a nipple is fitted so that there may be a film of grease between the column and its tubular housing.

A Useful Hood.

Not the least of the many attractive features of the car is a very ingenious hood which is easily erected and folds extremely neatly. When lowered the hoops are prevented from rattling and the fabric from chafing by steel spring clips, an envelope of material which matches the upholstery being provided to exclude dust.

In addition to the clover-leaf model which we tried, and which is illustrated on these pages, coupé, saloon and two-seater bodies are standardized on the 8.3 h.p. Renault chassis, the coupé costing £330, with an exceptionally roomy English body with folding hood and dickey, and the saloon costing £295. This model has two front seats, one of which is sliding, and a third collapsible seat for occasional passengers. It is an ideal car for town work and for professional use.

The London address of the manufacturers is Renault, Ltd., Seagrave Works, West Brompton, S.W. 6.

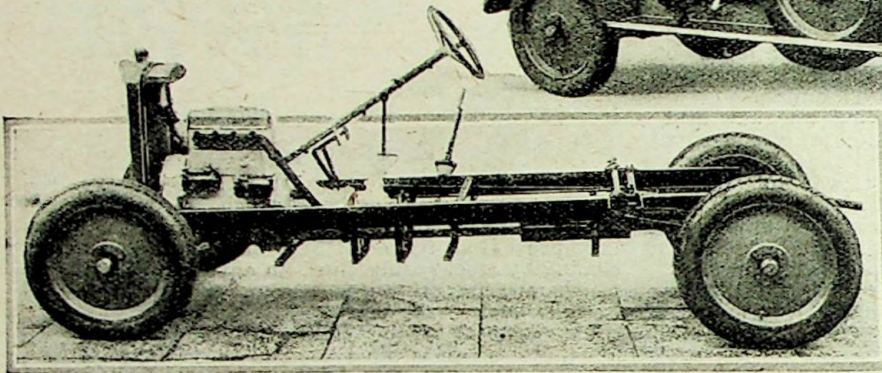


A DISTINCTIVE LIGHT CAR.

The 8.3 h.p. Renault with clover-leaf bodywork has a distinguished appearance, both when the hood is raised and lowered. The power unit is very accessible owing to the special bonnet design, while it is one of the neatest light car engines on the market.

THE NEW LEA-FRANCIS MODELS.

NEW TWO AND FOUR-SEATERS—FOUR-SPEED GEARBOX—NEW FRONT AXLE WITH SINGLE BALL THRUSTS—NUMEROUS PRACTICAL REFINEMENTS.



The chassis dimensions are such that a roomy well-proportioned body can be fitted a striking *toute ensemble* results.

THE 1925 10 h.p. Lea-Francis car is now obtainable in two models, the two-seater with dickey costing £270 and the four-seater £285. The present chassis differs in many respects from the 1924 pattern, the principal improvements being the introduction of a four-speed gearbox, a longer frame with deeper side members and an extra cross-stay, a strengthened rear axle, a new design of torque member, low-pressure tyres and a modified front axle.

The layout of the chassis is sturdy and straightforward. The frame is cross-braced below the radiator by a member of inverted U-section, centrally by a member adjacent to the ends of which the step-board supports are attached, and near the rear by a third stay the ends of which adjoin the brackets carrying the thin ends of the quarter-elliptics.

The 10 h.p. engine, which is equipped with overhead valves, a detachable cylinder head, positively driven dynamo and magneto ignition, rests direct on the side members, to which it is attached by four arms. The unit is of particularly clean design: the rockers are covered by a quickly detachable case, the push rods being reached after removing a detachable plate on the near side of the cylinder block. The last named is built in one with the upper half of the crankcase. On the other or off side of the unit are found the carburetter, sparking plugs and easily accessible oil filler which is provided with a large cap.

New and Taller Radiator.

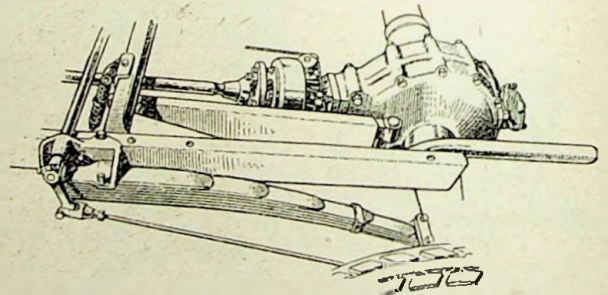
The magneto, which is driven by a cross-shaft, is mounted athwart the front of the crankcase so that its contact breaker and distributor are easily accessible. It is attached to the crankcase by means of a pair of studs and wing nuts and an overhead strap, so that its removal by hand is a very simple matter. The radiator is rather taller than that used on the previous model, thermo-siphon cooling being employed for the circulation.

The gearbox provides four forward speeds, the ratios being 4.7, 7.35, 11.4 and 15.8 to 1, while the reverse gear is 24.6 to 1. The "box" is a cylindrical casting, the forward end of which has been enlarged

to meet the clutch and flywheel housing which is formed with the crankcase. The rear plate of the box is detachable and carries the clutch and lay shafts with their gears, which can be assembled and adjusted on a jig and then inserted into the casing.

The extension bracket carrying the gear-change mechanism and gate is attached to the off side of the box, the reverse trigger control being operated from the top of the change-speed lever. The clutch and brake pedals are both adjustable for length and leverage and in conjunction with a sliding front seat make it possible for a long or short-legged driver to be accommodated in comfort.

From the back of the box an open propeller shaft,



A very neat transmission brake and a spring-anchored torque member are features of the rear part of the chassis.

each end of which is equipped with a fabric type universal joint, takes the drive to the rear axle, the transmission brake being fitted on the bevel-pinion shaft abaft the rear universal. The new rear axle is a casting of a special aluminium alloy and is split vertically and centrally.

The wheels, which are shod with low-pressure tyres, are carried direct over the centre line of the bearing, the latter being provided with a grease cup which only requires attention once every 1,000 miles. The inner ends of the shafts are splined to enable them to be withdrawn endways, while the outer bearing is held in by a cover secured by screws.

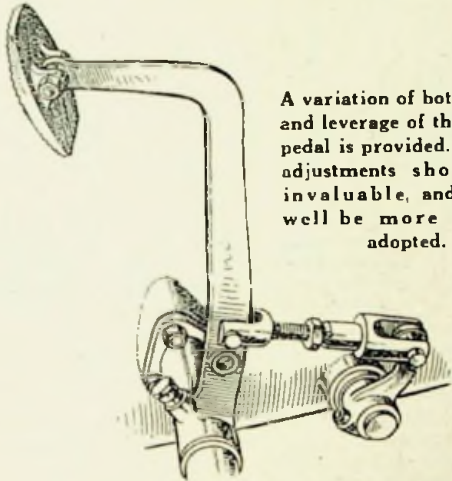
Oil leakage from the centre casing is prevented

LEA-FRANCIS MODELS (contd.).

by felt washers, while the oil filler is conveniently located at the back of the casing.

A hinged spring-anchored torque stay is fitted, its thin forward end being attached to the rear cross-member, while the thin ends of the rear quarter-elliptics are clipped to collars extending round the outside of the driving shaft casing. By means of this arrangement there is now no tendency for the body to lift when the clutch is engaged as the axle can turn slightly without affecting the springs.

The rear brakes are operated by rod, the transmission brake being controlled by cable through a lever mounted on the off-side member of the frame.



A variation of both reach and leverage of the clutch pedal is provided. These adjustments should be invaluable, and might well be more widely adopted.

The cross brake control is hollow and, after being filled with oil upon assembly, has its ends plugged up so that the lubrication of this part should be sufficient to last the life of the car.

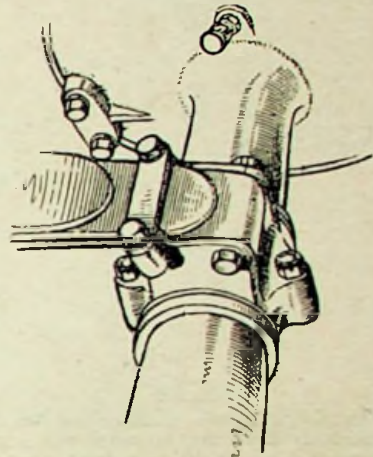
The front axle is also new, the steering connections being fitted with ball joints and each swivel pin resting on a ball which is adjusted by a cup and then locked in position. This method of supporting the weight of the axle has rendered the steering, even with low-pressure tyres, very easy, while also eliminating the usual chance of wear with bushes of conventional type. The swivels are inclined in order to provide approximately centre point steering and are also canted to secure a slight castor effect.

The equipment consists of a C.A.V. lighting and starting set, Zenith carburetter, Stewart clock and speedometer, sloping windscreen and dash, electric horn and double-acting locks to the doors. The edges of the mudguards are grooved so that water and grit can be directed downwards instead of flying on to the body panels.

On the two-seater the dickey is more than usually capacious, a sloping cupboard being fitted in the front of this compartment in order to take the side curtains. The latter are of the self-supporting type, their trailing halves being vertically hinged and adjustable by means of wing nuts for purposes of signalling, or regulating the ventilation. Tools can be carried under the dickey or driving seat. The four-seater is fitted with two doors and adjustable seats, the rear one being of the tipping type. The side curtains are stored

behind the rear squab, while the tools are kept under the cushion. The illustration which appears on the opposite page gives an excellent impression of the two-seater, and it will be noticed that for 1925 the Lea-Francis cars present an even more attractive appearance than hitherto.

Conforming with the latest practice, the side curtains have only a very narrow border, very large sheets of celluloid being used, so that the interior is particularly light. In addition to this the body is wide and deep, which, with the tall hood, gives an impression of very gratifying roominess inside the car.



The anchorage for the rear quarter-elliptic springs is of novel but sound design.

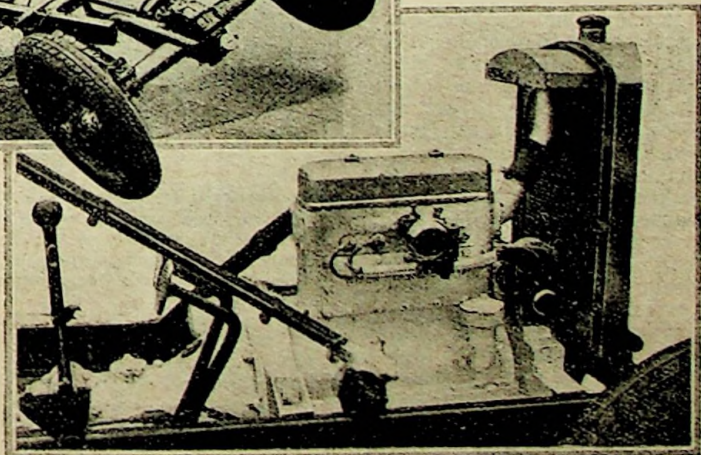
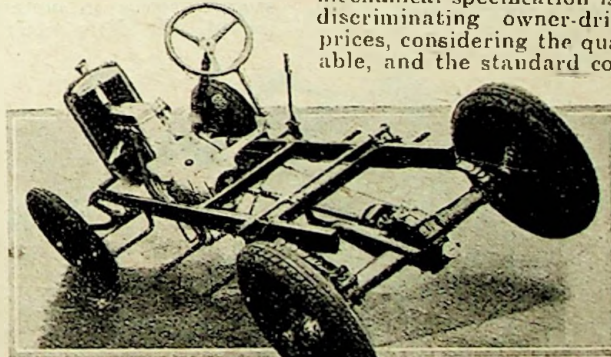
The four-seater model is equally roomy, but the appearance has not been sacrificed to gain this end. The coachbuilders' task

has, of course, been simplified by the fact that the chassis is distinctly roomy, and the side members being flat and not unswept are also of assistance.

It will be recollected that a Lea-Francis car distinguished itself in the Royal Automobile Club Six Days' Trial which was held in Wales last May. Tatlow, the driver, was awarded, in addition to his silver class medal, a special gold medal for the pace of his car on hills and for its consistent running during the trial and its excellent condition at the end.

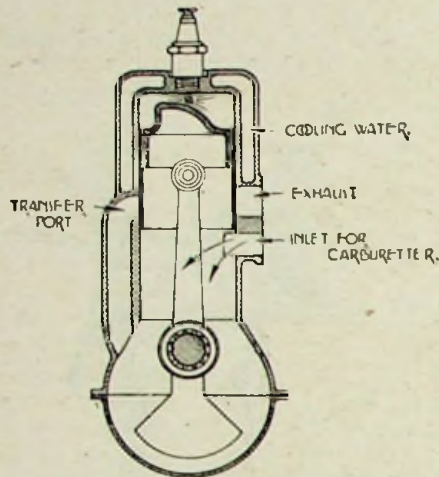
Since the trial the Lea-Francis cars have enjoyed steadily increasing popularity, and it is more than probable that the latest models described on these pages will be in brisk demand during 1925. Their mechanical specification is certainly all that the most discriminating owner-driver could require. The prices, considering the quality of the cars, are reasonable, and the standard coachwork leaves no grounds for complaint.

The makers' address is Lea and Francis, Ltd., Lower Ford Street, Coventry.



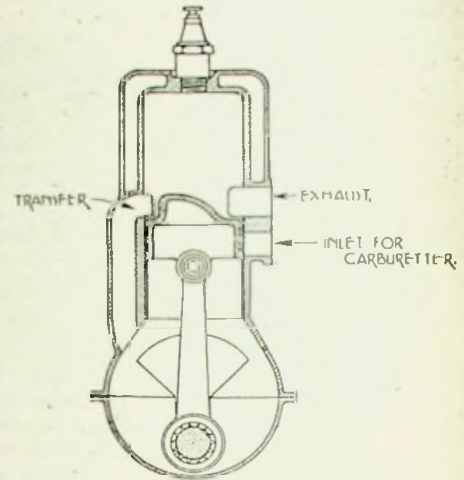
A SERVICEABLE DESIGN. — The chassis and engine are straightforward and follow accepted practice. The accessibility of all important parts should be noted.

THE TWO-STROKE ENGINE SIMPLY EXPLAINED.



The piston ascends, compressing the charge, which is fired in the usual way. On its upward stroke it draws a fresh charge into the crankcase, by suction, through the carburettor inlet port, which it uncovers.

AMBITIOUS DESIGNERS HAVE ALWAYS REGARDED THE TWO-STROKE ENGINE AS AN IDEAL POWER UNIT FOR THE CHEAP AND SIMPLE CYCLECAR. BUT ONLY IN A FEW CASES—NOTABLY THE NEW CARDEN—HAS A SUCCESSFUL VEHICLE MATERIALIZED. THE TWO-STROKE IS A FASCINATING ASPECT OF INTERNAL-COMBUSTION ENGINE DESIGN AND ITS FUNCTIONING IS CLEARLY EXPLAINED IN THE ACCOMPANYING ARTICLE.



The downward motion of the piston compresses the charge previously sucked into the crankcase. This charge escapes via the transfer port into the cylinder when the piston uncovers the opening. The charge helps to expel the burnt gases.

IN the motorcycle world it is not unusual for the makers of assembled machines to offer two models which are similar except that one is fitted with a four-stroke engine, and the other with a two-stroke of equal capacity. The two-stroke is from ten to twenty per cent. the cheaper!

The operation of this type of engine is very simple. One of the illustrations shows the piston at top dead centre and the charge being fired. The bottom edge of the piston has uncovered the inlet-port, and as there is a vacuum in the crankcase, gas is being drawn in from the carburettor. While this is happening under the piston, the spark is firing the mixture above it. The piston descends, closing the inlet-port. When near the bottom of the stroke the exhaust port becomes uncovered—immediately afterwards the "transfer port" also.

The transfer-port connects with the crankcase, where the mixture has been compressed, and the gas is transferred from crankcase to cylinder. This part of the cycle of operations is shown in a second illustration.

It will be noticed that the piston of a two-stroke has many more functions to perform than that of a four-stroke, as it has to act as piston, valve gear and gas deflector. The fact that it has to control the ports makes its length a definite mathematical quantity; and as in no case can it be less than the length of the stroke, this fact militates against the use of long-stroke engines. The distribution of gases in the cylinder is left to the deflector top of the piston. The curves of these deflectors vary considerably, and largely influence the performance.

The cycle of operations is easy to understand, and the engine is simple to construct and maintain; but one cannot help thinking that Messrs. J. Day and F. W. C. Cock, who invented the crankcase compression two-stroke in 1891, must have been very daring men, for the conception of pushing out a

burning charge with a highly explosive one is perhaps the boldest in contemporary science.

Day's engine, which had all the essentials of the modern two-stroke engine, was, however, only used for stationary and marine work, and it is to the late Alfred Scott, who in 1906 built the first of the well-known Scott motorcycles, that we owe the more flexible two-stroke engines of to-day.

In describing the few simple two-stroke engines used in motorcar practice of to-day, it would be best to start with the 350 c.c. Villiers, because there must be many thousands of these engines giving satisfactory service. The small size of this engine makes it unsuitable for any but the lightest of cyclecars; but it is already known to readers of *The Light Car and Cyclecar* in connection with the Harper Runabout, the Xtra cyclecar, and the French Monet Goyon cyclecar.

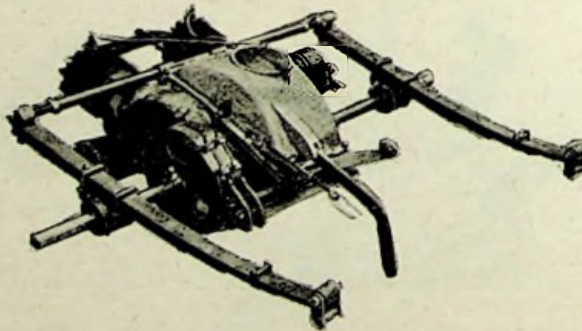
An examination of the engine demonstrates its great simplicity. Attention is drawn to the patented arrangement of cooling-fins on the cylinder head and the ingenious flywheel magneto lighting dynamo.

An ingenious air-cooled twin-cylinder two-stroke is used to propel the New Carden car. This engine, which works on the accepted principle, is constructed en bloc with the gearbox and rear axle, and is bolted up to the car. The lubrication is effected by mixing the oil with the fuel in the proportion of three-quarters of a pint of oil to one gallon of

spirit—a method of oiling which, besides having the advantage of simplicity, boasts of perfect automaticity.

A twin-cylinder air-cooled two-stroke engine is also used on the German Grade cyclecar, but in this case it is conventionally mounted under the bonnet.

The Emms engine, constructed by the Gulson Engineering Co., Ltd., of Coventry, is a remarkably compact unit. Its height is only 20 ins., and its overall length of 15 ins. makes it possible to mount it in a



The two-cylinder side-by-side two-stroke engine clutch and gearbox unit, which is the most striking feature of the assembly of the New Carden. It is remarkably neat and compact, the engine developing a comparatively high horse-power for one so small.

THE TWO-STROKE ENGINE (contd.).

chassis of very modest dimensions. Oil is carried in a ribbed sump separated from the airtight crankcase, and the oil-pump is operated from an eccentric on the front end of the crankshaft. Washers are fitted to the sides of the main shaft ball-bearings, as in these engines it is essential to maintain a good compression in the crankcase. The bore and stroke are 80 mm. and 85 mm. (854 c.c.) and the b.h.p. is 10 at 1,800 revs. per minute. Like all two-strokes, its character is to develop power at low speeds; and in an 8½ cwt. chassis a 4 to 1 gear is used.

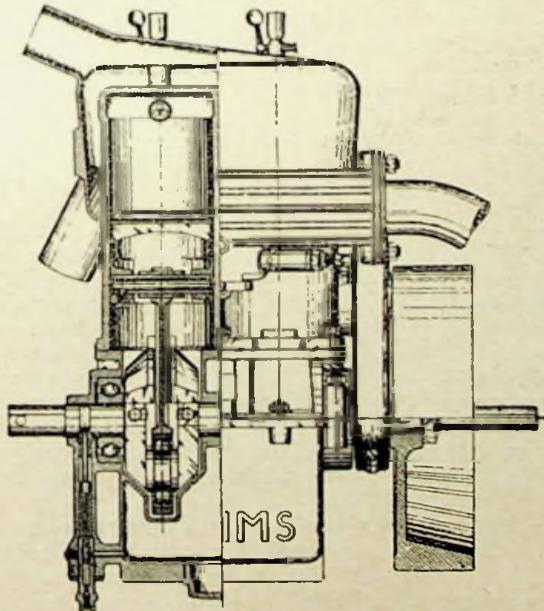
Advantages of Two-strokes.

The advantages of two-stroke engines are as follow:—(1) Even torque. A two-cylinder two-stroke will give a torque-diagram similar to that of a four-cylinder four-stroke engine. (2) Simplicity and fewness of parts. Compare a two-stroke engine such as the Emms with the conventional four-cylinder engine it replaces. (3) Ease of manufacture and maintenance. There are no valve adjustments, and the symmetrical combustion-head can be machined all over to facilitate decarbonization.

The disadvantages of the type require a more detail explanation. The first disadvantage of such an engine, being one of the constant compression type, is lack of flexibility. On a four-stroke engine, the closing of the throttle aperture creates a partial vacuum in the cylinder, and the compression stroke is started with an amount of gas in the cylinder that varies with the throttle-opening. It is, therefore, apparent that we can vary both the compression pressure and the charge weight; but with the two-stroke, if half a cylinder-full of gas is admitted only half of the cylinder-full of exhaust gas will be expelled.

It is, therefore, evident that the compression pressure is always constant, and that below a certain throttle-opening it will be impossible to run the engine because the charge will have become too diluted to fire. In practice, it will be noticed that a two-stroke engine running freely and without load, "four-strokes," or only fires on each alternative cycle of operations.

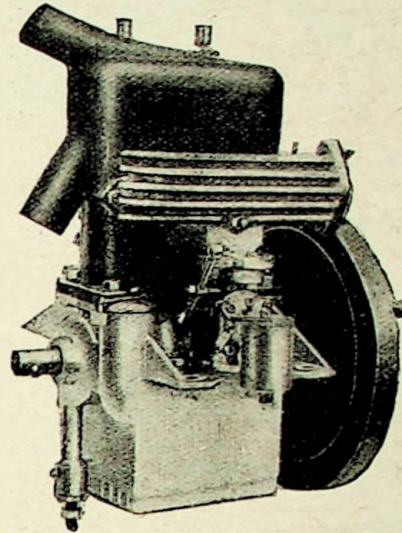
As well as being unable to run on very small throttle-openings, the power of the two-stroke falls



A sectional elevation of the Emms engine. The oil pump operated by an eccentric on the front end of the crankshaft, plainly can be seen and the simplicity of the whole assembly is evident.

off rapidly at high speeds, due to the "wire drawing" of the charge.

It must be understood that a cylinder full of gas can never be obtained even under the most favourable conditions, because a percentage of the stroke is lost at both ends of the piston travel. At the top of the stroke there is a period taken up in filling



The Emms engine, constructed by the Gulsion Engineering Co., Ltd., is one of the most compact two-stroke units. Its height is only 20 ins. and length 15 ins. making it an ideal unit for a small chassis.

the crankcase with gas, and at the bottom of the stroke there is a further period when the charge is being transferred from the crankcase to the cylinder.

Where Losses Occur.

The crankcase does not form an ideal pump; and owing to its comparatively large volume, a big percentage of the charge must remain in it; but at ordinary speed these negative influences can be tolerated. At high speeds a further loss of power takes place, owing to the very short period during which the induction port is open. The charge has only half the time to enter the cylinder that the four-stroke engine charge has. This gives the top end of the power-curve a similar character to that of the woolly American car engine.

Although from a purely technical aspect the engine is not an efficient one, on the road it has the advantage that a fall in revs. due to a change in gradient does not of necessity mean a fall in engine power. Hence the two-stroke engined car is a better top-gear performer than a four-stroke engined car of equal weight, fitted with a similar gear-ratio. The fact that two of the three makers of two-stroke engined cars only fit two-speed gears is a practical proof of this statement.

Despite the possibilities of the two-stroke, the makers of English small cars seem to fight shy of adopting it, although it is common knowledge that several have experimented with it. It is to be feared that the disadvantages which have been outlined are considered to weigh too heavily against the advantages which can be claimed. Moreover, the average private owner is inclined to be prejudiced against the type for a reason which it is not particularly easy to see.

It is possible, however, that in these days of high revving small fours, the two-stroke will gradually demand increased attention, for at a medium number of r.p.m. it gives of its best, does not four-stroke, and produces power at the road wheels which is only comparable with a four-cylinder engine.

From the point of view of upkeep it is very much ahead of the ordinary four-cylinder poppet-valved engine, for there are no valves to grind in or keep adjusted, nor is there the fear of valve breakage at high speed.

J.H.
n25



Romance of Carburation.

IT is surely less than a year ago when the Memini carburetters were practically unknown in this country, but to-day there are very few motorists who are not familiar at least with their somewhat Jungle-Book-sounding name. In racing circles the Memini



Signor Memini.

carburetters are gaining popularity almost every day, and I understand that no fewer than 15 of the cars competing in the 200-Mile Race are using them. Signor Memini, who, incidentally, speaks no English, has been busy at Brooklands all last week superintending the tuning-up himself, and remarkably good results have been obtained. Not the least attractive feature of the instruments themselves is their accessibility for tuning. Even the choke tubes can be changed without dismantling the carburetter or even removing it from the induction pipe.

100 m.p.h. in "The 200"?

I HAVE spent several interesting days at Brooklands during the past few weeks watching the practising for the 200-Mile Race, and some of the practice lap speeds have been perfectly amazing. I have myself timed many laps which have been covered in so short a time as 1 min. 34 secs., which works out at 106 m.p.h., and have gathered from the drivers that even at that speed they have not been quite all out. The Darracqs during the practising have done laps at 106 m.p.h. without pressing their engines unduly, but even so I dare not prophesy that the race will be won at a speed of more than 100 miles an hour. General feeling among the Brooklands cracks this week has been that the winner's average speed will be 98 m.p.h. or thereabouts. In the 1,100 c.c. class the little Salmsons have shown that they can lap at more than 90 m.p.h., while some of the Austins can approach that amazing speed. Gordon England tells me that he is thinking of supercharging an Austin for next year's race and much more than 90 m.p.h. will then be attainable. Without a supercharger he can do very nearly ninety.

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Street Saharas.

THE original idea of dressing road surfaces with tar was to suppress dust. I am old enough to remember the outcry that went up when motorcars came into use and clouds of dust blinded and choked everyone else on the road. Then some genius suggested tar as a remedy and it was rapidly adopted. It is to be feared, however, that some surveyors have not such long memories. How else are we to explain the fact that modern systems of surface-dressing are creating a dust nuisance far worse than any caused by naked roads?

In front of my house the road has recently been covered with tar, on top of which sand and gravel have been thrown down so generously that the street resembles a beach. Only a small proportion of the material is absorbed by or pressed into the tar; the rest remains to be blown about by the wind or raised into veritable "sand-storms" by fast vehicles.

This method of road-dressing is not confined to my neighbourhood. I have noticed it being practised in many parts of the country, and, unfortunately, odium for the resultant dust is not being attached to the responsible authorities, but to motorists. I am told that sand and gravel pressed into the tar produce a hard-wearing surface and prevent the tar from liquefying on hot days. This may be, but if it results in the dust demon being let loose again these virtues may be purchased at too great a price. A simple remedy would be a more accurate estimation of the amount of material required for the purpose.

Husbands Take Note.

I MET a young friend the other day frightfully "bucked" at selling a car within a few days of being given a trial as salesman to a well-known firm of agents. It came to his notice that a certain gentleman, whom we will style Blobbs, had jestingly declared, while playing billiards in his club, that he was getting too stout to walk and must buy a car. Next morning my young friend took a demonstration car to Blobbs's residence avid for business. Blobbs, however, had left early, but Mrs. Blobbs was in. Nothing daunted, my friend invited her to take a ride.

The lady accepted with alacrity. They had not gone a great distance when the driver, with a perception which could carry him far, observed signs that his passenger considered she had gained somewhat in social importance. Wisely, therefore, he extended the trip to include several shopping calls, from each of which the good lady emerged with her head still

RICH MIXTURE (contd.).

higher; and finally she asked to be taken to her husband's office. Hubby was hauled out, a brief attempt at rebellion was defeated, and he was hustled into the car. What Mrs. Blobbs said to her husband during the subsequent run the driver does not know, but prominent in the conversation that floated from the rear were such sentences as "We couldn't refuse the young man now" and "I'm not going to be let down before the neighbours."

The result was a gratifying sale!

