

The
Light Car
and
Cyclecar

Founded 1912
The only Small Car Journal

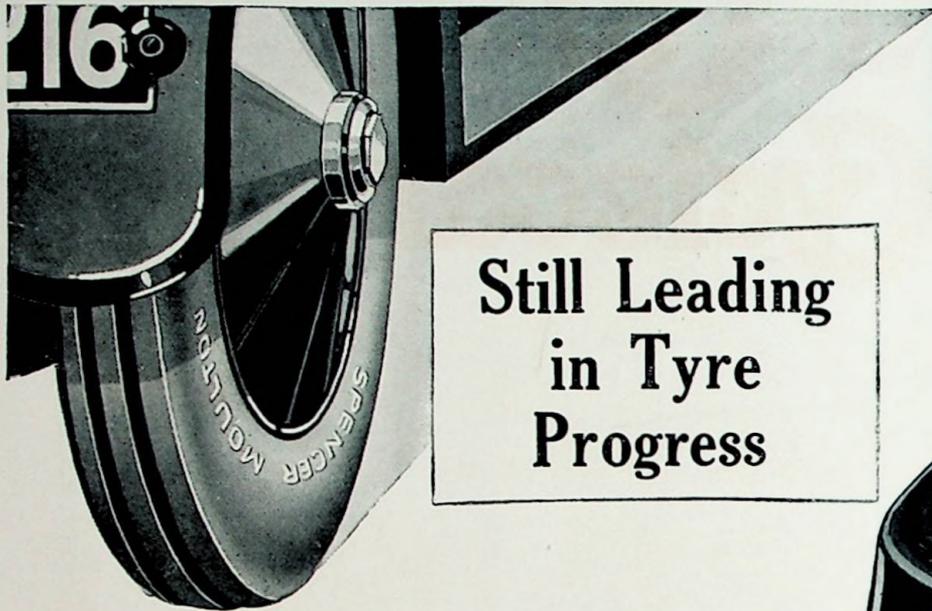


Vol. XXI No. 531
Friday, Jan. 26, 1923
*Registered at the GPO
as a Newspaper*

**SMALL CARS
AT THE
SCOTTISH
SHOW**



NORTH OF THE TWEED.
Scotland correctly may be termed "a home of hills," and the photograph, taken during last year's Scottish Six Days' Light Car Trial, conveys an excellent impression of the gradients which modern small cars are capable of conquering.



Still Leading
in Tyre
Progress

THE maximum advantages of the Cord Fabric casing have been developed to the utmost by the combined efforts of Spencer-Moulton, Ltd., and Wood-Milne, Ltd.

THE SPENWOOD, the joint production of these great British firms, introduces an entirely new dumb-bell tread. It means greater tractive effect, a better grip of the road, increased precaution against skidding, and better braking and stopping.

The Spencer-Moulton Three Ribbed Cord Tyre has the famous tread plus a cord fabric casing of exceptional durability.

SPENWOOD and SPENCER MOULTON CORD TYRES

GEO. SPENCER-MOULTON & Co., Ltd.,
and WOOD-MILNE, Ltd.

Head Office - Sales Dept.:

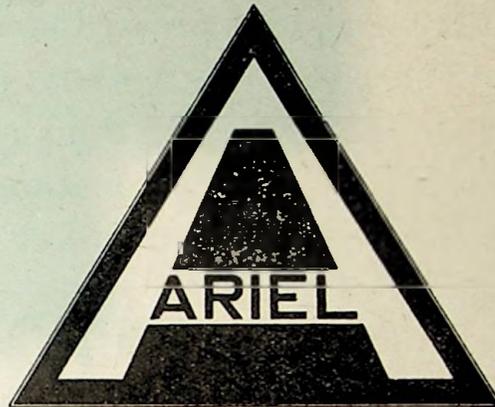
3, Central Buildings, Westminster, S.W.1.

Wires: "Spencemou, Parl, London,"
"Woodmiln, Parl, London,"

Telephone: Victoria, 9576



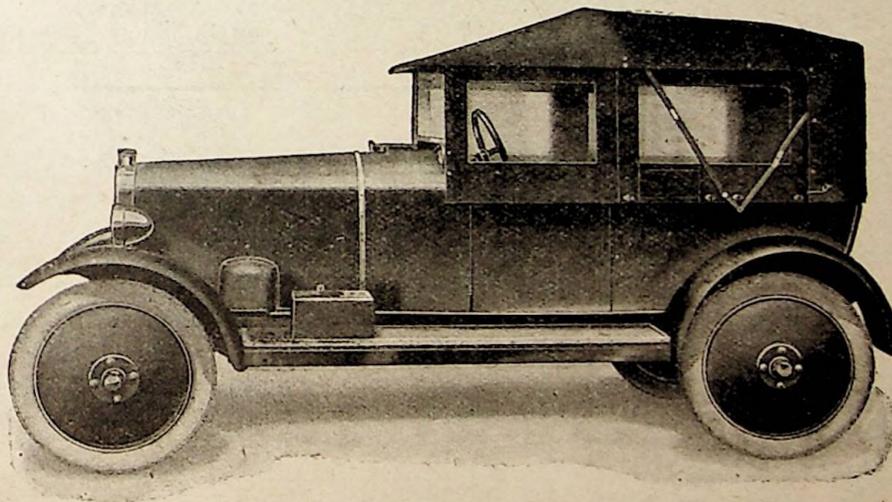
Scottish
Show
Stand No.
175
Andrew Downie Ltd.



An Ideal Car
for
Hills, Dales
and
Rough
Country

THE ARIEL NINE

A FAMILY CAR
AT A
FAMILY PRICE



Water-cooled horizontally opposed twin-cylinder engine. Three-speed and reverse gearbox. Back axle fitted with silent spiral bevel drive and differential.

£235

READY FOR THE ROAD.

45 M.P.H. 45 M.P.G.

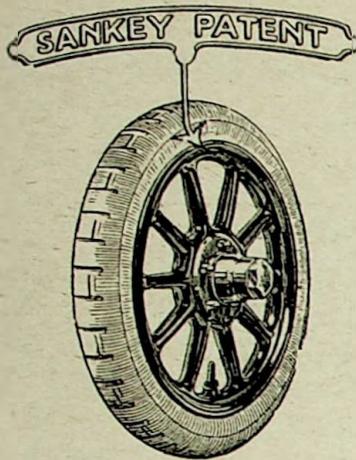
De Luxe 3-4 seater single shell body with all-weather equipment. Lucas dynamo lighting set. Dunlop tyres. Complete with tools and spare wheel.

Send us a line for full particulars and name of nearest Agent.

ARIEL WORKS, LTD., 3, BOURNBROOK, BIRMINGHAM.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



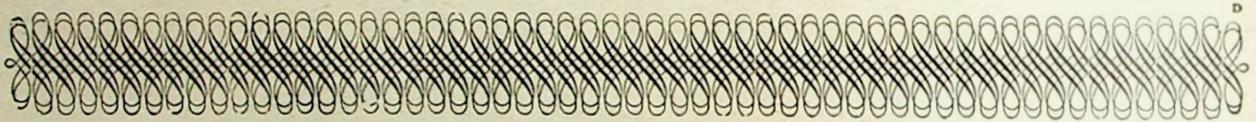
THE original pressed steel spoked wheel was the Sankey Wheel. It has stood the test of time and endurance. For your protection it bears the name-plate "Sankey Patent."

SANKEY

ALL-STEEL

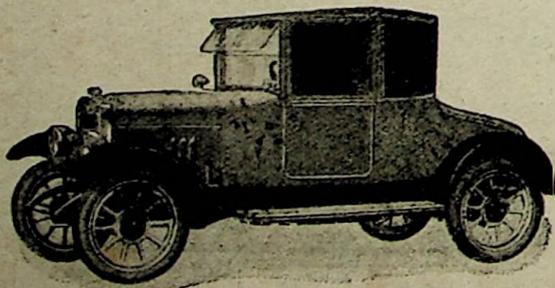
wheels

JOSEPH SANKEY & SONS, LTD., HADLEY CASTLE WORKS, WELLINGTON, SHROPSHIRE.



The Proved Light Car

The Proved Light Car



AGAIN PROVES ITS WORTH

in the London-Exeter Trial, December 26th,
and was awarded a

GOLD MEDAL

THROUGH the narrow lanes and up the gruelling hills of Devonshire the McKenzie maintained a consistently meritorious performance. The rain and wind encountered on the route served but to enhance its weatherproof qualities, ruts and pot-holes on the road but to reveal its efficient springing and upholstery.

This is the type of proof we can supply to those who wish to know what the McKenzie can really do.

Write for fully illustrated catalogue post free.

MCKENZIE MOTORS LIMITED,

Bath Passage, Birmingham.

Established 1913.

£395

£368

£425

10.5 h.p. All-weather
Four-seater.

10.5 h.p. All-weather
Two-seater.

10.5 h.p. Coupé.

Electric Lighting and Starter to all Models.



And why shouldn't you ?

You know jolly well—don't you?—how fond you are of crawling from under the car looking like a lump of mud!

And why shouldn't you? What on earth's the fun of repairing the "Universal" if you can't look as if you'd done it?

But when that happy feeling fades—reach for KIT hand soap.

Here's why it must be KIT—a little KIT spreads wonderfully, and with just a little rub completely covers the hands. It cleanses thoroughly. It leaves the hands feeling clean as well as looking clean.

The tin is just the right size and just the right shape for packing. And you don't need a spanner, a chisel, and a temper to open it; the lid comes off at the first time of asking.

Price 6d. per Tin.

KIT the speed soap
is IT

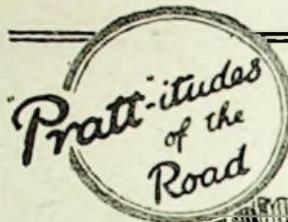
LEVER BROTHERS LIMITED, PORT SUNLIGHT.

K.T.4-45

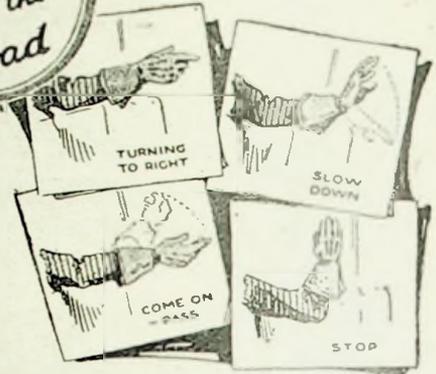


A4

HELP THE MOVEMENT by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.



No. 1.



Simple Signals for Safety

By Mr. W. H. BERRY

The well-known Motoring Correspondent.

It is remarkable that the oldest form of signalling should be found the most useful for the newest form of road travel. By practising and observing these simple signals, motoring is made pleasanter and safer, whilst helping to foster the spirit of *camaraderie* which all good motorists delight in experiencing.

Look for No. 2 of the series and cut them out to keep for reference.

PRATT'S

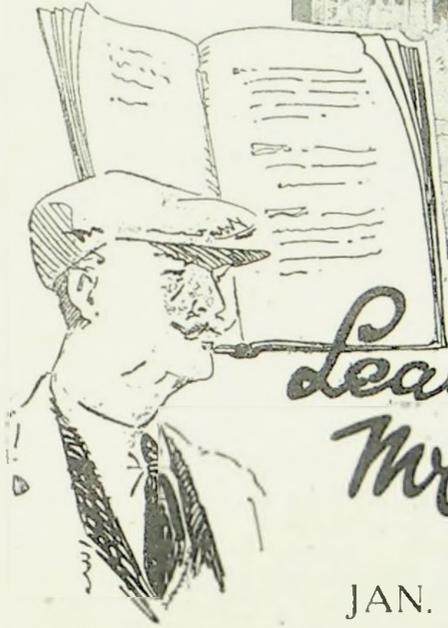
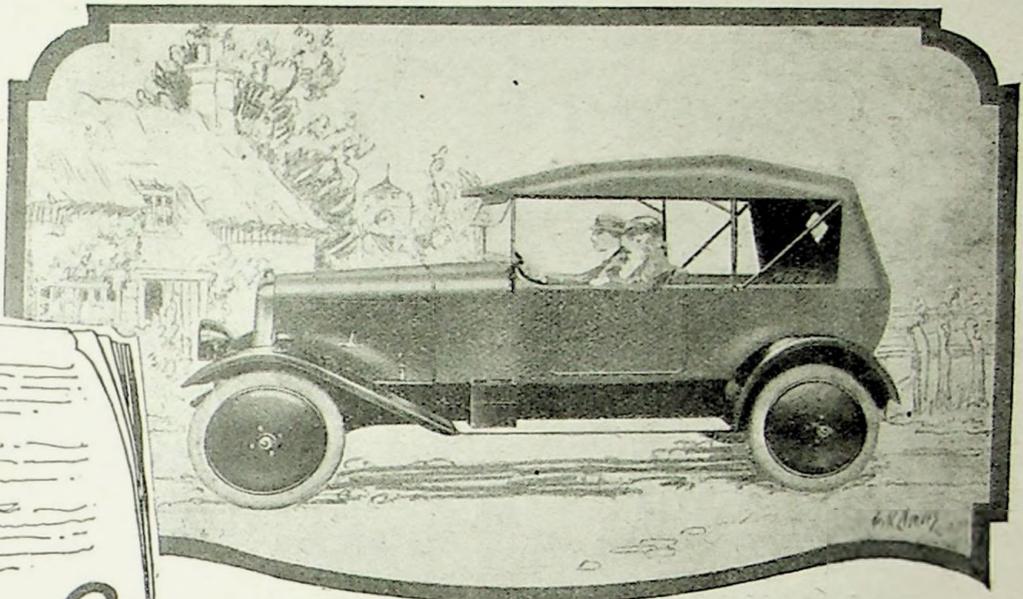
"For the better Spirit on the Road"

ANGLOCO

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



We are Exhibiting at the
SCOTTISH MOTOR SHOW, STAND 112.



Leaves from Mr. Everyman's notebook

JAN. 20th. Did a four-hour non-stop run just to try out the new "bus."

Went on vile roads, and up several steep hills. Car never faltered; always held the road; accelerated like lightning; cornered beautifully.

Jolly glad I bought a Cooper. So is Marion.

The Cooper Car



11 H.P.
4-Seater
£260

Fully Guaranteed.
Electric Starter
£15 extra.
Speedometer
£5-5-0 extra.

OTHER MODELS.

Four-Seater All-Weather £275
Coupe £300

Immediate Delivery.

Our new illustrated Booklet giving full particulars is awaiting your request. Write to-day to—

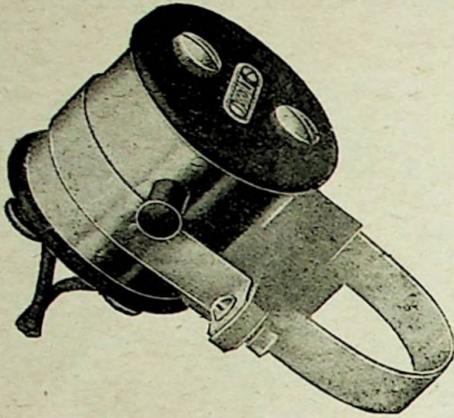
The
COOPER CAR CO., LTD.,
Amphill Road, Bedford.

Sole London Agents:
Messrs. William Whiteley, Ltd., Queen's Road, London, W.2.



TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



You can determine beforehand the safe degree of light to which you will dim. Then, in an instant, you cut down to this by just pressing the button.

The BROLT DIMMER may be used with any Lighting Set by inserting into the headlamp circuit.

PRICE **17/6** EACH.

Steering Column Clip. 1/6 extra.

You have thanked many a Brolt Dimmer

THAT is to say, many a motorist who has reduced the brilliancy of his Brolt lighting to a safe driving light for yourself and himself.

He would like to thank you for a reciprocation of the same courtesy.

And it is simple and safe, by just pushing the button of the

BROLT

REGULATING DIMMER.

BROLT LIMITED, 20, OLDBURY, Worcestershire.

London Service Depot - 1, 2 & 3, Marylebone Passage, Wells Street, Oxford Street, W.1.

The Jowett

"The little engine with the big pull"



Blow! Blow!! Blow!!!

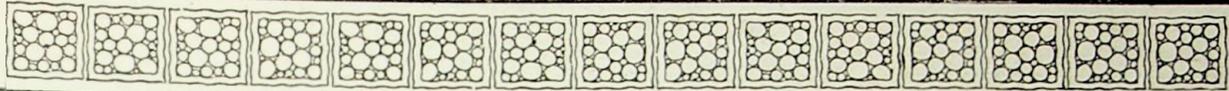
What matter if your car is a Jowett?

YOU can drive any distance in the worst weather without feeling a drop of rain or draught. Hood and side-screens keep out the elements. Shopping or social calls may be continued regardless of the weather, and at less than one-eighth of taxi fare. The Jowett Two-Seater at £220 and the Four-Seater at £245 provide the solution to economical motoring. Upholstered in real leather, plenty of room, such little things as speedometer, glove and newspaper rack, etc., are all to be found in the Jowett. Tax only £7. Running cost less than 1d. per mile per person.

May we send you further particulars?

Write to Dept. F.

JOWETT CARS, LTD., IDLE, BRADFORD



The WEBB SUPER NINE

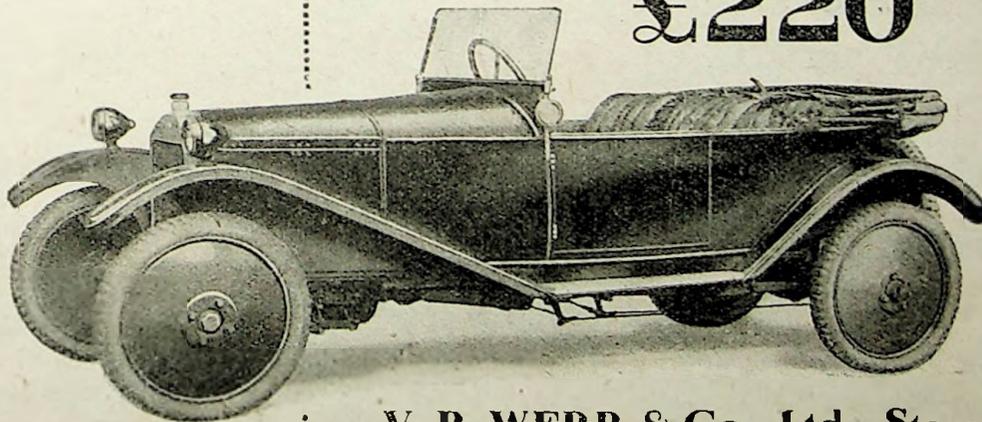
IN addition to the smooth efficiency of its engine, with its easy, rapid acceleration and splendid flexibility, the body-work of the Webb Super Nine, with its graceful lines, comfort and good taste, render it an outstanding car in its class. Pre-eminently suited to the owner-driver, it gives service second to none with the minimum of attention.



SPECIFICATION.

Engine—1 Cyl. water cooled Alpha, 60 mm. bore by 95 mm. stroke. H.A.C. rating 9 h.p., three-bearing crankshaft, large water jackets, thermo-siphon cooling, pump lubrication.
Ignition—11 T.H. Magneto. **Carburettor**—Viel.
Transmission—Mass gearbox, three speeds and reverse, slide change, fabric-faced cone clutch, two flexible joints between engine and gearbox and gearbox and back axle. Gear ratios, 4th, 8th, 15th.
Back Axle—“Live” type spiral bevel gearing with differential.
Frame—Channel steel. **Front Axle**—1” beam.
Brakes—Side and foot, compensated, each acting independently on large brake drums on both rear wheels.
Springs—Duplex fixed cantilever front and rear.
Wheels and Tyres—Detachable solid disc, 700 by 80.
Lighting—Mikler, large dynamic with handsome dash fittings and double purpose front lamps.
Equipment—Spare wheel with tyre, one man hood, screen, horn, pump, jack, number plates, complete set of tools.
Body—Streamline, family type giving generous accommodation for two adults, and two or three children.
Wheelbase—3 ft. 6 in. **Track**, 3 ft. 9 in. **Overall length** 11 ft. **Overall width**, 4 ft. 3 in.

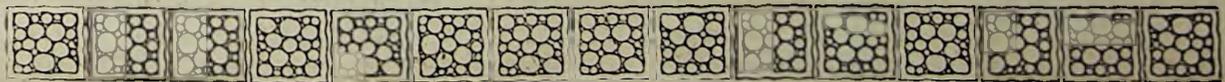
£220



V. P. WEBB & Co., Ltd., Stourport, Worcs.

Distributors for Yorkshire—POTTER'S MOTOR AGENCY, 30a, Grove House Lane, Clay Pit Lane, Leeds.
Distributors for Northumberland and Durham—SNOWDEN MOTORS, 34, Percy St., Newcastle-on-Tyne.
Distributors for Oxfordshire—OXFORD MOTORS LTD., 68, St. Giles, Oxford.
Distributors for Leicestershire and Rutlandshire—SIBSON'S GARAGE, 7a, Wellington Street, Leicester.
Distributor for South Wales—ALFRED CHASTON, Pentwyn Road, Blackwood (Mon.).
Distributors for Kent—L.S.T. ENGINEERING CO., LTD., Chatham.

TERRITORY IN SOME PARTS OF COUNTRY STILL AVAILABLE



TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

FOUR-SEATER

Electric Lighting, Hood, Bulb Horn,
Single Screen.

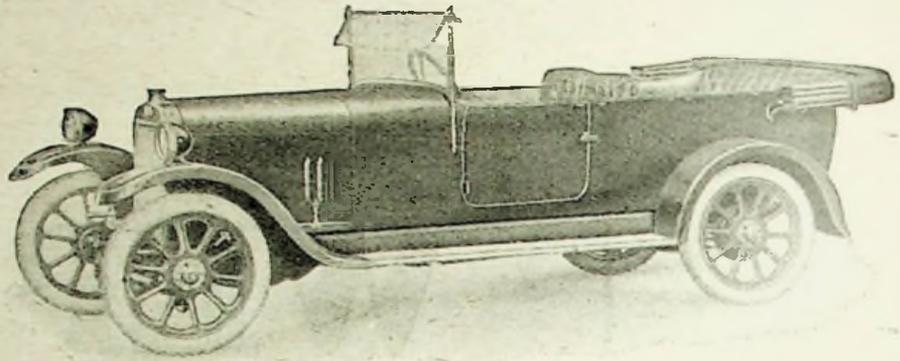
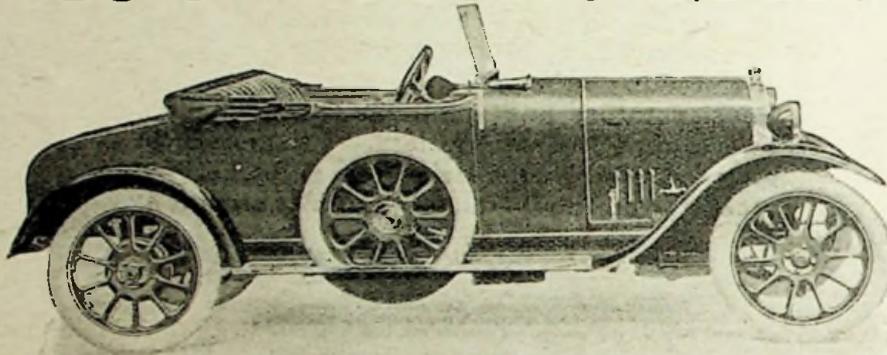
£275 (Starter
£10 extra)

Four-Seater All-Weather
(As illustration)

Electric Horn, Electric Starter
Speedometer, Clock, Best Leather
Upholstery and Double Screen.

£325

London Showroom—
AUTOCARS, LTD.,
15, Woodstock Street, W.1.

**10·8 H.P. CLYNO LIGHT CARS****TWO-SEATER**

(As illustration)
Electric Lighting, Hood, Bulb Horn,
Single Screen.

£265 (With Self-Starter)
£275

Two-Seater All-Weather

Electric Starter and Horn, Clock, Speedo-
meter, Double Screen, Best Leather
Upholstery.

£298

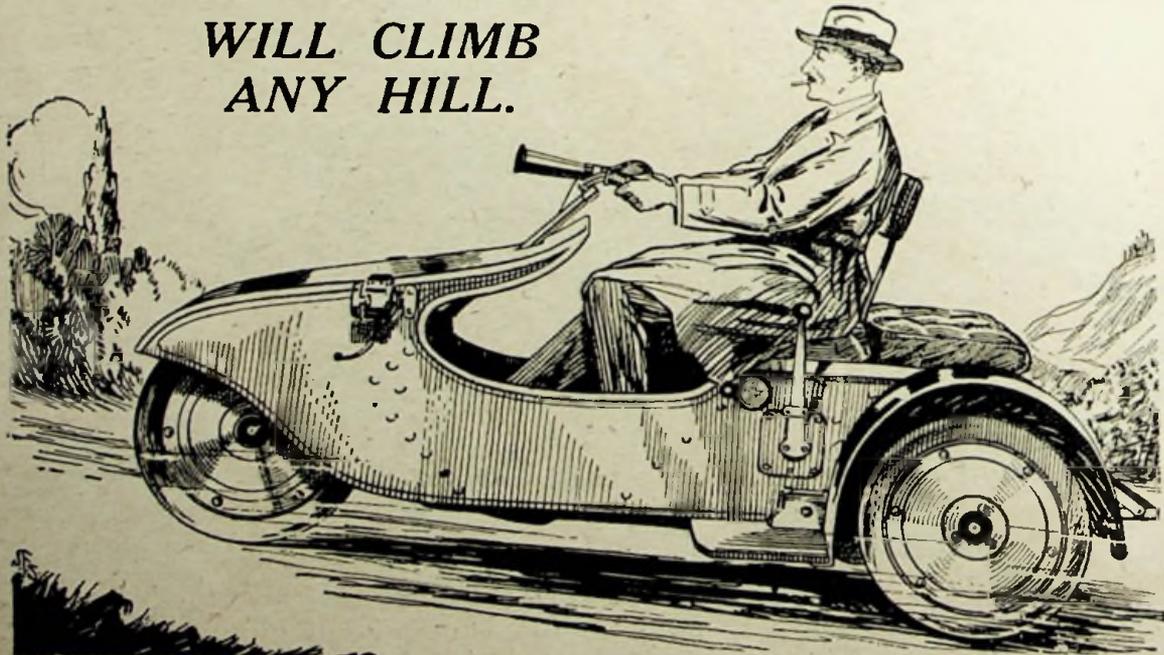
ORDER NOW, or you will be
disappointed in delivery.

CLYNO ENG. CO. (1922) LTD.
Pelham Street, Walsinghampton.
Telephone 292

The HARPER RUNABOUT

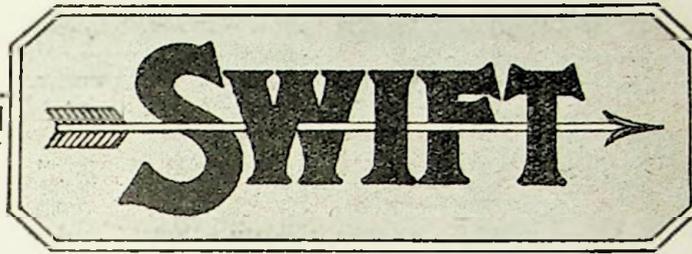
42 $\frac{1}{2}$ miles in the hour
under OFFICIAL
A. C. U. observation.

**WILL CLIMB
ANY HILL.**



At Stand No. 173, Scottish Motor
Show - - Kelvin Hall, Glasgow.
Jan. 26—Feb. 3, 1923.

Sole Concessionaires for the British Isles:
R. H. CARLISLE & CO., LTD.,
188 & 205, DEANSGATE, MANCHESTER.



M.C.C. LONDON TO EXETER AND BACK TRIAL.

Instantaneous Success of the
FIRST 10 h.p. SWIFT entered
in a reliability Trial.

Awarded Gold Medal.

"Among the new 1923 Models that were making their debut in the event, the awards for the following cars were noteworthy: The 10 h.p. Swift, and a all obtained Gold Medals. This is the first public appearance of these cars, and they now deserve the confidence of the buying public on the score of reliability when matched against conditions some 50 per cent. worse than those usually encountered when on tour." *The Light Car, Jan. 12th, 1923.*

When visiting Glasgow for the
SCOTTISH MOTOR EXHIBITION
don't fail to inspect the Swift Models on
the following stands of our Agents:—

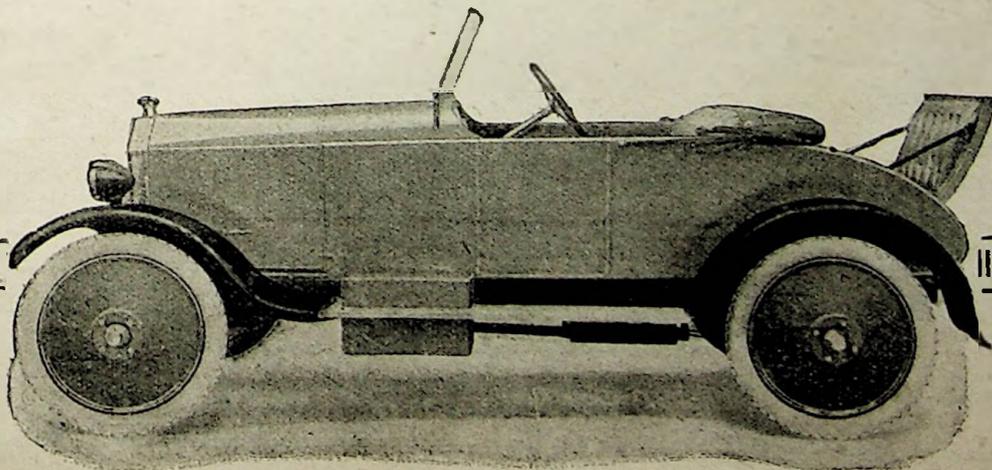
Stand No.	4	Valentine's Motors, Ltd., PERTH.
" "	10	Taggart's (Glasgow), Limited, GLASGOW.
" "	12	Central Motors (Glasgow), Limited, GLASGOW.
" "	49	Claud Hamilton (Aberdeen), Ltd., ABERDEEN.
" "	58	C.H. Jones, EDINBURGH
" "	137	Henderson Bros., STIRLING.
" "	162	John Goodall & Co., DUNFERMLINE.

4-CYLINDER WATER-COOLED, SELF-STARTER, ELECTRIC LIGHTING AND UPHOLSTERED IN REAL LEATHER.

2-SEATER with Dickey, or **TAX £9** "CHUMMY" Model (Accommodating 2 Adults and 2 Children).
£275

Write for name of nearest agent to
BRITISH MOTOR TRADING CORPORATION, LTD.,
132-135, Long Acre, London, W.C.2.

Manufacturers:
SWIFT OF COVENTRY LTD., COVENTRY
Irish Depot: 15-17, South King Street, Dublin.



162

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



The 10.5 h.p. CALCOTT Two-seater, is a pioneer of light cars, a car with a reputation. Modest in cost and upkeep, yet stamped with that distinction inseparable from the CALCOTT, it is a very desirable car, at the right price.

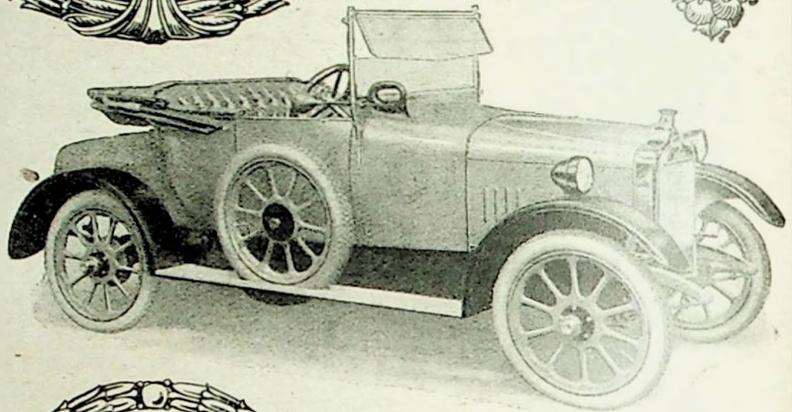
Two-Seater with Double Dickey seat, finished in Calcott Grey. Black Guards and Valances. Upholstering: Black Leather, Double Windscreen, Side Curtains, 12 Volt Lighting and Starting Set. All usual Accessories.

Price £325

representing the best value in its class. All CALCOTT Cars are fitted with Dunlop Tyres. Illustrated particulars from

CALCOTT BROS. LTD. COVENTRY. Established 1883.

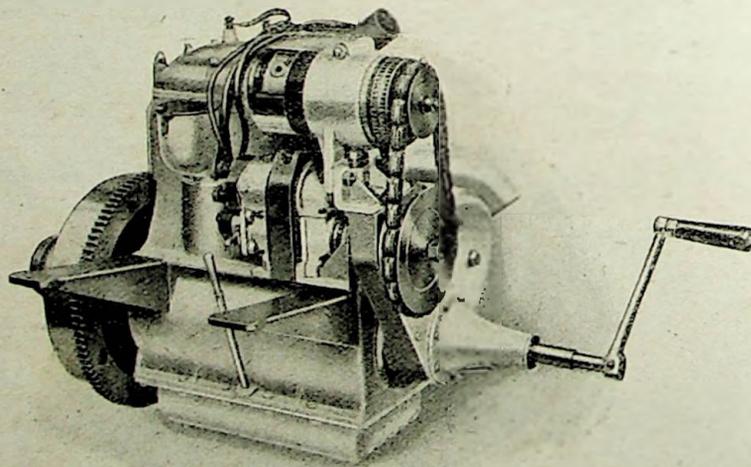
London Agents: Eustace Watkins, Ltd., 91, New Bond Street, W.1. (Corner of Oxford St.) Distributors, Service and Spare Parts.



11 P.

FOUR SMALL FOURS.

A Range of Engines for Every Type of Light Car.



Illustrated Booklet may be obtained by writing on your trade memo. to address us below

COVENTRY CLIMAX ENGINES LTD.,

FRIARS ROAD, COVENTRY.

'Phone No. 1216.

A10

HELP THE MOVEMENT

by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

Humber

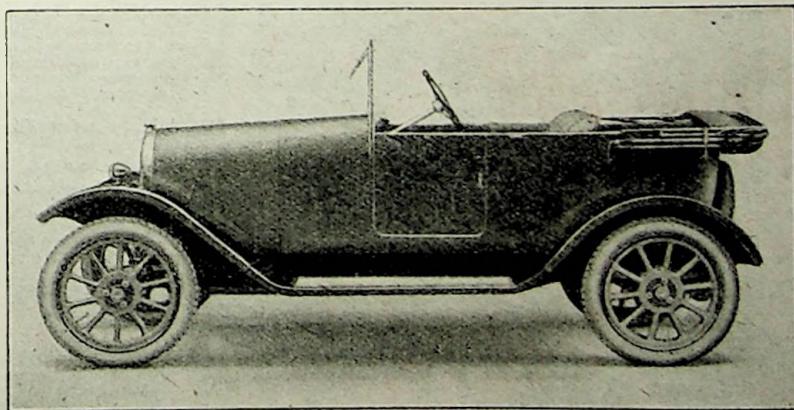
At the Scottish Motor Show.

STAND
No.
21

We are exhibiting on STAND 21 several of our superb models for 1923, and others in the Humber range—including the already very popular 8 h.p. Light Car—may be seen on the Stands of our principal Scottish Dealers.

The Humber 8 h.p. Model sets a high standard in the Light Car Class. It is, in fact, a handsome Touring Model in miniature, embodying the advantages and motoring asset of higher-powered Humber Cars. The same type of engine as is used on the larger cars is fitted, and the body accommodates comfortably two full-grown people, while there is a small seat in the rear where two children or a considerable amount of luggage can be placed. Moreover, the hood and side curtains make it easy to convert the car into a practically all-weather vehicle.

We cordially invite you to call at STAND 21.



HUMBER LIMITED, COVENTRY.

LONDON—City Showrooms: 32, Holborn Viaduct, E.C.1. West End Showrooms and Export Department: Humber House, 94, New Bond St., W.1. Repair Works and Service Depot: Canterbury Rd., Kilburn, N.W.6.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

A11

MAZDA

ELECTRIC BULBS
for MOTOR CARS

Reliability. The drawn tungsten wire filaments of Mazda bulbs are immensely strong and will withstand the jolts and jars of the roughest road.

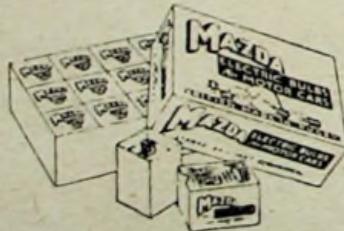
Brilliance. The brilliance of the Mazda Castilled Head-light bulb is unapproached by that of any previous type of automobile bulb.

Economy. Mazda bulbs are highly economical and, for a given amount of light, will take less current from your dynamo or battery than other types of bulbs.

Packing. Mazda bulbs are supplied in separate cartons, and can thus be handled and stored without risk of breakage.

Obtainable from all Garages
Dealers and Electricians.

The British Thomson-Houston Co. Ltd.
Mazda House 77 Upper Thames St
London E.C.4 Branches in all large towns

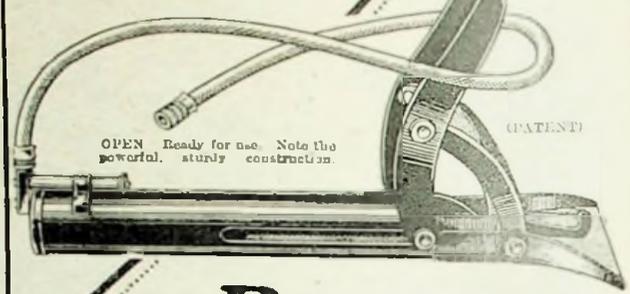


British made in Rugby



1793

Amazing Offer to Light Car Owners.



OPEN Ready for use. Note the powerful, sturdy construction.

PATENTED

Buy a GAMAGE FOOT-PUMP AT A SALE PRICE

In order to popularise their famous Foot Operated Pump among Light Car Owners, Gamage's are reducing the price from 27/6 to 21/-. This exceptional offer lasts during the period of their Great Winter Sale only.

This is the most efficient, easy to work and compact Pump yet produced.

It is fitted with a gauge on the Spiral Spring principle with pressures marked on the plunger, which, when not in use, remains in the body of the gauge, and is thus protected from all damage.

This gauge is very accurate, always giving a reliable read-

ing of your tyre pressure, which is of such great importance.

The Pump, when in use, takes a firm grip of the ground, making it easy to work, and giving the greatest possible pressure at each stroke.

Each Pump is packed in a wooden box, for carrying on the Car.

Offered during the Sale only at

21/-

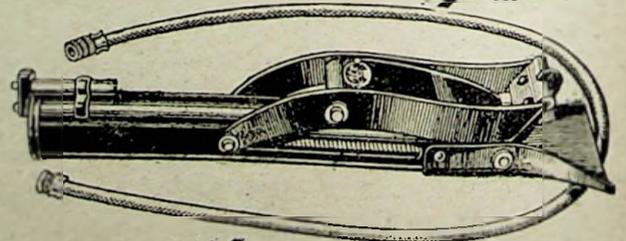
Ordinary Price 27/6
Carriage 9d. extra.

This Pump will last for years, give no trouble and take all the drudgery out of tyre inflation. It will be a pleasure to keep your tyres inflated to the correct pressure - this alone will save the cost of the Pump many times over. Remember, at the end of the Sale, which will not be long, this offer will be withdrawn.

Write now for a copy of Gamage's Winter SALE LIST

Full of Bargains from many Departments. The Tyres, Accessories, and Motorists' Clothing will interest you. Sent Post Free on request.

CLOSED for carrying



A. W. GAMAGE, L^{td}.
HOLBORN, LONDON, E.C.1

No car of greater
interest is exhibited
at

Scotland's Show

(Kelvin Hall, Glasgow, Jan. 26th—Feb. 3rd)
than the wholly British

Rhode "Occasional Four"

Beyond the Tweed, as indeed everywhere where it has introduced itself, an unstinted appreciation of its ideal combination of economy, comfort, and efficiency has been expressed.

By its design a luxuriously comfortable 2-seater becomes as good as a 4-seater, when four seats are needed, and you can carry your extra passengers—not on an uncomfortable, unprotected "Dickey"—but in perfect comfort and all under the hood.

From a purchasing point of view, it is admittedly a remarkable proposition—

£235 ready for the road

and its upkeep is the most economical thing we know in Motoring—Tax £10. Petrol Consumption 40-50 m.p.g.—Speed 40-50 m.p.h.

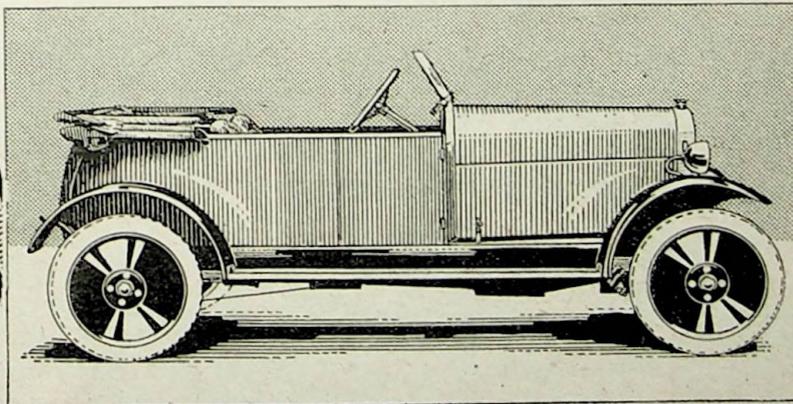
Scotsmen, have you seen it? If not, don't fail to call at

Stand 132 where D. McNeil, Ltd.

the Scottish Distributors,

will be delighted to demonstrate its merits.

And if not at Scotland's Show, write us.



RHODE MOTOR CO.,
Tyseley, BIRMINGHAM.

London: Mebes & Mebes,
144, Gt. Portland St., W.

The role of the

RHODE

To-day the World's greatest need is economy. In individual, in National interests, in sport, in business, in pleasure, it is alike essential.

But economy can never serve the Nation or the individual if it is not linked with that equally important need—efficiency.

"The role of the Rhode" is to promote the economy of Motoring, to give to the man who runs, or contemplates the purchase of a more expensive car—a 4-seater, because he will not submit his occasional extra passengers to the discomfort of the unprotected Dickey—the opportunity to economise and, at the same time, ensure the perfect comfort of all his passengers—two, three or four!

Many a potential Motorist remains "potential" because that more expensive 4-seater, both in initial purchase and upkeep cost, is "beyond his purse."

The Rhode cuts short that "waiting," and brings the pleasures and advantages of Motoring within the range of practical economy.

And, remember, economy is not the ruthless cutting out of all those things which we could do without, if we cared nought for fitness and efficiency—rather is it the careful and circumspect purchase of every article which will minister thereto—

The Rhode being one of these, bringing to every owner all the pleasure, all the pride of possession, that a car at twice the price could bring.

TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

Straker-Squire

Every Motoring Need
Met for £400

YOU want a car you will be proud to own, a car that will give supreme comfort, lasting service, and run with remarkable economy. Every requirement is met in the super efficient 10·12 h.p. Straker-Squire. Here are some of its features:—

2½ to 55 miles an hour on top gear, 30-35 miles per gallon. 10,000 miles on tyres. Overhead valve engine. 4-speed gearbox. Brooklands Test Hill on 2nd gear with 4 passengers in 15 seconds. Five 760 x 90 mm. wheels and tyres. 12 Volt Lighting and Starting Set. Magneto Ignition. 5 Lamps. Spring Gaiters. Speedometer, Clock, 2 Horns, Petrol and Oil Pressure Gauges. Exagun System of Chassis lubrication. Four-seater body (4 doors), All-weather curtains.

Four-Seater, Complete ... **£400**

See this remarkable car on
STAND 133
at the Scottish Motor Show

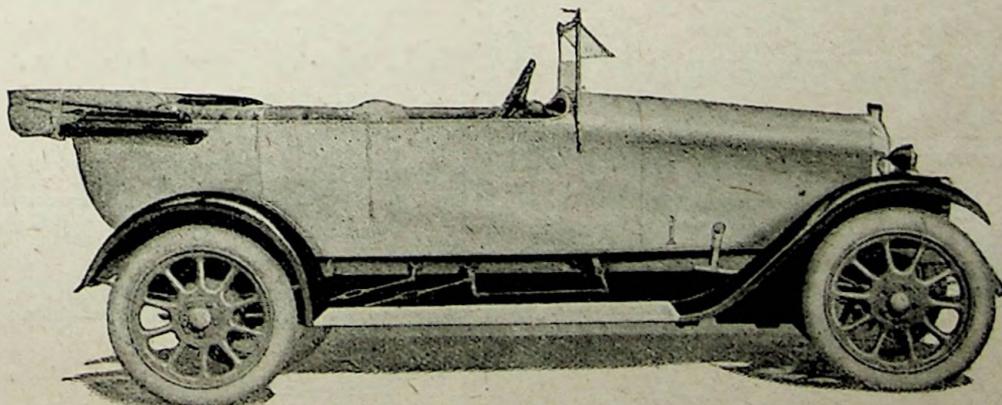
STRAKER-SQUIRE Ltd.,

ANGEL ROAD, EDMONTON, LONDON, N. 18.

Telephone—Tottenham 2335.

Telegrams—"Rhomboidal Tottiana, London."

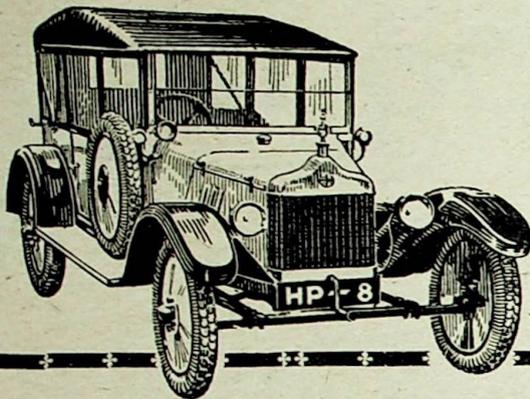
Agents are requested to write for particulars of territory vacant.



TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

A15



The All British
Standard

Light 2 & 4-Seaters: 8 h.p.

THE 8 h.p. "Standard" Light Cars are easy to manage. They run lightly and at small cost. Climb well and have ample speed for ordinary use. Roomy, comfortable, and weatherproof. Plenty of luggage room.

An owner writes: "The little 'STANDARD' is still with me, and now registers 40,000 miles. It is just great."

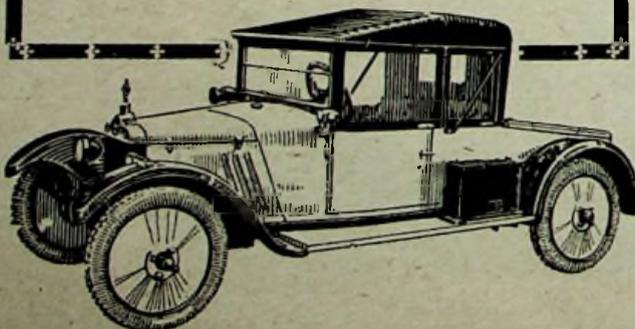
Prices:

8 h.p. (Rating 9.5 h.p.)
2-Seater, £275; 4-Seater, £295

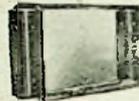
Send for particulars,

The Standard Motor Co., Ltd., Coventry.
London Showrooms: 49, Pall Mall, S.W.1.

COUNT THEM ON THE ROAD



EASYQUIP
ACCESSORIES
for
YOUR CAR



The "DUPLEX" SCREEN WIPER

cleans both sides of the screen, removing rain, mist or snow. Held on the screen by rubber squeegees, easily attached or detached.

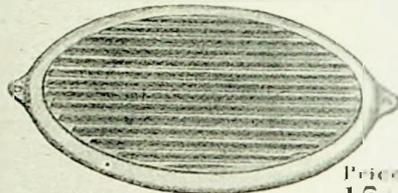
PRICE
15/-



The "OVAL" STEP MAT

Made of purest Para rubber enclosed in an aluminium frame, nothing to wear out or rust. Easily fitted with two screws and need not be removed when the car is cleaned.

Price
15/-

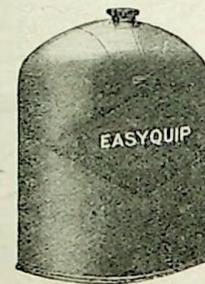


A Winter Necessity

The EASYQUIP RADIATOR COSY

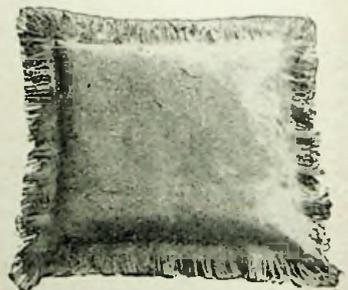
Invaluable to prevent frozen water in the Radiator and to ensure easy starting. Made from black leatherette lined with felt and fitted with two straps for attaching to the bonnet.

