

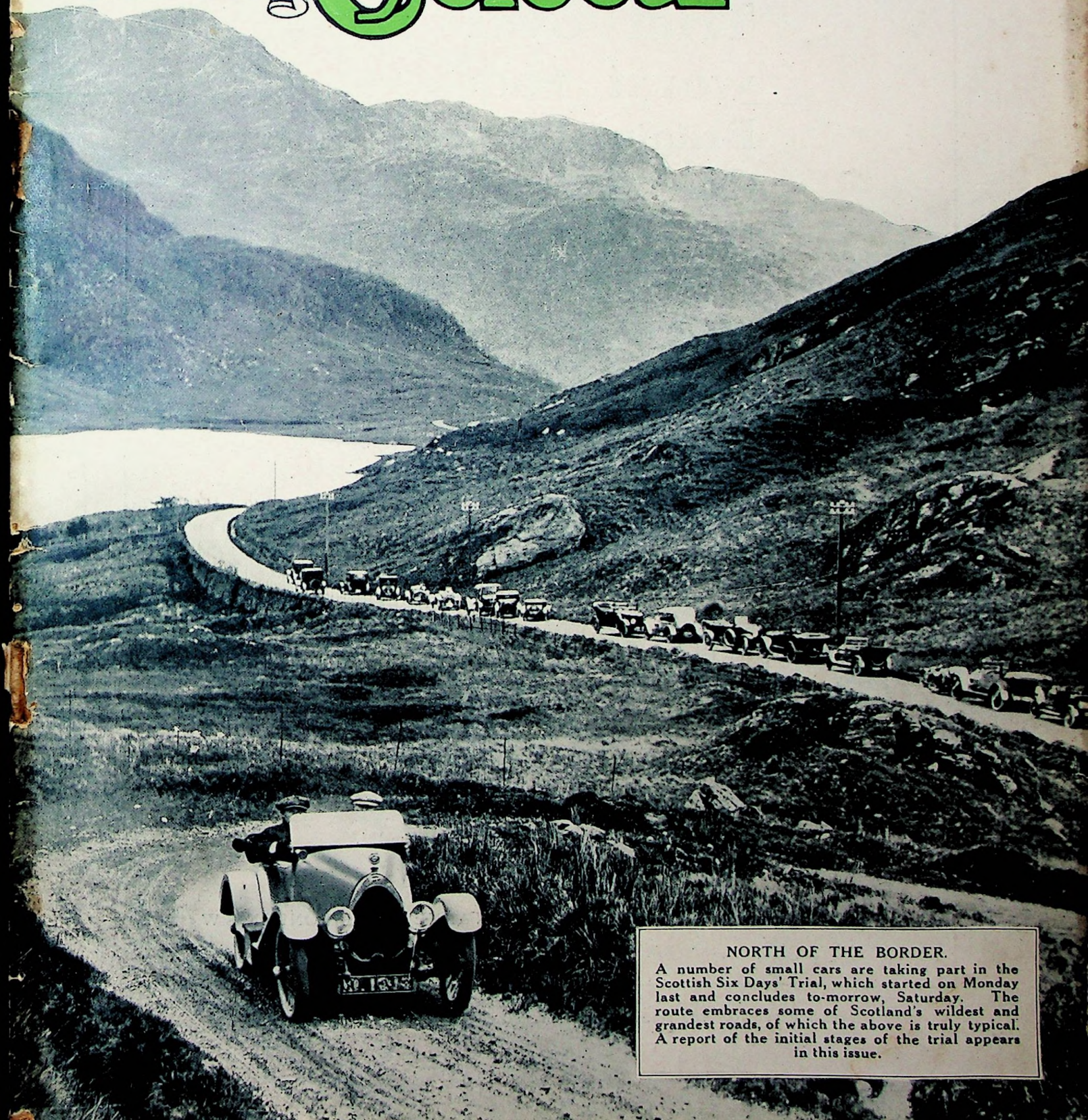
The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3rd

Vol. XXIV, No. 609
Friday July 25, 1924
*Registered at the GPO
as a Newspaper*



NORTH OF THE BORDER.

A number of small cars are taking part in the Scottish Six Days' Trial, which started on Monday last and concludes to-morrow, Saturday. The route embraces some of Scotland's wildest and grandest roads, of which the above is truly typical. A report of the initial stages of the trial appears in this issue.

**In the R.A.C.
6 day 1,000 mile
Trial over the
worst roads in
Britain a Seabrook
Car made the best
Fuel consumption**

37·63

Ton m.p.g.

(39·13 m.p.g.)

Using only

PRATTS

On Top in all Road Tests



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

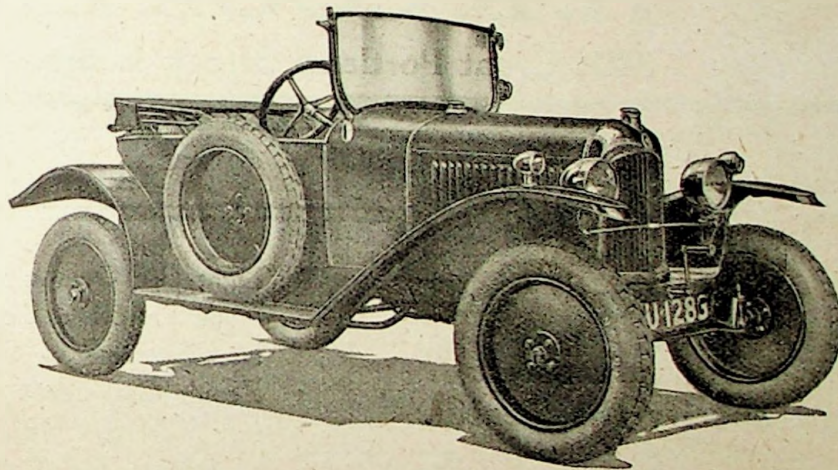
D.A. 369.

You'll decide on a

CITROËN

Now!

5 "COMFORT" TYRES NO EXTRA COST!



£160

7.5 h.p. 2-Seater
Complete as
illustrated.

Michelin "Comfort" (Low Pressure) Tyres give unequalled riding comfort and lengthen the life of the car.

Citroën is the first large manufacturer in the world to adopt "Comfort" Tyres as standard equipment on all models.

Citroëns are better value than ever!

Send for Citroën Book 18.

CITROËN CARS, LTD.,

CITROËN BUILDING, BROOK GREEN,
HAMMERSMITH, LONDON, W.6

Telephones: Hammersmith 2220-7.
Telegrams: "Citrolon, Hammer, London."

WEST END SHOWROOMS:
60, PICCADILLY, LONDON, W.1.

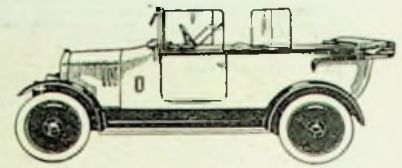
Telephone: Gerard 6272.
Telegrams: "Citrocar, Piccy, London."

K97

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



10 h.p.
SINGER
£50 down.
(Balance to suit your convenience.)



10 h.p. Singer De Luxe, £235

No References; No Bills;
Absolute Privacy Guaranteed

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



10 h.p. Saloon, £275

ANY MAKE OF
CAR SUPPLIED ON
OUR UNIQUE
CREDIT SYSTEM.

Write for descriptive booklet—

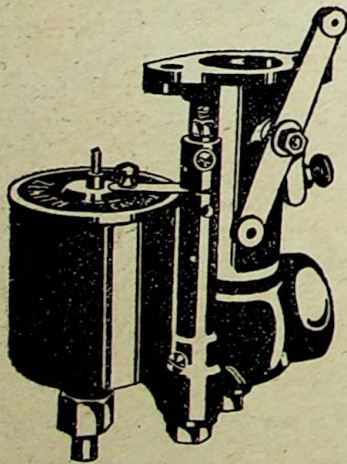
Telegrams :
"Runabout, London."

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

Telephone :
Museum 8666. 8657

Over **680**

Manufacturers
specify the Zenith.



ZENITH CARBURETTER CO., LTD.,
40-44, Newman Street :: :: W.1.

Light Car Owners will do well to follow the example of 680 of the Leading Car and Engine Manufacturers of the World. To fit the Zenith Carburetter is to save petrol, ensure easy starting, rapid acceleration and general efficiency. The Zenith is British made and is supplied with special attachments to fit practically every make of Light Car.

HAVE ONE ON A MONTH'S TRIAL.

ZENITH
CARBURETTERS

Over 4,000,000 are in
actual use to-day.

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

Own a **SINGER**

and be satisfied

**A Story of Satisfaction
from AN OWNER—**

Wallasey.

30th June, 1924.

"I take this opportunity of recording my hearty appreciation of the splendid service rendered by my 10 h.p. 1924 Singer Car.

"Within a month of purchasing this Car, I covered 1,196 miles in 7 days, during which tour the Petrol consumption was 45 miles to the gallon. The area covered included the Midlands, South Coast, North Devon, Wye Valley, etc.

"Again on a recent tour I covered 1,900 miles, the Petrol consumption on this occasion being 46 miles to the gallon, whilst the Oil consumption was less than 1 gallon. This latter tour was from Liverpool to the Lake District, Scotland and the East Coast. I encountered the well-known Honister Pass in the Lake District, and with 5 up successfully negotiated this very formidable piece of country without a stop, in spite of the treacherous state of the road, due to excessive rain.

"This Car has now covered 12,000 miles without even one compulsory engine stoppage, and I have yet to encounter the hill that my Car cannot climb with comparative ease. On the level road the acceleration is perfect, and when opened out I have touched 50 miles per hour.

"The coach-work and upholstery, in spite of hard wear, are still in perfect condition.

"Incidentally I may mention that several friends recently approached me stating that they wished to purchase a Car and sought my opinion thereon. Whilst refraining from oral expressions as to the merits of various makes in use to-day, I suggested that they should take my car for a good trial spin. This they agreed to do, with the result that in every case they purchased a 'Singer.'

"The Singer '10' reflects the greatest credit to all concerned in its production and undoubtedly maintains the high traditions of British Light Car manufacture."

(The original of this letter may be seen at our Coventry Offices.)

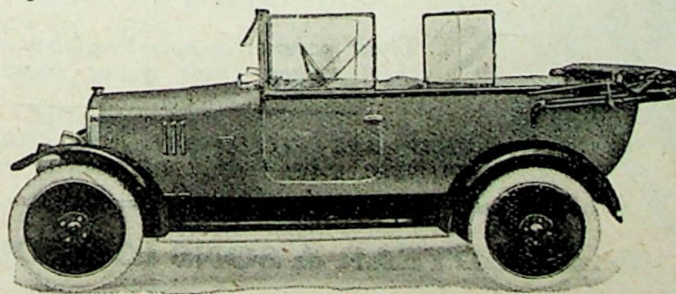
There's a Singer to suit every taste from £200. Rotax Lighting and Starting Equipment. All Singer Cars can be purchased on Deferred Payments through any Singer Agent. Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO., LTD., COVENTRY.

London Showrooms: 17, Holborn Viaduct, E.C.1.

London Service Depot: York Works, Brewery Road, Holloway, N.

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



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

H.P.

A3



STANDARD MODEL

£198

DE LUXE MODEL

£210

Tax £9.

BLACK & FINCH, LTD

222, GT. PORTLAND STREET, W.1.

Phone—Museum 2271.

SOLE LONDON DISTRIBUTORS.

EARLY DELIVERIES.
MODELS CAN NOW BE VIEWED AND TRIAL RUNS ARRANGED
YOUR OLD CAR IN EXCHANGE.
DEFERRED PAYMENTS.

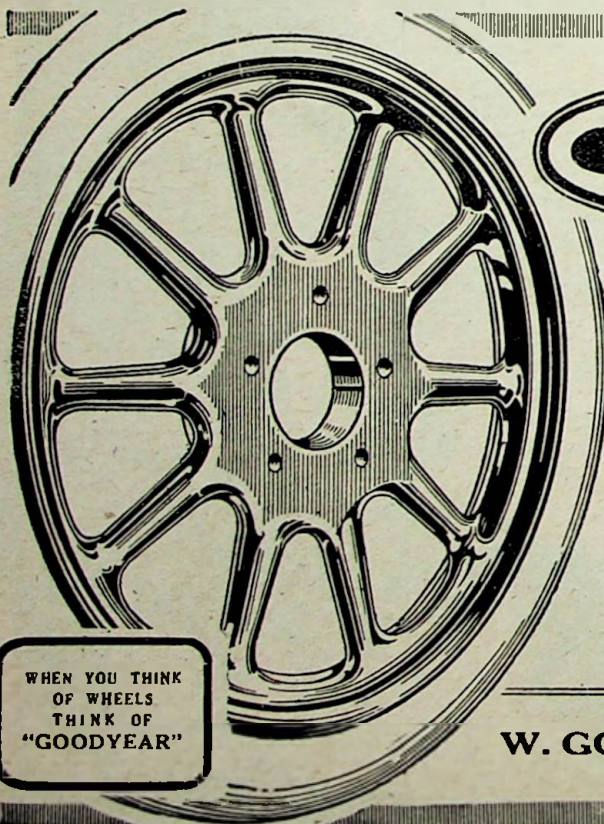
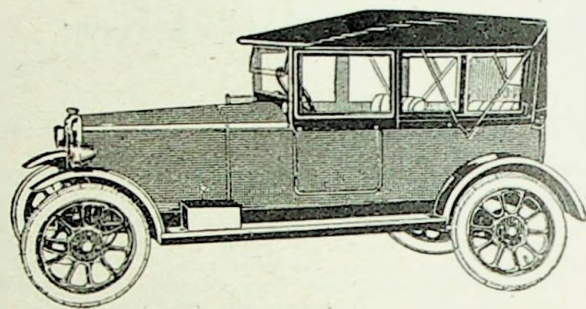
ARIEL

10 H.P. 4 CYLINDER.

DIMENSIONS: Overall length 10 ft. 10 in., overall width 4 ft. 10 in. Weight 11 cwt.
ENGINE: Four-cylinder, water-cooled, bore 60 mm., stroke 97 mm. Crankshaft supported on three bearings. Lubrication by pressure. Pressure Gauge on dash. Lucas Magneto. Smith's Carburetter. Clutch-cone. GEARBOX: 5-speeds forward and reverse. Side control in gate. REAR AXLE: Spiral-bevel drive fitted with differential. SPRINGS: quarter-elliptic, front and rear. STEERING: worm and wheel. BRAKES: hand and foot, both acting on rear wheel. WHEELS and TYRES: five steel spoke artillery type wheels, fitted with 26 in. x 3 in. Dunlop Clipper Cord Tyres. Lucas Dynamo Three-lamp Lighting Set. BODY: single shell four-seater. Double-panel windscreen, all-weather hood and side curtains, horn, licence-holder, etc. Coach painted crimson lake or dark blue.

DE LUXE MODEL: Same specification as above, but completely equipped, including: Lucas Five-lamp Set, spring gaiters, Lucas driving mirror, hood cover, floor mat, screen wiper, flush fitting trip type Smith speedometer.

Send for Catalogue.



WHEN YOU THINK
OF WHEELS
THINK OF
"GOODYEAR"

GOODYEAR

Patent Steel Wheels

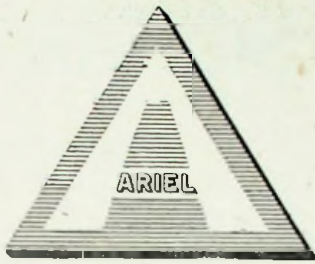
CAN BE RELIED UPON UNDER ANY
CONDITIONS OF SERVICE.

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

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

W. GOODYEAR & SONS LTD., DUDLEY.

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



ALL BRITISH

ARIEL

10 H.P. 4-CYLINDER.

Penny per mile for four

—that is what it costs to run the
“ARIEL TEN”

Such economical motoring for four, places the ARIEL well within the reach of the Family Man of moderate means. The side curtains form complete protection in the worst of weather, for all occupants. Overall length 10 ft. 10 ins. Width 4 ft. 10 ins. Four-cylinder, water-cooled engine. Three speeds, forward and reverse. Right-hand control. Five Dunlop tyres. Lucas lighting set. Coach painted crimson lake or dark blue. Fully equipped and ready for the road.

STANDARD
£198

DE LUXE
£210

Electric Starter
£12 extra. Tax £9.