T. B. Andre and his Cup.

ONE of the most interesting personalities in connection with the 200-Mile Race is Mr. T. B. André, yet he is one who enjoys the least limelight. I suppose it is because his name has become part and parcel of the premier award as it were and that the glamour surrounding the cup itself tends rather to obscure the generous donor. Mr. T. B. André is one of the pioneers of the small-car movement, in which connection, some time back, he produced the Marlborough car. Of late, however, his activities have been evident more with regard to the famous Hartford shock absorbers.

The Signal of Distress.

MUCH has been written lately concerning the suggested adoption of a recognized signal of distress to be used by those whose cars have broken down and who require assistance from passing motorists. I was recently stopped by one of these unfortunate folk, and I commend his system to others who may be similarly placed. He merely stood in the centre of the road—and a narrow road at that—and extended both arms in a horizontal plane. The efficacy of his method lies in the fact that if it is ignored the charge would most certainly be one of manslaughter.

An Annoying Trap.

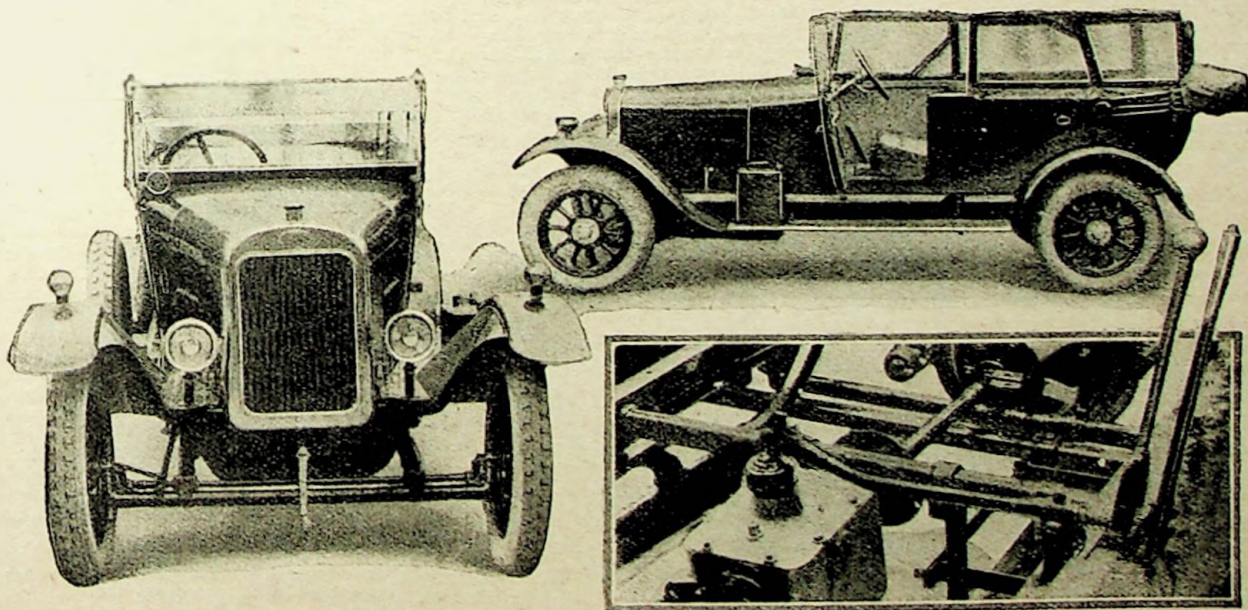
SPINNING along a busy main road the other day I suddenly found myself in the rear of a long procession of motor vehicles crawling along at a funereal pace. Lorries, motor coaches, cars, sidecars, and motorcycles were all represented in the cortege, but cyclists sped merrily on. Wondering whether we were in the wake of a tank I stopped to ask a pedestrian the cause and discovered that hereabouts was a notorious police trap. It appears that in operating the trap the police select one vehicle and time it irrespective of the speed of the others. Thus it might be the slowest of the lot, but if it exceeded the limit by the merest fraction the unfortunate driver would be summoned.

I went along feeling like the one rabbit in a warren which is fixed on by a stoat. It was comforting, though, to hear the comments of char-à-bancs passengers anxious to reach Wembley. These made no bones about expressing their disgust at police traps and those operating them, and as constables accept from such quarters observations that would bring car owners before the Bench the refreshing criticisms somewhat compensated us for the tedious delay.

A Mysterious Thump.

A COLLEAGUE of mine is spending quite a lot of time underneath the chassis of his car endeavouring to discover the cause of a mysterious thump which is evident even on moderately good roads, and is suggestive of the sensation and sound caused by tyres which are pumped board hard: these, however, are certainly not guilty, as he has tried running them on the soft side. The symptoms indicate a loose gear-box anchorage or some other such point of attachment, but examination shows that everything is neat and tight. Nor is the thump caused by anything loose and heavy in the tool locker. He implores me to put the case to my readers and ask them if they have any suggestions to offer.

S.S.

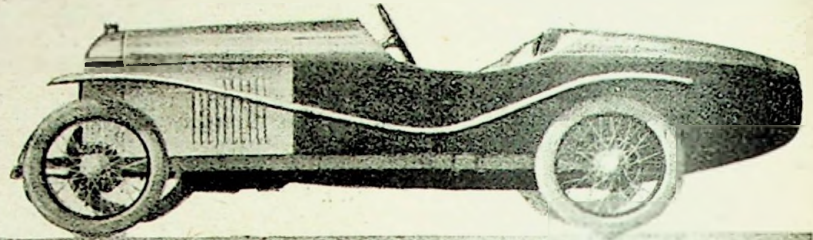


CLYNOS FOR 1925.

The front and side views of the latest model four-seater Clyno show that detail attention has been given to the general appearance of the car. The photos also show the neat all-weather equipment. Clynos with right-hand gear lever can be obtained, the third illustration showing how this has been carried out. These cars are fully described on page 522.

SPECIAL SPORTS AMILCAR FOR 1925.

DETAIL DESCRIPTION OF THE LATEST MODEL, WHICH INCORPORATES FOUR-WHEEL BRAKES AND A SPECIAL HIGH-EFFICIENCY ENGINE.



With so sporting an appearance, together with a road speed of 75 m.p.h., the Grand Sport Amilcar should command a ready sale. The fully streamlined body has staggered seats and the spare wheel is carried forward on the off side of the body.

THE new sports Amilcar, which has just arrived on the British market, should make a direct appeal to all speed enthusiasts. As will be seen from the photograph, the car presents a very sporting appearance and its general design is particularly good. The chassis side members are swept in towards the rear to conform to the streamlined shape of the body, whilst a cowl over the radiator, the rakish-looking mudguards and a faring over the front axle all add to the suggestion of speed.

The four-cylinder engine, which is rated at 8 h.p., has a bore and stroke of 60 mm. and 95 mm., giving a capacity of 1,074 c.c. Certain modifications have been incorporated in this engine, including a new-type detachable head, having an increased water space. The gear-driven dynamo is bolted to the timing case, the magneto is now fitted with a vernier coupling and the starter is bolted into the flywheel housing. Thermo-siphon cooling is used.

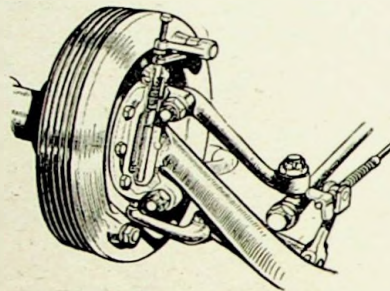
Novel Oiling System.

The engine lubricating system is interesting. There is no pump, but the flywheel, which dips in the oil, is a fairly close fit in its housing, and cast in this are "buckets" which catch the oil thrown up by the flywheel, and convey it through ducts to various points on the engine; surplus oil drains down into the sump to be again circulated; the system has the great merit of being simple and foolproof.

Bolted up to the engine is a three-speed-and-reverse gearbox, with central control, and the cardan shaft is taken through a torque tube to the differential

less rear axle, which is in a banjo type casing. The bevel gears are of the spiral type.

The two axle shafts are separately bolted to the crown wheel, and means are provided whereby the mesh of the



A part-sectional sketch of the front-wheel brake mechanism showing how the operating plunger works through the hollow swivel pin.

crown and pinion teeth may be adjusted. By removing the large cover plate on the rear of the axle casing the whole of the interior mechanism is exposed for examination or adjustment.

The torque tube takes the driving thrust at its front end, and an interesting feature is that a ball race is fitted midway along the length of the tube to

support the cardan shaft and to prevent whip.

A wide channel section cross-member is fitted to the frame, and extends slightly on each side to form brackets, on which are bolted the rear quarter-elliptic springs. The front springs are half-elliptic. The front axle is of H section between the springs and of oval section towards the swivel jaws. By this method it is made strong enough to withstand the reaction of the front-wheel brakes. All four brakes are arranged to be operated together either by means of the pedal or hand lever, and it is of interest to note that the front brake drums are of larger diameter than those at the rear.

Brake adjustment is provided for by conveniently arranged wing-nuts at the end of each brake rod, and a compensating device is fitted on the main brake shaft. All the controls, both hand and foot, are conveniently arranged, and the steering, which is of worm and sector type, is very light.

Tecalemit grease-gun adapters are fitted to all wearing parts throughout the chassis.

Numerous Instruments.

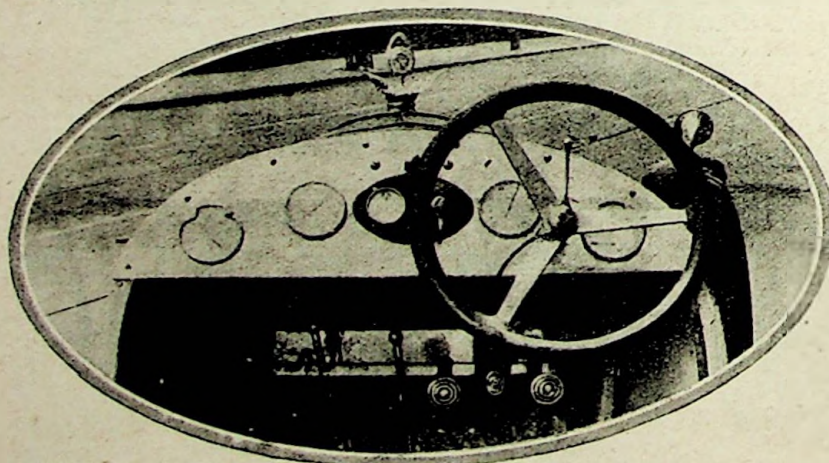
A very completely equipped cast-aluminium fascia board is provided, and behind this is the large cylindrical petrol tank, from which the fuel is fed by gravity to the Solex carburetter. The tank filler-cap projects through the scuttle dash.

The Rudge-Whitworth detachable wire wheels which are shod with 700 mm. by 80 mm. tyres, are fitted on to splined hubs and locked by a ring-nut. Hartford shock absorbers are fitted back and front as standard.

The car is supplied with a guaranteed speed of 75 m.p.h., and it is claimed to attain 60 m.p.h. in 350 yds. from a standing start. We enjoyed a short run in a demonstration model, but, owing to traffic conditions, a high speed was impossible. We were, however, able to form an idea as to the acceleration, and more particularly as to the extraordinarily high braking efficiency of the car.

On a greasy road the car showed not the slightest tendency to skid, however hard the brakes were applied.

Amilcars of all types are now being handled by the concessionaire, Mr. Vernon Balls, 25, High Street, Fulham, S.W. The Grand Sport-type Amilcar, to which this description relates, is priced at £285 with full equipment.



COMPLETE DASH EQUIPMENT.

It is unusual to find so many instruments as standard fittings on a moderately priced car. The Amilcar rev.-counter is driven from a coupling on the timing case and the speedometer from the gearbox.

NEW 10 h.p. PANHARD.

A REDESIGNED MODEL BY A FAMOUS MAKER WHICH COMBINES LUXURY WITH MODERATE COST.

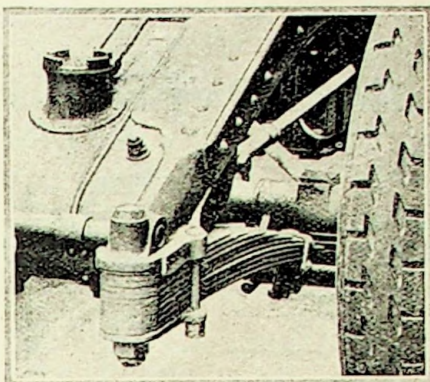
A LIGHT car which may well claim a place in the luxury class is the new 10 h.p. Panhard, with its sleeve-valve engine and standardized four-wheel brakes. The whole chassis is of very solid construction and many novel features are incorporated in its design.

The engine has a capacity of 1,393 c.c. and its R.A.C. rating is 10.4 h.p. Very light steel sleeves are used for the valves instead of cast-iron. A Panhard carburetter with a dash-operated mixture and slow-running control is fitted, and the fuel is pressure fed from a large tank slung between the rear spring brackets. Thermo-siphon cooling is used in conjunction with a belt-driven fan. The radiator is carried on a cross-member.

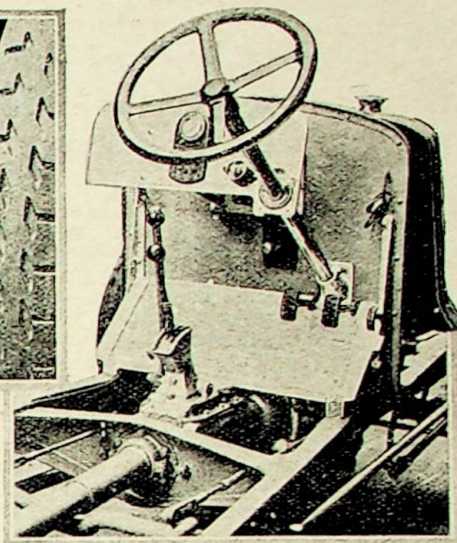
On the rear side of the crankcase is a large oil filler and level indicator, which is closed by a hinged spring lid.

Dipper Rod for Gearbox.

Bolted to the rear of the engine is a four-speed and-reverse gearbox, with central control and a visible gate; a dipstick for ascertaining the level is fitted in the gearbox cover. The clutch is a flange-faced cone, running in oil. The rear axle is fitted with a differential and is of very solid construction. An interesting feature of this axle is that it has underslung reversed quarter-elliptic



The multi-leaved, reversed quarter-elliptic springs at the rear form an efficient suspension system. The central control levers are conveniently placed and the steering column is rigidly supported.



springs, an unusual but very efficient layout. A substantial torque tube anchored to a cross-member takes the thrust.

The special Panhard system of four-wheel braking is standardized on this light car. All four brakes are operated together, either by the pedal or the centrally placed lever. Each brake band is expanded by a rack-and-pinion motion, and the makers claim that 95 per cent. of the drum circumference is utilized for braking.

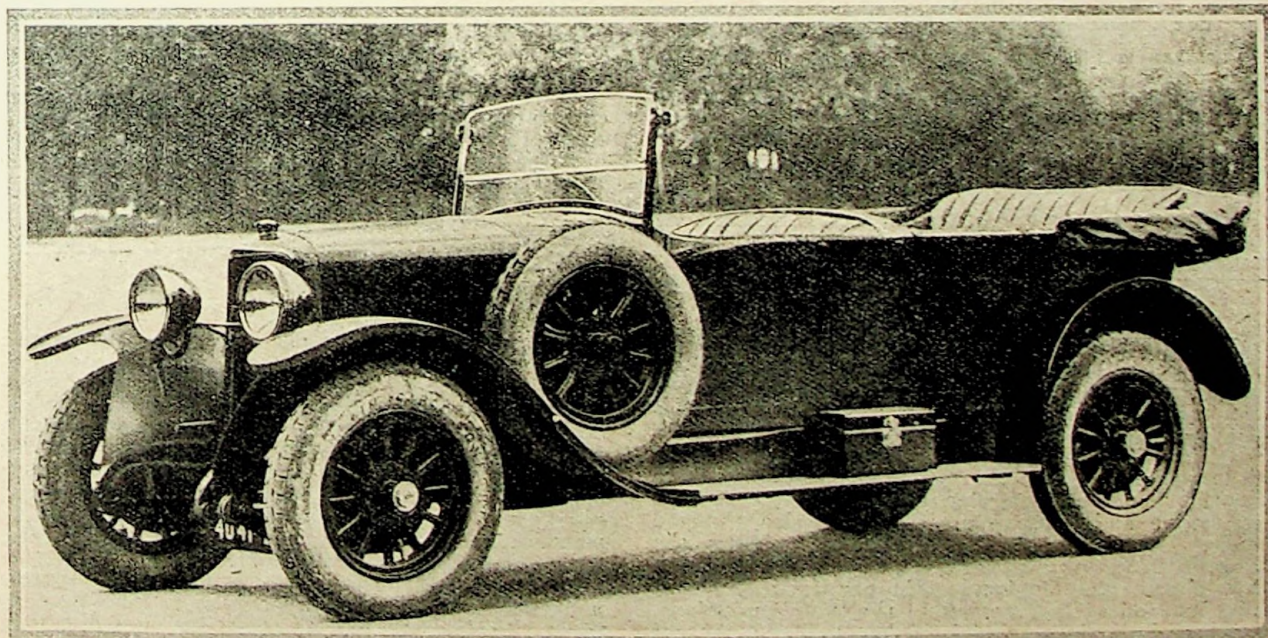
Each brake is composed of a steel, Ferodo-faced band, to the ends of which racks are secured: a pinion meshing with these racks will, when rotated, force the band into contact with the drum. The shaft of the pinion is, of course, connected to the brake levers.

Instead of rods or cables, heavy tubes,

adjustable for length, are used to operate the brakes, and very accessible means are provided for the main adjustment.

Paris-Rhone electrical equipment is used; it includes a combined starter and dynamo. A refinement is to be found in the provision of spring terminals on the frame for all lamp cables. A cast-aluminium fascia board carries the switchboard and speedometer, which, by the way, is driven by a flexible shaft from the gearbox.

Detachable wooden wheels shod with 775 mm. by 145 mm. tyres are standardized, and these, combined with the carefully designed springs, should allow of a high degree of riding comfort. Various types of body may be fitted, and the chassis price with full equipment is 25,500 francs, or about £308.



DIGNITY IN LIGHT-CAR DESIGN.

With an open touring body the new 10 h.p. Panhard presents an appearance which is not excelled by many heavy cars with twice the upkeep costs. Four-wheel brakes and Comfort tyres are refinements which will appeal to the discriminating owner-driver for whom the car has primarily been designed. A speed of 50 m.p.h. is obtainable from the touring model.

Every Motorist Should Know That—

RACING IMPROVES THE BREED.

SIMPLE FACTS ABOUT A VERY CONTROVERSIAL SUBJECT.

MANY controversies have centred around the title of this article but, although excellent arguments may be advanced by those who declare that racing experience is of little value to designers of touring cars, it must be admitted that equally sound arguments refuting them are in a majority.

It is common knowledge that racing cars very seldom bear even a remote resemblance to the standard product; in some cases, in fact, the racer is unlike the tourer in almost every respect, but fundamentally it must be remembered that the designer has the same problems to tackle in his touring cars as in his racing cars, and if he is successful in providing for the immense strains and stresses which arise in connection with the former, he is clearly in a better position to guard against troubles likely to be encountered with the latter.

The knowledge of metallurgy which has been gained by motor racing is very extensive indeed; more information with regard to metals is supplied, in fact, by motor racing than by any other purely destructive test, for racing stresses the materials in almost exactly the same manner, but, of course, to a greater degree, as that in which they are stressed under normal touring conditions.

Since the war we have heard a great deal about the lessons learned by motorcar manufacturers on account of their experiences with aero engines, but it must not be overlooked that the speed at which aero engines run is vastly less than that which is common for racing car engines, and although aero experience may be valuable so far as making light parts is concerned, it must be admitted that a successful racing car engine is much more difficult to design and to build than a successful aeroplane engine.

Racing Standard Models.

Last year's 200-Mile Race was peculiar in that two cars which did extremely well—an Alvis and an Austin—might be described as having been practically production jobs. In both cases 1924 has witnessed the sale to the public of large numbers of cars of these two makes, which are almost identical with the successful machines in the race.

The Salmson is another make which has benefited materially from the 200-Mile Race. In this case as with the Alvis and Austin, cars very similar to the racers are offered to the public, and during 1924 very large numbers have been sold for use as ordinary high-speed touring cars.

Doubtless there will be thousands of spectators at the 200-Mile Race who will observe that some of the racing cars are utterly unlike the touring cars of the same make. They should remember, however, that the cars in question are merely more advanced examples of the standard article, and that if the former prove successful then the latter, in years to come, are likely to embody many of their outstanding features.

Overhead camshafts are a case in point. Many cars in the 200-Mile Race will be using these, and it is beyond question that the experience designers gain in the race will afford them valuable information with regard to the advisability of fitting overhead camshafts in future years to their standard production jobs.

Superchargers.

Last year's race made it clear that an engine is very much more powerful when supercharged, the result being that there are several supercharged cars in this year's race, and the number would be still greater if more time had been available for designers to experiment. There are several competitors in this year's race who already are experimenting with superchargers for the 1925 race.

In addition to forming an excellent test of the cars, the race will reveal the quality of such essential items of equipment as sparking plugs and tyres. It may be depended upon that the tyres used on the cars which win their classes will be stressed to an extent far in excess of several thousand miles of ordinary touring, while the same naturally applies to sparking plugs.

Valves, pistons and lubricants are other—in most cases proprietary—articles which will be put through the mill, and it will certainly be interesting to see how the cars using the various different makes and brands perform in the race.

This Week's Hint.

A SIMPLE ANTI-THIEF DEVICE.

A NOVEL method of baffling the attentions of the car thief came under notice recently. Its merits are its simplicity, as any competent car owner can apply it, and its unobtrusiveness, in which lies the secret of its success.

Briefly, it consists merely in turning the ignition switch round so that the "off" position appears to be the "on," and altering the petrol cock so that its active and inactive positions are also changed over. The latter can be arranged by filling the channel in the plug with solder, and drilling through at right angles. On leaving the car the petrol cock and ignition switch are left in the "off" positions.

There is no lock to pick or key to lose; the car looks quite normal, but the person who tried to start the engine without a hint of what was wrong would have to spend some time on the car before he penetrated the secrets, and would thus expose himself to risk of discovery.

B30

In America they have discovered that locks may be readily picked, while ignition locks are circumvented by disconnecting the earth wire. If there is no ignition lock, and no apparent abnormality in the ignition system, the thief will not readily assume that this is the point to which he should direct his attentions. The same argument applies to the petrol supply, while the combination of the two would provide even a very determined thief with sufficient material for cogitation to last him a long time—far longer than he would care to take.

Such a device also proves a source of innocent amusement for the owner's friends, who may be invited to discover how to start the car. A test of this kind will show the readiness of most people, even experts, to "take things for granted," and will teach them to give far greater attention to apparently unimportant details.

C H.

The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

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Topics of the Day

Overburdening Small Engines.

THE extraordinary efficiency of the very small four-cylinder
power unit has developed a situation which may prove its
undoing. This is the tendency to flog it unmercifully by
endeavouring to make it haul a load which is really beyond its
capabilities. That such engines stand up to the
work demanded of them is a tribute to their
design, but we cannot shut our eyes to the fact that
very often they are worked up to their absolute
output limit. Under such conditions they have not that reserve
which is absolutely necessary if driving them is to be a pleasure.

A Retrograde Step.

Strangely enough, this tendency to "flog the willing horse" is
more pronounced in cars of Continental origin, where we find
two-three-seater bodies—even four-seater bodies—mounted on
substantial chassis provided with a power unit sometimes not
exceeding 900 c.c. The maximum load which should be imposed
upon the "small four" is very clearly illustrated by a well-known
British design in which, without sacrificing comfort or appear-
ance, the dimensions of the chassis and the size and weight of the
body have been rigidly kept down, so that there is no question
of overloading the 748 c.c. engine.

Body design, and the permissible limits of loading, should be
governed strictly by the b.h.p. of the power unit, and manufac-
turers must bear in mind that to give service in the hands of the
average private owner a car must be built to perform its every-
day duties on a throttle opening not exceeding three-quarters.

It would indeed be a very great pity if at the zenith of its
career the "small four" were to be killed by over-estimating its
powers of endurance. There is a limit to the output of every
engine and the body designer must build down accordingly, other-
wise the small-engined car cannot give continued satisfaction.

The 200-Mile Race.

NOT the least of the many benefits which the 200-Mile Race
has conferred upon owner-drivers is the fact that it has
caused nearly all the prominent light-car designers to pay the
very closest attention to the elimination of needless weight. The
cars taking part in the race this year are all
probably as much as 20 per cent. lighter than their
prototypes of last year, and there is no questioning
the fact that lessons which have been learned by
endeavouring still further to lighten racing cars will prove
invaluable in lightening the standard product of the factories in
question. There will be several supercharged engines in the
race, but whether supercharging will ever be developed to a stage
when it will be practicable for adoption on all touring cars seems
questionable. This year's race will certainly throw new light on
the subject, and will encourage still more designers to pay atten-
tion to the many abstruse problems which are involved. If
superchargers are found to be practicable for touring purposes,
then the principal advantage to the owner-driver will be that still
more power will be obtainable from still smaller engines. From
a 1½-litre high-efficiency engine about 58 b.h.p. is normally
obtainable; a similar engine supercharged may be made to give
over 100 b.h.p.

As a test of sparking plugs, valve gear and light reciprocating
parts, the 200-Mile Race is invaluable, but unfortunately it forms
but a poor test of suspension, cooling and braking.

If road racing is ever permitted in this country, races such as
the 200-Mile will be very much more valuable than they are
to-day, for the racing cars will be subjected to a test far more
gruelling than the 73 laps which they have to cover to-morrow.



WITH the object of assisting those who may be new to motor racing, and also those whose memories may need refreshing, we give herewith a general résumé of the objects, regulations and so forth which govern the 200-Mile Race.

The event was instituted by the Junior Car Club in 1921, and has been run off annually since with conspicuous success. To encourage entrants, valuable awards are offered which include the T. B. André Annual Gold Challenge Cup, value 100 guineas, which is held for 12 months by the entrant of the car completing the race in the fastest time irrespective of class. This clause is rather important, because it emphasizes the fact that, although the race is split up into various classes, it is not beyond the bounds of possibility that one of the 750 c.c. entries might prove to be the victor. In any case, the winners of each class win outright cups valued at 50 guineas, while those who gain the second and third places in each class are awarded cups of lesser value.

As a tribute to the performance of any driver in covering the whole course within a time not exceeding that of the winner of his class by 30 mins., a gold medal is awarded; but, in any case, the track is cleared 3 hrs. after the start. A special prize is given in each class for the car which makes the fastest lap of those actually finishing the race.

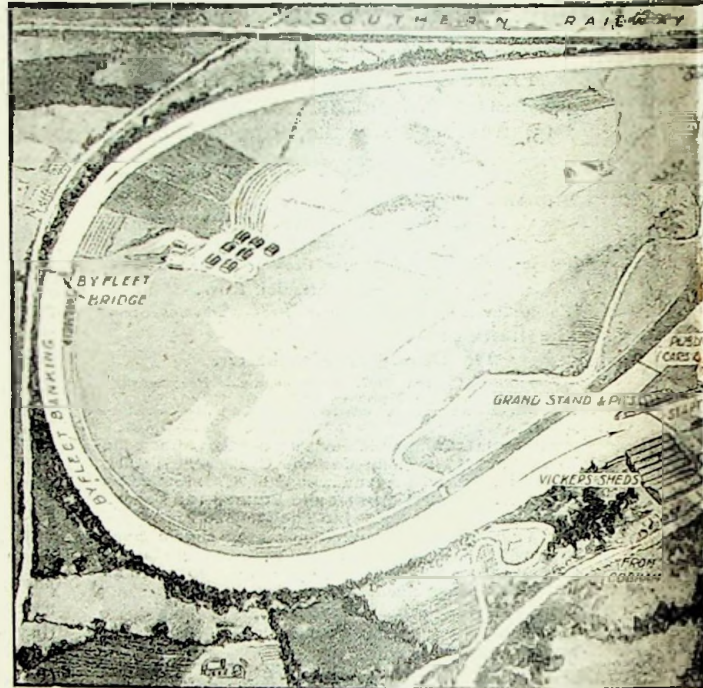
Classes and Colours.

Competitors will be required actually to cover 73 Brooklands laps, which is 201 miles 1,728 yds. measured on the 50-ft. line. This year there are three distinct classes, the engine limits in each case being 750 c.c., 1,100 c.c. and 1,500 c.c.