Price 15/-



The EASYQUIP ANTIQUE LEATHER CUSHION

of the best quality hand-buffed hides in antique designs, and stuffed with finest horsehair. Hard wearing, waterproof and easily cleaned. Can be made in any shade and size. The following are stock sizes and prices:—



18" sq. 30/-; 20" sq. 32/6; 22" sq. 35/-; 24" sq. 37/6

Write for fully illustrated and descriptive folder, post free from

Coventry Equipments Ltd

CLARENDON ST., COVENTRY.

HELP THE MOVEMENT

by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

SINGER



"The Seal of Satisfaction"

is set upon the SINGER—a car that has held a world-wide reputation since 1912 when it was first introduced, at which time it was the first light car produced embodying large car practice. Since then many thousands of SINGER Cars have been manufactured and have proved their qualifications in every civilised country. On road and track the SINGER holds a unique reputation in the history of motoring.

What of 1923?

Since the inception of the SINGER "Ten," many improvements have been effected year by year. This year the new engine develops very considerably more horse-power than its predecessor, allowing a four-seater body to be fitted—providing ample power for family motoring under all conditions. The car is fully equipped with Self-starter, All-weather Side Screens (which are rigid and independent of the hood, the rear screens being adjustable and forming a V shaped rear screen when desired), and is sold at a price (taking into account the extra equipment) equivalent to the pre-war price. Better value or more attractive features cannot be found anywhere.

The Coventry Premier 10 h.p. Car

now manufactured by the Singer Company is the same engine, chassis, and body as the famous "Singer" Ten, but without Electric Starter, Side Curtains, and certain refinements which account for the difference in the price.

1923 PRICES.

10 h.p. SINGER All-Weather Two and Four-Seaters	280 Gns.
10 h.p. COVENTRY PREMIER Two and Four-Seaters	230 Gns.

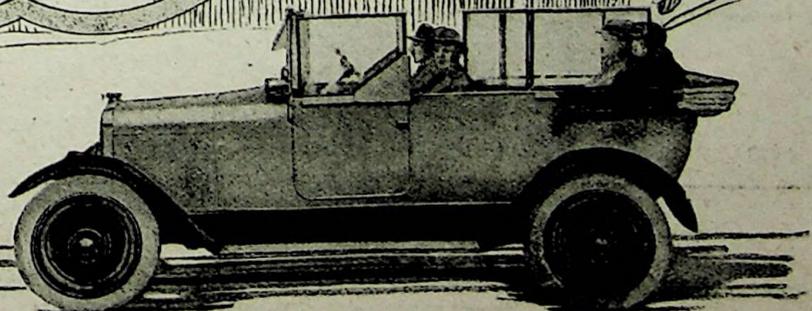
All the above cars have Dunlop Tyres and Rotax Equipment.

Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO., LTD., COVENTRY.

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

The Car illustrated is the SINGER 10 h.p. Four-Seater.



H.P.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

B1

A CONVINCING TESTIMONIAL:—The Easting Two-Panel Screen

From Lord POWERSCOURT.

POWERSCOURT,
ENNISKERRY,
IRELAND.
December 22nd, 1922.

Easting Windscreens, Ltd.
Dear Sirs,

I write to inform you how satisfactory I find your windscreen.

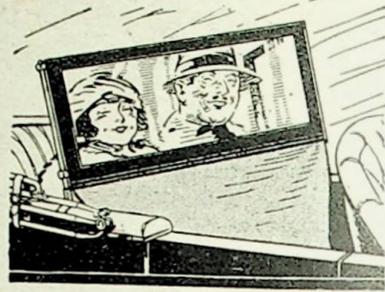
I selected it from among all the windcreens exhibited at the recent Motor Show for several reasons which I will now enumerate.

- (a) It can be used or not on the car and when removed leaves no bulky fittings in the way of luggage at the back.
- (b) Its extreme simplicity.
- (c) Its lightness.
- (d) No glass to break.
- (e) It can be folded up in a very small space and its apron wrapped round the tail and stowed under any driving seat where it is no nuisance to anybody.

I fitted it myself to my car and experienced no difficulty whatever. My passengers were very pleased with it in every way.

I consider it an excellent article in every respect and it should sell very well for all open touring cars of to-day which are notorious for cold in the back seats owing to their lines.

Yours truly,
POWERSCOURT.



Selected from all the Windcreens exhibited at the recent Motor Show for several reasons. The price is its only cheap feature, the workmanship and materials used are of the finest qualities obtainable. This screen is admirably suitable for cars with "Tip-up" or adjustable front seats.

PRICE COMPLETE, £4-10-0

Our other specialities include the "Three-Panel Rear Screen," "Dickey Seat Screen" and "Side Windows and Curtains" to fit all cars.

EASTING WINDSCREENS, LTD.
132, STEELHOUSE LANE, BIRMINGHAM.
And 24, FINSBURY SQUARE, LONDON.

LONDON—EXETER TRIALS

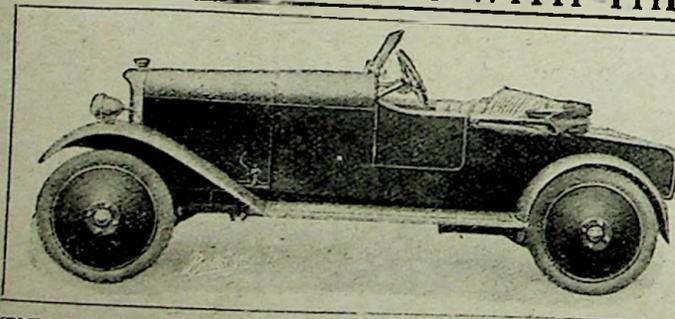
THREE ENTRIES

BRADSHAW MODEL
BELSIZE

THREE GOLD MEDALS

9 h.p. OIL-COOLED.

THE LIGHT CARS WITH THE BIG CAR FEELING.



327 miles driving through the night, over all classes of roads, in bad weather, hill climbs and other tests, without any sign of trouble or failure.

The success of the Belsize Bradshaw Cars in this severe test proves their reliability and, taking into consideration their low price, our claim that they are the "best value in Light Cars."

Behind Belsize Cars there is a complete service based upon 25 years of motor car manufacturing experience.

BELSIZE MOTORS, LTD.,
CLAYTON — MANCHESTER.
LONDON: The Belsize London Agency, Ltd.,
23, Duke Street, St. James's, S.W.1.

TWO-THREE SEATER CAR, complete with hood, screen, side curtains, dynamo lighting set, spare wheel and tyre, and tool kit, ready for the road ...

£210

FOUR SEATER CAR, complete with hood, screen, side curtains, dynamo lighting set, spare wheel and tyre, and tool kit, ready for the road ...

£235

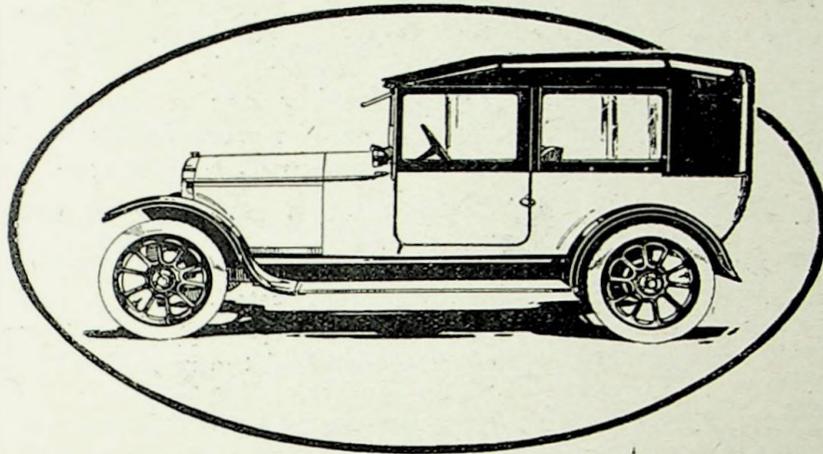
TWO-THREE SEATER COUPE, with dickey seat, dynamo lighting set, spare wheel and tyre, and tool kit, ready for the road ...

£260

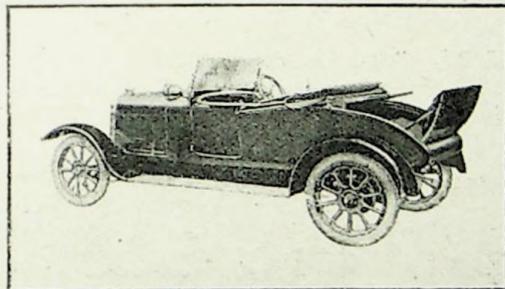
12-volt self-starter, if ordered with car, extra £15,
Speedometer, if ordered with car, extra £5; for all models.

CROUCH

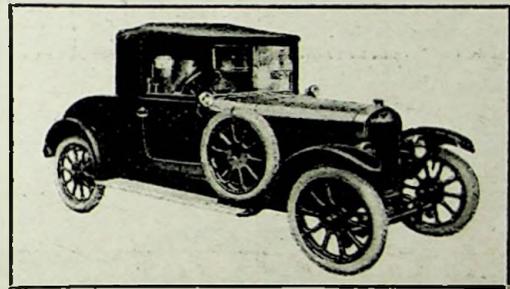
BUILT BY ENTHUSIASTS FOR ENTHUSIASTS



12-24 h.p. Four-Seater at **£350**



8-18 h.p. Popular at **£235**



12-24 h.p. All-Weather (with Dicky) at **£335**

Latest Performances.

GOLD MEDAL - - - - London—Exeter Trial.

FIRST CLASS AWARD - Scottish Western Motor Club—Run from Glasgow to Perth and back, including a non-stop ascent of Sheriffmuir observed Hill.

OWNER-DRIVERS, NOTE — 8-18 h.p., 40 m.p.g., £9 tax, 40 m.p.h.
12-24 h.p., 40 m.p.g., £12 tax, 40 m.p.h.

Prices from £235 to £475

Ask your Agent for a Trial Run.
When at the Scottish Show, call at

Stand No. 2

CROUCH MOTORS LTD

 Tower Gate Works, COVENTRY.

TO THE READER

By mentioning "The Light Car and Cyclecar" when correspondin, with advertisers, you will be working for the cause of the new motoring.

The Gwynne "8"

has few rivals in the small car market,
says "The Light Car and Cyclecar."

**For only
300 Gns.**

you can own a roomy, comfortable 119 h.p. 4-Seater Car of handsome appearance.

The equipment of the

Albert

"The Car with a Personality"
(Made by Gwynnes)

General Service Model, is most complete and includes Clock and Speedometer.

Running costs are extremely low, and although the Albert is better than ever, the price is lower.

There is a model for every need.

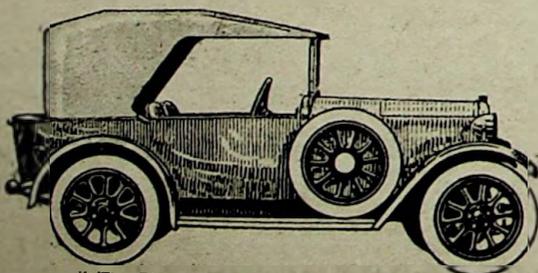
Send for Catalogue "L.C."



GWYNNE "8" PRICES

Price with 3-seater body ... 198 Gns.
Or with self-starter ... 208 Gns.
Model de Luxe, 2-seater with Dickey,
Complete with all-weather equipment,
clock and speedometer, upholstered in
leather ... 250 Gns.

Send for illustrated catalogue giving full specification.



The GWYNNE "8" (Made by Gwynnes)

The following are a few brief extracts from the editorial report in the above-named paper, in the January 5th issue:—

LIVELY AND POWERFUL "SMALL FOUR."—
"Without exaggeration, we found it to be one of the most lively and powerful 'small fours' that we have up to the present tested."

NO SKIDDING.—"Frequently at 15 or 16 m.p.h. we effectively locked the rear wheels, the car pulling up without a trace of side-slip."

SURPRISING ACCELERATION AND SPEED.—
"On all gears the engine is smooth and vibrationless whilst above 1,000 r.p.m. and when in top gear it will pull away and accelerate with surprising nimbleness, and an average speed of 30 m.p.h. can easily be maintained."

EASY STARTING.—"Starting-up was effected exactly as stated, the engine springing into life on the second pull-up from dead cold."

SOME HILL CLIMBER.—"In view of the unfaltering ascents made by the car during the Exeter run, such hills as Peak, Salcombe and White Sheet being negotiated with power in hand."

SWEEPING SUPERIORITY.—"Summing up, we have no hesitation in stating in plain black and white that in all-round value for money the GWYNNE EIGHT has few rivals in the small car market."

SCOTTISH MOTOR SHOW

ALBERT and GWYNNE Cars will be on view on the following Stands

STANDS (No. 33 J. M. INGLIS, Edinburgh
) ,, 159 MACKAY & JARDINE, Wishaw



**THE SERVICE MOTOR CO.,
LIMITED,**

94, GT. PORTLAND STREET, W.1

Phone: Mayfair 3025-6.

Grams: "Serautoco, Phone, London."

HELP THE MOVEMENT by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

The Stoneleigh

3 SEATED UTILITY CAR

9 h.p.

**SCOTTISH
MOTOR SHOW**

The Stoneleigh
3-Seated Utility Car
will be exhibited by

MESSRS.

ALEXANDER & Co.

97, Lothian Road,
Edinburgh

ON

Stand

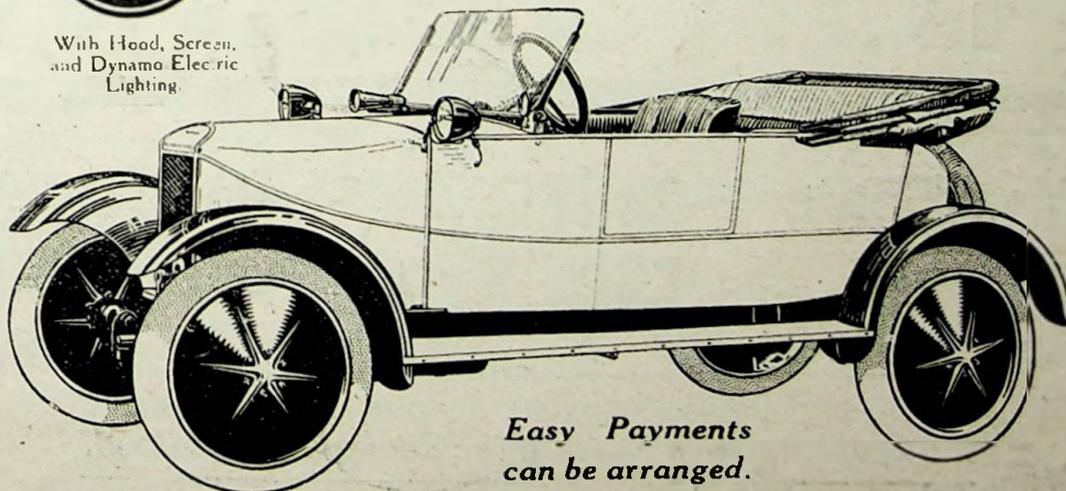
56

Can be seen and tried
at the Service Depot of
Armstrong Siddeley
Motors, Ltd., at Hugh-
enden Road, Glasgow.

PRICE

£
185

With Hood, Screen,
and Dynamo Electric
Lighting.



*Easy Payments
can be arranged.*

MOTORING AT LOWEST COST.

is the only light car carrying
**3 people and a child in com-
fort—plenty of room for all.**

It has ample space for luggage. Its aluminium
body is light, looks smart, and can be cleaned
in a few minutes. The Stoneleigh being air-
cooled can be kept in an open shed without
harm. Costs 1½d. per mile to run. With the
back seats removed it can carry 4 cwt. of goods.

*A demonstration will be given anywhere
and at any time to suit your convenience.*

Stoneleigh Motors
Branch of
Armstrong Siddeley Motors Ltd

PARKSIDE COVENTRY
London: 78 Marylebone Lane, Wignore St. W.I.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
you will be working for the cause of the new motoring.

THE LIGHT CAR with the Ideal Specification.

11.9 h.p. British Anzani Engine.
Cox Atmos Carburetter.
M-L Magneto with Impulse
Starter.
Infallible Mechanical Kick-
starter.
Three Speeds and Reverse
Gearbox.
Full Cantilever Springs all
round.
Leather Spring Gaiters.

No Greasers anywhere.
5-Lamp Electric Lighting Set.
Dunlop Clipper Cord Tyres.
710 x 90 mm. Disc Wheels.
Luxurious and Roomy Bodies.
All Seats Adjustable.
Really Weatherproof Screens
and Hood.
Complete Equipment: Speedo-
meter, Spare Wheel with
Tyre, and Tools.

SPEEDY—RELIABLE—ECONOMICAL

All the above in one word—

HORSTMAN

Four-Seater .	£357	Two-Seater .	£336
Coupe	£399	Super-Sports	£500

*Our Representative may be seen at Glasgow during
the Scottish Motor Show at the Central Station Hotel.*

HORSTMAN CARS, LTD., JAMES STREET WEST, BATH.

For Easy Starting

Stand No. 218, Scottish Motor Show, Kelvin Hall, Glasgow. January 26th—February 3rd.

Fit a

Send for Booklet and Particulars of our FREE TRIAL OFFER

ZENITH Carburetter

Zenith Carburetter Co., Ltd., 40-44, Newman St., Oxford St., W.1.

Telephone: Museum 4812-4813.

Telegrams: "Zenicarbur, Phone, London."

Latest successes include the following :

World's Speed Record for Aeroplanes by Brig.-Gen. Mitchell—over 221 m.p.h.
World's Altitude Record by Lieut. McCready 34,500 feet.
World's Air Duration Record by Lieuts. McCready and Oakley Kelly—35 hrs. 18 mins. 30 secs.
All these machines were fitted with ZENITH CARBURETTERS.

TO THE READER,

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

EXTRAORDINARY VALUE

TWO-SEATER
9 h.p. Oil-cooled.

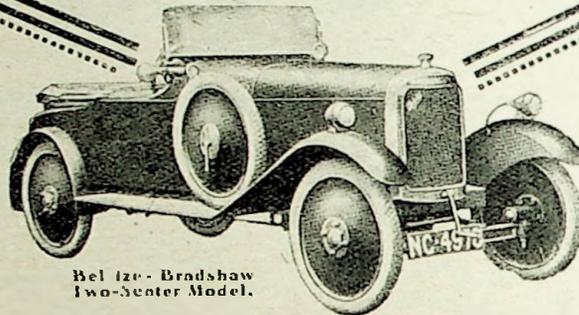
BELSIZE BRADSHAW

TWO-SEATER
£210

4-Seater - £235
Coupe - £260

SERVICE AFTER SALE means—

more enjoyable Motoring. Get in touch with the experts at our West End Showrooms for advice and assistance.



Belsize-Bradshaw
Two-Seater Model.

DEFERRED TERMS.

Cars and Motorcycles taken in part Exchange

Agents for
8 h.p. Talbot,
A.B.C., Standards,
and Swatts.

GORDON WATNEY & CO., LTD.,

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

Phone—Mayfair 2965-2966.

"Grams"—GORDOWATMO, LONDON.

SCOTTISH
MOTOR
EXHIBITION.

LEA-FRANCIS

Kelvin Hall,
GLASGOW.

Jan. 26-Feb. 3

Light Car of Superior Quality

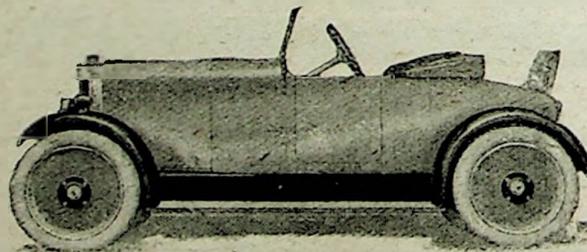
embodies a quarter of a century's experience of high-grade engineering. Superior quality is the key-note throughout.

Every detail of chassis and bodywork bears the unmistakable hall-mark of the master craftsman.

Visitors to the Scottish Show should not fail to inspect it on the Stands of our Agents.

Brief Specification of 8-9 h.p. Model.

Four-cylinder monobloc 60 x 95.
magneto ignition, dynamo lighting,
Zenith carburetter, three-speed
and reverse, spiral bevel drive,
disc wheels, 650 x 65 tyres.
Two-seater complete with dickey,
hood, screen, all-weather side
curtains and
3 electric lamps. **£235**



8-9 h.p. Model.

Complete illustrated specification on request.

LEA & FRANCIS, LIMITED,

120, Great Portland Street, LONDON, W.1.

Telephone: Langham 1530-1.

Telegrams: "Rusurncy, Wesdo, London."

Works: LOWER FORD STREET, COVENTRY.

Stand Numbers of
Agents Exhibiting
LEA-FRANCIS CARS.

STAND 137

STAND 158

STAND 175



The Neatest 4-Seater

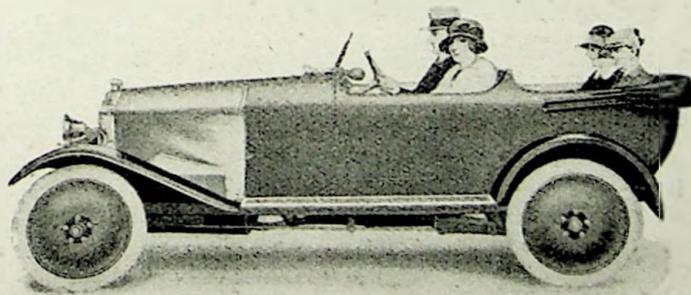
THE neatest small 4-seater is the A.B.C. It meets the demand of thousands of people for a car low in first cost and—last cost.

It satisfies because of its completeness; because of its reliability; no journey or tour is too long, and on the open road it will hold its own without falter.

To those seeking such a car we shall be glad to send an interesting book describing the A.B.C. in detail. No obligation will be incurred, and to save you writing specially we suggest you attach your card to this announcement and post it to us—we shall understand.

Scottish Show.

The A.B.C. Light Car will be shown at the B.M.T. Depot, 48, New City Rd., Glasgow. Make a point of seeing the cars on view.



READY FOR THE ROAD

With All-weather Equipment.

£265

4-SEATER MODEL

SALES ORGANIZATION:

**British Motor Trading Corpn., Ltd.,
132-135, LONG ACRE, LONDON, W.C.2.**

SERVICE DEPOTS: LONDON, BIRMINGHAM, GLASGOW, MANCHESTER.
MANUFACTURED BY A.B.C. MOTORS (1920) Ltd. - Walton-on-Thames.

Agents in all principal centres.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

By

The 1923 12 h.p.

To Our Scottish Friends.

THE POLICY.

OUR POLICY for 1923 is one that foreshadows a big business in "AUTOCRATS." WE INTEND MAKING IT AN AUTOCRAT YEAR.

We have decided to market ONE TYPE OF CHASSIS ONLY, i.e., 12 h.p., as we consider a reserve of one or two horse-power absolutely essential; in other words, the engine must be over its work.

We have further decided on ONE GRADE ONLY, and that the highest. It is well known that the workmanship of the "AUTOCRAT" and the coachwork and finish has always been above reproach. The high standard of "AUTOCRAT" excellence will be maintained.

There will be THREE TYPES OF BODIES, and the complete Cars with Electric Lighting, five lamps, Electric Starting and Speedometer, Spare Wheel and Tyre, DUNLOP CORD TYRES, etc., etc., are as follow:—2-seater, 275 guineas; 4-seater, 295 guineas; and the Coupe, 300 guineas.

The profits have been cut almost to the vanishing point, and it is only by concentration upon one type, taking into account the completeness of the proposition we offer, that we can recoup ourselves. A modest output of 2,000 CARS for the year has been projected.

A reasonable advertising appropriation to assist our Agents has been taken into account.

We want a further Staff of 250 AGENTS to handle this proposition, which, with due regard to other Cars on the market, we consider to be the best value obtainable.

Very little alteration will be made in our last year's Chassis, except in the one or two little points which, we have found out by experience, need alteration or correction. We therefore have the utmost confidence in submitting the "AUTOCRAT" of 1923 as a good, sound, reliable, full-sized and fully equipped, low-priced, handsome, fully powered Car.

Our Northern friends attending the Scottish Show are invited to communicate with our Sales Manager, Mr. H. Carless, at the Grand Hotel, Glasgow, who has a full range of Demonstration Models available for inspection.

We are now making Deliveries of the New Models.

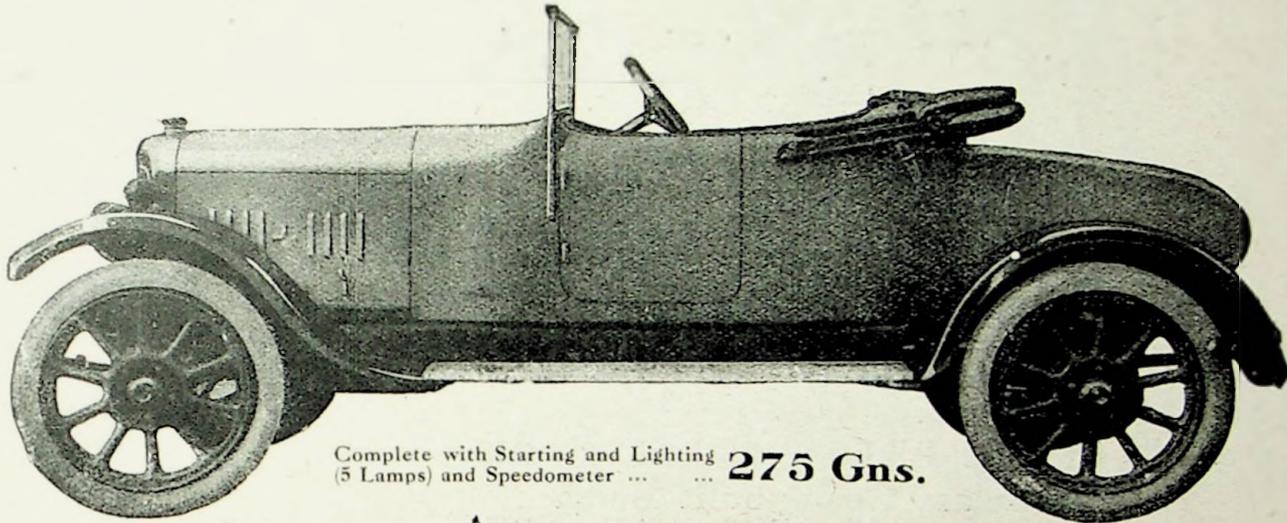
THE AUTOCRAT LIGHT CAR COMPANY,
Spring Road, Hall Green, BIRMINGHAM.

Telephone : 179 Acocks Green.

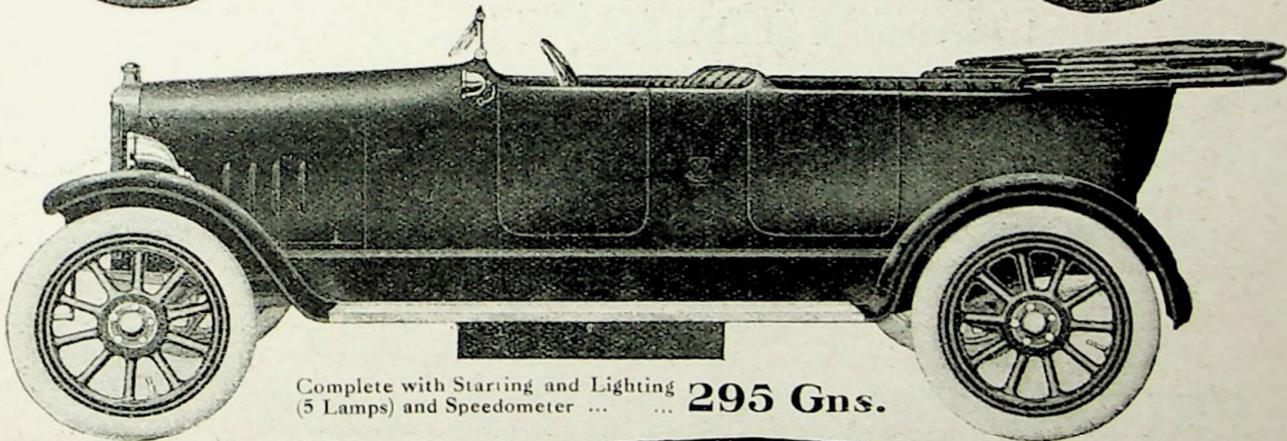
Telegrams : "Autocrat, Birmingham."

AUTOCRAT!!!

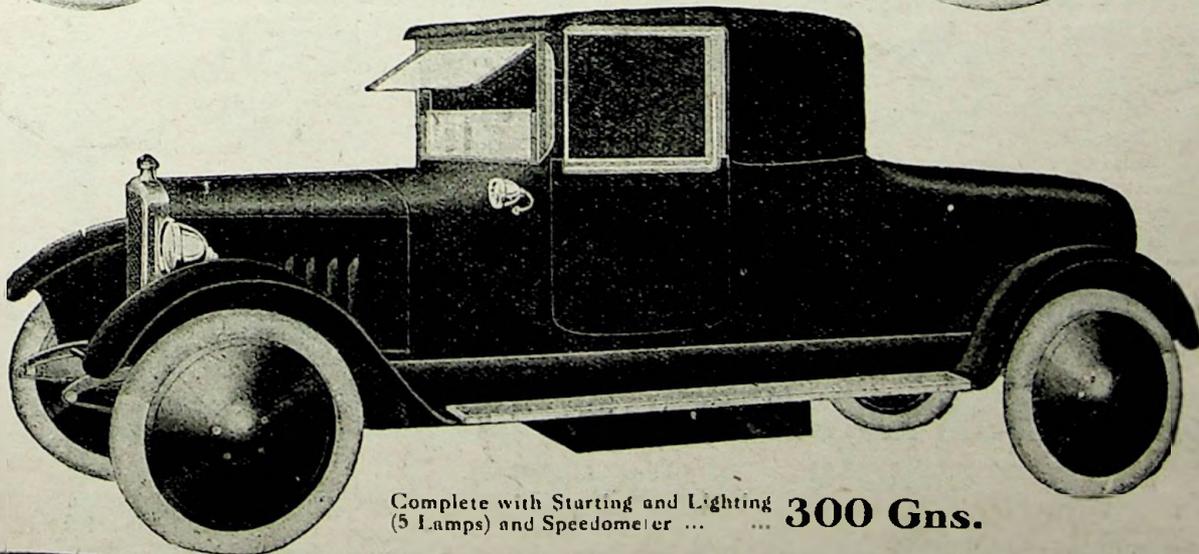
THE GOODS.



Complete with Starting and Lighting (5 Lamps) and Speedometer ... **275 Gns.**



Complete with Starting and Lighting (5 Lamps) and Speedometer ... **295 Gns.**



Complete with Starting and Lighting (5 Lamps) and Speedometer ... **300 Gns.**

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

HAMPTON JUNIOR

9-21 H.P.

4 Cylinders, 63 mm. x 100 mm., Over-
head Valves.

4-Speed Gearbox.

Electric Lighting and Starting.

First-class Coach-built Body.

Real Leather Upholstery.

8-ft. Wheelbase.

Spiral Bevel Back Axle.

10-in. Fully Compensated Brakes.

All material used is of Air Board Specification.

12 MONTHS' GUARANTEE.

PRICE	Of TWO - SEATER, with Double Dickey Seat, All - Weather Curtains	£295
	TWO-SEATER COUPE, with Dickey	£350
	CHUMMY BODY	£350

Scottish Agents:

ADAM, SMALL & CO., 298, Maxwell Road, Glasgow.

London Agent: B. S. MARSHALL, 17a, Hanover Square.

HAMPTON ENGINEERING CO. (1920) Ltd.
STROUD, GLOUCESTER.

Scottish Motor Show, Stand No. 123

PALMER
ORIGINATORS OF
 THE THREE-RIB TREAD
CORD TYRES

CORD HAS CONQUERED

But the genuine is better than the imitation. There is still only one real CORD tyre—the PALMER—and the fact that other tyres, of which the principle of construction is entirely different, are described as CORD is a belated admission of the superiority of the PALMER.

**WE ARE THE ORIGINATORS of the WORD "CORD"
 AS APPLIED to PNEUMATIC TYRE CONSTRUCTION.**

THE PALMER TYRE, LIMITED,

119, 121, 123, Shaftesbury Avenue, **LONDON, W.C.2.**

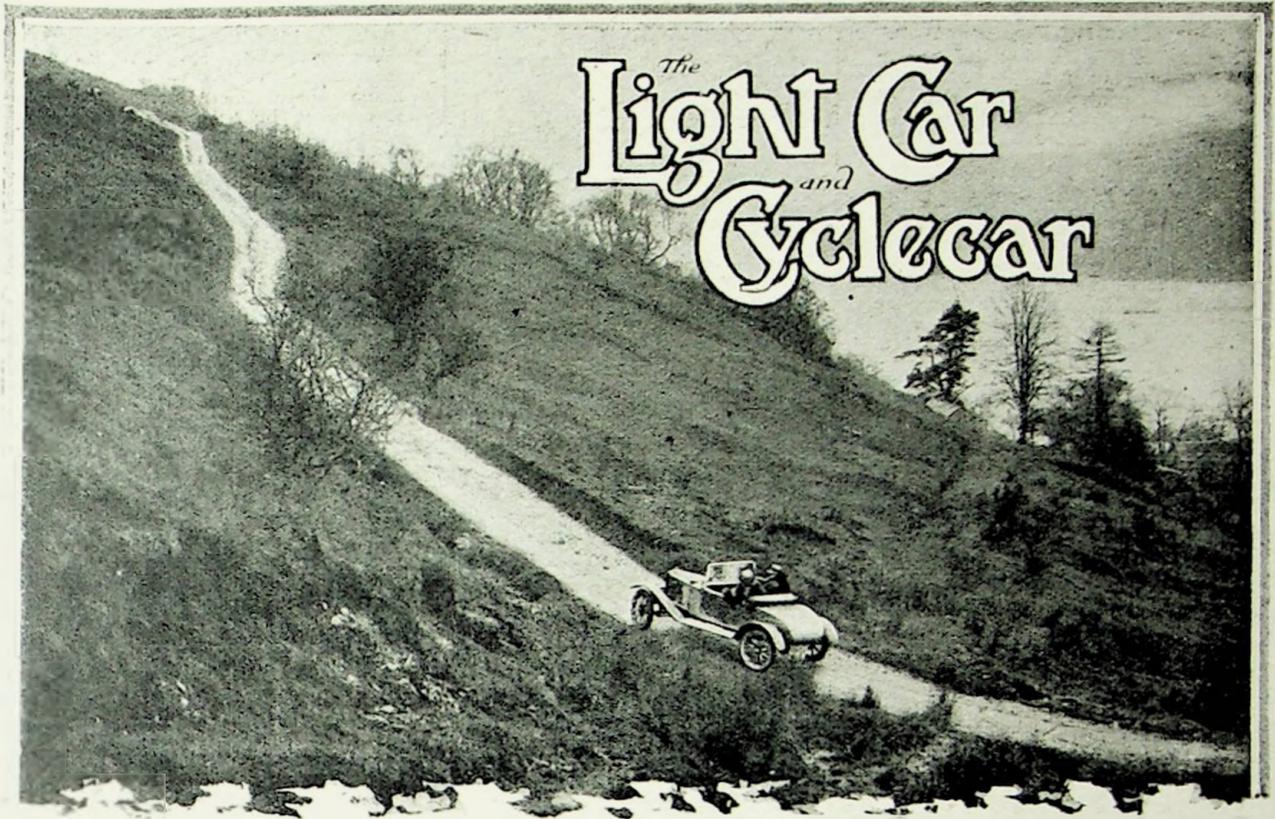
Telegrams: "Tyricord, Westcent, London."

Telephone: 1214 Gerrard (5 lines).

**TO THE
 READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
 you will be working for the cause of the new motoring.

B12



The Light Car and Cyclecar

IN GOES FIRST!

The long climb from Loch Long in the Western Highlands. The photograph gives an excellent impression of the gradient which soon calls for a quick change into first gear. The car in the foreground is a Marseal.

Notes, News and Gossip of the Week.

A Slight Difference.

Thanks to the mediation of the Automobile Association, a fine on a motorist of £147 by the Horsham Bench for the offence of using a car upon which the tax had not been paid was reduced, after an appeal before the Chichester Quarter Sessions, to £20, in view of certain aspects of the case.

Engineering Exhibition.

August 31st to September 22nd is the period which has been fixed for the Shipping, Engineering, and Machinery Exhibition at Olympia. The exhibits will include motor boats, marine and stationary internal-combustion engines, and accessories. The organization is in the hands of the Society of Motor Manufacturers and Traders, Ltd.

The Scottish Show.

An illustrated description of the small car exhibits at the Scottish Show, which opens to-day (Friday) and closes on February 3rd, at the Kelvin Hall, Glasgow, is a feature of this issue, which will be current therefore for the week during which the Show is open. Our guide should prove of valuable assistance to those who intend to visit Kelvin Hall, as it shows at a glance the cars which are being exhibited, together with the names and stand numbers of their exhibitors.

No. 531. Vol. XXI.

LIGHTING-UP TIMES.

for Saturday, January 27th, 1923.

London ..	5.7	Edinburgh ...	4.58
Newcastle..	4.56	Liverpool ...	5.12
Birmingham	5.11	Bristol ...	5.17
Dublin ..	5.45		

Lighting-up time in Ireland is one hour after sunset and in Scotland half an hour after sunset.

Moon.—Full moon Feb. 1st.

Famous Scottish Test Hills.

Our centre pages this week are devoted to unique photographs of the principal Scottish test hills which have figured in recent, as well as early, Scottish trials. Those who have followed competition history need no introduction to such formidable gradients as Amulree, Applecross, and the Inverfarigaig corkscrew with its innumerable hairpin bends, to mention only three of the precipitous hills in which Scotland abounds.

Foreign Events.

With the assistance of the Nice Municipality, the *Revue Motocycliste*, and the local motorcycle clubs, the Moto Club de Nice is organizing a number of events for the coming season, which include the Paris-Nice Reliability Trial, February 16th-19th; La Turbie Hill-climb, February 23rd, and the Flying Kilometre Speed Tests, February 26th.

Of these the most interesting undoubtedly is the Paris-Nice, a distance of approximately 1,200 kilometres having to be covered over fairly difficult roads. The itinerary of each of the four days is as follows:—First day: Auxerre and Dijon; second day: Dijon, Roanne, Lyon; third day: Lyon, Avignon, Marseilles; fourth day: Marseilles, Cannes, Nice.

Alcohol as a Fuel.

The manufacture of industrial alcohol from molasses is at present engaging much attention. There is a demand for a cheaper motor spirit than petrol, and Cuba has at her command an abundant supply of this raw material. In the 1920 crop of nearly four million tons of sugar the production of molasses amounted to 185 million gallons. During the latter part of 1922 the greater part of the vehicles which ply for hire in the streets of Havana were using denatured alcohol as fuel with good results, the mixture under the name of *espíritu motor* being for sale side by side with petrol in the streets.

Wolseley Racing Programme.

We are asked to contradict the rumour that Wolseley cars will not be racing this year. On the contrary, this section of Wolseley activities will be handled with the energy which characterized it last year.

Another Light Car Cup.

At a special meeting of the Woolwich Club Committee next week the season's competition programme will be arranged. An effort will be made to cater for light car owners and a special cup may be offered. The club's sporting trials include the latest "finds" in Kentish freak hills.

Trans-Sahara Expedition Congratulated.

Telegrams of congratulation have been received by M. Citroen and Messieurs Haardt and Audouin-Dubreuil on the successful achievement of the Sahara crossing, from the President of the French Republic, H.M. the King of the Belgians, the French War Minister, the French Colonial Minister, and M. Merlin, Governor of French West Africa.

Essex Club's One-day Trial.

The Essex Club's One-day Winter Trial, the first event which will be held by this club in the forthcoming season, will take place on February 17th and will be open to members only. Particulars and entry forms can be obtained from the hon. secretary, Mr. E. J. Bass, 40, Chancery Lane, London, W.C. 2. Entries close on February 6th. An illustrated and instructive official handbook for 1923 has been issued by the club.

Italy's New Olympia.

Kelvin Hall, Glasgow, where the Scottish "Majority" Motor Show is now in progress, is well suited to its present purpose, but it cannot compare for architectural beauty with the new Salone del Automobile that is being constructed at Milan. This building is to be devoted to the display of the motor section of the Milan Fair, and afterwards will be used as a covered track, where speeds of 55 m.p.h. can be attained. The hall will be illuminated on a new "spread-light" system and will be officially opened on April 12th by the King of Italy.

LIGHT CAR-ICATURES.



H. O. D. SEGRAVE
(of Sunbeam and Talbot-Darracq fame).

The top of the banking, my happiest place,
Wants taking in hand, for it keeps
down the pace.
Though as steep, I admit, as the
steepest of saucers,
I'd very much like just a yard or two
more, sirs!

New and Better Roads.

Touring around the country at the present time, one cannot fail to be impressed by the many miles of newly made road that are encountered in all districts. By the time summer approaches, our national highways should be in far better condition than they have been since 1914, and the many complaints that have been lodged in the past against bad roads in this country will be uncalled for. In fairness to those who handle the money that is paid by motorists in taxes, it cannot be denied that the roads are being improved.

Twenty-four Miles of 1 in 5.

An interesting commentary on the recent performance of an A.C. car which made 363 ascents of Brooklands Test Hill is supplied by the information that it actually climbed a vertical height of over 4 miles.

Road Obstruction in Staffordshire.

New sewers are being laid at a great depth on the main road passing the village of Hunnington, between Cannock and Stafford, and Automobile Association road patrols are stationed at each end of the obstruction in order to divert motorists over an alternative route via Penkridge.

Matchless Developments.

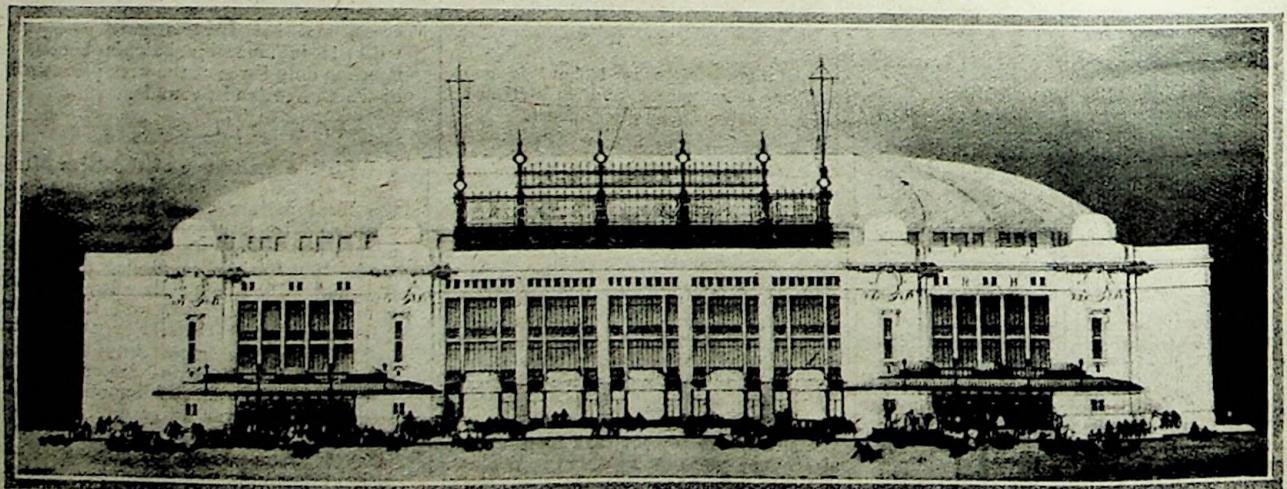
The new Matchless, it is claimed, was the only two-cylinder light car that carried four passengers in the London-Exeter Trial. It is rumoured that the first batch for delivery is being rapidly assembled—all with four-seater bodies—and that the price will be about £200. One at least will be entered for the Lland's End Trial, which takes place at Easter.

A.C.U. Horse-power Rating.

At the annual meeting of the Automobile Club, held recently at the Royal Automobile Club, a new A.C.U. Horse-power Rating was established, which will be applicable to motorcycle engines, but is also of great general interest. For the purpose of classification of motorcycles according to their power the A.C.U. will in future describe them by the cubic capacity of their engines, such capacity to be expressed in cubic centimetres divided by 100, this to be known as horse-power—A.C.U. rating.

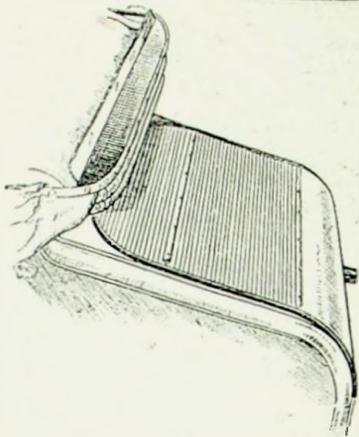
As an instance, a motorcycle having an engine of 499 c.c. capacity would be described a 4.99 h.p. A.C.U. rating; one with a 980 c.c. engine as of 9.8 h.p. A.C.U. rating, and so on.

As motorcycles and cars frequently compete on equal terms, such as in the long-distance reliability runs, the difference between the A.C.U. and R.A.C. rating should be understood. In the above example, for instance, the 9.8 h.p. (A.C.U. rating) engine would be classed probably at between 8 h.p. and 9 h.p. only under the R.A.C. rating.

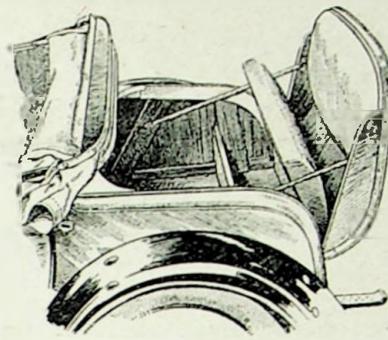


WORTHY OF
THE CAUSE.

The magnificent Salone del Automobile, Milan, which combines a motor exhibition hall with a racing track. It will be opened by the King of Italy on April 12th.



THE USEFUL — The Rover Eight can now be obtained complete with a very neat dickey seat. The sketches show the seat closed and open.



A.-C.U. Stock Machine Road Test.

A course about 200 miles in length, commencing at Birmingham and finishing at Worcester, has been chosen for the Auto-Cycle Union's Stock Machine Road Test, which will be held on Wednesday, March 14th. The competing machines will be selected by A.-C.U. representatives from the stocks at the premises of their manufacturers and agents, and no special preparation for the trial will be allowed. Vehicles entered will be grouped, not according to engine capacity, but according to the price at which they are sold to the public.

Motorcycle Exhibits at the Scottish Show.

Containing a complete and profusely illustrated review of the motorcycle exhibits at the Scottish Motor Exhibition, the special number of *Motor Cycling*, which will be published on Wednesday next, January 31st, should prove of the greatest interest to readers who follow the trend of motorcycle design and development.

To ensure obtaining copies, orders should be placed with newsagents in advance.

Spring Selling Trial.

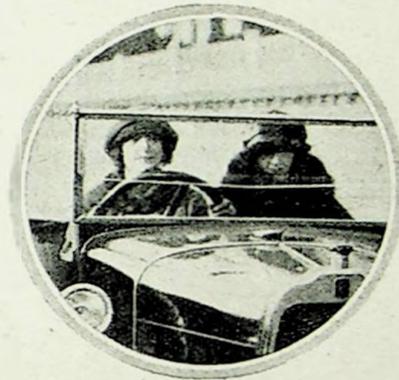
Full details have now been issued concerning the extremely novel Spring Selling Trial which is being organized by the Worcester and District Motor Cycle Club and Worcestershire Motor Club. The event will take place on Saturday, February 17th, and is open to motorcycles and cars. Entries close definitely first post Saturday, February 10th. The route will be approximately 160 miles in length, starting and finishing at Worcester, and including the Gloucester Drive, Madresfield, Malvern, on which certain tests will take place. At the conclusion of the trial every vehicle entered will be placed at the disposal of the organizers for sale up to 10 p.m. on the day of the trial, the selling figure to be not more than the catalogue list price plus the actual listed price of any additional accessories.

The main object of this condition is to ensure that only standard machines are entered and so remove any suspicions from the minds of the public that the machines are special.

A big entry is anticipated and a very interesting trial should undoubtedly result.

Meeting of the I.P.E.

The principles of organization and management will form the subject of a



A 1,200-mile trip from Boulogne to Rome in a two-seater 8 h.p. Talbot has just been completed by the Marchioness of Queensberry, who is here seen at the wheel of her car.

paper which will be read at the general meeting of the Institution of Production Engineers to-night, Friday, January 26th. Visitors are welcome, and no admittance tickets are required.

Presentation to Mr. J. A. Joyce

A gold watch, a gold chain, a gold cigarette case and a handsome silver cigarette box were the souvenirs of his famous achievement of covering over 100 miles in the hour on a light car that were presented to Mr. J. A. Joyce at a dinner held in his honour at Nuttall's Restaurant, Kingston, on Tuesday last. The souvenirs were gifts of A. C. Cars, Ltd., H. M. Hobson, Ltd., the Dunlop Rubber Co., Ltd., and Sir Charles Wakefield, Bt., respectively.