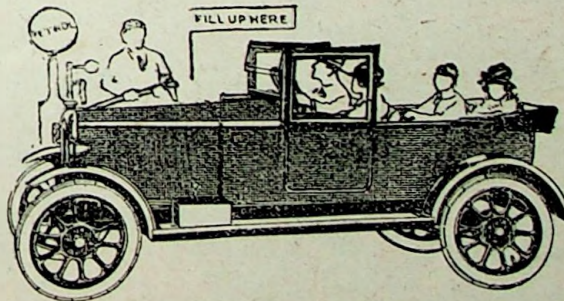
PETROL - - - - 45 m.p.g.
OIL - - - - 1,500 m.p.g.
TYRES - - - - 10,000 miles.

There is never any question about
“ARIEL” RELIABILITY

—its success in trials prove it beyond
dispute :

COLMORE CUP TRIAL	-	FIRST CLASS AWARD
LONDON—LAND'S END	-	2 GOLD MEDALS
HIGHLAND TWO-DAYS	-	MOTOR UNION TROPHY
LEINSTER OPEN TRIAL	-	CATHCART CUP
EDINBURGH ONE-DAY TRIAL	-	HIGHEST AWARD
LONDON—EDINBURGH	-	3 GOLD MEDALS

Send for Catalogue.
ARIEL WORKS LTD.
Selly Oak, Birmingham.



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

C.V.



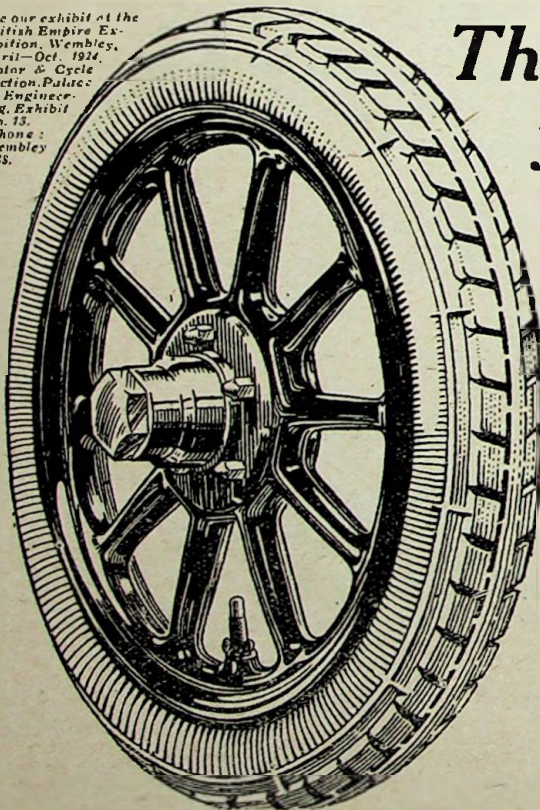
The All British
Standard
Light Cars: 11 h.p.

Two Seaters. **£235** Four Seaters.
Dunlop Tyres.

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

"COUNT THEM ON THE ROAD"

See our exhibit at the
British Empire Ex-
hibition, Wembley,
April—Oct. 1924,
Motor & Cycle
Section, Palace
of Engineer-
ing, Exhibit
No. 15.
Phone: Wembley
2338.



**Think of the strain
your wheels must
bear!**

On your wheels falls the full strain and stress of power transmission and road resistance.

They may well be strong, for their strength and ability to withstand road usage is the measure of your safety. Fit nothing but Sankey All Steel Wheels and use your car with a full sense of security and comfort.

SANKEY
wheels

(PATENT ALL STEEL)

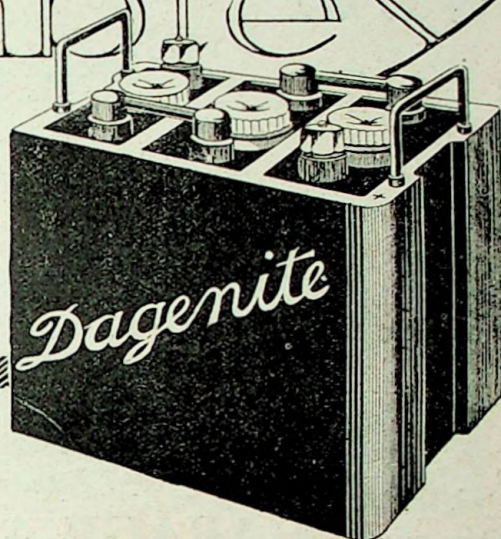
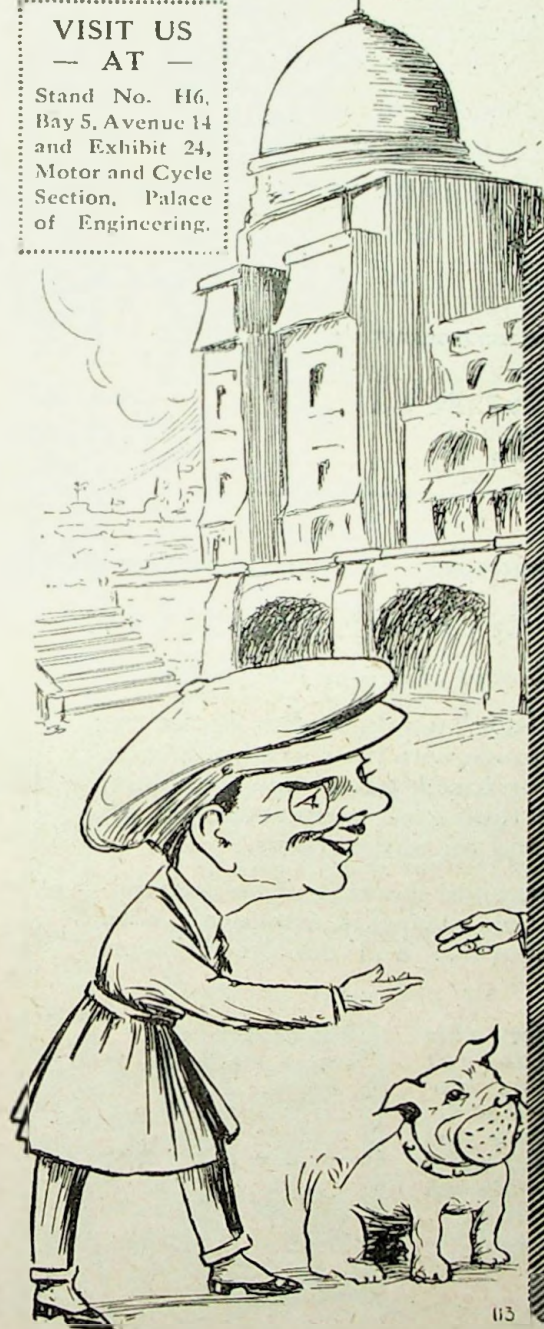
JOSEPH SANKEY & SONS LTD.,
Hadley Castle Works, WELLINGTON, SHROPSHIRE.

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

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

Welcome to Wembley

VISIT US
 — AT —
 Stand No. H6,
 Bay 5, Avenue 14
 and Exhibit 24,
 Motor and Cycle
 Section, Palace
 of Engineering.



The Pageant of Empire

which opens at Wembley to-day, outlines in brief the glorious history of the British Empire.

"BULLDOG" BATTERIES

likewise outline the history of Motor Car Starting, Lighting and Ignition.

With each step towards perfection in Cars, a corresponding advance has been made in the design and manufacture of Peto & Radford Batteries.

Until to-day—the most perfect Cars are fitted with the most perfect of Batteries—"BULL DOGS" in *Dagenite* one-piece Containers.

PETO & RADFORD

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

Head Offices and Showrooms:

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

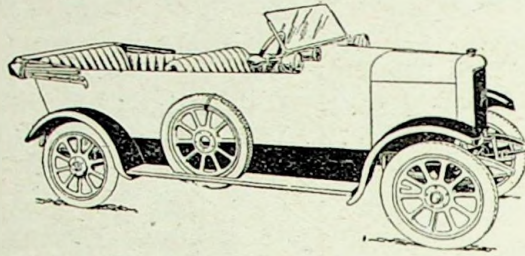
Phone Victoria 3687 (4 lines).

Branch: "Storage, Sowerby, London."

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

7 H.P. JOWETT £7 TAX

JOWETT
2-seater
dickey **£170**



JOWETT
4-seater **£192**

The little engine with the mighty pull. The last word in economy.

Write us for particulars of the negligible costs of running.

Make an appointment for a trial run.

Deliveries from Stock.

Deferred Payments.

Telephone:
Hop 5279.



5, Lambeth Palace Rd.,
LONDON, S.E.1.

Any make of
Car Supplied.

GARAGE AND SERVICE STATION.

Overhauls.
Bodywork.

The **PETROL ENGINE**

ITS TUNING AND FUNCTIONAL WORKING EXPLAINED

FULLY ILLUSTRATED

2/- NET.

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

PRICE **2/- NET.**

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

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

Wholesale Agents:

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

THE PETROL ENGINE

A Manual of Motor Mechanics.

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

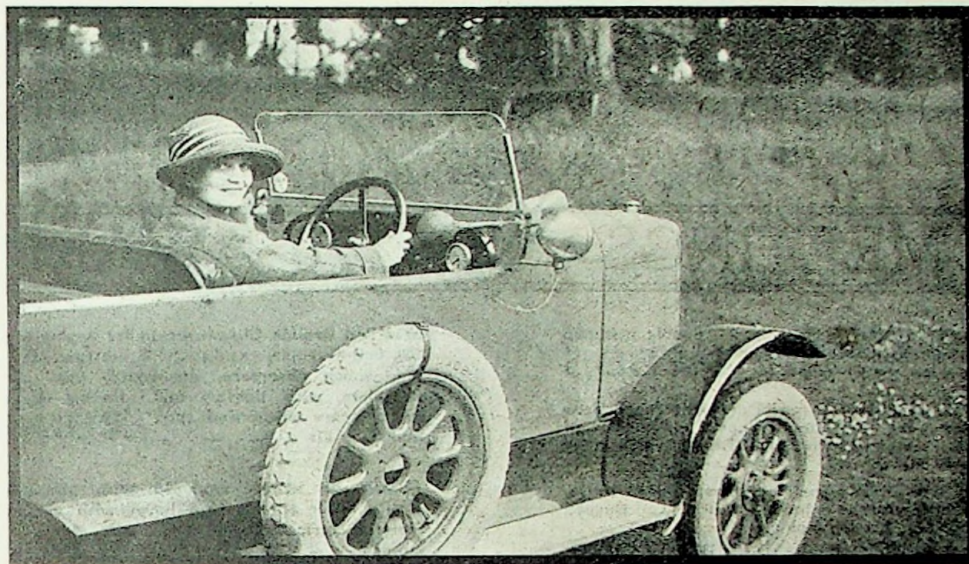
The functional working of an internal-combustion engine is also dealt with in a complete and concise manner.

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



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

ARE YOU READY ?



*Come, Come away
 To the flowers and the meadows and hay,
 To the shade of the trees
 And the soft, sighing breeze,
 Where the song of the lark and the hum of the bees
 Shall free thee of care and give joy to the day—
 Come away. (Gregory.)*

'Tis not the desire you lack, to thus enjoy nature. Perchance it is the opportunity—or the cost! But the cost being less than ½d. a passenger mile, maybe you will make the opportunity.

Time is passing, and with it the summer. Waste it not. May we send you our literature as a first move? It is not just a catalogue. It breathes the spirit of the open air, makes you want to enjoy it, and shows you how remarkably cheap Jowett motoring is.

Pending receipt, the following will perhaps interest you.

JOWETT FULL FOUR
 completely equipped with every
 requirement for comfortable
 motoring for four adults.
 TAX £7. PRICE £192

JOWETT LIGHT CAR
 The two-seater that created
 the economy car movement,
 cheapest and best since 1910.
 TAX £7. PRICE £168

BALLONETTE (the ultra comfort) TYRES, EXTRA £6 : 5 : 0.

JOWETT CARS, Ltd., IDLE, BRADFORD.

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

Recent Successes

KOP HILL
11 FIRSTS

Spread Eagle Hill
12 FIRSTS

Recent Successes

SKEGNESS
7 FIRSTS

Herne Bay
9 FIRSTS

4 MEETINGS—

70 AWARDS

Sports Model Brescia Chassis. double magneto ignition, available in either of three lengths wheelbase .. **£385**

Every Bugatti is a model of consistency. Year after year the uninterrupted sequence of successes proves the Bugatti to be worth every penny paid for it.

1924 has already easily outclassed past years, and now with the reduction in price, the Bugatti scores another triumph:

THE WORLD'S RECORD LIGHT CAR VALUE.

Modified Brescia Chassis. 4-cylinder engine 69 x 100, ball bearings, crankshaft, latest type steering, shock absorbers, dashboard, etc., etc. Complete with lighting and starting equipment, spare wheel and tyre. **£330** and tool kit

Chassis as above, equipped with standard type two or three-seated body, with speedometer, electric horn and side lamps... .. **£485**

CHAS. JARROTT & LETTS, LTD.,
 40-41, Conduit Street :: :: :: London, W.1.
 Telephone—Gerrard 5534 (4 lines) Telegrams—"Jemidar, Piccy, London."

Even though you CAN afford more, the new

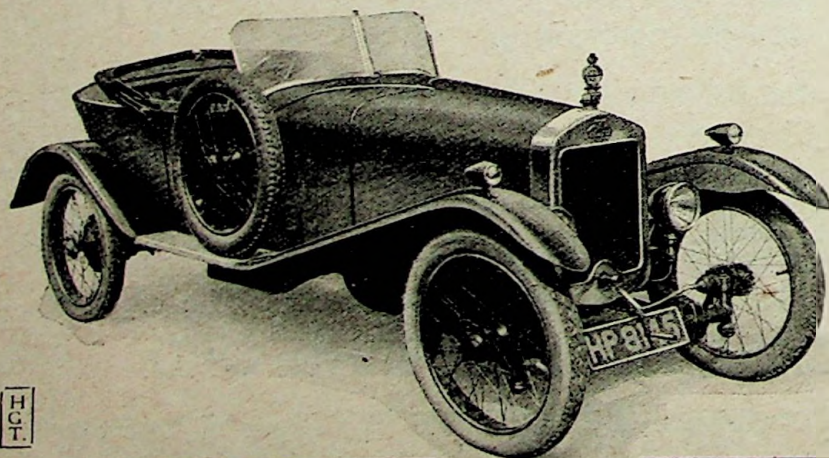
PRICE
£295

CROUCH

12/30 h.p. SPORTS CAR

is the car you ought to buy. Investigate!

Guaranteed to do 60 on the road and to do it handsomely.



H.C.T.

Some Specification Details.

- BRITISH ANZANI 1,496 c.c. 4-cyl. engine, specially tuned.
- 3-seater body, ample luggage space.
- 5 wire wheels.
- 5 lamp 12 v. lighting, separate starter.
- Best English leather upholstery
- Clock, speedometer, spring gaiters.
- Coachwork light blue, red chassis and wings.

All particulars and name of nearest CROUCH Agent from

CROUCH MOTORS (1915), Ltd.
Tower Gate Works, COVENTRY. Coventry B19.

LONDON AGENTS:
 B. S. Marshall, Ltd.,
 17a, Hanover Sq., W.

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

THE SIMPLICITY THAT
MEANS EFFICIENCY



"I find she does everything I ask ---"

The Car with
a gear for
every gradient.

30th June, 1924.

Messrs. G. W. K., Ltd.

Dear Sirs,

You will be interested to know, I have been driving one of your 10.8 Coupe Cars since January, and find it very satisfactory. Just completed a short holiday in Kent, doing in a week about 300 miles. My petrol consumption was not quite 7 gallons (Pratts) and I used 1½ pts. oil. I consider this great, considering I had to drive the City both ways. I also climbed the Hills Folkestone to Dover, and Dover Castle Hill to Deal; I did these on 2nd, at 15 m.p.h. Now I have mastered the car, and I find she does everything I ask.