Cars in the 1,500 c.c. class will be painted yellow; in the 1,100 c.c. class red; and in the 750 c.c. class green. Each class will readily be distinguishable therefore as the race proceeds.

At the time of going to press it is expected that 45 cars will face the starter. They will be arranged in rows, the positions in each class being decided by priority of entry; the 1,500 c.c. cars, however, will be in the premier position, with the 1,100 c.c. cars immediately behind and the 750 c.c. cars in the back row. This will permit the field to spread itself out rapidly, and will lessen the possibility of any confusion arising when the starting semaphore falls.

COMPLETE GUIDE TO THE 200-MILE RACE.



A BIRD'S-EYE VIEW. This view of the track from aloft, specially prepared for the 200-Mile Race, reveals the principal points examined in conjunction with the right-hand side of the track.

The progress of the race should be fairly easy to follow, the main key to the situation being supplied by the enormous scoring board which has been erected opposite the pits. In addition, there will be

leader boards, by means of which the progress of the fastest cars in each individual class can be ascertained.

The chief marshal will have four flags—green, red, checkered and yellow. The green flag is a caution that a competitor has broken a rule, the second intimation being given by the red flag, which signifies that the competitor has been disqualified and must leave the track. The checkered flag will be shown as the winning car crosses the finishing line, which will be at the fork.

Onlookers should note that after passing the checkered flag the winning competitor will cover one more complete lap, drawing in slowly to the competitors' paddock, which will be situated at the beginning of the finishing straight behind the grand-stand. The yellow flag will be shown should it be necessary for any reason to stop

AT A GLANCE

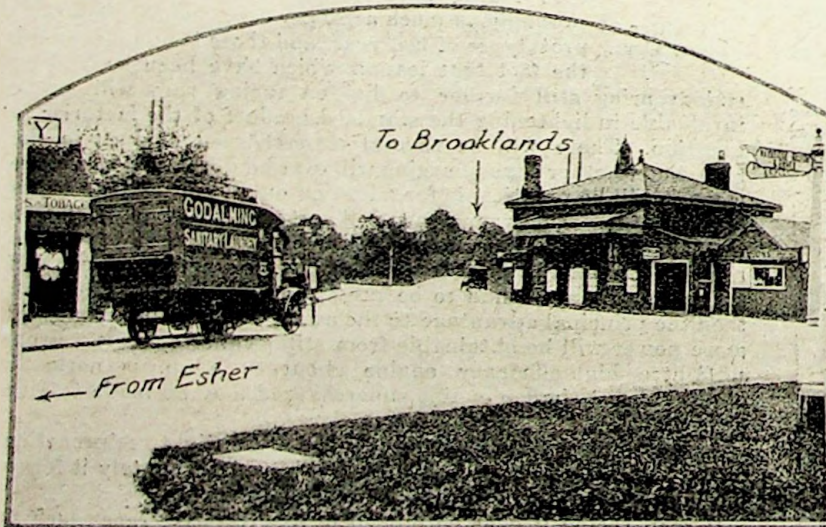
The Race starts tomorrow, Saturday, September 20th, at Brooklands, Surrey.

There are three classes. For the 750 c.c. class, the race will start at 3 p.m. on September 20th.

The winner of the 750 c.c. class will receive a gold medal and a cup.

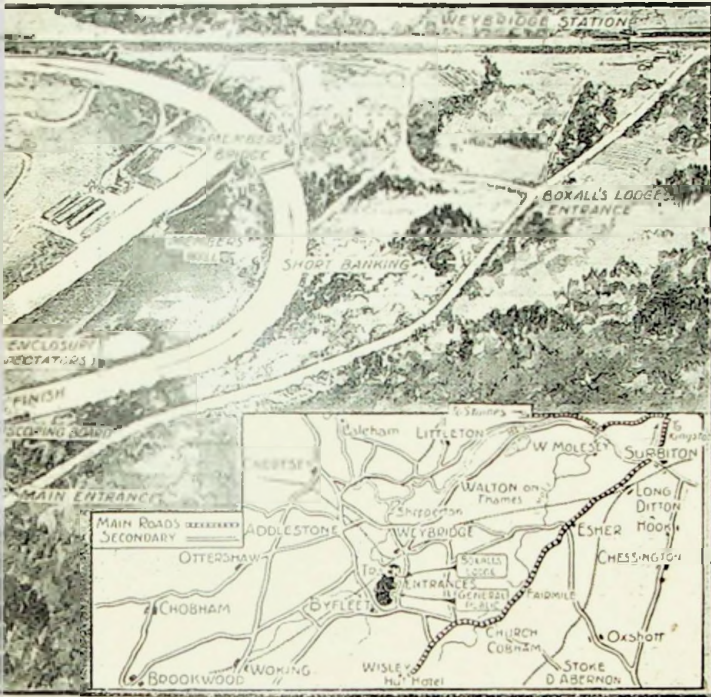
The winner of the 1,100 c.c. class will receive a silver medal and a cup.

The winner of the 1,500 c.c. class will receive a gold medal and a cup.



There are frequent trains from Waterloo, London, to Weybridge Station, which is shown above. Boxall's Lodge entrance to the track is about ten minutes' walk along the road indicated.

**OBJECTS AND CONDITIONS OF THE RACE—
PLACES FOR SPECTATORS AND TRACK ARRANGEMENTS—WHERE TO VIEW THE COMPETITORS.**
* Entries and Speed Table See Succeeding Pages.)



Prepared by our artist as a guide to the general arrangements of the race, observation and so forth, at a glance. It should be used as a hand photograph. (Inset) Brooklands track and its environs.

the race, and it is to be hoped that, as on previous occasions, it will remain furled.

Each make of car has a "pit" allotted to it, which supplies tools and materials whereby repairs can be effected. Only the crew of the car is allowed to

touch the vehicle, and no assistant in the pits must set foot on the track. Although general repairs and so forth may be executed, the base chamber, cylinders, gearbox housing and back-axle casing may not be substituted by other parts during the race.

The actual race does not begin until 3 p.m., but prospective onlookers would do well to arrive much earlier, as there will be plenty to interest them.

Given a fine day, there is ample ground for picnicking, an ideal spot being the green slope of the members' hill.

There are two entrances to the track, one being at Boxall's Lodge, nearest to Weybridge Station. Cars using Boxall's Lodge pass under the track via the members' tunnel, cross the main paddock and follow the directions given as to entrance to

the public enclosure for cars and spectators, which extends from the foot of the members' hill to the apex of the triangle situated at the grand-stand.

The main entrance to Brooklands is about half a mile farther away from Weybridge Station, and is by far the quickest way of gaining access to the public enclosure; but, once the race is under way, cars cannot cross the track, and the only entrance and exit will be via the members' tunnel and Boxall's Lodge.

The following are the prices of admission:—Spectators, 5s. per person; cars: four-wheelers, 10s.; three-wheelers, 5s.

There are three principal restaurants in the grounds, these being situated under the grand-stand, in the main paddock and at the top of the members' hill. It is presumed that it will be possible to obtain refreshments at any of these restaurants.

There are innumerable vantage points from which an excellent view can be obtained of the racing. The grand stand, for which an extra charge of 5s. is made, overlooks the pits, and commands a view extending roughly from the end of the Byfleet banking to the beginning of the home banking on the south-east side of the track.

Speed on the Banking.

Without using the grand-stand, it is possible to see the work that is going on at the pits; in fact, spectators can gain access to within a few yards of the track itself. From here, also, a good view can be obtained of the main scoring board, but from any other part of the enclosure field-glasses will be necessary in order to follow the positions on the board.

There is usually some very skilful driving on the banking, for which reason the members' hill provides an excellent position from which to view the race. From the height of these slopes a view of practically the whole track can be commanded, but again field-glasses are almost a necessity if individual performances are to be watched. It is usually difficult to obtain a position on the members' bridge, and onlookers should bear in mind that they can obtain an equally good view from the edge of the members' hill, which immediately overlooks the track. Seats are provided here both of the open and covered order, but the latter look out towards the railway straight and the Byfleet banking.

Interesting items of news will be given out by a giant microphone amplifier, which should be heard easily anywhere in the vicinity of the grand-stand.

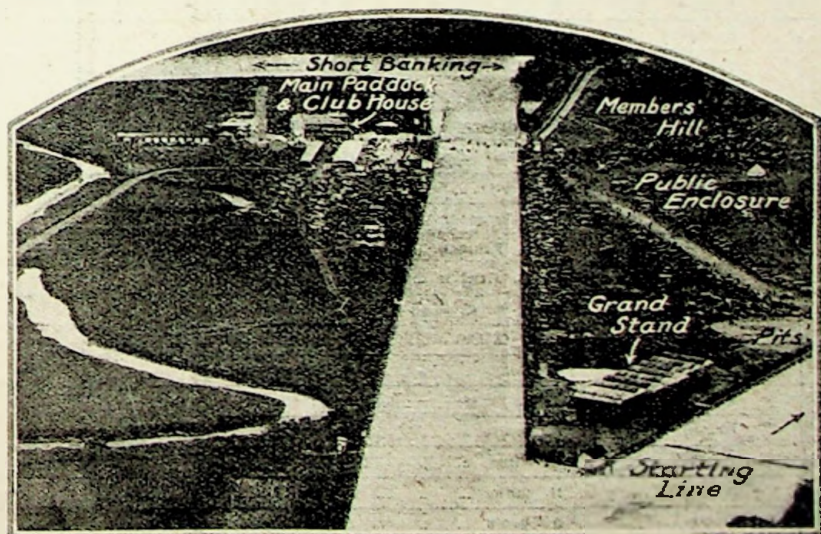
PLANCE.

takes place to-day, September 19, 1924, at Brooklands, Wey-

three separate races not exceeding (2) 1,100 c.e.;

aces will be run at the start being at 10 a.m.

will probably begin at 11 a.m. and will probably end at 6 p.m.



The hub of activity. It should be distinctly noted that the finishing straight, seen in the centre of the photograph, will not be used by the competitors, except as a paddock at the "fork" or grand-stand end.

THE COMPETITORS AT A GLANCE.

The greatest care has been taken in the compilation of the accompanying table, which contains all the latest information up to the time of going to press; but readers should be on the qui vive for last minute changes.

No.	Car.	Driver.	Entrant.	RESULTS.			Remarks and Notes on Performance.
				Place.	Time. Hrs. Mins. Secs.		
	Horstman	C. G. Coe	T. L. Edwards				
	Horstman	D. E. Calder	D. E. Calder				
	Horstman	H. W. Purdy	H. W. Purdy				
	Horstman	G. Newman	E. C. Fery				
	Alvis	C. M. Harvey	T. G. John				
	Alvis	A. G. Miller	T. G. John				
	Alvis	B. Halford	T. G. John				
	Aston-Martin	E. R. Hall	E. R. Hall				
	Aston-Martin	H. S. Eaton	L. Martin				Probable non-starter.
	Eric-Campbell	R. C. Morgan	Mrs. Agnew				
	Aston-Martin		G. E. T. Eyston				Probable non-starter.
	Aston Martin	G. E. T. Eyston	V. Gillow				Possible non-starter.
	Riley	V. Gillow	V. Gillow				
	A.C.	J. A. Joyce	S. F. Edge				
	A.C.	Kays Don	E. L. Mceson				
	Warwick	S. H. Newsome	S. H. Newsome				
	Warwick	K. S. Peacock	S. H. Newsome				
	Bugatti	L. Cushman	E. G. A. Lefrere				
	Bugatti	L. Montant	J. O'Day				
	Bugatti	G. Blackstock	J. O'Day				
	Bugatti	R. C. Gallop	J. O'Day				
	Ceirano	E. Ceirano	N. B. Newton				Probable non-starter.
	Darracq	K. Lee Guinness	A. Huntley Walker				
	Darracq	H. O. D. Segrave	A. Huntley Walker				
	Darracq	G. Duller	A. Huntley Walker				
	Thomas Special	J. C. P. Thomas	J. C. P. Thomas				
	Thomas Special		G. Duller				Probable non-starter.
	Bugatti	P. L. Densham	P. L. Densham				
	Marseal	S. C. Katon	S. C. Katon				
	Bugatti	B. S. Marshall	B. S. Marshall				
	Salmson	O. Wilson Jones	A. Bovier				
	Salmson	Count L. Zberowski	A. Bovier				
	Salmson	D. Hawkes	A. Bovier				
	Frazer-Nash	E. Ringwood	F. N. Pickott				
	Morgan	H. Beart	H. F. S. Morgan				
	Morgan	G. Norris	H. F. S. Morgan				
	Morgan	E. B. Ware	E. B. Ware				
	Frazer-Nash	J. A. Peacock	J. A. Peacock				
	Newton	N. B. Newton	N. B. Newton				
	Austin	E. C. G. England	E. C. G. England				
	Austin	R. E. O. Hall	E. C. G. England				
	Austin	G. Hendy	G. Hendy				
	Austin	J. P. Dingle	J. P. Dingle				
	Austin	A. Walte	A. Walte				
	Austin	L. Kings	A. Walte				
	Austin	H. Cutler	A. Walte				
	Austin	A. Braid	A. Braid				
	Austin	A. Selby Bigge	A. Selby Bigge				
	Vagova	D. Spencer Grey	D. Spencer Grey				
	Austin	F. Samuelson	F. Samuelson				Probable non-starter.

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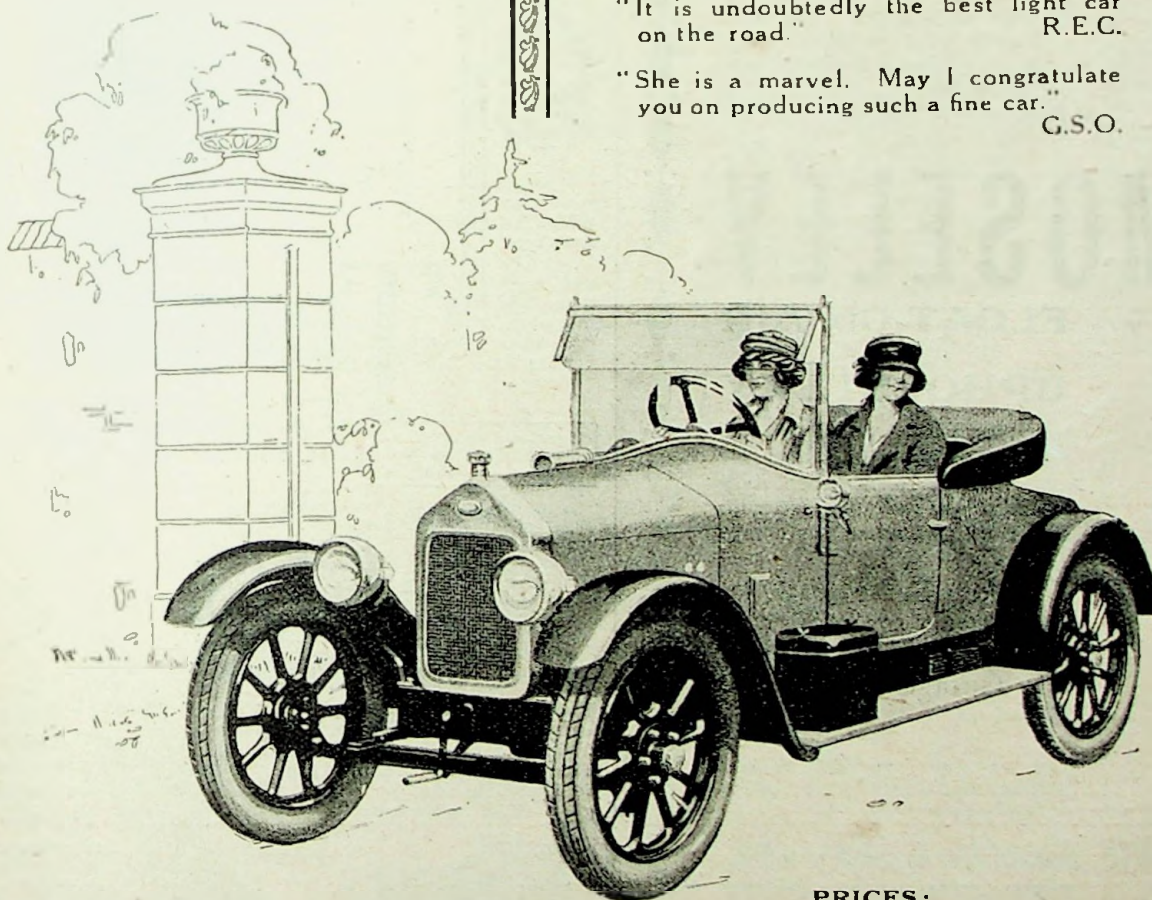
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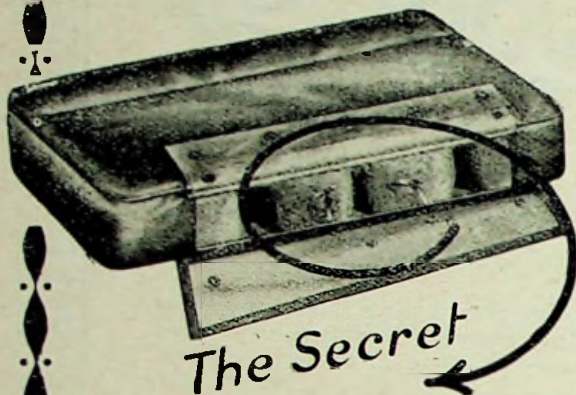
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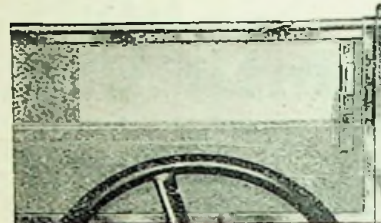
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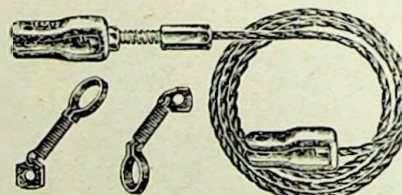
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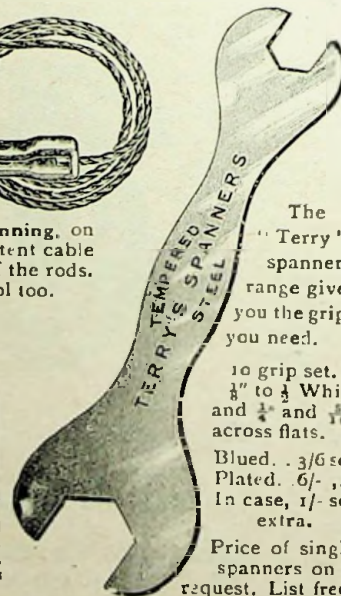
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TIMING THE 200-MILE RACERS.

USEFUL TABLE AND GRAPH FOR SPECTATORS OF THE GREAT RACE.

THE speed-time list and the graph given on this page have been prepared for the use of readers who intend visiting Brooklands on the occasion of the 200-Mile Race.

Merely to watch the cars circling the track will be of interest, but owners of stop-watches, by making use of the speed table or graph, will be able to keep themselves informed as to the speed of any car from time to time.

The speeds have been worked out with sufficient accuracy for all ordinary purposes. For purposes of calculation the 50-ft. line is regarded officially as the average position on the banking occupied by a car at speed, and it will be obvious that a car which completes a lap above this line in a given time will be

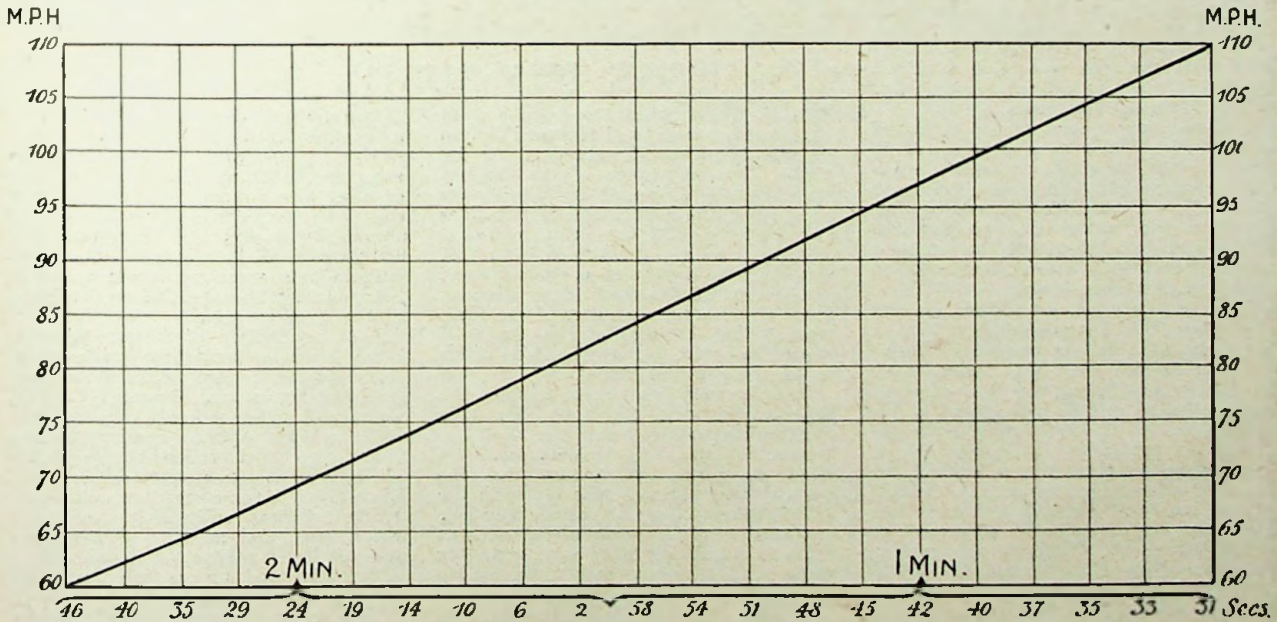
travelling faster and farther than one which is on or below it, because the distance round the track is greater at the top of the banking than at the bottom.

To spectators on the Members' Hill the speeds of the cars round the short banking may appear somewhat slow, owing to the upward gradient of the track. Maximum speeds will be attainable along the railway straight between the timing-box at the railway start—just off the banking—and the half-mile box. The speed over half a mile can be obtained without recourse to the speed table by timing the cars as they pass between these two boxes, but to obtain the lap speed the car must, of course, be timed as it passes some definite point on the track, and any convenient point may, of course, be chosen.

BROOKLANDS LAP TIMES.

Taken on the 50-ft line, from 60 m.p.h. to 110 m.p.h.

Time per lap. min. sec.	Miles per hour.	Time per lap. min. sec.	Miles per hour.	Time per lap. min. sec.	Miles per hour.
2 16.0	60	2 9.2	77.09	1 45.8	94.15
2 13.2	61.03	2 7.6	78.06	1 44.8	95.05
2 10.6	62.02	2 6.0	79.05	1 43.6	96.15
2 8.0	63.03	2 4.4	80.07	1 42.6	97.08
2 5.6	64.01	2 2.8	81.11	1 41.6	98.04
2 3.2	65.01	2 1.4	82.04	1 40.6	99.01
2 30.8	66.04	2 0.0	83.00	1 39.6	100.01
2 28.6	67.03	1 58.4	84.13	1 38.6	101.02
2 26.4	68.03	1 57.0	85.13	1 37.6	102.06
2 24.2	69.08	1 55.8	86.02	1 36.6	103.11
2 22.2	70.05	1 54.4	87.07	1 35.6	104.19
2 20.2	71.05	1 53.0	88.15	1 34.8	105.07
2 18.2	72.07	1 51.8	89.09	1 33.8	106.19
2 16.4	73.02	1 50.6	90.06	1 33.0	107.10
2 14.6	74.00	1 49.4	91.05	1 32.2	108.03
2 12.8	75.01	1 48.2	92.06	1 31.2	109.22
2 11.0	76.03	1 47.0	93.09	1 30.4	110.19



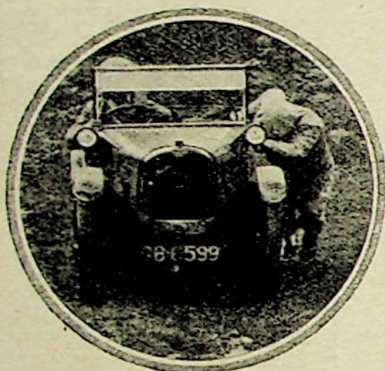
HOW TO USE THIS GRAPH. The times and speeds in the list shown above are accurate to within one and two places of decimals respectively. The graph, which was worked out from the list, is intended only as a quick method of ascertaining the speed within reasonable limits of accuracy. To read the graph, follow the horizontal bottom line along to the time taken, and then vertically upwards to where it meets the diagonal line, from this point horizontally at the side of the graph find the miles per hour.

SCOTTISH TWO DAYS' TRIAL.

A GRUPELLING TEST OF SMALL CARS.

UNFORTUNATELY the date of the Scottish Two Days' Trial, run by the Edinburgh and District Motor Club, clashed with at least two events in England, with the result that it was poorly supported.

There were only six cars entered, five of which came within the 1,500 c.c. limit. They were Major Johnstone's white sports model 7 h.p. Jowett, Capt. A. W. Brittain's 10 h.p. B.S.A. (Snowdon Ranger), A. R. Croal's red Ariel, which he drove in this year's Six Days' Trial; F. W. B. Baxter's 7 h.p. Austin, and George Evans's 7 h.p. Austin, driven by G. Granger.



Granger's Austin requires assistance on Caddonlee Hill.

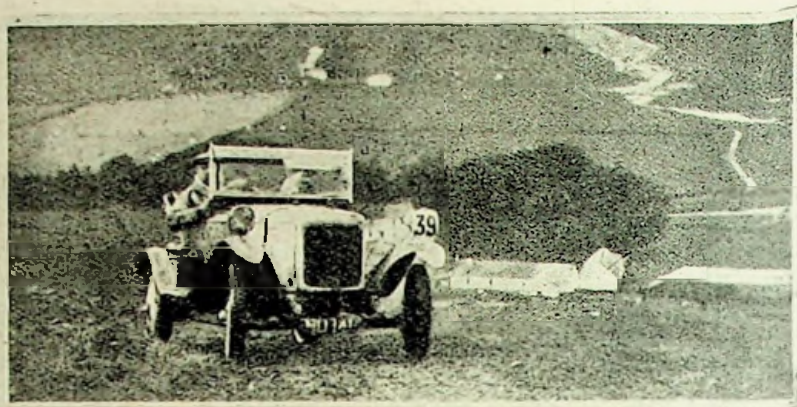
The regulations for this trial had been framed on the lines of the Six Days' event, with the exception that during and after the trial competing machines were subjected to careful scrutiny and marks deducted for faults.

To gain the special first-class award a car had to finish in as good condition as it was at the start. A premium was put on reliability in that cars were allowed to deviate from scheduled time only to the extent of two minutes. Failure on one hill meant the loss of a special first-class award, but not an ordinary first-class award.

On the whole the cars showed up very well indeed, and it is significant that in only one case were marks lost on time.

A bridlepath over the Lammermoor hills was included as the first observed hill on Saturday, and with chains all the cars climbed it successfully with the single exception of Granger's Austin. Following this there was a Colonial section of unexampled severity. An old drove road was crossed, and as it was swampy and frequently traversed by deep burns the difficulty of making any speed may be imagined. Capt. Brittain (B.S.A.) broke a shock absorber and he declared he had never seen so wretched a road in a trial. Major Johnstone's Jowett and the Ariel were almost unrecognizable, being covered in mud. The Austins seemed to be better off.

Talla, with its average 1-in-6 gradient, troubled only one of the Austins, which



ROUGH GOING. — A. W. Brittain (B.S.A.) on one of the many grass-grown hills which were included in the trial.

was not going too well. Then came Bodesbeck—two miles of very stiff collar-work with an average gradient of about 1 in 8, and at the worst about 1 in 5. The best climbs were made by the Jowett and the Ariel.

About 180 miles were covered on Monday. One section, Middencots, near Tinto Hill, troubled everyone, mainly because of an awkward water-splash, which drivers came on suddenly. However, no competitor was behind scheduled time at Symington, the lunch control.

In the afternoon the route was altered from the original run, and in place of two hills, which were known to be soft and muddy, there was substituted Caddonlee, near Galashiels.

Caddonlee is a straight hill with a rise of about 1 in 6 for less than 300 yards. It is a narrow lane and the surface is hard, with pebbles and boulders, some of them grass-grown, strewn all over the track. The Jowett, Croal's Ariel and

Brittain's B.S.A. made light of the hill, but the Austins with their standard gearing of 16 to 1 on bottom gear had to be assisted. Baxter made a fine attempt to get to the top without chains.