Mr. S. F. Edge formally made the presentation and during the course of a very interesting speech laid stress on the fact that Mr. Joyce represented the spearpoint of the attack made by the staff of A.-C. Cars Ltd. on the 100-miles in the hour record. He emphasized the co-relation-ship between sportsmanship, business acumen and enthusiastic energy that was necessary for this feat to be accomplished. Although an almost overwhelming number of congratulatory remarks were made about Mr. Joyce, there is no doubt that he thoroughly deserved every whit of praise that was accorded to him, for not only had he driven the car—no mean undertaking—but he had also worked hard and long on it preparing it for the various attempts that have been made on this record. Prospective purchasers of A.-C. cars will, no doubt, be interested to know that every car that is delivered from the A.-C. factory has to pass under the personal scrutiny of Mr. Joyce before being delivered.

Rover Eights with Dickey Seats.

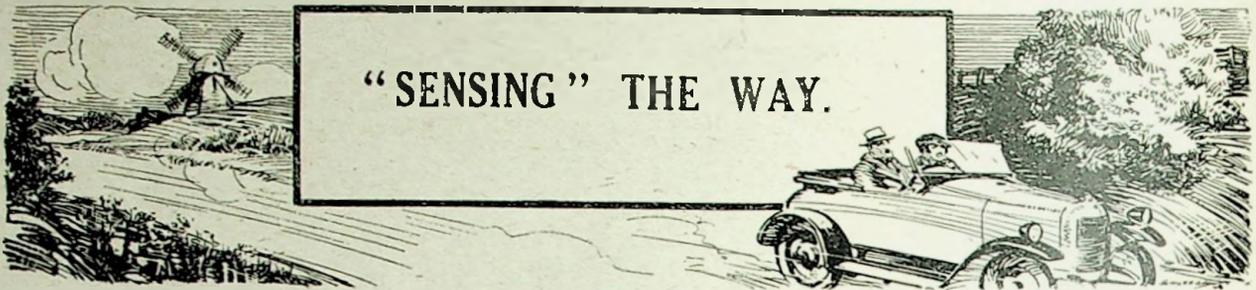
It is now possible to obtain the Rover Eight equipped with a dickey seat, this model being listed in addition to the two-seater and occasional four-seater types. The seat is designed so that the 1922 bodies can be quickly converted, the price asked being £2 10s., whilst in the case of 1923 cars the dickey model is £183 10s., as against £180 for the plain two-seater. The seat is opened up by hinging back the rear platform, and is held in this position by enclosed chains anchored to the inside of the body. A tool locker is found under the seat and a step to facilitate entrance from the back is fitted.

Another recent introduction on the car is the weather board, round the leading edge of the hood.



HONOUR TO SPORTSMANSHIP.

Mr. S. F. Edge making a presentation at a dinner given at Kingston on Tuesday last, to J. A. Joyce, who drove the 1,500 c.c. A.-C. over 100 miles in the hour.

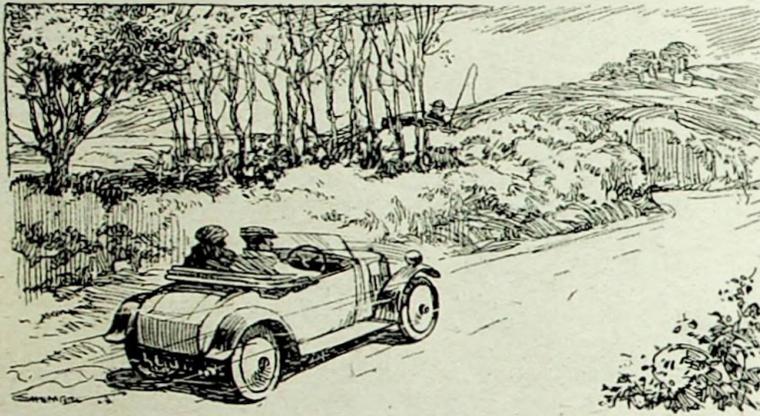


Cultivated Powers of Observation Makes Driving Easier.

EVEN the shortest journey with many amateur drivers reveals the somewhat astonishing fact that they drive not with their heads, but merely with their limbs. If it be pointed out that, strictly speaking, such a condition is impossible the statement may be qualified by remarking that these drivers draw on their brains for the most meagre information and

turn out to be a farm cart or other type of vehicle.

In the case of carts it may be only the tip of the driver's whip or perhaps his cap, but in any case it reveals the presence of a moving object, and its distance from the main road traversed by the motorist should give sufficient indication as to whether any danger will be experienced in passing the turning without slackening speed.



DANGER AHEAD. — The driver's head and his whip, just visible above the hedge warn the motorist of a side turning from which a horse and cart are about to emerge.

fail to take advantage of the wealth of useful data which is at their disposal but very often entirely unseen.

As a striking instance take the example provided by a cross-country journey over unknown roads. The driver who belongs to the class named above constantly will be caught unawares by sudden bends in the road or by the altogether unexpected appearance of traffic from side turnings which are not identified in the plainest possible manner by a red triangle.

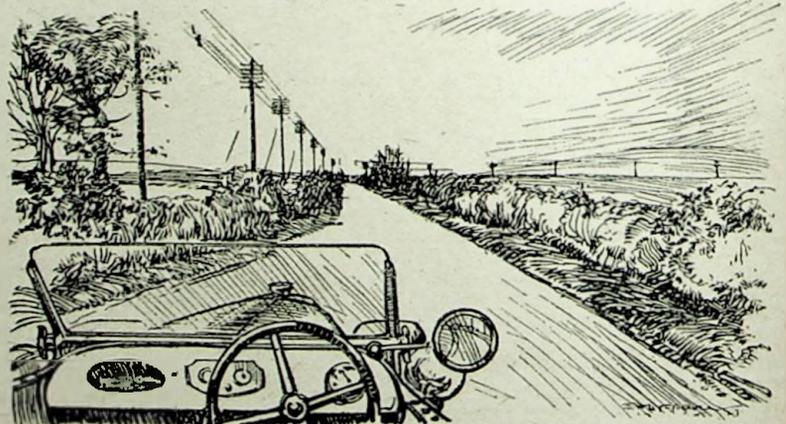
Danger of the Hidden Turning.

The cultivation of the very smallest amount of road sense would cause him mentally to note the direction of the road ahead by the course followed by the telegraph poles in the distance. He would also be able to distinguish between fairly busy cross-roads and those of a minor nature by the same means, for if a by-road be graced with telegraph posts it may be taken for granted that it is fairly important.

With regard to unsuspected side turnings and the traffic that may emerge therefrom, the keen-witted driver at once notices a slight break in the regular line of the grass-edged road when he is perhaps a hundred yards or more from it, and instinctively he glances to right and left with the idea of picking up any moving object which might eventually

children, wild with the joy of freedom, are being liberated from their studies(?), he should exercise greater caution than he would at a time when he knows that they are safely under the eye of their tutor.

When driving in extremely hilly country the driver who has cultivated road sense instinctively feels the imminence of a dangerous hill and is at once ready with gear lever and brake to check the sudden downward rush of the car. He knows also, perhaps in this



WATCH THE TELEGRAPH POSTS. — Sudden bends in the road need not catch the motorist unawares if he keeps a sharp eye on the line of telegraph posts ahead.

"SENSING" THE WAY (contd.).

instance by experience, that whenever a village is approached by a very sharp declivity it will be followed almost certainly by a similarly sharp acclivity at its other border.

The above instances are chosen at random from here, there, and everywhere, the object of quoting them being to give the reader the idea which the



REQUIRING CAREFUL NEGOTIATION — Under wintry conditions open stretches of road may be dry, but between avenues of trees the surface nearly always will be treacherous.

writer, in a simple manner, wishes to convey. In a large measure road sense goes hand in hand with the safety of the driver and of other road users. At night, for instance, a watchful eye will be kept for the beams from the headlights of otherwise unseen cars, which will be thrown at right angles across the road ahead when such cars are debouching from a by-road. These silent signals form a far better warning than any mechanical device, but because they are absent it should not be taken for granted that such traffic does not exist. The case brings to light another difficulty of the glaring headlight problem, for in this particular instance it can truly be said that out of evil cometh good.

Traffic Driving.

Books might be written about traffic driving without exhausting the subject; but in connection with the matter under discussion this much may be said. By using his eyes the driver not only may save himself time, but also may avoid the sudden application of the brakes necessary in an emergency and perhaps the alarming side-slip which occurs as a result.

For instance, he may be following behind a bus, and if he remembers that it has a definite destination plainly marked up in black and white he will be able to anticipate any sharp right or left-hand turn which it will make, should he be acquainted, as he probably will be, with the main routes of London buses.

In districts served by tramways having the overhead wire system, points where any tram is liable to turn off plainly can be seen a considerable distance away by the somewhat complex arrangement of the overhead wires, which can be picked out.

When following behind taxicabs instinct, unfortunately, cannot help even the most careful driver, for whereas one taxicab driver may give the correct signal another may be of the opinion that merely to hold out the right hand is to intimate to oncoming traffic any change of direction which he, the taxicab driver, may wish to make. Should such a signal be

given, however, in the immediate vicinity of an entrance to a large railway terminus it can be taken for granted that the taxi intends to turn into the station.

Another useful tip to remember in busy quarters is that, when approaching a cross-road, should a prim nursemaid, pushing an offspring or offsprings in a perambulator, be crossing the intersecting road leisurely, then it is hardly likely that any traffic is in the immediate vicinity. The same rule cannot be applied to pedestrians reading papers, for this type of road user is notable for his carelessness and appears to have little regard for his own safety.

The "Sound" of the Road.

The above precepts may easily be put into practice by any intelligent driver, and it will be found that if the advice be followed a cross-country or traffic journey may be cut down in duration with safety by as much as 5 per cent., which is a considerable saving, especially to the business man in town or country.

"Sensing" the way may appear to be comparatively easy when the driver has a clear view ahead, but by developing his powers of observation to a fine art incalculable benefit accrues.

It is said that locomotive drivers can tell exactly where they are on the darkest night, or during the thickest fog, by the sound of the road—in this case "iron road," of course. From the motorist's point of view the feat is difficult to emulate *in toto*, but, in moderation, it can be copied with success.

A short cut in a certain quiet suburban part of the Metropolis, which is used almost daily by the writer, necessitates a sharp left-hand turn on a downward gradient. With a clear vision it was noted that at a certain point—opposite a letter box and at a certain speed, 15 m.p.h.—the car would decelerate on the engine alone, foot off the accelerator, so that without touching the brakes the turn could be taken



WHEN APPROACHING CROSS-ROADS. — The prim nursemaid and her charge rule out the probability of cross-traffic. Nevertheless, go cautiously!

at a safe speed and by merely locking over. Now, exactly at 15 m.p.h. the tank of the car sets up a very slight drumming noise and immediately in line with the pillar box is a ridge-like pot-hole.

These conditions being noted, the negotiation of the turn during foggy weather can be undertaken as though the sun were shining. The car is speeded up to 15 m.p.h., i.e., until the drumming begins, and the writer then merely waits for the jolt caused by the pot-hole. The accelerator is then eased right off and instinctively the turning is located when the car approaches 3 m.p.h. or 4 m.p.h.



A Critical Causerie of Light Car Comment.

Air-cooling in Scotland.

I ACCOMPANIED the cars in the Scottish Six-Days' Light Car Trial last summer over the whole of the route, and one point that impressed me as much as any was the way in which the air-cooled models—to wit, the Stoneleights, B.S.A.s, and the G.N.s—behaved on Scottish hills. Overheating was remarkable by its absence, and even on hills that caused the water-cooled models to show wisps of steam from their radiator vent-pipes the air-cooled engines carried on without a falter and without any sign of pre-ignition.

For real hard going a well-designed air-cooled unit takes quite a lot of beating. The fact leads me to think that there are two kinds of overheating. One I can describe as actual internal overheating of the engine proper, as it were, while the other is merely overheating of the cooling system. The majority of water-cooled light cars that boil suffer from the latter complaint. Many an engine runs perfectly well and without pre-igniting when the water in its radiator is boiling merrily, while there are some models that will conk furiously when there is not the slightest trace of steam in the circulating system.

Obviously, an air-cooled car cannot overheat its cooling system, although, given super-strenuous conditions, it may overheat internally; but now that manufacturers have grappled with and overcome the bogey of internal overheating of air-cooled engines, there is a great deal to be said for this type of unit.

On Starting from Cold.

FOR one thing, an air-cooled engine warms up a great deal quicker than does a water-cooled type. Part of what I call my routine motoring consists of a six-mile trip from home to the office. It takes every one of these six miles for a water-cooled car, starting from cold, to heat up to its proper working temperature. An air-cooled job settles down quicker, and one gets proper carburation and correct lubrication within about a mile after starting off.

Getting Under Way.

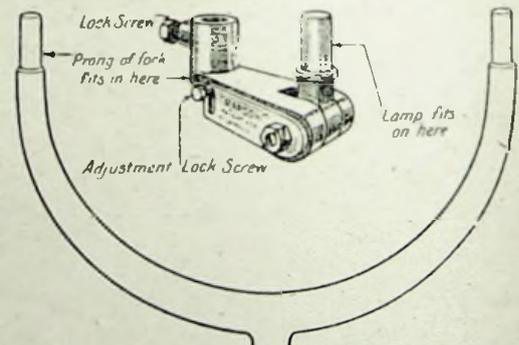
APPLY these facts to the case of a man who lives in a valley among the Scottish hills. Possibly there is a 1-in-15 gradient to be tackled straight after leaving the garage. The result is that the water-cooled car is very slow indeed for its first four miles, whereas an air-cooled model jumps to its proper per-

formance straight away. The advantage of the latter is obvious, for nothing is more wearying than to have to drive to the accompaniment of spits and pops in the carburetter.

Possibly a ready solution to the problem for water-cooled engines may be supplied by the type of carburetter that is now being manufactured by Mr. Binks and which incorporates a variable choke tube. I have been trying one of these on a water-cooled "four" recently, and certainly the idea of the variable choke tube appeals to me very much indeed. I am making further experiments with it in the near future and hope to obtain some very interesting results.

On Getting On With It.

LONG journeys on small cars are apt to become monotonous unless necessary stops are combined and reduced to a minimum. A knowledge of road conditions also plays an important part in time saving. I recently had to make the out-and-home journey from Coventry to a place 10 miles beyond Exeter. The outward journey took 12½ hours for the 185 miles and included eight or ten stops to inquire



The new Rapson "anti-dazzle" tilting lamp bracket fits into any existing head-lamps.

the way and meal and fuel stops at Cheltenham, Bath, Taunton, and Exeter. The return journey took only 8½ hours and included a single stop of two hours' duration at Bath. On this occasion a much faster route up the old Fosse Way via Honiton and Cirencester was selected, and, as the road was well known, even the tog on the Cotswolds hindered us very little.

RICH MIXTURE (contd.).

The Secret of Speed.

My engine's a perfectly standard affair.
 Yet the speeds I accomplish make everyone stare.
 I don't drive in races: the fact is I lack
 Ambition to win with my car on the track.
 But my friends, I can tell you, just open their eyes
 When I tread on the gas and they watch the speed rise!
 Now, the secret is simple: I'm bound to confess
 Technical knowledge I do not possess:
 Streamline and clearances, balances and
 Such complications I don't understand.
 Tuning and tinkering's all very fine.
 All you need is a speed indicator like mine!

The Life of the Car—50,000 Miles?

SEVERAL years ago a man bought a first rate car of about 10-11 h.p. and last week returned the chassis to the makers with a request for an estimate for a complete overhaul. The car had covered just under 50,000 miles, and the sum quoted for overhaul was so large that the owner decided that it would pay him better to buy a new chassis. Curiously enough, he is retaining the body.

Now 50,000 miles is not a very great distance for a car used daily for business purposes. It represents five years' moderate or three years' hard motoring. In any case there must be plenty of pre-war cars still running with mileages two or three times as great as this, which makes one wonder whether the estimate for repairs was unduly high or whether the car had been extremely ill-used.

Petrol in the Crankcase.

AN unsuspected cause of heavy oil and petrol consumption is the leakage of "undigested" fuel past the piston rings into the base chamber. Some months ago experiments were conducted with several different makes of carburetter, and it was then discovered that petrol and oil consumption improved simultaneously when one vaporizer, a Cox Atmos, was used. Further trials were conducted, with the result that it was proved conclusively that the excellent vaporizing qualities of this carburetter prevented neat petrol from passing the piston rings and reducing the oil consumption. I believe that in this case the oil consumption was halved.

The Dangerous Horse.

DRIVING along one of the principal thoroughfares in the Midlands, I hooted as usual when nearing a minor cross-road from which a galloping horse suddenly emerged, only to disappear down the opposite lane. Glancing up both roads I saw no sign of driver or anything that would indicate the reason for the horse's behaviour, and passed on, wishing that a policeman had been near by.

A day or two later I found another main road entirely blocked by a capsized load of straw. The truck had apparently skidded, overturned and upset its contents across the road, thus blocking the passage of motor omnibuses, commercial vehicles, and private cars.

S.S.



TRIALS IN SCOTLAND.

As a race of really enthusiastic motorists Scotsmen stand unrivalled. The very arduous Six Days' Trials organized by the Scottish clubs attract large entries and a spirit of true good fellowship exists between the competitors. Above is a typical scene on the noted Amulree hairpin. The car is a Calthorpe in the Edinburgh Club's "Six Days."

A RALLY AT SIMMS HILL

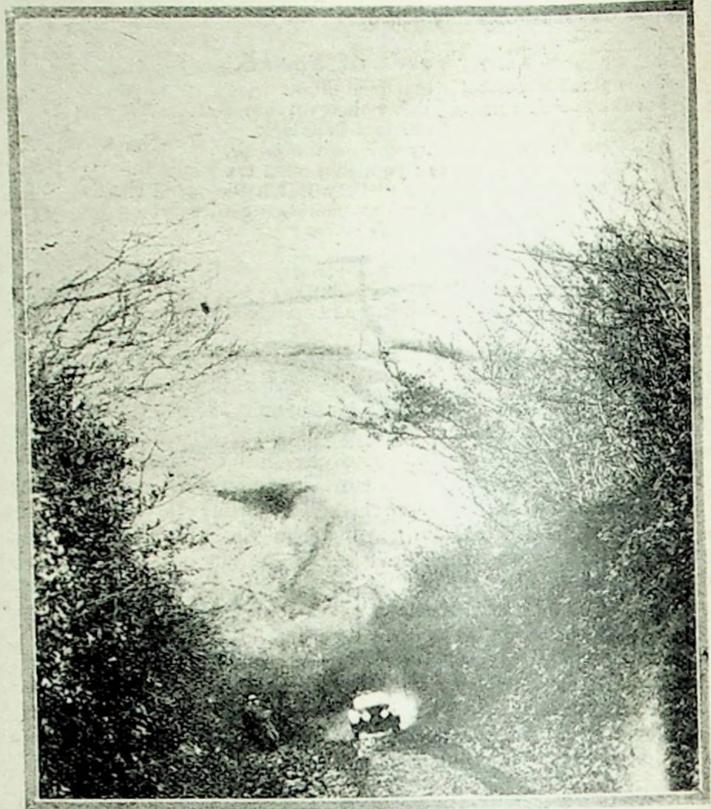
Motorists Invited to Attack
the Most Difficult Gradient in
England.

SO much interest has been aroused by our discovery of Simms Hill in Devonshire, the nature of which was fully described in our last issue, that we have now decided to hold a Light Car and Cyclecar Rally in the district so that all those who wish to make an attempt to conquer this very formidable gradient will be enabled to do so *en masse*.

The proposed date for the rally is Saturday, February 10th.

Present tentative arrangements suggest that intending participants should send us intimation of their attendance as early as possible, and should foregather at some suitable locality near Exeter (to be announced later) on the evening of Friday, February 9th. Arrangements will be made for suitable accommodation by us. The whole of Saturday will then be spent in the attack on Simms Hill and, by reason of the fact that there is a loop road joining the top and bottom of the gradient, no difficulty should be experienced in keeping the course clear. All motorists resident in the district, and all those enthusiasts who are really keen to see what modern light cars and cyclecars can do in the way of climbing freak hills, are invited to participate in and witness the attempts, which should start at about 9.30 a.m. on the morning of Saturday, February 10th. Further details of the arrangements will appear in our next issue, and we heartily invite all lightcarists to cooperate in making this Rally a big success.

For the benefit of those who have not previously heard of Simms Hill, this gradient is approximately 150 yards in length, and we can vouch for the fact that it is genuinely 1 in 3, having measured it with spirit level and yard rule. The hill is situated about 18½ miles to the west of Exeter and, comparatively



Recognized as one of the steepest hills in Great Britain, the above photograph affords an excellent impression of the 1 in 3 gradient.

speaking, is easy of access. It lies a few miles off the beaten track, so that no interference with other road users is to be anticipated during the course of the organized attempts. A sufficient head of petrol, chassis, and good brakes are absolutely essential on cars attempting the ascent. *Verb. sup.*

ANOTHER ATTEMPT ON SIMMS HILL.

A Valiant but Unsuccessful Effort by a Stoneleigh Utility.

HAVING read *The Light Car and Cyclecar* description of the discovery of Simms Hill, near Exeter, a party from the Midlands decided last week-end to make the attempt on a Stoneleigh utility, which had already proved its prowess by climbing Alt-y-Bady, near Llangollen.

With its full complement of passengers, Coventry was left at midday on Saturday, and the night was spent at the Clifford Arms, Chudleigh, which is within a quarter of an hour's run of the hill.

Failure Through Wheel Spin.

The preparations next morning consisted in fitting a Parsons chain to one wheel of the diff-less axle, removing the side curtains, and filling up with petrol, benzole, and oil. The hill, which lies within a few hundred yards of the church at Liverton, was quickly found, and first tackled with three up, the attempt ending in failure about half-way up. Several other attempts followed, wheel spin on the wet surface being principally responsible for the failures. On the best attempt the car, with two up and with two Parsons chains fitted to the wheels, stopped within 42 paces of the summit—i.e., about three-quarters of the way up the 1 in 3 gradient.

The task of returning to the foot of the hill was

not so difficult as one had been led to suppose, for by switching off the engine in first gear and using brakes and clutch the car could be reversed under perfect control, even on the 1 in 3 gradient. Consequently, the chocks which had been brought as a precaution were only momentarily used to stop the car running backwards.

Local Interest.

It is possible that another attempt will be made by this car, as it seemed probable that an insufficient head of petrol at the jet was obtained on such an exceptionally severe gradient. Curiously enough, attempts with one, two, and three up all concluded within a few yards of each other, wheel spin after rounding the bad right-hand turn apparently slowing the car too much to allow it to maintain its road speed on the worst portion which follows. Locals had evidently been much impressed by the attempts the previous week-end, and said that the success of both cars was due to the fact that they had chains fitted to *all* wheels!

Chudleigh was left at 2.15 p.m., and Coventry was reached at about 10.30 p.m. the same evening, a truly remarkable run of 170 miles for an air-cooled car laden with three grown-ups and luggage.

The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

TEMPLE PRESS LIMITED

Proprietors of "THE MOTOR," "MOTOR CYCLING,"
7-15, Rosebery Avenue, London, E.C.1.

Telephone—Clerkenwell 6000 (seven lines).
Telegrams—"Pressimus Holb., London."

MIDLAND OFFICES:

Birmingham:—16, Bennett's Hill, corner
New Street.

Phone Central 8014. Grams—"Presswort, Birmingham."

Coventry:—6, Warwick Row.

Phone-Coventry 1775. Grams—"Presswort, Coventry."

NORTHERN OFFICES:

196, Deansgate, Manchester.

Telephone—Central 2467. Telegrams—"Presswort,
Manchester."

Letters.

EDITORIAL Communications should be addressed to The Editor, "The Light Car and Cyclecar," 7, 9, 11, 13 and 15, Rosebery Avenue, London, E.C. 1. Letters relating to ADVERTISEMENT and PUBLISHING Departments should be addressed to The Manager.

ADVERTISEMENT COPY, Blocks, &c., should come to hand by Tuesday morning to ensure careful attention and allow time to submit proofs, except when an earlier time is specified.

Subscriptions.

"The Light Car and Cyclecar" will be mailed regularly at the following rates—

	12 ms.	6 ms.	3 ms.
United Kingdom	21s. 6d.	10s. 9d.	5s. 6d.
Canada	21s. 6d.	10s. 9d.	5s. 6d.
Elsewhere	21s. 0d.	12s. 0d.	6s. 0d.

Single copies 4d., post free 5d.

Subscriptions should be addressed to the Manager.

The LIGHT CAR & CYCLECAR

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

The journal is published every Friday. There should be no difficulty in obtaining a copy at any bookstall or newsagent, as arrangements have been made to ensure a regular supply. Should any difficulty be experienced, we should be greatly obliged to receive the name and address of the reader's newsagent.

CONTENTS.

	PAGE
News	251
Sensing the Way	254
All-weather Coachwork	260
Light Cars for Severe Service	262
The Talbot Tested	265
Psychology of Plugs	266
Famous Scottish Test Hills	268
Small Cars at the Scottish Show	270
Our Readers' Opinions	278

Topics of the Day

Small Cars at the Scottish Show.

THE Scottish Motor Show, which is opened to-day by H.R.H. the Duke of York, is a very interesting exhibition of automobiles. It brings to light several pertinent facts, and among these one that deserves pride of place is that the popularity of the light car in Scotland is a striking tribute to the roadworthiness and the sturdiness of the types of vehicle which it has always been the aim and object of this journal to cultivate. Motoring in Scotland is in several respects different from that experienced elsewhere in the British Isles. The conditions under which a car operates are generally far more severe.

In the first place the roads themselves put a greater premium on engine performance and reliability of chassis parts. Scotsmen as a race abhor anything that is flimsy—that will not give ungrudging satisfaction week in and week out. While thoroughly appreciative of fineness in design, northern motorists have no time to waste on cars that are made merely to be sold, as distinct from those which are constructed to give long and lasting service for a fair period of use. Hence, there is no doubt that whatever failings the light car as a type may have had in the past, its vindication in the British Isles is now complete. A car that is popular in Scotland will assuredly achieve success in most other countries, and the fact that Scotsmen have taken not only kindly, but with whole-hearted enthusiasm, to the modern light car must be more than gratifying to those who have in the past put forward their earnest endeavours to produce roadworthy and reliable vehicles of this class.

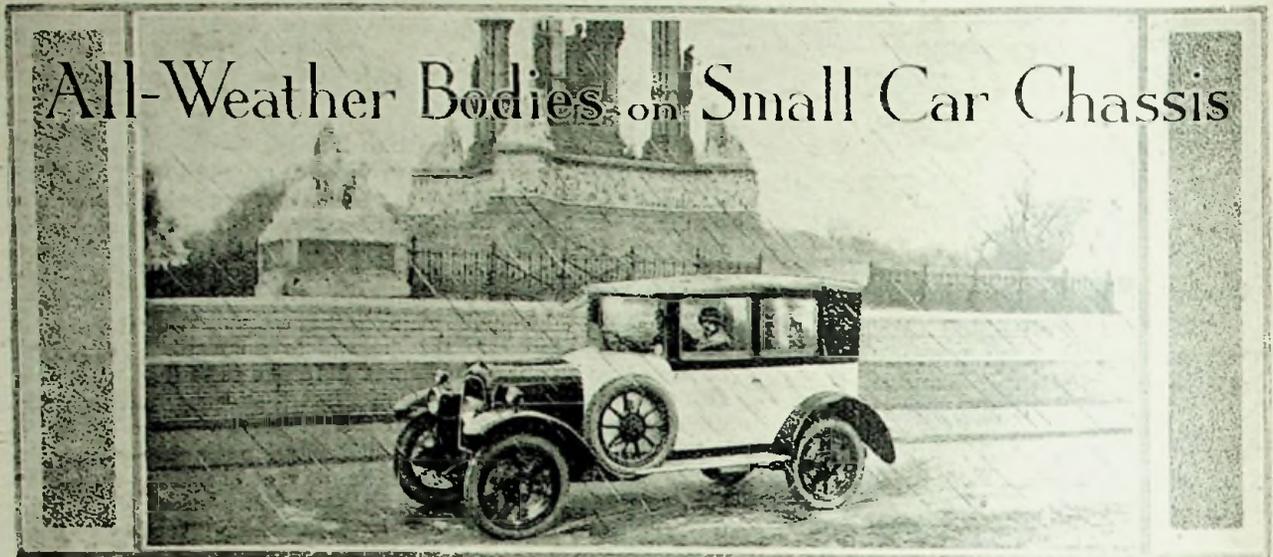
Light Cars for Severe Service.

UNDOUBTEDLY a great deal of the interest that is observable in light cars at Kelvin Hall this week is the result of the very excellent Six Days' Light Car Trial that was held by the Royal Scottish Automobile Club during the summer of last year. We have no hesitation in saying that we regard this event as deserving a place in the front rank of 1922 competitions. The results of the trial as published in this journal conveyed more useful information to prospective purchasers than was the case where any similar undertakings were concerned.

The trial in itself was most interesting, for it showed that the average modern light car can stand up extraordinarily well to very severe service without requiring any attention from its driver. The conditions of this event were very severe, yet the percentage of finishers and medal winners was distinctly high. The thoroughness of the test was typical of a Scots engineer's test methods, and it is to be hoped that similar events will be organized in the future, while the light cars that did well in this trial more than deserve the confidence of the buying public.

All-weather Coachwork on Small Chassis.

ANOTHER notable feature at the Scottish Motor Show is the large number of cars exhibited with all-weather coachwork. Automobile fashions vary according to locality. Weather conditions in Scotland are like the roads—distinctly severe, and it cannot be gainsaid that some of the all-weather bodies shown at Kelvin Hall represent distinct development and incorporate a large number of ingenious yet practical ideas. The success of the light and durable all-weather body that is made up by equipping an open touring car with detachable, transparent side panels is an achievement which should be regarded by prospective purchasers with considerable delight, for it brings within the reach of economy motorists a form of comfortable road travel that heretofore has been the prerogative of those who can afford to pay far larger sums for their cars.



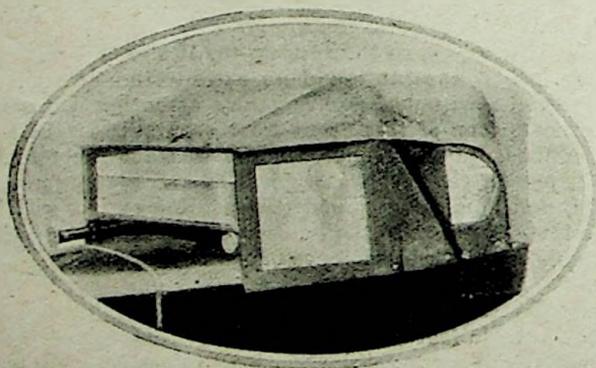
All-Weather Bodies on Small Car Chassis

Striking Developments Revealed at the Scottish Motor Show. Comfort with Lightness and Longevity.

ONE of the most important achievements that have been made in automobilism during recent years is the adaptation of weatherproof coachwork to small cars. In past years the only cars that could be said to be absolutely immune from the effects of bad weather were those of the permanently enclosed type. Coachwork of this nature is inherently heavy and, moreover, it requires a solid foundation. Therefore, unless the chassis on which it is mounted is sufficiently weighty to provide this firm foundation and has a sufficiently good road performance to enable it to deal adequately with its extra load, no satisfactory result will accrue. Moreover, it is expensive.

The Weatherproof Economy Car.

If a car is to be economical to run it must be light, and the desideratum which has now been achieved by small car manufacturers in providing the public



On even the smallest of modern models weatherproof side panels form part of the equipment, as is exemplified by the Ariel "Nine."

with warm, weatherproof bodies that are light and durable is one that cannot be overlooked. Fashions in coachwork depend to a great extent on locality, and the weather conditions in Scotland are such that an all-weather body is almost a sine qua non. A review of the exhibits at Kelvin Hall this week is in itself ample evidence of the popularity that has been attained by the all-weather light car.

The types vary: in some cases, such as the Riley, the bodies take the form of high-grade and glass-

panelled coachwork. These cars are what are usually termed "all-weather" models, although exactly what is meant by this particular appellation is not very clearly defined at the present time.

In numerical preponderation, the open type of touring coachwork, fitted with flexible and detachable transparent side screens, is the popular all-weather type of to-day. It possesses several very important advantages, which account for its growing success.

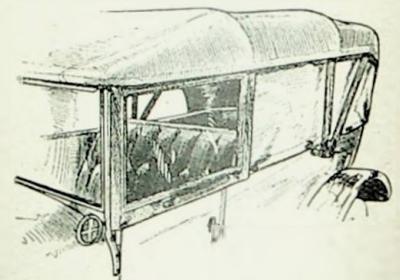
There is no gainsaying the fact that in fine weather the open touring car is the most acceptable type of vehicle. Although a closed body may be very comfortable, one does not get the real "open road" feeling that is obtainable with the open type.

Again, the new all-weather bodies that are shown on such cars as the Standard, Humber, Talbot, and others are very light, so that they do not detract from the road performance of their chassis. They are thus economical, and when the side panels are not being used they are stowed away out of sight, and, in the majority of cases, out of mind, in a neat recess that is felt-padded to receive them.

Stowing the Panels.

A good example of a recess of this type is to be found on the 8 h.p. Talbot. The back squab of the dickey seat hinges forward, and behind it is a wide, shallow recess, provided with a piece of green baize padding, which prevents the surfaces of the transparent side panels from chafing and thus becoming unsightly.

There is a considerable diversity of design observable in the four-seater all-weather light cars. One of the most important points that have to be considered in this direction is that of visibility, not only for the driver, but also for the passengers, and it seems an open question whether it is better to have a large number of small panels running along



The side-panelling system used on the 8 h.p. Humber. Provision is made for signalling.

ALL-WEATHER BODIES (contd.).

the sides or to have four fairly large panels only. It is essential, of course, that at least one panel should open with the door, and, therefore, this one must be wide. It is undesirable, moreover, to have a multiplicity of joints between the panels, for otherwise it is difficult to exclude draught. Further, edges are always apt to wear more rapidly than plain fabric surfaces.

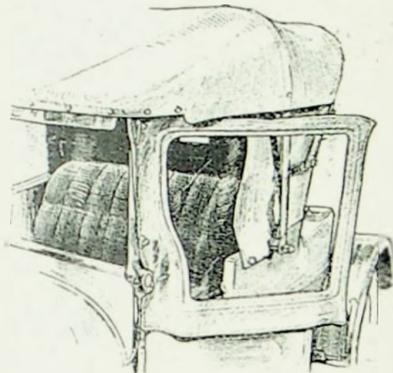
Large or Small Windows.

It remains, therefore, with the buyer himself to decide which of these two types is the better. As a general rule, when purchasing a car of this type a point that should never be overlooked is that of inspecting closely the ease of ingress and exit when the side panels are in position. On some cars this

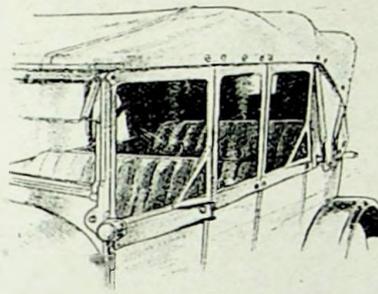
it always retains its own atmosphere, as it were. A car that is totally enclosed rapidly becomes stuffy and is liable to give all its occupants bad heads. Ergo, even if the side panels do not overlap in every direction as thoroughly as an idealist might wish there is little cause for complaint on this score; if anything, it is an advantage, providing, of course, that the panels are sufficiently well stayed to prevent them from flapping and causing disconcerting noises.

Durability Proven.

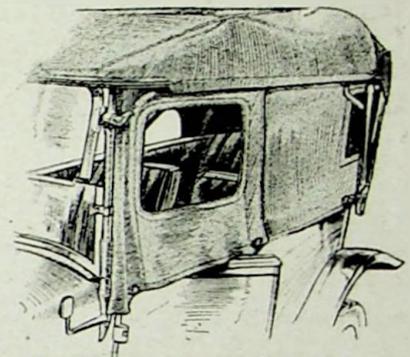
After considerable experience during the past two or three months with all-weather types we can thoroughly recommend them for real hard service. From the point of value for money, there is little to choose between what is the accepted "all-weather" body, with glass panels and folding top, and the



How the panels are fitted on the G.W.K. two-seater.



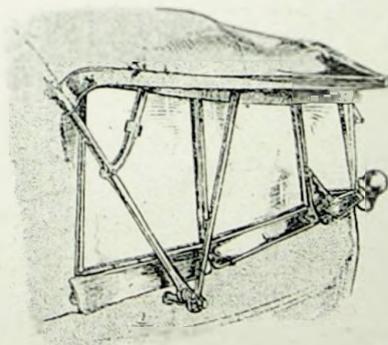
The Lagonda has for long been recognized as one of the most weather-proof cars on the market. Here is shown the latest fittings.



On the Charron-Laycock a very simple, accessible, but eminently practicable system is used.

is easy, but on others it is by no means a simple matter for a large man heavily clothed to gain access to the driving seat.

Another problem concerns signalling devices. It is not so much because one cannot signal, but because one knows that one could not readily signal should the necessity ever arise, that makes driving closed cars so different from handling an open tourer. On most of these all-weather types a spring-loaded flap is arranged in the forward right-hand side curtain, which enables an arm to be projected to give following traffic indication of one's intentions.



Flexible side panels, neatly stowed, are a feature of the Singer.

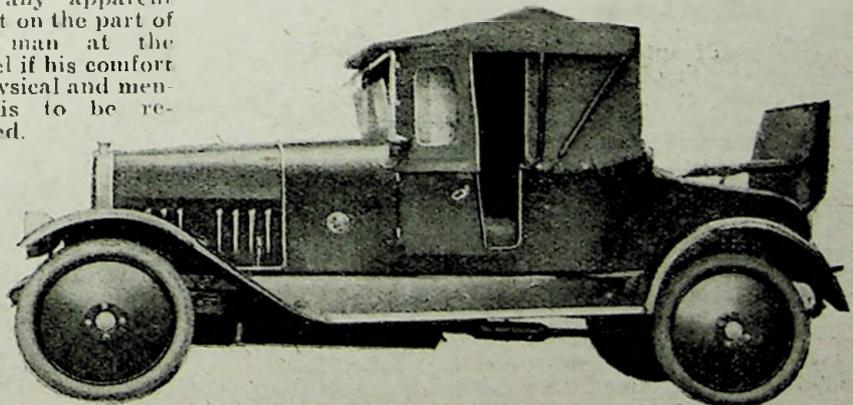
It should be possible to signal without any apparent effort on the part of the man at the wheel if his comfort—physical and mental—is to be retained.

Looking round Kelvin Hall, one cannot be anything but surprised at the comparative smallness of some of these orifices; some certainly are not large enough to allow a well gauntleted hand to be exposed. This is a point that shrieks for attention. It would seem that in some cases, almost, it could be an easy matter for the hand to be trapped by the spring-loaded flap, should it be extended too far.

On the score of protection against draught it is never desirable for a car to be so hermetically sealed that

detachable side panelled touring car. It must be borne in mind, however, that it is not feasible for an expensive body to be mounted on a very light chassis. Even the best made light car frame is bound to flex when rough roads and hard going are encountered, and this flexion is a very little matter on an open touring type of body (particularly is the single-shell body immune from evils on this score), but when the rigidity of the coachwork and its freedom from rattles depend upon its having a firm foundation so that it can retain an unwarped cubical shape, then one of the more expensive small chassis should be purchased if longevity is to be assured.

In this connection a word on the upkeep of small enclosed bodies may not be out of place. The biggest factors effecting their rapid deterioration are tyre pressure and suspension efficiency. The small, high-period vibrations caused by hard covers and stiff springs spell ruin very quickly to any closed coachwork, a point well worth bearing in mind by the prospective buyer.



PROOF AGAINST WEATHER.

The cult of the enclosed two-seater, of which the Calthorpe forms a good example, is rapidly gaining in strength.



Do the Modern Small Types Last? Proof of Reliability and Durability

THE prospective purchaser of a modern small car, attracted by its price, appearance and performance, has often cause to hesitate because of the self-asked question: "Will this car last?"

The road surfaces over which all types of cars are called upon to operate and the weight of each individual passenger do not vary. It might be thought that it was only reasonable to assume that the greater the weight of metal in an automobile the greater would be its reliability. Nothing could be more inaccurate.

Given fair usage and an intelligent quota of attention, the modern light car will last as long as any other type of automobile, whether length of life be expressed in terms of mileage or of months. The whole question is one of comparative values. Look at the question in this way. The more weight of metal there is in an automobile the greater strength is required to prevent that self-imposed weight from causing destruction and wear. The greatest mass of weight that an automobile is called upon to carry is its own. In practically no case does the useful load exceed the

weight of the vehicle empty. Therefore, the light car, by reason of its low inherent weight, is no more liable to break up through lack of strength in any part than is a large car.

There are, of course, certain components of any car which have an arbitrary size. Take, for instance, magnetos. These have to revolve almost as fast on a small car as they do on a big one, and they also have to provide the same strength of spark. As a result, we find that these do not vary in size between large cars and small.

Modern manufacturers of small cars have built down to a low weight and to a low price by adopting comparative savings in every direction. In many respects the light car is far better balanced as regards strength of parts and performance than are several large cars to day. The unit is better knit together as a whole, and hence can be relied upon to last longer than it would if it were otherwise constructed.

So much for the theoretical side. Let us now discuss practical considerations. The modern light car and its counterpart,



Showing the ample amount of ground clearance provided on the Stoneleigh Utility.

LIGHT CARS FOR SEVERE SERVICE (contd.).

the three-wheeled cyclecar, owe a great deal of their development to strenuous participation in reliability trials against what was, in its earlier stages, the more highly developed motorcycle. It did not take long



The 8-h.p. Rover is not daunted by rough going. Again in this case, note the ample clearance.

for light car constructors to make their productions every whit as reliable as the motorcycle. As time went on, reliability trials became more and more strenuous, until at the present time, and as is exemplified by the recent winter trial, the small economy cars show a better figure for reliability than do their erstwhile contemporaries.

Naturally, the private owner is not very greatly concerned with whether his car will stand bucketing about over exceptionally rough roads, for, with an eye to strict economy, he does not always impose such strains on his own vehicle; what he wants to know is whether his repair bill for de-carbonizing, refitting of bearings, breakages, and similar items will be high or low. Precise figures on this score are very difficult to obtain. It is quite beyond the capabilities of even the most enthusiastic Pressman to run several cars to destruction in the course of even four or five years to discover exactly what repairs require effecting. In our own experience during the last four years we may cite that we have run one standard light car 20,000 miles at an overall cost of £15 10s. for repairs. The big-end bearings were not touched during that period, although they showed a certain amount of slackness at the end thereof. Three other cars we have run for 10,000 miles each, and their respective repair bills

were very light, comprising such items as broken valve springs, new second-gear pinion, and relining of brakes. When these are compared with even the ordinary tyre costs of a larger car it will be seen that they show a marked saving.

Then comes the question of upholstery and paint-work—two vital factors which are often overlooked. The workmanship put into the ordinary economy car does not claim to be of the super-high quality that demands constant attention from the chauffeur to enable it to retain its pristine beauty; nevertheless, given the application of plenty of washing water and a reasonable amount of care, we can conscientiously say that there is no reason why the modern economy car should not have as good an appearance at the end of four years as it has at the end of its first six months. It all depends on the owner.

Mechanical Considerations.

It has sometimes been urged—and not without a great deal of truth—that the modern light car is a great deal more hardly used than are its larger contemporaries. Anything which can be purchased for a reasonable sum naturally comes in for less attention than does something that is costly. In comparison, the luxury car has a very easy time when the way in which it is treated is contrasted with the amount of regard usually meted out to the light car. The luxury car is allowed to warm up to its proper heat before it is taken out on to the open road. Only too often the light car owner is in too much of a hurry to put this procedure into practice.

In some cases it may be argued that by reason of the fact that the light car engine is of a higher speed type than are most large units its wearing life must necessarily be less, for it makes more revolutions during every mile of road covered. What has to be taken into account, however, is not the rate of crankshaft revolutions, but the speed of rubbing surfaces. The piston speed, for instance, of an engine which has a stroke of 140 mm. is far higher at 2,000 r.p.m. than is the piston speed of an engine with a stroke of only 100 mm.

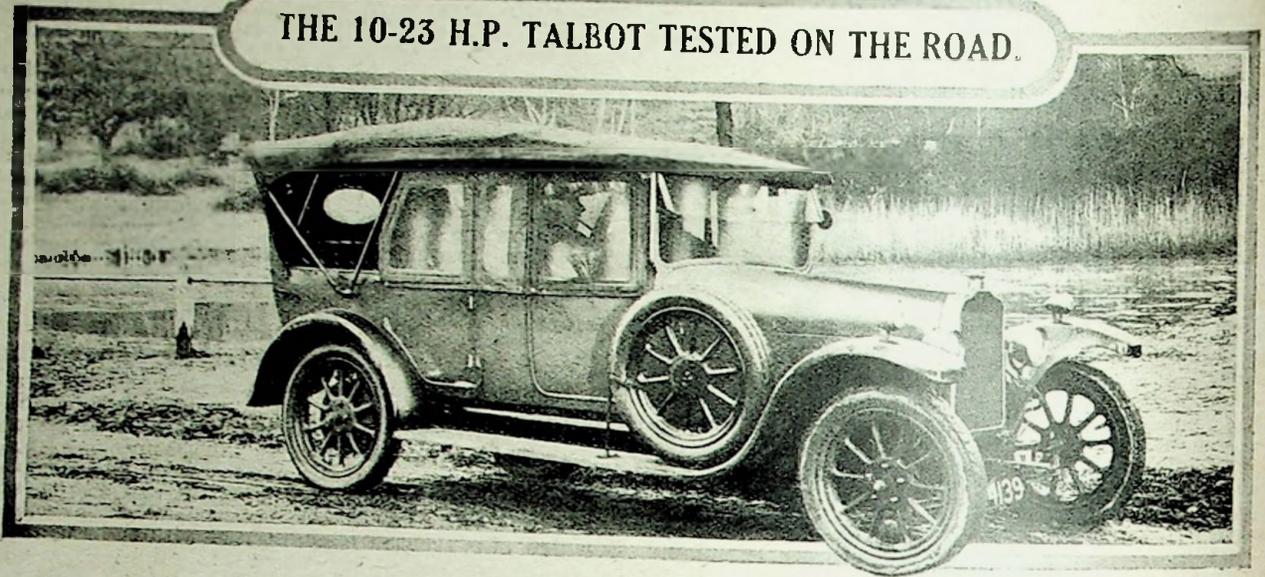
To sum up, light cars *do* last, and, what is more, a British-built light car deteriorates less quickly than do more imposing but more extravagant foreign types that compete with it in its own price class.



STRENUOUS TRIALS.

The modern three-wheeler owes much of its success to the acid tests of long distance trials. Herewith is a New Hudson negotiating a surface typical of such an event.

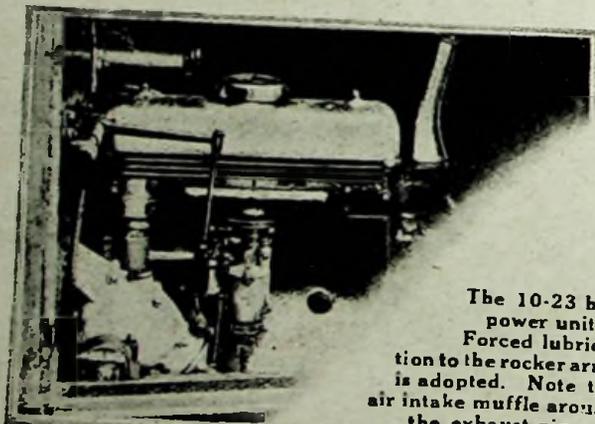
THE 10-23 H.P. TALBOT TESTED ON THE ROAD.



50 m.p.h. with 250 c.c. Per Passenger—A Remarkable Performance.

IT is generally supposed that to produce a really efficient four-seater car coming within the light car, engine limit of 1,500 c.c., the best all-round results cannot be obtained or expected unless the power unit be within a few cubic centimetres of this capacity. If, however, one has driven a genuine four-seater car with a correctly designed engine of a capacity coming within the range of the cyclecar limit, and has found that an engine of this size is more than capable of coping with the load imposed upon it, it points clearly to the fact that in those cases where larger sized engines are used, and even then there is an undoubted shortage of power, the secret lies not in increased capacity, but in efficiency in design.

In the case of the new 10-23 h.p. four-seater Talbot, the engine, with a bore and stroke of 60 mm. and



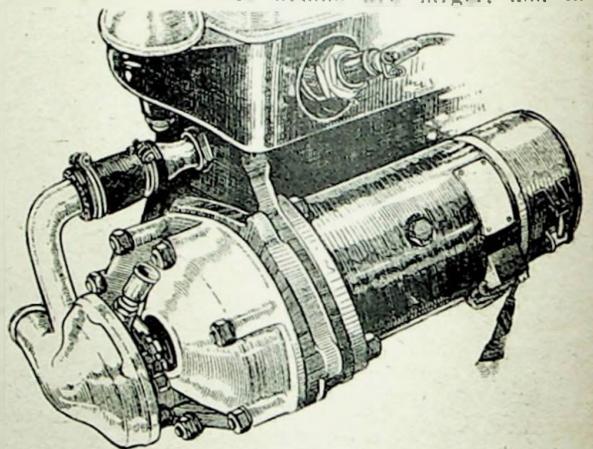
The 10-23 h.p. power unit. Forced lubrication to the rocker arms is adopted. Note the air intake muffle around the exhaust pipe.