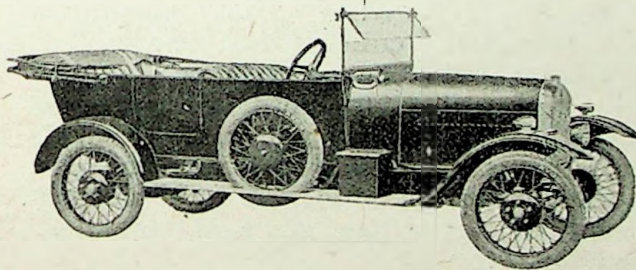
I also much appreciate the way you have treated me on calling at your works.

Your service has been all that one could desire.

You are at liberty to make what use you wish of this letter, as I feel, did motorists in general know the value of the G.W.K. Cars, we should see more about. I should have complained to you had the car not turned out well, and feel it is only due to give you credit on the other side.

Yours faithfully,

(Sgd.) G. A. BURTON



PRICES:

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

All G.W.K. Cars are now fitted with the G.W.K. Silent Helical Gear.

Synchronised Four-wheel Brakes on "H" Models £10 10 0 extra.

The Reason Why

The G.W.K. owner whose letter we quote above is not alone in his satisfaction. Many thousands of motorists have found in the famous disc-drive the consummation of their motoring ideals. Because it allows the splendidly efficient G.W.K. engine to give of its best—no matter what the gradient—it brings an added pleasure to car travel. Because its pronounced simplicity means added economy, it gives you "motoring de luxe" at hitherto impossibly low cost.

G.W.K. Ltd.

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

CORDWALLES WORKS, MAIDENHEAD.

Telephone ... Maidenhead 624.

LONDON DISTRIBUTORS:

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

AGENT:

Captain Richard Twelvetees, R. & P. Vandervell, 199, Piccadilly, W.1.

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

Insist

on getting

When you ask for — "fifty fifty"

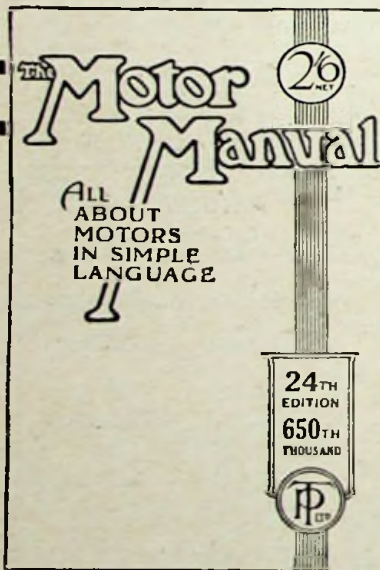
remember its the "trade-mark" symbolising National Benzole Mixture, therefore, protect yourself by insisting on this brand only being served

“National” Benzole Mixture

The unrivalled motor fuel

Always of the same high quality, in the same proportions, fifty-fifty, and guaranteed as such

Sheffield	NATIONAL BENZOLE Co. Ltd	Plymouth
Birmingham		Bristol
Manchester		Liverpool
Darlington		Ipswich
Southampton		Rochester
<i>Head Office:</i> WELLINGTON HOUSE BUCKINGHAM GATE, S.W. 1.		



CONTAINING 238 pages and 266 illustrations this 24th Edition of "The MOTOR MANUAL," presents a comprehensive collection of information which should prove of the greatest practical utility to both the potential and the experienced motorist. It deals exhaustively with the working principles, construction, maintenance, and management of all types of cars, taxation, touring, etc.

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



PRICE **2/6** NET.

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

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

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

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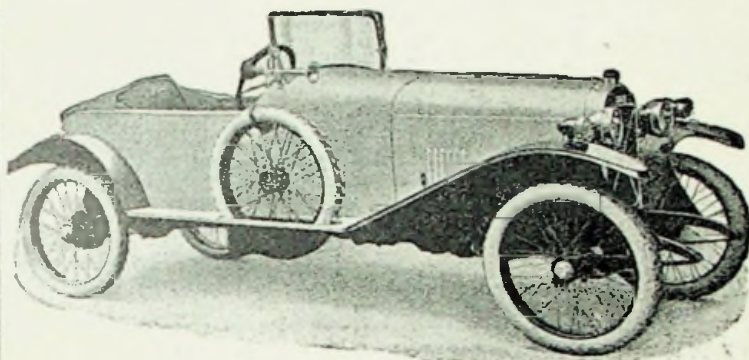
AUTOMOBILES
SALMSON

Trade Enquiries and Agency Applications to Sole Concessionnaires :

S.M.S. Ltd.,

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

Phone: Victoria 8856.

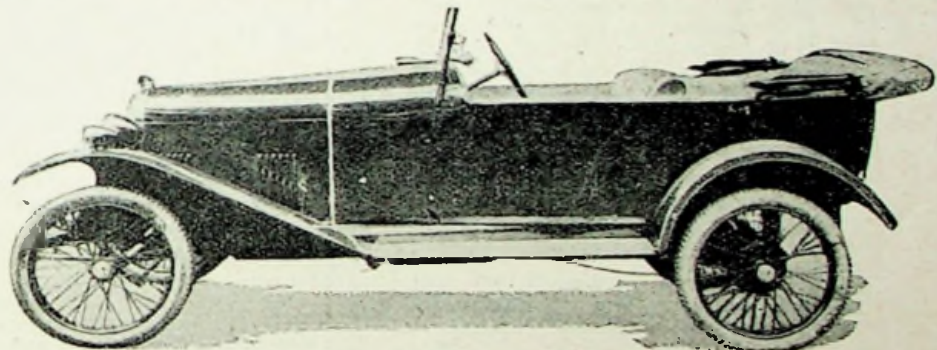


10 H.P. 2-Seater SPORTS

£190

10 H.P. 4-Seater

£199



EQUIPMENT.

EVERY MODEL (except the Grand Prix, supplied without starter) is equipped with Starting, Lighting, Speedometer, Clock, 5th Tyre, Horn, etc.

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

Sole London Distributors :—

PRICES.

- 10 h.p. 3-seater ... £178
- 10 h.p. Sports ... £190
- 10 h.p. 4-seater ... £199
- 10 h.p. 2-seater ... £198
- 10 h.p. Grand Prix £290
- 10, 15 h.p. 4-seater £325
- 10, 15 h.p. Saloon £425

Gordon Watney
& Co Limited
THE PART EXCHANGE SPECIALISTS

31, Brook Street,
Bond Street, W.1

Mayfair 2965.

Excellent News!

The return of
the
Hampton

MANUFACTURERS' praise for their own products has a flavour of bias which makes complete acceptance difficult. We do not ask you to accept without question our statement that the Hampton is supreme in its class in efficiency and in value. We ask you to try the car for yourself, and to get the considered opinions of independent experts. We know of its perfection of quality from radiator to rear axle; we know what the Hampton can do—and keep on doing. If you will allow us to provide you with an opportunity for personal test, we believe that you, too, will appreciate that the Hampton is the car which will fulfil most nearly your every desire.

May we hear from you? A card will bring you full particulars and the name of your nearest Hampton dealer.

10 H.P. MODELS.

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

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

CAR GADGETS
AT LESS THAN
HALF PRICES.

We have purchased the entire accessory stock of a West End firm in liquidation, and in accordance with our practice, are passing the benefit on to our customers.

MASCOTS.

A large range of full size (7 inch) Mascots—most of the female form. Real French works of art in statuary metal—finished in brass or plated. Usual price, 70/-

"Hello" Nymph	...	27/6
"Butterfly" Girl	...	31/6
"Divine" Nymph	...	31/6
"Iris" "	...	29/6
"Wind" Nymph	...	20/-
"Mink" "	...	31/6
"Pixie" "	...	21/6
"Mercury" "	...	17/6
"Victory" "	...	31/6

PETROL CAN HOLDERS.

A few only—light yet strong—cam fitting lock with key. Plated, black finish. A super finished article. Usual price 17/6 **8/9**

Complete with rubber base pads and fixing screws.

SPARKING PLUGS

French VALLIER.

Brass bodies with long barrel, suitable for cars with or without recessed valve caps—Porcelain insulation, heavy twin points, with robust central electrode

Standard Metric Thread — Each **9d.**

Postage 3d. Four post free for 3/-

SEND FOR COMPLETE LIST OF BARGAINS.

MIRRORS.

A few only, London made Driving Mirrors. Best plate-glass mirror with bevelled edges, heavy brass mount and clip or plate fitting—adjustable in all directions. A few also with circular mirrors. Originally 17/6 **Now only 7/6**

CLOCKS.

A large assortment of Special Eight-day Motor Clocks. Swiss movements. Made to sell from £4/4/- Seconds hand—rim wind, flush fitting, 36/- Ditto larger, 42/- Ditto in wedge-shape case for dashboards not able to accommodate flush instruments, 32/3 Smith eight-day motor watch on ball shape wedge foot—Brass—a wonderful bargain, 31/6 A few Inventic Watches in wedge-plated case ... 6/3

When ordering please state particulars of car and we will send a suitable clock.

MISCELLANEOUS BARGAINS.

Car Nickel-plated Licence Holders, worth 4/6	...	1/6
Sponges—specially selected for car washing—large	...	1/6
Electric Roof Lamp on mahogany base	...	6/8
Valve Spring Lifter—pliers type, with ratchet	...	1/6
Maythorn Petrol Can Carriers—plated	...	7/6
H.F. Baby Vulcaniser, complete in case	...	21/0
H.F. Jiffy Vulcaniser, complete in case	...	10/8
H.F. Treadcure Outfits—new and complete	...	2/0
Good Quality Mats—fibre—for running board	...	2/6
Electric Side Lamps—egg shape—brass or plated—complete—for ordinary side lamp irons—per pair	...	12/0

All goods offered are new and unused—willingly sent on approval against Cash Remittance.

COMPETITION — WIN £5

Our Business Slogan is SERVICE THAT SATISFIES. If you can suggest a better which we adopt, you will receive a prize to the value of £5 selected by you from our stock. Under any circumstances, we will give a similar prize to the value of £2 to the best suggestion received by the 31st July, 1924.

273
TO
274



273
TO
274

HIGH HOLBORN, LONDON, W.C.1.

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

**Birmingham—Holyhead—Birmingham
24 Hours**

**One RHODE entered
wins HARGREAVES TROPHY
for BEST PERFORMANCE of the DAY**

Previous 1924 Classic Trial Record—
30 Entries—Awards 9 Cups, 24 Golds and 4 other prizes!

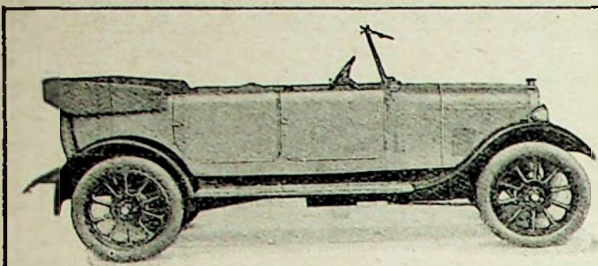
*Now you MUST have "the
Car that wins all the prizes"*

*So write to-day for
name of nearest agent.*

Still
they
come
these
RHODE
Successes!

RHODE MOTOR Co.

TYSELEY, B'HAM.



Lagonda Luxuries

The 12-24 h.p. All-Weather
Touring Model "L.C."

Four extra wide doors.
Pneumatic upholstery.
Adjustable front seat.
Freedom from body rattles.
Complete equipment.

Price - - - £320
Other models from £295

Reliable Second-hand Lagonda Cars in Stock.

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

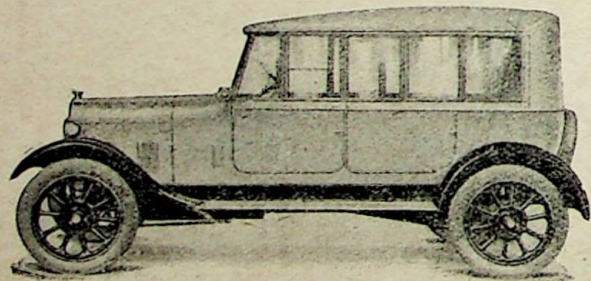



EXHIBIT Nos.
116-117
Motor and Cycle
Section
Palace of Engineering
BRITISH EMPIRE
EXHIBITION.

YOU DON'T WANT YOU DO WANT

to pay high prices and have trouble and expense in fitting.

A GOOD SHOCK-ABSORBER

which is supplied complete with brackets,
easily fitted both to axle and frame,
with our guarantee that your money will
be refunded if you are not satisfied.



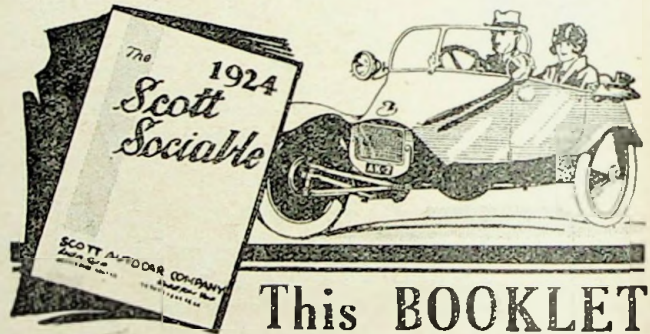
B&D
STABILIZERS

55/-, 63/-, 72/-
per axle, according
to make of car.

EASY
TO
FIT

Write for Lists.

BENTLEY & DRAPER Ltd
4 Fenchurch Avenue, London, EC3
GRAMS, BERNARD STREET, LONDON, E.C.4. PHONE: AVENUE 3029



The 1924
**Scott
Sociable**

SCOTT AUTOCAR COMPANY
BRADFORD, YORKS.

This BOOKLET

will show you just how
economical motoring can be!

SOME UPKEEP ADVANTAGES:

60 m.p.g. of Petrol;
2,000 m.p.g. of Oil: Full
Insurance £8-19-6;
a toolshed 9 ft. x 5 ft.
accommodates the car.

Double Dickey **£5**

With Single Dickey,
£135 Complete

IN initial cost, in maintenance costs, in
space required for accommodation, there
is little to choose between a first class side-
car combination and a "Scott Sociable."

But the "Scott-Sociable" can claim the
advantages of comfort; weather protection
for passenger and driver; seating for a third
or even a fourth person. Being a develop-
ment of the side-car outfit it retains all its
extreme mobility and adds to it the most
commendable features of a car—water-cooled
engine, detachable wheels, electric lighting,
spare wheel and tyre—to mention a few.

Let our 1924 Booklet tell all you wish to
know of the "Scott Sociable." Write for it
—it's free.

The SCOTT SOCIABLE

Distributing Agents and Service Depot for
London and District: J. R. KINSEY & CO., LTD.,
Croydon. Phone: 1121 Addiscombe.

The SCOTT AUTOCAR CO., BRADFORD, YORKS.

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



WE will give you a very favourable allowance for your present car in part exchange and you can spread the balance over a long period.

We hold a Large Stock of Second-hand Cars of all makes and shall be happy to receive your enquiries.

PRICES

- 3-Seater Sports - £178
- 2-Seater Sports - £190
- 2-Seater de Luxe £198
- GRAND PRIX - £290
- 10/15 h.p. 4-Seater £325
- 10/15 h.p. Saloon - £425

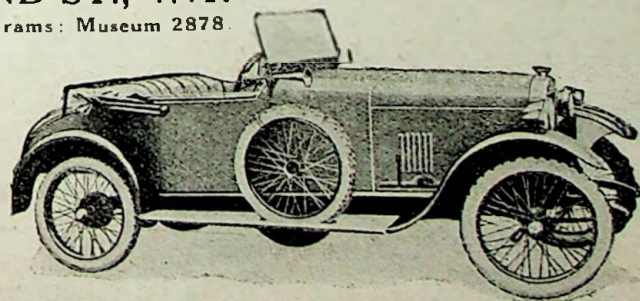
TAKE DELIVERY IN HASTE AND PAY AT LEISURE.

MANN & HANDOVER LIMITED,

116, GT. PORTLAND ST., W.1.

Phone: Museum 2578

Grams: Museum 2878



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

The Motor

The National Motor Journal

EVERY
TUESDAY

4^D

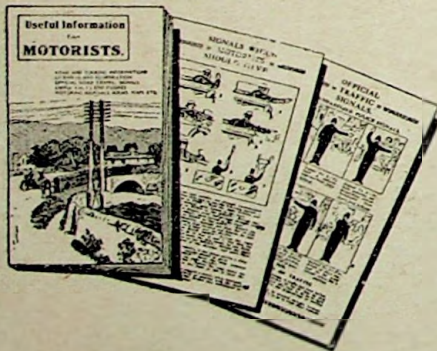
SUBSCRIPTION.