With the exception of Brittain's B.S.A., which, as already stated, suffered a broken shock absorber, none of the cars was penalized. Considering the amount of cross-country work done, this is exceedingly gratifying and the officials were extremely satisfied with the way the cars stood up to the test. The results were as follow:—

Special First-class Awards: A. R. Croal (1,097 c.c. Ariel); Major J. D. Johnstone (907 c.c. Jowett). Second-class Awards: F. D. M. Baxter (750 c.c. Austin); George Evans (750 c.c. Austin); A. W. Brittain (1,067 c.c. B.S.A.). Special prize for best performance: J. D. Johnstone (Jowett). Special prize for machine in best condition (appearance and mechanical condition): A. R. Croal (Ariel).

THE 1925 AUSTIN SEVEN

THE Austin Seven has recently been improved in several respects, and in its new form will be standardized for 1925. The appearance of the car has been greatly enhanced by the better blending of the bonnet and scuttle lines and the fitting of a vertical instead of a slightly sloping windscreen. Another important improvement is the widening of the tops of the doors, thus allowing much easier access to either of the front seats. The bottoms of the doors, it should be noted, remain the same width as on the previous model.

In order to provide more room in the rear compartment the body has been slightly lengthened, while the hood has been redesigned to provide more overhead clearance and to improve the general appearance of the car with the all-weather equipment erected. The side curtains are of an improved pattern, the forward pair being fitted with signalling flaps, while the rear pair are provided with larger celluloid lights than those previously fitted. Finally, an improved form of instrument board permits the instruments to be arranged to better advantage and allows more room for the addition of other accessories according to the taste of the owner.

Turning now to the chassis one notes the standardization of a fan, which is

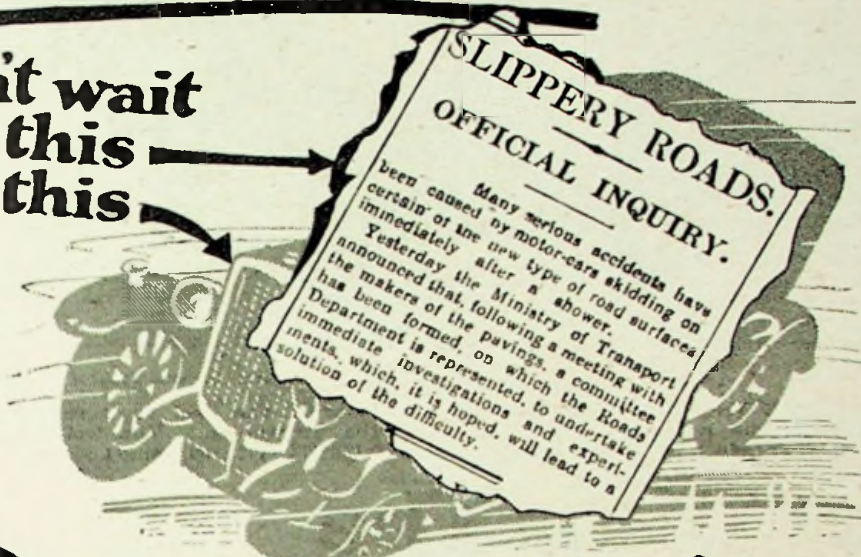
driven by a flat belt and provided with a cranked bracket to facilitate the tensioning of the drive. Another improvement is the fitting of a fabric in place of a metal universal joint on the front end of the propeller shaft, while a third alteration incorporates mud-excluding flanges over all four brakes. Shock absorbers are standard, those in front being practically concealed by the fitting of the number plate.

The specification of the car, which is fitted with a miniature water-cooled four-cylinder engine, having a bore and stroke of 56 mm. and 76 mm. (747.5 c.c.), detachable cylinder head, magneto ignition, thermo-siphon cooling, pump lubrication and roller-bearing crankshaft, incorporates a clutch of the single-plate type, a three-speed centrally controlled gearbox built in one unit with the engine, and an axle of the three-quarter floating type, equipped with a differential and torque tube, the final drive being by helical bevel.

The brakes operate on all wheels, which are shod with 26-in. by 3-in. oversize tyres, a spare wheel and tyre forming part of the equipment, which also includes electric lighting and starting, horn, separate and adjustable front seats and the usual all-weather hood and side curtains.

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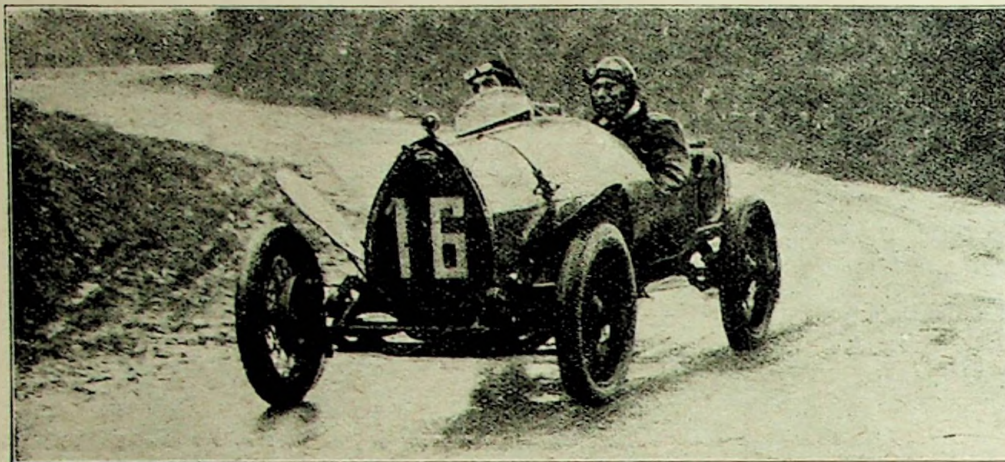
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"The Light Car and Cyclecar" Photograph.

RACING IN THE RAIN. Shocking weather marred the first day's racing at Boulogne, the race for small cars being the attraction. The well-known Brooklands driver, Mr. B. S. Marshall, piloted a Bugatti to victory, using Lodge plugs.

The Grand Prix de Boulogne

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on his Alvis, fitted with Lodge Plugs.

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

BROOKLANDS AUTUMN MEETING.

AUSTIN SEVEN GAINS FIRST
THREE PLACES IN ONE
RACE—200-MILE CARS SHOW
THEIR PACES.

IT is becoming increasingly evident that the B.A.R.C. handicappers are forming a great respect for small racing cars—a fact which was reflected in the handicaps during the autumn meeting of the Brooklands Automobile Racing Club, which took place on Saturday last. Far from being discouraged, the drivers of the cars under 1,500 c.c. should feel flattered—especially as they were well represented in the results.

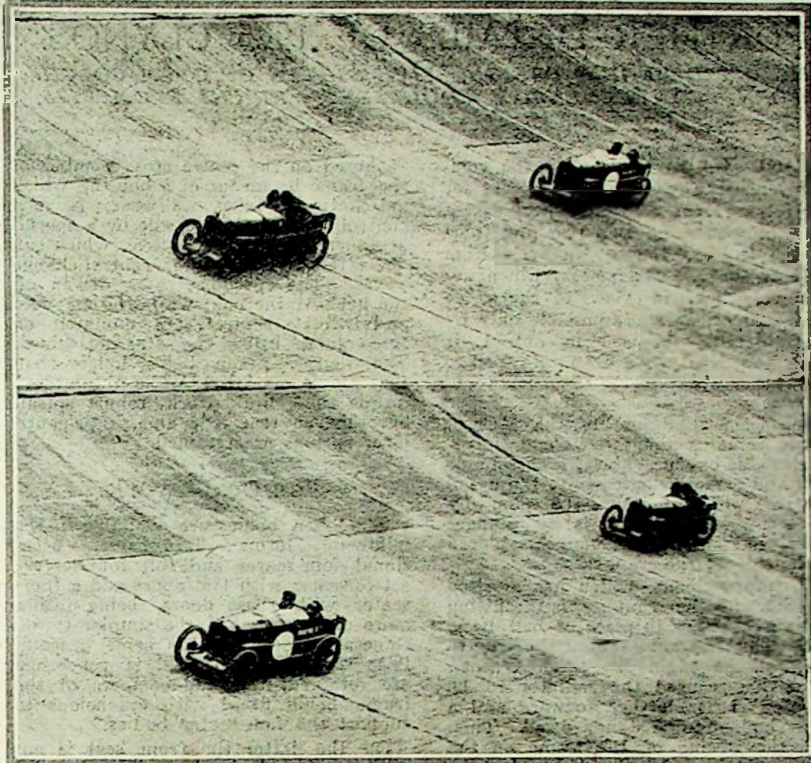
There were eight races altogether, of which, however, only four were open to light cars. In all cases, however, these cars had to compete against others with engine capacities between 1,500 c.c. and 10,087 c.c.

In the first light car race of the day, the 31st 75 m.p.h. Short Handicap, there was a field of 15 starters, the limit man having 1 min. 11 secs. start over a Bentley, which started from scratch. Meeson's A.C., driven by Kaye Don, and Capt. A. Waite's Austin Seven were a couple of 200-Mile cars which showed their paces in this race. The winner, however, was Capt. Campbell (Star, 1,944 c.c.), second place being gained, after an excellent race, by J. P. Dingle in his Austin Seven. An Amilear came to grief, losing a con. rod complete as it sped towards the short banking.

In the 17th 90 m.p.h. Short Handicap Capt. Barnato's Wolseley was a popular winner, with F. Scriven's big Austin second and a Grand Prix Vauxhall third. Of the remainder two were light cars—an A.B.C. and an A.C.—both being unplaced.

The Austin Trio.

Austin Sevens secured remarkable successes in the 31st 75 m.p.h. Long Handicap, the two previously mentioned being reinforced by E. C. Gordon-England's 200-Mile racer. This was comparatively new to the track and had not been properly run in. Nevertheless, over the 8½ miles it put up a wonderfully good race. At the end of the first lap Dingle led Waite by a couple of lengths, but England was close behind and was rapidly overhauling the second man. At the end of the second lap the positions of the first two cars had been



THE POSITIONS REVERSED.

These unique photographs were taken at exactly the same point on the track. They show incidents in the Thirty-first 75 m.p.h. Long Handicap. (Top) At the end of the first lap Dingle's Austin led Waite's. (Bottom) At the end of the second lap, Waite led Dingle by almost the same distance.

reversed, Waite leading, with Dingle hard on his tail. Meantime England had crept up still closer. The three Austins came towards the finishing line in a bunch, and the winner seemed to be decidedly uncertain. Waite won, however, by what appeared to be half a length from Gordon England. Dingle was no more than three lengths in the rear. It was an excellent race, won at a speed of just under 75 m.p.h., good going for such tiny racers.

Both Waite and England have had ample time in which to tune up their cars for the coming classic struggle, and they should both easily be capable of exceeding an 80 m.p.h. lap speed.

A Grand Prix Vauxhall started from scratch in the 17th 90 m.p.h. Long Handicap, and, considering that the limit men, A. Whale (Calthorpe) and E. C.

Gordon England (Austin Seven) had only 1 min. 17 secs. start over a car capable of lapping at nearly 100 m.p.h.—the distance of the race being 8½ miles—it was not surprising that the Vauxhall proved to be the victor. Nevertheless, great credit is due to W. Barnato (Wolseley) and E. C. Gordon England (Austin Seven), who gained second and third places respectively, and were no more than a few lengths behind.

Kaye Don (A.C.) was a popular fancy, but, unfortunately, he "packed up" with engine trouble on the last lap; otherwise, he would have figured in the picture.

Results.

Thirty-first 75 m.p.h. Short Handicap.—(1) Capt. M. Campbell (Star*); (2) J. P. Dingle (Austin); (3) A. Boorer (Bora*). Average speed, 79½ m.p.h.

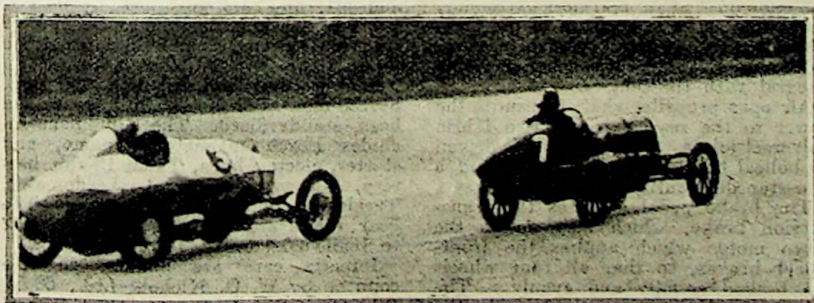
Seventeenth 90 m.p.h. Short Handicap.—(1) Capt. W. Barnato (Wolseley); F. Scriven (Austin*); P. H. Gurney (Vauxhall*). Average speed, 76½ m.p.h.

Thirty-first 75 m.p.h. Long Handicap.—(1) Capt. A. Waite (Austin); (2) E. C. Gordon England (Austin); (3) J. P. Dingle (Austin). Average speed, 74½ m.p.h.

Seventeenth 90 m.p.h. Long Handicap.—(1) P. H. Gurney (Vauxhall*); driver, Barclay; (2) Capt. W. Barnato (Wolseley); (3) E. C. Gordon England (Austin). Average speed, 96½ m.p.h.

Note.—Cars marked with an asterisk have engines exceeding 1,500 c.c.

B41



OVERTAKING THE FIELD.—Barnato (Wolseley) overtakes Whale (Calthorpe) in the Seventeenth 90 m.p.h. Short Handicap, which the Wolseley won.

FURTHER DETAILS OF 1925 CLYNOS.

MODIFIED ENGINE DESIGN. FIVE STYLES OF OPEN COACHWORK. COMPREHENSIVE EQUIPMENT. PRICES FROM £175.

LAST week we announced the comprehensive range of Clyno cars for the coming season, which provides a series of open and closed two and four-seater vehicles, ranging in price from £175 to £345. The prices, which are extremely low, in view of the value given, have been made possible only by a considerable increase in output, it being hoped to produce on an average 100 cars a week during the ensuing 12 months.

The general design of the 11 h.p. engine remains unaltered, and incorporates side-by-side valves, a detachable head and a monobloc casting, the cylinders of which measure 66 mm. by 100 mm. Lubrication is by plunger pump, and an oil-level gauge is placed on the side of the crankcase.

An improvement, which has resulted in much smoother running, is the fitting of plain bearings in place of ball bearings. This has necessitated the lengthening of the engine by some 3 ins., which has caused the radiator to be mounted rather farther forward and a longer bonnet to be standardized. This, with the raising of the frame on the springs, has produced a holder-looking appearance, and, in conjunction with the extremely attractive lines of the new bodies, results in an imposing and graceful vehicle.

The gearbox, which is mounted on the front end of the torque tube and

anchored on the centre cross member of the frame by means of a housing which automatically takes all wear, is now controlled from the off side by a special arrangement of cross control, which can be fitted to existing central-change boxes. The speedometer is driven off the back of the box, while the magneto and throttle controls are mounted on the column below the steering wheel. The silencer is some 8 ins. longer than that previously fitted, while the present torque tube, brake-work, robust spiral-bevel-driven rear axle and single-canti-lever springs are retained.

The Coachwork.

The open bodies are available in the following forms:—Two-seater, occasional four-seater and full four-seater; a two-seater with two doors and a four-seater with three doors, being rather more expensive than the simpler types. Generally speaking, the same graceful lines so far as the shell is concerned are retained, the side-members of the frame being fitted with extensions to support the four-seater bodies.

On the latter the front seat is entirely removable, and can also be slid to provide adjustable legroom, the bottom of the seat being secured by studs and nuts, which are easily accessible when the cushion is withdrawn. The foot-pan extends across the width of the car, so that the passenger as

well as the driver can benefit, while the neat arrangement of the instruments and cubby hole and the standardization of a sloping windscreen are other features of note.

On the four-seater the side curtains extend for the full length of the body, and can be stored behind the rear squab, while the tools are kept under the rear seat. To complete the protection of the rear passengers, a substantial celluloid screen is made to slide up and down behind the front seats.

On the two-seater the back of the dickey forms the lid, and is supported on two straight rails, which slide into the dickey when the lid is folded down. The side curtains extend well past the passengers' heads, and are kept at the back of the dickey squab, while the tools are stored under the seat.

The equipment is extremely comprehensive, a C.A.V. lighting and starting set, larger headlamps, Smith clock and speedometer, Cox Atmos carburetter, Fellows magneto, balloon tyres and petrol can and holder being provided.

In addition to the touring models, a sports model equipped with a four-speed gearbox with central control will shortly be available. The top-gear ratios are 3.7, 3.9 or 4.5, and purchasers can specify a solid or a differential-fitted axle according to their requirements. In addition, a locking device for the axle can be supplied.

The front axle is capable of taking front-wheel brakes, and the engine is specially tuned and equipped with a longer bonnet than standard and a large-bore copper exhaust pipe, which, in conjunction with the sporting two-seater body, produces a particularly smart appearance. The makers' address is Clyno Engineering Co. (1922), Ltd., Wolverhampton.

THE slide valve, which has proved itself so efficient in steam-engine and locomotive practice, has not of recent years been considered suitable for use in fast-running internal-combustion engines, owing to the difficulty of maintaining the high compressions now common, and furnishing adequate lubricant.

The 11-24 h.p. Imperia is an 1,100 cc. class vehicle, made by an old-established Belgian concern famous for its careful workmanship. Poppet valves are entirely dispensed with and slide valves utilized. These work in grooves on each side of the cylinder walls, opening or closing the inlet or exhaust ports as they are raised or lowered. Instead of working in special chambers, the slides actually form part of the cylinder walls, and are ground and polished in the same way as the inner walls of the cylinders.

Two camshafts, situated in the crankcase, operate the valves through a special device, which entirely prevents any lateral movement of the lower part of the slide. Deep grooves milled in the backs of the slides ensure the proper distribution of oil, which is fed under pressure.

The pistons, of aluminium alloy, reciprocate in cylinders of 66 mm. bore, while their stroke is of 80 mm.

The crankshaft is carried in very large diameter ball races, and is of particularly robust construction.

It is claimed that the engine, which is water-cooled on the thermo-siphon principle, develops 24 h.p. at 3,500

B42

THE SLIDE-VALVE IMPERIA.

A WELL-BUILT BELGIAN LIGHT CAR WITH MANY NOVEL FEATURES.

r.p.m. A Solex carburetter, supplied by an Autovac from a D shaped 10-gallon petrol tank at the rear, is fitted. There is a Bosch magneto, with automatic advance and retard.

The clutch is exceedingly light, which permits of rapid and easy gear changing, and consists of a single steel disc mounted between two Ferodo discs, with a simple means of adjustment.

A four-speed gearbox is built in one unit with the clutch housing and engine, and embodies, at its rearmost extremity, the simple servo mechanism of the four-wheel brakes. Central control is provided, as also is a speedometer drive integral with the box.

An open propeller shaft transmits the power to the rear axle via two fabric universal joints. The rear axle is driven by helical bevel and crown wheel and a four-star differential.

The brake pedal operates the transmission brake, which also forms the servo motor which applies the front-wheel brakes, so that all four wheels are braked equally and evenly. The side brake lever expands shoes in the rear-wheel brake drums only. The brake adjustment is very simple, and every working part, as, indeed, every part of

the entire chassis, is lubricated on the Tecalemit grease-gun system.

The steering gear is of the worm and-wheel type, and the fabric universal joint is fitted just above the steering box, so that the rake of the steering column can be varied at will without touching the steering gearbox, while it also absorbs, in some measure, road shocks which would otherwise be transmitted to the hands.

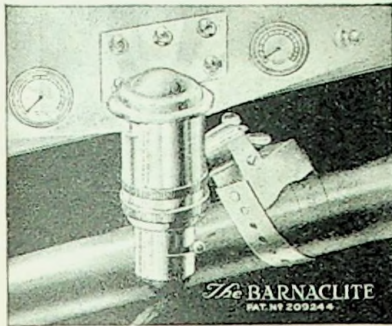
Semi-elliptic springs are fitted fore and aft, and are governed by special Imperia rebound dampers; the makers claim exceptional road holding qualities for this car.

Sankoy steel wheels, with 730 mm. by 130 mm. Michelin Comfort tyres have been standardized. The equipment includes Bosch magneto, dynamo, and starter, electric horn, Tudor 12-volt battery, Jaeger clock and speedometer, Tecalemit grease-gun and all tools. The gear ratios are 5.1 to 1, 6.7 to 1, 10.2 to 1 and 20.4 to 1. Reverse 18 to 1.

Imperia cars are handled in this country by W. G. Nicholl, Ltd., 50-54, Whitcomb Street, London, W.C.2, and the price of the 11-24 h.p. model, fully equipped and with English four-seater body, is £375.

Summer Time ends next Sunday

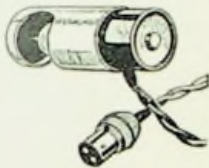
LOOK TO YOUR LAMPS



The "BARNACLITE."
Throws a non-dazzling light on all instruments on the Dashboard simultaneously. May be swivelled in any direction. The non-switch type may be connected in series with the tail lamp, and serves as a tell-tale for the latter. In any finish, including bulb and 1 yard flex (height 2½ in.), 12/6 (4182/80). Or with switch, 17/6 (4182A/80).

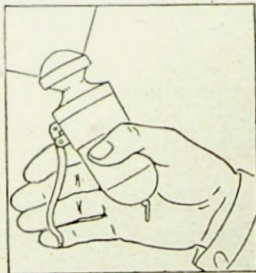
Postage 9d.

When ordering state voltage



THE WEBSTER MAGNET LIGHT.

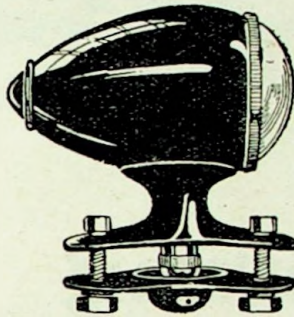
"It Sticks where Stuck."
The ideal Lamp for night repair work. When ordering, state voltage and whether single or double pole. 15/- Postage 9d.



FLASH LAMPS WITHOUT BATTERY.
The Pocket Model here illustrated is neatly finished in Aluminium and is, as will be seen, of a most convenient size. 3159/80. 18/- Postage 9d.

Our Catalogue A2 contains one section entirely devoted to car lighting. Send for a copy.

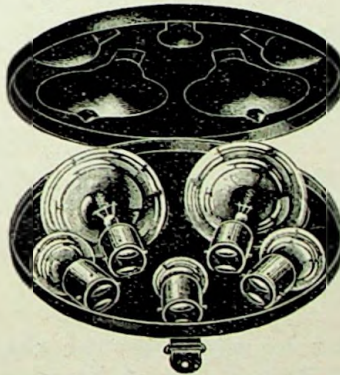
Your lamps will now be for use as well as ornament—see they are fit for a run after dark. There is the necessary spotlight, the convenient hand lamp or magnetic inspection lamp, the get-you-home set for emergencies—every type of lamp the motorist will find at Dunhills in a variety to meet every requirement.



STADIUM WING LAMPS.

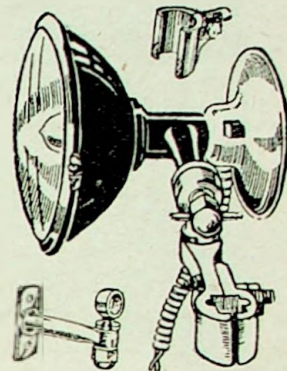
Neat, inexpensive all-brass lamp of the popular wing fitting type, front lens mount of which unscrews for bulb replacement. Fitted with rear ruby lens. Length over all, 4½ in. Diam. of body, 2½ in. Diam. of front lens, 2½ in. 17/6 per pair.

Postage 1/-



BULB CASE.

Car size, for five Bulbs. 3961/80. 2/9 each. Postage 6d.



"STADIUM" SPOTLIGHT.

Combined Searchlight, Foglight, Inspection Lamp, and 3½ in. rear view diminishing Mirror. Lamp swivels on the universal joint in any direction; easily detachable for inspection purposes. The heavily-silvered parabolic reflector throws a beam of light a distance of approximately 200 ft. Adjustable focus and simple switch. Supplied with clip or bracket fitting. Black and Nickel-plated, complete with 6 or 12 volt bulb and flexible cable.

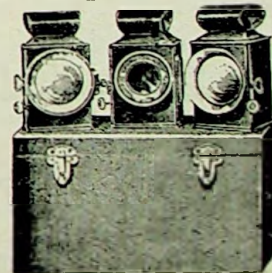
25/- each.

All Nickel-plated ditto, 27/6 Postage 9d. Please state on your order Voltage, Finish and Fitting required.



INSPECTION LAMP.

LUCAS INSPECTION LAMP. No. 3132/80.—Particularly convenient to use, the 16 ft. length of cable being retained on a reel in the body of the lamp, so that it cannot get entangled. Ebony black finish. 15/6 each. Postage 6d. extra.



THE EMERGENCY OIL GET-YOU-HOME SET.

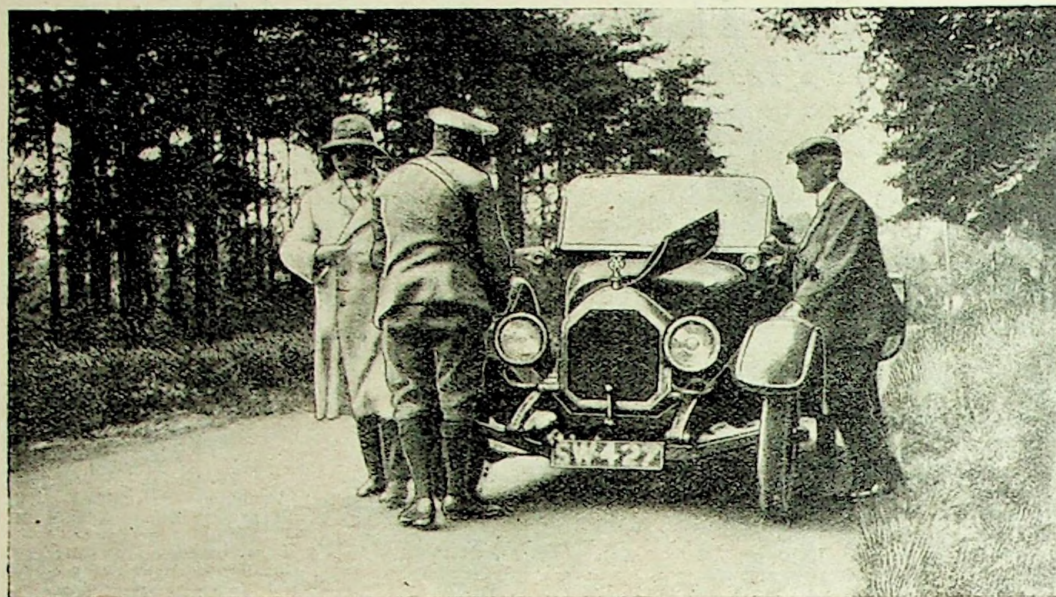
Three lamps fitted neatly into a strong, well finished wooden box, which can be screwed down on footboard. Lamps can be carried ready filled and trimmed, therefore putting your mind at ease should your Electric Light fail at any time. Size: Height 8 in. Width 6½ in. Length 4 in. 37/8 Postage 1/-

You will require warm gloves for Winter Motoring. Our new Catalogue C.A.2 sent on application.

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



Motoring Value

IN return for a moderate subscription the Automobile Association provides members with an efficient and comprehensive Road Service which extends from Land's End to John o' Groats.

By means of this service the member is looked after from the time he decides on his trip to the time he reaches home again.

A letter to the Association stating where he wants to go will bring a special route giving the best roads and other information which rids the member of all worry as to "How he is to get there."

On the road the khaki-clad A.A. patrols will be found everywhere ready and competent to undertake minor roadside adjustments, obtain tyres, petrol or other supplies from the nearest garage, and otherwise lend a helping hand.

Other privileges enjoyed by members of the Automobile Association include Engineering Assistance, Road Service Outfits, Foreign Touring Assistance, Special Touring Facilities, etc., etc.

Full particulars of these benefits are contained in a booklet, "Always Ahead," which can be obtained from the Secretary, The Automobile Association, 29, Fannin House, Whitcomb Street, London, W.C.2, where a staff of experts is always in attendance to give information on any question relating to motors or motoring.