95 mm. respectively, has a capacity of not more than 1,074 c.c., and the four-seater body which is fitted is by no means a lightweight, as the car, unladen, weighs a few pounds over 16 cwt.

Additional interest was attached to the handling of this car, in view of the fact of a somewhat extensive experience with the slightly smaller engined two-seater Talbot, the outstanding characteristic of which is its extreme liveliness. We looked for this feature in the four-seater, and were most decidedly not dis-

appointed, for, if anything, this car, with its slightly larger engine, is quite equal to, if not better than, the two-seater in this direction. There are one or two points about this chassis which are worth touching upon.

In the first place, the wheelbase is longer than the two-seater, the brake drums are larger, and the



The positively driven dynamo which is responsible for the lighting and ignition.

action of the brakes compensated, whilst the quarter-elliptic suspension is now made up of an improved type spring, and a differential is fitted. The dynamo, which is responsible both for the lighting and ignition, is now mounted on the near side of the engine and positively driven from the camshaft. The new type of advance and retard lever and throttle control are a great improvement on those originally fitted to the two-seater, and are now secured to the top of the steering column.

With a magneto one usually has almost fully to advance the ignition lever, but in the case of the Talbot, with battery ignition nearly full retard is the best position to obtain a ready start. As an example of how easy this operation is, we might mention that the car stood in a non-heated garage during a hard frost, and in the morning two or three pulls up were given with the ignition switched off, and on the first pull up with the ignition switched on the

THE 10-23 h.p. TALBOT ON TEST (contd.).

engine fired, and continued so to do without any sign of spitting back, even when accelerated.

As an example of the ability of the Talbot engine to rev., we might mention that Fitzjohn's Avenue, a well-known main-road hill near Hampstead, was climbed with two passengers and the equivalent weight in sand of two 10-stone passengers in the rear seats at a speed of 28 m.p.h. on second. One does not mind revving the Talbot up in this way, as the engine certainly appears to be in its happiest mood when mounting up to 3,000-3,500 r.p.m. It will rev. at over 4,000 r.p.m.

50 m.p.h. Fully Loaded.

It must not be thought, however, that the car is not tractable at low engine speeds on top gear, for the torque is practically perfect down to 8 m.p.h., and, moreover, one can pick up progressively from this speed. As to its maximum speed on the level, this should be well over 50, for, flat out, we touched 48 m.p.h., with the revs. still mounting up, but circumstances demanded deceleration. This is no mean performance for a fully loaded four-seater car with a 1,071 c.c. engine, and there are few light cars which could give a better showing.

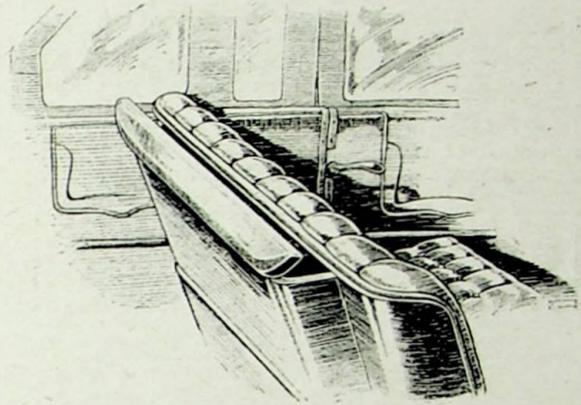
The average owner-driver, however, is not so concerned about mere speed, as he is with general comfort, and here, again, the prospective Talbot owner will have little cause for criticism.

It is not by any means an easy problem effectively to spring a car with such a road performance as the Talbot is capable of putting up, for whereas at speeds up to 35 m.p.h. the suspension may be perfect, at 40-45 the same system might render the car quite unmanageable. The happy medium has, apparently, been struck in the Talbot, for at low speeds the suspension is as good as that on any car, irrespective of price, whilst it holds the road without any concern when the speedometer is pointing to the 45 mark.

The all-weather equipment, which consists of a well-fitting hood and side curtains which open with

journeys, anyone who has covered 150-200 miles practically without a break in a car with a noisy back axle or singing gears would find a welcome relief in driving the Talbot over a similar distance.

With a car capable of high road speeds such as this, the importance of efficient and perfect control is of paramount importance, and it is essential, therefore, that the brakes should be as nearly perfect in their action as correct designing can make them. Those on the Talbot are a delight to use, the pressure on the pedal resulting in progressive retardation in



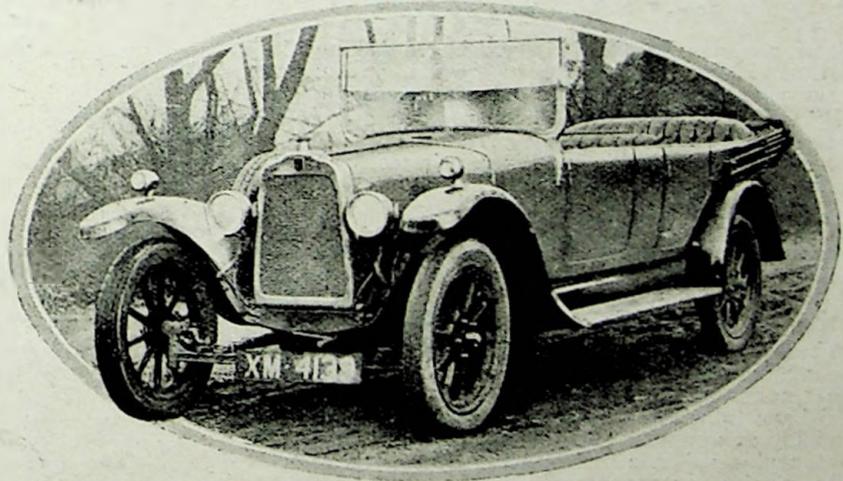
Accommodation for the side curtains, when not in use, is provided behind the front seats.

direct proportion to the pressure applied, and even when the car is brought to a standstill from a speed of 40 m.p.h. there is not the slightest dither, groan, or squeak noticeable. Although the hand brake was but little used, we found that it was capable of holding the car solidly, even when the radiator was pointing skywards.

The incorporation of a differential in the back axle, combined with the easy steering, renders cornering



The new hand controls are most convenient to operate and enhance considerably the appearance of the car.



The Talbot with all-weather equipment stowed. It will be appreciated that the body is no compromise but a genuinely comfortable four-seater.

the doors, is quite easily erected in a few minutes, whilst the side curtains when not in use are stowed in a get-at-able position in a locker behind the front seats.

The car is an easy one to drive, in that the driving position is comfortable, the controls are conveniently arranged, and the steering is light and positive in its action. It is, perhaps, too, one of the quietest running cars on the road, and although one does not appreciate this fact to the fullest extent on short

at speed quite pleasurable, and there is no sign of dither or inclination on the part of the rear wheels to bounce.

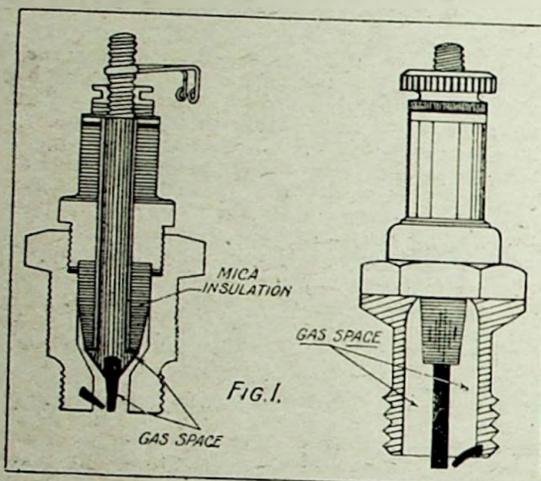
This four-seater Talbot is certainly a high development of the economical four-seater touring car, and at £375, complete with electric lighting and starting and all-weather equipment, it is truly a value for money proposition. The manufacturers are Clement-Talbot, Ltd., Barlby Road, Ladbroke Grove, London, W. 10.

THE PSYCHOLOGY OF SPARKING PLUGS.

An Authoritative Article Which Should be of Particular Interest to the Owner-Driver.

IT is a peculiarity of human nature that a costly article, be it a motor tyre or a gold wrist-watch, is treated with more respect by the owner than a less expensive article such as a sparking plug or a fifteen-shilling alarm clock.

A man buying a motor tyre will carefully consider every detail of the different makes and compare the various advantages offered before finally making a



(Left) A racing plug in section, showing the small amount of gas space. (Right) A plug for oily engines. It has a large gas space.

selection. In spite of this he will buy sparking plugs indiscriminately, without even troubling to inquire if they are the right type for his particular engine.

By means of charts and lists, plug manufacturers are gradually making the motorist realize that there is a plug most suitable for his requirements: at the same time few attempts have been made to enlighten him as to the pros and cons.

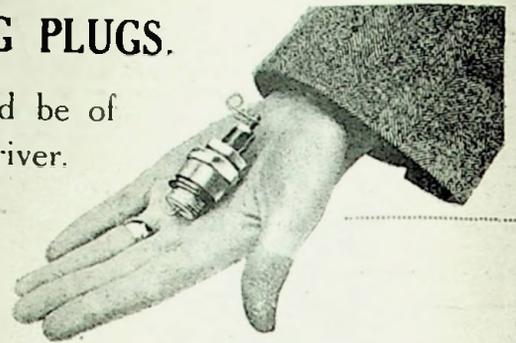
The whole secret of obtaining satisfaction from sparking plugs is first to consider in what circumstances the plug will be used.

For Heat or Oil?

There are two features which are considered by the manufacturer in designing a plug. These are the amount of (1) heat and (2) oil which the plug will have to withstand. These two features are invariably at opposite ends of the scale; thus we find that a plug suitable for a racing car will have to be proof against extraordinarily high temperatures: at the same time it will not be required to function in a particularly oily atmosphere.

In a touring car used under general touring conditions the plug will seldom get exceptionally hot, but will be subjected to an unusual amount of oil. The whole secret, then, is to choose a plug which will get just hot enough to keep itself clean and not hot enough to pre-ignite.

As this article is intended for the guidance of all classes of motorists it is proposed to deal briefly with the various points underlying the manufacture of plugs of all kinds: giving, first, the difference between racing and touring plugs and then a few



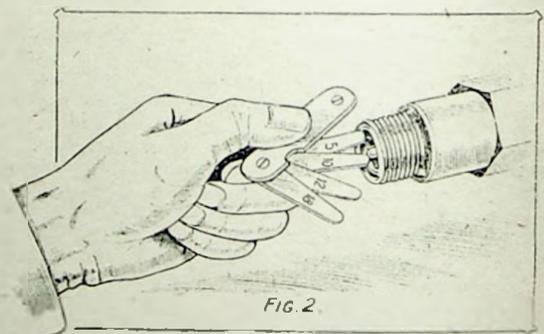
hints on keeping plugs in good condition, together with tips on choosing the right plug for any particular engine.

The number of various makes and types of sparking plug at present on the market is really extraordinary, while the materials used in the construction of the insulation may be mica, porcelain, steatite, quartz, or bakerlite. In addition to the differences in insulation the plugs themselves may be single, two, or three point, each being claimed as the best by different authorities.

The whole secret of obtaining maximum efficiency from the engine, when considered from the ignition standpoint, is to get the plug hot enough to keep itself free from oil.

Effect of Gas Space.

Now, the principal factor in obtaining this result is the amount of gas space available inside the plug. A plug built to withstand an exceptional amount of heat will have a very small gas space, whilst one designed for use in an oily engine will have a much larger space for the circulation of the hot gases. This will be understood better by referring to the sketches in Fig. 1, which show diagrammatically the difference between the two types. On the left is a sectioned drawing of a well-known type of racing plug, and it will be noticed that the central electrode, which is detachable for cleaning, occupies nearly the whole of the internal space of the plug body, leaving



The necessity for obtaining the correct gap setting is important, and a feeler gauge should be used for the purpose.

only a very small space in which the gas may circulate.

This plug will stand up under the most extreme conditions of heat, but will not function satisfactorily in an oily engine under touring conditions.

On the right the opposite conditions are found, the gas space is extremely large and the plug will, therefore, be suitable for use in very oily engines for touring purposes.

The plugs illustrated in this figure are examples of types at opposite ends of the scale—between these

THE PSYCHOLOGY OF PLUGS (contd.).

extremes of heat and oil will be found a comprehensive range of plugs suitable for use in all types of engine under the most varied conditions.

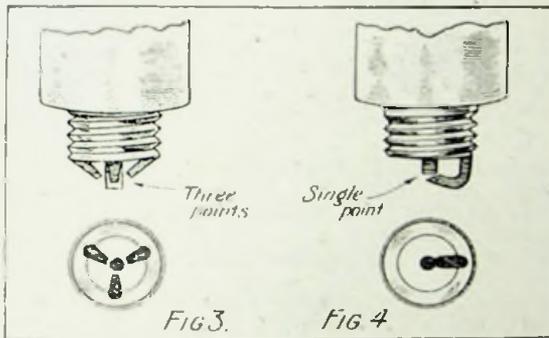
The writer strongly recommends the reader to send to one or other of the prominent plug manufacturers for lists showing the correct plug to use. It will be found far better to stick to the type of plug recommended by the maker than to experiment with a host of different types, the majority of which may be totally unsuited to the engine.

Get the Right Type!

One frequently hears a man complaining bitterly that the "so and so" plug is "no use at all." This does not prove that the plug is badly made or inefficient. Used in the type of engine for which it is designed it will probably function perfectly. The moral, therefore, is to find the right type of plug and then stick to it.

Manufacturers, designers, and motorists are alike divided in opinion as to the superiority of multi-over single-point plugs, or vice versa.

Fig. 3 shows the arrangement of the electrodes of a three-point plug, while Fig. 4 is a view of a single-point type. Many motorists are under the impres-



Two common types of plug, having three points and a single point respectively.

sion that a three-point plug will give three simultaneous sparks and is, therefore, more efficient. As a matter of fact, in practice, only one spark actually occurs, the other points only coming into operation if the plug has been in use some time and the original sparking point burnt away.

Many motorists break off all but one earthed point in a multi-point plug on account of the fact that in an oily engine they tend to collect oil and carbon. Whether this is a good plan or not is a matter of opinion and motorists must be governed by personal experience of the results obtained on their own particular cars.

It will be found that all the leading manufacturers will supply either single or multi-point plugs as desired.

Another factor governing the type of plug used is the compression of the engine. High-speed, high-compression engines, which are now so popular with English designers, require plugs built to withstand a far greater amount of heat than the low-compression engines used on the majority of American cars. An example will be found if the plugs used in a Ford are compared with those from any British light car engine. Whereas the light car plugs will have very little gas space, those used in the Ford will be found to consist of a thin central electrode surrounded by a very large space for gas.

Excessive petrol consumption, knocking and pre-ignition, with consequent trouble with carbonization, may be traced to the fitting of unsuitable plugs, whilst one with badly burned or oiled up points will cause missing, and the petrol consumption will go up, with a falling off of power.

A cracked porcelain will cause loss of compression, misfiring, or, very likely, failure to spark at all, while the presence of carbon in the plug will cause an electrical leakage, the result being a weak spark.

It must be borne in mind that a weak spark, whether due to an oily plug or a faulty magneto, will not explode the charge as well as a strong, "fat" spark. The result, again, will be falling off of power and excessive petrol consumption.

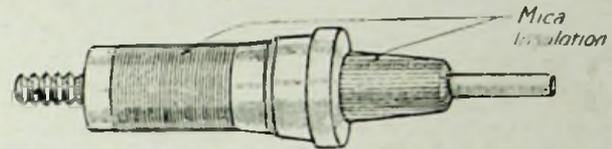


FIG. 5.

The detachable central electrode. This facilitates the operation of keeping the plug clean.

In the case of plugs of the detachable type, the job of cleaning is comparatively simple. Fig. 5 shows a removable central electrode. This is disassembled by unscrewing the gland nut. The wrapped portion of the mica insulation should be carefully cleaned with a rag soaked in petrol and the point carefully touched up with a magneto file. The plug body should be washed out with petrol and carefully scraped clean.

The gap between the points is a most important detail, and even new plugs should be tested before being placed in the engine. Fig. 2 shows a little tool, known as a "feeler gauge," which will be found exceedingly useful for testing and adjusting the clearance.

Adjusting the Gap.

For ordinary touring work, with an average engine, the points should be set eighteen-thousandths of an inch; but if battery ignition is used they may be a little wider.

For racing and competition work, using special racing plugs, the points should be set closer, the limits varying from twelve-thousandths to sixteen-thousandths of an inch. It is, of course, essential that all the plugs should be adjusted to the same gap.

When an unsuitable type of plug commences to give trouble the symptoms, which affect the whole functioning of the engine, are often baffling.

The engine will start up comparatively easily and, on the level, will give no cause for complaint barring a slight disinclination to attain high r.p.m., but directly a moderately long hill is encountered the power unit indulges in what is popularly known as "packing up."

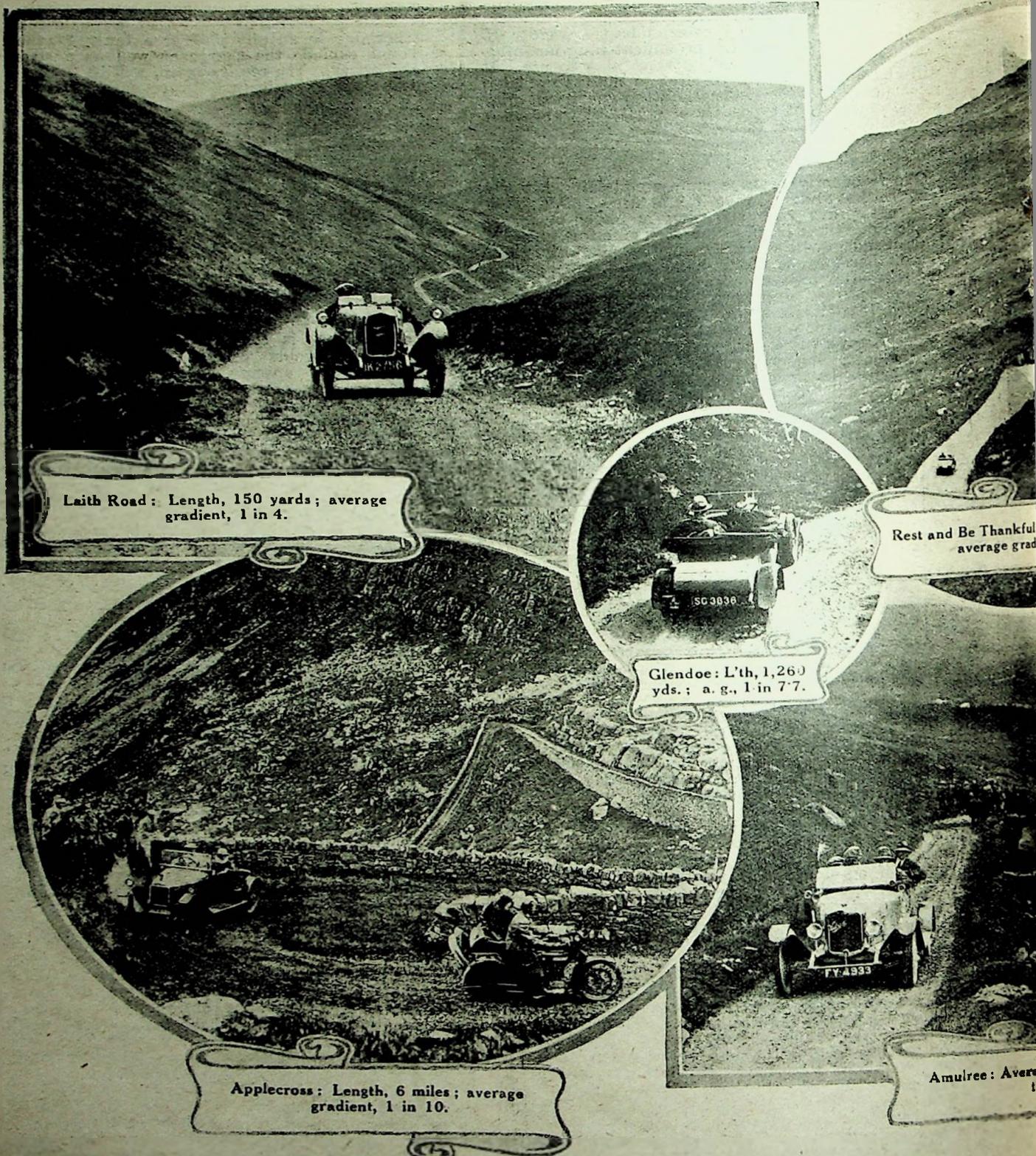
The inexperienced driver may attribute the cause of the trouble to carburation or valves, and he may even put up with the ensuing inconvenience for a lengthy period, but eventually investigation is essential.

After trying practically every other cure he fits a new set of plugs and, hey presto! the car is at once quite different, the engine retaining all its lost vim. Such results of plug trouble have to be experienced to be appreciated, but once the owner-driver has got what may be termed the "atmosphere" of plug trouble he will never again be led astray.

It is no exaggeration to say that an engine may be entirely robbed of its efficiency by the introduction of a wrong type of plug, despite the fact that such a plug may apparently function perfectly. New types may be tried, but the performance of the car should be judged by that attained with the correct make.

In conclusion, the writer would like to remind readers that manufacturers are only too pleased at all times to assist in the selection of a suitable plug and also to rectify any troubles that may occur.

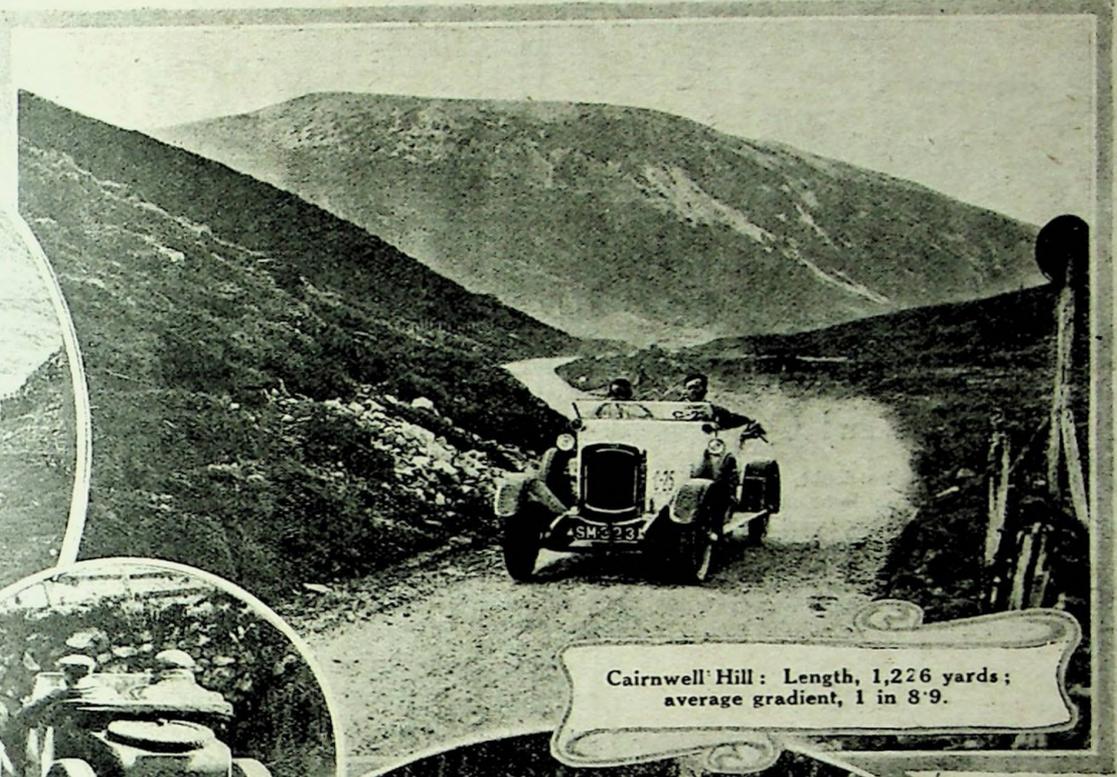
FAMOUS SCOTTISH TEST HILLS.—GRADIENTS, MADE



SCOTLAND can perhaps rank amongst its hills some of the steepest in Great Britain, and it is chiefly due to the victorious ascents of light cars that these gradients have been robbed of most of their terrors. Inverfarigaig includes seven acute hair-pins in its length, whilst Cairnwell Hill, situated near

Glenshee and 17³ miles from Blairgowrie, ranks as the highest road in Great Britain. Almost every motorist has at some time or other had occasion to climb Rest and Be Thankful with its dangerous and severe gradient approximating in parts to 1 in 7. Although the steepest stretch of

FAMOUS BY LIGHT CAR TRIALS, PORTRAYED BY THE CAMERA.



Cairnwell Hill: Length, 1,226 yards;
average gradient, 1 in 8'9.



Kenmore L'ith, 1 m.:
av. grad. 1 in 7.



Inverfarigaig: Length, 1 mile; average
gradient, 1 in 6.

Length, 1,706 yards:
gradient, 1 in 11.

gradient, 1 in 13
17.

Am tree is short this hill has at times proved a serious obstacle to many high-powered cars, yet many three-wheelers have conquered this despite its, at times, atrocious surface.

Laith Road, although, perhaps, not quite so well known as the others, is included in many Scottish

trials, and boasts a surface the nature of which can be adequately gauged from the photograph. Ten years ago these hills were considered practically impassable, and it is to the credit of modern engineering that the percentage of successes far exceeds the failures on these steep ascents.



Light Cars and Cyclecars Well Represented—Over 40 Makes Exhibited.

ATTRIBUTABLE, no doubt, to the success attained by light cars and cyclecars in the Scottish Six Days' Light Car Trial, the automobile exhibition which is now being held in the Kelvin Hall, Glasgow, from January 26th to February 3rd, shows that small cars are gaining in popularity north of the Tweed.

There are over 40 individual makes represented, whilst in some cases the same make will figure on several stands.

A.-C. Stand 37.

ALWAYS before the public by reason of some record-breaking feat at Brooklands, the A.-C. needs no introduction to Scottish enthusiasts.

With a 1,498 c.c. water-cooled engine it possesses ample power for every emergency, whilst the three-speed gearbox with well-chosen ratios gives a wide range for all touring conditions. The model exhibited, known as the Royal, is finished in A.-C. blue and upholstered in grey antique leather.

Price: £475. Manufacturers: A.-C. Cars, Ltd., High Street, Thames Ditton, Surrey.

ALBERT. Stand 153.

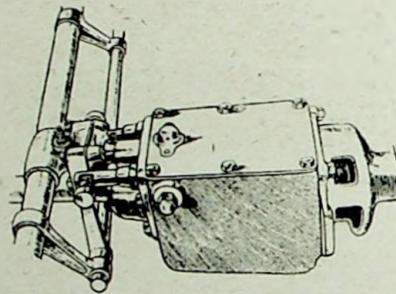
THAT the 11.9 h.p. Albert looks like a small Rolls-Royce is a saying frequently made by knowing motorists, and undoubtedly there is justification for the comparison.

The Albert is elegant in every sense of the word, its body lines conforming with

the best traditions of coachwork and the whole giving an appearance of solidity and comfort.

The capacious four-seater body—a real four-seater—provides accommodation for four grown-ups and plenty of luggage, the hood, of course, covering all the occupants, and all-weather equipment being available.

The Albert has already distinguished



A neat feature of the Ariel Nine—the compact gearbox.

itself by surmounting numerous freak gradients, a fact which gives confidence to readers who reside in a country like Scotland, which abounds in unexpectedly severe hills.

Price: Albert de luxe with all-weather equipment, £395. Manufacturers: Gwynnes, Ltd., Church Wharf, Chiswick, W.

ALVIS. Stand 2.

IN view of its sturdy construction and excellent road performance, particularly its hill-climbing powers, the Alvis will undoubtedly attract much attention from the Scottish motorist. A feature of this car is the four-speed gearbox, which not only provides a high top gear, but a very low and useful bottom gear in addition.

The bodies on all Alvis models are particularly roomy, and the seating is arranged to give ample leg room and accommodation even to persons of a stature over the average.

Price: 12-40 h.p. four-seater, £595. Manufacturers: Alvis Car and Engineering Co., Ltd., Holyhead Road, Coventry.

ARIEL. Stand 175.

THE Ariel Nine shown on the above stand is a model de luxe. Particularly interesting features are the horizontally opposed water-cooled twin-cylinder engine with a capacity of 996 c.c., and the single-shell body with its neat tapering lines to the rear forming an ideal third seat for the occasional adult passenger or children.

It should be noted that the front seat is adjustable for reach, and another noteworthy point is that the peak of the hood meets the adjustable single-panel windscreen when erected.

Price complete: £235; electric starter, £15 extra. Manufacturers: Ariel Works, Ltd., Bournbrook, Birmingham.

KEY TO SMALL CAR EXHIBITORS.

In the accompanying Show report the Stand numbers, arranged below in numerical order, are given against the cars being shown.

Stand No.	Exhibitor	Stand No.	Exhibitor	Stand No.	Exhibitor
2	James H. Galt, Ltd.	55	A. C. Penman, Ltd.	61	The South-Western Coach Works, Ltd.
4	Valentine's Motors, Ltd.	57	The Scottish Automobile Co., Ltd.	63	J. B. Fenwick
5	Andrew Millar	38	Thomas Shaw (Dunfermline), Ltd.	67	Rennie Motors, Ltd.
8	Armour and Melvin	39	Hugh and David Cleland	131	Hilslip Wood and Jackson, Ltd.
9	Bryson Bros. (Motors), Ltd.	40	R. Y. Dickson	132	D. McNeill, Ltd.
12	Central Motors (Glasgow), Ltd.	41	Argyll Motor Co., Ltd.	133	Scott and Morris, Ltd.
13	George Gilmour, Ltd.	42	Darraeh Motor and Engineering Co., Ltd.	135	Motherwell Motors, Ltd.
14	Moir and Baxter, Ltd.	44	John Croall and Sons, Ltd.	137	Henderson Bros.
16	Saint Roque's Automobile Co., Ltd.	46	Peckles Motor Co., Ltd.	157	William Law and Sons
19	John T. Young, Ltd.	47	James Gibbon and Son	158	J. W. and R. Terrance
20	Robert Anderson	49	Claud Hamilton (Aberdeen), Ltd.	159	Mackay and Jardine, Ltd.
25	Kenedy Motor Co., Ltd.	50	David Carlaw and Sons, Ltd.	160	George Clarkson and Co.
24	H. Prosser	50	The Scottish Motor Traction Co., Ltd.	161	General Motors (Glasgow), Ltd.
25	Croall and Croall	55	Ltd.	162	John Goodall and Co.
28	Rossleigh, Ltd.	55	The Dumfries Motor Co., Ltd.	175	Andrew Downie, Ltd.
29	The Western Motor Co., Ltd.	55	Alexander Motors	178	J. A. Campbell
30	The Clyde Automobile Co., Ltd.	56	Pioneer Motors, Ltd.	179	Macrae and Dick, Ltd.
32	Wylie and Lochhead, Ltd.	57	Jones Motor House	182	Parrett and Dodd
34	Alexander Mather and Son	59	Clement Talbot, Ltd.	185	Gaston, Ltd. (Citroën Dept.)

SCOTTISH SHOW (contd.).

ARGYLL. Stand 41.

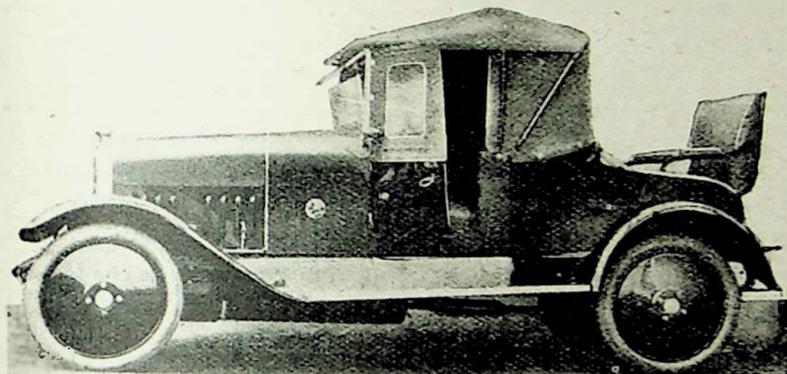
THREE examples of the 12 h.p. Argyll are shown on this stand—in chassis form, as a two-seater with double dickey, and as a streamlined four-seater touring car with all-weather equipment, the prices of the complete cars being £495 in each case.

A feature of the Argyll is the sleeve-valve engine, which undoubtedly makes for silent and powerful running and an exceptionally clean cylinder block. The bore and stroke of the engine are 68 mm. and 103 mm. Thermo-siphon water circulation and pump and trough lubrication are fitted.

Prices: Chassis, £400; two-seater with double dickey, £495; all-weather four-seater, £495. Manufacturers: Argyll Motor Co., Ltd., Bridgeton, Glasgow.

AUSTIN SEVEN. Stand 50.

THE Austin Seven probably ranks as the smallest single shell-bodied car at present on the market. It is fitted



EXCELLENT COACHWORK. — The 1923 Calthorpe, showing roomy two-seater body and capacious dickey.

with a very powerful little four-cylinder water-cooled engine, thus its power-weight ratio is high and a correspondingly good road performance results.

The chassis bristles with interesting points, which will well repay detail examination, whilst the body, with its roomy front seats and ideal rear accommodation, will make an instant appeal to the family man with one or two children.

Price: £165. Manufacturers: The Austin Motor Co., Ltd., Northfield, Birmingham.

BAYLISS-THOMAS. Stand 67.

BOTH models of the Bayliss-Thomas light car are shown at this stand, including the 10.8 h.p. model and the 8.9 h.p. Bayliss-Thomas Junior. Additional interest will be attached to these cars, in view of the fact that the 10.8 h.p. model is fitted with one of the Bowden light car saloon bodies, which, as visitors to the Olympia Show will testify, is of unique construction and design.

Prices: (10-18 h.p.) £275 and (Junior) £395.

Manufacturers: Excelsior Motor Co., Ltd., Tyseley, Birmingham.

BELSIZE-BRADSHAW. Stand 9.

THE 9 h.p. Belsize-Bradshaw is shown on this stand as a roomy four-seater, and although doubts are often expressed as to the ability of the twin-cylinder engine to cope with a load of four passengers, the performance of

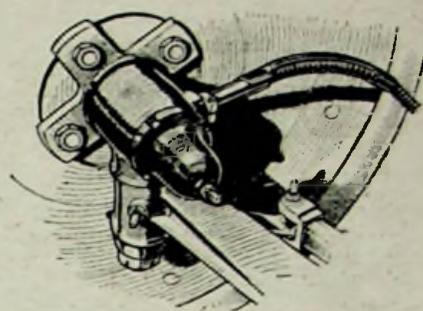
the Belsize-Bradshaw car in the hands of the average owner-driver provides sufficient proof that in this particular case any fears expressed are entirely groundless.

The four-seater body is in complete harmony with the chassis, whilst at the same time the space neither in the front seats nor the rear is in the least cramped. The price of the 9 h.p. four-seater Belsize-Bradshaw, complete with hood, side curtains, dynamo lighting, etc., is £235, £15 extra being charged for a 12-volt starter.

Manufacturers: Belsize Motors, Ltd., Belsize Works, Clayton, Manchester.

B.S.A. Stands 16, 44 and 57.

THE B.S.A. is undoubtedly an outstanding example of sturdiness in construction, a feature which is at once apparent on lifting the bonnet and noting the proportions of the air-cooled engine and the general unit construction of the gearbox therewith. To give a straight transmission line when under load the engine is given a slight inclina-



B.S.A. steering head and internal speedometer drive.

Price: £325. Manufacturers: Calcott Bros., Ltd., Coventry

CALTHORPE. Stand 55.

TWO models of the popular 10-15 h.p. all-weather Calthorpe are shown on this stand, the first being a two-seater and the second a four-seater. It should be noted, however, that the range of Calthorpes includes also a new 12-20 h.p. model incorporating many improvements.

The engine of the 10-15 h.p. is a four-cylinder cast en bloc with side-by-side valves, the drive being taken through a four-speed gearbox to a differential back axle.

Both of the models shown are fitted with luxurious Mulliner bodies with aluminium panels and all-weather side curtains.

Prices: Two-seater, 325 guineas; four-seater, 340 guineas. Manufacturers: Calthorpe Motor Co. (1912), Ltd., Bordesley Green, Birmingham.

CHARRON-LAYCOCK. Stands 30 and 38.

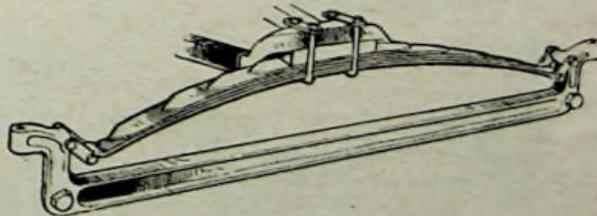
ONE hesitates to call any car pretty, the impression given being that it is not made for hard work; but in the case of the Charron-Laycock the first description certainly applies, whilst the second is contradicted by the history of the car since its introduction over two years ago.

The body lines are particularly attrac-

tion rearwards, a feature in design which makes for the highest efficiency, as the universal joints are thus given the minimum amount of work.

Price: £230. Manufacturers: Birmingham Small Arms Co., Ltd., Birmingham.

Transverse springing at the front is a feature of the diminutive Austin Seven.



CALCOTT. Stands 38 and 47.

WITH a name already established firmly in the light car world by reason of the pre-war production, Calcott Bros., Ltd., are sure of a hearty welcome in Scotland for the new 10 h.p. model which they have produced.

It has many interesting features, not the least of which are the very fine interior finish, designed obviously for hard wear as well as comfort, and the wide seat, which is easily capable of accommodating three passengers.

It is a worthy addition to the ranks of de luxe cars, and is fitted with a four-cylinder water-cooled engine and three-speed gearbox with right-hand control.

This small Calcott bears the mark throughout of experience, both in body construction and in chassis layout.

tive, and when one looks into the chassis it becomes obvious that the same care has been bestowed on the mechanical layout.

The engine is a 1,460 c.c. four-cylinder, and provides an ample margin of power for all emergencies.

The gearbox is of the three-speed type and the final drive by helical bevel to a differential back axle. Models are made to suit both those who like the open touring car and those who prefer the enclosed comfortable coupé. Only the coupé type is being shown at Kelvin Hall. This is an excellent example of coachwork as well as a carefully thought out weatherproof construction.

Price: £575. Manufacturers: W. S. Laycock, Ltd., Victoria Works, Millhouses, Sheffield.

SCOTTISH SHOW (contd.)

CITROEN. Stands 53, 162 and 183.

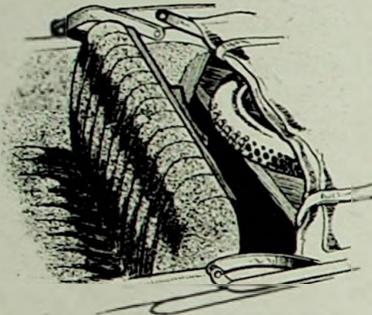
IT is no exaggeration to say that the Citroen can now claim to be one of the sturdiest of light cars.

It is made in several types, from the little 7.5 h.p. to the more pretentious 11.9 h.p., and undoubtedly there is a model for every customer.

Prices: French-built bodies, 7.5 h.p. two-seater, £195; 11.4 h.p. four-seater, £265. Manufacturers: Andre Citroen and Co., 143, Quai de Javel, Paris.

CLULEY. Stand 32.

FROM the chassis of the four-cylinder 10.5 h.p. Cluley which is exhibited at this stand visitors will have

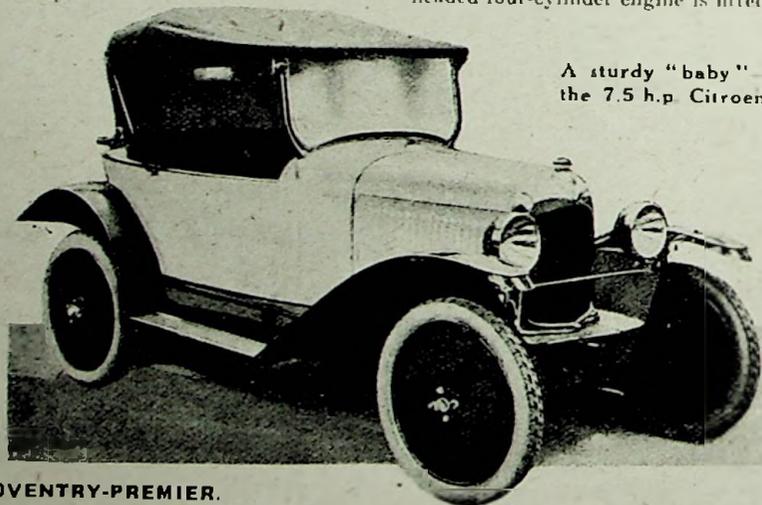


The storage of the spare wheel on the Crouch.

an opportunity of studying a representative example of the modern tendency in small car design.

The 10.5 h.p. chassis is shown complete as a two-seater de luxe model, the body being of the open type and provided with all weather side curtains, which open with the doors.

The price of this car, complete as a two-seater, is £350. Manufacturers: Clark, Cluley and Co., Well Street, Coventry.



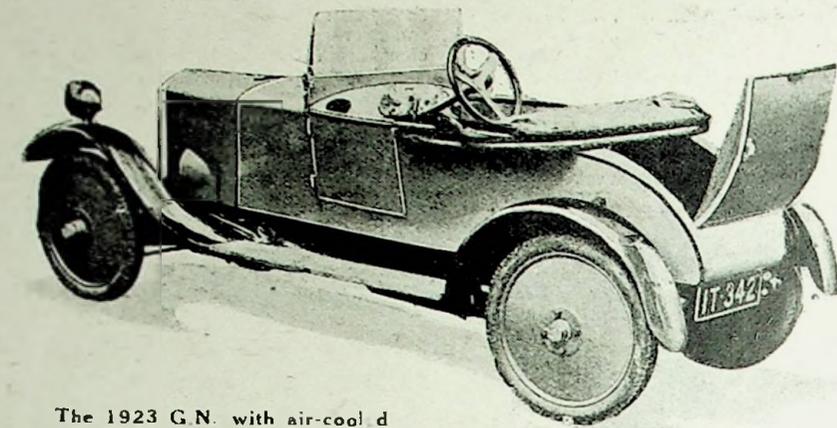
A sturdy "baby" the 7.5 h.p. Citroen.

COVENTRY-PREMIER. Stands 8 and 57.

THERE are few small cars which rival the popularity of the Coventry-Premier, which was first introduced as a three-wheeler. Many changes, however, have taken place since the introduction of the car bearing this name, and it now represents a high-grade four-cylinder light car of distinctly conventional design.

Prices: Four-seater open touring car, 230 guineas; two-seater with double dickey, 230 guineas. Manufacturers: Singer and Co., Coventry.

B36



The 1923 G.N. with air-cooled engine.

CROUCH. Stand 2.

BOTH two-cylinder and four-cylinder enthusiasts are catered for in Crouch productions, the type of power unit representing the only difference between the two models, for the chassis and body in all other respects are practically identical. No doubt the most attractive feature on these cars is the really comfortable bodies with which they are equipped, and whilst these are well upholstered and sprung, there is no doubt that the efficiency of the suspension system contributes largely towards the general comfort provided.

Price: Four-cylinder four-seater model, £350. Manufacturers: Crouch Motors, Ltd., Towergate Works, Coventry.

DAY-LEEDS. Stand 175.

IT may not generally be recognized that the Day-Leeds was one of the pioneer light cars, but an inspection of this car will show a full comprehension of modern light car practice. The T-headed four-cylinder engine is fitted with

valves of unusual diameter and is lubricated on the forced-feed system. The general layout is straightforward and follows accepted practice, the three-speed gearbox being fitted with right-hand control.

As a general utility and hard-wearing car for continuous work, the Day-Leeds is certainly a good example, and, as shown, complete with Rotax electric lighting and starting, it sells for £350. Manufacturers: Messrs. Job Day and Sons, Ltd., Ellorby Lane, Leeds.

ENFIELD-ALLDAY. Stand 132.

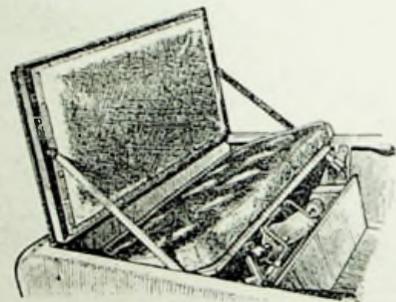
THE name Enfield Allday recalls the Herculean struggles of Mr. A. Bertelli in such well-known events as the T.T. race, etc., on the sports model.

This is an extremely fine job, with a four-cylinder water-cooled engine, three-speed gearbox and very sturdy final drive. It is essentially a mount for the sportsman, possessing remarkable powers of acceleration and the ability to hold high speeds for long periods.

Manufacturers: Enfield-Allday Motors, Ltd., Small Heath, Birmingham.

FIAT. Stands 25, 35 and 61.

A VERY fine example of a four-seater all-weather body upholstered in grey antique leather, with coachwork fin-



Dickey seat and tool locker on the Coventry-Premier.

ished in royal blue, is to be seen on Stand 61, but undoubtedly more attention will be paid by the prospective purchaser of a comparatively inexpensive car to the standard four-seater, the price of which is £495. Fiat Motors, Ltd., 43-44, Albemarle Street, Piccadilly, London, W.1.

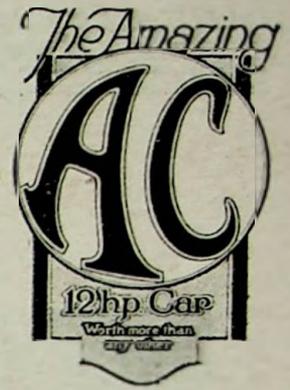
G.N. Stands 63 and 14.

SCOTTISH enthusiasts who were unable to visit the White City in November last will be distinctly interested in the new G.N.s.

One type has a four-cylinder overhead-valve water-cooled power unit, whilst the second has a twin-cylinder air-cooled engine with side-by-side valves.

Prices: Twin-cylinder—two-seater, £195; coupé, £215; four-seater, £215; four-cylinder—two-seater, £235; coupé, £255; four-seater, £255. Manufacturers: G.N. Motors, Ltd., East Hill, Wandsworth, S.W. 18.

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without trouble*



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(Signed) Alfred Higgs."

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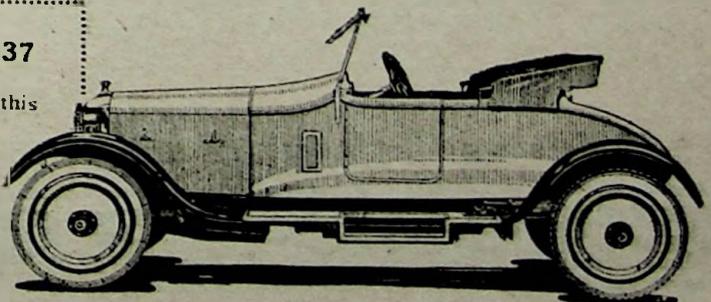
Works : Thames Ditton.

Service Depot : 181 HERCULES ROAD, LAMBETH, LONDON, S.E.1.

Agents : Ask for nearest to you. Many in London.

Scottish Motor Show . . . STAND No. 37
(SCOTTISH AUTOMOBILE CO.)

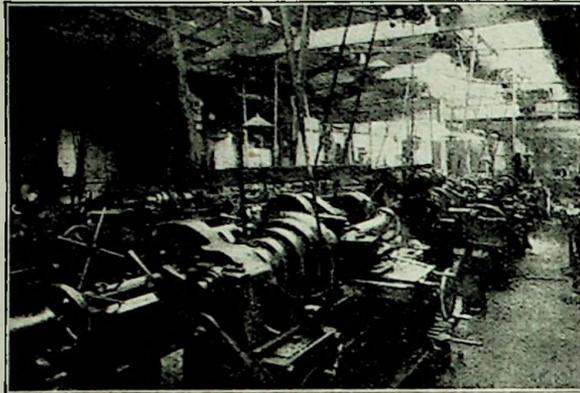
An 'A C' Royal Two-seater Model will be on view at this Stand, where full information regarding the whole range of 'A-C' Models may be obtained.



TO THE READER

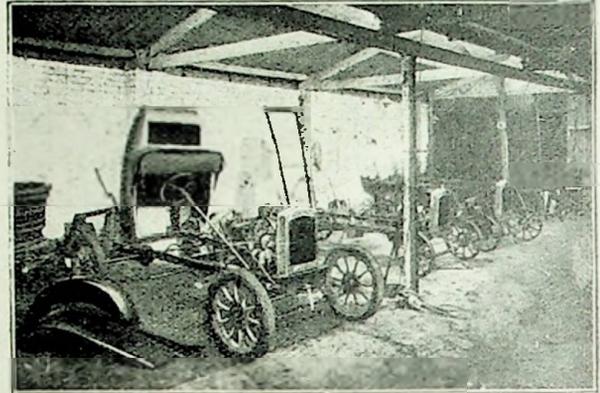
By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

THE HOME



MACHINE SHOP

Every part in a Marseal is, through all its stages, under the control of the manufacturers—the direct opposite of an assembled Car. The latest plant by eminent makers, the most wonderful Jigging system is found here.