3 ms. 6 ms. 12 ms.

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

Specimen Copy Post Free.

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



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

Features of this week's issue of "The Motor," July 22nd.

STEERING, BALLOON TYRES, AND FRONT BRAKES.

Will Improved Steering Gears Have to be Evolved to Cope with Low-pressure Tyres, Front-wheel Brakes, and Higher Speeds?

THE KING'S NEW CARS.

Five Magnificent Daimlers on Order for His Majesty.

OVER THE ST. GOTHARD.

A Route that has Lately Undergone Many New Developments. By Charles L. Freeston, F.R.G.S.

ONE OF MY IDEALS.

Would This Car Appeal to Other Motorists?
By John Gilpin, Jr.

A NEW ALSO ALL-WEATHER HEAD.

A Clever Design Which is Practically Automatic in Operation.

A REMARKABLE SPORTS CAR FOR £250.

The New British Arzani-engined G.N.—Suspension Problems.

THE GRAND PRIX ALFA-ROMEO.

Novel Features in Italian Racers Which Have Exceeded 125 m.p.h. in Practice.

A DEVICE WHICH ENSURES SAFETY ON HILLS.

An Automatic Sprag Embodying Many Novel and Ingenious Features.

A HIGHLY EFFICIENT RIM KEY.

A Tool Which Splits and Contracts in One Operation.

BALLOON TYRES—A CAUTIONARY NOTE.

SOUTH WALES A.C. SPEED TRIALS AT PORTHCAWL.

Joyce (A.C.) Makes Fastest Time of the Day.

H. K. MOIR (BENTLEY) FASTEST AT CAERPHILLY.

Skids and Thrills in a Well-organized and Interesting Event.

THE OPENING OF MIRAMAS TRACK.

Alzaga on a Sunbeam Wins the 100-Mile Race at 93.6 m.p.h.

Amongst the contents of next Tuesday's "Motor" will be the following:—

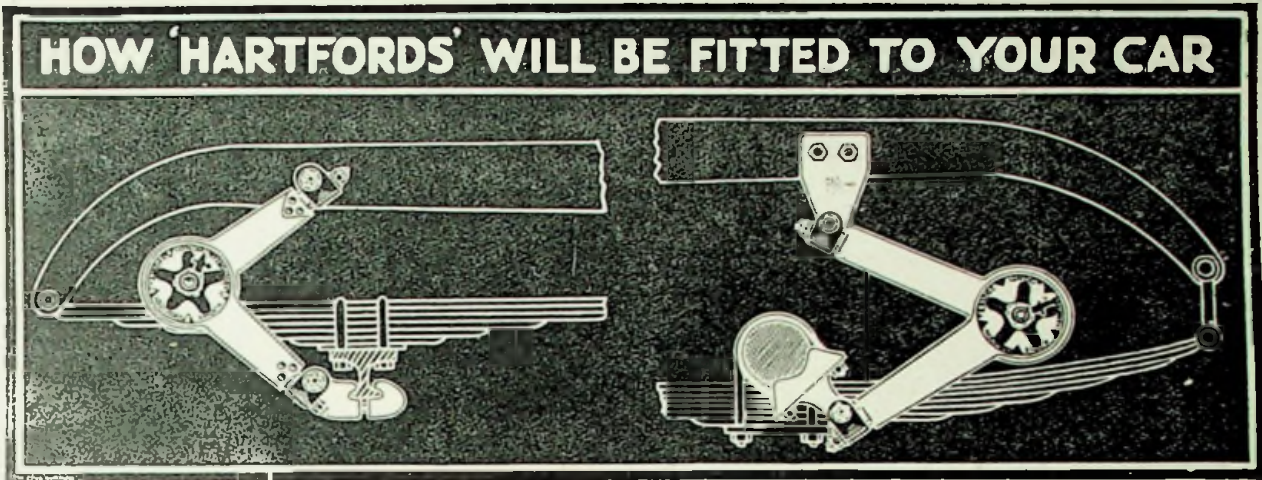
THE LATEST PRACTICE IN MIXTURE DISTRIBUTION.

PRACTISING FOR THE GRAND PRIX.

HOW TO BUILD YOUR OWN GARAGE.

THE SCOTTISH SIX DAYS' TRIAL.

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



Popularity and Public Opinion.

POPULARITY does not necessarily imply merit. Mediocre people and mediocre inventions have sometimes become popular—for a time. Nor is public opinion always correct. There have been many historical instances of mistaken public opinion.

But when one speaks of POPULARITY and PUBLIC OPINION as applied to Motoring, one is on safer ground. For when an invention becomes really popular—selling so quickly that the supply can scarcely cope with the demand—it implies an exceptional utility, efficiency and economy, as in the case of HARTFORDS.

The opinion of the motoring public—of the great majority of car-owners, is also not likely to err on technical matters. So that when we find thousands of letters, all testifying unanimously to the mechanical

efficiency of HARTFORDS, we are justified in the belief that these unique "Shock Absorbers" or "Suspension Controls" are indispensable to the smooth-running of any car, to tyre-longevity, to the comfort of driver and passengers, to consistency of speed over variable roads, and in the avoidance of much of that depreciation which normally follows the aggregation of mileage.

HARTFORDS, in a phrase, have come to stay. On the race track they have built up an enormous reputation—enabling the wheels to "hold the track" at speeds which would be catastrophic without suspension control. On touring cars, little runabouts, motorcycles and sidecars, HARTFORDS are equally famous, and will soon be equally universal.

Motoring without HARTFORDS will, in a year or two, be unknown.

Prices from
£4 : 10 : 0
per pair for
front or rear
axles,
including
brackets.

HARTFORD

T. B. ANDRE & CO. LTD.

SHOCK ABSORBERS

(BRITISH MADE).

FITTED BY 42 OF THE WORLD'S LEADING MANUFACTURERS.

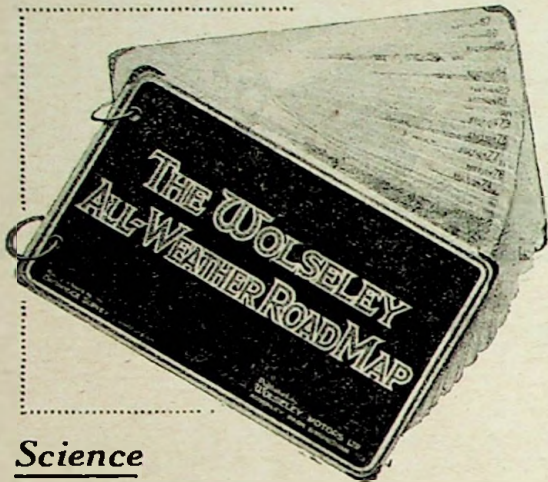
Write for prices, information re fitting, etc., mentioning year, H.P., and make of car.

Special
model for
AUSTIN
SEVEN
£7 : 0 : 0
per set of 4
(including
brackets).

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

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

**A
Beautiful
Map for your Tours**



**Science
Proof against
All Weather,
Oil, Stains.**

Delightful to read and Handle.

The Wolseley All-Weather Road Map is magnificently and scientifically produced, and may be gradually built up by purchasing sections as required.

"I should like to take this opportunity of congratulating you on your production. It is magnificent and by far the best Road Map published." 14.5.24. J.D.

"It certainly is a wonderful idea." 12.4.24. Z.M.L.

"I congratulate you on the splendid idea of Maps." 22.4.24. J.M.M.

"The maps are an excellent idea and a great improvement on anything else for motoring. They look as if they will last for years." 25.6.24. C.J.K.

"I congratulate you on your production. It is a splendid idea." 11.7.24. G.T.B.

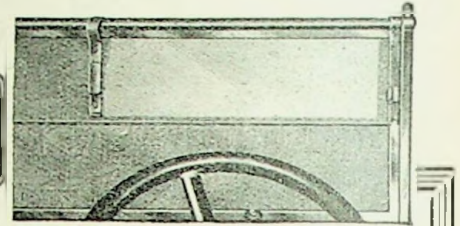
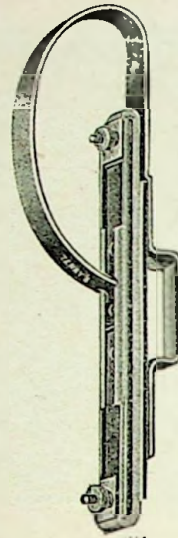
"This purchase is the best I have ever made of all the motor accessories." 1.7.24. S.L.

Originals may be seen.

Obtain also at W. H. Smith & Son; Wyman & Co.; all large Stores; Wolseley Motors Ltd., etc.

ALL-WEATHER MOTOR MAPS, LTD.,
Wolseley House, PICCADILLY, W.1.
Phone: Gerrard 2385.

Terry's
"a wipe an hour"
screen wiper



—just a few rubs across the screen when wet puts an invisible rain-resisting film on the glass, and gives a crystal clear view for a long period.

The "Terry" wiper needs no continuous movement—is non-mechanical, and unobtrusive when not in use. Cleaning depth is adjustable to line of vision. Held by spring pressure—may be drawn across screen by hand, when driving. Contains six chemically treated tapes, which last about twelve months in a high-grade rustless holder.

No. 1, for overlap screens, 7 1/2 inch cleaning depth, 9/6.

No. 2, for flush-edged screens, 5 1/2 inch cleaning depth, 8/6; 3 1/2 inch depth, 7/6 each.

Set of 6 refils, No. 1, 1/-; No. 2 and No. 3, 9d. each.

If your agent cannot supply, please order from us. List of it post free. 653/24.

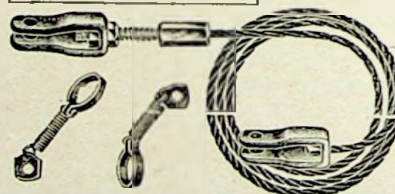


Make your own tool racks. Keep tools in order and save time and money. 3/- doz. From agents.



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

If you cannot buy "Terry" goods locally please order from us. List free.



The luxury of silent running on light cars, when Terry's patent cable brake set takes the place of the rods. They improve brake control too. 10/6 for light cars. 7/6 each for "Morgans."

The motorist's Fireguard. Prevents burning ash being blown into face and clothing when smoking whilst driving.



1 1/2 l. each. From tobacconists.



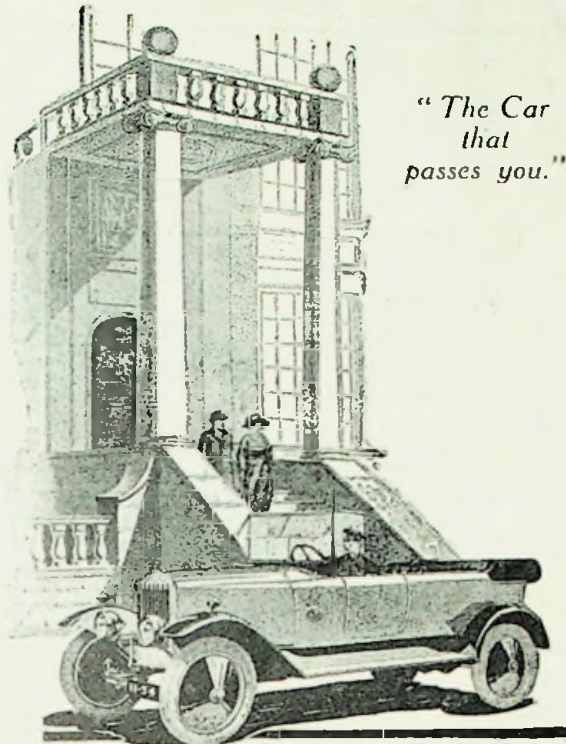
The "Terry" spanner range gives you the grips you need.

10 grip set, 3/4" to 1 1/2" Whit. and 3/4" and 1" across flats.

Blued ... 3/6 set
Plated ... 6/- ..
In case, 1/- set extra.

Prices of single spanners on request. List free.

Comfortable cycling is sure with Terry's Spring Seat Saddle. It shapes to the body and protects the nerve work of the spine



"The Car that passes you."

HORSTMAN QUALITY

The Proof!

IT is with pride that we draw attention to recent performances of Horstman Cars. In addition to being a car of beauty, the Horstman is a practical and eminently efficient production. Performance proves it.

COLWYN BAY Mr. Geoffrey Boston driving Horstman Car obtained **TWO FIRSTS—ONE SECOND.**

GARROWBY HILL Capt. Trubie Moore lowered record for hill by one and two-fifths seconds. **THREE FIRSTS** Fastest time of day, winning

Send for YOUR copy of the HORSTMAN catalogue.

12/30 h.p. Two-seater	£315	12/30 h.p. Super Sports	£500
12/30 h.p. Four-seater	£325	12/30 h.p. Saloon	£425
12/30 h.p. Two-seater Coupe	£395	9/20 h.p. Four-seater	£240

12/30 h.p. Four-seater on view at Stand 52, Palace of Engineering, BRITISH EMPIRE EXHIBITION.

PRINCIPAL DISTRIBUTORS—LONDON: Messrs. Edwards & Parry, 4, Blenheim St., New Bond St., W. **MANCHESTER:** Messrs. G. F. Crisp & Co., 75, Bridge St., Deansgate. **SOUTHAMPTON:** Messrs. F. A. Handy & Co., Ltd., 68/70, Above Bar. **LEEDS:** Messrs. The Headingley Motor Co., Ltd., 8, Oil y Rd., Headingley. **PLYMOUTH:** Messrs. The Princess Motor Co., Ltd., Princess Square. **SCOTLAND:** Messrs. Harry Gribb, 141 and 143, Elderslie St., Charline Cross, Glasgow. **HIRWINGHAM:** Frank Hallam, 88, Bristol St. **NORFOLK:** Messrs. S. & S. Motor Co., Oulton Broad, Lowestoft. **SOUTH WALES:** Messrs. R. J. B. Penly & Co., Hurman St., Cardiff. **SURREY:** Surrey County Garages, Caterham Valley. **NORTHERN IRELAND:** The Great Northern Motors, Windsor Rd., Belfast.

HORSTMAN CARS LTD. :: BATH.

"The Beauty of Bath."

H.P.



SERVICE SIMILES No. 11.A.

The Shipwrecked Man and the Sea

A shipwrecked man, cast upon a certain shore, slept after his buffetings with the deep. After a while, waking up, he loaded the sea with reproaches that, noticing me with the calmness of its look, when it had induced them to plough its waters, it grew rough and destroyed them utterly. The sea replied to him: "Blame me not, my good sir, but the winds, for I am by my own nature as calm and firm even as the earth; but the winds falling on me suddenly create these waves and lash me into fury."

DO NOT BLAME CIRCUMSTANCES, BUT MAKE THE MOST OF THEM.

Maybe you had reckoned on a fine new car this summer, and now you find it inconvenient to pay out a lump sum, and you think you will have to do without. You needn't! The SERVICE deferred payment system will enable you to secure a very fine car by paying down only 1/5th of the cost. Our second-hand bargains (of which every one is guaranteed to be in perfect condition or as described) are priced extraordinarily low, and our easy payment terms are more than generous.

NEW CARS Delivery for BANK HOLIDAY

MORGAN, Grand Prix, Anzani speedometer, red. £149 10

Ditto, with discs ... £152

STANDARD, 11.4 h.p., four-seater, starter, speedometer, all-weather equipment, £235

ROVER, 8 h.p., four-seater, standard model, blue, £160

ARIEL, 10 h.p., standard model, four-seater, dynamo and full equipment ... £198

SINGER, 10 h.p. de luxe, four-seater, starter, speedometer, all-weather ... £235

Cash or Deferred Terms.

IMMEDIATE DELIVERY of most leading makes.

Your present motorcycle or car taken in part payment.

ROVER NINE four-cylinder.

Deliveries have commenced.

SEND FOR LIST.

ALL MAKES SUPPLIED.

"A YARN ABOUT CARS." Our latest publication—free—ask for your copy now—fully illustrated. Useful hints and shows how any make of car can be purchased out of income.

DEFERRED PAYMENTS.

Our system is unique—all finance and control is managed by ourselves. One-fifth deposit only required. Balance in 12, 18, or 24 monthly payments.

SERVICE THAT SATISFIES.

SPECIAL SECOND-HAND BARGAINS.