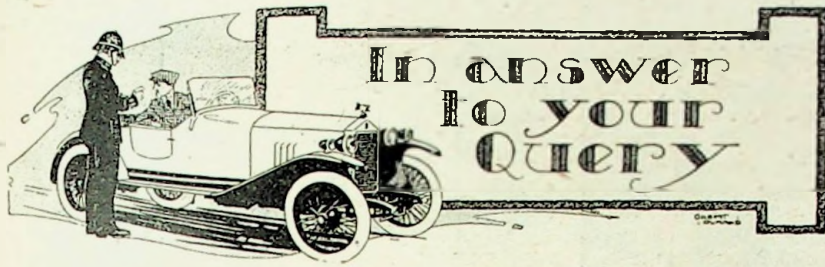
If unable to call, send a postcard to-day, and the booklet will be despatched by return of post.

Should a member wish to ring up an hotel or garage, or get into communication with home or office whilst "on the road," a telephone will be found installed in each A.A. sentry box for his convenience. The telephones are available for use at any hour of the day or night.

In practically every town in Great Britain are officially appointed A.A. Agents where repairs will be efficiently carried out; also A.A. appointed Hotels where the accommodation has been approved by the Association.

If a member is so unfortunate as to be charged with an offence under the Motor Car Act during his trip, all he has to do is to wait for "official intimation" and send it to the Association, who will take up the matter, and a solicitor will appear on his behalf in any police court in the United Kingdom, FREE.

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



The 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.

Low-pressure Tyres.

A.E.C. (Market Weighton).—Several tyre makers can supply low pressure tyres for fitting to standard 710 mm. by 90 mm. rims with beaded edges.

Rectaskids.

G.B.T. (Hereford).—You can equip your light car with the Rectaskid device without fear of springs breaking or any such complications arising. We have tested Rectaskids ourselves, and numerous readers have written saying how satisfied they are with them. If you communicate with Rectaskid, Ltd., 30, Grosvenor Place, London, S.W.1, they will gladly furnish you with full details.

Better Steering Grip.

C.E.W. (Nuneaton).—There is a variety of different means for making a steering wheel more easy to grip. Some drivers bind the rim with twine such as that used on cricket-bat handles and others use insulation tape, but the best plan, if a rather bulky rim is not objected to, is to buy a rubber cover specially made for the purpose. These resemble diminutive cycle tyres and are easily sprung into place over the rim of the wheel. Any large garage can supply them.

Petrol Pipes.

C.T.L. (Hessle).—The reason why petrol pipes have coils in them is to allow a certain amount of "give" in the piping. The coils also tend to absorb vibration. It is a good plan say once a year, to remove the petrol pipe—particularly if it is short and subject to much vibration—and to anneal it by heating until nearly red-hot and then quenching instantly in a bucket of cold water. When quenching one end of the pipe do not hold the palm of your hand over the other.

Front-wheel Brakes.

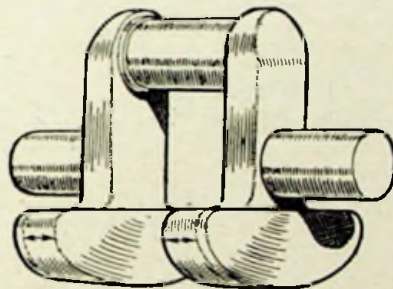
G.W. (Bromley).—It is necessary in the case of nearly every standard make of light car to use a front axle specifically designed to withstand the added strains when front-wheel brakes are used. Because a manufacturer lists front-wheel brakes at an extra charge of £20 you must not assume that he could convert your car for that figure. In the case of the car you mention, if it is a front-wheel-brake model it will be fitted with a different axle, different springing and a special type of wheel hub.

Crankshaft Whip.

N.H.J. (Worthing).—The car you mention should prove quite satisfactory, and we have received excellent reports as to its performance. There is very little risk of whip in the two-bearing crankshaft. These crankshafts are used in the engines of several racing light cars with entirely satisfactory results.

Crankshafts.

W.F. (Truro).—The balance weights of a single-throw crankshaft are formed on an extension of each web opposite to the crankpin. Some crankshafts are built up, but it is the more usual practice to drop-forged them in specially shaped dies, the forging being afterwards annealed to remove the internal



A conventional single-cylinder crankshaft, showing the balance weights.

stresses caused by the hammering. The crankshaft is then set up in a special lathe and the journals are turned to diameter, plus a few thousandths of an inch. A final operation in a grinding machine finishes the journals to exact size.

Extra-air Valves.

J.D. (Kingston).—An extra-air inlet controlled from the driving seat is certainly a useful fitting, but it requires care in using, because if the mixture is weakened unduly the engine will overheat and there will be a risk of burning the exhaust valves owing to the very high temperature of the escaping gases. On the other hand, an extra-air inlet is very useful when coasting down a long hill, as by closing the throttle and opening wide the air valve, clean, cool air is drawn into the cylinders, where it acts as a scavenging and cooling medium and also prevents oil being drawn past the pistons.

Bulb Horns.

H.P. (Bideford).—We can certainly recommend no-twist horns, which have a very shrill note. They are superior to several other horns, and are unusually reliable.

Starter Cables.

A.R. (Henfield).—The cables which lead from the battery to the starter are made of heavy wire, because a very large current is required by the starter, and thin wire would overheat.

Flexible Pipe.

S.G. (Tottenham).—The repeated breaking of a copper petrol pipe can be overcome by the use of Petriflex, a flexible tubing manufactured by Blaisdell Petriflex Tubing Co., Cassiobury Works, St. Albans Road, Watford.

Speedometer Driving Belt.

P.S.R. (Durham).—The only way to replace your endless fabric speedometer driving belt is to remove the bolts from the fabric universal-joint spiders and then slip the new belt over the cardan shaft. If you do not feel inclined to do this, why not fit a leather belt, the ends of which are secured by a fastener?

Castrol Oil.

A.B.R.J. (Chatham).—The peculiar smell of the exhaust of a car using Castrol B is due to the fact that this lubricant contains a large percentage of castor oil. Although the smell is perceptible to following traffic it is not noticed by the driver of a car using this lubricant, and we can recommend it to you with every confidence.

8 h p. Humber.

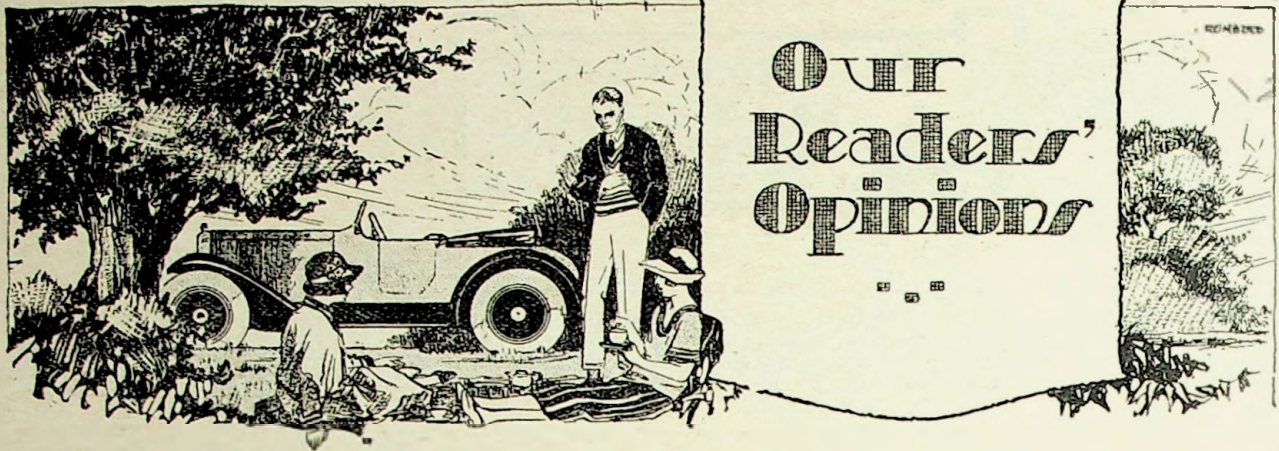
C.I.H. (London, S.W.14).—You are correct in believing that there is a saloon-bodied Humber Eight. This little car has an excellent performance; it will seat three adults, and naturally gives complete protection from the weather. We are forwarding to you a copy of the report of a recent trial run which we had in one of these cars.

Saloon Car.

D.B.C. (Earlsfield).—As you admit you prefer a car to be closed, we should certainly advise you to get a saloon rather than an open four-seater provided with a hood and all-weather side curtains. The latter have improved both in design and effectiveness during the last year or two, but they must not be expected to give the same comfort as may be obtained from a car specifically designed to be generally closed.

Improperly Connected Terminals.

G.N. (East Ham).—The fact that you are unable to get your ignition timing right, coupled with the fact that you have just bought a new magneto distributor, suggests that the high-tension wires are not connected to the proper terminals on the distributor. Are you sure that your new distributor casing is not intended for a magneto of opposite "hand" to yours—that is clockwise, instead of anti-clockwise. If this were the case it would account for the apparent confusion of the numbering.



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.

CHAMPIONS OF THE THREE-WHEELER.

Their Name is Legion.

Morgans, Mercedes and Daimlers.

I read with awe "Daimler's" letter in this controversy, and should think that his costly super-car must be the last word in luxury and speed. I am really surprised that he does not enter for the "200," but, of course, I appreciate that a more or less circular track would be a bit inconvenient, owing to his catching up his own exhaust.

It is noticeable that he has not met a Morgan on the road that can pass him. I have met this sort of driver before, only he usually drives a char-à-bancs.

Still, do not take it to heart, "Daimler." We Morgan drivers appreciate your little joke, and if I, for one, ever see anything resembling your "luxury" car, I am hanged if I will not throttle down to about 5 m.p.h. and let you pass me just for encouragement.

Chislehurst.

* * Apart from other considerations, large cars are not eligible for the "200"!—Ed.

Big Car and Three-wheeler.

I am ashamed to continue this controversy, but may I say one word more? I am now "up against" "Daimler" and a Mercedes. Perhaps I could myself draw comparisons from my experience of a "luxury" car which is

A "Teaser" not supposed to be inferior to either. Of course, as regards luxury there is nothing to be said. One cannot get for £100 all that is obtainable for a couple of thousand. From that point of view I might—if I were made that way—"look down with amused contempt at the driver of a three-wheeler"; but if the little three-wheeler, which I drive as often as the other, "bounced all over the road," while I had to "hold on to the wheel with hectic grip"—"hectic grip" is good—I might possibly, for very obvious and sordid reasons, continue to persuade other people to buy Morgans, but I should certainly not drive one myself.

As regards speeds, I admit that 50 h.p. is capable of bigger things, in certain conditions, than 9 h.p., but there are conditions, such as "Fair Play" mentioned, in which I do not think that "Daimler" would feel for me on my humble mount all the contempt which he professes.

As regards skill, everyone can drive a little car, and everyone can drive a big one—after a fashion; but I fancy that good driving tells no less with a small car than with a big one. I have had some experience of drivers of all sorts with all types of cars. As "Daimler" says, "Anyone can bang his gears about," although why anyone should want to do so

with a "top gear" machine, big or little, I cannot imagine. I do not often "try to show what I can do" or "put it across" anyone, in any kind of car, nor do I think that Morgan owners sin more in this respect than others—"Fair Play" did not complain that a Morgan passed or attempted to pass him, but that he failed to pass the Morgan—nevertheless, it would give me much pleasure to meet "Daimler" in a Worcester lane when I am plodding along on a "beastly three-wheeler."

H. F. S. MORGAN.

Luxury versus Efficiency.

As a Morgan owner I have followed with interest and enjoyment the Morgan-Mercedes correspondence, but the letter from "Daimler" has fairly raised my "petrol level." His car, he says, "does 18 m.p.g. and 54 m.p.h., and puts him in the 'luxury' class." The m.p.g. might, but not the m.p.h.! He remarks that it requires "some" handling, and then refers to the "hectic" grip of the Morgan drivers. Also—"To change gear on a big car requires an artist": to "draw" the clutch out I presume! No—to change gear on a big car generally needs big boots and a heavy hand. The gear lever is a rarely used article on the Morgan, as it is a "runabout" with a high power-weight ratio and a good top-gear performance on hills.

What a nasty man "Daimler" must be. Look at his further remarks—"moderately fast, reliable—as cyclecars go." Now for it! as "Daimler" said. In 32,000-odd miles in England and Wales I have never been passed on a hill by a Mercedes, Rolls-Royce, Ford, or any other type of "luxury" vehicle, including the Daimler, but I will not make any further sweeping statement in case "Daimler" should chance my way; then I should buy a Morgan with a four-cam J.A.P. or overhead-valve Blackburne engine, and "Daimler" would have to fit a supercharger, or go in for something really big and fast, say a Leyland Eight. By the way, how comes "Daimler" of the "luxury" class to be interested in *The Light Car and Cyclecar*? MORGAN-J.A.P.

* * * Every post continues to bring us contributions to this controversy, which was started by the subtly humorous letter from "Fair Play." The general consensus of opinion is that the Morgan can more than hold its own against the "luxury" car on the scores of speed and ease of driving. Whilst we are always anxious to publish letters of general interest, we think that this subject has been discussed sufficiently, and must be closed after next week.—Ed.



“Take it on top!”

The Stern Oracle says: “There’s a lot of talk about vitamins for people—how food without vitamins doesn’t do you good. But what about cars? What’s more marvellous than the difference that a touch of MAGIKOYL in a car’s petrol makes? Here’s Mr. P. Hooper, of Copnor Bridge Road, Portsmouth: he most kindly gives us his experience:—

“Most certainly you may use the remarks I made in any way you wish, and as a confirmation of those remarks may I add that my car is an ‘Austin’ Seven, and that in my daily journeys there is a certain hill which, before using ‘MAGIKOYL,’ my car would not climb without changing down to second. The morning after I added ‘MAGIKOYL,’ for the first time, the car climbed the same hill on top at 30 m. p. h. with 3 up. I think that speaks for itself.”

“Do you know a ‘certain hill’ that you have to climb on second? Use a little touch of MAGIKOYL—half an ounce in every gallon of petrol is all: the half-ounce measure is on the can—and take that hill on top! MAGIKOYL, really lubricates the upper half of the cylinders.”



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FOR UPPER CYLINDER LUBRICATION



MAGIKOYL greatly increases power, as the above and a large body of other evidence prove—saves approximately 25 per cent. of petrol—eliminates “pinking”—does not carbonise—and minimises carbonisation from other causes.



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If your usual dealer does not stock MAGIKOYL, remit us as under for the size package you require, and we will see that you are supplied.

- 1 pint can, 4/-, carriage paid.
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Name.....

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 To STERNS LTD. (Makers of Sternol Oil that “Makes Engines Purr Like Pussies,” and “Ambroleum,” the famous Lubricant for Gears, Back Axles, Cups, Bearings, etc., and the best for Spring Leaves).

46, ROYAL LONDON HOUSE, FINSBURY SQUARE, LONDON, E.C.2.

*Don't Guess — Accept no other
insist on*

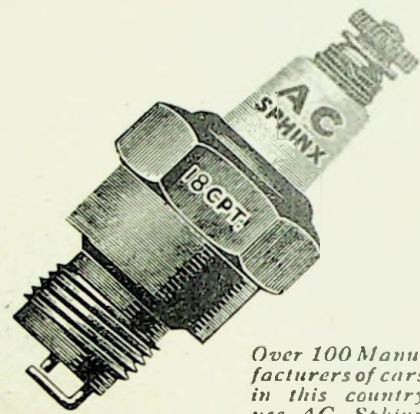
AC SPHINX SPARKING PLUGS

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Because AC-Sphinx are better plugs more than 100 motor manufacturers use them year after year as factory equipment.

Here is a list of some of the makers who have selected AC-Sphinx :

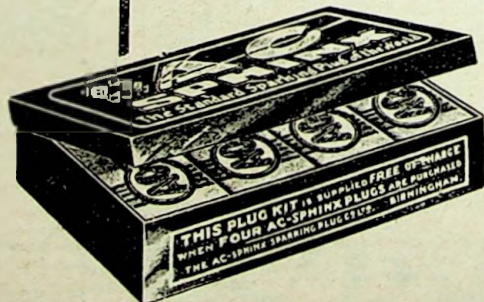
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|----------------|----------|-------------|-----------------|
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| Bayliss-Thomas | Crouch | Jowett | Stoneleigh |
| Belsize | G. W. K. | Lagonda | Straker-Squire |
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| Calthorpe | Hillman | McKenzie | Vulcan |



Over 100 Manufacturers of cars in this country use AC-Sphinx Sparking Plugs

Something You Have Always Wanted

Ask your dealer for an AC-Sphinx Metal Plug Kit—illustrated here—to carry your spare plugs without risk of damage. Obtain yours free, with a set of AC-Sphinx.



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AC-SPHINX SPARKING PLUG CO., LTD., BIRMINGHAM

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.

OUR READERS' OPINIONS (contd.).

A Criticism—and a Grumble.

British Light Cars Attacked.

Three years ago I purchased a second-hand 10 h.p. Adler. It is still running perfectly. Apart from sparking plugs, the only replacement has been a crown wheel, the teeth of which I broke off when learning to drive. I am considering selling my Adler and, being patriotic, I should like to purchase a British car to replace it. But I do not believe any British car could give me as good service as my old Adler has given.

Germans Preferred!

From the average driver's point of view no light car comes within measurable distance of the old 10 h.p. Adler. The truth is the Germans seem to have the secret of making the cylinders and other necessary parts of the motorcar engine, whereas our own people are quite unable to produce a car that can be run for three years without breakages and endless trouble.

Without posing as an authority, I may state that I have used my Adler in every kind of weather and, on frequent occasions, I have averaged 25 miles an hour for 50 miles or more. I do not believe anyone could name a British car with as steady and safe a record of service as my Adler.

I would like to see Britain first, but in this the Germans have beaten us to our knees.

J. BLOMBERG.

Golders Green.

Our correspondent does not mention why he has such a poor opinion of British light cars. We know none which could not comfortably average 30 m.p.h. for 50 miles, while pre-war types which are still in regular service more than refute his allegations with regard to the longevity of the British light car.—Ed.

The Metric System Criticised.

Being an ordinary "Man in the Street," with an interest in cars generally, I am often vexed at the ridiculous and, to me, meaningless use—peculiar to writers on motor matters

Pints or Litres?

—of the foreign term "litre" as applied to engines. In the same category is to be placed the use by Englishmen and English writers of the use of the centimetre and millimetre in giving measurements of machinery and parts, but in America the inch is the unit of measurement.

We are the pioneer race in engineering. Our products are the finest in the world, and to a non-technical individual the term "litre"—a measure of 1.760 of a pint—is of little use as giving a relative indication of output. We do not indicate the power potentiality of steam cylinders by the pint, although such would be perfectly consistent with the practice to which I object.

We have a finer set of measurements of all descriptions than any other nation. An inch bears a definite and proportional relation to the unalterable polar axis. The pint, of course, bears strict relation to the inch (cubic).

The French litre and also the metre and its sub-divisions have no proportional relationship to any definite natural feature: and so leave most Englishmen in the dark.

When writing for our information why not leave the use of "litre" and "millimetre" for the French, and substitute for them the equivalents in good old British inches and pints? I suppose, however, the latter would not be "classy" enough for the aristocrats of cars—fancy a 1½-pint British Anzani! Bristol

P. H. MARSHALL.

Useful Accessories—Traffic Control.

Addition to a Jowett Car.

Not being blessed with a surplus of wealth, ways and means had to be considered when I purchased my Jowett last year, and after 12 months' use I am more pleased than ever with its performance, and it is, in my opinion, most economical to drive. After receiving the car there were sundry additions—though not absolutely necessary—which I desired, and obtained, such as a clock, hood cover, dash inspection lamp and starter.

Leather spring gaiters seemed desirable, and I thought it possible that I could make these and cover the springs myself. Sufficient oil-dressed black-faced leather was obtained for

In fixing the gaiters each wheel was in turn removed, the spring well cleaned with paraffin and a brush, then coated with a thick gear oil and afterwards with Ambroleum, a pound of the latter being sufficient for the whole set of springs.

On driving the car, with the gaiters finished, it came as a surprise to me to note the improvement in running, and my only regret is that I had not earlier attended to this addition. Undoubtedly a much neater job could be obtained by lacing the gaiters, but the spiral winding is simpler and it strains the leather well into the springs.

A cubby-hole that I have just made as a surprise for my wife has been very much appreciated; after it was finished an exclamation of, "That's just what I wanted!" well repaid me for the slight trouble I took in thinking out and making this detail.

The box is made from zinc, with a ¼-in. brass tube bent to shape and soldered to the front edge; a flange soldered to the box and fixed with screws at the back of the dashboard completes the arrangement, which, after being blacked, looks quite presentable and does not in any way interfere with the ample leg-room provided in the car.

The photograph will give some idea of the size of the box. Bristol. H.L.

A Plea for Traffic Controllers.

It has occurred to me, and perhaps to many other motorists, to wonder why our Government cannot train some ex-Service men to act as traffic controllers on dangerous or busy cross-roads. Millions of money are being wasted Train ex-Service in the payment of doles, and it is nothing less than a crying injustice that members of the A.A. and R.A.C. should have to see

year by year thousands of pounds of their subscriptions expended on the payment of road scouts for the protection of motorists.

We are heavily taxed enough as it is, and I maintain that it is the duty of the Government to be responsible for traffic control and not to leave it to the generosity of others.

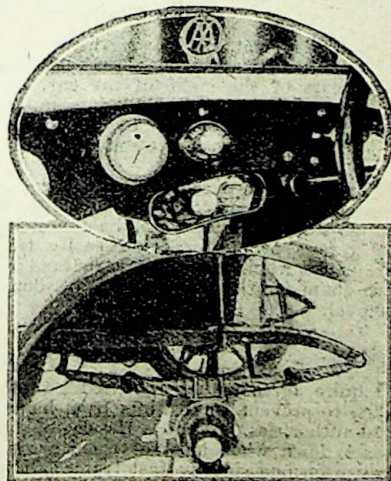
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SPECIAL "200-MILE" NUMBER.
TO AVOID DISAPPOINTMENT
ORDER YOUR COPY TO-DAY.

B-19

NEAT AND PRACTICAL.

By means of simple tools the owner-driver can make many useful additions to his car with a minimum of expense. A letter on this page describes these two fittings.



the springs and laces at a cost of 4s. 6d. This was cut into eight shaped pieces, 14 ins. by 7 ins., and from the scraps circular pieces, 5 ins. diameter, were obtained for the eight laces; by cutting from the outside of the circle, leaving a tang at the commencement, laces 3 yds. long and 3-16 ins. wide were cut. A small hole was punched in the tang for a slip-knot. The proper method of cutting these laces is with a knife, but I found no difficulty in my method of cutting with scissors.

OUR READERS' OPINIONS (contd.).

The Scott Sociable—Signposting—Mileage Records.

Helping the Repairer—

I noticed the discussion in your correspondence pages on assisting the repairer, and I particularly like the ideas of "C.B.M.-B." of your issue of September 12th. The advice as to assisting the mechanic oneself on

—and
Oneself. one's own car is a really sound practice, providing that one does not become too

"knowing," and that the garage proprietor does not regard one's efforts as interference. This idea is particularly applicable to my case, for one will often find garage people who are not familiar with the details of a Scott-Sociable, and unfortunately there are still people afraid—yes, afraid—of a Scott, either cycle or Sociable, under the, to me, erroneous impression that it is an awfully complicated piece of mechanism calling for constant adjustments.

This deters many from ownership, and I may—pardonably, I hope—avow that neither machine holds any terror for me, and my ownership of both goes back only to 1922, but by study of the instruction book of both machines I can claim to overhaul and take down either with confidence, and yet I am only a private owner.

When I had need of outside help I did as "C.B.M.-B." suggests—went with the garage owner and gave him my knowledge on which to work.

I have several times been asked to give my opinion on these machines and it is extraordinary how some people fear the unconventional, and yet when one is familiar with it the Scott product in either case gives one an insight into the genius—unconventional, yet sound—of the late Mr. A. A. Scott, and personally I can see nothing in these delightful machines to "put the wind up" any owner.

Their fascination still puzzles me, but it is very real, and it seems a pity this is not more known.

The sensible owner will add to the pleasure derived from his car if he studies it well and knows "how the works go" on any make. Incidentally, this would have saved me 16 miles of hauling home one day if then I had had "known things," as my trouble could have been adjusted on the road in 5 mins.

That taught me a lesson I never forgot!

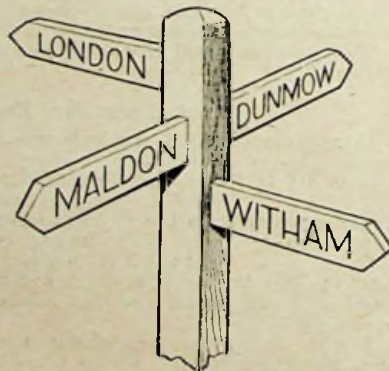
SCOTT-SOCIABLE 270.

Better Signposting.

Your article on better signposting in a recent issue greatly interested me, and the idea of placing signposts 30 yards from cross-roads is certainly good; but owing to the way the posts are constructed I find it extremely difficult

A Suggested to read the left-hand and forward arms.
Improvement. I have just returned from a tour in Essex, and on several occasions I took the wrong turning through not being able to read the signs with sufficient speed.

By placing two of the opposite arms of a signpost at different levels as shown all four directions may easily be read. A letter on the subject appears on this page.



Not having a reverse gear on my Morgan, I had to wheel and push the car about in very narrow lanes to turn round; whereas, if signposts were constructed as shown in my sketch, I should have had no difficulty in reading the left-hand and forward arms. No doubt others have experienced similar trouble.

H. E. BASDEN.

* * Reference to ineffective signposting has frequently been made in *The Light Car and Cyclecar*. Essex is notoriously bad in this respect.—Ed.

E50

Mileage in One Day.

To whom stands the credit of having accomplished the greatest number of touring miles in one day?

(a) In the least time.

(b) Single-handed in a light car or cyclecar.

What is the Record?

I recount the following personal effort in the hope that it may be of as great an interest to others as it will be to me to read of similar and, perhaps, more interesting feats by my fellow-motorists.

I recently had a run from Combe Down, Bath, to Newquay, Cardiganshire, on the Welsh coast, and back, a total distance of 320 miles, on a 11.4 h.p. Standard. Leaving Combe Down at 6 a.m., I made Abergavenny for breakfast and a fill up of petrol at 8.30 a.m., travelling via Gloucester and Ross, a distance of 85 miles. Lack of traffic at this early hour made possible a good speed. Leaving Abergavenny at 9.45 a.m., I arrived at Newquay at 1.15 p.m. for lunch and business. This latter part of the journey of 81 miles was covered in 3½ hours.

The return journey took rather longer, owing to the fact that from Gloucester I was driving in darkness. Leaving Newquay at 3.10 p.m., I made Abergavenny for a late tea and more petrol at 6.30 p.m. After 40 minutes' rest for tea, I started off again at 7.30 p.m. I passed through Gloucester on lighting-up time, and thence in darkness to Combe Down, where I arrived at 10.55 p.m.

My actual running time was 12 hrs. 20 mins., or an average of a little over 25 miles per hour over the whole distance of 320 miles.

UGANDA.

An Appreciation.

From your condensed correspondence column I note that "C.S." (Devon) offers the opinion that your reports on races, speed trials and so on are the most interesting feature of *The Light Car and Cyclecar*.

No doubt some articles appeal to one more than another, but, to me, your excellent paper is interesting from cover to cover.

The front picture is always most interesting and real, while all photographs are pleasing and educative, not only to the grown-ups but to the young.

Wishing the journal all success.

WILLIAM McMERDO.

* * Constructive criticisms from readers are just as welcome as this letter of appreciation.—Ed.

Checking "Tip and Run."

On Friday last, on leaving my small car at a garage for the week-end, I received a receipt upon which was filled in particulars of the make of my car, its registration number and the "date in." A duplicate was retained by the garage. Before I can remove my car I must present this receipt.

The system is excellent, and, were it universally adopted, any such action as removing "a large Buick car" while the garage staff was busy would be almost impossible; or, if done, the garage proprietor could easily trace the owner of the car, as he would have the registered number, and he could thus claim for the damage, if any, done to other cars on its removal.

SYSTEM.

More Trouble from Flints.

I quite agree with "Incensed" that it is time steps were taken to prevent small flints from being strewn about by the road authorities. What is the use of putting these dangerous stones down when most of them are either carried away or thrown on one side by fast traffic? I sympathize with "Incensed," as I myself have had to scrap a new inner tube because of one flint holing it in several places owing to my having to travel 100 yards or so before it was convenient to pull up.