ERECTING SHOP

Where the work is under the direction of mechanics whose record proves them to be without doubt the World's best.



PHONE: 1396

GRAMS: MARSEAL

4-cyl., 3 speeds and reverse, spiral bevel rear axle, hood, screen, dynamo lighting and starting, five wheels and tyres, tools, pump, jack, number plate—complete.

Dickey £10 extra.
60 m.p.h. Sports. £250
75 " " £400

COMPLETE & READY FOR THE ROAD.

COPIES OF LETTERS RECEIVED FROM OWNERS.

10th January, 1923.

J.D.V.R., Harrogate.
"The car is running so well at present, I really cannot give sufficient praise.
"My car has been greatly admired, and a good many of my friends are thinking of having a similar car."

From the correspondence columns of *The Motor*—

"In a recent issue of *The Motor*, under the heading of 'Road Tests,' you state that readers will be anxious to hear about the behaviour of new cars on the road, and I have no doubt that those who are intending to buy a car will look forward

with the greatest of interest to what you have to report. I know that I read all *The Motor* had to say about cars last April, when I was looking out for a new car, and would have paid quite a bit for someone's experience on the car that I finally did buy. I take this opportunity of sending the following facts, should you care to spare the space in *The Motor*, in the hope of helping a prospective buyer:—

"I bought the first Marseal car that was sold to the public. It was the second car (9-26) to be built last May. I have had the car in constant use ever since; have been all over England, and most of Scotland in it—some 11,000 miles—to date, and can say with truth that

the car is running better to-day than ever, and shows no signs of wear. I have no interest in the company beyond that of a satisfied owner of a Marseal car.

"A. S. LINDSAY, Capt.,
M.B.E., M.C."

November 28th, 1922.

Mumphries,
Eastgate St., Lewes.
11th January, 1923.

"Now I would like to give you a word or two of appreciation. With reference to the engine—I find that this is very efficient indeed now that it has run in, and will now tick over slowly, and the acceleration is tremendous and quite fast enough for anyone on the road. I had a dust

up a week or two ago with a sports model ——— and eventually left him, during which time I did a measured distance of 27½ (two and seven-eighths) miles in four minutes. The car is doing on a give-and-take road sixty miles to the gallon. On a journey last Saturday of ninety miles I used exactly one and a half gallons of fuel.

"The gears are particularly silent as also is the axle."

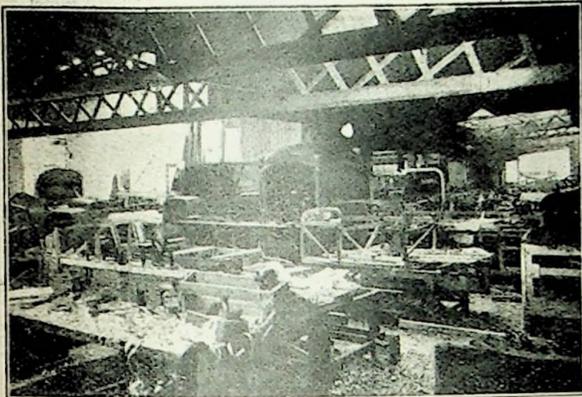
B.B. Hull.
30th October, 1922.
"As for the car it runs very nicely, and I can get 45 miles to the gallon now, and have done about 4,000 miles since July, and have not had a plug out yet."

EDINBURGH: WM. MORRISON

All Models may be Inspected and Tried during SCOTTISH SHOW

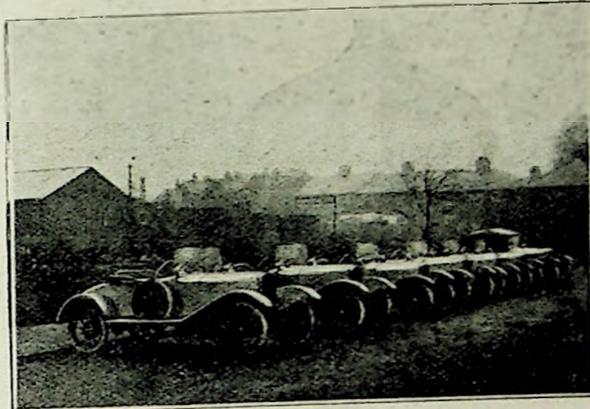
HELP THE MOVEMENT by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

OF YOUR CAR



BODY SHOP

Here again Jigs are used extensively. Wood is of the finest procurable—Ash and Birch—no packing cases! Aluminium panels—the whole directed by practical bodymakers since 1899.



PART OF THE WEEKLY OUTPUT

2-Seaters at £215; 4-Seaters, All-Weathers, and Coupes at £275 which go not only to all parts of the Kingdom, but such is the Marseal reputation for reliability that they go to all parts of the World.

4-50 miles per hour.

40-60 miles per gallon.

£10 Tax.

The 9-26 Marseal 1923 is an honest Car—no ifs about it.

PHONE: 1396.



£215

20th August, 1922.

H.H. Clitheroe.
"I and others who have been with me have been absolutely astounded at the power and splendid acceleration of the little car. Up to a week ago it had tackled some of the well-known lakeland hills in fine style. I feel I cannot pen words sufficient to do it credit, for up to the present it has positively been a revelation. Tyre wear is very little considering it is minus a differential, and petrol consumption is surprising."

31st July, 1922.

C.M. Southport.
"The writer takes this opportunity of congratulating you on the Marseal."

6th September, 1922.

O.F. Burnside, Glasgow.
"About a month ago I finished a holiday tour in North and Mid Wales, during which I covered about 1,000 miles, and the car ran very well during the whole trip."

1st July, 1922.

A.H. Bradford.
"It is, in my opinion, the best value on the market to-day."

PRESS.

"An excellent hill-climber."—*The Motor*.

"The outstanding impression left in one's mind after a 200-mile run

on this little vehicle is its really remarkable hill-climbing abilities. With two up and luggage, hills which practically had always before called for second gear were taken on top at such a speed as to necessitate slowing down on the bends. No water or oil was added, nor was any adjustment necessary during the whole trial."—*The Light Car and Cyclecar*.

"The 9-26 Marseal is certainly making a name for itself as a thoroughly reliable car."—*Motor World*.

"The four-seater Marseal has arrived. A very smart car and a marvellous hill-climber. Takes four up 1 in 4½ in middle gear. The value

is absolutely outstanding."—*The Bristol Times and Mirror*.

"It did not need a motoring expert to see that fruitful years of experience had gone into the modelling of the Marseal, and that she has thoroughly justified these efforts anybody will agree who has seen and tested her."—*Vide Standard*.

"The actual operation of gear changing is particularly easy on the Marseal car. It is found that the car holds the road well and is comfortable."

"We have made road trials both of the standard two-seater and the coupe, and found that they were possessed of considerable speed and a praiseworthy capacity to climb hills."—*Autocar*.

& SONS, Ltd., LEITH.

at **MARTIN MOTORS, 89, Bothwell Street, GLASGOW.**

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

B39



ROVER

"The Car that set the fashion to the World"

THE 8 h.p. ROVER Coupe, illustrated below, is a new model the ROVER Company introduce in the belief that it will meet the demand for a reliable, comfortable and economical closed-car—particularly suited for Ladies' and Doctors' convenience for Town use. Every feature designed for comfort and utility under all weather conditions is incorporated in this Model, which is a handsome little car anyone may be proud to possess.

Finished any Rover colour to choice, complete with Self-Starter and all De Luxe fittings, including best fibre floor mat, speedometer, 8-day clock, leather upholstery, large pockets, and curtain to rear window, it is a car that will command consideration through its beauty of line and finish, economy in cost and upkeep.

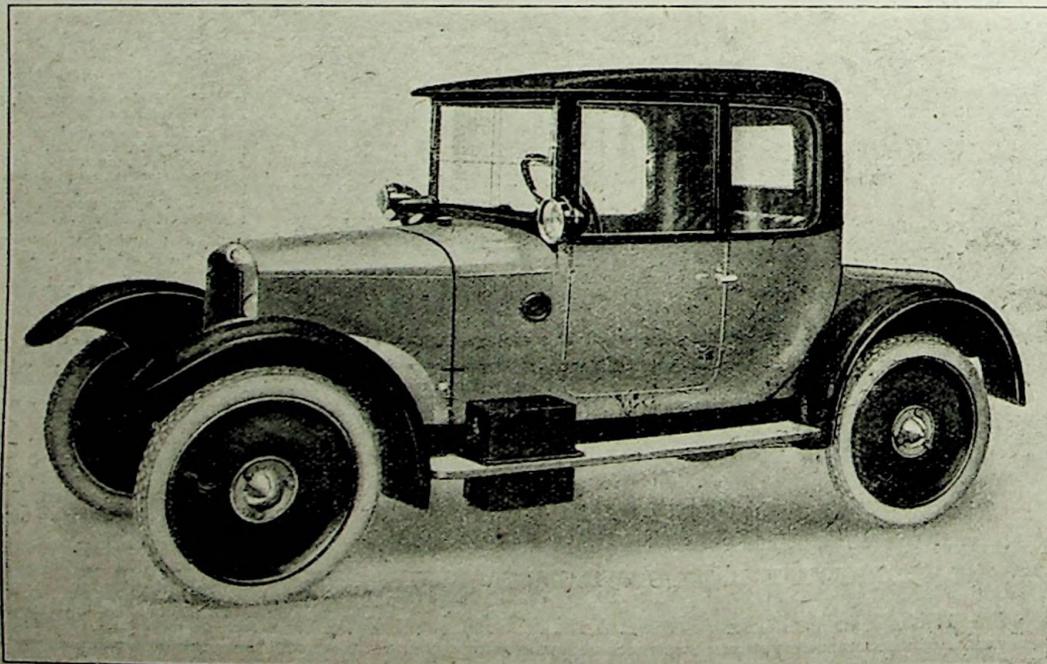
£240 complete

Other 8 h.p. Models are Two-Seater £180, Two-Seater De Luxe £200, Four-Seater £190, Four-Seater De Luxe £210. Self-Starter to all models with the exception of the Coupe, £15 extra, and Dickey Seat on 8 h.p. Two-Seater, £2 10s. extra.

So far as can be foreseen at present there is not likely to be any further reduction in the prices of Rover cars during the 1923 season.

Send for Catalogue illustrating all Models,
THE ROVER CO., LTD., COVENTRY

*60-61, New Bond Street, London,
and Lord Edward Street, Dublin.*



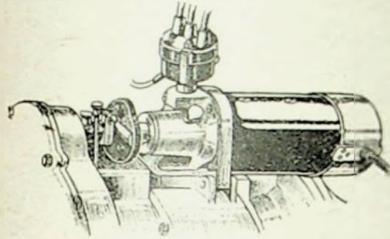
H.P.

SCOTTISH SHOW (contd.).

GWYNNE EIGHT. Stand 159.

THE manufacturers of the Gwynne Eight have gone to considerable trouble and expense in experimenting with this diminutive four-cylinder three-seater in order to perfect it before placing it on the market.

It is made in two useful types, i.e., three-seater abreast and single-shell body with space at the rear for one adult or one child and luggage. The power unit is particularly efficient, is water-cooled, and



The direct-driven coil ignition unit on the Jowett.

has overhead valves, the drive being via a three-speed gearbox to a back axle with a differential.

The Gwynne is easy to handle, has a practically foolproof gear change, and, moreover, boasts of a very fine turn of speed, which enables it to keep up a good average. As a small economy car it has few rivals in the light car world.

Price: Single-shell body, 198 guineas. Manufacturers: Gwynne Engineering Co., Ltd., Chiswick.

HARPER RUNABOUT. Stand 173.

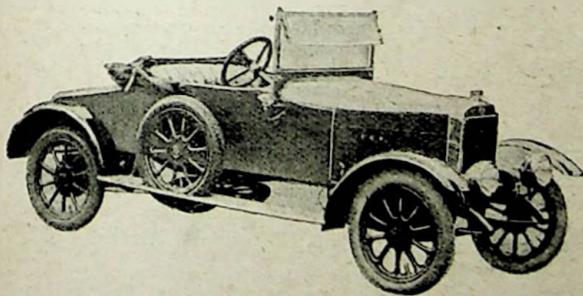
THE diminutive Harper Runabout represents one of the most economical machines in the Show, both in first cost and ultimate maintenance. It is essentially a monocar, but provision is made for the carrying of an occasional second passenger. One complete model is shown, and this, with standard tyres and accessories, sells for £100.

Concessionaires: R. H. Carlisle and Co., 188, Deansgate, Manchester.

HUMBER. Stands 5, 19, 20 and 37.

ON the above stands, the small 1923 Humber is undoubtedly a premier attraction.

Scottish light carists will have no difficulty in remembering the little pre-war air-cooled Humberette. The reliability of that car will guarantee that the latest



production of Humbers, Ltd., in the small car line will be equally successful.

The new Humber, however, differs entirely from its pre-war namesake in that it is fitted with a four-cylinder water-cooled engine and a very cosy family body.

Price: £275. Manufacturers: Humber, Ltd., Coventry.

JOWETT. Stands 55, 57 and 132.

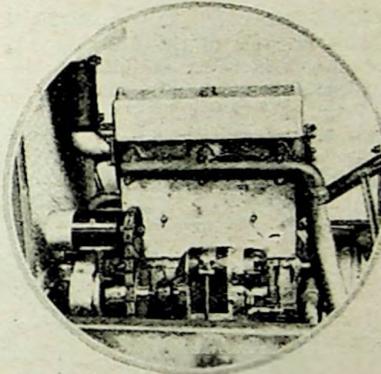
THE Jowett is undoubtedly one of the most popular cars in the North of England, and although its engine is normally rated at 7 h.p., it is certainly capable of performing in a manner worthy of a much more powerful unit. It is of the horizontally opposed water-cooled type, and it is interesting to note that the manufacturers of the Jowett were the pioneers of this type of power unit, and it can be taken that the 1923 model Jowett light car represents efficiency with economy.

Prices: Two-seater, £220; two-seater de luxe with dickey, £225. Manufacturers: Jowett Cars, Ltd., Idle, Bradford.

LEA-FRANCIS.

Stands 137, 158 and 175.

IT was at the Olympia Show that the Lea-Francis light car was introduced to the public, and favourable was the comment passed on its straightforward and clean design. Hitherto this concern has concentrated on the bigger types of car, and it is only natural therefore, that one expects to see something really good in small cars.



A clean "small four." The power unit of the Gwynne Eight.

Price: Two-seater with dickey, £235. Manufacturers: Lea and Francis, Ltd., Lower Ford Street, Coventry.

McKENZIE. Stand 161.

THE 10.5 h.p. four-cylinder McKenzie is shown on this stand in chassis form, as a two-seater with double dickey, as a four-seater, and as a two-seater coupé with double dickey.

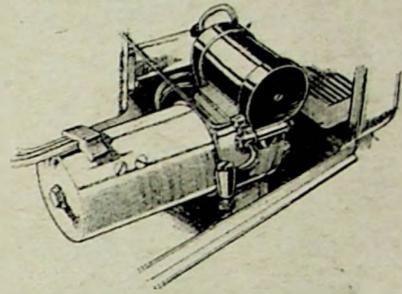
The McKenzie—a sturdily built light car of clean design.

The engine in the McKenzie has a capacity of 1,498 c.c., and this unit, combined with a four-speed gearbox, the ratios of which have been well chosen, renders the car a particularly go-anywhere vehicle.

Manufacturers: McKenzie Motors, Ltd., Charles Henry Street, Birmingham.

PALLADIUM. Stand 160.

THE Palladium undoubtedly comes in the category of the higher-grade light cars, and it only takes casual inspection to appreciate its distinctiveness and individuality. It is a large car, as light cars go, the capacity of the engine being 1,496 c.c., but then the general lines of the car are in proportion to the engine size. The full range of body designs is available from the two-seater



Another neat gear-driven generator, found on the Humber.

service model to an enclosed four-seater de luxe type, which is undoubtedly a very fine car.

Prices: Chassis, 355 guineas; four-seater, 375 guineas; four-seater de luxe, 428 guineas. Manufacturers: Palladium Autocars, Ltd., Felsham Road, Putney, London, S.W. 15.

RENAULT. Stands 39 and 40.

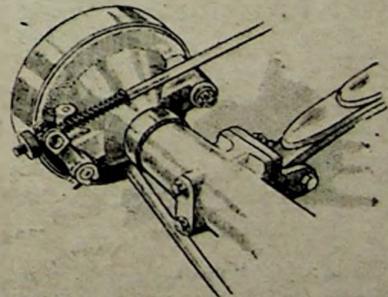
TO the owner-driver who studies convention and to whom appearance is more than actual road performance, the 8 h.p. Renault might not call for more than passing attention, but the prospective owner who is looking for a light car capable of giving really good service continuously and for long periods will linger at these stands.

There is no suggestion of luxury about the Renault, but there is a general air of comfort and suavity.

The most interesting feature of the Renault engine is the system of cooling adopted, whereby the power unit is housed in a chamber, enclosed with the exception of the air spaces through the radiator and a port, in which an exhausting fan works. By this arrangement, whether the car be running or stationary, a continuous draught of cooling air is drawn through the tubes. Obviously, no advantage is gained by lifting the bonnet—a practice sometimes adopted by owners.

The 8 h.p. Renault, fitted with S.E.V. lighting and starting, as a two-seater with dickey seat, is priced at £320.

Manufacturers: Renault, Ltd., Seagrave Works, West Brompton, London, S.W. 6.



Rear spring anchorage and brake assembly on the Lea-Francis.

SCOTTISH SHOW (contd.).

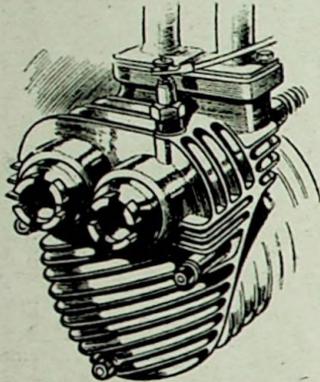
RHODE.

Stand 132.

THE occasional four-seater 9.5 h.p. Rhode continues to represent the most popular model of this make; but prospective purchasers must not overlook the sporting model.

The sporting model differs only in respect of the body fitted, which is of the two-seater streamline form; but, in addition, the engine has been "hotted up," and this car is much livelier on the road than is the occasional "Four."

Prices: Four-seater, £235; sports, £270. Manufacturers: The Rhode Motor Co., Tyseley, Birmingham.



The detachable cylinder head of the air-cooled Rover.

ROB ROY.

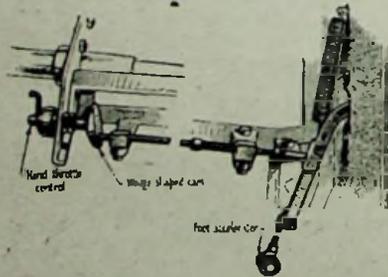
Stand 23.

ALTHOUGH there are very few light cars actually made in Scotland, such representatives are not lacking either in ingenuity or soundness of design, and of these the Rob Roy is, perhaps, one of the best known.

It is being shown by its manufacturers, and there will be no fewer than seven exhibits. All but one, the 11.9 h.p., will be 8.9 h.p. models, made up of complete cars finished in ivory white, mole, puttee, Koh-i-noor red; a very attractive coupé with coachwork by John M. Boyd, Ltd., Glasgow; and a polished chassis.

The specification of the 8.9 h.p. model includes a horizontally-opposed two-cylinder power unit with thermo-siphon cooling and pressure lubrication.

The 11.9 h.p. model is fitted with a 4 M.V. Dorman four-cylinder water-cooled engine, Brolt lighting and start-



Nearly conceived. The hand throttle on the 10-15 h.p. Salmson.

ing set, Zenith carburetter, B.T.H. magneto.

Prices: 8.9 h.p. two-seater, £285; 8.9 h.p. coupé, £325; 11.9 h.p. coupé, £395. Manufacturers: The Kennedy Motor Co., Ltd., Koh-i-noor Works, Shettleston, Glasgow.

142

ROVER. Stands 37, 47, 55 and 162.

THE air-cooled Rover undoubtedly set a new fashion in small car design, and it may be said with confidence that its introduction greatly helped the small car movement in Scotland. Pleasing in outline, it is, nevertheless, simple in construction, and, therefore, makes an instant appeal both from an æsthetic and mechanical point of view.

Prices: Four-seater, £190; two-seater, £180; four-seater de luxe, £210; coupé, £240. Manufacturers: The Rover Co., Coventry.

SALMSON.

Stand 131.

THANKS to a surprisingly good performance in the Scottish Six Days' Light Car Trial, the Salmson has established a name for itself in Scottish centres, and whereas the small two-seater model is familiar in this respect, the larger Salmson is new at the Scottish Show.

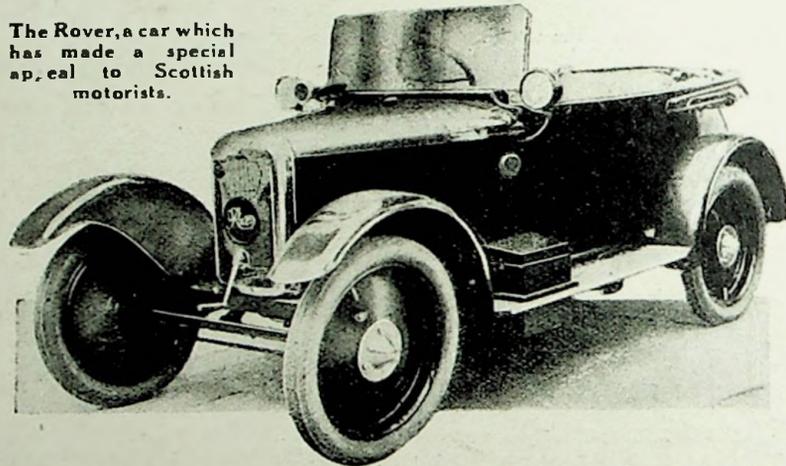
Prices: Standard 10 h.p. two-seater de luxe, 235 guineas; 10-15 h.p. chassis, 310 guineas. Concessionaires: Salmson Cars (England), Ltd., Buckingham Palace Road, London.

SEABROOK.

Stand 34.

ONE example of the 8 1/8 h.p. Seabrook is being exhibited on this stand, and the outstanding feature is the

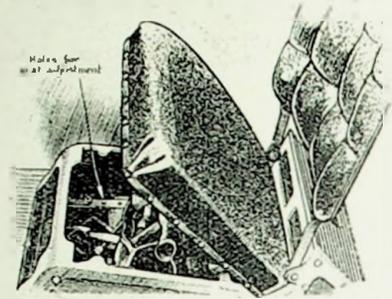
The Rover, a car which has made a special appeal to Scottish motorists.



STANDARD.

Stand 135.

IT is interesting to contrast the 8 h.p. two-seater Standard with its larger brother, the 13.9 h.p. four-five-seater, for in each case it will be seen that the



The adjustable seat on the Singer also acts as a roomy tool locker.

strictest attention has been paid to detail and finish, the result being models well worthy of their place in the automobile world.

The 8 h.p. model, although virtually a two-seater, is equipped with a dickey seat, and, in addition, is provided with all-weather curtains.

Price complete: £275. Manufacturers: The Standard Motor Co., Ltd., Coventry.

STONELEIGH.

Stand 57.

ACLEAN break away was made by the manufacturers of the Stoneleigh car, and their bold policy has been rewarded by the support given to it by the buying public. The model on Stand 57 will, therefore, be viewed with no small amount of interest.

In the first place, the vehicle is built essentially for utility, this being represented in a plain yet pleasing finish, and in the second place a very unconventional arrangement of seating accommodation has been adopted, the driver sitting alone in the single front central seat, whilst accommodation for two passengers is provided at the rear.

The power unit is a powerful air-cooled twin engine, which, as was shown in the Scottish Trials, was capable of hauling the little car with three passengers aboard up some of the worst gradients that Scotland could provide. No better testimony as to its road-worthiness or reliability need be quoted.

Price: £225. Manufacturers: Stoneleigh Motors, Ltd., Parkside, Coventry.

overhead valved water-cooled engine, which gives off 19.2 h.p. at 2,000 r.p.m.

Cooling is by thermo-siphon, lubrication by pump, and ignition by magneto. A leather cone clutch transmits the drive through a three-speed gearbox to a spiral bevel-driven rear axle.

Price: £285. Manufacturers: Seabrook Bros., 57, Gt. Eastern Street, London, E.C. 2.

SINGER.

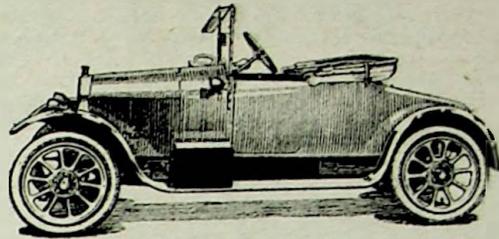
Stands 8 and 58.

THREE representatives of the Singer will be shown, i.e., the four-seater, painted dark blue, with all-weather equipment; the two-seater with all-weather body and dickey seat; and the 10 h.p. four-cylinder chassis.

The Singer chassis is practically identical with the chassis of the Coventry-Premier car, which is also shown on Stand No. 8, with the exception of the ignition. In the case of the Singer, this is by M.-L. magneto, but on the Coventry-Premier it is by Rotax battery and coil.

Prices: Four-seater, 280 guineas; two-seater, 280 guineas. Manufacturers: Singer and Co., Ltd., Coventry.

**Scottish
Motor Show**
Kelvin Hall, Glasgow.
Jan. 26th to Feb. 3rd.



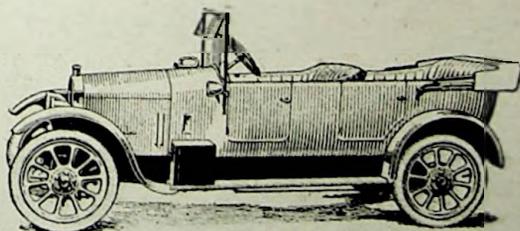
"TEN" Two-seater.

"WOLSELEY"

"In Every Class the Wolseley Leads."

Visitors to the Scottish Motor Show should not fail to inspect typical examples of the world-famous Wolseley Models which are being shown by

	Stand No.
H. PROSSER, Glasgow - - -	24
ROSSLEIGH L ^{TD.} , Edinburgh - -	28
A. C. PENMAN L ^{TD.} , Dumfries -	35
THOS. SHAW (DUNDEE) L ^{TD.} -	38
CLAUD HAMILTON (Aberdeen) L ^{TD.} -	49



"TEN" Light Four-seater.

WOLSELEY MOTORS LTD.
(Proprietors: Vickers Limited),
Adderley Park, BIRMINGHAM.

Dunlop Tyres fitted as standard.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

We would never ask anyone to buy *The Speedy* **Salmson**

AGENTS

Alexander and Garner, 263, Deansgate, Manchester.
Allen and Son, Ltd., Tone Bridge Foundry, Taunton.
Alwick and Berwick Garage Co., Ltd., Berwick-on-Tweed.
Bowman, K. J., 3-6, Downing Street, Cambridge.
Brailley, J., 215, Oxford Street, Swansea.
Brown, D., 124, Stanley Street, Aberdeen.
Hull and Warner, Wragby Road, Lincoln.
Castle Motor Co., Ltd., 68, Broad Street, Birmingham.
Cann, T., Ltd., 88, Woodgate, Leicester.
Cundell, J., The Harbour, Paignton.
Coomba Motor Works, 200, London Road, Kingston Hill.
Denham and Bottomley, 220, Manningham Lane, Bradford.
Duplex Car Co., 8, Grange Road, Darlington.
Duthie and Son, 52, High Street, Montrose.
Gadd, W., and Sons, Wadhurst.
Gale's Motor and Engineering Works, York Road, West Hartlepool.
Gibson, H. K. and Co., 8, Goldsmith Street, Nottingham.
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Heuly and Co., Ltd., 91, Great Portland Street, W. 1.
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Johnson and Wright, Ltd., Woolmonger Street, Northampton.
K. J. Motor and Engineering Works, 145, Widmore Road, Bromley.
Langton, Ltd., Davigoro Road, Here.
Manor Motor Co., Ltd., 91, Manor Street, Chelsea, S.W. 3.
Millard and Co., Bosq Lane, Guernsey, C.I.
Motor Marketing Co., Wantage Road, Reading.
Mumford and Sons, 68, Mutley Plain, Plymouth.
Nickson, C. G., Derby Road, Poulton-le-Fylde.
Northern Motor Utilities, Ltd., Foss Islands Road, York.
Oakley Garage and Motor Works, Ltd., 25, St. Cuthbert's Street, Bedford.
One Tree Motorcycle Co., Oxford Street, Northgate, Biddersfield.
Pickford and Co., Ltd., Crescent Works, Ecclesall Road, Sheffield.
Ponting, Ltd., Crown Point Road, Leeds.
Porter, L., Ltd., 24-30, St. Victoria Street, Belfast.
Pollan, J., and Co., Ltd., 50, Tarleton Street, Liverpool.
St. Aidhelm's Motor Works, Ltd., Poole Road, Branksome, Bournemouth.
Sinclair, H., 6, Elm Grove, Ranelagh, Dublin.
Sanderson, T., Ltd., 64, Northumberland Road, Newcastle-on-Tyne.
Hudholme T., Newtown, Garage, Whitehaven.
Tiverton Motor Co., Lowman Green, Tiverton.
Tourists' Garage, High Street, Cheltenham.
Turner, F., 18, Clarence Place, Newport.
Tait, Foster and Young, Ltd., 31-39 Hopehill Road, Glasgow.
Tipton Bros., The Garage, South Ascot.
Westwood Cycle Co., Ltd., Abergavenny.
Westend Harbour Garage, 1, Lower Sandgate Road, Folkestone.

IT has never yet been necessary. The only request that we have made is that the client should take a trial run in the Salmson—that definitely closes the sale—always!

Maybe you have in mind for this reason some particular car at a price near that of the Salmson; if so, it is only fair to yourself that you should at least try the Salmson before you definitely decide. Your first question will certainly be—"but how can you produce this at the price?"

The Speedy Salmson has scored successes against cars of international fame, and it is the experience gained from this work which has made the Standard Salmson indisputably the finest car in the world at the price.

Will you take a run in the Salmson from our Showrooms or any of our Agents absolutely without obligation? You will never be asked to purchase, but we think you will buy the car on its merits.

Ask for Catalogue.

**SCOTTISH SHOW,
Stand 131,
HISLOP, WOOD & JACKSON.**

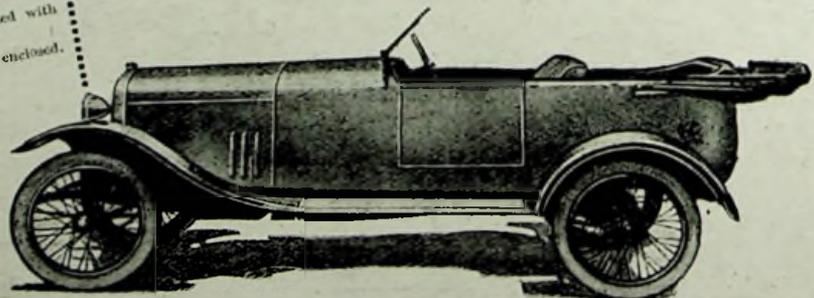
SALMSON CARS (England), Ltd.,
17, Buckingham Palace Road,
LONDON S.W. 2.

BRIEF CHASSIS SPECIFICATION.

Engine. Four cylinder monobloc, 62 mm. bore, 90 mm. stroke, Thermosynchro cooled, detachable head, overhead valves.
Lubrication. By pump and troughs, connecting rods fitted with dipper.
Magneto ignition. Solex or Zenith Carburetter.
Transmission. Ferodo-faced cone clutch, propeller shaft enclosed. Three speed gearbox.
Back axle. Semi-floating type, bevel drive.
Springs. Front, half elliptic. Rear, quarter elliptic.
5 detachable wire wheels.
Tyres. 710 x 85 mm.

Standard 2-Seater **220 Gns.**
Coupe All-Weather
Do Luxe 2-Seater **235 Gns.**
Coupe All-Weather

Wendright



HELP THE MOVEMENT by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

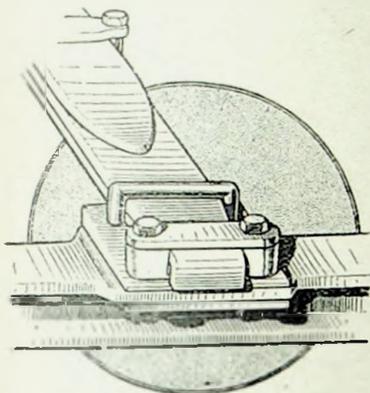
SCOTTISH SHOW (contd.).

STRAKER-SQUIRE.

Stand 33.

A MODEL of the 10 1/2 h.p. Straker-Squire light car is shown on this stand. The Straker-Squire may be classed amongst the higher-grade light cars, for it is only to be expected that a concern which hitherto has specialized in the highest-class type of large touring cars would produce something a little better than the average in the small car class.

The car is well tyred with 710 mm. by 90 mm. covers, and this fact, together with the generous length of the springs, provides a degree of comfort which one would rightly expect from a production



THE SINGLE-SHELL SWIFT. — On the extreme left is shown the front spring anchorage. Above, a side view of the 1923 car.

of this grade. The Straker-Squire complete as a four-seater car sells for £400.

Manufacturers: Straker-Squire, Ltd., Angel Road Works, Edmonton, London, N. 18.

SWIFT. Stands 4, 10, 12, 49 and 58.

AS popular as was the old 10 h.p. Swift light car, the new model, with its high efficiency side-by-side valve unit, bids fair to eclipse the record for general efficiency and all-round reliability with which one has become accustomed to associate productions of the Swift concern.

The Swift is made in both two-seater and dickey-seat form and as a genuine family car with a two-four-seater type of body. As an example of the efficiency of the engine a speed of 53 m.p.h. on the level is claimed for a standard car, whilst the petrol consumption in the most favourable circumstances may be 50 m.p.g. Price: Two-four-seater with all-weather side curtains £275.

Manufacturers: Swift of Coventry, Ltd., Cheylesmore, Coventry.

TALBOT. Stands 29, 46, 59 and 179.

THERE are few new light cars that have attained the instant popularity of the 10.23 h.p. four-cylinder Talbot. After a very extensive experience with one of these cars we came to the conclusion that its overhead-valve power unit represented practically 100 per cent. efficiency, for there appeared to be practically no limit to its range of revs., whilst it was as nearly vibrationless as any internal-combustion engine could be.

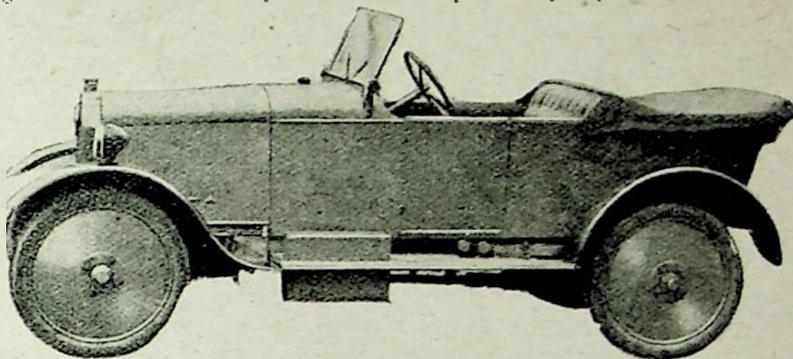
As a four-seater touring car the 10.23 h.p. Talbot complete with lighting and starting, speedometer, spare wheel and tyre, hood, windscreen and all-weather equipment, sells at £375.

Manufacturers: Clement-Talbot, Ltd., Barby Road, Ladbroke Grove, London, W 10

TALBOT-DARRACQ.

Stand 56.

THE remarkable and unbroken success which attended the three famous Talbot-Darracq racing cars was undoubtedly a good introduction for the 8 h.p. two-seater touring model. The engine of this car is a four-cylinder with



a bore and stroke of 57 mm. and 95 mm., the valves being of the overhead type with a detachable cylinder head. The water circulation is assisted by a pump, a point of refinement found on but few light cars. Delco battery and coil ignition is used, the distributor being very accessibly arranged on the near side of the engine. Three forward speeds are provided by a centrally controlled gearbox, from which the final drive to the rear axle is by an enclosed propeller shaft. The driving torque is taken by the propeller shaft tube, a large spherical-type universal joint being provided immediately behind the gearbox.

As a two-seater the Talbot-Darracq sells for £275.

Manufacturers: Darracq Motor Engineering Co., Ltd., 177, The Vale, Acton, London, W.

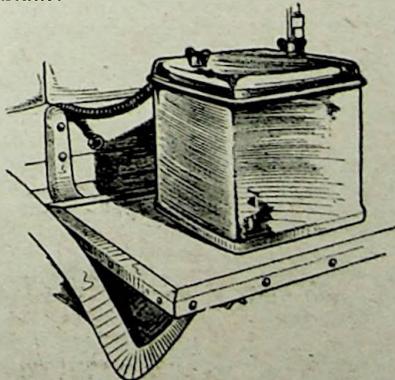
T.B.

Stand 173.

TWO models of the well-known T.B. three-wheeler are to be seen on this stand, one fitted with an 8 h.p. Blackburne or J.A.P. engine, and the other a de luxe model with an 8-10 h.p. J.A.P. engine.

The former is the standard touring car, and, fitted with dynamo lighting, the prices range from £150 upwards. The de luxe model, which is specially finished and fitted with oversize tyres, sells at £165 10s.

Manufacturers: Thomson Bros. (Bilston), Ltd., Bradley Works, Bilston, Staffs.



How the accumulators are carried, in a weatherlight box, on the Wolseley 10.

VOISIN.

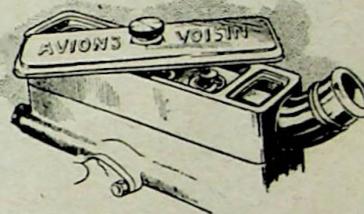
Stand 32.

AMONGST the various exhibits on the above stand, the 10 h.p. Voisin will attract attention by reason of its sleeve-valve engine, the bore and stroke of which are 60 mm. by 110 mm. Despite a capacity of 1,244 c.c., this

gives a Treasury rating of 8.9 h.p., due to the small bore.

Cooling is by thermo-siphon, lubrication by pump, whilst the magneto is an S.E.V. and the carburetter a Zenith.

The three-speed gearbox is centrally controlled, the clutch of the leather cone type, and the final drive by spiral bevel.



A neat engine feature of the Voisin.

The chassis is, of course, French, and sells for 28,000 fr., which includes spare wheel and tyre, whilst the English body costs £160. The Scottish agents are Wylie and Lochhead, Ltd., 377, Byers Road, Glasgow.

WOLSELEY.

Stands 24 and 49.

WOLSELEY exhibits undoubtedly form a very attractive range, both the 7 h.p. water-cooled model and the 10 h.p. light four-seater being shown.

A feature of interest is that, in contrast to other small cars wherein engine and gearbox are in unit construction, the former component on the Wolseley is integral with the back axle differential casing.

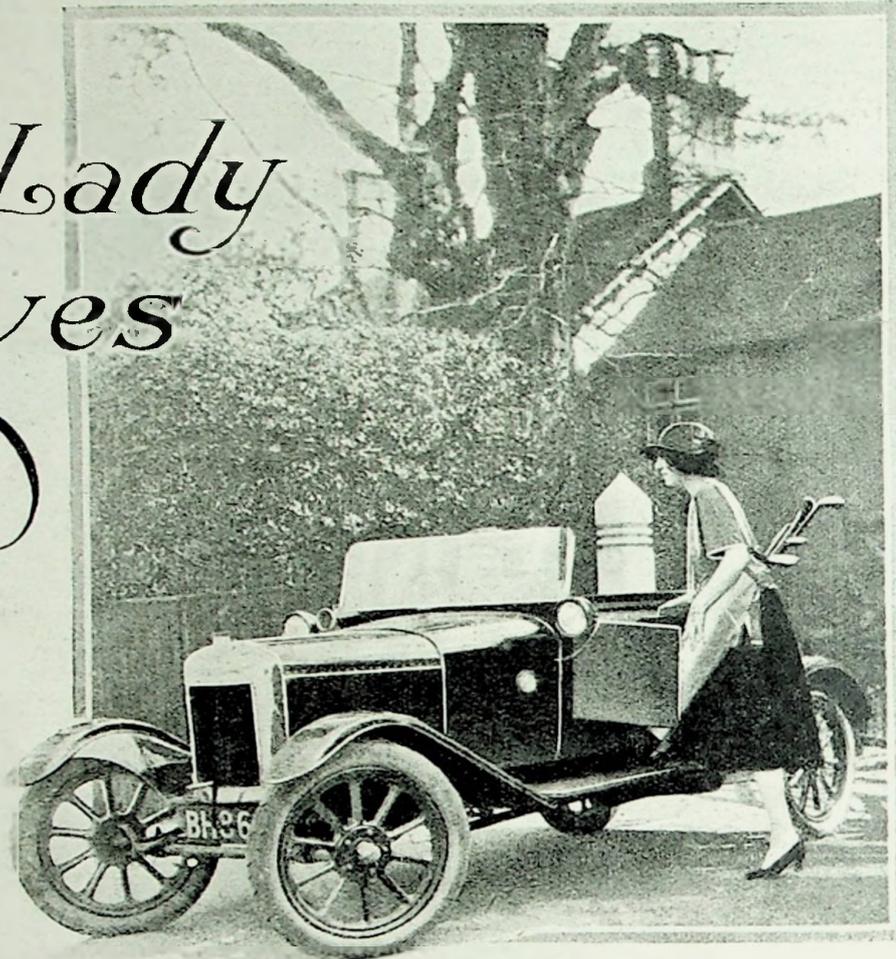
Prices: 7 h.p., £255; 10 h.p., fully equipped, £425. Manufacturers: Wolseley Motors, Ltd., Adderley Park, Birmingham.

KEEP IN TOUCH WITH SMALL CARS.

Scottish readers to whom this issue may be their first introduction to *The Light Car and Cyclecar* should bear in mind that, to keep in touch with the whole of the small car movement, there is no better medium. Week by week our text pages will be found to contain information of an invaluable nature concerning existing and new makes of cars, with an engine capacity limit of 1,500 c.c.

My Lady Drives

The Walls
of Jericho.
Modern
Version.—
The Car on
Parade.



FOURTEEN-YEAR-OLD Harry accompanied me to the garage recently to "help" in getting the car out. He watched me in silence for several minutes, then, with hands stuck deep in pockets, feet a little apart and head slightly on one side, he remarked solemnly:

"You remind me of that chap in the Bible; you know, the chap that walked seven times round the walls of the city." Pause. . . . "I think his name was Jericho."

"The name of the city," I corrected gently. Harry altered his position slightly and coloured up momentarily.

"Scripture," he said hastily; "Scripture isn't one of my strong points. I'm better at footer—and things."

I tactfully ignored the explanation, oilcan in hand, and suggested, "You mean because I walk round my car once or twice directly I enter the garage?"

The Argument.

Harry withdrew a cork-tipped cigarette from a very silvery-looking case, an apprehensive look being cast in my direction, tapped the tobacco down, then gripped it defiantly between his lips. "Exactly," he replied. The cigarette fell on to the floor and Harry said, "Dash the thing," spurned it with his foot and withdrew another; but his quaint allegorical reference set me thinking.

"When the Israelites walked round the walls of Jericho," I explained, "the walls fell. I walk round my car—to keep the walls standing, as it were," and thereupon proceeded to lecture my nephew somewhat on the following lines.

To begin with, I always drive my own car. Ergo, it is up to me to make sure that it is in the best of health. It is not that I am minus the necessary male assistance—Harry has offered, diffidently perhaps, to "ozonate the tubes" or turn the brasswork into "a hall of mirrors"; it is merely that, acting on the advice of the old adage, I want a thing done properly and so, to the extent of my capabilities, do it myself; but I practise the art of using my eyes before soiling my hands—just a touch of femininity which may be inexplicable to male readers.

Emulating the Israelites.

My first job, then, when I enter the garage is to emulate the Israelites and walk slowly round the car. I can tell at a glance if the tyres are softer than when the machine was put away; I can test the spare wheel in passing; I can shoot an often apprehensive but always penetrating glance at the "set" of the road springs, the idea being to detect a breakage; I can catch a fleeting glimpse of brake and steering connections, the floor immediately beneath the radiator which should be dry; in fact, the car is on parade and I am the O.C., alert and grim, looking for the smallest deviation from "regulations."

Then I go round with the oilcan (in answer to Harry's incredulous "What, *every* morning?"—"*Yes, Harry, every morning*"). Of course, I waste a good deal, but I am at variance with those who say in this respect, "Waste not, want not." I argue on the line that oil which is spilled is truly an "accessory before the fact," i.e., it is necessary if a certain amount of lubricant is to be persuaded to reach the right quarter.

Insist upon Cords!

DUNLOP CORD TYRES

have again and again proved their wonderful capacity for service.

Mileages unheard of with canvas (sometimes called "fabric") tyres are the common lot of users of Dunlop Cords: their reliability is a revelation to those without previous experience of their qualities.

Insist upon British Dunlop Cords—the world's finest tyres.

Every recognised dealer carries stocks.

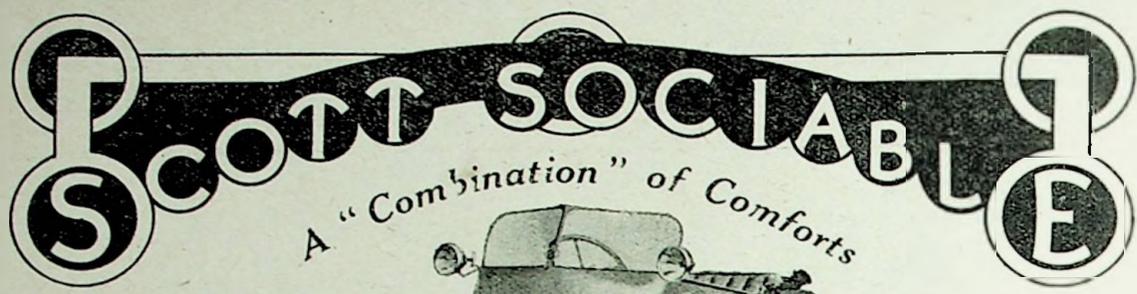
CURRENT RETAIL PRICES of popular sizes.

Size.	Dunlop Cord Cover.			Dunlop Clipper Cord Cover.			Tube.	
	£	s.	d.	£	s.	d.	£	d.
26 x 3 (700 x 80) ...	2	17	9	2	12	0	8	0
710 x 90 ...	3	7	3	3	0	6	9	6
815 x 105 ...	5	3	6	4	13	0	12	9

THE advantages of Dunlop cord construction are open to every motorist even though first cost may be a primary consideration. THE DUNLOP CLIPPER CORD is a first-grade tyre costing little, if any, more than canvas tyres of reputable make.

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Founders of the Pneumatic Tyre Industry,
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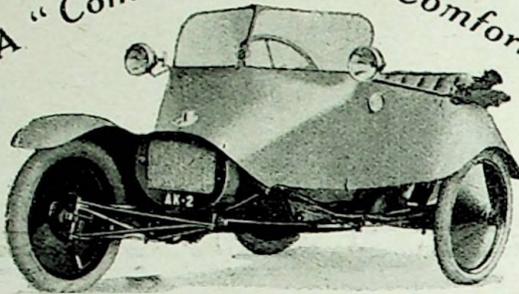


SCOTT SOCIABLE

A "Combination" of Comforts

PROVING ITSELF:
North-West London
Motor Club 12-hour
Winter Reliability
Trial, Dec 16th, 1922

SILVER CUP



M.C.C. London-Exeter-London
Winter Reliability Trial

GOLD MEDAL

PROVING ITSELF:
Bradford M.C. & L.C.
Club Annual Winter
Trial, Dec. 10th, 1922

**RICHMOND
TROPHY**

Price 168 Guineas.

SCOTT AUTOCAR COMPANY, BRADFORD, YORKS.

*The World produces
no better value than the
Obtainable from*

£397



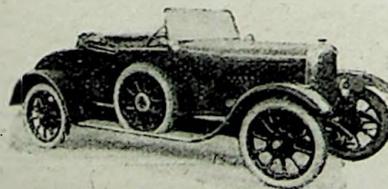
NO car has so many first-class features or such a retinue of enthusiastic owners. The chassis is recognised to be a superlative example of British engineering skill in design and manufacture. Its outstanding qualities of strength, extraordinary engine power, combined with flexibility, its marvellous speed, and the way in which it holds the road under all possible conditions, its delightful springing, powerful brakes, wonderful wearing qualities, and last, but not least, the economy of its running expenses, are features which are now so well known as to require no further comments.