1921, 11.6 h.p.	STANDARD four-seater	£185
1923, 9 h.p.	WEBB, four cylinders, 4 seats	£105
1918, 8.9 h.p.	RICHARDSON, two seats, dynamo	£43
1914, 8.9 h.p.	HUMBERETTE, two seats	£25
1922, 8 h.p.	G.N. dynamo, spare wheel	£49
1922, 8.9 h.p.	MORGAN de luxe, J.A.P., water-cooled	£97

273 TO 274

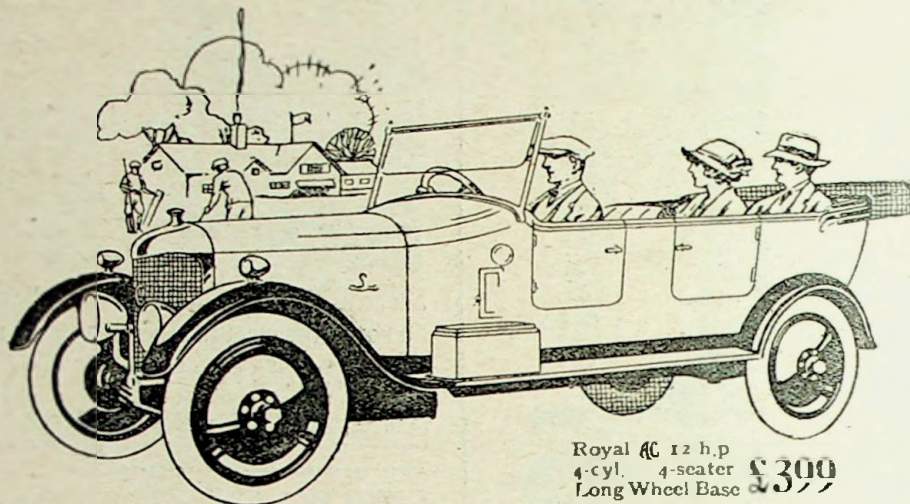


273 TO 274

HIGH HOLBORN, LONDON, W.C.1

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

Reasons why the Amazing **AC** is worth more than any other



Royal AC 12 h.p.
4-cyl. 4-seater
Long Wheel Base **£300**



ALL-BRITISH

The AC Body and Chassis
are designed and constructed under
one management, and the whole A-C
car is treated as a harmonious whole.
The A-C car is manufac-
tured at Thames Ditton *S. F. E. H.*
from British material.

12 h.p. 4-cyl. models from £275. 2 and 4-seaters and all types of bodies.

*Fully illustrated and attractive booklet forwarded on request.
Please ask for address of nearest dealer.*



55 & 56, PALL MALL, LONDON, S.W.1.

Telephones: Gerrard 2232, 6620 and 6844.

Works: THAMES DITTON, SURREY. Phone: Kingston 3340 (4 lines).

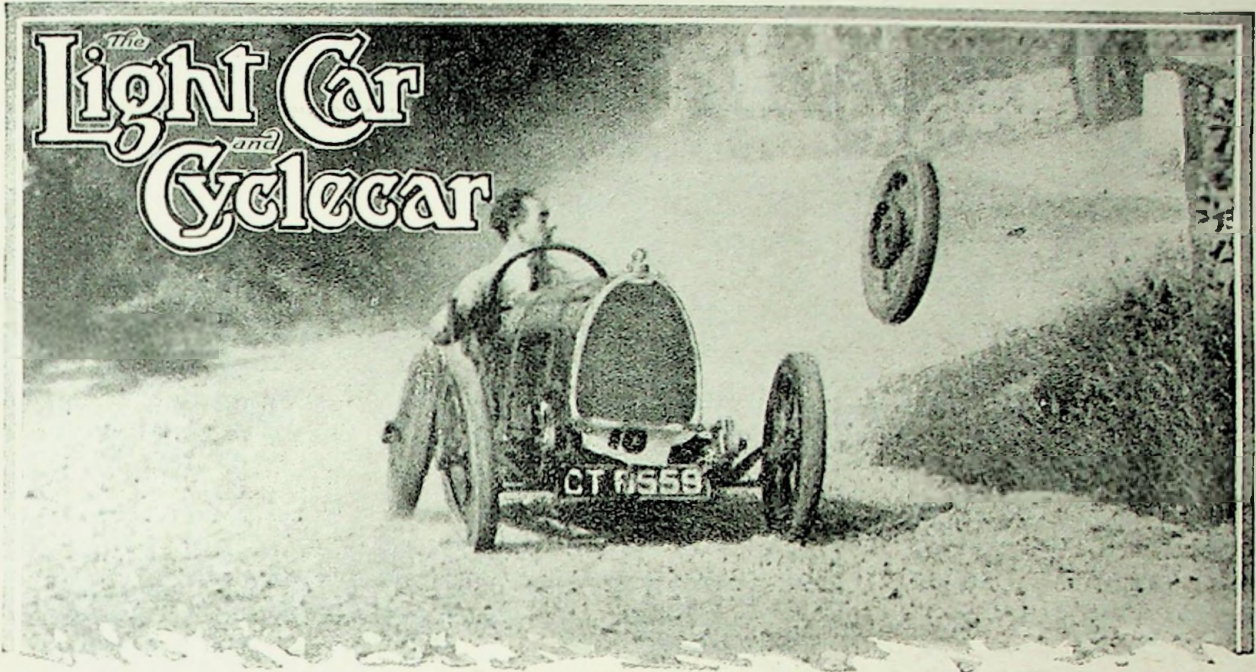
Service Depot: North Road, London, N.7. Phones: North 2903/4/5/6.

Wires: "Aucarriczo, Phone, London."

We can supply reliable second-hand AC Cars.

R.A.C. 6 Days' Trial:
The AC wins **GOLD**
MEDAL and comes
out 1st in its class.

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



A THRILL AT CAERPHELLY.

An untouched photograph taken at the Caerphilly hill-climb on Saturday last, a fraction of a second after the rear axle of Mays's Bugatti sheared whilst the car was travelling at 60 m. p. h. Note the angle of the off-side rear wheel and the near side wheel spinning in mid-air.

NOTES, NEWS AND GOSSIP OF THE WEEK

The American Invasion.

Will America make a direct bid for the British light car market? is the question of the moment. We very much doubt it; in any case, a considerable time must elapse before developments take place. Nevertheless, America must be watched.

American Entry for "200."

An extremely interesting development has taken place in connection with the sudden interest which is being taken by America in the light car. The Junior Car Club has recently received a cablegram from one of the well-known American motorear manufacturers asking for full details concerning the annual 200-Mile Race, which takes place this year on September 20th. The interest which would be added to the race by an American entry would be enormous, and it is to be hoped that such an entry will materialize. We deal with the whole question in an editorial article under "Topics of the Day."

Front-wheel Brakes.

Increasing interest is being taken by light car manufacturers in the possibilities of front-wheel braking systems, and we hear rumours of experiments being conducted in many quarters. There seems every likelihood that four-wheel braking systems will be offered—if not as standard, as extras—at the Motor Show in October on nearly every make of small car.

No 609 Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, July 26th, 1924.

London ...	9.26	Edinburgh	10.0
Newcastle	9.48	Liverpool	9.48
Birmingham	9.38	Bristol ...	9.36
Dublin ...	10.1		

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

Moon—New Moon, July 31st.

Another Field for the Cyclecar.

The secretary of the Federation Moto-cycliste de Belgique points out that there is an extensive market open to the cyclecar in Belgium, where no firms make this type of machine. He adds that it has a brilliant future awaiting it, and exhorts British motor cyclecar manufacturers to inquire further into the possibilities which are opened up.

The "Ducky" Seat.

Some amusement has been caused by an advertisement in the "Uganda Herald" which refers to the ducky seat of the Jowett. It appears that the Goan—native type-setter of the particular advertisement referred to—was convinced that this was the correct spelling, and refused to take any notice of editorial corrections.

Recommended Roads.

The Automobile Association has issued its usual sheet maps showing recommended roads for motorists—with particular reference to the August Bank Holiday exodus.

In this Issue.

The Scottish Trial, Caerphilly and Porthcawl sand racing and hill-climbing, Brooklands and Bexhill Speed Trials are the main motoring events illustrated and described in this issue.

Going Through It.

Small cars are experiencing a grueling in Scotland this week, beside which the R.A.C. Small Car Trials fade into insignificance; but it is all good for the breed, and light carists of the future should have cause to bless the promoters of all such events.

A Growing Danger.

When will motorists realize that they are causing considerable inconvenience, if not danger, to other road users by drawing up in main cross-country roads for picnic purposes and so forth, the car being left on the roadway itself? There is hardly a single main road in the kingdom which does not provide suitable parking places where the car may actually be run off the road, and thus leave the highway perfectly clear for up and down traffic. We should like to see police action taken in this matter.

Climbing Screw Hill.

We are informed that at the Liverpool Motor Club's rally at Screw Hill, Carnarvon, on July 13th, Capt. Gray, driving a two-seater Rhode equipped with low-pressure tyres, was the only competitor to climb the hill.

A.C. as Hill-climber.

A Royal Automobile Club certificate of performance has now been issued in respect to a four-cylinder A.C. which climbed the following hills under observation:—Alms, Bwlch-y-Groes, All-y-Bady, Honister Pass, Hard Knott Pass, Wrynose Pass and Newlands Pass.

"Kim's" New Owner.

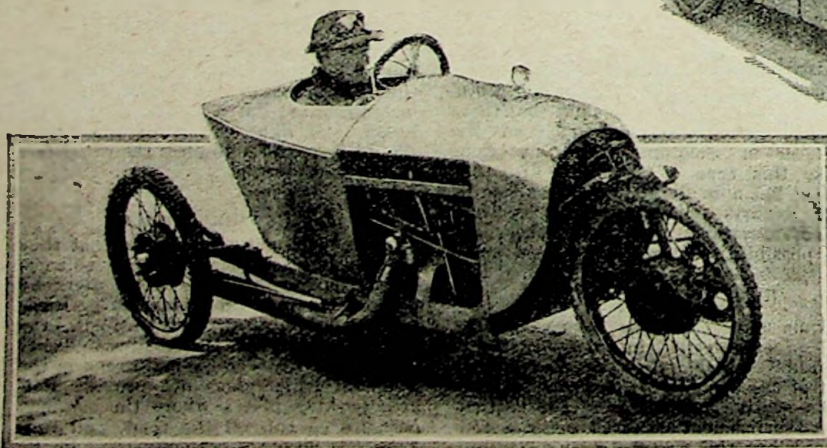
"Kim II," Capt. A. G. Frazer Nash's famous two-cylinder air-cooled G.N., has been purchased by J. H. Hall. In the hands of its new owner the car made its debut at Bexhill, but evidently it was feeling homesick, for it did not put up a characteristic performance.

An Addition to the Ranks.

Described in the programme of the Bexhill Speed Trials as a Gwynne Eight, a new racer, assembled by H. Eaton, made its appearance on Saturday. It is a strikingly neat little vehicle, and not the least interesting of its features is that, whereas the engine is a Gwynne, we believe we are right in saying that the major part of the chassis is on 1922 G.N. lines.

A Twin-cylinder Racer.

Miss Ivy Cummines's now famous two-cylinder air-cooled Frazer-Nash racing car has been improved in several respects, of which the most obvious is the new single-seater body. This is much lighter than the old body and should result in a higher turn of speed. Considerable attention has been given to the tuning-up of the engine, lighter tulip valves having been fitted and valve bounce eliminated to a large degree by a different camshaft contour. The exhaust and inlet passages have been smoothed out, and we are informed that the engine will now rev. up to 5,300 r.p.m. This car holds several records in class K and is unbeaten so far in any 1,100 c.c. class in which it has competed this year. Photographs appear on the second page of "Rich Mixture."



(Top) H. Eaton's new Gwynne Eight which is referred to in a paragraph on this page. (Below) A "close-up" of the tiny French Colombe three-wheeler. Query: where does the driver find room for his legs?



MOTOR TERMS TRAVESTIED.

No. 22.—Query: What is the Term?

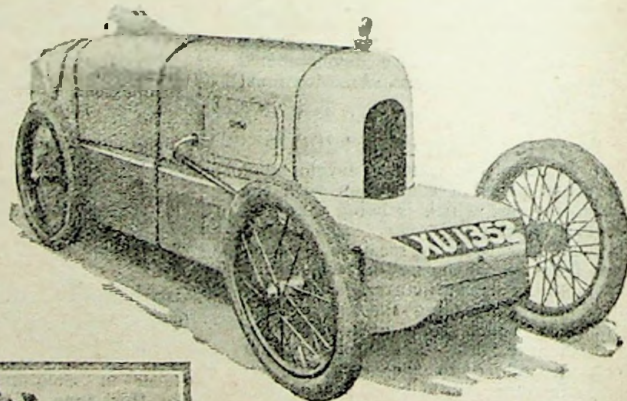
We offer a prize of One Guinea for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday Next.

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

Standardizing Tyre Valves.

One of the most important standards issued by the B.E.S.A. deals with valves, pneumatic tyres and also pneumatic tyre rims. The former is an exceedingly comprehensive treatise on the subject, and the importance of its recommendations cannot be overestimated. It specifies the external and internal dimensions, type of thread and manufacturing tolerance of all parts which will ensure accurate fitting when replacements are necessary. Copies of the specifications are obtainable from the B.E.S.A. Publications Department, 28, Victoria Street, London, S.W.1, price 1s. 2d.

THE CULT OF THE DIMINUTIVE RACING CAR.



1,500 c.c. It is worthy of note that from the official stand a view will be obtained stretching from the Esses hills to the fork of the Sept-Chemins, which is unique, as it is the only spot from which the cars can be followed for a distance of four kilometres. Seats will be available for August 2nd and 3rd, the Grand Prix de Tourisme and the Grand Prix d'Europe, respectively, at the following prices:—Boxes to seat four, one day, 400 francs, both days 700 francs. Reserved seats 50 francs one day, 80 francs both days; all applications should be addressed to the Bureau de la Commission Sportive de l'Automobile Club de France, 8, Place de la Concorde, Paris (8e).

We Could Beat It.

As the result of the amalgamation of two American motoring associations the combined membership exceeds 500,000; but we see no reason why this figure should not be easily beaten in this country.

Next Jowett Rally.

Members of the Southern Jowett Light Car Club are asked to meet on Sunday next, July 27th, half a mile north of Elstree, on the Edgware-St. Albans road, at 11.15 a.m. This will be another full day rally, the party proceeding to Ivinghoe Beacon via St. Albans and Dunstable.

Small Cars Pay Less.

The scale of garage charges fixed at the Morris Garages, Clarendon Garage, Oxford, vary according to the horsepower of the cars concerned. Small cars up to 9 h.p. Treasury rating may be stored for 24 hours for 3s., 3s. 6d. being the charge for cars up to 14 h.p. It is noteworthy that, despite the variation in storage costs for different sizes of cars, 4s. is the fixed rate for washing all types.

An Original Conception.

We are indebted to a north-country reader for forwarding us a cutting from *The Manchester Evening News*, wherein there is an article dealing with the subject of strange thefts. We quote the following:—"The latest crime outburst in London is the stealing of spare wheels from motorcar dashboards. . . . It may soon be necessary firmly to padlock the carburetter to the back axle!"

The Grands Prix of Europe for 1924.

The Grands Prix of Europe take place from July 30th until Aug. 3rd. There will be events for cars both under and over

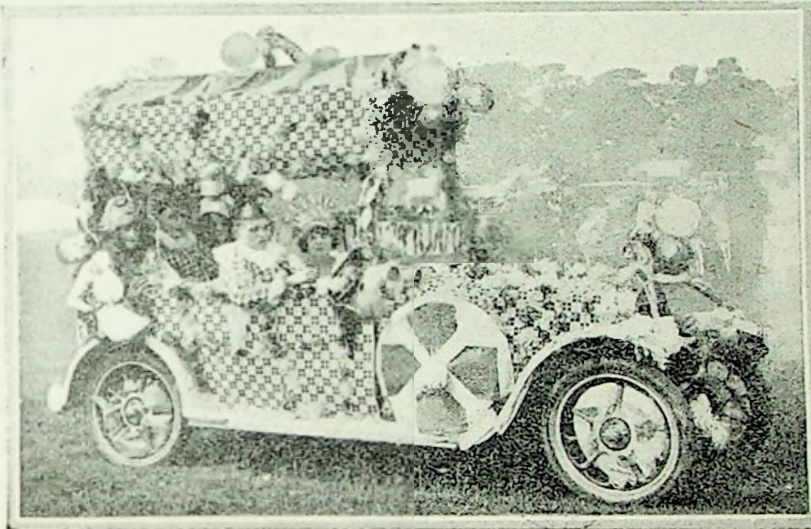
A Novel Publication.