E.H.W.

* * We regret that, owing to great pressure on our space consequent upon the inclusion of special pages dealing with the 200-Mile Race, a great many interesting letters are unavoidably held over, and it has also been impossible to find room for the usual "Information Wanted" column. We shall reply by post to those readers who are seeking information.—Ed.



"The Car for the Connoisseur"

ALVIS

**Buy a British Car, certainly!
But Buy the BEST British!!!**

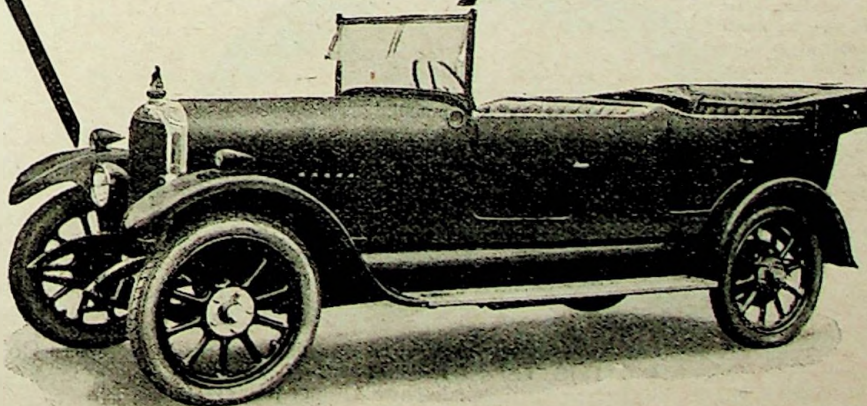
It is wise counsel to buy a British Car, which is the cheapest in the long run, and certainly the most satisfying. You get "built-in" qualities with a British Car that you don't get with the imported article. Whilst buying British, however, you might just as well make a gilt-edged investment by selecting an ALVIS, acknowledged to be the "World's BEST Light Car."

In a class by itself, it possesses exclusive qualities that have bred the maxim: "Once an ALVIS Owner always an ALVIS Owner." Not the least of its qualities is the lead it always gives in design and performance. "Runabout," in the "Auto-car" of July 4th, said: "It is a road car de luxe such as I did not expect to see for ten years to come." That is a recommendation you cannot afford to ignore.

Why not investigate or write for a catalogue?

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H.P.

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

B51

AROUND THE TRADE.

Mr. J. E. Price, who has rejoined Swift of Coventry, Ltd., will control the distribution of their products in Coventry.

Mr. R. C. Robb, who has been appointed sales manager for London and the Home Counties for the Stevenson jacking system, has taken offices at 95, Great Portland Street.

Joseph Kaye and Sons, Ltd., have received a new Admiralty contract for the supply of their well-known seamless, serrated-steel oil-feeders, fitted with interchangeable spouts. Similar oil-feeders are available to the public.

We learn that the Manchester office and service depot of Ramsdens (Halifax), Ltd., manufacturers of the Jeavons lubricating spring gaiters, have been removed to 338, Deansgate, Manchester. The representatives are Messrs. Merriman and Howard.

On Saturday, September 6th, S. Smith and Sons (M.A.), Ltd., entertained the children of all their employees to a party at the works. The expenses were borne by the management and staff. We understand that the children are also given a party at Christmas.

A useful indicator which shows the condition of accumulators is the Carpax syringe hydrometer, which, if frequently used, will ensure good service and a long life for the battery. This useful accessory, the price of which is 4s. 6d., is marketed by the Carpax Co., Ltd., 312, Deansgate, Manchester.

We are told that, owing to lack of space, the Houdaille Hydraulic Suspension Co., Ltd., of New Bond Street, W.1, will only have two exhibits at Olympia this year—the Houdaille hydraulic shock absorber on their own stand, and

the British Berkshire windscreen cleaner on the stand of the Midgley Car Lighting Co., Ltd.

The sales organization of the Clyno Engineering Co., Ltd., of Wolverhampton, has been greatly strengthened by the appointments of Messrs. Rootes, Ltd., New Bond Street (London and S.E. Counties); G. Heath and Sons, Birmingham (Worcestershire, Warwick and Staffordshire); Messrs. Lookers, Ltd., 19-35, Hardman Street, Deansgate, Manchester (Lancashire and Cheshire); Maudes' Motor Mart, 102, Paris Street, Exeter (Devon, Cornwall and Somerset); and the Central Garage, Town Hall Square, Bradford (Yorkshire).

MOTOR TERMS TRAVESTIED.

Solution to No. 29.

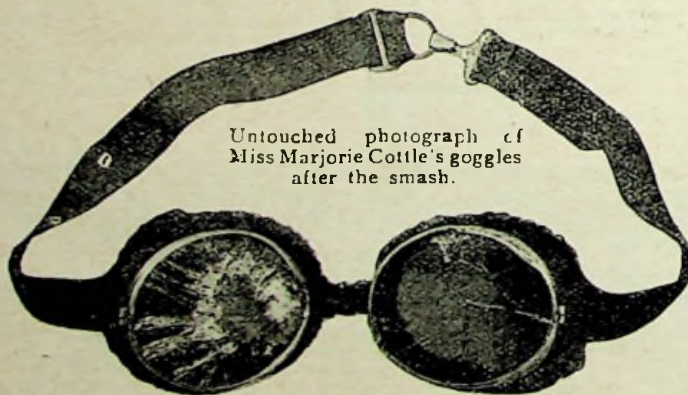


"A Cooling Fan."

Owing, perhaps, to the ingenuity of our artist, the suggestions for this week's Motor Term were neither so numerous nor so good as the previous weeks. The winner of the guinea prize, however, Mr. A. W. Wilkinson, of 23, Leathwaite Road, Clapham, S.W., submitted a very good solution, "A Cooling Fan." The most popular terms were, of course, those which referred to cooling, "Water-cooled," "Water-cooling," and "Super-cooled" being examples. Many readers favoured "Flooding the Carburettor," while "Streamlining" was almost as popular. Two rather ingenious attempts were, "Water-in(r) the Carburettor" and "(K)nut and Washer," although the first-named was hardly a motoring term.

Readers are once again asked to keep to the rules of the competition. All solutions must be submitted on postcards—other communications will be ignored. Only one solution may be put on each postcard, and it should be remembered that the judging takes place on Tuesday morning. It is, therefore, inadvisable to send in entries to reach us on the Thursday or Friday following.

These Triplex Goggles saved her sight



Untouched photograph of Miss Marjorie Cottle's goggles after the smash.

Triplex Goggles are supplied by all garages, opticians, stores, etc. Prices: 8/6, 12/6, 15/-, 21/- and 25/-. Aviation Mask, 42/-. Anti-glare, anti-dazzle tints 1/- per pair extra.

Miss Marjorie Cottle in her wonderful 2,404 miles round the coast of Britain on her Raleigh unfortunately met with an accident which but for Triplex Goggles would have been disastrous.

Miss Cottle was thrown over the handlebars on to her head and her goggles, which we reproduce here with, undoubtedly saved her sight.

Miss Cottle asserts that she will never think of having any other than Triplex Goggles in future.

Miss Cottle finally won the premier award and Gold Medal.

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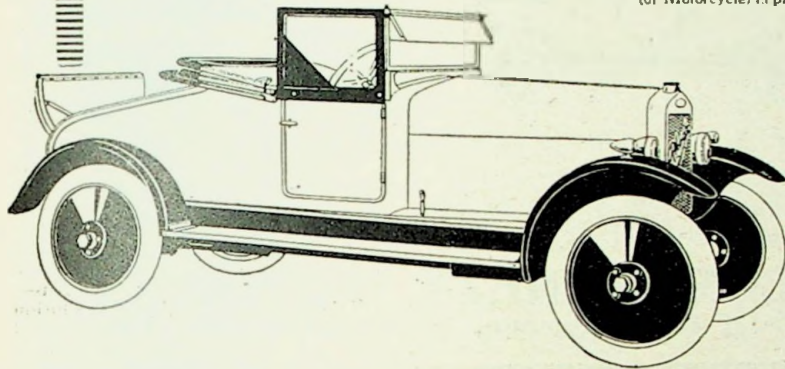
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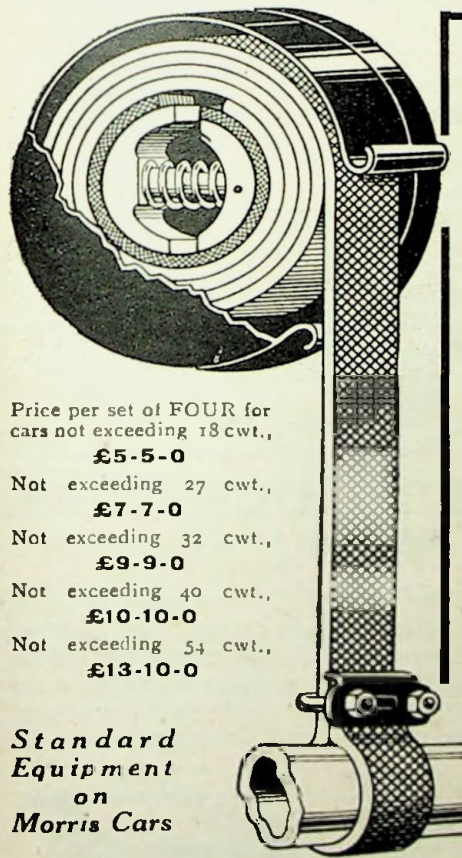
If you are interested in the RHODE—and its remarkable qualities are such as to command your interest—carry the matter a step further by getting in touch with GODFREY'S, either by calling or writing. Godfrey's will be happy to give you all the information you may need; to arrange a trial run in town—and to supply you with a RHODE on very convenient Deferred Terms, or to take your present Car (or Motorcycle) in part exchange if desired.

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"Gabriel" Rebound Snubbers prevent that continual bouncing of the car body which jerks you from the seat and spoils your riding comfort. Gabriels steady the springs, reduce swaying motion, and

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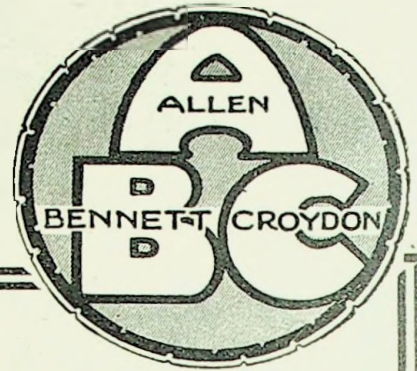
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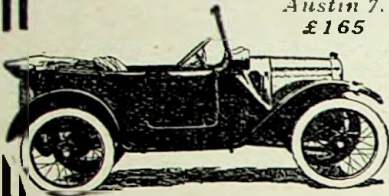
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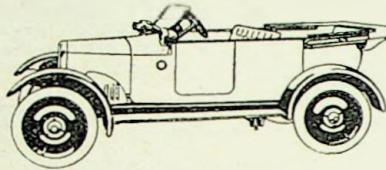
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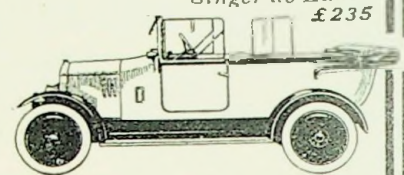
Austin 7.
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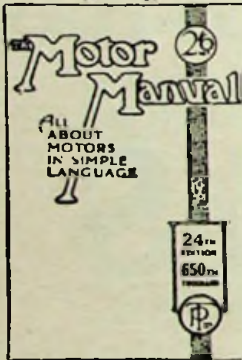


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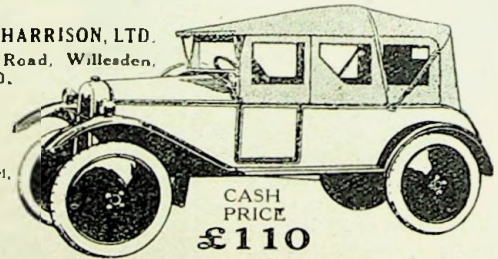


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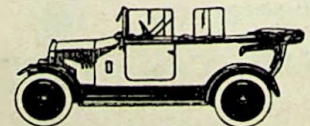


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WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the
 advertiser and you, and assists the small car movement generally.

**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.

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REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

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

DEPOSIT SYSTEM.

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

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

CLOSING TIME.

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

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

NOTICE.

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

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

- A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2966). London agents. Several second-hand, all models in stock, guaranteed; from £100; deferred payments and part exchange. zzz-164
- A.B.C. cars. Repairs of every description and special tuning by experienced A.B.C. mechanics. Write for list of special fittings, post free. R. S. Inglis, A.B.C. Specialist, Head Office 28-29 Upper Marylebone St., Gt. Portland St., W.1; Works, 20-21 Williams Mews, Stanhope St., N.W.1. Telephone, Museum 2502. zzz-181
- A.B.C. 1922, 2-seater and dickey, numerous extras, £95. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. Langham 2983. 617-514
- A.B.C., 1923, super sports, 2-seater, special aluminium and maroon body, dynamo lighting, speedometer, spare wheel good, new cord oversize tyres, lavishly equipped, condition absolutely as brand new, specially tuned, extremely fast car, Bargain 125 guineas. Parsons, 1 Acton Lane, Chiswick. 617-146
- A.B.C., 1922 model, 2-seater and dickey, 2 doors, perfect order, little used, tax paid to December 31st, £90. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-899
- A.B.C. 1922 sports model, new condition, £115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 617-893
- A.B.C. F.O.C.H., Ltd., offer several A.B.C. cars. All in excellent condition, bargains, 5 Heath St., Hampstead (near Tube). 617-880
- A.B.C., 1923, sports 2-seater, dynamo lighting, self-starter, speedometer, splendid condition, 115 guineas. Below.
- A.B.C., 1922, Regent, 2-seater, dickey dynamo, equipped, licensed, exceptional condition, 105 guineas. Below.
- A.B.C., 1922, 2-seater, dickey, dynamo, equipped, tyres almost new, splendid condition, 90 guineas. Below.
- A.B.C., 1922 sports 2-seater, dynamo, equipped, licensed, repainted, excellent condition, 90 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-810
- A.B.C., 1922, 11hp, special sports, £115; also 1921 2-seater, dickey, starter, £95. Bartlett's, 95 Gt. Portland St. 617-586
- A.B.C.s, several to choose from, offers considered. Raifon, Cobham and Co., Ltd., 5 Cumberland St., Manchester. 617-953
- A.B.C., 1924, Regent model, C.A.V. starter, lighting, very good condition, taxed and insured, owner going abroad, 135 guineas. Major Harvey, Hd. Qrs. S.M.A., Oxford. 619-1155
- A.B.C., late 1922, 2-seater and dickey, full equipment, tax paid and insured to December, condition as new, £120. Seen at 85 Camden Mews, N.W.1. 617-1121
- A.B.C.s. See our special offer of a year's free insurance. Page No. 15. Bonnetors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 617-547
- A.C. Wanted, A.C. cars in exchange for new models; highest market value allowed. Deferred terms. Cathness and Co., Ltd., 65 Gt. Portland St., W.1 Tel., Langham 2172. 617-910
- A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-297
- A.C., 1924, Empire, 2-seater, blue, brand new, £316, accept £270; clock, speedometer, patent steering, etc. Albert Farnell, Manningham Lane, Bradford. 617-4524
- A.C., sports aluminium body, very small mileage, perfect order, tax paid to December 31st, £180. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-901
- A.C., 1921-22, sports, aluminium body self-starter, clock, speedometer, rev. counter, new Dunlop cords, over 60 m.p.h., excellent condition, 150 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 617-133
- A.C., 1920, standard model, C.A.V. dynamo lighting, full equipment, including five lamps, speedometer, clock, tax paid, £155. Mapdes, 100 Gt. Portland St., London. 617-543
- A.C., 1924 (May), any-weather, 2-seater, special finish, Marles steering, mileage 3,000, year's tax and insurance, new condition, £275. Pick-worth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 617-553
- A.C., 1921, sports model, fitted with self-starter, clock, speedometer, rev. counter, faultless condition, £165. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 617-947
- A.C. 1922 2-seater, starter, painted blue, all-weather fittings, as new, £180. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 617-866
- A.C., 1924 (July), 12hp, Royal 2-seater, special finish and upholstery, only run 1,400 miles, and as new, £295. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 617-840
- A.C., 1924, anyweather model, as new, £290; 1923 Empire model, in excellent condition, £215; 1923 12hp 4-seater, 2-door body, £265. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 617-834
- A.C., 1923, 11.9hp, special 3-seater sports, £255. Bartlett's, 95 Gt. Portland St. 617-588
- A.C., 2-seater and dickey, dynamo lighting, spare wheel, clock, £65. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 617-977
- A.C. sports, 9.5, tax September, 1919, perfect mechanical condition, all brand-new Dunlop tyres, Sankey detachable wheels 5 lamps, C.A.V. dynamo lighting, new battery, tools, hood, screen, polished aluminium body, rubber pedal covers, aluminium number plates, electric horn, jack, very smart, any trial, £100. 20 Heath Rd., Twickenham. 617-968
- A.C., 1922, aluminium, sports, starter, copper exhaust, rev. counter, speedometer, new tyres, taxed, faultless condition £185. 7 Exhibition Rd., S.W.7. 617-959
- ALBERT 1922 11hp 4-seater, lighting and starter, speedometer, clock, most exceptional condition, fully guaranteed, taxed, £145, or small deposit, balance over 12 or 18 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 617-466

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

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

ALBERT 4-seater, 1921, G2 model, dynamo lighting and starting, taxed for year, clock, speedometer, 2 spare wheels, hood cover, etc.; the condition of this car is absolutely beyond reproach; £115; exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 617-492

ALBERT, 1922, 11.9, 4-seater, service in all-weather, just overhauled and repainted, clock, speedometer, starter, new tyres and fully licensed, £145. Chisney, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. 417-427

ALBERT, 1921, 11.9hp, 4-seater, starter, taxed, rear screen, etc., £135. Bartlett's, 93 Gt. Portland St. 617-584

ALVIS, 1921, 11hp, 2-seater, dickey, starter, £125. Bartlett's, 93 Gt. Portland St. 617-585

ALVIS, New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. 417-504

ALVIS, 1924, 12-40hp, 4-seater de luxe, new, unused, only slightly showroom soiled, list price £495, our price £395, or small deposit, balance over 18 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-51. 617-459

AMILCAR. Boon and Porter, Ltd., Amilcar specialists offer:—1922 8hp, semi-sports, special engine, very fast, £110; 1923 8hp, long chassis, 3-seater sports, starting many extras, £135; latest model 3-seater, semi-sports, new, £215. Exchanges and deferred terms. 159-161 Costelloa, Barnes, S.W.13. 617-556

AMILCAR, 1923, semi-sports, aluminium pistons, dynamo lighting, electric horn, fast side screens, 85 guineas; private owner. 178 Hornsey Rd. Phone, North 3176. 617-1126

ARDEN, splendid 2-seater, 8hp J.A.P., 3 speeds, starter, hood, screen, lamps, gill, 29 guineas; exchange motorcycle. 1 Ebner St., Wandsworth. 617-564

ARIEL 9, brand-new, 1924 model, 4-seater de luxe model, self-starter, etc., shop soiled only, bargain, £150, full guarantee, list price £192, exchanges or deferred. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 617-578

ARIEL 10, 1924, de luxe model, all-weather equipment, dashlamps, speedometer, electric horn, mileage 2,400, absolutely faultless condition, will accept £180, price guaranteed. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 617-944

ARIEL, 4-seater, chummy model, 1923, in excellent condition, £150. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. Langham 2985. 617-516

AUSTIN 7, 1923, shock absorbers, side curtains, electric and Klaxon horns, spare wheel and tyre, excellent condition, tax paid, bargain, £105; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 617-1153

AUSTIN 7, Several 1923 and 1924 models, prices from £110. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 617-554

AUSTIN 7, 1923, all-weather chummy, perfect, tax paid, £110. Harris Westminster Bank, Haslemere. 617-189

AUSTIN 7, 1923, all-weather chummy, mileage 3,500, perfect, taxed, £110. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4433. 617-950

AUSTIN, 1924, 7hp, sports, 2-seater, Brooklands model, dynamo lighting, taxed, spare wheel, cost, July, £325, as brand new, bargain, £185. Euston Motor House, 357 Euston Rd. Phone, Museum 4484. 617-508

AUSTINS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 417-299

AUSTIN, 7hp, 1923 model, splendid condition, tax paid, £110 cash. H. M. Wright and Co., Ltd., Nowland, Lincoln. 617-906

AUSTIN 7, July, 1923, all-weather, chummy, taxed, mechanical starter, 2 new Dunlop cords and tubes, recently overhauled, perfect condition, any trial, bargain, £115. Allen, Benthall, Broseley, Salop. 617-491

AUSTIN 7, late 1923, perfect condition, complete accessories, small mileage, any trial at Colwyn Bay. Box No. 6726, c/o "The Light Car and Cyclecar." 618-196

AUSTIN 7, 1923 (October), mileage 3,000, spring gaiters, aluminium stepmats, mirror, taxed to December 31st, £105. Perkins, 35 Yeovil Rd., Sherborne, Dorset. 617-1110

AUSTIN 7, 1923, taxed, just overhauled and repainted as new, first-class condition, £115. The Coto, near Bentley Heath Schools, Widney Rd., Knowle, near Birmingham. 617-1132

A.V., £25; exchanges, deferred payments. 1921 A.V. monocar, 6hp J.A.P., 2 speeds, disc wheels, smart, fast. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 617-501

A.V., 2-seaters and A.V. monocars at ridiculous prices, £20 upwards; deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 617-940

A.V. 1922-3 2-seater, perfect running order, £35. £64 Constantine Ltd., Hampstead, N.W. 5. 617-871

BAYLISS-THOMAS, shop-soiled only, 9.19hp, 4-seater, list price £235, our price 200 guineas; 12-22hp, all-weather, list price £300, our price £275, including licence, usual guarantee. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel. Victoria 4634. 617-517

BEBE PEUGEOT, 7-48hp, 4-cylinder, almost new tyres, speedometer, tax paid, ready to drive away, £32 10s., or will exchange for cycle and wireless goods to the value. Mr. R. Lindsay, 98 Victoria Rd., Aldershot. Phone 378. 617-894

BEBE PEUGEOT, 1915, 7hp, 2-seater, 4-cylinder, 3 speeds and reverse, spare wheel, etc., smart little car, £27. 83 Peshurst Rd., Thornton Heath. Phone 1572. 617-1113

BELSIZE-BRADSHAW. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966), London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. 417-165

BELSIZE-BRADSHAW 1922 2-seater, royal blue, speedometer, gradientometer, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £95. See below.

BELSIZE-BRADSHAW 1923 2-seater, dynamo lighting and self-starter, speedometer, fully equipped, excellent condition, £115. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2250. 617-484

BELSIZE-BRADSHAW, 1924, 4-seater, starter, dynamo, all-weather 5 wheels, Dunlop cords, speedometer, Triplex screen, Welco gaiters, Clear-hooter, Bowden extra-air, tools, 2 gals. Adcol oil, 7 months unexpired makers' guarantee, condition and appearance exceptionally good, mileage 2,200, 35-40 m.p.g., tax paid to December, total new value £270, price £180. Write or phone 276 for trial Saturday. 2 Brighton Rd., Croydon. 617-177

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater and dickey, dynamo lighting, starter, speedometer, side curtains, tax paid, condition like new, £115. Maudes, 100 Gt. Portland St., London. 617-542

BELSIZE-BRADSHAW, 1922, self-starter, dynamo lighting, speedometer, 2-seater, dickey, disc wheels, £85; exchange sports combination. 36 St. Thomas Rd., Hackney. 617-8856

BELSIZE-BRADSHAW, 1923, 4-seater, lighting, starting, all-weather equipment, taxed, insured, excellent condition, £140 or near offer. S. J. A., "Woodhall," Church Lane, Merton Park, S.W. 620-1129

BENJAMIN, demonstration car, sports model, registered last month, electric lighting, starter and horn, 5 detachable wire wheels, 8-day clock, taxed year, £90, any evening after 7, by appointment. Chapman, 1 Longfellow Rd., Walthamstow. 617-447

BIGNAN, 1924, 10hp, 2-seater, speedometer, mileage just over 2,000, tax paid, bargain, £75. The Chester Engineering Co. (1918) Ltd., City Rd., Chester. 617-924

BLERIOT-WHIPPLETS, on payment of £10 down, balance 10 months, price £50, exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 617-955

BLERIOT-WHIPPET, 1923, little used, 5 perfect tyres, electric spot light and other accessories, excellent running order, £55 or offer. Carter, Queen's Head Garage, Finchley. Finchley 66. 617-881

BLERIOT-WHIPPET, F.O.C.H., Ltd., offer Bleriot-Whippet, fully equipped, excellent condition; bargain, 5 Heath St., Hampstead (near Tube). 617-879

BLERIOT WHIPPET, 1920, electric lighting, speedometer, spare wheel, condition good, £26. 60 Fawo Park Rd., Putney, S.W.15. 617-204

BLERIOT WHIPPET, 1923, 8hp, 2-seater, electric lighting, spare wheel, handle starter, hood, screen, etc., makers' full guarantee, 79 guineas. Below.

BLERIOT WHIPPET, 1923, 8hp, 2-seater, electric lighting, spare wheel, handle starter, excellent condition, 42 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-497

BLERIOT-WHIPPET, 1921, 9hp, 2-seater, electric and gas lamps, repainted and upholstered, spare wheel, etc., £25, or exchange. Teddington Garage, 100 High St., Teddington, Kingston 2562. 617-1118

B.S.A., 10hp, 2-seater, dickey, de luxe model, dynamo lighting, self-starter, mileage under 2,000, still carrying makers' guarantee, £180. Rogers, 21 New Road, Brentwood. 617-150

BUCKINGHAM, 1923, 10hp, 2-seater, dickey, dynamo, leather upholstery, splendid order, 89 gns., exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-813

BUGATTI, 1921, 16-valve model, dynamo, electric and bulb horns, speedometer, etc., sporting 2-seater body, sax blue, excellent condition, £200. Beero, 22 Ferrars Avenue, St. Neots, Hunts. 617-182

BUGATTI 1923 cloverleaf, exceptionally smart car in perfect order, £325. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 617-837

BUGATTI, 1914, Brescia model, sports, 2-seater, exceptionally fast, £155 or near offer. Railton Cobham and Co., Ltd., 5 Cumberland St., Manchester. 617-955

CALCOTT 1919 2-seater, 10hp, un-neglected, 4 new tyres, electric hooter, extra air inlet, new batteries, licensed to December 31st, deliver 100 miles or torch purchaser to drive, £90; insurance to May, £4. Robertson, 45 Selborne Rd., Ilford. 617-893

CALCOTT 1921 2-seater, dickey, Lucas lighting and starter, speedometer, clock, very small mileage, finished royal blue, tax paid December, £130. Maudes, 100 Gt. Portland St., London, W. 1. 617-540

CALCOTTS (new), just arrived, 10.5hp, all-weather, list £265, offers, cash, exchange, deferred. Cleveland Garage, Ackworth. Phone 53. 618-162

CALCOTT, £125, 2-seater, 1922, starter, lighting, taxed, exceptional condition, bargain. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 617-581

CALCOTT, 1921 2-seater coupe, with dickey, dynamo and starter, excellent condition, fully equipped and licensed, £145; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 617-600

CALCOTT, 1924, 10.5hp, 4-seater, new but slightly showroom-soiled, £250; cash or easy payments; exceptional bargain, usual price £285. Wilkins, Simpson, opposite Olympia, London. 617-1155

CALCOTT, 1914, 10hp, 2-seater, dickey, electric lighting, all-weather equipment, good running order and condition, tax paid, £38. 85 Peshurst Rd., Thornton Heath. Phone 1572. 617-1114

CALTHORPE, 1916 model, 2-seater, dynamo lighting, £55; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 617-605

CALTHORPE, 1921, 11hp, 4-seater, starter, repainted, in excellent condition throughout, £125. The Chester Engineering Co. (1918) Ltd., City Rd., Chester. 617-918

CALTHORPE, 1922, 4-seater, de luxe, speedometer, clock, rear screen, real leather, licensed, marvellous bargain, 99 guineas. Julian, 84 Broad St., Reading. Phone 1024. 617-907

CALTHORPE 1922 10hp 2-seater, dynamo and starter, dickey seat, engine thoroughly overhauled, spare wheel, speedometer, luggage grid, in excellent condition, £86. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. Wimbledon 2041. 617-470

CALTHORPE, 1922, 10hp, sports model, starter and lighting, spare wheel, specially tuned engine, in exceptionally good condition, £110. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. Wimbledon 2041. 617-473

CALTHORPE 1924 model 2-seater, double sunken dickey, dynamo lighting and starting, clock, speedometer, coupe hood, Dunlop cord tyres, most attractive, been carefully used, £145. Below.