In response to many demands, the 10 h.p. Model has been re-introduced, the chassis of which in its main features maintains all the sterling qualities of its predecessor and of the 12-40 h.p. Model. No car of this type has such a reputation behind it, and motorists desiring a light car of repute, will do well to obtain an ALVIS, recognised to be "The World's BEST Light Car."

Write for full particulars and arrange to see an ALVIS without delay. A trial run can alone demonstrate what is meant by ALVIS QUALITY.

The ALVIS CAR & ENGINEERING CO., LTD., COVENTRY.

Trade enquiries are solicited and are assured of prompt attention.



The 10 h.p. ALVIS Two-Seater, £397

MY LADY DRIVES (contd.).

Screwdown greasers—there are but four on my light car—are each given one complete turn, and my next duty is to examine three "levels," i.e., petrol, water, and oil.

This concluded, I consider I may venture forth secure in the knowledge that all is well; but there still remain other useful little tests.

I never endeavour to swing a cold engine to begin with. I give exactly eight half pulls, and for two reasons: (1) to test compression on all cylinders thoroughly; (2) to "unstick" the pistons.

My engine calls for knack more than strength in starting, and I find that, without flooding the carburetter, three or four sharp swings then do the job.

Out and away, the high road stretching invitingly to the limit of my vision, I resist the impulse to jump on the accelerator. At about 20 m.p.h. I try both brakes. A touch on each is sufficient to tell me whether they are O.K. Then, and not until then, do I feel that the car has passed its daily examination for fitness.

It is not devoting a great deal of attention to the car, yet I think if every driver followed the same procedure cars would last longer and give less trouble, whilst our roads would be just a little safer.

And when I had finished talking, Harry's cigarette was out and he said with genuine feeling, "I think you're rather topping—rather topping!" He got in and waited for me to start up. Well—he's only fourteen!
K.M.

VULCANIZING MADE EASY.

WHEN an owner-driver has to pay anything from 2s. to 5s. for a vulcanized repair he begins to think seriously of obtaining a cheap, handy vulcanizer with which he will be able to do the necessary work himself.

Amongst the many devices on the market the latest departure of Harvey Frost and Co., Ltd., 148-150, Great Portland Street, W.1, known as the H.F. Jiffy, stands out conspicuously by reason of its low first cost, simplicity of action and permanency of repair. Its price complete with everything necessary for many repairs is only 32s. 6d., and from an examination of the accompanying photographs, which show the machine in operation, it will be seen that not only is it small and compact, but the various operations are simple and can easily be performed by an amateur.

In contrast with several other vulcanizers, in the instrument

under discussion, heat is transferred to the tube by conductivity, a thermostat being employed to remove the source of heat directly the temperature reaches a certain degree.

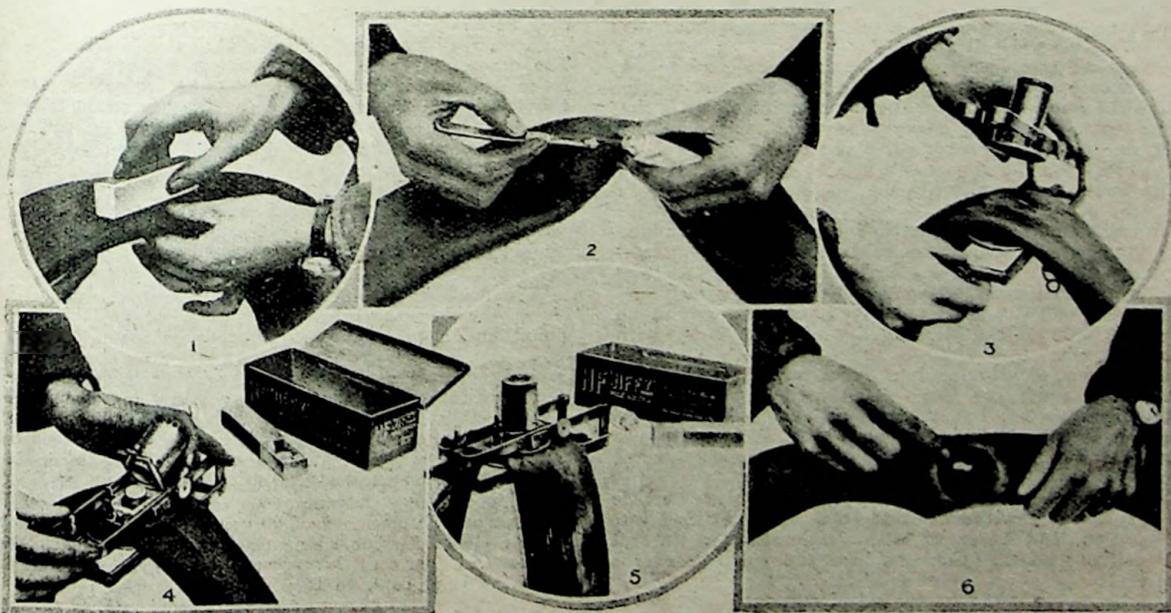
Moreover, it is claimed that the vulcanizing agent introduced and the method of vulcanizing resembles that adopted in the actual construction of the tube, and, therefore, to all intents and purposes the machine builds up a new section of tube almost as it would be done in the factory in the first instance, thus making for a permanent and extremely strong repair.

The machine itself comprises a clamp by means of which it can be secured to the work bench, and a second clamp between the jaws of which the tube to be vulcanized is gripped through the medium of an upper and lower base plate. The thermostat is situated in the upper plate and upon its machined

surface what might be described as the chimney, but is in reality the source of heat, rests.

The heat is supplied by an inflammable lozenge, the blue flame of which warms up the chimney. This, in turn, transmits its heat to the vulcanizing plate by contact. Immediately the temperature rises sufficiently high, however, the chimney is slightly lifted off its seating. If the temperature drops, the thermostatic action at once returns the chimney to its former position, thus, throughout the whole operation, a constant heat is maintained.

Another useful accessory made by the same concern is the H.F. Tred-kure outfit, by means of which cuts and gashes in outer covers can be repaired effectively with a minimum of trouble. This set includes a very useful gash "expander," by means of which a really good job can be made of the repair.



HOW IT IS DONE. — The individual operations required are plainly depicted above, and the photographs were taken during the actual vulcanization of the cut in the tube shown.



OUR READERS' OPINIONS

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 and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

IS MODERN AUTOMOBILE PRACTICE ALL WRONG?

Superiority of Petrol Engine Design Over Steam-engine Practice.

In a recent article in *The Light Car and Cyclecar* a writer compares automobile practice with steam, apparently unfavourably to the former. The statements made are so inaccurate and incomplete that a criticism is necessary.

In Defence of the Modern Automobile. I venture to state, from experience, that there is more design, in accurate quantity, in the petrol motorcar than there is in the majority of steam plants.

The first point: Should cars be more fool-proof? They are far more so than any steam plant. Any man or woman can be taught to drive any car in a few hours. The car may then be driven successfully for thousands of miles without further technical knowledge. Is it possible to say the same of steam-power generators? The popularity of the motorcar is due to its reliability, ease of control, and the small amount of knowledge necessary.

Considering the next question, an inspection of the indicator diagram of a petrol motor shows that the work done is due to the expansion of the gases rather than ignition. The rise of pressure on ignition takes place when the piston is stationary, and consequently no work is done at that instant. The expansion curve covers nearly the whole length of the stroke, closing the work diagram.

The downward momentum of the piston is partly absorbed by the flywheel and the energy returned later, and partly utilized in the compression strokes of other cylinders. On the up-stroke the momentum is absorbed by compression of the gases of one cylinder or another, being finally balanced at dead centre by the rise in pressure due to ignition. At this point the piston is virtually floating, its inertia having been overcome by gas pressure.

The "cushioning" in a steam cylinder is not an unmixed blessing. The clearance volume holds a quantity of steam, which passes through the whole range of expansions and does no work, thus constituting a well-known thermal loss. In the history of steam-engine design, cushioning was an afterthought born of the impossibility of doing away with clearance volume.

On the subject of valve springs, some models of the Lanchester, a high-grade car, were fitted with leaf springs for valve-closing purposes, but there is no evidence that these are superior to the "mangle" type, which, incidentally, are fitted to governors of high-grade, high-speed steam dynamo engines.

The cam is no monstrosity, but a beautifully designed article which lifts a valve without shock at a predetermined rate of acceleration, and lowers it with deceleration to its seat entirely without shock. Can one hear the valve gear of a modern car?

The Corliss valve is useless for petrol motors. Its tortuous passages and connections would destroy the high volumetric and thermal efficiency of the motor. The latter relies on the gratuitous pressure of one atmosphere to push its gas into the cylinder, whereas the steam engine has a troublesome and

cumbrous boiler to force it in at a pressure of 15 atmospheres or 20 atmospheres.

The reliability of the valves is beyond question in modern automobile practice. The use of high-grade steels, not to be found in other branches of engineering, has ensured this.

In the best designs there is only one method of lubrication possible, and it is common to steam and internal-combustion engines; but in every case lubrication in a motor engine is carefully designed, whereas in all but the very best of enclosed steam-engines the system consists of a couple of oil boxes put on anywhere, and a few pipes which never remain over the oil holes. This I know from experience in a service where expense is the last item considered and the best machinery is used.

Regarding the criticism of the clutch and gearbox, the Ford and Lanchester cars have types in which the ratios are changed without the use of sliding pinions, but there is no evidence as to the superiority of one kind over the other. After all, why should wheels not be meshed while revolving when they run at the same peripheral speed? Every beginner is taught to engage them at the correct speed, and very few have any difficulty in doing it, even if they do not know why they do it.

Poor old differential! Your contributor has indeed fallen. The differential is fitted to all steam-engines of the steam-roller and tractor family. Why not to motorcars, especially those weighing two or three tons, like our steam friends?

It is of interest to note that the highest efficiency obtained in the hydraulic (oil) variable-speed transmission gear is about 75 per cent. Any good gear manufacturer can design gear transmission with a certainty of obtaining 98 per cent. The most efficient type used in geared turbine sets, with which I am familiar, generally runs at 98.5 per cent. It should be noted that the recent development of turbine gearing came after the perfection of motorcar gearboxes.

The death-knell of the hydraulic gear is sounded by its own weight. I have had experience with one which weighed about half a ton. Would this gear be suitable for, say, a 30-93 h.p. Vauxhall? At any rate, fitted on the back axle, it would increase unsprung weight and be a larger mass of useless machinery than the present gearbox and differential.

It is stated that the steam turbine is one of the most efficient power generators. This is not so. At varying output, such as obtains in car and naval work, it ranks lower than the triple-expansion engine, except at full power.

Under the most advantageous conditions the Diesel engine has an overall efficiency of 40 per cent., petrol motor 30 per cent., steam turbine condensing plant 20 per cent. at full power to 10 per cent. low power, and the reciprocating steam-engine 10 per cent. to 15 per cent.

G. T. WILSON.

* * We have received several other letters on this subject, of which the above is typical in that it expresses the views of the majority of our other correspondents. Further letters will be published in our next issue.—Ed.

The Success of B.S.A. Cars in Competition

was a feature of the Trials of 1922.

Its "bag" of thirteen Silver Cups and Special Awards for "best car performances" and 20 Gold, Silver and Bronze Medals, all won in the 38 Reliability Trials in which it competed, established its reputation as the best small car.

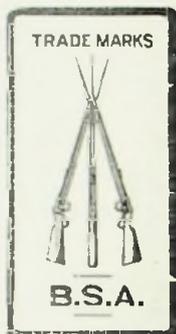
A list of the Trophies won by the

B.S.A. 10h.p. Car

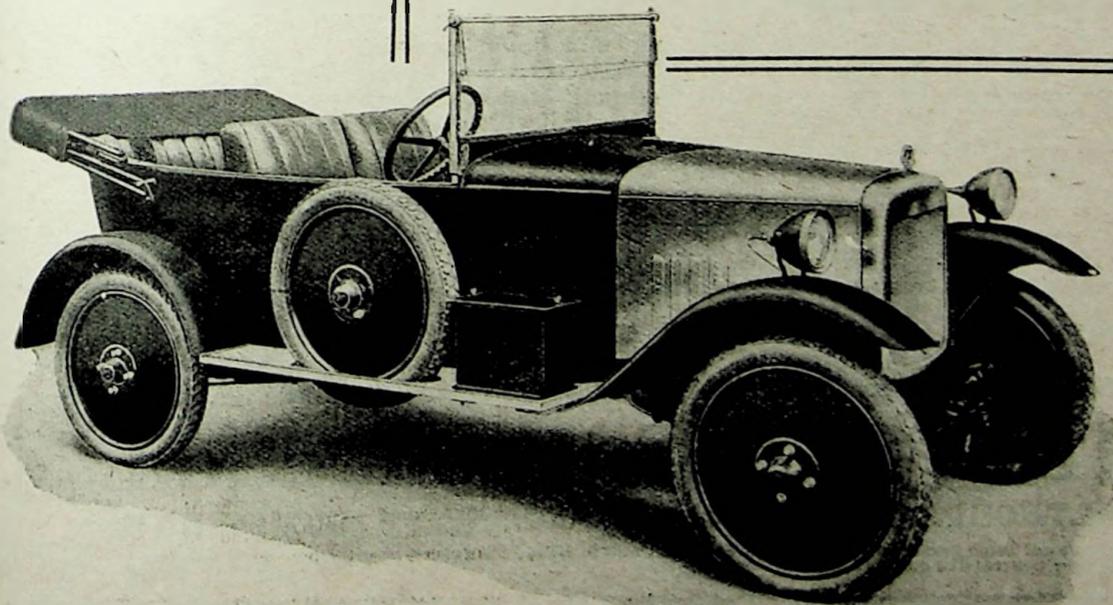
will be forwarded to all enquirers.

Sole Distributors:

**The Daimler Co., Limited,
COVENTRY.**



SCOTTISH SHOW
Stand 17.



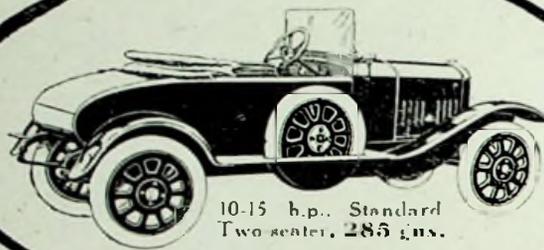
**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

B51

A Four-speed "Calthorpe" for 285 gns.!

Complete in every detail—embodying the numerous refinements one instinctively looks for in cars costing twice as much—graceful and speedy—yet sacrificing nothing in comfort or reliability—such is the 1923 10-15 h.p. Calthorpe.



10-15 h.p., Standard
Two-seater, 285 gns.

Other Models.

10-15 h.p., Two-seater All-weather	325 gns.
10-15 h.p., Four-seater All-weather	340 gns.
10-15 h.p., $\frac{3}{4}$ Coupe	400 gns.
12-20 h.p., Two and Four-seaters All-weather	410 gns.

Calthorpe

Two cars of this model are being awarded by the "DAILY MIRROR" as First Prizes in their National Table Tennis Tournament, and a Facsimile-Car can be seen in the Showrooms of our Agents.

MANN EGERTON & CO. LTD.

Sole Wholesale and Retail Distributors for London, Home, and Eastern Counties.

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379-81, EUSTON ROAD - - N.W.1.

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The CLASS Production

CALTHORPE MOTOR Co. (1912), Ltd., BORDESLEY GREEN, BIRMINGHAM

Wholesale and Retail Agents for Northern Counties: TRAVERS, LTD., Pilgrim Street, Newcastle-on-Tyne. SERVICE DEPOT
Telephone: Central 612 and 613.

HELP THE MOVEMENT by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

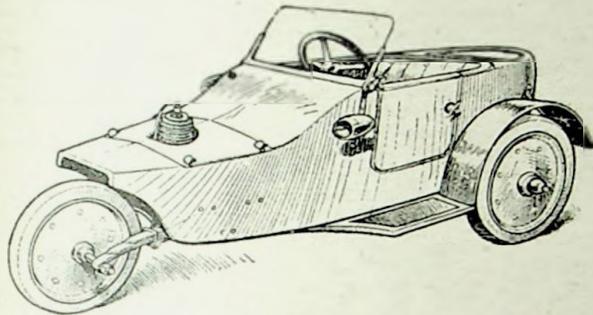
OUR READERS' OPINIONS (contd.).

An Interesting Three-wheeler.

The runabout here described and illustrated is the result of careful study on the writer's part and of much experience in the design and manufacture of this type of small vehicle.

Complete Weather Protection.

The general specification is as follows:—
Single-cylinder 2½ h.p. two-stroke, shaft drive to rear axle, three speeds and reverse, clutch, accelerator and brake pedals, hand brake, mechanical starting, dynamo lighting (if necessary as an extra).



An impression of the three-wheeled monocar outlined in the accompanying letter. The design provides for complete protection from the weather and ample luggage space in the boot.

Hood, screen and side curtains (one curtain to open with door) render the machine weatherproof. The side curtains are not shown in the sketch. Selling price £85 to £90, depending on the resources of the factory behind it.

The general arrangement drawings are ready, and any manufacturers interested in this class of small machine are asked to communicate with the designer.

R. H. ROSE.

Highcliffe, Lamfield Road, Kersal, Manchester.

British Roads and Motoring.

I see it has been stated that European, and these apparently include British, roads, are not only not so good as they were but they are now inferior to the average roads in America.

If this be correct, our roads must be in a

Need for Better Methods. far worse state than we supposed. The trouble with our road makers is that they do not tar the roads wisely or sufficiently.

The general idea is for a lavish spread of tar in the spring, with coarse shingle, road sweepings, and rough flints thrown on haphazard. Naturally, every road user grumbles, the road wears badly under traffic, and, in that worn condition, has to withstand the winter. Of course, it goes to-pieces, and needs expensive repairs—which it does not always get—in the spring.

The correct way is to tar-spray the roads lightly in the early part of the year, and strew them with coarse gravel or chippings, and to repeat this light spraying and gravelling frequently during the summer. Then, during the fine days of late autumn a heavier spraying should be given to waterproof the surface, and enable it to stand the winter's frost and wet. It would then be found that little or no repair was needed in the spring time, and motorists and other road users would reap the benefit. As a motorist I know it is an annoying matter to drive over freshly tarred roads, but that is merely because the tarring is too lavish and the subsequent covering too coarse.

G. BASIL BARHAM,
C.E., Ex-A.M.Inst.E.E.

Engine Shield for G.P. Morgan.

Could the gentleman proceeding down Cockspur Street at about 2.20 p.m. on December 28th in a yellow M.A.G. G.P. Morgan give some particulars of the extremely neat aluminium radiator cowl fitted?

A Suggested Improvement. For some time past I have been experimenting with a V-shaped engine screen on my two G.P.s. In fact, I consider some sort of protector indispensable on this model in the winter. It is a great improvement from the appearance standpoint, and helps to prevent the inlet pipe freezing. The other day, in a raw, snowy mist, I was totally unable to move for this reason, until I strapped a seat cushion in front (having left the proper screen behind).

What is wanted is a light triangular metal shield, easily detachable by means of a rod and butterfly nut, preferably fitted with an adjustable slit (which could be opened a bit on long, fast runs). It could also act as number plate.

AUTODORE.

Whitehall.

Economy in Tyres.

Having read in your paper recently various letters dealing with wear of tyres on the Rhode and Rover cars, I should like to put before you my experience, which I consider exceptional.

The Experience of a Coventry-Premier Owner. In February, 1922, I purchased a Coventry-Premier four-wheeler two-cylinder car. From that date I have covered approximately 7,200 miles, and the tyres

all seem good for at least another 4,000 or 5,000 miles, perhaps more. The tyres fitted are Dunlop Magnums.

In repairs, etc., the car has cost me nil, petrol, oil, and grease, of course, being necessities. The petrol consumption works out at between 45 and 50 miles to the gallon (that is, Shell and Anglo-American benzole, in the proportion of 50-50), and the oil consumption 800 to 900 per gallon.

I often take three adults and sometimes four. Considering the engine capacity of this car and the conditions of the roads at the present time, one would be hard put to it to beat this performance, which can be verified by Darmody and Lamplugh, Ltd., of Hull, the agents through whom I purchased this machine.

At the same time, I would like to mention that I am a private owner and in no way whatsoever connected with the Singer Co., the manufacturers of my machine.

J. H. TURNER.

Hull.

True Economy.

I have kept a careful record of every item of expenditure incurred in connection with running my 1921 touring G.N. during the year 1922, and the following are my figures:—Total mileage, 4,571; total cost,

66 m.p.g. on a G.N. £45 11s. 5d., or 2.3d. per mile. The chief items of expenditure are:—Tax, £9;

insurance, £8 4s. 4d.; replacements and spares, £2 14s. 6d.; casual garage, £4 0s. 6d.; petrol, £10 10s. 2d., or .55d. per mile; tyres, £8 7s., or .43d. per mile. Improvements effected include the fitting of M.P. shock absorbers, Whalley extra air valve, spring gaiters, door cut on passenger side, and the speedometer moved to driver's side.

The petrol consumption is almost unbelievable. I never average less than 60 miles to the gallon on a run, and have frequently obtained as much as 66, using N.B. mixture. The car will run at 30 m.p.h. all day long, and is capable of doing 50 m.p.h. on the level with my present economical carburettor setting.

My only troubles have been one pair of platinum points burnt out and a broken exhaust jacket. All other replacements consisted of such things as new valve springs and piston rings—put in merely for efficiency. I have covered 200 miles in a day on three occasions, 150 three times, and 100 six times, while eight times I have had a non-stop run of 100 miles or over. I have travelled from Leicester to Land's End with two passengers and luggage, and have thus taken a good number of the well-known Devonshire hills, including Porlock.

As for the chain drive, I can only wonder why the makers are departing from it. Altogether, my G.N. has covered over 9,000 miles. One back tyre burst at 4,500 miles. Two new Michelin Universals and three of the original tyres are still in use on the car.

Beyond being a satisfied customer for two years I have no connection with Messrs. G.N., Ltd.

A. J. N. FORRESTER.

Narborough, near Leicester.

Over-development.

Why is it that every ultra-light car suffers from over-development after a year or two? I hope to be in England within a few years, and I then want a light car with the

A Prospective Economist's Views. "three seats all under the hood" type of body, wire wheels, low first cost tyres (I do not agree with the theory that the larger the tyre the lower the cost per mile).

well sprung, very economical on petrol, etc.

At present the Austin "Seven" just fills the want, but I expect by the time I come home it will be running the 20 h.p. Rolls very close.

ECONOMY.

OUR READERS' OPINIONS (contd.).

HOW SHALL WE BE TAXED?

How the Industry Suffered with the Introduction of the Horse-power Tax—£10 Tax on 2,600 Miles.

The casual reader would imagine from reading the letter in your journal in opposition to a return to a petrol tax, that the latter method was the only one which involved any expenditure whatever in collection, and "Pay as You Go" the writer carefully avoids any reference to the present costs under that heading.

I have heard no mention of the fact that the petrol tax was originally collected by the Excise Department in addition to their regular duties of supervising spirits, beer, etc., neither have we heard of any huge economy being effected by the reduction of staff in the Excise Department on the change over being made to the present horse-power tax. What has been done before can be done again, and even supposing that a 7d. tax on petrol involved a 7d. increase, i.e., 15 per cent., this is far less than the present expenditure which, according to the last return, amounted to 35 per cent. of the total revenue.

Your correspondent suggests that an additional £2,000,000

may have to be found over and above the amount required for road upkeep; may I remind him that the amount actually expended in the collection of the horse-power tax amounted to £3,500,000?

He further suggests that a terrible catastrophe would occur in the event of benzole or other home-produced fuel being allowed to escape duty free. Might I suggest that in that event the improvement and benefit to the British industries would far outweigh any possible loss of revenue?

Your readers may be unaware that Lieut.-Col. David J. Smith, at the presidential address of the Institution of Automobile Engineers, estimated that the actual loss in revenue to the British motor manufacturer, due to the imposition of the £10,000,000 tax, amounted to no less than £100,000,000, and, as the gallant colonel is not given to exaggeration, I venture to think he is pretty near the mark.

In conclusion, I vote heartily for a petrol tax and "pay as you go" TRUIE MOORE (Capt.).

£1 7s. 6d. as Against £10.

In *The Light Car and Cyclecar* dated January 19th; Mr. Matthew Keating draws attention to what he is pleased to call a fallacy underlying the arguments by which it is sought to justify a reversion to the petrol

Why Revision is Necessary. tax, but he admits that by the change individual motorists would pay less, whilst others would, of necessity, pay more.

He contends, no doubt correctly, that if the change is adopted the petrol companies will charge 1d. per gallon for costs incurred in collecting the duty, which would mean an additional expense to the motoring community of £1,200,000; but he appears to overlook the fact that, under the present system, the motoring community, if they wish to take advantage of the cheapest form of the tax, have to find in cash in advance the sum of £10,000,000, the interest on which at 5 per cent. per annum represents a sum of £500,000.

In addition to this, many bus and char-à-bancs proprietors experience considerable difficulty in finding the large sums they are called upon to pay, with the result that they pay quarterly at an increased cost of about 20 per cent. If all motorists adopted this plan the increased cost under this heading would represent a sum of about £1,600,000.

His contention that the retailers would charge an addi-

tional £500,000 is not borne out by the facts. When the price was last reduced the retail profit remained unchanged, and it is safe to assume that with an increase of 6d. per gallon the profit would remain the same.

In support of the change I will state my own case, which is that of thousands of others.

Last year I ran my light car (tax £10) a distance of 2,600 miles. I averaged 40 miles to the gallon, using 65 gallons, which, at the suggested tax of 5d. per gallon, plus 1d. per gallon to the petrol companies, equals 6d. per gallon, or the sum of £1 12s. 6d. This amount, less 5s. interest on £10, equals £1 7s. 6d., which I should have to pay if taxed on petrol, as against £10.

I quite fail to see why I should pay six or seven times my fair share so that others who run a big mileage should do so at the expense of myself and others like me.

Possibly Mr. Keating runs a big mileage, which would account for his views.

I have another grievance against the present system. Early last year I sold the machine of the previous year and had to take out a full quarter's licence to run it 75 miles to London for sale purposes. H. LLOYD WRIGHT,
Erinton-on-Sea.

Starting "Hotted-up" Engines.

It is with great regret I read in "Rich Mixture" that "S.S." has suffered a damaged hand as a result of starting up a "hotted-up" A.B.C. I have perhaps "hotted-up" more A.C.C.s than most people, and I am well

Danger of Backfires. aware of the danger of a backfire. The backfire from a "hotted-up" A.B.C.

is not to be despised, and its proneness to this behaviour should be treated with great respect, and caution if personal injury is to be avoided.

The trouble is due to the magneto and a weak mixture; the average two-cylinder magneto when retarded will not fire the starting charge in the cylinder when the engine is fitted with high-compression Specialoid pistons; the result is that, in order to obtain an easy start, the driver keeps the ignition fully advanced, and trusts that the mixture is rich and his wrist powerful enough to pull over dead centre before the charge is fully ignited. In most cases luck is on his side, but if he does get caught he is lucky to get off without a broken wrist or arm.

Whenever I undertake the "hotting up" of an A.B.C. I always recommend the fitting of Philbrin battery ignition, as this removes the danger of backfire, makes starting wonderfully easy, and, incidentally, improves the running of the car. It is thoroughly reliable, as I used it exclusively on my racing A.B.C. all last season.

E. C. GORDON ENGLAND.

Hersham Road, Walton-on-Thames.

B54

Motoring Dogs.

I was much interested in the article about "Motoring Dogs" in *The Light Car and Cyclecar*, but I do not agree with the remarks about "Peke"; I have one, and she is a most enthusiastic motorist, and never wears a coat even in the coldest of weather.

An Intelligent "Peke." So soon as I go to start up my Rover she hops in and lies down in the hood at the back of me and never budges unless we pass through country where she scents rabbits, then she will sit up and beg in the hood to get a better view.

Not only does my dog always recognize the sound of my horn, and is always the first to let the household know that the car has returned, but she considers all Rover Eights belong to me.

Once I was sitting in a hotel when she suddenly jumped up excitedly and got on to the window sill. On looking out I saw a Rover Eight. On another occasion I was standing talking to a friend when a Rover went past, and like a shot the dog was after it. She takes no notice of other makes of cars. I find my "Peke" quite useful in the garage, as if I happen to drop a nut under the car, at a word she is underneath and brings it to me and places it in my hand; so you

see my "Peke" is not merely "ornamental" but distinctly useful. It would be interesting to read the experiences of other motorists who own "Pekes" and who take them a wheel.

D. J. TAYLOR.

Clifton Croft, Ashbourne, Derbyshire.

THE
MOTOR MANUAL

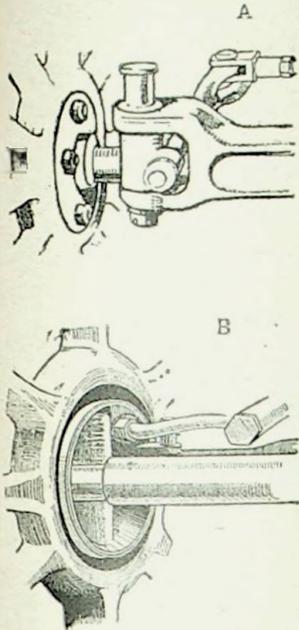
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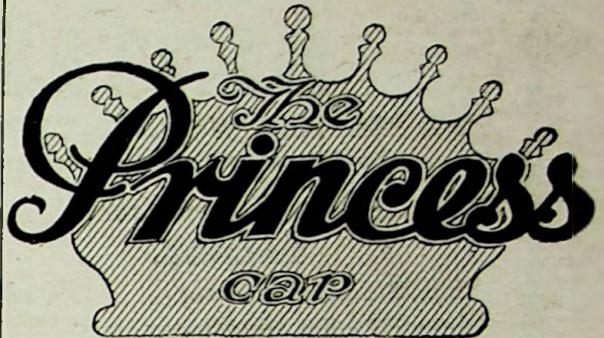
IN addition to the many distinctive features mentioned in our last advertisement, we would draw your attention to the mounting of the **FRONT WHEELS**.

Look at sketch A. You will realise, as the wheel is well away from the pivot pin, there is a heavy load to be pulled around that pivot pin, calling for power and for strength of parts.

In sketch B is shown the front wheel mounting of the "Princess." It will be seen that the pivot pin is in the true centre of the wheel, so that a touch on the steering wheel will swing the front wheels in any direction. There is no load to pull round—less wear and tear—and the parts can be infinitely lighter and stronger with this method of mounting.

This is but one of the many unique features of the "Princess."

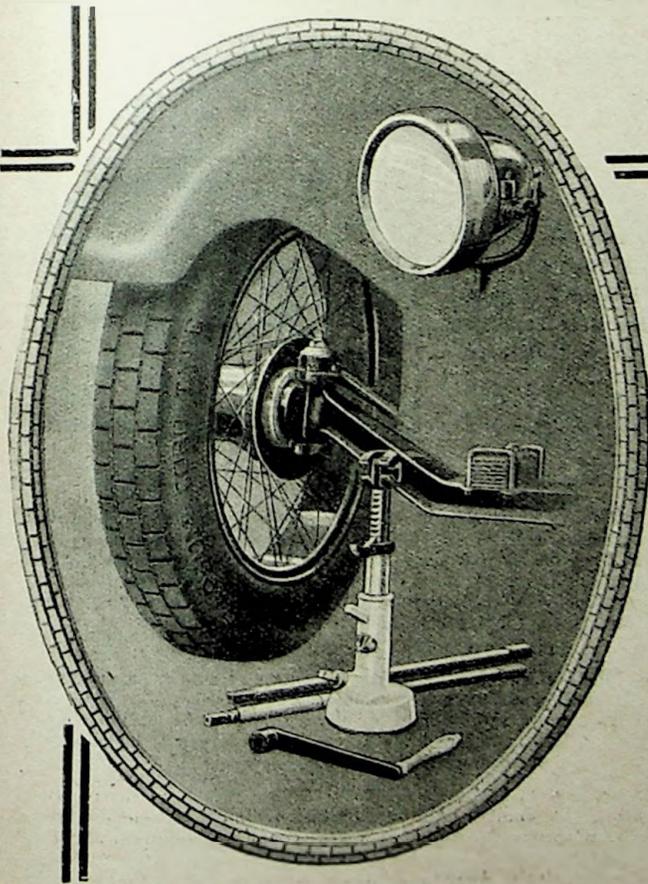
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B55

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AROUND :: THE TRADE.

The B.L.I.C. magneto of the new stationary armature type will be shown at the Scottish Motor Show on the stand of Messrs. John H. Thom and Co., of Edinburgh, No. 83.

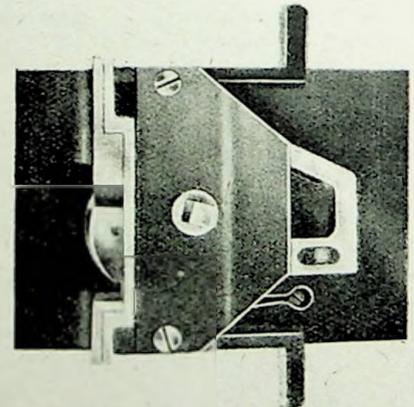
We understand that Mr. A. Noble, for many years associated with A.C. Cars, Ltd., has taken charge of the sales organization of the Ogston Motor Co., Ltd., Deemster Works, Victoria Road, Acton, London, W. 3.



Mr. A. Noble, who has taken charge of the sales organization of the Ogston Motor Co., Ltd.

J. Withers and Sons, Ltd., of Walsall, manufacturers of the well-known Lubrigait spring gaiter, have appointed Mr. W. J. Harvey, 415, Oxford Street, London, W. 1, as their London agent.

We know of a highly skilled engineer who is at present disengaged. He has had extensive experience with some of the biggest concerns in the motor industry, and has himself been responsible for an efficient cyclecar of novel and practical design. Inquiries addressed "J.H., The Editor," will be forwarded to the right quarter.



The finished model of the anti-rattle door lock invented by Lieut. Col. W. S. C. Glover.

The above illustration shows a new type of car lock invented by Lieut. Col. W. S. C. Glover, Redcot, Wilmslow, Cheshire. It provides an adequate locking device, prevents rattle when the door is shut, and, if the handle be removed, it is impossible to lift the catch. It was described in detail in our issue dated September 16th, 1922.

The car that figures in the heading picture to the article on all-weather coachwork on small car chassis is a Fiat equipped with a body supplied by Mr. H. P. McConnell, of 199, Piccadilly. This car and body have given every satisfaction over a period of 18 months' hard usage.

At the Scottish Motor Exhibition, Lodge-plugs are being shown by the leading factors, who have a comprehensive range of models on view.

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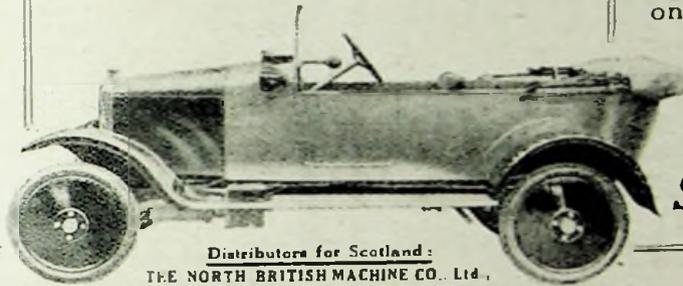
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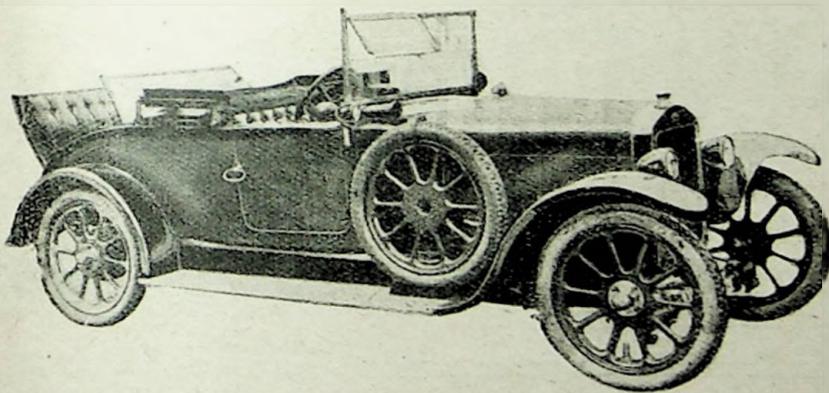
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Inter-Club Reliability Trial, Oct. 1, 1922, Tamworth Club, Team Prize, W. R. FRAYLING.



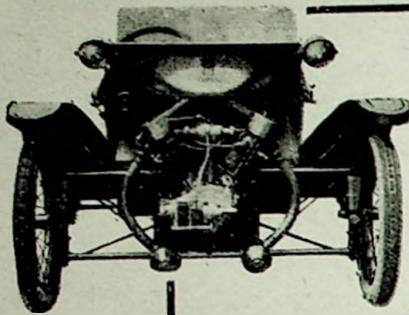
Burton M.C. & L.C. Club Speed Trial, Oct. 21, 1922, 1st Award, Light Car Class, W. R. FRAYLING.



Inter-Club Reliability Trial, Oct. 1, 1922, Tamworth Club, 2nd Award, W. R. FRAYLING.

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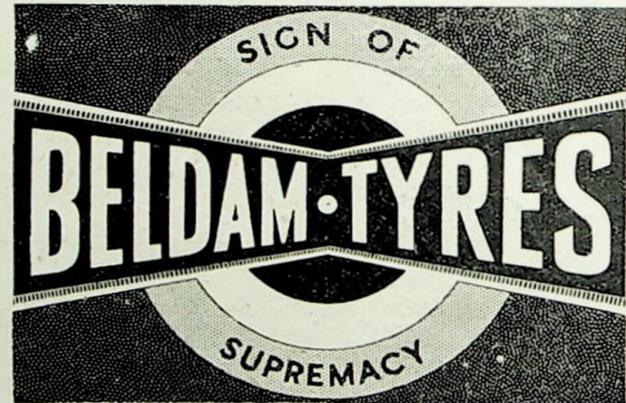


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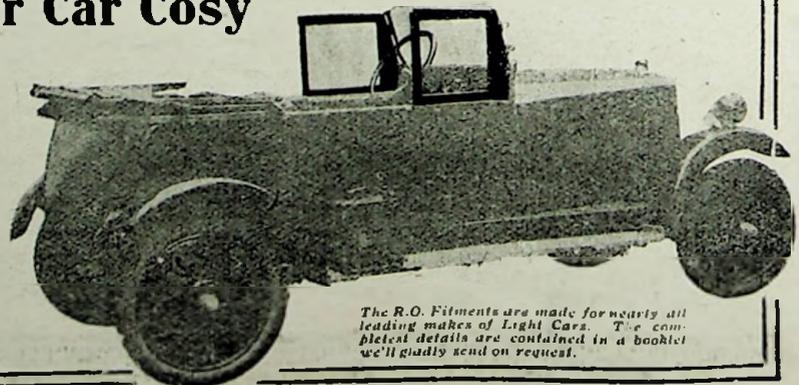
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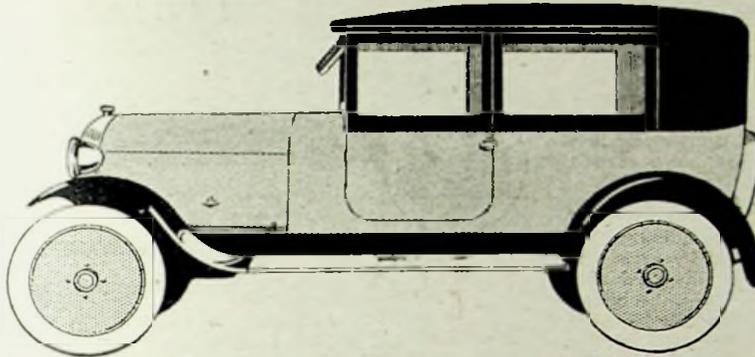
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10-24 h. p.
Coventry-
Simplex
Engine,
Spiral bevel
back axle
with full
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Price 355 Guineas, or with starter, 370 Guineas.

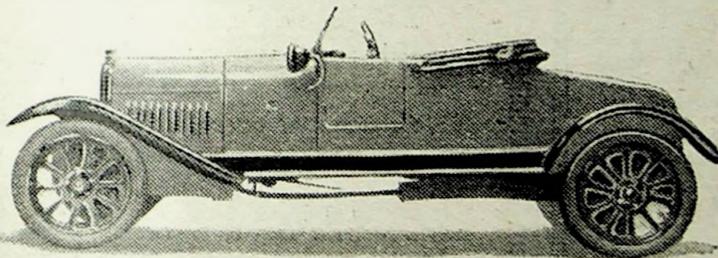
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Friction Disc Transmission,	Spare Wheel and Tyre.
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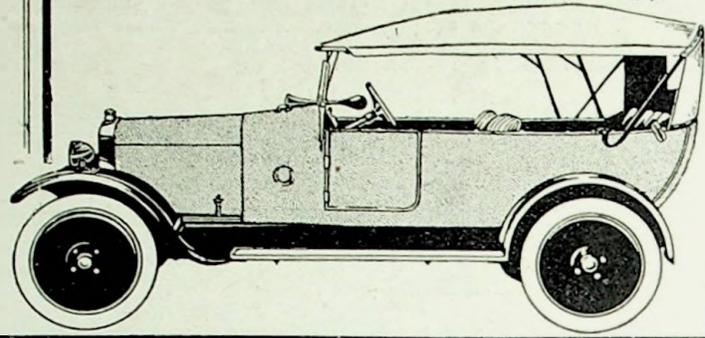
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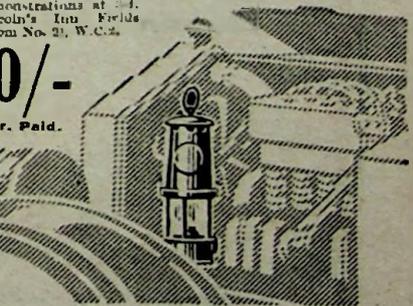
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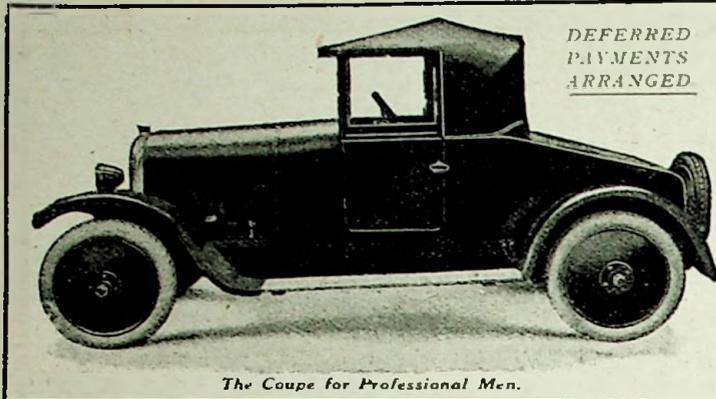
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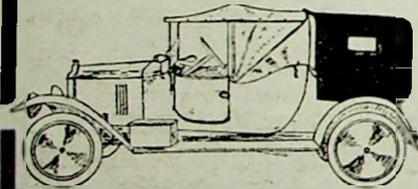
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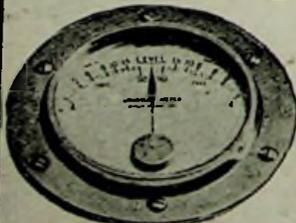
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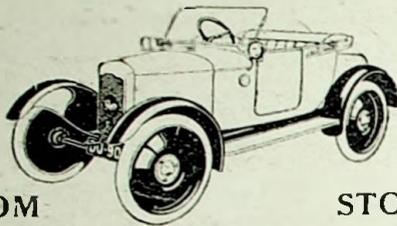
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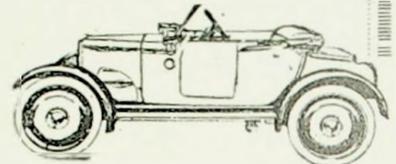


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AND NEW
LIGHT CARS, CYCLECARS,
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"The Light Car and Cyclecar" deals with its own types of machines exclusively. Old cars produced before 1912 as distinct from modern light cars, and cars with an engine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

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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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All 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, relating 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 series orders, current copy will be repeated if new copy is not received at the time of closing for press.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors, 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 No." c/o "The Light Car and Cyclecar," count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (5d. 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 the 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."

[Addresses of Branch Offices and other Business and Editorial Notices will be found on the last page of this section.]

NOTICE.

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

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Whether you are buying or selling an A.B.C. second hand, it would pay you to conduct the business through George England (1922), Ltd., 11 Curzon St., Mayfair, W.1. None but guaranteed second-hand cars are sold. Terms to sellers most reasonable. zzz-744

A.B.C. Gordon Watney and Co., Ltd., 31, Brook St., W.1 (Phone, Mayfair 2965 and 2966). West End wholesale and retail concessionaires, have several second-hand 1921 and 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-55

A.B.C., sports, July, 1922, mileage 3,600, new Steppen Roadgrips, over-size, many extras, £150. Seen any time. 11 Jubilee Place, S.W. 3. 531-961

A.B.C., 1922, Regent and Sports models; choice of 2; prices from £160; extended terms from 10 per cent. down. Rey, 378-584 Euston Rd. Phone, Museum 7736. 531-235

A.B.C., 1922, cloverleaf body, unscratched, sell cheap or will take good Morgan and cash. 10 Elaine Grove, Gospel Oak, N.W. 5. 531-192

A.B.C. 1921 sports 2-seater, full equipment, splendid condition, £120; exchanges Allbar Garage, Thornsett Rd., Earlsfield, London. Phone, Latchmere 4388. 531-320

A.B.C., late 1922 sports model, dynamo, spare wheel, speedometer, etc., small mileage, £165; exchanges Hillier, (side bell) 127 St. Mark's Rd., North Kensington. 531-1136

A.B.C. 1921 sports 2-seater, dynamo lighting, new hood, mechanically excellent, £117 10s. F. S. Potts and Co., 56 Warren St., Tottenham Court Rd., W. 1. Phone Museum 1822. 531-348

A.B.C. light car, July, 1922, sports model, small mileage, exceptional condition, guaranteed, £165. 14 Enmore Rd., Putney. 531-1150

A.B.C. 1921 sports, dynamo lighting, spare wheel, excellent order, £125; exchange, deferred. Elce, Ltd., 13-16 Bishopgate Ave., Cambridge St., E.C. Phone, Avenue 5548. 531-351

A.B.C. sports, 1922, as new, many extras, £160, 51 Upper Richmond Rd., East Putney. 531-370

A.C. Let us quote you for your present A.C. in part exchange for a new 1923 model. Prices from £395. Authorized agents, Calthous and Co., Ltd (late Alfred Wastnag), 65 Gt. Portland St., W. 1. Tel., Langham 2172. 531-214

A.C., 10hp, 2-seater, dynamo lighting, recently overhauled, and in splendid condition, genuine bargain Vivian Hardie and Lane, Ltd., 23-24 Woodstock St. (off Blenheim St.), Bond St., W.1. Mavlar 6559. 531-199

A.C. 1919, clover-leaf 3-seater, C.A.V. dynamo, £150; 1916 ditto, £110; both in first-class condition, any trial. 15 Fredericks Mews, Albany St. (near Portland St. Station). 531-316

A.C. Sociable, by the A.C. Co., dependable runabout, take 2 persons anywhere, good condition and appearance, fully equipped, bargain, £35, trial 29 Alsup St., Upper Baker St., London, N.W. 1 (opposite Baker St. Station). 531-992

A.C., 1921, aE-weather 2-seater, dickey, self-starter, dynamo, luggage grid, theftproof lock, Klaxon, clock, speedometer, etc., perfect condition, £275. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 531-300

A.C., 1920, 2-seater, with dynamo lighting, clock, speedometer, etc., engine just overhauled, £195. Newham, 223 Hammersmith Rd., W. 6. Phone, Hammermith 1325. 531-293

A.C. Sociable, in splendid mechanical condition any trial, £45 or nearest offer. Norris, 40 Bridge St., Maidenhead. 531-191

A.C. 1921 2-seater, dickey, self-starter, clock, speedometer, etc., in perfect condition throughout, guaranteed, £240. 51 Upper Richmond Rd., East Putney. 531-369

A.C., 1919, royal line model, dynamo lighting set and full equipment, in really good condition, £175. Apply, Box No. 944, c/o "The Light Car and Cyclecar." 531-470

ALBERT bargains. As we are rebuilding and enlarging our premises, we are compelled to dispose of some of our stock and can offer, at very low prices, several Alberts, including 1923 demonstration cars and 1922 Gwynne all-weather, Olympia Motor Co., Albert specialists, 1 Hammer-smith Rd., Kensington. Phone, Western 4140. 532-972

A.V. monocar, 1919, electric lights, disc wheels, Zenith carburettor, Triplex screen, repainted, smart appearance, £30. 1a Abbeville Rd., Clapham Common, S.W. 4. 532-990

A.V., latest 1922 2-seater, hood, screen, speedometer, 3-speed, reverse, 5 electric lamps, in splendid condition, taxed, offers wanted for this fast, powerful, reliable machine. 72 Highbury Park, N. 5. North 3168. 531-1133

A.V. monocar, 8hp, aluminium covered body, £57. A.V. Motors, 1-11 Park Rd., Teddington. 531-361

AVIETTE, 1915, 8hp engine, wants little attention, condition otherwise very good, tyres practically new, £30, offers. Jarman, Abbeas Roding, Ongar. 531-113

AVRO 1920 2-seater, requires attention, £60 or deferred. Bailton, Cob-ham and Co., Ltd., 21 Blackfriars St., Manchester. 531-305

BABY PEUGEOT, sacrifice 28 guineas cash, splendid 2-seater, hood, screen, lamps, Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 531-269

BABY PEUGEOT, 68 guineas, exchanges, deferred payments. One of these famous little cars, de luxe model, 2-seater, dynamo lighting, hood, screen, spare rim, good tyres, smart; also another, de luxe model, acetylene lighting, smart, 62 guineas. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 531-285

BEBE PEUGEOT, 60 guineas, de luxe 3-speed, all-weather, discs, smart. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 531-266

BEBE PEUGEOT, 3 speeds, exceptionally nice condition, £72 10s.; extended payments from 10 per cent. down. Rey., 378-384 Euston Rd. Phone, Museum 7736. 531-236

BEBE PEUGEOT, £65 cash or deferred, 1915, 3 speed, exceptional condition, appearance and equipment, cost £157 10s. June, 1921, and practically unused since, overhauled last November. Delancey Street Garage, Camden Town, N.W. 1. 531-1110

BAYLISS-THOMAS, 1922, good condition, speedometer, double dickey, new tyres, £200. Apply, Surgeon-Commander Cheesman, Royal Marine Barracks, Chatham. 531-964

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).