"The Car for the Lady Driver" is the title of a booklet just published by Wolseley Motors, Ltd. The booklet indicates the advantages of the Wolseley Ten from the point of view of women drivers, and shows how easy these cars are to maintain in good condition.

Scottish Club-house Alterations.

During the alterations to the premises of the Royal Scottish Automobile Club's headquarters in Blythswood Square, Glasgow, the premises are closed, but it is hoped that early in August temporary accommodation will be provided in the new building.

Light Cars in Fancy Dress.



Another first prize winner. This Crouch car was entered for the Hospital Carnival at Coventry, and was decorated by the staff at the works.

Safety First in Africa.

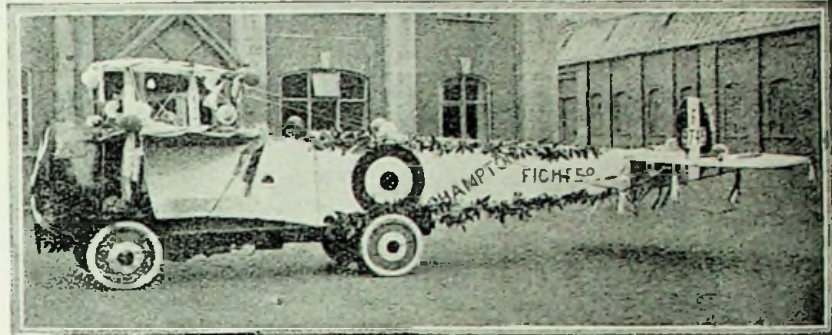
The Royal East African Automobile Association has now issued an explanation of the Safety First symbols which are being erected throughout East Africa by this association, and in many respects the system followed is similar to that adopted by the British Ministry of Transport. Undoubtedly the Safety First policy is spreading throughout the world, but it seems to us that it would be better if a standard form of warning signs could be adopted.

The London-Barnstable Trial.

According to a preliminary announcement concerning the Surbiton Motor Club's London-Barnstable trial, which takes place on August 2nd and 3rd, the start will be from Thames Ditton at 10 p.m. and the finish at Barnstable about 10.30 a.m. on the following morning. The route will be via Guildford, Farnham, Andover, Glastonbury, Bridgewater, Porlock, and Beggar's Roost. Entries close first post on Monday next, July 28th, and all inquiries should be directed to the hon. secretary and organizer of the event, Major A. Warren Lambert, 6, King's Bench Walk, Inner Temple, London, E.C.4.

Magnesium Pistons.

Considerable interest is being taken in light car racing circles in the possibilities of magnesium pistons. They can be made lighter than where aluminium is employed, but there have been instances



Rover Eight Handbooks.

We regret to inform the numerous readers who have applied for Rover handbooks that no more copies have come to hand, and that we cannot, therefore, oblige them. The letters

A 9.5 h.p. Hampton ingeniously converted into a "Hampton Fighter." Awarded first prize in the Stroud Hospital Carnival procession.

have been filed in the order of rotation received, and, should any handbooks be forwarded to us, copies will be sent to the addresses in strict rotation.

J.C.C. at Liverpool.

The Junior Car Club has now opened its fourth Centre at Liverpool. It will be known as the Liverpool and North Wales Centre, and will look after the interest of the members of the Club in the western sections of Lancashire and Cheshire, the western corner of Shropshire and the whole of North Wales.

South Harting To-morrow.

The annual hill-climb of the Junior Car Club at South Harting will be run off to-morrow. Allowing for classes which have been cancelled owing to insufficient entries, there will be six classes in all, these being as follow:— Class B, standard two-seater touring cars with engines over 1,100 c.c.; Class D, touring cars with engines not exceeding 1,500 c.c.; Class E, sporting cars with engines not exceeding 1,500 c.c.; Class H, standard sporting cars with engines not exceeding 1,500 c.c., fully equipped; Class I racing cars up to 1,100 c.c.; Class J, racing cars over 1,100 c.c., but not exceeding 1,500 c.c. The following are the entrants:—

- Miss W. M. Pink (11 h.p. Aston-Martin).
- D. E. Calder (12 h.p. Horstman).
- L. H. White (11 h.p. Crouch).
- A. A. Pollard (11 h.p. Aston-Martin).
- R. H. MacBean (11 h.p. Aston-Martin).
- A. R. Linsley (11.9 h.p. Bugatti).
- H. S. Eaton (10 h.p. Aston-Martin).
- Mrs. R. W. Dykes (11.4 h.p. Alvis).
- J. C. Douglas (11 h.p. Aston-Martin).
- Miss D. Cox (11.9 h.p. Albert).
- T. G. John (driver, C. M. Harvey, 11.4 h.p. Alvis).
- H. B. C. Clark (11.9 h.p. Bugatti).
- L. R. Oldmeadow (11.5 h.p. Bugatti).
- C. J. Randall (10 h.p. Talbot).
- E. Hancock (8 h.p. Talbot-Darracq).
- A. E. Ely (8 h.p. Talbot).
- R. E. H. Allen (10 h.p. Bugatti).
- E. R. H. Hill (11 h.p. Riley).
- B. H. Austin (11.9 h.p. Bugatti).
- A. Y. Jackson (12 h.p. Alvis).
- P. A. Denny (10.4 h.p. Calthorpe).
- H. C. Horden (12 h.p. Alvis).
- J. P. Dingle (7 h.p. Austin).
- A. D. Makins (driver, H. Heath, 12 h.p. Darracq).
- A. D. Makins (driver, Miss Heath, 12 h.p. Darracq).
- S. Toogood (driver, A. R. Simmins, 8 h.p. Talbot-Simmins).
- B. E. Lewis (8 h.p. Frazer-Nash).
- Gordon Hendy (7 h.p. Austin).
- H. S. Eaton (8 h.p. Gwynne).
- O. Wilson-Jones (9.5 h.p. Salmons).
- J. A. Hall (8.6 h.p. Frazer-Nash).
- B. H. Davenport (8.7 h.p. Frazer-Nash).
- I. Bradley (8 h.p. G.N.).
- A. A. Horden (7 h.p. Austin).
- S. F. Edgo (driver, J. A. Joyce, 11.9 h.p. A.C.).
- R. Mays (11.9 h.p. Bugatti).
- E. R. Hall (11 h.p. Aston-Martin).
- A. F. Nash (Frazer-Nash).

Quick Second-hand Sales.

If you have a second-hand car for disposal advertise it exclusively to light car enthusiasts through the small advertisement columns of "The Light Car and Cyclecar," the only small car journal.—It is the direct route to small car buyers.

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

Attractions of Motor Racing.

That the possibilities of motor track racing are by no means exhausted is proved by the interest which is still being taken in proposed projects. A member of the Scarborough Council has suggested the possibility of making a speed track, somewhat similar to Brooklands, round the Mere. Developments will be watched with interest.

Motorists at Play.

The postponed Middlesex County Automobile Club's gymkhana was held on Saturday last in Tilbury's Field, Potters Bar. The events included a pegging competition, blindfold driving, musical chairs, and, last but not least, a push-ball event, which had to be abandoned, however, as the giant ball rapidly became deflated, with the result

Steamers Full Up.

The A.A. warns intending motor tourists that car space on steamers must be booked well in advance, and it is suggested that at least ten days' notice should be given to the A.A. Touring Department, where triptyques and international passes are required.

Watford Traffic Diversion.

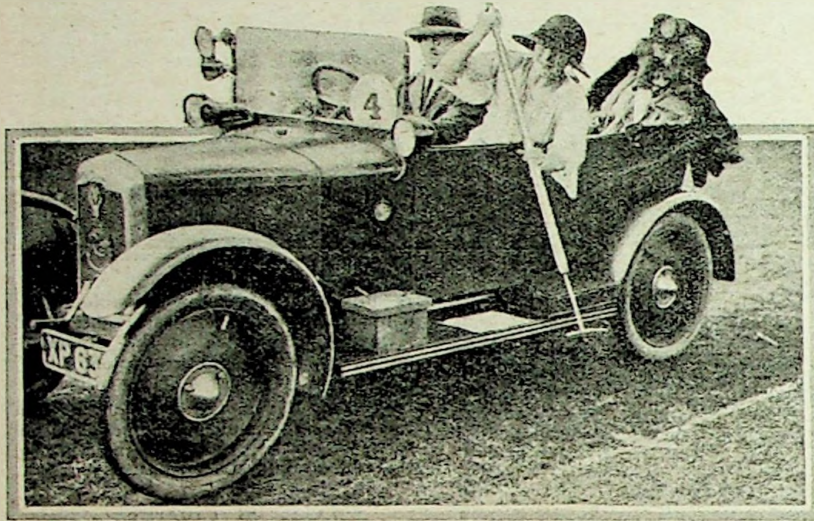
Motorists know to their cost that Watford has been under repair for a considerable time. According to a notice, the authorities have now closed the London Road from the Bushey Arch to the boundary at Haydon Road, traffic having been diverted along Grange Road, The Avenue, Aldenham Road and Pinner Road.

More Lost Property.

For sheer bad luck the following is hard to beat. On Tuesday, July 23rd, one of our readers, whilst travelling along the Bath road between Hungerford and Bristol, lost a skunk fur, and on the following Saturday he further jettisoned a raincoat between Redruth and Bodmin (Cornwall). Should this tale of woe be read by the finders of these articles, will they please communicate direct with Mr. D. Noble, 5, Randolph Road, Maida Vale, W.9?

Bank Holiday at Brooklands.

Entries for the B.A.B.C. August Bank Holiday are numerous and include many small cars. The programme will be made up of the usual short and long handicaps and the August private competitors' handicaps, senior and junior. The preliminary announcement sheet again draws the attention of intending competitors to the notices on the track regarding noise, and points out that cars will not be allowed to practise or race if they do not comply with supplementary regulation 21 with regard to the precautions which must be taken.



EXPERT TENT PEGGERS. — The lady passenger of a Rover Eight demonstrates her skill at the Middlesex County Automobile Club's gymkhana, which was held last Saturday.

Westmorland Bridge Closed.

We are informed by the county surveyor of Westmorland that the Bannisdale Low Bridge, 6½ miles north of Kendal, on the Kendal-Shap section of the A6 Road (London-Lancaster-Carlisle) was closed to traffic as from Monday, July 22nd, in order that repairs may be carried out. A.A. patrols and police constables are stationed at various places in order to direct traffic over an alternative route.

Redditch Trial Awards.

In the Redditch Motorcycle and Car Club's half-day reliability trial the only two cars entered made exceptionally fine performances, neither losing a single mark. H. J. H. Jevons (Riley) won the Herbert Trophy and gold-centre medal for the best performance by an amateur member of the club, and W. Swiffen (Horstman) carried off the Thompson award for the best performance by an expert member of the club.

Standard Petrol Tests

A long-standing cause of complaint in the oil world has been the variation in the methods employed by different companies in the conduct of their tests. This has been largely banished by the formation of the Standardization Committee of the Institution of Petroleum Technologists, under the chairmanship of Mr. Alexander Duckham. This committee has published a book entitled "Standard Methods of Testing Petroleum and its Products," which deals with the whole subject; it may be obtained by anyone interested from the Institution at Aldine House, Bedford Street, Strand, W.C.2.

B14

that it soon became badly "knocked about" in more senses than one. The Camden Town Police Band, besides supplying musical items, created considerable amusement in the race for the bandsmen, who had to blow their instruments whilst they ran.

MOTURING MATTERS IN PARLIAMENT.

GREAT WEST ROAD—NEW MOTOR WORKS—TRANSPORT OF PETROLEUM—MUD-SPLASHING.

THE Minister of Transport (Mr. Gosling) has informed Lieut.-Col. James that sections of the Great West Road were opened during Ascot Week, so as to make a through road for traffic in order to relieve the pressure on the western exits from London. These sections were incomplete, and were afterwards closed, but he hoped they would be opened again to traffic in a few weeks' time.

The statement that the Ford Motor Car Co. had purchased 307 acres as a site for the erection of works was referred to by Mr. W. Baker, who asked whether, as the erection of the factory was to be dependent on an alteration in the law relating to the basis of motor taxation, he would carefully review the question. Mr. Gosling replied that he had no information as to any action which the company proposed to take beyond the statements which had appeared in the Press. As to any possible alteration in the law, he asked Mr. Baker to await the publication of the Departmental Committee's report, which,

he hoped, would shortly be available. The danger of huge travelling tanks and lorry loads of petrol passing through congested streets was alluded to by Mr. Baker, who urged the Home Secretary to draw up regulations dealing with the matter. Mr. Arthur Henderson, in reply, said that under the existing law no central authority had power to make such regulations, the Petroleum Acts being administered locally. The question of introducing a Bill to give the Home Secretary powers to issue regulations for general application throughout the kingdom was at present under consideration.

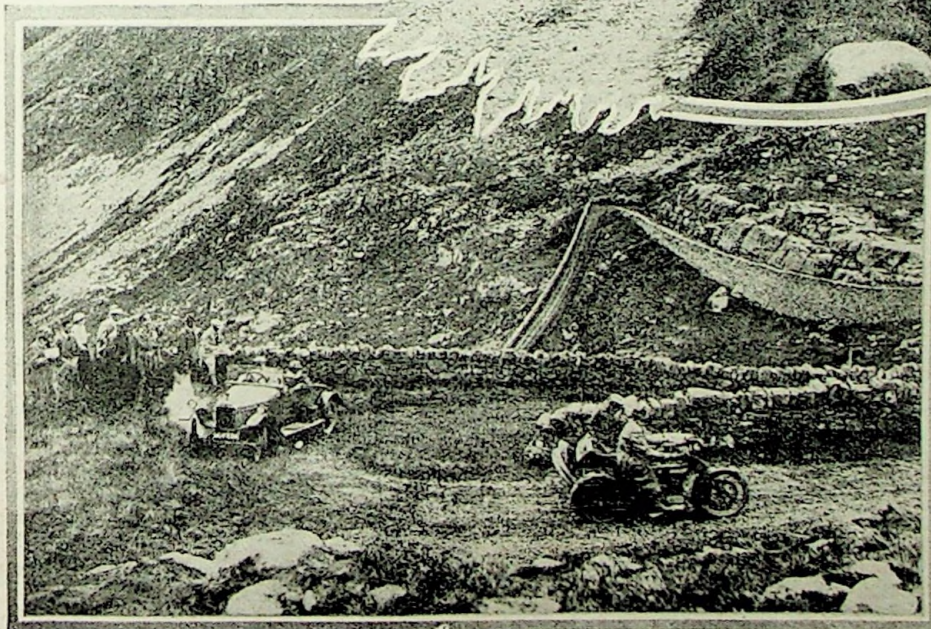
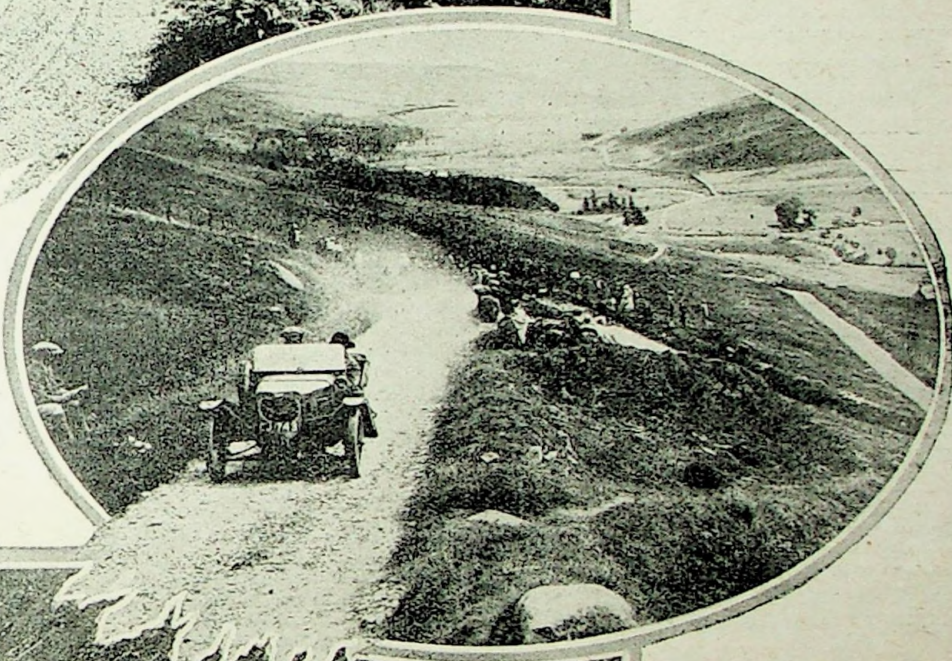
Mr. S. Robinson urged Mr. Gosling to insert a clause in the Road Traffic Bill protecting the public against mud-splashing by heavy motor vehicles. The hon. member pointed out that Ireland already had such a compulsory order in effect. Mr. Gosling's reply was that he believed all anti-mud-splashing devices had been tested, but he was advised that there was no device sufficiently satisfactory to justify this course.