CALTHORPE 1914 2-seater, really good mechanical condition, £28; exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 617-493

CALTHORPE. Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 417-754

"THE MOTOR MANUAL." The most comprehensive handbook on motoring obtainable.

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

CALTHORPE, 1920, 10hp, 4-seater, self-starter, side curtains, excellent order, £95. Bartlett's, 95 Gt. Portland St. 617-590

CALTHORPE coupe, 1923, 4-speed model, Bedford cord, good order, £175. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 617-867

CALTHORPE, 10hp, coupe, 1915, electric light and starter, splendid condition, only wants seeing, £68. Boyce, 331 Archway Rd., Highgate. 617-1124

CALTHORPE, 1919 model, 2-seater and roomy, double dickey, lighting and starting, 2000 wheel, exceptionally good condition throughout, very smart appearance, tax paid, £68, bargain. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 617-973

CARDEN official repair depot. All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements.

Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hythe Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-237

CARDEN sports, 1921 model, sundry improvements, good running order. Apply Harris, 47 Falcon Avenue, Edinburgh. 618-x850

CARDEN, 2-seater, 1921, 7hp, overhauled, repainted, new tyres, electric light, hood, equipped, genuine bargain for cash, £21. Gosling, King's Rd., Wotton-under-Thames. 617-164

CARDEN, 1921, special de luxe body and fittings, oversize tyres, very smart and excellent mechanical condition, £50. Armstrong, 3 Stalham St., Southwark Park Rd., S.E. 4 bus. 617-145

CARDENS, Carsons, Carsons, Lively 2-seaters from £25 to £35, lighting, tax paid, etc.; deferred terms, exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 617-941

CARDEN, 1921, 7hp, 2-seater, £18. Rous, 50 Tulketh Brow, Preston, Lancashire. 617-1112

CARDEN, 1921, standard 2-seater, 2 speeds, Hutchinson tyres, acetylene lighting, £35. Mowbray, Paris Street, Exeter. 617-544

CITROENS, 7hp, 4-seater. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CITROEN 1923 11.4hp 4-seater, lighting and starter, Hartford shock absorbers, rear suspension, all-weather rigid side curtains, tax paid, most carefully used, new appearance, fully guaranteed, £145, or small deposit, balance over 18 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2430-2451. 617-460

CITROEN 1923 11.4 4-seater, excellent condition, fully equipped, owner getting larger car, any trial, bargain, £170. 132 Tressillian Rd., Brockley, S.E. 4. 617-e983

CITROEN, 1924, 7.5hp, 3-seater car, in use 2 months only, and as new throughout, licensed to December and insured for 9 months, bargain, price £149, or £39 cash deposit and 12 monthly instalments of £9 12s. 6d. Wm. Whiteley, Ltd., Queen's Rd., London, W.2. 617-513

CITROEN, 11.4, de luxe, fully equipped, very nice condition, taxed, £130. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E.23. Sydenham 2432. 617-518

CITROEN, 1920, 4-seater, in exceptionally good condition, dynamo, starter, all-weather equipment, etc., genuine bargain, £80. 5 The Retreat, Southsea. 617-141

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a-w. curtains, perfect condition, year's licence, £175. Pickworth and Hill, 107 Gt. Portland St., W. 1, Langham 1998. 617-555

CITROEN, 7hp, 1923, in exceptionally good condition, £110; extended terms. A. P. Rey, 378-384 Euston Rd., Museum 7600. 617-877

CITROEN, 1923, 4-seater, dynamo and starter, excellent condition, £150; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 617-602

CITROEN, 80 guineas, 4-seater, taxed, starting, lighting, new hoods and side curtains, paintwork as new, extended payments, exchanges. White and Meurs, 9a Brick St., Piccadilly. Grosvenor 1804. 617-976

CITROEN, 4-seater, October, 1921, owner-driven, little used, paint and engine perfect, new windscreen and tyres 2 months ago, seen any time, £100. Ivson and Spring, 32-34 Porchester Rd., Bayswater, 617-1165

CLULEY, 1921, 2-seater, dynamo lighting, excellent condition, £85; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 617-598

CLULEY 1924 2-seater, 10-20hp, shop-soiled, fullest equipment, £230. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 617-865

CLULEY, 1923, 11hp, 2-seater all-weather, taxed for year, small mileage, £175. Newnham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 617-836

CLULEY, de luxe model, 2-seater, brand new, 1924 engine, fully guaranteed, shop soiled, list price this model £350, reduced for quick sale to £228, 710 by 90 tyres, real leather upholstery, large Lucas 12-volt lamps; cash or easy terms. Bablake Garage, Quoon Victoria Rd., Coventry. zzz-905

CLYNO. Mebes and Mebes (Est. 1893), Clyno specialists and distributors, offer the following 3 Clyno cars at bargain prices, all brand new, carrying makers' guarantee—One Popular 2-seater, list price £201, reduced price £165; one Occasional 4-seater, list price £208, reduced price £175; one De Luxe 4-seater, list £228, reduced price £185. All models fitted right-hand change. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 617-481

CLYNO, 11hp, 1924, occasional 4-seater, with adjustable driving seat, run 5,000 miles, many extras, including Michelin balloon tyres on Sanyes wheels, clock, speedometer, Triplex gradient meter, stepnuts, pile carpets inside, aluminium number plates, body painted blue, with polished bonnet, 5-lamp lighting set and starter, revarnished last month, whole car as new, year's tax paid, and insurance till July, 1925, included, price £145. Apply, Owner, Dees, Lingfield, Surrey, or phone Regent 6168 between 10 and 5. 617-892

CLYNO, 2-seater and double dickey, practically as new, £130. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1, Langham 2983. 617-515

CLYNO, several brand-new, 1924, 4-seater models, standard specification, dynamo lighting and starter, clock, speedometer, all-weather equipment, list price, £215, clearance price £176; exchange or deferred payments. Maudes', 100 Gt. Portland St., London; Wolverhampton St., Walsall; Paris St., Exeter; and 40 City Rd., Cardiff. 617-559

COVENTRY-PREMIER, 1921, 8hp, 4-wheeler, clock, speedometer, balloon tyres, £80. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 617-919

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

COVENTRY-PREMIER 1922 2-seater with double sunken dickey, 5 detachable disc wheels, good set of Dunlop cords all round, dynamo lighting and starting, finished white, first-class condition, £78; another at £68; exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 617-489

COVENTRY PREMIER, 4-wheeler, dynamo, etc., £62 10s.; exchanges, deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 617-938

COVENTRY PREMIER, 1921, 3 wheels, 3 speeds, reverse electric lighting, hood, speedometer, excellent condition, tax paid, December 31st, £60, can be seen after 6.30. 24 East St., Bromley, Kent. 617-154

COVENTRY PREMIER, 8hp, 1921, 2-seater, water-cooled, dynamo lighting, hood, screen, horn, speedometer and tools, in excellent order and condition, a bargain, £69, or £17 5s. cash deposit and 12 monthly instalments of £4 10s. 6d. Wm. Whiteley, Ltd., Queen's Rd., London, W.2. 617-511

COVENTRY PREMIER, 1921, 3 wheels, dickey, tax, insurance paid, electric, spare wheel, all accessories, overhauled, trial, £68, near offer. Norton, 172 Brownhill Rd., Catford. 617-158

COVENTRY-PREMIER, 1922 (date guaranteed), 2-seater, dynamo lighting, 8hp, water-cooled, hood, screen, disc wheels, lamps, spare wheel, biggest bargain in London, 59 guineas; exchange motorcycle. Wandsworth Motor Exchange, Ebnor St., Wandsworth. 617-566

COVENTRY-PREMIER, 8hp, 1922, 4-wheeler, dynamo lighting, excellent condition, year's tax, £60. 395 Reddings Lane, Hall Green, Birmingham. 617-e639

COVENTRY-PREMIER, 4-wheeler, 1922, £70 or near offer. Railton, Cobham and Co., Ltd., 5 Cumberland St., Manchester. 617-954

CROUCH, 1923, coupe, with self-starter, speedometer, etc., re-upholstered and repainted, in exceptional condition, will accept £135. Black and Finch, Ltd., 222 Gt. Portland St., W. 1. Phone, Museum 2271. 617-945

DE DION coupe, 8hp, electric light, horn, new tyres, sound condition, £55, offers. 93 Dumbreck Rd., Eatham. 617-d433

DE DION, 1915, 10hp, small 4-seater, streamlined body, dynamo lighting, 5 detachable rims, excellent condition throughout and very smart appearance, tax paid, December, £68. The Gables, Sylvan Hill, Crystal Palace. Sydenham 223. 617-979

DEEMSTER, 1923, 2-seater and dickey, Anzani engine, repainted, overhauled and guaranteed perfect, smart, silent, powerful and comfortable, £170. Wilkinson, 15 Grape St., Shaftesbury Ave. 617-e978

DEEMSTER 1920 2-seater, perfect condition, very fast, £120. Ware, 56 Brighton Rd., Purley. 617-x860

DEEMSTER Royal all-weather, 12hp, 1924 model, brand new except for short demonstrations, £225. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-897

DERBY 1923 sports 2-seater, fitted sunken dickey, overhauled, repainted this month, dynamo lighting, 3 spare wheels and tyres, numerous accessories, Triplex, taxed, December, insured February, extremely fast and powerful climber, late competition car, £200 or nearest. 72 Garsia Rd., Plumstead, S.E.18. 617-144

DOUGLAS 1920 or '21 10hp 2-seater, dynamo lighting, self-starter, fast, good climber, excellent condition, £55. 85 Penshurst Rd., Thornton Heath. Phone, 1572. 617-1115

DUPLEX, 1921, 10.8hp, small 4-seater, dynamo lighting, 5 Michelin detachables, nearly new tyres, leather upholstery, one-man hood, all-weather equipment, Easting rear screens, magnificent condition, £75. 63 Solon Rd., Brixton. 617-1105

ENFIELD, 1923, sports, 3-seater, all-weather, starter, 5 lamps, full equipment, new condition, £195, cost over £500. Leslie, 26 Garrat Lane, Sparkhill, Birmingham. 618-199

ERIC-CAMPBELL, 1920, 10hp, 2-seater, clock, speedometer, well tyred, in excellent mechanical condition, £85. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 617-922

ERIC-CAMPBELL 1922 11hp 4-seater, self-starter, first-class order, £120. Bartlett's, 95 Gt. Portland St. 617-592

ERIC-LONGDEN, 1922, 8hp water-cooled, super-sports, streamlined aluminium body, red chassis, dynamo, 5 detachables, speedometer, clock gauge, overhauled 1924 at cost of £50, receipts shown, £90. 19 Terrapin Rd., Balham. 617-d513

FIAT 1922 tourer, 10-15, mechanically perfect, just painted and done up as new, licensed and insured, and trial, £195. Holmes, 41 St. Peter's Sq. Hammersmith 740. 617-574

G.N., £50, 1922, dynamo lighting, clock, speedometer, etc., 5 detachable wheels, dickey seat, excellent condition. The Cottage, Byron Rd., North Wembley. 617-909

G.N.s. We have several good second-hand cars for sale; reasonable prices. All spares stocked. Expert G.N. mechanics. Southern agents and services. The Eastgate Garage, Lewes. 620-u90*

G.N. 1921-2 10hp 2-seater, dynamo lighting, speedometer, spare wheel, very carefully used, exceptional condition, £55, or small deposit, balance over 12 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 617-643

G.N., 1921, 8hp, Lucas dynamo lighting, spare wheel, good tyres, fully equipped, in excellent condition, £48. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. Wimbledon 2041. 617-472

G.N. 1922 (late) 8hp 2-seater, dynamo lighting, speedometer, electric horn, tax paid, exceedingly smart, £68. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. Wimbledon 2041. 617-475

G.N., £55, 1920, dynamo lighting, oversize tyres, hood, side curtains, windscreen, spare wheel and tyre, speedometer, etc., licensed to 1925, any trial or examination; open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 617-487

G.N., 1920 model, complete with Smith's full dynamo lighting set, spare wheel, taxed 1924, all in good running order, sacrifice £34. P. C. Lingley, Roycroft, Woodbridge, Suffolk. 617-e989

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-495

G.N., late 1921, sound running order, dynamo lighting, £40, owner going abroad. 14 Campbell Rd., Hanwell, W. 7. 617-8607

G.N., 1920-21, Legros, dynamo, speedometer, licensed, aluminium body, with red wings, 48 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W. 1. Mayfair 4027. 617-822

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**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

- G.N.**, 1920, 2-seater, dynamo lighting, in nice condition, £40; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 617-606
- G.N.**, 1922, 2-seater and dickey, Frazer-Nash o.h.v. engine, dynamo, speedometer, capable very high performance, 85 guineas. Below.
- G.N.**, 1923, 2-seater, dickey, fully equipped, excellent condition, 90 guineas. Below.
- G.N.**, 1921, fitted with 1922 2-seater body, sunk dickey, dynamo lighting, equipped, good order, 68 guineas. Below.
- G.N.**, 1921, 2-seater, dynamo, fully equipped, repainted, dickey, excellent condition, licensed, 65 guineas. Below.
- G.N.**, 1922, all-weather coupe, 2-seater, dickey, dynamo equipped, licensed, excellent order, 80 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-812
- G.N. concessionaires.** Black and Finch, Ltd., 222 Gt. Portland St., W.1. have 1920 touring model, £35; 1921 touring model, £47 10s.; 1922 touring model, £75; 1922 Vitese, overhead camshaft, etc., completely overhauled, very fast, £165. Phone, Museum 2271. 617-946
- G.N.**, £39 10s., 1920, in exceptionally fine condition throughout, lavishly equipped with dynamo, electric lighting, horn, 8-day clock, speedometer, extra air, etc., tyres excellent, recently repainted, re-upholstered and new hood fitted, very fast, smart and economical. Pawnbroker, 21 Balham High Rd. Phone, Streatham 3055. 617-188
- G.N.**, £48, exchanges, deferred payments. 1921 G.N., 2-seater, hood, screen, electric lamps, clock, speedometer, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 617-504
- G.N.**, 1921 model, dynamo lighting, speedometer, etc., £40 and £45, exchanges, deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 617-936
- G.N.**, 1921, date guaranteed. 9hp, 3 speeds, reverse, gate, good tyres, hood, screen, electric lighting, runs well, bargain, 45 guineas; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 617-565
- G.N.**, 1921 Legere, aluminium body, been carefully driven and well looked after, side screens, clock, speedometer, dynamo lighting, electric Klaxon, dash-controlled job, 5 oversize tyres, hood re-covered, £60. Letter in first instance, Southcomb May, 56 Gordon Sq., W.C.1. 618-1130
- J.N.** 2-seater, 1921, dickey seat, dynamo lighting, speedometer, clock, flashlight and many extras, new hood, special sports wings, exceptionally fast and very attractive appearance, special offer at £40, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 617-1117
- G.N.** 1923 2-seater, dickey, shaft drive, many extras, in perfect order, £95. Clifton Motor Co., 14 Clifton Rd., Kingston. Phone, Kingston 617-1127
- G.N.**, 1922, dynamo, speedometer, detachable wheels, dickey, only done 5,000 miles, as new, £68. See at Earls, Ltd., The Vale, Hampstead. Phone, Hampstead 3287. 617-x861
- G.N.**, 55 guineas, very late 1922, dynamo lighting, tax paid, sunken dickey seat, good order. 5 Putney Bridge Rd., Wandsworth. 617-974
- G.N.**, excellent order, just repainted French grey and new hood fitted, detachable wheels, and dynamo lighting, £40. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd. Leeds. 618-898
- G.N.** 1921 2-seater, 5 wheels, dynamo electric lighting, very good order, bargain, £35. Crawley, Chatteris, Cambs. Phone 55. 617-854
- G.N.**, 1921-2, special 4-seater, spare wheel, lighting, licensed, 53 gns.; exchanges. 12 Kynance Mews, Gloucester Rd., S.W.7. 617-1162
- G.N.**, an exceptionally well-cared-for 1922 8.7hp G.N., 2-seater and dickey, fully equipped with dynamo, electric lighting (5 lamps), horn, speedometer, clock, etc., 5 detachable wire wheels, all tyres as new, paint, hood and side curtains excellent, upholstery absolutely perfect, in first-class mechanical condition, very low mileage, tax paid, 65 gns.; private owner. 49 Friern Barnet Rd., New Southgate, N. After 7. Phone, Finchley 1995. 617-1158
- G.W.K.**, 1920, 10hp, 4-seater, special engine, new detachable side curtains, £70. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 617-917
- G.W.K.** 10hp 2-seater, splendid mechanical condition, any trial, good appearance, £45, or small deposit, balance over 12 monthly instalments. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Crofton. Phone, Crofton 2450-2451. 617-462
- G.W.K.**, 1920, 10hp, 2-seater and dickey, dynamo lighting, hood, fully equipped, tyres good, in excellent mechanical condition, £59. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18, Wimbledon 2041. 617-474
- G.W.K.** 2-seater, reliable running order, detachable wheels, Zenith, C.A.V. magneto, spot cash, drive away, £32 10s., 75 Kew Rd., Richmond 799. 617-980
- G.W.K.** 2-seater, splendid condition, £40 or offer. 75 High St., Wandsworth. 617-992
- G.W.K.**, £35. We have several G.W.K. cars in stock from £35 upwards; any trial run given; inquiries invited. North Essex Motor Co. Saffron Walden. Phone 16. 617-496
- G.W.K.**, 8hp, 4 speeds, speedometer, 700 by 80 tyres, spare wheel, all lamps, £38. Maudes', 100 Gt. Portland St., London. 617-541
- G.W.K.** coupe, November, 1923, maroon, electric lighting and starting, speedometer, spring gaiters, £170 or offer; can be seen between 6 and 7 p.m. The Garage, 2 Palace Green, Kensington, W.8. 617-172
- G.W.K.** 1924 4-seater, delivered July, Comfort tyres, 800 miles only, £210. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitecomb St., W.O. 2. 617-925
- G.W.K.** 1915-16 2-seater, excellent condition, unused since June, 1922, smart appearance, usual accessories, taxed, £25. Hurst, 3 Tulse Hill, S.W. 2. 617-930
- G.W.K.** 1921 2-3-seater, double dickey, dynamo lighting, new tyres all round, taxed, in good condition, 65 guineas. 51 Upper Richmond Rd., East Putney. 617-134
- G.W.K.**, 10hp, 4-cylinder, 1921, de luxe 2-seater, double dickey, electric lighting, very smart and excellent condition, taxed and insured, £80, consider larger car in exchange. Matthews, 49 Sidwell St., Exeter. 617-1134
- G.W.K.** 2-seater, dickey, speedometer, clock, good appearance, perfect running order, any trial, taxed, insured June, £38. Caerleon, Barber's Wells, Southall. 619-1108

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

- G.W.K.** 9.5 1915 2-seater, dynamo lighting, detachable wheels, spare, 6 lamps, large headlights, speedometer, electric horn, fully equipped, exceptionally smart appearance, only 2 owners, 50 guineas; after 4 p.m. 2 Blenheim Gdns., Wallington, Surrey. 617-1109
- G.W.K.** 1921 2-seater, 4-cylinder, 2 spare wheels, in good running order, £55; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 617-876
- GWYNNE** 8 1923 2-seater, self-starter, licence paid December, side curtains, just overhauled, £140, near offer. Tuely, Blackboys, near Uckfield, Sussex. 617-979
- GWYNNE**, 1923, 8hp, chummy, 2.4-seater, dynamo, self-starter, fully equipped, excellent condition, 140 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-816
- GWYNNE** 8, late 1923, Chummy model, starter, clock, side curtains, very fast car, just overhauled, £135. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone, Western 4140, 3568. 222-975
- HAMPTON**, 9.2hp, 1924, shop-soiled, 2-seater, dickey, starter, complete equipment, list price £275, sacrifice £185. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 617-933
- HARPER** runabout, latest model, scarcely used, apron, screen, automatic decompressor, etc., taxed, £45. 8 West St., Prescot. Phone 128. 617-1161
- HILLMAN** racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 617-878
- HILLMAN** cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-0292
- HILLMAN** 2-seater sports, 1921, dynamo lighting, aluminium body, exceptionally smart and fast, £145. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 617-934
- HILLMAN**, sports model, polished aluminium body, dynamo lighting, electric horn, rev counter, speedometer, clock, shock absorbers and many other extras, taxed till December, very smart and fast, £145, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 617-962
- HORSTMAN**, 1924, 12-30hp Anzani engine, 4-seater, touring model, upholstered in real leather, spare wheel, tools, 5 lamps, speedometer, clock, electric horn, dash lamp, luggage grid; this car has not done 5,000 miles, and is in excellent condition throughout, price £260, a bargain. Box No. 6167, c/o "The Light Car and Cyclecar" 222-958
- HORSTMAN**, 1922, 4-seater, exceptional condition, just repainted, tax paid to December, £135. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-900
- HORSTMAN** 1921 11hp 4-seater, starter, tax paid, excellent order, £120. Bartlett's, 95 Gt. Portland St. 617-591
- HUMBER** 2-seater, mechanically perfect, just overhauled, £25 10s., 17 Lorrimer St., S.E.17. 617-1111
- HUMBERETTE**, 1914, 9hp, 2-seater, dickey, in excellent condition, £30. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 617-920
- HUMBERETTE**, 1914, w.c., 8-9hp, 2-seater, dickey, good condition, small mileage, £28. W. Corrigan, 45 Godolphin Rd., Shepherd's Bush. 617-1102
- HUMBERETTE**, 1913, good order throughout, bargain, £23. Barnes, 75 Wyndham St., Cardiff. 617-170
- HUMBERETTE**, £32, exchanges, deferred payments, 2-seater, 8hp, water-cooled, good tyres, hood, side curtains, lamps, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 617-505
- INVICTA**, 2-seater, 8hp J.A.P. water-cooled 3 speeds, reverse, mechanically excellent, bargain, £27 10s., exchange. 7 Cowdrey Rd., Wimbledon. 617-153
- JOWETT**, 1923, 2-seater, dickey, spare wheel, small mileage, beautiful condition, £110. 18 Larkhall Rise, S.W.4. Not Sunday. 617-685
- JOWETT** 1924 2-seater, dickey, starter, year's tax, in excellent order, £130. Tele, Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 617-500
- JOWETT**, 4-seater, late 1923, with extras cost £17, condition as new, private owner, £140. Lovatt, Jowett House, Streatham Rd., Mitcham. Phone, Mitcham 1597. 617-826
- JOWETT**, 1923, 7hp, 2-seater, dickey, side curtains, clock, etc., £120. Bartlett's, 95 Gt. Portland St. 617-587
- KINGSBURY JUNIOR**, 1921-2, 2-seater, water-cooled, 5-speed, reverse, dynamo, licensed, equipped, excellent condition, 50 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-819
- KINGSBURY JUNIOR**, 1921-20, grey, 2-seater, 8.9hp, spare wheel, 5 dynamo lights, taxed, perfect condition, nearest 55 guineas. Shepherd, 70 Grosvenor St., Kearsley, Bolton. 617-181
- KINGSBURY JUNIOR**, water-cooled, tax paid, 3 speeds and reverse, dynamo lighting, speedometer, exchanges, deferred terms, £50. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 617-937
- KINGSBURY JUNIOR**, 1921, family 4-seater, dynamo lighting, speedometer, spare wheel, excellent condition, any trial, £45. Palmer, Kilravock, Ross Rd., Norwood. 617-149
- LAGONDA** coupe, 1921, complete, fully equipped, tax paid, bargain, 26 High St., Saffron Walden. Phone 16. 617-497
- LAGONDA**, An exceptional offer. 1924 K.K. 2-seater, semi-coupe, grey, black wings, dynamo lighting, self-starter, speedometer, clock, pneumatic upholstery, large dickey, fully equipped as makers' specifications, as new, only done 600 miles, taxed for year, £235. Mobes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 617-482
- LAGONDA** coupe, 1914, electric light, spare wheel, recently thoroughly overhauled by makers, condition guaranteed, tax paid to December, £38. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 617-972
- LAGONDA**, late 1921, 4-seater, starter, full equipment, all-weather hood, excellent condition, taxed December, deferred terms, exchanges, bargain, £95. Cass's Motor Mart., Ltd., 5 Warren St., W. 1. Museum 623. 617-560
- LAGONDA** 1923 coupe, repainted and overhauled, £155. Below.
- LAGONDA** 1921 coupe, exceptional condition throughout, £105. Stretton and Smith, 12 Woodstock St., Oxford St., London. 617-571

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**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

LACONDA 1914-15 coupe, electric lighting, good tyres, sound condition throughout, 35 guineas. 51 Upper Richmond Rd., East Putney. 617-152

LACONDA 1922 model 2-seater coupe, double dickey, starter, tax, etc., splendid condition, cost £400, accept £115. Vivian, 35 Spencer St., Victoria St., S.W.1. Vic. 8677. 617-932

LEA-FRANCIS 1923 chummy model, starting, lighting, new condition throughout, taxed, any trial or examination, 115 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., Hammersmith 2250. 617-527

MARSEAL 9hp, aluminium bonnet, self-starter, double dickey seat, only 4,000 miles, must sell, £150, offers. Write, Box 282, at Horncastles, 60 Cheapside, E.C.2. 617-194

MARSEAL, 1923, 4-seater, dynamo lighting, self-starter, all-weather equipment, clock, speedometer, double windscreen, licensed, excellent order, 125 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-820

MATCHLESS, 1924, 10hp, 4-seater, dynamo, equipped, taxed, new condition, 120 guineas; exchanges or deferred. 175 Gt. Portland St., W. Mayfair 4027. 617-811

MATCHLESS 4-5-seater light car, our own special demonstration model, bargain at £135. Sam E. Clapham, 27 Stockwell St., Greenwich. Phone 751. 617-961

MATCHLESS, 1924, 10hp, 4-seater, dynamo, speeds, all-weather equipment, 4-wheel brakes, low mileage, new condition, taxed, cost £185, bargain, 298, room wanted, exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. 1. Hatchers 4388. 617-523

MATHIS 7hp 4-cylinder saloon, shop-fitted, dynamo lighting and starter, upholstered Bedford seat, finished any colour to choice, Dunlop tyres, new and unused, £125. Maude's 100 Gt. Portland St., London. 617-546

MERRALL-BROWN, 1921, 4-cylinder Coventry Climax, detachable wheels, 4 new tyres, licensed, December, £50. Paulson's Garage, North St., Wolverhampton. Tel. 1555. zzz-795

MORGAN, G.P., 1921, 10hp M.A.G., perfect order, £63. 122 How-bridge Rd., Newark, Notts. 617-e908

MORGAN, 1922, Grand Prix model, M.A.G. engine, in spotless condition, almost new, £90. Cathness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2173. 617-911

MORGANS, new and second-hand, cash, exchange, deferred. Cleveland Garage, Ackworth, Pontefract. Phone 55. 629-e903

MORGAN, de luxe, 1923, 8hp J.A.P., speedometer, new tyres, tax paid for year, in new condition, mechanically sound, £72. Naylor's, 406 Garratt Lane, Enfield, S.W. 18. Wimbledon 2041. 617-471

MORGAN, 1923, Grand Prix, Blackburne engine, fast, splendid order, £90; consider motor-tyre part. 52 Sidbury, Worcester. 617-e971

MORGAN, late 1921, 8hp, Grand Prix, J.A.P., dynamo lighting, years tax, repainted, beautiful condition, £75. 395 Reddings Lane, Hall Green, Birmingham. 617-e640

MORGAN, G.P., 1923, o.h.v. Anzani, dynamo lighting, electric horn, speedometer, 5 new 710 by 90 cord covers, painted orange and black disc wheels, domed wings, perfect mechanical condition, taxed, £98, any trial. Dalmaine, Machine, Newbold Terrace, Leamington Spa. 617-e597

MORGAN, late 1922, family, M.A.G., electric light, horn, speedometer, disc wheels, excellent condition, 70 gns. Raymond Rest, The Crossways, Peterchurch, Hereford. 617-d428

MORGAN 1921 model de luxe, water-cooled, absolutely as new, £65. Below.