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the West End wholesale concessionaires, have several second-hand 1922 models, carrying our guarantee, from £175. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-56

BELSIZE-BRADSHAW, 8hp, 4-seater, hood and screen, colour grey, upholstery blue, nickel fittings, wheels and tyres standard, dynamo lighting, with head and tail lamps, horn and tools, splendid condition, bargain price, £210; in London. Write, Box No. 411, care of "The Light Car and Cyclecar." zzz-5

BELSIZE-BRADSHAW, 2-seater, brand new, fitted speedometer, £200 to clear. Putney Bridge Auto Mart, 222 Putney Bridge Rd., S.W. 15. 531-173

BELSIZE-BRADSHAW, new 1923 model, delivery promised first week February, advertiser will sacrifice £185 cash; no agents; Manchester district, Box No. 919, c/o "The Light Car and Cyclecar." 531-e956

BLERIOT-WHIPPET, F.O.C.H. have 1921 Bleriot-Whippet, bargain, 5 Heath St., Hampstead (near Tube). 531-203

BLERIOT-WHIPPET, 1920, dynamo lighting, spare wheel, excellent condition throughout, 50 guineas; exchanges and deferred. Edwards and Co., Gt. Portland St. 531-329

BLERIOT-WHIPPET, finest ever built, chassis used 1921 200-Milo Race, fitted with special 10hp Blackburne engine, high gear ratio, 700 or 80 Dunlop cord tyres and rebound absorbers on all wheels, has lapped Bracklands 70, special sports cloverleaf 3-seater body, upholstered black leather, vee Triplex windscreen, mahogany instrument board, clock, revolution counter, switchboard, dynamo lighting, head, side and tail lamps, coach-painted black and dark blue this month and undriven since, body alone cost £100, accept £125. Worters, Shipyard, Weybridge. 531-134

BLERIOT-WHIPPET 1920 2-seater, detachable wheels, mechanical starter, just repainted grey and overhauled, perfect condition throughout, a bargain, £60. Weybridge Automobiles, Ltd., Weybridge. Phone 236. 531-406

BROOK, £75, 1921, 8hp 2-seater, dynamo lighting, 5 detachable wheels, speedometer, clock, exchange. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 531-268

BUCKINGHAM, 1923, 10hp, 2-seater and double dickey, latest model, pastel blue, Lucas lighting horn, spare wheel, Sandum side screens, mascot, etc., tax paid delivered December 30th, cost £195, mileage under 500, accept £165. Lancaster Motor Co., 158 Norwood Rd., West Norwood. Phone, Streatham 2541. 531-183

BUCKINGHAM 1922 3-seater, practically brand new, £115; exchange. Clayhall Tavern, Old Ford Rd., Bow. 531-151

BUGATTI, 1921, 11.4, 16-valve, sporting 4-seater, delivered new in 1922, in practically new condition, an exceptionally pretty car, guaranteed 65 m.p.h., 40 m.p.g., £375; exchanges or extended terms arranged. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W. 1. Tel., Museum 9538. 531-265

BUGATTI, 1914, special body by Barker, detachable wheels, dynamo lighting, £195. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 998. 531-397

CALCOTT coupe, 1916, absolutely like new throughout, lighting and starting, etc., bargain, £165. Cummings, 101 Fulham Rd., London, S.W. 3. 531-y101

CALCOTT, 1922, 10hp, 2-seater, dickey, as new, mileage 1,300, £215. Storer and Tait, 20 Bourdon St., Boff St., W. 1. Mayfair 625. 531-407

CALTHORPE, special, fast, recently overhauled by makers, aluminium pistons, L and S, 6 wheels, with v.e. tyres, special streamlined body, 2 seats and dickey, hood, screen, lamps, side curtains, tools, bargain, £220. Buyers' Agents, 170 Piccadilly. Regent 5448. zzz-989

CALTHORPE, 1916-17, 2-3-seater with dickey, dynamo lighting, absolute bargain, £105. Chaston, Blackwood, Mon. Tel. 66. 531-137

CALTHORPE, 1920 model, 4-seater, electric starting and horn, new hood, overhauled and painted, £180. Putney Bridge Auto Mart, 222 Putney Bridge Rd., S.W. 15. 531-172

CALTHORPE, 129 guineas, exchanges, deferred payments; 1914-15, 4-seater, double screen, 5 detachables, one-man hood, electric lamps, smart. Seabridge, 35 Hansler Rd., East Dulwich. Telephone, Sydenham 2452. 531-282

CALTHORPE coupe, 2-seater, dynamo lighting, quite smart, quiet and in sound order, tax paid, £90. Garage, 12 Gornall Ter. Mews, N.W. 1 (near Baker St. Station). Phone, Langham 2935. 531-114

CALTHORPE, 1921, 10hp, self-starter, dynamo, super-sports 4-seater with bulbus back, as new in every way, runs beautifully, very smart, owner will accept £165 cash. 69 St. Paul's Ave., Willesden Green, London. 531-1146

CARDEN repairs and spares. Repairs to Carden Engineering Co. Works 4 minutes' run from Victoria. Immediate delivery of spares, such as layshafts, clutch plates, gears, bushes, etc. 15 per cent. off list prices. Send for particulars of many Carden improvements marketed by us. Reconditioned and guaranteed Cardens in stock for sale from £50. Running adjustments while you wait by Carden experts. Lowest charges in London. Ravenscourt, 283 Battersea Park Rd., S.W. 11. Telephone, Latchmere 4720-1. zzz-52

CARDEN, 1921, hood, screen, lamps, £50 cash, or £10 15s. deposit and 11 payments of £3 15s., less rebate. Service Company, 273-4 High Holborn, W.C. 1. zzz-937

CARDEN Official Repair Depot. The only one in London and district having taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co., Ltd., we have organized a special department to deal with this work. Only guaranteed spares supplied. Beware of imitations at reduced prices. Numerous important improvements for Carden cars. Send for particulars. Patentees and Sole Concessionaires—The New Carden Light Car Co., Ltd., 22 Hylbe Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-304

CARDEN cyclecar, 1921, capital condition, electric lighting, accessories, 50 guineas. Heybourns, Grand Garage, Maidenhead. 531-w829

CARDEN, 1921, dynamo, perfect, £60 or deferred. Raiton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 531-306

CASTLE THREE, 1921, new condition, dynamo lighting, speedometer, etc., interchangeable wheels, mileage 3,000, £85, any trial. Phone, Waltham Cross 299. Stanley Biss, Waltham Abbey. 531-128

CASTLE THREE, F.O.C.H. have 1922 Castle Three, bargain, 5 Heath St., Hampstead (near Tube). 531-204

CITROEN 1921 4-seater, fully equipped, tonneau cover, perfect condition, £200, licence, insurance, etc., included. 8 Broadway Buildings, Reading. 531-w488

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

CITROEN, 10hp, 1921, speedometer, rear screen, leather gaiters, in splendid condition throughout, £165. 11 Gloucester St., Oxford. zzz-27

CITROEN, coupe, 10.4hp, order as good as new, a most complete car, price £275. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-364

COVENTRY-PREMIER, 1922, double dickey, perfect, mileage 3,000, tax, insurance, £125. Chaston, Blackwood, Mon. Tel. 66. 531-138

COVENTRY-PREMIER, F.O.C.H. have Coventry-Premier 3-wheeler, bargain, 5 Heath St., Hampstead (near Tube). 531-206

COVENTRY-PREMIER, 8hp, 4-wheeler, new June, 1922, double dickey, dynamo lighting, owner driven, insured, tax paid, excellent condition, £150. 67 Nutfield Rd., Thornton Heath. 531-y423

COVENTRY-PREMIER, 8hp, 1922, new in June, double dickey, dynamo lighting, insurance inclusive, mileage 3,000, £145 17s. 6d., excellent condition, Wilkins, Simpson, opposite Olympia, London. 531-y387

COVENTRY-PREMIER, 1923, 10hp, 4-cylinder, 4-seater, used only for few demonstration runs, list price £243, accept £225 cash. Newnham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 531-295

COVENTRY-PREMIER, 1922, 4-wheeler, dynamo lighting, clock, speedometer, de luxe model, double dickey, indistinguishable from new, 145 guineas; exchanges and deferred. Edwards and Co., Gt. Portland St. W. 1. 531-328

COVENTRY-PREMIER 1922 4-wheeler, dynamo lighting, spare wheel, speedometer, dickey seat, mileage 2,000, £125; exchanges: Miller, (side bell) 127 St. Mark's Rd., North Kensington. 531-137

CROUCH, 1915, 7-9hp, 2-seater, sporting w.c. V twin, magneto, tyres good (2 new Dunlops), in good running order, must sell, £40 or near offer. J., 5 Ranelagh Ave., Hurlingham. 532-y67

CROUCH, F.O.C.H. have a 1921 Crouch, bargain, 5 Heath St., Hampstead (near Tube). 531-202

CROUCH, 1920, run only 4,000 miles, most perfect condition, electric lighting, impulse starter, 5 detachable wheels, oversize tyres, all perfect, clock, speedometer hood, screen, with side attachments, 2 horns, many extras, bargain, £80. Walter Engall and Co., 20 Long Acre, W.C. 2. Gerrard 4457. 531-504

CROUCH 1923, special 4-cylinder Anzani model, purchased new December last, 2-seater all-weather body with double dickey, lighting and starting, etc., offered on behalf of a client, cost £340, absolutely new condition, cash price £285. The Layton Garages, 50 Holywell St., Oxford. Phone 581. 531-254

CROUCH 1922 8-18hp 2-seater, double dickey, dynamo lighting, small mileage, as new, cost £285, used exclusively by our Mr. Tollady, in the pink of condition, cash bargain price £175. The Layton Garages, 50 Holywell St., Oxford. Phone 581. 531-254

DEEMSTER, Nov., 1921, lady owned and driven, many extras, excellent condition, £185; seen Kensington. Quartier, Shottlands House, Shortlands, Kent. 531-139

DEEMSTER, 1914, 10hp, 2-seater, detachable wheels, nearly new tyres, smart and reliable car, £90; extended payments arranged. Hamilton, 69a Ferris Rd., East Dulwich. Phone, New Cross 1309. (Before 7.1) 531-173

DE MARCAY 1921 10hp 2-seater, dynamo lighting, detachable wheels, adjustable screens, excellent condition, 60 guineas; exchanges or deferred. Edwards, 101 Gt. Portland St., W. 1. 531-330

ERIC CAMPBELL, 1921, all-aluminium body, speedometer, revolution counter, clock, condition throughout perfect, bargain, £135, or exchanges. James, c/o Bradmores, 482 Harrow Rd., Paddington. 531-180

ERIC LONGDEN, April, 1922, 8.9 twin Blackburne, water-cooled, 3-speed, reverse, dynamo, speedometer, spare wheel, 55 m.p.h., perfect throughout, £140. Esmond, 38 Portland Place, London. 532-w457

G.N., 1922, A few slightly shop-soiled demonstration, touring, sporting, and racing models available, extremely attractive prices. G.N. Motors, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 536-266

G.N., exceptionally smart, dynamo lighting, speedometer, clock, aluminium dash, mechanical lubrication, most carefully used, mileage approximately 3,000, £115; exchange or deferred payments over 18 months. Allen-Rennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-17

G.N.s wanted in exchange for 8hp Talbots. Balance by instalments. Warwick Wright, Ltd., 150 New Bond St., W. 1. Phone, Mayfair 6504.5. zzz-180

G.N., 1921, dickey, exceptional condition in every way, low mileage, trial willingly. Holly Park Garage, Finchley, N.3. Phone, Finchley 2452. 532-y186

G.N., 1920, acetylene lighting, speedometer, £60.

G.N., 1921, dynamo, speedometer, electric horn, £90.

G.N., 1922, Lagero, dynamo, speedometer, £135. Tolo, Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 531-187

G.N., 1921, dynamo, speedometer, repainted blue, black wings, large dickey, Triplex screen, hood recovered, aluminium pistons, electric horn, £110 or near. Ellis, 46a Standon Park, S.E. 23. 531-950

G.N., special racing model, overhead valves, special magneto and carburetter, 6 wheels, Palmor cords, dynamo lighting, aero windscreens; "H" for speed and hill-climbs, winner of many awards last season; £150. Rochester Auto Co., Ltd., Rochester. 531-184

G.N., 1920, touring, 2-seater, dynamo lighting, speedometer, 5 detachable wheels, almost new oversize tyres, £85. G.N., 47 Streatham Hill, S.W. 2. 531-176

G.N., very late 1921 De Luxe model, dynamo lighting, 2 large C.A.V. headlights, and side lamps, speedometer, clock, dickey seat, just out of paintshop and as new, special bargain, £78. 149 Lowther Parade, Barnes. Ham 1743. 531-251

G.N., all aluminium sports model, dynamo, speedometer, exceptionally fast, £135; extended terms from 10 per cent. down. Below.

G.N., 1920, specially long chassis, 3-seater, dynamo, clock, speedometer, 2 spare wheels, exceptionally good condition, 110 guineas; extended terms from 10 per cent. down. Below.

G.N., 1922, dickey, etc., splendid order, £135; extended terms from 10 per cent. down. Roy, 378-384 Euston Rd. Phone, Museum 7736. 531-237

G.N., 1922, splendid condition, dynamo lighting, dickey, spare wheel, speedometer, electric horn, shock absorbers, tyres new, small mileage, tax paid, £112. 88 Brampton Rd., St. Albans. 531-1101

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

G.N., 1920, dynamo lighting, good running order, £60, or exchange combination. 3 Stamford Brook Rd., Hammersmith. 531-354

G.N., 1921, dynamo lighting, spare wheel, superb condition, 92 guineas; exchanges and deferred. Edwards, 101 Gt. Portland St., W. 531-324

G.N. Exceptional 1921 de luxe G.N., dynamo lighting, spare wheel, unsoiled condition, very fast, £85; exchanges. 24 Balliol Rd., North Kensington. 531-1131

G.N. Cass's Motor Mart, Ltd. 1921, 8hp, 5 lamps, horn, speedometer, hood, screen, just overhauled and repainted, bargain, £85; deferred terms, exchanges. 5 Warren St., W. 1. Museum 623. 531-341

G.N., 1921, standard model, lighting set, £72. Below.

G.N., dynamo lighting, spare wheel, £85; exchange, deferred. Elce, Ltd., 15-16 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 531-350

G.N., 1920, dynamo, £90; 1921 Legere model, without dynamo, £90 cash, or £18 16s deposit and 11 payments of £16 16s., less rebate. Service Co., 275 High Holborn, W.C. 1. zzz-368

G.N., 1920, dynamo, spare wheel, excellent condition, £77 10s. Storer and Tibb, 20 Bourdon St., Bond St., W. 1. Mayfair 625. 531-408

G.N. Maker's guarantee, new, unused, offers. 38 Hirwain Rd., Aberdare. 531-230

G.N. Sept. 1920, small mileage, in good condition, dynamo lighting, £90. Autocars, Ltd., Ilfracombe, Devon. 532-177

G.W.K. 2-seater and dickey, 4-cylinder engine, Rotax lighting and lamps, done only 2,883 miles, in first-class order, £175. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-366

G.W.K. 1914 2-seater, in good mechanical condition, any reasonable trial and inspection, £45. J. Smith and Co., Motor Agents, Ltd., 52-54 Hammersmith Rd., N.W. 1. Tel. Museum 6938. 531-262

G.W.K. late 1915, 2-3-seater, little used, excellent order, fast, perfect, any trial or examination, must sell, best offer secures. Element, 5 Apple Market, Kingston. 531-1112

G.W.K. late model 4-seater, in extremely good order, bodywork and upholstery like new, £115, cash or deferred terms. Autocars, Ltd., 15 Woodstock St., London, W. 1. Telephone, Mayfair 2631. 531-383

HANDS 1922 10hp 2-seater, double dickey, dynamo lighting, self-starter, speedometer, clock, condition indistinguishable from new, 185 guineas; exchanges and deferred. Edwards, Gt. Portland St. 531-325

H.F.C. 1920, dynamo, detachable wheels, £75. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 531-311

HILLMAN cars. Official repairers, London district, Chester Motor Co., Ltd., 9-11 Churne Walk, Chelsea, London, S.W. 10. Telephone, Kensington 5320. All spare parts in stock. Well-equipped works. 546-412

HILLMAN sports, complete with full electrical equipment, 2-seater with polished aluminium body, many extras, external copper exhaust pipe, revolution counter, speedometer, clock, all tyres brand new, will travel 5 to 70 miles an hour in top gear. This car cost over £600 in 1921, only small mileage, owner will accept £210. 69 St. Paul's Ave., Willesden Green, London. 531-1149

HORSTMAN car, 11.9, 2-seater, 1921, dynamo lighting and starter, 5 disc detachable wheels, hood, screen, speedometer, etc., excellent condition throughout, £160 or offer, or would take old G.W.K. part exchange. Dixon, Ashford Hill, Newbury. 531-182

HUMBERETTE Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

HUMBERETTE. Humber Service Depot Canterbury Rd., Kilburn, N.W. 6. Phone, Willesden 1298-1299. Telegrams, "Humberonia, London." zzz-999

HUMBERETTE, 1914, water-cooled engine, recently put in sound order by the makers, many extras, tyres good, £65. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-365

HUMBERETTE, £100 or near offer, completely modernized Humberette, solid axle, dynamo lighting, aluminium body, discs, etc., description appeared in "Light Car and Cyclecar" December 8th, reason for selling financial, seen by appointment. Aston, 2 Stockwell Terrace, Clapham, S.W. 9. 531-961

HUMBERETTE, w.-c., just overhauled, new cylinders, pistons, valves, tappets, cams, rockers, gears and radiator, repainted, new hood cover, electric lamps, Stepany, speedometer, tax paid quarter, equal new, £85. Wood, Bowland St., Bradford. 531-194

HUMBERETTE, splendid order, new tyres, £50 or deferred. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 531-307

HUMBERETTE, 1914, air-cooled, excellent condition, £90. Letters, 61 Frederick Pl., Plumstead, S.E. 18. 531-1124

HUMBERETTE, 1914, water-cooled, new tyres, overhauled, repainted, speedometer, electric lighting, private, £65. Robinson, 73a Portadown Rd., Maida Vale. 531-479

HUMBERETTE, 1914, water-cooled, engine newly overhauled, well equipped, licence till April, trial run, best offer. Owner, 4 Eastern Terrace, Southsea. 531-181

JOWETT, April, 1922, dickey, Magdino, mileage 4,400, £200. Parker Bros., Aberdare. 531-229

LAGONDA. Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W. 6. zzz-96

LAGONDA 4-seater, dynamo, excellent running order, licensed and insured, expert examination and trial, £120. Cornwell, Dentist, Sidcup. 531-579

LAGONDA coupe, 1920, in fine condition, very little used, owner going abroad, excellent little car, £200, or very near offer. To view, telephone Tottenham 2201. 531-960

LAGONDA, 4-seater, November, 1919, in excellent condition, oversize tyres, luggage grid, side curtains, fully equipped, £140 or close offer; inspection and trial by appointment; London district. H. M., 141 Victoria Rd., S.E. 7. Phone, Greenwich 1147. 531-11

LAGONDA, 1922 (September), 2-seater, double dickey, dynamo lighting and starting, small mileage, as new, special cash price, 200 guineas. The Layton Garages, 30 Holywell St., Oxford. Phone 581. 531-255

LITTLE GREG, 1923 model, 10hp, 2-seater; this car has been specially tuned up for competition work being exceptionally fast and should be successful in hill-climbs, speed trials, etc., done 1,500 miles only, and completely equipped with dynamo lighting, etc., real bargain, £185. Cummings, 101 Fulham Rd., S.W. 3. 531-1100

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

L.S.D., absolutely new, bargain, £100. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 531-309

MARSEAL, 1922, 2-seater and dickey, all-aluminium model, full electrical equipment, spare wheel, etc., done 500 miles, £150 or nearest offer. Mrs. Crawford, Cranham, Axted, Surrey. 531-196

MATHIS 8.9hp 1922 3/4-seater, demonstration model, fully equipped, painted maroon, bargain, £275. Below.

MATHIS, 7.5hp, 1922, used for a few trial runs only, £200. Below.

MATHIS, 7.5hp, 1922, only run 1,000 miles and in perfect condition, £175.

MATHIS, Borough Mills Garage Co., Manchester Rd., Bradford. Phone, 6177 Bradford. 533-9995

MATHIS, 1922, shop soiled only, £185. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 531-310

MATHIS. The Light Car Co. offer a 1922 Mathis 2-seater, dynamo and starter, used for a few trial runs only, price £185; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 531-276

MERCURY, 1920, 10hp, 2-seater, dynamo, dickey, etc., excellent condition, £125. Vivian, 33 Spencer St., Victoria St., S.W. 1. Vict. 8677. 531-302

MERCURY, 139 guineas, exceptional bargain; exchanges, deferred payments; 1920 Mercury, 2-seater, stunk dickey, 10hp, 4 cylinders, gate change, dynamo, clock, speedometer, 5 detachables, smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 531-284

METEORITE, 169 guineas, exchanges, exceptionally smart 1919-20 2-seater, dickey, dynamo, 11hp, 4 cylinders, 5 detachables, silent, flexible, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 531-285

MORGAN Service Depot. Officially 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-580

MORGAN specialists. James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-357

MORGAN, 1921, M.A.G., de luxe, splendidly equipped, perfect condition, £110. 125 Adelaide Rd., N.W. 3. 531-6796

MORGAN, 1920, late, de luxe, air-cooled J.A.P., speedometer, perfect mileage 2,000, sacrifice £100. Chaston, Blackwood, Mon. Tel. 66. 531-139

MORGAN, 1920 (late) M.A.G. engine, electric lighting, exceptional condition and very small mileage, £95. Below.

MORGAN, 1921, M.A.G., practically unscratched and almost new, bargain, £105. The Regent Garage, Leamington Spa. Tel. 406. 531-191

MORGAN. F.O.C.H. have 1921 G.P. Morgan, bargain. 5 Heath St., Hampstead (near Tube). 531-201

MORGANS, choice of 3, 1922 Popular, 1922 Grand Prix, M.A.G., dynamo, 1921 de luxe; extended terms from 10 per cent. down. Rey (Morgan agent), 378-384 Euston Rd. Phone, Museum 7736. 531-239

MORGAN, de luxe, air-cooled J.A.P. overhead-valve engine, No. 1,479, good condition throughout, £55. Hopkins, New St., Ledbury. 531-178

MORGAN, late 1922, Grand Prix, Aero, w.-c. Anzani, speedometer, Lucas dynamo lighting, as new, what offers? Box No. 922, c/o "The Light Car and Cyclecar." 531-957

MORGAN, 1921, Grand Prix model with w.-c. M.A.G. engine and dynamo lighting, perfect condition, £115. Newnham, 223 Hammersmith Rd., W. 6. 531-294

MORGANS, £50, £70, £100, £110, £130, cash, terms, or exchanges. Bunting's Motors, Wealdstone, Middlesex. 531-331

MORGAN, 1922, 8hp, Grand Prix, o.h.v. J.A.P. engine, electric and acetylene lighting, discs, Bonniksen speedometer, condition as new throughout, 125 guineas; exchanges and deferred. Edwards, 101 Gt. Portland St., W. 1. 531-322

MORGAN, 1922, G.P., M.A.G. engine, Lucas dynamo lighting, discs, hood cover, electric horn, mirror, spot lamp, blue finish, as a new car, 120 guineas; exchanges. Aliber Garage, Thursoct Rd., Earlsfield, London. Phone, Latchmere 4388. 531-319

MORGAN, 1921, Grand Prix, J.A.P., water-cooled, special large headlamps, Stewart horn, aluminium dashboard, extra air, aluminium number plates, running splendidly, and smart appearance, £95 cash. Robinson, Draper, Manchester House, Lowestoft. 531-1120

MORGAN, 1916, Grand Prix, w.-c. 8hp J.A.P., hood, screen, lamps, etc., in good condition, recently overhauled, new chain and chain wheels, tyres good, 1 new, £75. Justice, Alston Nurseries, Nantwich, Cheshire. 531-1116

MORGAN, 1922, G.P., aluminium dashboard, electric lighting, speedometer, 1,400 miles, disc wheels, beautiful condition, £130, or combination and cash. Lynsted, Richmond Rd., Kingston. 531-1114

MORGAN, 1917, G.P., water-cooled, 6 lamps, electric and acetylene, perfect, £72 10s. Alston, 154 Old Rd. West, Gravesend. 531-142

MORGAN de luxe November, 1920, 10hp, water-cooled M.A.G. engine, disc, speedometer, gas and electric, perfect order, £90. Ireland 15 Harberton Rd., Highgate. 531-140

MORGAN, Grand Prix, late model, excellent condition throughout, to clear £60. Midland Garage, Broad St., Birmingham. zzz-259

MORGAN, 1922, de luxe, w.-c., used twice, Lucas dynamo lighting, every possible accessory, £130, unsoiled condition; exchanges. 24 Balliol Rd., North Kensington. 531-1132

MORGAN. Cass's Motor Mart, Ltd. 1920 G.P., water-cooled M.A.G. engine, disc wheels, 3 lamps, speedometer, overhauled, painted red, bargain, £115; deferred terms, exchanges. 5 Warren St., W. 1. Museum 623. 531-340

MORGAN 1922 de luxe model, w.-c. J.A.P., lighting set, slightly shop-soiled, £145; exchange, deferred. Elce, Ltd., 13-16 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 531-353

MORGAN, 1915, Grand Prix, 8hp, w.-c., J.A.P., fully equipped hood, screen, 5 lamps, etc., in splendid condition, guaranteed perfect, £80. Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 531-380

MORGAN, Grand Prix, J.A.P., water-cooled, lamps, recently overhauled and repainted, equal in condition to many 1921 models, £90. Below.

MORGAN, 1919, Grand Prix, J.A.P., water-cooled, hood, windscreen, discs, £100. Maude's Motor Mart, 100 Gt. Portland St., London, W. 1. 531-374

**THE BEST
BARGAINS**

In second-hand light cars and cyclecars are offered in these pages.

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

- MORGAN**, sporting, 1921, M.A.G., a.c., splendidly equipped, perfect condition, £90 or offer. 75 Willows Rd., Cannon Hill, Birmingham. 531-482
- MORRIS-OXFORD** de luxe, 1915, dynamo, clock, speedometer, splendid order, £110; extended terms from 10 per cent. down. Rey (Morris Agent), 378-384 Euston Rd. Phone, Museum 7736. 531-238
- MORRIS-OXFORD** 1915 2-seater, 8hp, dynamo, hood, side screens, side curtains, good appearance, engine just overhauled, excellent condition, £135 or near offer. Payne, 1 Bushmead Ave., Bedford. 531-469
- NEWBY**, 1920, 2-seater, 10hp, 4-cylinder, 5 wheels, whole outfit practically new, 90 guineas. 43 Turnham Green Terrace, Chiswick. 531-316
- NEW HUDSON**, 3-wheeler, new June, 1922, speedometer, side curtains, etc., perfect condition; exchange 4-wheel light car or sell; what offers? Sant, 189 Trevelyan Rd., Tooting. 531-971
- PREMIER**, 1922, choice of 2, 4-wheeler, dickey, dynamo, excellent condition, £135; extended terms from 10 per cent. down. Rey (Premier agent), 378-384 Euston Rd. Phone, Museum 7736. 531-240
- RHODE** 1922 models. Mebes and Mebes, (Est. 1893). The Original Light Car Specialist, sole distributors London, South and West of England, have several of these for disposal, all having been reconditioned and fully equipped, from £165. Deferred payments arranged. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 531-367
- RHODE**, 1922, occasional 4-seater, dynamo lighting, speedometer, spot-light, many extras, fitted aluminium pistons, guaranteed perfect condition, appearance as new, a bargain, £155. Allday, Shanklin Villa, Princes' Rd., Weybridge. 531-405
- RHODE**, latest model, occasional 4-seater, electric lighting and starting, painted grey, wheels and wings black, shop-soiled, a bargain, £242. Weybridge Automobiles, Ltd., Weybridge. Phone 236. 531-404
- RICHARDSON** 8hp 2-seater, electric light, speeds, Magnum tyres, hood, screen, etc., good order, £60. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-567
- RICHARDSON**, August, 1920, used week-ends only, 10hp Precision engine, excellent condition, usual fittings, speedometer and spares, re-painted Matchless grey, £80. 141 Wickham Lane, Welling, Kent. 531-14
- RICHARDSON**, 1920, 2-seater, dickey, electric lighting, good condition, £57. Conn, 2 Cottage Grove, Clapham. 531-998
- RICHARDSON**, sale or exchange, 8hp J.A.P. engine, Dunlop Magnum oversize tyres, 5 disc wheels, nickel fittings, latest pattern body, painted dark blue, guaranteed not done more than 200 miles, cost £200, condition brand new. Box No. 923, c.o. "The Light Car and Cyclecar." 531-963
- RILEY**, 1922 model, 4-seater, complete with self-starter, dynamo lighting, 5 lamps, spare wheel and tyre, usual tools, hood and side curtains, excellent condition, nice steering, very flexible and easy in traffic, in tip-top condition throughout, price £325 spot cash. Box No. 9282, c.o. "The Light Car and Cyclecar." zzz-663
- RILEY** service depot. Guaranteed 1922 second-hand models from £325. Lewis Motor Works, Lewes. 532-426
- RILEY**, 1922, 11hp, 4-seater, all-weather, grey and grey leather, 2 spare wheels with unused tyres, all other tyres very good, speedometer, dynamo lighting and starting, interior and dash lamps, spring gaiters, driving mirrors, etc., etc., perfect condition, mileage only 9,000, £350 or offer. The Regent Garage, Leamington Spa. Tel. 406. 531-190
- ROVER** 8 de luxe, late 1922, petrol gauge, electric horn, petrol carrier, Flexkas, air valve, special strangler, Angier puttees and gaiters, mirror, £165. 77 Withnell Rd., Blackpool, S.S. 531-973
- ROVER** 8s, choice of 3, 1921 and 1922, prices from £110; extended terms from 10 per cent. down. Rey (Rover Agent), 378-384 Euston Rd. Phone, Museum 7736. 531-241
- ROVER**, 8hp 2-seater, 1922, good mechanical condition, requires repainting, £125, including repainting. Vivian Hardie and Lane, Ltd., 23-24 Woodstock St. (off Blenheim St.), Bond St., W. 1. Mayfair 6559. 531-198
- ROVER** 8, 1922, late, every possible fitting, as brand new, £135, or exchange combination and cash. James, c.o. Bradmores, 482 Harrow Rd., Paddington. 531-181
- ROVER**, 8hp, 2-seater, No. 82654, first-class condition, speedometer, many extras, £106. Hopkins, New St., Ledbury. 531-177
- ROVER**, 1921, 8hp, dynamo lighting, speedometer, mirror, etc. Note: Tax paid for whole of 1923, excellent condition and very smart in appearance, inspection invited, genuine bargain, £105. Wilkins, Simpson, opposite Olympia, London. 531-396
- ROVER**, 8hp, 1921, licensed, Easting side screens and curtains, dynamo lighting, speedometer, clock, etc., £120. Darke, Mapesbury Works, 140 Willesden Lane, N.W. 532-959
- ROVER** 8, 1921, dynamo, speedometer, curtains, dash lamp, excellent condition, tax and insurance paid, £105, offers. Box No. 921, c.o. "The Light Car and Cyclecar." 531-955
- ROVER** 8, 1922, fully equipped, excellent condition, 128 guineas; exchanges and deferred. Edwards, 101 Gt. Portland St. 531-326
- ROVER** 8, 1922, speedometer, original tyres, late property of a prominent naval commander, absolutely as new, 120 guineas; also late 1920 model, new tyres, speedometer, full equipment, 95 guineas; exchanges. Allbar Garage, Thorneat Rd., Earlsfield, London. Phone, Latchmere 4388. 531-321
- ROVER** 8, December, 1920, run under 7,000 miles, clock, speedometer, 2 spring puttees, overhauled and modernized at Rover works, tax paid for 1923, £110. Dr. Jones, Peatling Magna, Leicester. 531-1122
- ROVER**, 8hp, largest second-hand stock in London, from 90 to 100 guineas, cash or deferred. Delancey St. Garage, Camden Town, N.W. 1. 531-1111
- ROVER**, 8-9hp, 1922, unscratched, perfect condition, absolutely as new, speedometer, special black hood cover, etc., small mileage, licensed till May, sacrifice £128 or near. Tobaccoist, 58 London Rd., Coventry. 531-141
- ROVER** de luxe 8, October, 1922, navy blue, mileage 500 only, speedometer, clock, dash lamp, floor mat, leather upholstery, practically new, cost £210, first offer £165; appointment. 86 Trinity Rise, Tulse Hill, S.W. 2. 532-144
- ROVER** 8, 1921, like new, £100. Stott, 332 Burnley Rd., Waterfoot, Lancs. 531-187
- ROVER**, 1922, new, complete, £155, bargain. D. and S. Autocar Co., 33 The Parade, Golders Green. 531-344

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

- ROVER** 8, dynamo, three of these models, in excellent order, tax paid, £105 each. Garage, 12 Cornwall Terrace Mews, N.W.1. (rear Baker St. Station) Phone, Langham 2933. 531-1143
- ROVER** 8, late 1921, double oiler, full equipment, side curtains, £105; exchanges. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 531-1158
- ROVER** 8, 1922, dickey, speedometer, extras, splendid condition, £136; exchange; deferred. Rice, Ltd., 13-16 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 531-349
- ROVER** 8, 1921, just repainted, full equipment, excellent condition, £107 10s. Storer and Tait, 20 Bourdon St., Bond St., W. 1. Mayfair 625. 531-409
- SALMONSON**, 1922 August, de luxe, double dickey, trip speedometer, mileage 2,500, condition unscratched, mechanically and otherwise, spare wheel unused, Michelin tyres, taxed, reason for selling, £197 10s. Parker, 21 Colville Sq., W. 11. 531-270
- SALMONSON**, 1925, de luxe, double dickey, solely used for demonstration purposes, mileage under 1,000, taxed, £230. K.J., Bromley. Phone 1727. 531-271
- SALMONSON**, 1922, de luxe, starter, dynamo, speedometer, mileage under 1,000, perfect and faultless, £200. K.J. Motors, Bromley. 532-149
- SALMONSON**, 1922, 10hp, 2-seater, dickey, dynamo lighting, fully equipped, excellent condition, 145 guineas; exchanges and deferred. Edwards and Co., 101 Gt. Portland St. 531-327
- SALMONSON**, aluminium sports, 1922, V windscreens, 60 m.p.h., 5 wheels and tyres, clock, speedometer, fully equipped, guaranteed perfect and faultless, taxed, £185. K.J. Motors, Bromley. Phone 1727. 533-375
- SALMONSON**, 1922 (December), standard 2-seater, dynamo lighting, spare wheel and tyre, fully equipped, mileage under 600, £160. K.J. Motors, Bromley. Phone 1727. 533-376
- SHORT-ASHBY**, 1922, 8hp, 4-cylinder water-cooled, 2-seater and dickey, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers? Major, 18 Russell Gdns, Golder's Green, London, N.W. zzz-768
- SINGER**, 1919, late 10hp, 2-seater, Rotax dynamo lighting, practically new tyres all round and in exceptionally fine condition, just been re-painted and thoroughly overhauled, total mileage under 6,000, most carefully driven and exceptionally good machine, £145, or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Regent Parade, West Croydon. Phone, Croydon 2450-2451. zzz-900
- SINGER** 1920 2-seater, starter, lighting, full equipment, excellent condition, £145; extended terms from 10 per cent. down. Rey (Singer Agent), 378-384 Euston Rd. Phone, Museum 7736. 531-243
- SINGER**, 1915, 2-seater, dynamo lighting, speedometer, etc., 5 new tyres, excellent condition and very smart appearance, inspection invited, genuine bargain, £115. Wilkins, Simpson, opposite Olympia, London. 531-386
- SINGER**, 1922, 10hp, 2-seater, dynamo lighting, self-starter, double dickey, speedometer, etc., insurance inclusive, new in June, small mileage, condition better than new, £215. Wilkins, Simpson, opposite Olympia, London. 531-388
- SINGER**, 1922, coupe, with dickey, centre gearbox, dynamo lighting and starting, practically new, perfect, expert examination invited, £110. Terrace Garage, Turnham Green Station, S.W. 531-517
- SINGER**, 1920, dynamo, dickey seat, £120, or deferred. Ralton, Colham and Co., Ltd., 21 Blackfriars St., Manchester. 531-308
- SINGER**, 1919, dickey, dynamo, starter, clock, speedometer, mileage 4,000, paintwork excellent, mechanically perfect, privately owned, £115. Luna Motor Co., Daleham Mews, Hampstead. Phone 4608. 531-167
- SINGER**, 1921 coupe, 10hp, starter, dynamo lighting, painted blue, cord upholstery, run only 4,000 miles, excellent condition, indistinguishable from new, bargain, £240; deferred terms; exchanges. Below.
- SINGER**, 1917 coupe, 10hp, dynamo lighting, 5 wheels and tyres, in splendid condition, bargain, £125; deferred terms; exchanges. Below.
- SINGER**, 1920, special sports, starter, dynamo lighting, just repainted amaranth red, run only 4,500 miles, supreme condition, bargain, £165; deferred terms; exchanges. Cassa Motor Mart, Ltd., 5 Warren St., W. 1. Museum 623. 531-343
- SINGER**, 2-seater, dynamo, absolutely in sound mechanical condition, tax paid, £105. Garage, 12 Cornwall Terrace Mews, N.W.1. (rear Baker St. Station) Phone, Langham 2933. 531-1141
- SINGER**, exceptional late 1920, de luxe, 10hp, Rotax lighting and starter, speedometer, double dickey, unsoiled condition, £135; exchanges. 24 Balliol Rd., North Kensington. 531-1129
- SINGER**, 1918-19, 10hp, in grey, dynamo lighting, spare wheel, dickey seat, £87 10s.; exchange; deferred. Rice, Ltd., 13-16 Bishopsgate Ave., Camomile St., E.O. Phone, Avenue 5548. 531-352
- SINGER** 1920 2-seater, dynamo, starter, new condition throughout, £140; deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 531-403
- SINGER**, 1914, 10hp, 2-seater and dickey, detachable wheels, side curtains, speedometer, etc., this car has been recently overhauled and is both smart and reliable, £78; extended payments arranged. Hamilton, 69a Ferris Rd., Eyt Dulwich. Phone, New Cross 1309. (Beloro 7). 531-471
- SINGER**. The Light Car Co. offer several bargains in Singer cars; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 531-277
- STANDARD** 1914 2-seater, 9.5hp, with dickey seat, excellent condition throughout, £135. Foster, 204 Capstone Rd., Bournemouth. zzz-816
- STANDARD**, 2-seater and dickey, 1914, 9.5hp, lighting and starting, 5 lamps, many extras, everything, including tyres, in good order, £140. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-368
- STANDARD**, 1920, 2-seater, all-weather, self-starter, dynamo, 2 spare wheels, etc., privately owned, as new, £210. Vivian, 33 Spenser St., Victoria St., S.W. 1. 531-301
- STANDARD**, 1923, new, 10hp, self-starter, dynamo, 4-seater all-weather body, 5 detachable wheels, owner will accept £265; reason selling explained. 69 St. Paul's Avenue, Willesden Green, London. 531-1148
- STANDARD** 2-seater, dickey, in newly first-class order, tax paid, £105. Garage, 12 Cornwall Terrace Mews, N.W.1. (rear Baker St. Station). Phone, Langham 2933. 531-1142

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

STANDARD, 1920-21, 9.5, 2-seater, double dicky, in new condition, starter and lighting, closes as coupe, electric horn, speedometer many extras, tax paid December, £190; exchanges. James, c/o Bradmores, 482 Harrow Rd., Paddington. 531-179

STANDARD. The Light Car Co. have a very nice 1920 9.5hp 3-seated Standard, dynamo and starter, £210; also a 9.5hp 2-seater at £85; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 531-278

STELLITE 10hp 2-seater, in perfect condition, £120. Smith Motors, Ltd., High Rd., Goodmayes, London. zzz-317

STELLITE, 1920, dicky, dynamo, exceptionally nice condition, £165; extended terms from 10 per cent. down. Rey, 378-384 Euston Rd., Phone, Museum 7736. 531-242

STELLITE, 1920, 10hp, 2-seater, dynamo lighting, speedometer, just overhauled, £155. The Regent Garage, Leamington Spa. Tel. 406. 531-192

STELLITE, 1919, 2-seater, dicky, 5 wheels, speedometer, lights, recently overhauled by makers, excellent condition a bargain, owner going abroad. O'Hara, St. Stephen's, Southwold, Suffolk. 531-9665

STELLITE, 10hp, 2-seater, dynamo lighting beautiful condition throughout, and reasonable offer accepted. Vivian Hardie and Lane, Ltd., 23-24 Woodstock Sq., 4th Blenheim St., Bond St., W.1. Mayfair 6559. 531-197

STELLITE. Cars Motor Mart, Ltd. 1919 10hp, dynamo lighting and starting, clock, speedometer, 2 horns, 6 wheels and tyres, overhauled, repainted very splendid condition, bargain, £195; deferred terms; exchanges. 3 Warren St., W.1. Museum 625. 531-342

STELLITE, 1914, 10hp, 2-seater and dicky, detachable wheels, nearly new tyres, very smart and reliable, £75; extended payments arranged. Hamilton, 69a Ferris Rd., East Dulwich. Phone, New Cross 1509. (Belore 7.) 531-474

STELLITE. The Light Car Co. offer an excellent 1919 2-seater Stellite with dicky seat, dynamo lighting, price £145; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 531-280

STONELEIGH, 9hp, 3-seater, utility car, new last May, £145 Renwick 58 Elm Ter., Leamington Spa. 532-y76

SWIFT, 7.9, 2-seater, expensively equipped, recently overhauled, re painted, dicky seat, one of the most perfect of these popular little cars £70, would accept piano part exchange. Bunting's Motor Exchange, Wandsworth, M.15050. 531-332

SWIFT, 7.9, 2-seater, staggered seats, has only done 14,000 miles, in splendid condition, same speedometer and complete kit, very inexpensive to run, £80 or offers. Major Saunders, 28 Maidstone Rd., Rochester, Kent. 531-1117

SWIFT, 7.9, late 1917, 700 by 80, Steppes, electric and acetylene lighting, overhauled, sound condition, £50. Radford, Kenilworth Rd., Coventry. 531-184

SWIFT, 62 guineas; exchanges; 2-seater, 9hp, 2 cylinders, 5 detachable lamps, 4 horn, lamps, pulls well, any examination and trial. See bridge, 58 Hander Rd., East Dulwich-Sydenham 2452. 531-282

SWIFT. The Light Car Co. have 2 very nice 10hp Swift cars, dynamo and starter, at bargain prices; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 531-273

SWIFT, 1921, 2-seater, double dicky, starter, lighting, excellent condition, 200 guineas. Midland Garage, Broad St., Birmingham. zzz-258

TALBOT, 9hp, 1922, starter, clock, speedometer, Michelin cable tyres, spare wheel unused, fitted for luggage on back of dicky, over 50 m.p.h., privately owned, any trial, £240. 8a Bruton St., W.1. 531-9668

TALBOT, 9hp, 1922, 2-seater, self-starter, perfect condition, £235. Warwick Wright, Ltd., 150 New Bond St., W. 531-186

TALBOT-DARRACQ. The Light Car Co. offer a (shop-soiled) 2-seater Talbot-Darracq, fitted with dynamo and starter, in perfect order, £265; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 531-281

TAMPLIN, 1921, £50 cash, or £10 15s. deposit and 11 payments of £3 15s., less rebate. Service Co., 275-4 High Holborn, W.C.1. zzz-289

TAMPLIN tandem. Show exhibit, speedometer, clock, bargain price. Tamplin Motors, Ltd., Staines. 531-199

TAMPLIN 1921 2-seater, as new, £45; exchange motorcycle. 497 Old Ford Rd., Bow. 531-153

TAMPLIN, 1920, 2-seater, 8hp J.A.P. engine, perfect condition throughout, inside self-starter, £35; terms arranged. Midland Garage, Broad St., Birmingham. zzz-260

T.B., 1921, spare wheel, electric lamps, no dynamo, original tyres on, guaranteed perfect, £70. Box No. 936, c/o. The Light Car and Cyclecar. 531-45

T.B., 1922, electric lights, spare wheel, not run more than 1,000 miles, any inspection, £75. Box No. 937, c/o. The Light Car and Cyclecar. 531-46

UNIT, April, 1922. A very attractive 9.8 Coventry Climax-engined sporting model, fully equipped with dynamo lighting, etc., all-aluminium 2-seater body, red wings, wheels and upholstery, nickel-plated fittings, mechanically perfect and looks like new, photos, and any other details on request. Final drive by spur gearing, tyres good, 2 new Kempshalls on front and unused spare, nearest offer to £220 secure. Apply, F.J.F., c/o. The Light Car and Cyclecar, 7 Rosebery Ave., E.C. 1. zzz-545

UNIT, 1921, 9hp, 2-seater, as new, only used 6 months, very fast, £105; extended payments arranged. Hamilton, 69a Ferris Rd., East Dulwich. Phone, New Cross 1509. (Belore 7.) 531-172

VICTOR, 1921, 2-seater, 8hp w.e. Precision, electric lights, easy starter, £80, motorcycle part payment. P. Driscoll, 58 Woodfield Rd., Ealing. 531-102

WARREN-LAMBERT, 1923, 10hp, sports model, 2-seater and dicky, 3 speed and reverse, dynamo lighting, spare wheel, hood, screen, condition as brand new, 160 guineas, exchanges and deferred. Edwards, 101 Gt. Portland St. 531-323

WARREN-LAMBERT, £140; 1921, 2-seater car, very smart and fast, discs, dynamo lighting; deferred terms. Denmark Motor Agency, 4 Denmark Pl., Piccadilly Circus. Regent 986. 531-267

WOLSELEY, 1922, 10hp, 2-seater, 6,000 miles, self-starter, splendid condition, seen London, owner going abroad, £270. Capt. Hodson, 44 Ashburnham Mansions, Chelsea. 531-952

WOLSELEY, 10hp, late 1922, self-starter, dynamo, double sunken dicky seat, this car only delivered in July, all tyres as brand new, coachwork unscratched, £275. 69 St. Paul's Avenue, Willesden Green, London. 531-1147

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

WOLSELEY, latest, 7hp, self-starter, all-weather curtains, double screen, indistinguishable from new, bargain, £250. 6 Harley Mews South W. more St. 531-351

WOLSELEY, exceptional, 1921, 10hp, C.A.V. lighting and starter, every possible accessory, handsome car, unaltered condition, £245; exchanges. 24 Balliol Rd., North Kensington. 531-1150

WOLSELEY, 7hp, 1923 model, starter, all-weather curtains, double screen, practically new, £235. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 531-394

LE ZEBRE, 1921, electric light, self-starter, dicky seat, side curtains, new Michelin cables all round, repaired, £150. Foster, 204 Capstone Rd., Bournemouth. zzz-813

LE ZEBRE, a snip, excellent 2-seater (English body) and dicky, dynamo, starter, speedometer and numerous accessories, small mileage, as new, £165, cost double, cash or deferred payments. Write, call or phone, Western Motor Works, Perry St., Chislehurst, Kent. Phone, Sidcup 160. zzz-377

LE ZEBRE, 1920, electric light, dicky, curtains, well tired, excellent condition, only done 6,000 miles, offers. Box No. 920, c/o. The Light Car and Cyclecar. 531-954

LE ZEBRE, 9hp, 2-seater, self-starter, dynamo, detachable wheels, speedometer, etc., mileage under 2,000, £125. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 531-303

SPARE PARTS FOR LIGHT CARS.