SOME SCOTTISH "TERRORS."



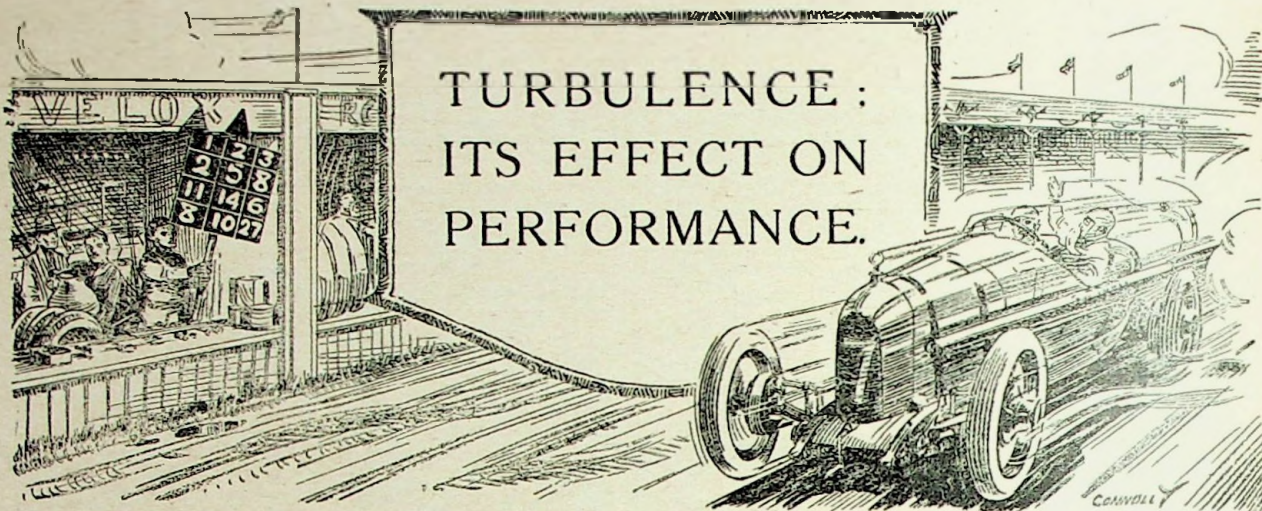
THE CORKSCREW.
 Known affectionately — or otherwise — as "the Corkscrew," Inverfarigaig rises in a series of terraces each approached by an acute hair-pin bend. The photograph shows four of these terraces, three in the background being identified with arrows. Many cars are forced to reverse in order to negotiate the difficult turns.

AMULREE.
 A long drag culminating in a short Z-bend and a gradient of 1 in 4½ briefly describes Amulree. Experienced drivers take the corners wide and thus have to surmount a slightly easier acclivity. Amulree is one of the best known of Scottish "terrors."



APPLECROSS.
 Applecross, or to be more accurate, Tornapress, is one of the most formidable hills north of the border. The photograph gives an excellent impression of the worst section which develops almost into a grass grown track in places. It is worthy of the mettle of the world's best light car..

A report of the initial stages of the Scottish Six Days', which started from Edinburgh on Monday and finishes to-morrow, Saturday, will be found elsewhere in this issue.



AN OFTEN PUZZLING CONDITION OF EFFICIENCY SIMPLY EXPLAINED—VARIOUS TYPES OF COMBUSTION HEAD AND HOW THEY AFFECT TURBULENCE—THE POSITION OF THE SPARKING PLUG—TURBULENCE AND SPARK ADVANCE—RACING PRACTICE.

TURBULENCE is the name given to the process of hastening the mixing of substances existing in a liquid or gaseous state. It is a simple thing, but made mysterious by a high-sounding name and lack of explanation.

We can see many instances of turbulence in everyday life. The ever-useful cocktail shaker is an example. A lump of sugar in a cup of tea, if left to itself, will take some time to dissolve, but if we stir the tea, thus creating turbulence, the sugar is rapidly dissolved.

An Interesting Phenomenon.

Turbulence in the cylinder head of an engine is very desirable, as the thorough stirring of the mixture increases the flame rate and so assists combustion. Without turbulence the mixture, as compressed in the cylinder head, is apt to be "patchy"—that is,

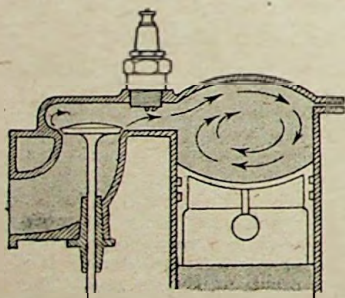


Fig. 1.—A cylinder head specially designed for turbulence. Features of note are the domed head and the concave piston crown to allow a spherical chamber.

some parts of it are highly inflammable and others are dead. Two troubles can arise from this; first, a dead patch may surround the plug points and delay ignition, and, second, ignition having commenced, the flame will be propagated in a series of jerks or pulsations through the patchy mixture, and so, by delaying combustion of the charge, cause loss of efficiency and overheating.

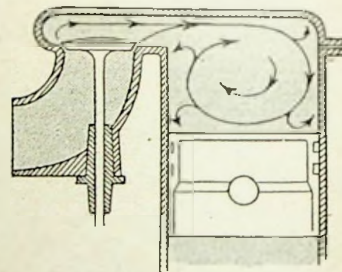
An interesting phenomenon believed to exist in this connection is that when the flame is started a sound wave travels out to the nearest wall and rebounds through the mixture, causing speeding up or slowing down of combustion.

Now, when turbulence is introduced in the cylinder

head, the "mixture" is not only thoroughly mixed and the dead spots eliminated, but by reason of the fact that it is still moving at the moment of ignition a great increase in flame-rate is obtained, because fresh gas is constantly coming into contact with the spark, so that, in effect, a number of ignition points are established and orderly combustion follows.

It will be clearly understood that the whole process of ignition occupies only a very small fraction of a second and that the mixture is burned rapidly enough to form an explosion; that is, a sudden expansion of

Fig. 2.—A conventional type of cylinder head which, while permitting a degree of turbulence, suffers from the disadvantage of eddy currents, shown by the small arrow heads.



gas, but not so rapidly as to cause detonation, which must be guarded against at all costs.

An explosion takes a measurable period of time to attain its full force, but a detonation is almost instantaneous, and has a shattering effect. Fulminate of mercury, nitro-glycerine, and acetylene gas are examples of detonating explosives, and their use in engines is almost impossible, because, as they attain their full force in practically no time at all, the engine would be blown to pieces before the piston had a chance to move and so relieve the pressure.

Gases Must be "Mixed."

It may be said that the explosion which occurs in the cylinder of a petrol engine should resemble as closely as possible the positive, yet reasonably progressive, expansion of steam in the cylinder of a steam engine. A hammer-like blow on the piston head which would be obtained by using an unsuitable explosive material would call for the use of extremely heavy parts, and power developed would naturally be much less than where an impulse was exerted

TURBULENCE (contd.).

during the whole of the piston's downward travel. To bring about this desirable state of affairs it is necessary for the gas in the combustion chamber to be thoroughly mixed—a process materially aided by turbulence.

In the average engine turbulence is obtained by high intake gas velocities. That is, by so designing the inlet pipe and valve ports that the gas is caused to whirl on entering the cylinder, and, given a properly designed head, this whirling will not have died down by the time the gas has been compressed and ignited.

Spherical Combustion Heads.

In Fig. 1 is shown a side-valve cylinder specially designed for turbulence. The path taken by the mixture is shown by the dotted arrow-lines, but the position of the sparking plug might tend to cause knocking. It will be noted that the combustion chamber might be described as spherical, the cylinder head being domed and the piston head concave. By this means a good swirling effect is created.

A more usual head is that shown in Fig. 2, and the plug might be placed in the centre of the head or, possibly, over the inlet valve. The small curling arrow-lines show the paths of eddy currents which tend to slow down turbulence but can hardly be avoided. Cylinder heads of this pattern are very widely employed, and the illustration may be described as depicting a conventional side-valve layout.

Fig. 3 shows an interesting shape of head from a turbulence standpoint. It will be seen that the valves are located overhead in a chamber connected by a venturi-shaped orifice with the main head. The theory of this design is that the mixture, on being compressed by the piston is forced at high velocity, and consequent great turbulence, into the valve chamber, and is fired at the exact moment of greatest whirling.

A disadvantage of a cylinder head of this shape

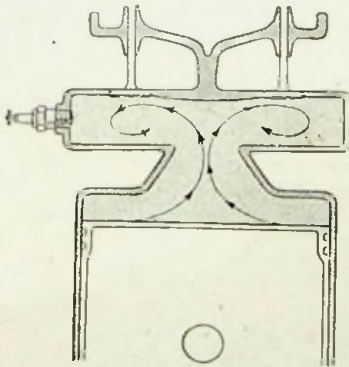


Fig. 3.—An interesting shape of cylinder head from a turbulence standpoint. Whirling of the charge would be set up by the upward piston stroke, promoting a good degree of turbulence.

is that it would be almost impossible to obtain adequate compression of the charge, while the complexity of the pattern would create almost insuperable manufacturing difficulties. The idea, nevertheless, is interesting and is commented upon on that account.

An overhead-valve engine, with valves set at a slight angle and having a flat topped piston (as shown in Fig. 4), whilst allowing of a high compression ratio, is apt, unless carefully designed, to set up eddies, which impede the main flow and so lower the efficiency to a certain extent.

The position of the sparking plug is of great importance in any engine, and should, in general, be placed at the point of maximum turbulence. Of course, the ideal position is in the exact centre of the volume of gas, because then the flame would travel outwards in all directions at uniform velocity, but this position is obviously impossible. It remains, then, to effect a compromise, and it may be taken for

granted that most engine builders have been at some pains to arrive at the most suitable location for the plug in their engines.

The methods of measuring turbulence involve some rather exact mathematics, and so need not be entered into here, but readers may be interested to learn that experiments in the flame-rates of explosive mixtures are often carried out by means of tubes of varying diameter, and with one end closed, in which the charge is fired. Measurements of the time taken for the flame to reach its full velocity and pressure, both with and without turbulence, are thus fairly easily obtained, and the results form the basis of the calculations in connection with petrol-engine turbulence.

There is a direct relationship between turbulence and spark advance, because it can be proved that,

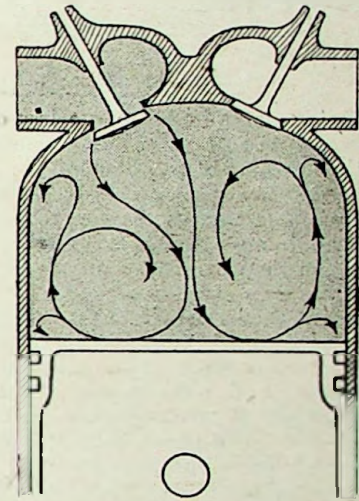


Fig. 4.—This arrangement depicts common practice among high-efficiency engines. It will be noted that the overhead valves are set at a slight angle. A high-compression ratio is obtainable, but small eddies are set up and these impede the main mixture flow.

other things being equal, the greater the turbulence the less the spark need be advanced for the same results.

In the case of the overhead-valve engine in Fig. 4, where the turbulence is not very great, it will be noticed that much more spark advance can be given than for an L-headed engine of otherwise similar characteristics. On the other hand, the very high compression pressures obtainable in the o.h.v. engine and the compact shape of its combustion chamber, with consequent low heat loss, largely outweigh the disadvantages arising from low turbulence.

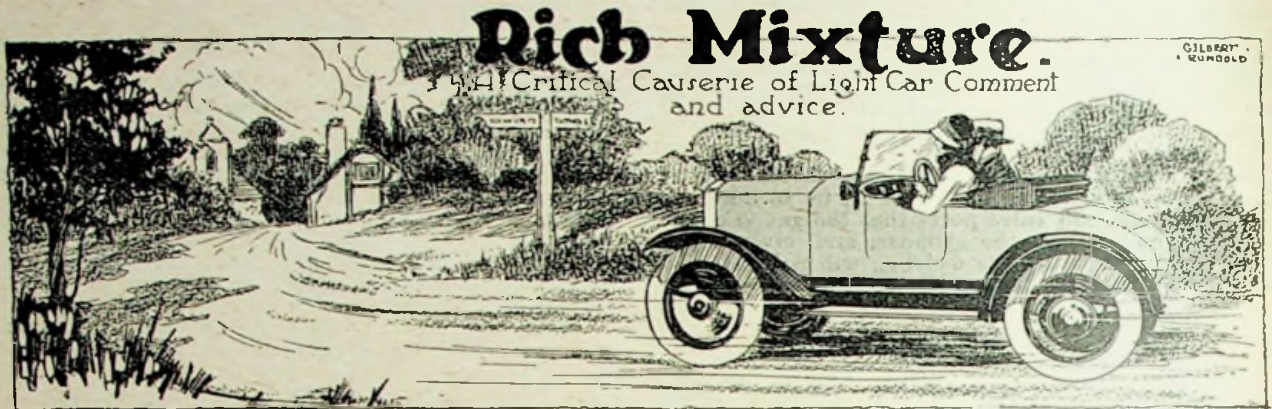
Sleeve Valves and Turbulence.

Turbulence is the greatest possible asset in an engine running on paraffin fuel, as the tendency of this fuel to detonate except at very low compression pressures or by diluting the charge with exhaust gas or water injection is effectively prevented, simply due to turbulence governing the explosion and making it orderly and progressive throughout its working range.

The sleeve-valve engine allows of a high degree of turbulence, and because of the absence of valves its combustion space can be made almost perfectly spherical, and, with the plug in the centre of the head, all the conditions for high combustion efficiency are fulfilled. It is to be regretted that more of these engines are not seen in regular competition work, but their representatives are all too few.

The admission of gas to the cylinder head of an engine provided with sleeve valves might be described as approximately similar to that depicted in Fig. 1, while a piston crown and cylinder head almost identical to that illustrated is commonly employed.

Among engines used in racing cars it is only natural that every possible care is taken to ensure that the full combustion of the mixture is effected at as rapid a rate as possible.



Road Repair Dangers.

I AM not well up in the law of malfeasance or misfeasance or what constitutes a road obstruction in the meaning of the Act, but if someone cannot be proceeded against for leaving 50 yds. of road metal a foot deep right across a main road without warning signs then, in my opinion, it is time the law was amended.

I encountered such an obstacle on a recent Sunday while on a journey through East Anglia. The road, a main thoroughfare, was being repaired from the foundations, and a section 50 yds. long had been left "in the rough." The metal stretched from hedge to hedge, and was so deep that heavy vehicles had ploughed it into veritable furrows. Of warning sign, of even road-repairing kit, there was none. Drivers simply came suddenly upon it, and were fortunate if they did not find themselves right in it. Fully a dozen cars and motorcycles were held up, the owners not caring to risk their tyres driving over it. They had no alternative but to push.

Callous of Our Safety.

NOW it seems to me that in this age of universal road travel such callousness to the safety of motorists should be made actionable. The danger does not lie in the immediate consequences of unexpectedly meeting such an obstacle—although these can be perilous enough. There is a more insidious danger arising from damage to the tyres.