MORGAN, Grand Prix model, water-cooled J.A.P. engine, taxed for year, Lucas dynamo lighting, 1921 improvements, chrome finish, small child's seat, good tyres, exceptionally fine condition, £65. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 617-490

MORGAN, James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Telephone, Central, 2460. Good stock of spares carried. If in difficulty, wire "Tact, Sheffield." New and second-hand machines nearly always in stock. zzz-467

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. Dalston 2408. zzz-84

MORGAN, J.A.P., late model, engine, etc., as new, beautiful appearance, tax paid, drive away, bargain, £48. Oakhurst, Hainault Rd., Chigwell, London. Phone, Chigwell 27. 618-x801

MORGAN, 1922, G.P., J.A.P., electric lighting, new chains, excellent tyres, perfect running order, £80. Phone, Streatham 4020. 617-1107

MORGAN, 1921, de luxe, w.-c. J.A.P., fully equipped, excellent condition throughout, seen and tried any time, £75. Avey, 8 Newport Rd., Stafford. 617-1106

MORGAN, de luxe, 1922, water-cooled M.A.G. engine, dynamo lighting, bargain, £65, exchange.

MORGAN, 1923, taxed December, side screens, new condition, £65, exchange. 22 Spring Rd., Chiswick, near Kew Bridge. 617-825

MORGAN, 1923, G.P., dynamo lighting, equipped, good order, 90 guineas. Below.

MORGAN, 1923, Family model, dynamo, water-cooled, licensed, superb order, 110 guineas. Below.

MORGAN, 1924, G.P., o.h.v. Anzani engine, dynamo, equipped, licensed, 120 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-815

MORGAN, 1924 model, Grand Prix, water-cooled and dynamo, exceptional condition, seen and tried any time, £95. 31a Hydethorpe Rd., Balham. 617-969

MORGAN 1922 de luxe, water-cooled, decent order, guaranteed in every way, £68. 67 Fernlea Rd., Balham. 617-970

MORGAN, family, November, 1921, M.A.G., taxed and insured, complete speedometer, etc., recently overhauled, £95. Pearse, 56 Westway, Catecham. 617-192

MORGAN, de luxe, 1920, w.-c. M.A.G., electric, splendid order, £70, any trial. 41 Palewell Park, East Sheen, S.W.14. 618-150

MORGAN, 1924, de luxe, water-cooled, dynamo, discs, footboards, as new throughout, guaranteed, bargain, £95. 7 Cowdrey Rd., Wimbledon. 617-152

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

MORGAN. Homac's have the following Morgans for sale. All fully guaranteed—

1920 Grand Prix, 8hp w.-c. J.A.P., dickey seat at rear, tax paid, £75.

1924 De Luxe, 8hp w.-c. J.A.P., dynamo, fully equipped, tax paid, £125.

1924 Family, 8hp w.-c. J.A.P., dynamo, hood, screen, etc., tax paid, £122. 10s.

1924 Aero, 10hp w.-c. Blackburne, dynamo, Dunlop straight-sided tyres, hood, front-wheel brakes, etc., mileage 700, £140.

1924 Standard model, 8hp a.-c. J.A.P., fully equipped, grey, £110, immediate delivery from stock.

Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment. Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 617-562

MORGAN, de luxe, excellent condition, paintwork as new, bargain, £75, seen any time. Wright, Mapledene, Gt. Missenden. 617-151

MORGAN, 1922, standard, 8hp J.A.P., a.-c., good condition, licensed, £65. Rosia, London Rd., Portsmouth. 617-155

MORGAN, de luxe, 8hp J.A.P. w.-c. engine, overhauled July, new cylinder, etc., good condition, all accessories, acetylene, P. and H. lighting, £55. School House, Middle Green, Slough. 617-159

MORGAN 1921 Grand Prix, w.-c. M.A.G. engine, gas lighting with aluminium pipes, transmission recently renewed, good mechanical condition, licensed for year, running board, tyres nearly new, speedometer, tool, £55. Dornay, Jewry St. Winchester. 617-165

MORGAN de luxe, 1921 model, price £55; Morgan Anzani, 1923 model, fine bug, £75. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 13. 617-959

MORGAN runabouts. Write for our special list. All models in stock, from £52. 10s. to £142. 10s. second-hand. Overhauled and guaranteed. Exchanges and deferred terms arranged without delay. Elco, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. Phone, Avenue 5548. 617-509

MORGAN, £59, exchanges, deferred payments, 1920, de luxe, 2-seater, air-cooled, hood, screen, lamps, taxed, fast, smart. Seabridge, 35 Hansier Rd., East Dulwich, Sydenham 2452. 617-506

MORGAN de luxe, 10hp M.A.G. water-cooled, fitted clock and tax paid, £75. Hall, 91 St. Peter's St., St. Albans. 617-577

MORGAN de luxe, 1920, 8 J.A.P., whole recently overhauled, repainted makers, new tyres, complete equipment, £65, appointment. Bean, Princes Park Mansions, Liverpool. 617-179

MORGAN, 1923, family, w.-c. Blackburne, speedometer, small mileage, splendid condition, £100. 1 Beech Rd., Radford, Coventry. 617-180

MORRIS-OXFORD, 9hp, 2-seater, detachable wheels, overhauled, taxed, £35. 220 Adelaide Rd., Swiss Cottage, N.W. 3. 617-198

NEW GARDEN, 1924 (March), Family model, accommodates 2 adults and 2 children, 60 m.p.g., electric light, kick-starter, splendid condition, taxed and insured, trial, £60, must sell. 380 North End Rd., Fulham. 617-113

NEW HUDSON, 1922, 3-wheeler, fully equipped, dynamo lighting, spare wheel, £90, or exchange 1923, 1924 chummy or 4-seater light car, cash adjustment. Johnson, 26 Balfour Rd., L. Sands, Nottingham. Phone 6576. 617-161

PERRY, 2-seater, double dickey, tyres, etc., as new, taxed, 5 wheels, £50. Stygal, 18 Scawen Rd., Deptford. 617-176

RENAULT, 1923, 8.5, 2-seater, starter, taxed, exceptionally nice condition, £120; exchange. 307 Goldhawk Rd., Shepherd's Bush. 617-809

RHODE, Occasional 4, exceptionally powerful and fast, perfect order throughout, tax paid to December 31st, £100. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-903

RHODE, 9.5hp, 1923, all-weather saloon, light blue, black wings, dynamo lighting, self-starter, speedometer, clock, mirror, electric and ordinary horns, spring gaiters, grease-gun lubrication, Michelin Comfort tyres, taxed, just been renovated at works and made as new, £185. Below.

RHODE, 9.5hp, 1923, sports, 2-seater, mauve, aluminium wings, dynamo lighting, speedometer, clock, spotlight and other extras, taxed, very smart and appearance as new, £190. Below.

RHODE, 9.5hp, 1922, occasional 4-seater, grey, black wings, dynamo lighting, speedometer, clock, dashlamp, cocoanut mats, fully equipped, excellent condition, taxed for year, £125. Mobes and Mobes (Established 1895). The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 617-483

RHODE, 1922, chummy, dynamo lighting, dashlamp, clock, speedometer, spare wheel, taxed year, green, black wings, Triplex windscreen, hood, side curtains, excellent mechanical condition, £105. Watkins, Frogmoor Cottage, Rickmansworth. Phone, Rickmansworth 75. 617-168

RHODE 9.5hp 1922 occasional 4-seater, dynamo lighting, speedometer, dashlamp, spare wheel, fully equipped, excellent condition, runs perfectly, blue, black wings, trial, appointment, £150. Skinner, 310 Lower Addiscombe Rd., Croydon. 617-x859

RHODE, 9.5hp, 1923, sports 2-seater, royal blue, black wings, dynamo lighting and self-starter, speedometer, mirror, electric and ordinary horns, 4 new Rapson tyres, grease-gun lubrication, tax paid, 400 m.p.g., 60 m.p.h., overhauled and repainted in May by makers, £200. Newbold, 75 Kenilworth Court, Putney, S.W.15. 617-154

RHODE, 9.5hp, 1923, 2-seater sports, red, aluminium wings, tyres as new and 2 spare wheels, dynamo lighting, speedometer, clock, etc., has not changed hands since new, £150 or near offer. Sampson, South Lodge Cottage, Sandbanks, Dorset. 617-1125

RHODE, 9.5hp, 1922 (December), occasional 4-seater, dynamo lighting, electric starter, speedometer, clock, dashlamp, cocoanut and rubber mats, electric and bulb horns, recently thoroughly overhauled, taxed for year, best offer received next week secures. Collins, 5 Ashley Terrace, Bath. 617-1159

RILEYS. Guaranteed second-hand Rileys, overhauled by Riley specialists. May we send you monthly lists? Loves Motor Works, Sussex. 628-420

RILEY, 1922, 4-seater, grey, exceptional condition throughout, expert examination welcomed, £145. Stretton and Smith, 12 Woodstock St., Oxford. London. 617-572

RILEY, 1922, 11hp, 4-seater, with all-weather equipment, very nice order, taxed for year, £215. Newnham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 617-837

RITZ, 2-seater, 10.2, 4-cylinder, under 5,000, bought 5-seater, £50. Bloodworth, Frome. 617-e451

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2s. 6d. net. 2s. 9d. post free.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- ROVER**, chummy, 1923, in excellent condition, £110. Paulton's Garage, North St., Wolverhampton. Tel. 1355. zzz-794
- ROVER**, 1923, chummy model, original tyres, taxed 1924; the whole car is in absolutely new condition; £95, must sell. J. W. Whistlers, New St., Woodbridge, Suffolk. 617-e990
- ROVER**, 8hp, 2-seater, 1922, standard equipment, trial, £80. F. P. 6 Headingley Rd., Earlsfield, S.W. 617-78
- ROVER** 9, 1924, 4-seater, 4-cylinder, water-cooled, o.h.v., starting, lighting, equipment, mileage 500, taxed year, insured July, 1925, absolutely as new, any trial, good reason for selling, £167 10s. 53 Cambridge Grove Rd., Kingston. 617-e977
- ROVER**, 1923, 8, chummy, grey, speedometer, etc., most exceptional condition, taxed, £105, or small deposit, balance to suit your convenience. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 617-461
- ROVER** 8, 2-seater, dynamo lighting and self-starter, splendid condition, tax paid, £84, or small deposit, balance to suit your convenience. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 617-464
- ROVER**, 1921, 8hp, 2-seater, spare wheel, tyres very good, smart appearance, taxed, excellent mechanical condition, £65. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 617-469
- ROVER**, 1922, 8hp, 2-seater and double dickey, speedometer, spare wheel, tyres excellent, taxed, smart appearance, £79. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Wimbledon 2041. 617-466
- ROVER**, 1921, 8, 2-seater, de luxe model, leather upholstery, etc., splendid condition, £77 10s., or small deposit, balance to suit your convenience. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 617-467
- ROVER** Eight, 1924, electric starter, speedometer, fine condition, £130, owner returning abroad. Box 6718, c/o "The Light Car and Cyclecar." 617-858
- ROVER**, 1923, 8hp de luxe, chummy model, self-starter, taxed, 2 spare wheels, £120. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 617-894
- ROVER** 8, 4-seater, de luxe, starter, 1924, dark blue, as new, taxed, insured, £140. Owner, 65 Magdalen Rd., S.W.18. 618-859
- ROVER**, £95, instalments considered, 1923 (late), 8hp Rover 2-seater, perfect mechanical order, indistinguishable from new, one of the smartest Rovers on the road, complete with all accessories, coupe fitting side curtains, speedometer, etc., any trial and examination, would deliver 100 miles. Solwaybank, Hayes, Kent. Phone, Bromley 532. 617-e350
- ROVER**, 8hp, 1923 chummy model de luxe, with self-starter, leather upholstery, clock, speedometer, all-weather screens, complete, very smart and in specially nice condition, £110. Below.
- ROVER**, 8hp, 1921, dynamo lighting, spare wheel, very nice mechanical condition, good appearance, £59. Below.
- ROVER**, 8hp, 1922, 2-seater, dynamo lighting, spare wheel, speedometer, very nice condition, £75; exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 617-488
- ROVER** 8hp 1924 2-seater, dickey, starter, many extra fittings, as new, £140; also very special 1921 2-seater, most attractively fitted and well kept, £80. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1938. 617-556
- ROVER** Eight, choice of 3, including de luxe 2-seater and chummy models, from £70, motorcycle accepted part, deferred payments if required. Ward and Co., 51 Upper Richmond Rd., East Putney. 617-431
- ROVER** 8, 1922, de luxe, speedometer, etc., taxed, good tyres, new condition throughout, 80 guineas. 51 Upper Richmond Rd., East Putney. 617-433
- ROVER** 8, de luxe, 1923, fitted clock and speedometer, tax paid December, 4 new Dunlop cord tyres, £85. Hall, 91 St. Peter's St., Albans. 617-576
- ROVER** 8, de luxe, 1921-22, dynamo lighting, usual equipment and the following extras: Folding dickey seat, clock, speedometer, spring gaiters, petrol gauge, mirror, side curtains, hood cover, mahogany dash, dashlamp, glass side screens, drop step, fitted toolbox, electric horn and bulb horn, taxed to 1925, painted maroon, £77 10s. 149 Louthorpe Parade, Barnes, S.W.13. Ham 1264. 617-593
- ROVER** 8, 1921, perfect condition, £57. Craig, 108 Edwards Rd., Erdington, Birmingham. 617-184
- ROVER** 8, late 1922, taxed and insured, several extras, splendid condition, £85. 85 Millfields Rd., Clapton, E.5. 618-145
- ROVER**, 1924, de luxe, 8hp, 4-seater, dark red, only used few weekends, 5 new tyres and tubes, clock, speedometer, step, petrol carrier, side curtains, many extras, licensed year, beautiful condition, £150. Haigh, 91 Felbrigg Rd., Goodmayes, E. 617-145
- ROVER** 8, the bargain of the week, 1924 4-seater, purchased new March, one owner, taxed December, insured March, 1925, only had 3 months' use, any trial or examination, deliver by road anywhere, £110. Write, call or phone The Hampton Eng. Co., St. John's Rd., Hampton Wick, Middlesex. Kingston 202. 617-552
- ROVER** 8, June, 1924, perfect, lady owner going abroad, electric starter, fittings, taxed, insured, £140 or near offer immediate. Crisp, Duxley Dean, Eastbourne. 617-163
- ROVER** 8, chummy, June, 1923, speedometer, extra air, mirror, wiper, etc., 6,000 miles, best over £100. 33 Spencer Ave., Scunthorpe. 617-167
- ROVER** 8, 1923, chummy, tax paid, little used, excellent condition, appearance as new, £105. Owner, 126 Onslow Gardens, Wallington, Surrey. 617-157
- ROVER**, 9hp, 2-seater and double dickey, latest model, starter, slightly shop-soiled, liberal exchange allowance or deferred terms. Bown and Porter, Ltd., 59-161 Castelnau, Barnes, S.W.13. 617-557
- ROVER**, £88, 8hp, 1923, 2-seater, as new, dickey, speedometer, side curtain, taxed, great bargain. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, Victoria 3433. 617-808
- ROVER**, 1922, 8hp, 2-seater, excellent condition, £80. Bartlette, 93 Gt. Portland St. 617-589

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- ROVER**, 1923, 8hp de luxe chummy, dynamo lighting, self-starter, leather upholstery, equipped, licensed, all-weather equipment, excellent condition, 113 guineas. Below.
- ROVER**, 1922 8hp 2-seater, dickey, dynamo, equipped, licensed, very nice order, 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-818
- ROVER**, 1924, 8hp Chummy model, absolutely as new throughout, tax paid, £110; also 1923 Chummy model, £95. Newham Motor Co. 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 617-841
- ROVER** 8. We have several to choose from, offers considered. Raitlen Cobham and Co., Ltd., 5 Cumberland St., Manchester. 617-952
- ROVER** 8hp 1923 2-seater, excellent condition, £90; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 617-604
- ROVER** 8, 1923, all-weather 2-seater, £68. 64 Church St., Ealing. 617-1130
- ROVER**, late 1922, 8hp, repainted primrose, low pressure on tyres, 1,000 miles, all-weather equipment, many extras, mileage 6,875, bargain £85; owner buying larger car. Clark, 61 Madeny Rd., Ealing. Phone, Ealing 1703. 619-x807
- SALMSON**, December, 1923, 2-seater, sports, excellent condition, very fast, accessories and spares, owner gone abroad, £125. E. H. Studd, Exceleigh, Starcross. 617-c991
- 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. 617-295
- SALMSON**. Mann and Handover, Ltd., authorized agents for Salmson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. 617-743
- SALMSON**, 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, excellent condition, £95. K.J. Motors, Bromley. 617-218
- SALMSON**, with Brooklands type body, purchased end August, 1924, licensed and insured for one year, cost £253, accept £170, no fault, owner not allowed to use it. Holmes, 41 St. Peter's Sq. Hammersmith 740. 617-573
- SALMSON**, £95, 2-seater and dickey, dynamo lighting, spare wheel, taxed, all-weather hood, speedometer, clock, mirror, upholstery as new, just overhauled throughout; exchanges and deferred payments. 325 High Rd., Chiswick. Phone 303. 617-823
- SINGER**, 1914, 10hp, 2-seater, dickey, dynamo, £50. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 617-921
- SINGER**, 1924, 10hp, de luxe, 4-seater, usual full comprehensive equipment, taxed, practically indistinguishable from new, worth £210, our special clearance price £165, or small deposit, balance over 18 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 617-465
- SINGER**, 10hp, £50; another, with dynamo, £47 10s. Tamplin Motors, Cheam, Sutton 21. 617-e986
- SINGER**, late 1922, 10hp, 2-seater, double dickey, all-weather body, year's tax, condition as new throughout, £110. 395 Reddings Lane, Hall Green, Birmingham. 617-e638
- SINGER**, 10hp, 1920-21, coupe, dynamo, speedometer, dickey, upholstered Bedford cord, in absolutely exquisite condition, taxed, K.J. Motors, Bromley. 618-751
- SINGER**, brand-new, shop-soiled, 4-seater de luxe, as listed £235, accept £185 to clear, or would accept second-hand car in part payment. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 617-839
- SINGER**, 1924 (August), 10hp, 4-seater de luxe, only run few hundred miles and as new, £215 or exchange. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 617-858
- SINGER**, £69, 1920, 2-seater, dynamo lighting, starter, speedometer, taxed December, nearly new tyres all round, hood and upholstery in splendid condition, mechanically perfect, any trial willingly; exchanges and deferred payments. 325 High Rd., Chiswick. Phone 303. 617-824
- SINGER** 1915 2-seater, dynamo lighting, taxed, excellent condition, bargain, £47 10s.; exchanges. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 617-580
- SINGER** 1921 2-seater, Speciallroids, balloon tyres, spotlight, speedometer, radiator, thermometer, £90, any trial. 72 Grand Parade, Harringay. 617-183
- SINGER** 1923 de luxe 4-seater, starter and lighting, all-weather equipment, taxed year, as new, £130. Another, £122. Forge Garage, Brighton Rd., Surbiton. 617-174
- SINGER**, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 617-502
- SINGER** 1923 10hp 4-seater, in excellent condition, spare wheel, side curtains, starter, £170 or near offer. Cane, 185 East Dulwich Grove, S.E.22. 617-129
- SINGER**, 10hp, 1914, 2-seater, dickey, fully taxed, insurance, dynamo lighting, side curtains, speedometer, etc., perfect condition, £35. Francis, 56 Cranwich Rd. Stamford Hill, N.16. 617-1136
- SINGER**, 1924, 4-seater de luxe, brand new, slightly showroom soiled, accept £182 10s., maker's price £255, exceptional bargain. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 617-1151
- SINGER**, 1924, model de luxe, 4-seater; the car which just completed a 2,000-mile tour through the Swiss Alps without a forced stop; guaranteed in perfect condition throughout, many extras, tax paid, accept £175. 2 Leopold Rd., Wimbledon, S.W.19. Royal 3649. 617-e410
- SINGER**, 1922, de luxe 2-seater, dickey, repainted and overhauled, new hood, 6 tyres (2 unused), taxed and insured, guaranteed first-class mechanical condition and very smart appearance, any examination or trial welcomed, bargain price £115; no dealers. Seen Brighton. Box No. 6737, c/o "The Light Car and Cyclecar." 617-1160
- SINGER**. See our special offer of a year's free insurance. Page No. 15. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 617-548
- STANDARD** 2-seater, 9.5hp, 1923, o.h.v. engine, dynamo lighting and starting, latest type double-sunken dickey, taxed for year, really nice car, in first-class condition, £145, exchanges and terms arranged. Phone or wire, Paddington 6049; or call Kirk and Co., 22 Praed St., Paddington, W. 2. 617-491

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).**

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

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD. 1924, 11.4, 2-seater, all-weather, practically new, taxed, £175. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4433. 617-948

STANDARD. 1924, 11.4hp, 4-seater, all-weather body, dynamo lighting, self-starter, very low mileage, almost new, tax to December, £168. Waldron Motor Mart, 645 Garratt Lane, Earlsfield. Phone, Wimbledon 607. Exchanges entertained. 617-581

STANDARD. £55; 9.5hp 2-seater, dicky, 5 detachable wheels, lamps, tax paid, excellent condition, real bargain, £55. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 5433. 617-582

STANDARD. 1923, 9.5, 4-seater, self-starter, balloon tyres, tax December, insured, extra good condition, £130. 30 Harold Rd., Upper Norwood. 617-1171

STELLITE. 1919, No. 1,569 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160

STELLITE. £45, exchanges, deferred payments, 1914, 2-seater, dicky, 5 detachable, hood, green, electric lamps, taxed. Scabridge, 35 Hansker Rd., East Dulwich. Sydenham 2452. 617-507

STELLITE. delivered 1920, 2-seater and dicky, dynamo lighting, speedometer, side wing luggage grid, tax and insurance paid, £87. Apply, Harley Garage, 7 Winchester Mews, Swiss Cottage, N.W. 617-186

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SWIFT. 1923, 10hp, fully licensed, as new, £100 or near offer. Railton, Cobham and Co., Ltd., 5 Cumberland St., Manchester. 617-957

SWIFT. 1923, 10hp, chummy 4-seater, dynamo lighting, self-starter, all-weather equipment, licensed, superb order, 135 gns., exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 617-821

SWIFT. 1922, 2-seater, with dicky, 6 detachable wheels, dynamo and starter, excellent condition, £110; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 617-599

SWIFT 10. 2-seater, 1920, double dicky, taxed, guaranteed perfect condition, expert examination invited, £100, or exchange modern 4-seater, cash adjustment. Gerard, Workshops, Bovington, Dorset. 617-169

SWIFT. 1913, 7.9hp, 2-seater and dicky, smart, splendid condition, still used for long all-weather tours, fully equipped, £25. 68 Hoppers Rd., Winchmore Hill, N.21. 617-190

SWIFT. 7-9, famous staggered seat model, excellent condition, any test, £34. 14 North Rd., Edmonton, N.9. 617-095

TALBOT. 1923, 8-18hp, 2-seater, de luxe model, excellent condition, £165. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 617-868

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TALBOT. 1924, 10-23, 2-seater, dicky, starting, lighting, numerous extras, restaskids all round, taxed, bargain, 225 gns., exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., Hammersmith 2230. 617-529

TALBOT. late 1923, 10-23hp, 4-seater, de luxe, in very nice order, any trial, examination, 200 gns.; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., Hammersmith 2230. 617-528

TALBOT. 10-23, 1924, three-quarter coupe, equivalent to new, taxed and with extras, £340.

TALBOT. 10-23, 1923, special three-quarter coupe as new throughout, magneto model, 2 spare wheels and many extras, £290.

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TALBOT coupe, 1923, 8-18, many extras, 2 spare wheels, mechanical screen wiper, tax paid, practically new, 200 guineas. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4433. 617-949

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T.S. 1922, water-cooled, 3-speed and reverse, any trial, £65. 31a Hydelthorpe Rd., Balham. 617-971

TEMPERINO. 1921-22, 8hp, 2-seater, 3 speeds and reverse, electric lighting, taxed, good order throughout, new tyres, £28, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 617-119

TEMPERINO. 1921, 8hp, 2-seater, tax paid year, detachable wheels, dicky, £30. 220 Adelaide Rd., Swiss Cottage, N.W.3. 617-197

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VIOLET-BOGEY. 7hp, sporting 2-seater, 5 detachables, discs, bulbhour back, little beauty, £35; photo. Whistle Works, Orphanage Rd., Edington, Birmingham. 617-9909

WESTWOOD sports, 1921, overhead Dorman, outside copper exhaust, very fast, £135. Railton, Cobham and Co., Ltd., 5 Cumberland St., Manchester. 617-956

WOLSELEY 10, de luxe model, perfect order, many extras, tax paid, £210. The Hoadingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 618-902

WOLSELEY 10, 1924, purchased 3 weeks ago, absolutely new, cost £280, best offer over £230, no dealers. 6 Catherine Terrace, Stockwell, S.W. 617-912

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WOLSELEY. £125, 10hp, 2-seater, 1921, 5 detachable wheels, lovely condition, bargain. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 617-583

WOLSELEY. 10hp, late 1923 model, 2-seater, complete with dynamo lighting set, electric starter, dicky seat, double windscreens, speedometer, spare wheel and tyre, hood, tools, etc., in excellent order and condition, price £175, or £35 cash deposit and 12 monthly instalments of £12 5s. Wm. Whiteley, Ltd., Queen's Rd., W. 2. 617-512

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WOLSELEY 1923 7hp 2-seater, double screen, speedometer, exceptional condition, £115. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 617-843

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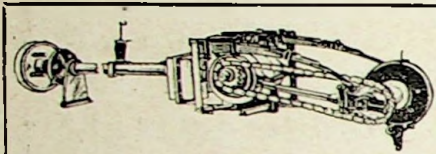
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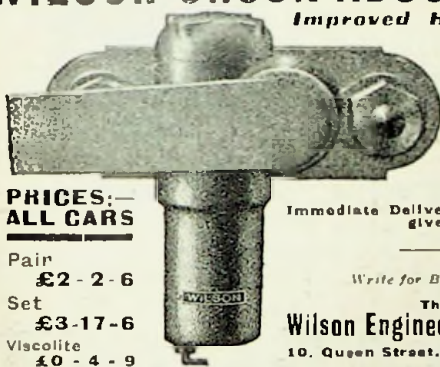
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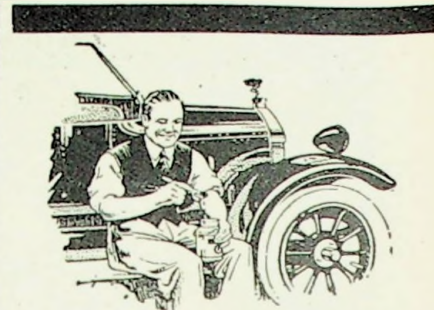
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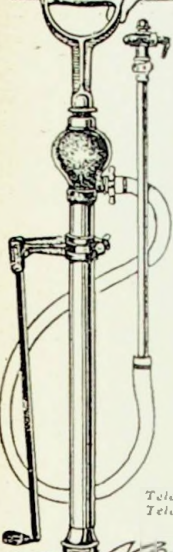
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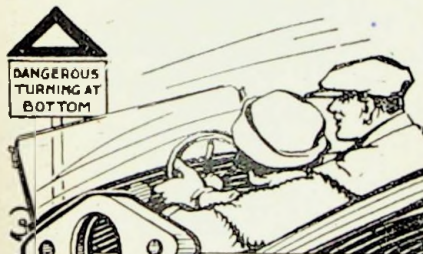
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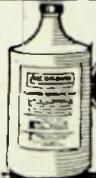
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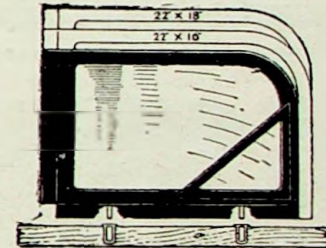
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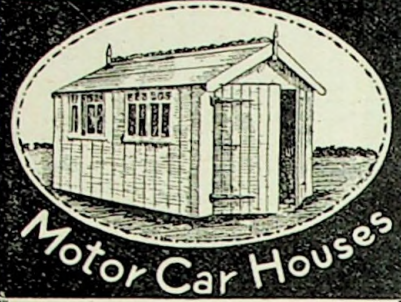
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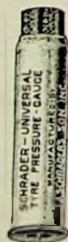
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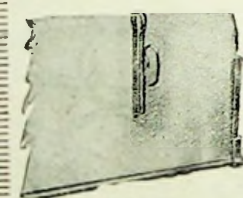
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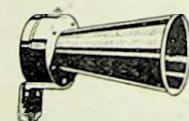
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