CALCOTT spares and repairs. All Calcott spare parts in stock for immediate delivery; trade supplied. All kinds of Calcott repairs, small or large; complete overhauls. Authorized district agents for Calcott cars. Trade supplied. Calcott service depot, Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 531-y301

CALTHORPE 1920-21 parts for sale @ 50 per cent. below makers' list: radiators, front axles, Hardy couplings, shackles springs, timing chains, valve caps, ball races, change-speed wheels; state requirements. Hampton Wick Garage, St. John's Rd., Hampton Wick, Middlesex. Phone, 202 Kingston. 533-y64

HUMBERETTE spares. Crown wheels, pinions, balance boxes. Wandsworth Motor Exchange, Eber St., Wandsworth. 540-90

K.J. (KINGSBURY-JUNIOR) spares in stock. The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Mickervant, Glasgow." Telephone, 220 Shettleston. 536-489

MERRALL-BROWN spares and repairs. Merrall-Brown, 28 Chorley Old Rd., Bolton. 538-517

MORGAN spare parts from stock for all models. Send your inquiry to Hall, Morgan Specialist, 91 St. Peter's St., St. Albans. Tel. 630. 563-638

MORGAN spares. The Stererage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 53. zzz-599

MORGAN spare parts depot. Spares for all models from stock, list free. Elice, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C. 531-354

ROVER spares. We carry a £3,000 stock of Rover parts. Correspondence invited on all matters pertaining to Rover cars. John Pollitt, and Son (successors to the Rover Co., Ltd.), Benshaw St., Liverpool. 536-184

9hp ROVER spares. Practically every part in stock; immediate delivery. Kays, 8-10 Bond St., Ealing. 537-361

NEW LIGHT CARS AND CYCLECARS

A.B.C. Gordon Watney and Co. Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966). The Wholesale and Retail Concessionaires, can give immediate delivery of the 1923 types at further reduced prices: sports model, £225; standard model, £240; 4-seater, £265; deferred payments arranged and cars taken in part exchange. zzz-378

A.B.C. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1 (Phone, Grosvenor 2191), have fully-equipped A.B.C. repair works, stocks of spares, and are experts in tuning; sports model, £225; Regent model, £240; special featherweight 4-seater; super sports model, aluminium body, to specification. Write for gadget list. Deferred payments or exchange. zzz-818

A.B.C., sports, £225; standard, £240. Part exchanges; deferred payments; many second-hand cars. For details and trial, write British Motor Trading Corporation, Ltd., 132-135 Long Acre, London. 534-843 4626.

A.B.C., brand new, unregistered, going cheap, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 531-170

A.B.C. 1922 sports model, dynamo, shop-soiled only, £200. Maude's, 100 Gt. Portland St., London. 531-373

A.C. Caithness and Co., Ltd. (late Alfred Westlake) for quick deliveries of A.C.s and the best service after purchase. Deferred payments. Part exchanges. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel. Langham 2172. 531-215

A.C. F.O.C.H. the agents. Immediate delivery; cash, exchange or deferred terms. 5 Heath St., Hampstead (near Tubal). Phone, Hampstead 3752. 531-211

A.C. 1923 models are the last word in luxury and efficiency, prices from £395, delivery from stock; trial runs arranged; best prices allowed on second-hand cars in part payment. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 531-290

A.C. Cass's Motor Mart, Ltd. All models supplied. Empire, £395, and Royal £475, now in stock; deferred terms; exchanges. 243 Brompton Rd., S.W. 3. Kensington 2194. 531-336

A.C. Immediate delivery of all models can be obtained at Autovegor, Ltd., leading London agents and concessionaires for Surrey. Demonstrations any time; easy terms arranged. 84 Victoria St., S.W. 1. 531-386

ALVIS cars. A good resolution for the New Year. Buy an Alvis, the superlative car of undisputed qualities. All models on view, including the 10-30hp 2-seater at £397, and 4-seater at £435. Your present light car in exchange. Deferred payments, 4 per cent. Sole Distributors South Bucks and London agents. Mebes and Mebes, (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2250. 531-365

NEW LIGHT CARS AND CYCLECARS

(continued).

ALVIS cars. North London agents. 2 and 4-seaters. Deliveries from stock. Official repairers and spare parts depot. Ewens, Golders Green Garage, Finchley Rd. Phone, Hamp. 6187. 535-161

AMILCAR specialist and distributor. North and East Riding Yorkshire, S. Glover, North St., Ripon. Phone 172. 554-w472

ARIEL "Nine," the £255, all-weather-car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 5-4-seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-519

ARIEL, 9hp, water-cooled, 5-4-seater, £255; easy payment terms arranged; modern cars taken in lieu of deposit. For particulars of this marvellous light car, write Ariel Motors and General Repairs, Ltd., 320-3 Camberwell New Rd., London, S.E. 5. zzz-539

ARIEL, the new 9hp water-cooled 5-4-seater, price £255, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speakman, Ariel Garage, Harpurhey, Manchester. zzz-519

AUSTIN, 7hp, £165, order now for early delivery, cash or deferred payments. Bound's Garage, 225 High Rd., Kilburn. zzz-590

AUSTIN. You can now see and try the new Austin Seven at our Show-rooms. The price is £165, and there is a great demand. Book your order now for earliest deliveries, which can be obtained from F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-452

AUSTIN 7hp. Can give prompt delivery. Write for specification. (George England (1922), Ltd., 11 Curzon St., Mayfair, W. 1. zzz-817

AUSTIN. Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. zzz-950

AUSTIN 7, £165 cash; wonderful value. Lamb's Ltd., 387 Euston Rd., London, N.W.; 151 High St., Walthamstow, 50 High Rd., Wood Green. zzz-128

AUSTIN, 7hp model, early deliveries. Official agents, Motoria, Regent's Parade, Tally-ho, Finchley. 542-w994

AUSTIN. Cass's Motor Mart, Ltd. All models supplied. 7hp model, £165, delivery February. 245 Brompton Rd., S.W. 5. Kensington 2194. 551-357

AUSTIN, new 7hp model, £165. Place your order now for early delivery. Deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 551-400

BAYLISS-THOMAS cars in Brighton, in stock at Wellford's, James St. 551-310

BAYLISS-THOMAS. The Westminster Bridge Co., Ltd., have opened new showrooms at 202 and 204 Westminster Bridge Rd., near the New County Hall. We are distributing agents for Bayliss-Thomas in all London south of the Thames and 25 miles' radius. We have always several of each model in stock. Deferred terms and exchanges. Demonstrations with pleasure. Service station and works opposite. zzz-99

BAYLISS-THOMAS, Junior, £260 cash, or £54 16s. deposit and 11 payments of £19 12s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-408

BAYLISS-THOMAS. All 1923 models in stock: 10.5hp 2-seater, with dickey, £295; 10hp 4-seater, £320; 8.9hp Junior, £260; trade supplied. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel., Victoria 4654. 551-313

BELSIZE-BRADSHAW, 9hp dynamo lighting, £210, speedometer 5 extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. zzz-658

BELSIZE-BRADSHAW, 9hp, £210; also supplied on our payment out of income system. Send for particulars, Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-705

BELSIZE-BRADSHAW, with 9hp oil-cooled engine, 2-3-seaters, £210; 4-seaters, £235; 2-3-seater coupe, £260; immediate delivery. Tom Norton, Ltd., Charles St., Cardiff. 551-a670

BELSIZE-BRADSHAW. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966), the wholesale and retail concessionaires, can give immediate delivery of the 1923 types at reduced prices. Standard 2-seater, complete, £210; and Standard 4-seater, complete, £235. Cars on show and demonstrations given. Deferred payments arranged and cars taken in part exchange. zzz-54

BELSIZE-BRADSHAW, 9hp, oil-cooled 2-3-seater, delivery from stock. County Garage, Caterham Valley, Surrey. 549-d312

BELSIZE-BRADSHAW, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 273-4 High Holborn, W.C. 1. zzz-290

BELSIZE-BRADSHAW, £210. C. A. Britten and Co. sole distributing agents for Liverpool, St. Helens and districts; early delivery. 31 Innington, Liverpool. Phone, 1529 North. zzz-225

BELSIZE-BRADSHAW, 9hp, oil-cooled, 2-3-seater, immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 5 St. Luke's Place (top of Bold St.), Liverpool. Royal 3511. 537-d841

BLERIOT-WHIPPET, £155 cash, or £32 10s. deposit and 11 payments of £11 14s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-409

B.S.A. Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showrooms. Delivery anywhere. Complete repair depots add stocks of spare parts. 2 Parade, Leamington Spa. Tel. 115 542-810

BUCKINGHAM, 10hp. The value for money light car. Call and see the latest model 2-seater, with double dickey, price £185. Book your order now for early delivery with the Lancaster Motor Co., 168 Norwood Rd., West Norwood, S.E. 27. Phone, Streatham 2541. zzz-721

BUCKINGHAM, £185 cash, or £38 8s. deposit and 11 payments of £14, less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-529

BUCKINGHAM. Mebes and Mebes, (Est. 1893). The Original Light Car Specialists, sole district agents, can offer immediate delivery of this famous all-British light car from stock, at list price £185; your present car in exchange; deferred payments 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 551-364

CALCOTT, 1923, 10.5hp, just arrived, £325; inspection invited of this very smart model; cash, easy payments or exchanges; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. 551-y392

CALCOTTIS, 10hp, 1923 models, brand new, just arrived, cash or easy payments; your old Calcott or any motorcycle or car taken in part payment for a new Calcott; we specialize in exchanges and allow best prices. Direct authorized agents, Wilkins, Simpson, opposite Olympia, London. 551-y390

NEW LIGHT CARS AND CYCLECARS

(continued).

CALCOTT, 10hp, all-weather, 1923 models, £325, immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-704

CALTHORPE. All models, including new all-weather, in stock. Deferred payments. Your old car taken. Mann, Egerton and Co., Ltd., 379-381 Euston Rd., N.W. 1; and Norwich. Sole distributors for London and the Home Counties. Calthorpe Service Depot, 1a High Rd., Kilburn. zzz-530

CALTHORPE. Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow. Moore's, Prestle Motor Works, Ltd., North End, Croydon. Phone 2624. 565-117

CALTHORPE, 1922, 10hp 2-seater and 4-seater, all-weather, at special end of season reduced prices, respectively £325 and £340; new and fully guaranteed, part exchanges and deferred payments. Surrey Agents, Laukster Engineering Co., 39 Eden St., Kings' Cross. zzz-294

CALTHORPE, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-524

CALTHORPE SERVICE DEPOTS, 200 Deansgate, Manchester.

CALTHORPE 10-15 standard 2-seater, 285 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 2-seater, 325 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 4-seater, 340 guineas. In stock at Colmore Depot.

CALTHORPE 12-20 2 or 4-seater, 410 guineas. Early delivery from Colmore Depot.

CALTHORPE cars are always available from Colmore Depot, for cash, exchanges or easy terms.

BIRMINGHAM: 49 John Bright St.

LIVERPOOL: 24 Paradise St.

LEICESTER: 62 High St.

MANCHESTER: 200 Deansgate. Distributors for Lancashire. zzz-654

CALTHORPE cars. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 551-265

CHARRON, 8.3hp, clover-leaf body, electric starting and lighting, £275. Puttock's Garage, Guildford. 552-297

CITROEN, 7.5hp, 10hp, 11.4hp.

CITROEN. The Leighton Garage.

CITROEN. Earliest delivery of all 1923 models.

CITROEN. Personal service at any time a feature. Deferred payments arranged a speciality.

CITROEN. Satisfaction guaranteed. We are genuine authorized agents. Telephone, Hampstead 1365. Princess Mews, Belsize Cres., Hampstead. 551-655

CITROENS, 1923, with English bodywork. All models from Jackson's Garage, Guildford. Phone 545. zzz-709

CITROEN, 7.5hp, 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. Phone 88. zzz-680

CITROEN.

CITROEN. See W. H. Jones, Citroen specialist.

CITROEN. For all new models. Any second-hand cars taken in part payment; deferred terms arranged; also trade inquiries invited. 1 and 2 Williams Mews, Devonshire St., W. 1. Mayfair 901. 551-978

CITROEN. Caithness and Co., Ltd., for Citroens; quick delivery and the best service after purchase. Deferred payments and part exchanges. 65 Gt. Portland St., W. 1. Tel. Langham 2172. 551-216

CLULEY, 1923. Immediate delivery from the authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-706

CLULEY, "The Cream of Coventry's Light Cars." 2-seater with double dickey, D. and S., £350; 2-seater coupe, V front, with double dickey seat, D. and S., beautiful carriage, £450; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., London. 551-274

CLYNO. "The Light Car Supreme." 11hp 4-cylinder, water-cooled, dynamo lighting, 2-seater with double dickey, detachable wheels, complete, £265; cash or deferred payments. Official Service Agents and Spare Part Stockists, Kays, 8-10 Bond St., Ealing. 537-360

CLYNO cars. Call for demonstration run. Prices from £265; exchanges, deferred. R. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 531-356

COVENTRY-PREMIER. Immediate delivery.

COVENTRY-PREMIER. West Bros.

COVENTRY-PREMIER. Authorized agents, 42 Cranbrook Rd., Ilford. Deferred payments. Telephone, Ilford 740. 556-196

COVENTRY-PREMIER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-525

COVENTRY-PREMIER, 1923 models. In stock, 250 guineas; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-705

COVENTRY-PREMIER, 10hp, 1923 model, 4-cylinder, overhead valves, just delivered, 230 guineas; deferred terms and exchanges arranged. Eagles and Co., 275 High St., Acton, London. zzz-229

COVENTRY-PREMIER. Godfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4-seater, 230 guineas; immediate delivery; gradual payments, exchanges. 203 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-355

COVENTRY-PREMIER, 1923, 4-cylinder, 2 and 4-seaters, 230 guineas, in stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Tel., 4978 Central. Fee also Singer and Jowett columns. 537-438

COVENTRY-PREMIER. H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 230 gns.; unique credit system, £22 cash secure delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-647

COVENTRY-PREMIER, 230 gns. cash or £50 8s. deposit and 11 payments of £18 6s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-530

COVENTRY-PREMIER. F.O.C.H. for immediate delivery; cash, exchanges, deferred terms. 5 Uxath St., Hampstead (near Tube). Phone, Hampstead 3752. 539-208

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AND TRADER

A22

alike recognise the value of these pages for the disposal of their goods.

NEW LIGHT CARS AND CYCLECARS

(continued).

COVENTRY-PREMIER, 1923, in stock, 2 or 4-seaters, just arrived, 230 guineas cash, or easy payments; any motorcycle or car taken in part exchange, best price allowed; exchanges arranged anywhere, instance no object. Wilkins, Simpson, opposite Olympia, London. 531-3595

COVENTRY-PREMIER, 1923 models, 2 and 4-seaters, 230 guineas; deferred payments if desired. Kingsway Motor Co., Waldorf House, Aldwych, Regent 691. 531-393

COVENTRY-PREMIER, 1923 2 and 4-seater models in stock, 230 guineas; deferred payments Parker's, Bradshawgate, Bolton. 531-399

CROUCH cars, immediate delivery; motorcycles accepted; deferred payments. Lamb's, Ltd., 387 Euston Rd., London, N.W.; 151 High St., Walthamstow, 50 High Rd., Wood Green. zzz-129

CROUCHES, 1922, now, exceptional opportunity, 200 guineas, originally £285. Brooklands, Ecclesall, Sheffield. zzz-1

CROUCH, 1923, the super light car. Send your inquiry along to us. Our Mr. Tolady, well known in connection with the Crouch at Brooklands, will be glad to reply personally, and his experience is at your disposal. Any model supplied promptly; exchanges arranged; extended payments by 12 months purchase at 24 per cent. extra only. The Layton Garages, 30 Holywell St., Oxford. Phone 581. 531-252

CROUCH, 8-18hp, 1923, all-weather coupe, royal blue, as standard specifications, only done 100 miles, carrying makers guarantee, list price £245, great bargain at £215; also another model, open car, at £200. Mabe and Mabe (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 531-366

DEEMSTERS, early delivery. Debnam Motors, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. 552-802

DEEMSTER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-526

ERIC CAMPBELL, F. G. Smith Motors, Ltd., The Essex County Agents, High Rd., Goodmayes, can give immediate delivery of these speedy, smart and comfortable 2-seaters from stock. Cars, complete with dynamo lighting set, detachable wheels and full equipment, £300; with starter, £315. Phone, Horn 1082. zzz-377

ERIC LONGDEN, Mann and Handover, sole concessionaires for London and Home Counties for Eric Longden cars. Two-seater sports touring, 9.8 4-cylinder Alpha engine, all-aluminium body, dynamo lighting, hood, spare wheel, tyre and tube, consumption 50 miles per gallon, 70 miles per hour, 265 guineas; deferred payments; delivery 14 days. 116 Gt. Portland St., Museum 2878. zzz-814

G.N. We are authorized agents. Immediate delivery; exchanges; deferred payments. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-967

G.N. light cars. Sussex agents and service agents. The Eastgate Garage and Works, Lewes. 543-52

G.N., shaft drive, £195 cash or £40 11s. deposit and 11 payments of £14 15s. less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-531

G.N. Reys's authorized agents for G.N. cars. Exchanges and extended payments arranged from 10 per cent. down. A. P. Rey, 378-384 Euston Rd., Phone, Museum 7756. 531-231

G.N. The Motor Marketing Co. offer immediate delivery all 1923 models, cash, exchange, deferred to suit clients. Wantage Rd., Reading. zzz-347

G.N.s, £195. Performance, economy, reliability. For sportsmen, tourists, businessmen. Brooklands, Ecclesall, Sheffield. 1921 Popular, new, £125, cost £200. 531-175

G.N., 1922, 10hp, standard model, dynamo lighting, shop-soiled only, clear at £175. Naudes', Paris St., Exeter. 531-372

G.N. Autoveyers, Ltd., offer immediate delivery from stock; demonstrations any time and deferred payments arranged. Authorized agents, 84 Victoria St., S.W. 1. 531-385

GRAHAME-WHITE, £100; new, 2-seater, simple and strong; deferred terms £10 per month includes tax and insurance; no deposit. Showrooms, 12 Regent St., W. 549-162

G.W.K., 2-seater, £285; 4-seaters, £295; early delivery. Tom Norton, Ltd., Charles St., Cardiff. 531-1858

G.W.K., 1923 models, standard 2-seater, £200; 4-seater, £225; de luxe, including self-starter, speedometer, all-weather fittings, mats, 2-seater, £230; 4-seater, £260; coupe, £300. Surrey Agents, County Garage, Caterham Valley. Phone, 191 Caterham. 536-4771

G.W.K., startling reduction, £200 cash, or £41 18s. deposit and 11 payments of £15 2s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-532

GWYNNE 8 cars, 2-seater or clover-leaf, from £208. Contracting agents, Denman Motor Agency, 4 Denman Place, Piccadilly Circus, Regent 986. 531-264

HANDS, Mann and Handover, the only authorized agents for Hands cars on Gt. Portland St., W. 2-seater, dynamo lighting, self-starter, double dickey, 4-cylinder, water-cooled, £275; deferred terms or exchanges with pleasure; demonstration any time; immediate delivery. 116 Gt. Portland St., Museum 2878. zzz-42

HANDS, 1923 models for immediate delivery. Standard 2-seater with double dickey, 260 guineas; 4-seater 280 gns.; coupe, 330 gns. Deferred payments arranged. Demonstrations. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578 534-188

HANDS, Official agents. Immediate delivery of all 1923 models. Standard 2-seater, 260 guineas; 4-seater, 280 guineas; coupe, 330 guineas. The above cars complete with dynamo lighting, starter, clock and speedometer (inclusive). Trial run with pleasure. Deferred payments arranged. Telephone, Hornsey 496. Wright's Motor Works, High St., Hornsey, N. 8. 554-217

HORSTMAN, latest 11.9 Anzani-engined models

HORSTMAN, the car which looks and runs like a £600 car, but costs below.

HORSTMAN coupe, £399.

HORSTMAN 4-seater, £357.

HORSTMAN 2-seater, £336.

HORSTMAN special super sports model, £500.

HORSTMANS do over 50 miles per hour and 40 miles per gallon. We are the sole London agents for the new models; exchanges and deferred terms a specialty. Edwards and Parry, Horstman Service Depot, 4 Blenheim St., New Bond St., W. 1. Mayfair 2666. zzz-834

NEW LIGHT CARS AND CYCLECARS

(continued).

HANDS, Sales and Service.

HANDS. All 1923 models stocked, a trial run will convince any intending purchaser. Deferred terms to suit your own pocket. Sole London and Kent Distributors, Cecil Motor Co., 69 Gt. Queen St., King's-way, W.C.2. Regent 1207. zzz-388

HUMBER, 8hp, £275, order now for early delivery, cash or deferred payments. Bound's Garage, 223 High Rd., Kilburn. zzz-391

HUMBER, Cass's Motor Mart, Ltd., are now booking orders for 8hp £275 model. Delivery February. 245 Brompton Rd., S.W. 3. Kensington 2194. 551-358

JOWETT, F.O.C.H., main agents. Demonstrations daily of these wonderful 2 and 4 seaters, £7 tax; cash, exchange, easy payments; trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 531-206

JOWETT, Sole distributors Hants., Dorset, and I.O.W. Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. zzz-317

JOWETT cars in Brighton, in stock at Welford's, James St. 531-311

JOWETT. We are authorized agents. Immediate delivery; exchanges; deferred payments; all-weather 2-seater, £225; 4-seater, £245. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-968

JOWETT. The Westminster Bridge Co., Ltd., have opened new showrooms at 202 and 204 Westminster Bridge Rd., near the New County Hall. We are distributing agents for Jowetts in all London south of the Thames, Kent, Surrey and Sussex. We have also, several of each model in stock. Deferred terms and exchanges. Demonstrations with pleasure. Service Station and Works opposite. zzz-160

JOWETT, Jones Garage for this famous car. All models, demonstrations given, 2-seater, water-cooled, £220. Motorcycles taken in exchange. Broadway, Muswell Hill, N. 10. zzz-658

JOWETT, 1923 models in stock: 2-seater, £220; 2-seater with dickey, £225; 4-seater with long chassis, £245, self-starter £15 extra to all models. The car of proved reliability. Distributing agents for Lancashire, Saxon Jeffers, 233 Deansgate and 27 Lower Moseley St., Manchester. Phone, 4978 Central. 540-1880

JOWETT.

JOWETT, 2 and 4-seaters.

JOWETT, Trial runs with pleasure from the original London agents.

JOWETT, The W. C. Gaunt Co., 198 Piccadilly, W. 1. Phone, Gerrard 713. 541-179

JOWETT cars. Write for demonstrations Parker Bros., South Wales Agents, Aberdare. 542-108

JOWETT 1923 models for cash, exchange, or by deferred payments; best deliveries and allowances. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 531-289

JOWETT. Before buying yours, come to Croydon, where you can consult Jowett experts. Exhibition chassis and complete cars on view. Striking demonstrations every day on track bills. Phone, Croydon 1129. John R. Kinsey and Co., Ltd., 350-352 Lower Addiscombe Rd., Croydon 531-382

LAGONDA cars, 11hp. Below.

LAGONDA. Latest models. Immediate delivery. Below.

LAGONDA. All prices reduced. Below.

LAGONDA coupe, £340. Below.

LAGONDA 4-seater, £325. Below.

LAGONDA K model 2-seater, £275. Below.

LAGONDA. The above cars complete with dynamo, starter, clock, speedometer and spare wheel. Below.

LAGONDA. Sole authorized agents for Long Acre and district and county of Hertfordshire. Demonstration runs at immediate notice. T. H. Wright, Ltd., 12 Upper St. Martin's Lane, W.C. 2. Phone, Regent 5070-1. 541-403

LAGONDA, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-527

LAGONDA, £275 cash, or deposit of £57 15s. and 11 payments of £20 15s., less rebate; exchanges entertained. Service Co., 273 High Holborn, W.C. 1. zzz-821

LAGONDAS. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. zzz-314

LAGONDA, F.O.C.H., main agents. Trial runs daily. Immediate delivery. Cash, exchanges, deferred payments. Trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 531-209

LAGONDA 1923 models command a leading position. We shall be pleased to discuss Lagondas point by point with intending purchasers, and can supply all models without delay. Exchanges arranged; extended payments by 12 months purchase at 2½ per cent. extra only. The Layton Garages, 30 Holywell St., Oxford. Phone 581. 531-253

LAGONDA cars. West End. A good resolution for the New Year, buy one of these famous all-British light cars from the Lagonda specialists, who take a personal interest in every car supplied, and the agents that have taken delivery of the largest number of these cars from the factory during last season. Our experience gained is at your service. All models on view and for immediate delivery. Your present Lagonda or other light car in exchange. Deferred payments at 4 per cent. Mabe and Mabe, (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 531-362

MARSEAL, 1923 models; cash or deferred. Challenge Motors, Ltd., Haig Ave., Southampton. 538-0117

MARSEAL. Immediate delivery of 1923 models, prices from £215. Vaughan Engineering Co., Vauchan St., Leicester. 543-991

MARSEAL, 2-seater, £215; 9.8hp, 4-cylinder, water-cooled, 1500ccs. Slater St., Liverpool. 543-m429

MARSEAL light cars, District agents, The Eastgate Garage and Works, Lewes, Sussex. 543-51

MARSEAL. Immediate delivery of 1923 models of this wonderful car, from £215; demonstrations; deferred payments. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578. 534-187

MARSEAL 1923 models. "The car everlasting." Demonstrations and deferred payments. Sole agents for Croydon and 6 miles radius, including Streatham, Brixton, Clapham, Wimbledon, etc. Quick Service Motor Co., 123 Church St., Croydon. Croydon 2000. 547-580

MARSEAL, 1923 models, 9.8hp, 4-cylinder, C.A.V. starting and lighting; 2-seater, £215; 4-seater, £255; coupe, £275. Dundas, Garage, Jesmond Rd., Newcastle-on-Tyne. 544-994

NEW LIGHT CARS AND CYCLECARS

(continued).

MARSEAL coupe, now ready for immediate delivery, £275. Holloways, Boreham-by-Sea, near Brighton. zzz-976

MARSEAL, 4-cylinder, 3-speed, C.A.V. starting and lighting, polished aluminium body, tax £10. £215 cash, or £44 17s. deposit, 11 payments of £16 5s., less rebate. Sole London agents, Service Co., 273-4 High Holborn, W.C. 1. zzz-411

MARSEAL. All models in stock from £215, with self-starter. 907 Woodbridge Rd., Ipswich. 656-12

MARSEAL, 9.8, 2-seater, £215, includes C.A.V. lighting and starting; cash or deferred payments. Belgrave Service Station, 80 Prince of Wales Rd., Norwich. 631-454

METEORITE. We are sole London agents. Immediate delivery; ex-changes; deferred payments; 2-seater, £450; 4-seater, £465. Tel.: Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-966

MORGAN specialist, Hall. Distributor for South Herts., Luton, Dunstable and Bucks. Early delivery all models. Trade inquiries invited. Several guaranteed second-hand Morgans to select from. 91 St. Peter's St., St. Albans. 563-657

MORGANS. Allen-Bennett Motor Co., Ltd., sole Surrey agents. Earliest delivery of all models; second-hand Morgans always in stock. We specialize in these wonderful machines; repairs executed by Morgan experts; all spares in stock; cash or extended payments. 9-11 Royal Parade, London Rd., W. Croydon. Phone, Croydon 2450. Grams, "Track, Croydon." zzz-605

MORGANS. 1923 models for early delivery, your second-hand motorcycle taken as part payment; should extended payment be required, your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine £128 de luxe £148, family £155. Grand Prix with 8hp J.A.P. or 10hp Blackburne engine £155, de luxe water-cooled, £158, family water-cooled £163. M.A.G. water-cooled engine, £5 extra, Anzani water-cooled overhead valve engine with aluminium pistons and oil pump £5 extra; tuition free. Phone, Central 5168. Wauchops's, 9 Shoe Lane, Fleet St., London. 539-683

MORGANS, 1923 models, prices from £128, complete. Write for catalogue and arrange demonstration. Deferred payments if required. Spare parts in stock. Repairs. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578. 534-189

MORGANS. Immediate delivery, all models and spares; exchanges. Chaston, Blackwood, Mon. Tel. 65. zzz-358

MORGANS. Barker's Motors, official Morgan agents and service depot. Delivery of all models; cash or deferred payments; spare parts, repairs, etc. 194 Balham High Rd., S.W. 12. Phone, Latchmere 4441. Grams, "Pushlilly, Bal., London." zzz-716

MORGAN. All models, immediate delivery, motorcycles accepted in part payment; deferred payments. Lamb's Ltd., 387 Euston Rd., London, N.W. 1; 161 High St., Walthamstow; 50 High Rd., Wood Green. zzz-130

MORGAN, 1923, Standard Popular, £135 cash, or £28 4s. deposit and 11 payments of £10 4s., less rebate; other models on similar terms. Service Co., 273-4 High Holborn, W.C. 1. zzz-924

MORGAN. Rey's, authorized agents for Morgan cars; exchanges and extended payments arranged from 10 per cent. down. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7756. 531-255

MORGANS. 1923 models actually in stock. Deferred payments, one quarter down, balance 12 months. Below.

MORGANS. As one of the largest agents for these cars, we give quickest deliveries, best exchange figures, keenest trade quotations. Below.

MORGANS. Maudes' Motor Mart, 100 Gt. Portland St., London; 100 Paris St., Exeter; The Norwich Garage, Norwich; also Walsall Garage, Walsall. 531-371

MORGAN, 1923, de luxe model, 8hp w.c. J.A.P., Lucas dynamo lighting, brand new, immediate delivery from stock. £168; Grand Prix model, £155; Popular model, £128; exchanges or deferred. Homac's, Morgan Service Depot, 245 Lower Clapton Rd., N.E. Phone, Dalston 2408. 531-379

NEW GARDEN. The cheapest all-British light car. 2-seater, 128 guineas; family model, 138 guineas, or on deferred terms at £10 per month; guaranteed for 12 months. Give us a ring and we will send a demonstration car to your door, or write for full particulars. Patentees and sole concessionaires The New Garden Light Car Co., Ltd., 22 Hythe Rd., Willersden, N.W. 10. Phone, Willersden 2297. zzz-510

PALLADIUM Light Twelve. Standard 2 and 4-seater, 365 and 375 guineas; de luxe 2 and 4-seaters, 428 guineas; coupe and all-weather models by quotation; 100 per cent. efficiency. London-Land's End, London-Exeter Trials; 1 car entered, 1 gold medal. The 4-seater that is really a 4-seater de luxe; specification includes 4-cylinder engine (69 by 100), 4-speed gearbox side change, 760 tyres, spiral bevel axle, luxurious coachwork, with high finish, double-folding screen, self-raising hood, plated fittings, elaborate equipment, silent, fast and economical. Call at works and inspect production and models. Palladium Autocars, Ltd., Felsham Rd., Putney, S.W. 15. Phone, Putney 2440. 531-864

RHODE. Scottish Distributors, D. McNeil, Ltd., 144 Buchanan St., Glasgow. 633-101

RHODE care for immediate delivery; exchanges or easy payments arranged. P. W. Surplice, Pooles Hill, Bournemouth. Phone 1793. 535-881

RHODE. Immediate delivery offered of 1923 Rhode all-weather saloon, 4 seats, price £265 complete. Sole district agent A. J. Rice, 133 London Rd., Brighton. Write for catalogue. zzz-824

RHODE, 9.5hp. At it again. Mebes and Mebes, (Est. 1893). The Original Light Car Specialist, sole distributors for London and the South and West of England, have pleasure in announcing that the two Rhode cars entered in the London-Gloucester-London Reliability Trial were successful in securing 2 silver cups, also London-Exeter-London, gold medal. As in the past, so in the future. "Keep your eye on the Rhode." All models on view and for immediate or early delivery. Your present light car in exchange; deferred terms 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 531-363

RILEY service depot. New and second-hand cars in stock. Lewes Motor Works, Lewes. 542-424

RILEY, 1923, 2 and 4-seaters, all-weather, in stock. Immediate delivery; exchanges and deferred payments. Authorized West End agents, Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 531-395

ROVER, 8hp, standard model, £180; 8hp, 4-seater model, £190; 8hp, 4-seater De Luxe model, £210; 8hp, 2-seater De Luxe, £200. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-718

ROVERS, 1923. Immediate delivery of all models. Jackson's Garage, Guildford. Phone 345. zzz-707

NEW LIGHT CARS AND CYCLECARS

(continued).

ROVER cars. All models in stock.

ROVER 2-seater, £180; 4-seater, £190.

ROVER coupe, £240.

ROVERS. Cash, easy payments or exchanges. S. G. Cummings, Rover agent, 101 Fulham Rd., London, S.W. 3. zzz-345

ROVER, 1923 models for immediate delivery at the reduced prices: 2-seater standard, brown finish, £180; 2-seater model de luxe, any 2-seater standard, brown finish, £190; 8hp 4-seater colour, £200; 8hp 4-seater, standard brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra. Extended payments spread over 18 months. Your motorcycle accepted in first payment. Demonstration car sent to your address with pleasure. Catalogue post free on request. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, London Rd., West Croydon. Phone, Croydon 2450-51. zzz-741

ROVERS, 1923 models, immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment down, remainder in equal monthly payments. 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater standard, brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra; tuition free; delivery Rovers works or London. Write for list. Phone, Central 5168. Wauchops's, 9 Shoe Lane, Fleet St., London, E.C. 539-682

ROVER, 8hp, 2-seater, £180; 4-seater, £190. The North Wales Motor Exchange, Wrexham. Phone 283. Can give immediate delivery. zzz-990

ROVER, 8hp, 1923 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations daily. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-25

ROVER, 8hp. Authorized agents. Cash or deferred payments. Taylor's, 52 Sussex Place, S.W. 7. Phone, Kensington 7260. zzz-570

ROVER, 8hp. Fowler and Bridgen, authorized Rover agents, 130 Euston Rd., King's Cross. Museum 4827. zzz-439

ROVER, 8hp. All models in stock. Deferred payments. Your old car taken. Mana, Egerton and Co., Ltd., Norwich; and 379-381 Euston Rd., N.W. 1. zzz-532

ROVER, 8hp, 2 and 4-seaters, in stock, from £180; deferred payments arranged. Offord and Sons, Ltd., 94 Gloucester Rd., S.W. 7. zzz-157

ROVER. Godfrey's are authorized agents. Immediate delivery of all 1923 models. Gradual payments, exchanges, free tuition. 208 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-354

ROVER 8hp cars for immediate delivery. Standard 2-seater, £180; 4-seater, £190. Deferred payments if desired. Your motorcycle or car taken in part payment. Official Agents and Spare Part Stockists, King, 8-10 Bond St., Ealing. 537-559

ROVER, 8hp, 1923 models from £180; extended payments arranged. Second-hand cars taken in lieu of deposit. Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., London, S.E. 5. zzz-358

ROVER, 1923, 4-seater, £190, in stock, cash or deferred payment. Bound's Garage, 223 High Rd., Kilburn. zzz-392

ROVER cars, 8hp, all models from stock; 2-seater, £180; 2-seater, £190; 2-seater model de luxe, £200; 2-seater ditto, £210; self-starter £15 extra to all models. Jarvis, Ltd., 205 Edgware Rd., London, Tel. 25122 Padd. 541-144

ROVER. Barnett, Pembroke, Slater, Ltd., authorized agents. All models in stock. 38 Knightsbridge, S.W. 1. zzz-286

ROVER, £180 cash, or £38 14s. deposit and 11 payments of £13 10s., less rebate; other models similar terms. Service Co., 273-4 High Holborn, W.C. 1. zzz-896

ROVER 8 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Hford 1082. zzz-315

ROVER authorized agents. 8hp 2-seater, £180 cash, or £56 deposit and 12 monthly payments of £12 12s.; 8hp 4-seater, £190; 8hp 2-seater with dickey, £182 10s. Also de luxe models on similar terms. Wm. Whitteley, Ltd., Queen's Rd., W. 2. zzz-28

ROVER 1923 cars, 8 h.p., 2-seater, £180 cash, or £45 down and 12 monthly payments of £11 16s. 3d.; free tuition; prompt delivery of all models; motorcycles taken in part payment. Official agents, Eagles and Co., 275 High St., Acton, London. zzz-44

ROVER. Rey's, authorized agents for Rover cars; exchanges and extended payments arranged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7736. 531-234

ROVER. F.O.C.H. for immediate delivery; cash, deferred terms, ex-changes. 5 Heath St., Hampstead (near Tube). 531-207

ROVER 8hp. All 1923 models in stock for immediate delivery. 2-seater standard, £180; 4-seater standard, £190; 2-seater model de luxe, £200; 4-seater model de luxe, £210; 2-seater coupe, complete with dynamo lighting, self-starter, clock, speedometer, etc., £240; 2-seater standard with dickey, as supplied by the Rover Co., £182 10s. Inspection invited. Any motorcycle or car taken in part exchange. Best price allowed. Easiest of easy payments. Wilkins, Simpson, opposite Olympia, London. 531-395

ROVER 8, all models; exchanges, deferred. Agents, R. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 531-355

SALMSON. K.J. Motors, Bromley, sole concessionaires for Kent and Surrey, can give immediate delivery of new models. Cash, exchange, deferred. Bromley 1727. 531-377

SALMSON, 1922, English body and dickey, dynamo lighting, brand new, shop soiled, perfect, 170 guineas. Terrace Garage, Turnham Green Station, S.W. 631-318

SALMSON. The Motor Marketing Co., distributors for Berkshire, offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-346

SCOTT sociables in Brighton, in stock at Welford's, James St. 531-312

SINGER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-528

SINGERS, 1923. All models for quick delivery. Jackson's Garage, Guildford, official agents. Phone 345. zzz-708

SINGER, 1923, all-weather models, 2 and 4 seater models, 280 guineas. In stock. Authorized agent, Baxton Jellies, 263 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 537-439

SINGER. H B Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 230 gns. and 280 gns.; unique credit system, £27 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-648

NEW LIGHT CARS AND CYCLECARS
(continued).

SINGER. Shipside, Daybrook, Nottingham, for immediate delivery of Singer and Coventry-Premier cars. zzz-165

SINGER. Iley's, authorized agents for Singer and Premier cars; exchanges and extended payments arranged from 10 per cent. down. A. P. Iley, 378-384 Euston Rd. Phone, Museum 7736. 531-232

SINGER and Coventry-Premier, 1923, latest 2 and 4-seaters, from stock, 280 guineas and 230 guineas. Wrexham Motor Co., 39 Chester St., Wrexham. 543-189

SINGER. Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195

SINGER. Calthness and Co., Ltd., for Singers; quick deliveries and the best service after purchase. Deferred payments and part exchanges. 65 Gt. Portland St., W.1. Tel., Langham 2172. 531-217

SINGER. F.O.C.H. Largest agents. Immediate delivery; cash, exchanges, deferred terms. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 531-210

SINGERS, 1923, both 2 and 4-seaters, just arrived, 280 guineas, cash or easy payments; your old Singer or any car or motorcycle in part exchange, we specialize in exchanges and allow best prices; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. 531-y394

SINGER, 1923, 10hp, 2 and 4-seater models in stock, 280 guineas; deferred payments. Parker's, Bradshawgate, Bolton. 531-398

STANDARD. Immediate delivery of the new 8hp model, £275. Harris's Garage, South. Phone 88. zzz-464

STANDARD. Calthness and Co., Ltd., for Standards; quick deliveries and the best service after purchase. Deferred payments and part exchanges. 65 Gt. Portland St., W.1. Tel., Langham 2172. 531-218

STONELEIGH, 1923 models, from £185; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-529

STONELEIGH, perfect 3-seater, £185, immediate delivery. County Garage, Catterick Valley, Surrey. 549-d513

SWIFT, 10hp, Family 4-seater or 2-seater, with dickey, £275, electric lighting and starting; part exchanges; deferred payments; many second-hand cars. For details and trial, write British Motor Trading Corporation, Ltd., 132-135 Long Acre, London. Regent 4626. 534-844

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T.B. 3-wheeler, standard model, £155; de luxe, £165 10s.; sports, £175. Fastest deliveries from Godfrey's, Ltd., 208 Gt. Portland St., London, W. Phone, 1500 Langham. zzz-556

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WOLSELEY 7 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-316

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HALIFAX, 1923 Coventry-Premier, Calthorpe, Doemater, Lagonda, Singer and Stoneleigh light cars. Liberal allowances for light cars, Morgans, and sidecar combinations. Halifax Motor Exchange, Horton St., Halifax. zzz-530

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EXCHANGES (continued).

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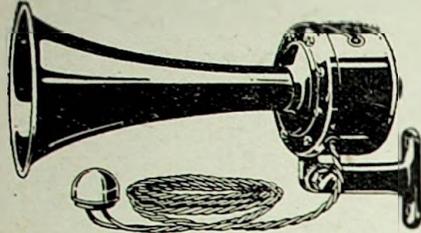
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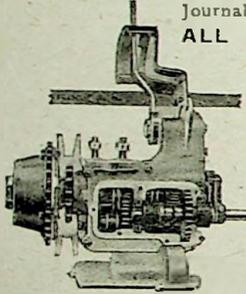
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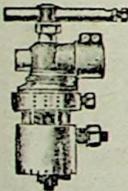
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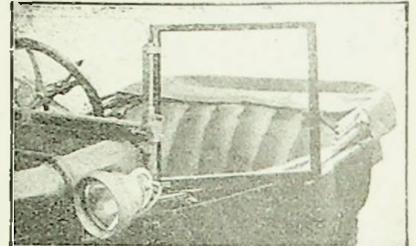
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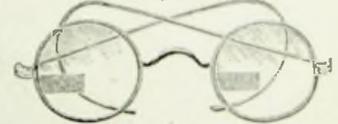
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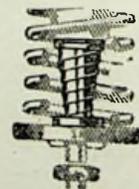
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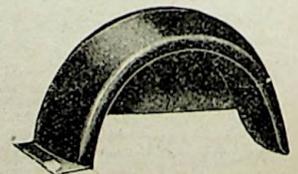
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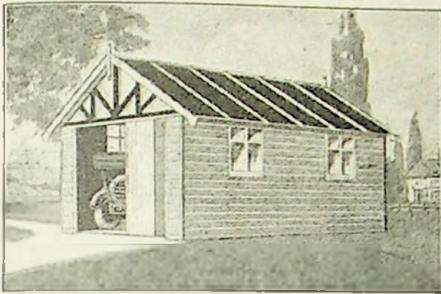
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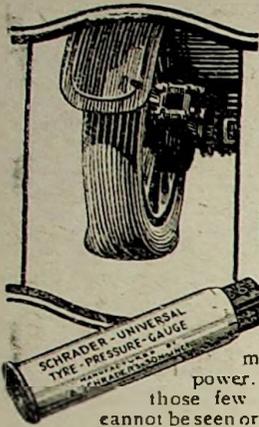
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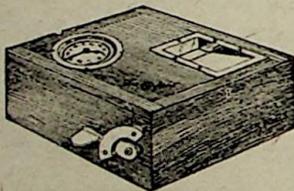
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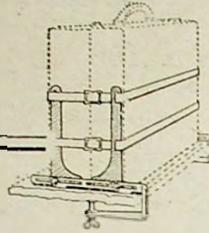
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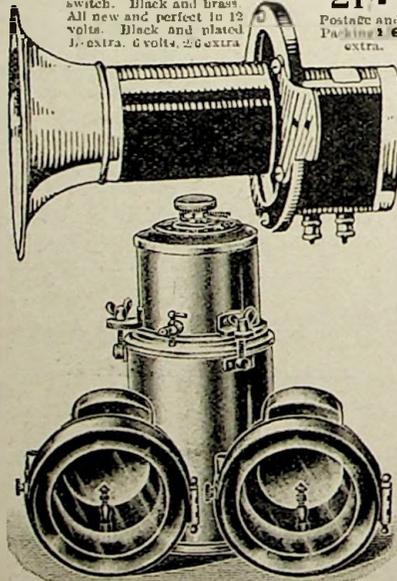
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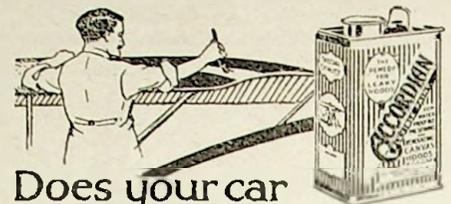
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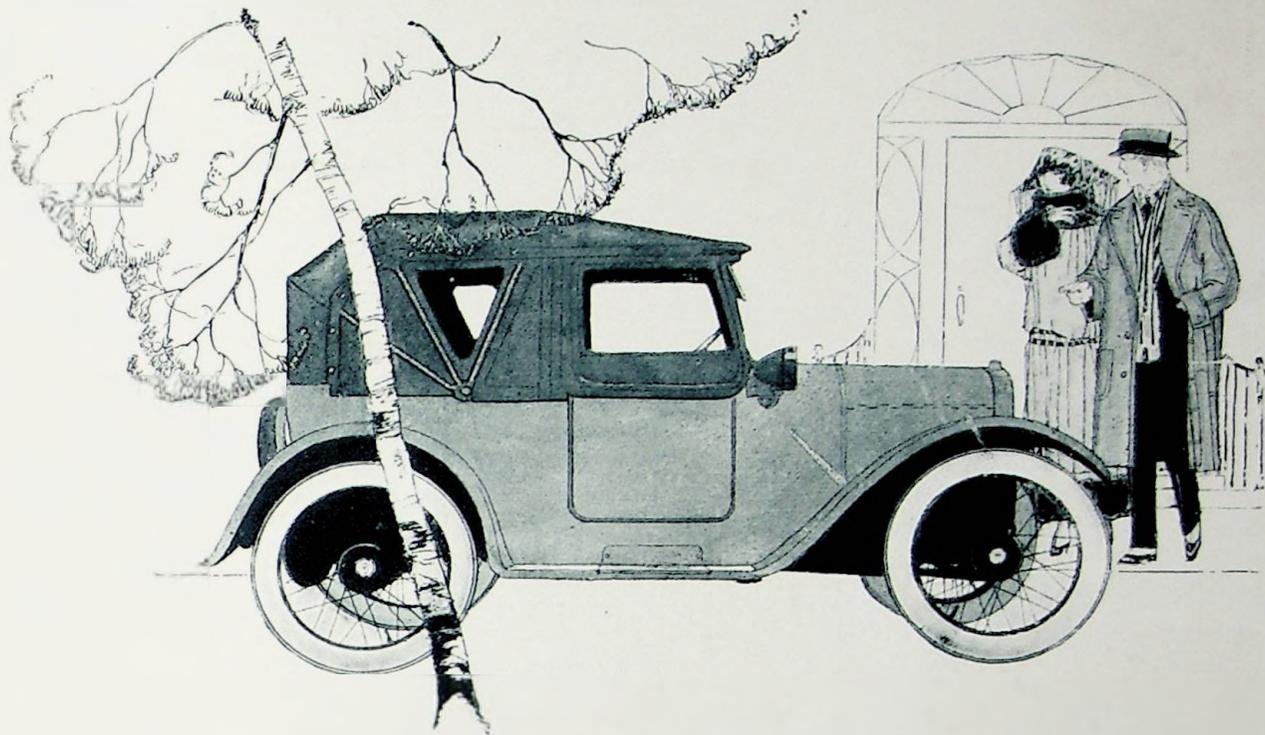
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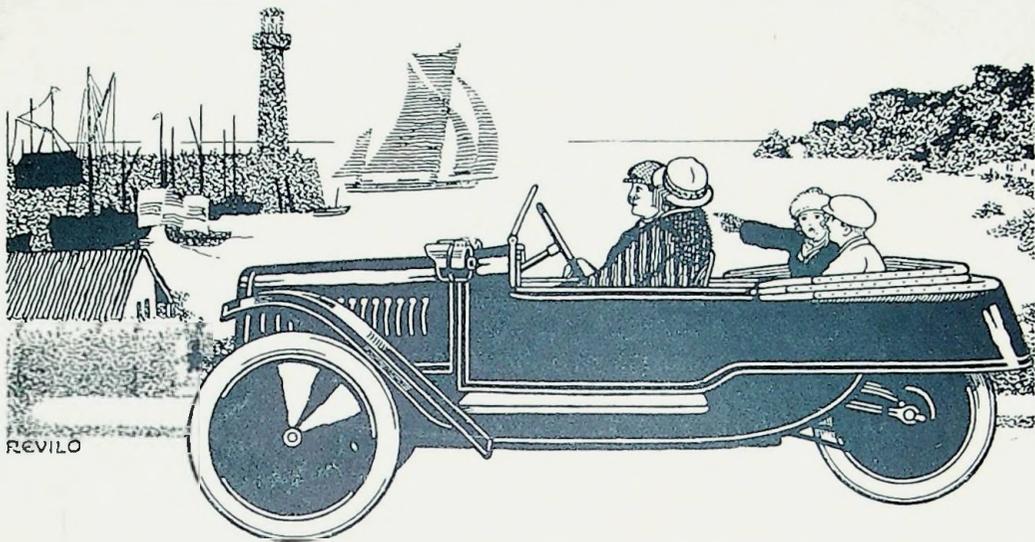
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