A cover may be cut to the canvas and an incision made which later on produces a disastrous burst. For this the authority that blocked the road is directly responsible, but there would be great difficulty in bringing guilt home to it. Here is surely a case where the Ministry of Transport could safeguard road users and live up to its title instead of being, what it is fast becoming, a mere haggler with local authorities over the matter of grants.

Poisonous Exhaust Fumes.

A NUMBER of fatalities to motorists has occurred as a result of exhaust-gas poisoning when running the engine in a motor-house. One recent case occurred at Guildford. The gases invariably contain a very small amount of carbon monoxide mixed with the comparatively harmless bulk of carbon dioxide, but as so small an amount as 1 per cent. of carbon monoxide in the atmosphere is fatal if inhaled, there is always a serious risk present. This can be eliminated only by carrying the gases well outside the motor-house by means of a flexible metallic tube extension fitted to the silencer outlet. It is sometimes

convenient to run the engine in the motor-house for test purposes, but there is a real risk unless precautions are taken to lead off the exhaust fumes.

Finding the Squeak.

A QUAIN cause of a continuous squeak considerably puzzled a driver of my acquaintance, who even went to the extent of taking his engine down in an attempt to locate the cause of the trouble. After several days' work the squeak was traced to a pinhole in the induction pipe through which the air passed and thus produced a shrill and continuous squeal which varied with the speed of the engine.

Lost Opportunities.

MOTORING has come too late. Had there been light cars a century or so back how much more thrilling would have been the elopements, the prose and verse, the adventure and romance which has been handed down to us by our "great-greats." It requires no vast effort of the imagination to picture a light car figuring prominently in much of the stuff with which our form-masters used one-time to beguile us in those tedious so-called "literature" lessons. For example:—

(Scene: A Blasted Heath. ENTER JAMES, chauffeur to SIR HORACE HOGSBODY.)

James: Sir Horace Hogsbody—most loathsome knight—
Has vowed to take my life. But he shall see.
The march of Grim Revenge is slow but sure,
And with the aid of the all-conquering Jove,
I'll bash him.

But, soft, who comes?

(Conceals himself behind a gob of fuzz.)

(ENTER SIR HORACE HOGSBODY.)

Sir H.: Methinks young James has fled my potent 32 calibre
Bilberry and Podson automatic pistol (magazine
holding 10 cartridges, price 15s., from any gun
dealer), and well he might.

The blitherer did willingly offend me.

When I cried "right," with trumpet voice, he turned,
And turning sneered, cried "Brighton's over there!"
And swung the nimble wheel with dexterous twist,
In a direction contrary to that

I had ordained. I knew the road he took
And dreaded it. 'Tis pocked and pitted damnably,
So that a man might think he travelled o'er
A field, but lately seared by plunging plough;
Or o'er an ocean, wind-lashed to furious foam,
Which, in an instant, had been frozen stiff;
Or o'er the parapet of ancient castle,
So that the wheels, doubly rebounding 'gainst
Machicolations, and in full despite
Of cantilever springs (of extreme length)
Bruised, bumped and bounced the bones of him who
rode,
So that he thought he were in Blackest Hell,

RICH MIXTURE (contd.).

Or on the Hounslow Road. But, soft, who comes?
(Conceals himself behind a budge of fudge.)

ENTER LADY BEDELIA HOGSBODY. SHE alters the compression ratio of her lips with the aid of a lipstick and a small mirror.)

Lady H: (*Smiling reminiscently.*)

James!
His strength, his nerve, his manly courage. When
We met, Dread Embassy of Boanerges,
A three-ton lorry on the Brighton Road,
How excellent his flaming repartee!
Each sentence like a cannon ball expelled
From his smoke-belching jaws. Striking the driver
Dumb with dull, tongue-tying dread. My James!

Sir H: (*Stepping forward.*)!

James: (*Stepping forward.*) xxxzzx!

(HE strikes SIR HORACE on the compression tap with a ten-inch spanner.)

Sir H: (*Sinking.*)
Consider yourself dismissed my service without notice.
(*Dies.*)

Lady H: Dear James!

James: And now away, the car is yonder
By the blimp of clomps. We must escape,
Nor heed the copper's all-compelling arm
But flaunt him. There's no time to lose. This corpse:
This bleeding corpse, cries for revenge, and you
And I (and I and you) must flee full out;
Nor ought on earth our dash from here will hinder
(So long as she don't miss on one cylinder).

(JAMES places his arm round LADY HOGSBODY'S waist and both EXIT lightly tripping.)

CURTAIN falls slowly.

Improving All-weather Equipment.

ONE of the features of the Motor Show, which is being held in October this year by the way, will be, unless I am much mistaken, still further improvement in all-weather equipment for small cars.

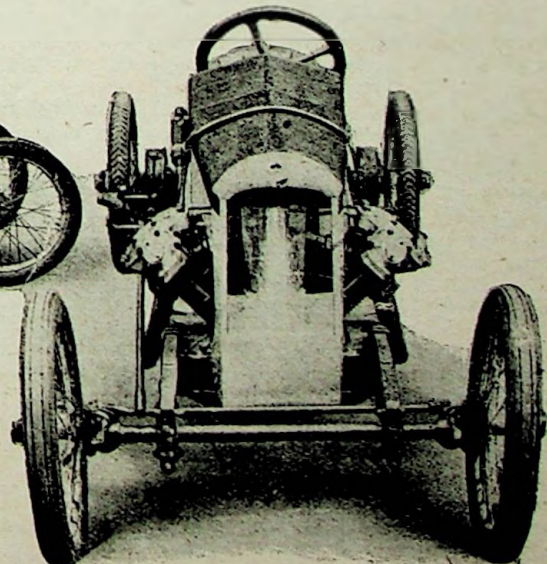
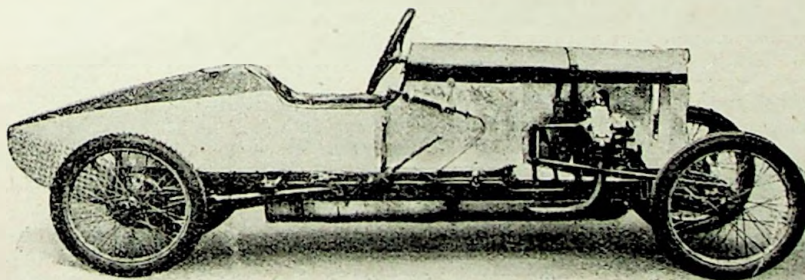
An interesting idea recently introduced on a well-known four-seater is the provision of pockets in the doors for storing all-weather side curtains so that each curtain goes in the appropriate door, and no mistake can consequently be made when erecting it. This idea will probably be copied widely, but, in addition to improved storage arrangements, I believe that the side curtains themselves will also undergo modification. Too many existing types last only for

a few weeks either because the frame is not sufficiently strong, the transparent material is of poor quality or the borders are of a material which soon gets dirty and makes the whole car look shabby.

During a recent visit to the A.C. works at Thames Ditton I saw three two-seaters fitted with a new and very interesting form of all-weather equipment. It appears that Mr. Edge set the designers the problem of producing an equipment which, while superior to that normally fitted, did not make the car more expensive nor encroach too far on the preserves of the coupé. The resulting body has a normal type of hood constructed on Calso lines and capable of being folded very neatly. When raised, it makes a perfect joint with the top of the windscreen, and metal-framed celluloid windows, for which folding metal guides are provided, may be hoisted from the door in which they normally repose to meet it. The celluloid panels are raised and lowered with a strap in much the same manner as a railway window. They are unobtrusive when in place and should be good for several seasons' motoring. The actual design of this A.C. equipment was somewhat complicated by the fact that the windscreen is of the sloping type, but small triangular celluloid panels which, like the main windows, open with the doors, are used to get over the difficulty. To my mind the idea possesses vast possibilities and is likely before very long entirely to supplant existing types of equipment.

A Hint from France.

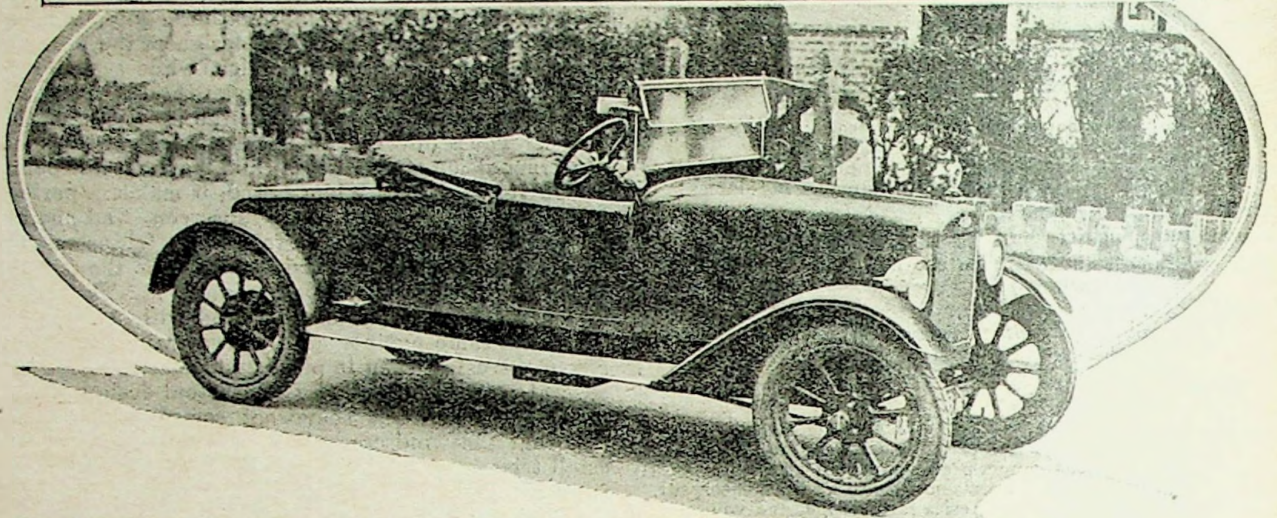
A STRIKING point which occurs to me in connection with the Parisian voiturette is the type of windscreen which is almost invariably fitted to it. A single pane of glass is used, the edges being reinforced with a stout nickel-plated brass framework. This is mounted on uprights secured to the scuttle in such a manner that it hinges about its centre. An advantage of the plan is that it could easily be adapted to screens of the sloping V-type, thus adding yet another advantage to this, the only really sensible screen which one can have fitted to a super-sports model. The sloping V-screen gives better protection than any other type, but most examples suffer from the disadvantage that they are fixed in one position, thus making the driver solely dependent upon the screen wiper in bad weather. S.S.



AS A SINGLE-SEATER.

Miss Ivy Cummings's Frazer-Nash has now been fitted with a very attractive single-seater body. The bonnet and air-scoop, although of similar pattern, have also been re-designed. The car, with its new body, ran well at the Bexhill Speed Trials on Saturday, making second fastest time of the day.

5,000 MILES WITH A LAGONDA.



CALLED UPON FREQUENTLY FOR LONG FAST RUNS, OFTEN OVER VERY ROUGH ROADS, THE PERFORMANCES OF "THE LIGHT CAR AND CYCLECAR" STAFF CARS ARE ALWAYS INTERESTING AND INFORMATIVE.

THE principal reason for the writer choosing one of the Lagonda cars was because the principle on which these cars are built is distinctly novel, no chassis, in the accepted sense of the term, being used.

It was clear that with an engine of 1,421 c.c. and a car weighing only 12 cwt., a very good performance should result, and this surmise has proved to be accurate.

The 1924 Lagondas embody a number of features which have been employed this year for the first time on these cars, principal among these being an entirely redesigned rear axle with a spiral bevel drive and embodying brakes operating directly on drums on the rear wheels.

The 1924 engine differs from earlier types in that all components are positively driven, a silent chain being used even for the fan drive. Attractive features of the two-seater model are the pneumatic upholstery and very large dickey seat, while the use of a Calso hood and rigid side curtains of admirable design make the car equally comfortable in summer or winter.

In addition to the more obvious advantages such as those which have been outlined, the Lagonda was found to be a car which calls for very little everyday attention. There are six screw-down greasers on the front axle, one for each steering pivot and four on the spring shackles. Two further greasers are fitted for supplying the rear spring ends, and there is one for the ball joint at the forward end of the torque tubes.

Apart from occasional attention to these greasers the car needs practically no attention. Thick oil is used in the rear axle, and this needs replenishing only at intervals of three months or so, while the gearbox, in which engine oil must be used, can be

left alone for an equally long period. The engine sump when filled to the correct level needs no oil adding for about a thousand miles.

When delivery was taken of the car, all the bright work was carefully polished and coated with a preparation of the nature of varnish, and, after four months' use, it still remains bright, although it has not been touched with metal polish.

During the first few miles the suspension of the car—particularly at the rear—appeared to be extremely poor, but before the thousand-mile mark was reached the springs began to settle down to their work and since then, provided they are oiled from time to time, an excellent degree of comfort is enjoyed.

Another trouble experienced during the first few weeks when the car was in use was the difficulty in starting on cold mornings; it was impossible, in fact, to get the engine going unless the bonnet was raised, the air port stopped up with a rag and the carburetter flooded. This annoying waste of time was overcome by obtaining an air strangler from the Zenith Co., and with the aid of this the first touch of the electric-starter button produced an instant start.

Before the strangler could be added it was necessary to fit a flanged extension piece between the induction pipe and the carburetter so that the strangler should not foul the oil-pump-drive housing. The extension piece was provided by the Zenith Co., a large number of these in all sizes being kept in stock.

The only other additions which have been made to the standard specification are the fitting of a Folberth automatic screen wiper, a Stadioscope mirror, and a rubber strip along the lower pane of the windscreen. These rubber strips are fitted as

5,000 MILES WITH A LAGONDA (contd.).

standard on the latest Langoda saloon models.

The first long run attempted with the car was from London to Land's End and back, and at the outset of this journey about 1,200 miles had been completed. Before starting all the oil was drained out of the engine, gearbox and rear axle, the respective units being refilled with clean new lubricant.

The long run to Land's End was made in the company of the competitors in the M.C.C. Easter Trial, the return journey being easily accomplished on the following day. Three passengers were carried throughout the run, Porlock, Lynton, Beggar's Roost and Bluehills Mine being climbed with the greatest of ease and with a freedom from anxiety which has seldom been enjoyed on these West-country terrors.

Low Gear Scores.

The capabilities of the car on hills are due to the fact that the engine is of a very efficient type, while there is no unnecessary weight on the car and the lowest gear ratio is 18 to 1. Second gear, which is 9 to 1, has pulled the car with two passengers from Ambleside up Kirkstone Pass to "The Struggle," this being the only car in which the writer has climbed so far up Kirkstone without any recourse to the lowest gear ratio.

Top gear is 5 to 1, and allows all main road gradients to be ascended with ease without a change to second. It would be better, perhaps, if this ratio were altered, as the maximum speed of the Lagonda—53 m.p.h.—would certainly be increased if the top gear ratio were higher. The best obtainable speed on second gear is 32 m.p.h., and on bottom gear 16 m.p.h. The highest comfortable speeds respectively are 26 m.p.h. and 12 m.p.h.

On long runs petrol consumption has invariably exceeded 40 m.p.g., a journey from Carlisle to the south with driver and one passenger showing a consumption of 46 m.p.g.

The A.C. sparking plugs, B.T.H. magneto and Zenith carburetter have given no trouble at all; the plugs, in fact, have not once been removed from the cylinders since the car was

delivered and the engine is still firing quite evenly.

The first puncture was caused at 4,800 miles by a long horse-shoe nail, and the treads of the Avon tyres are certainly not more than half worn. The spare wheel was used for a distance of about 20 miles following the puncture above mentioned, when it was returned to its carrier in the dickey seat, where it still remains. In four months the tyres have been pumped up only twice.

The very satisfactory performance of the tyres is no doubt due to the fact that, when the order for the car was placed, oversize wheels and tyres were stipulated, these being listed at an extra charge of £5 10s.

Another extra which was ordered consisted of a five-lamp lighting set instead of the three-lamp set then listed, and for this refinement, which cost £5 10s., one has been more than repaid, particularly as a considerable mileage has been covered after dark. In this connection the fact should not be omitted that the C.A.V. electrical equipment has proved to be exceptionally reliable.

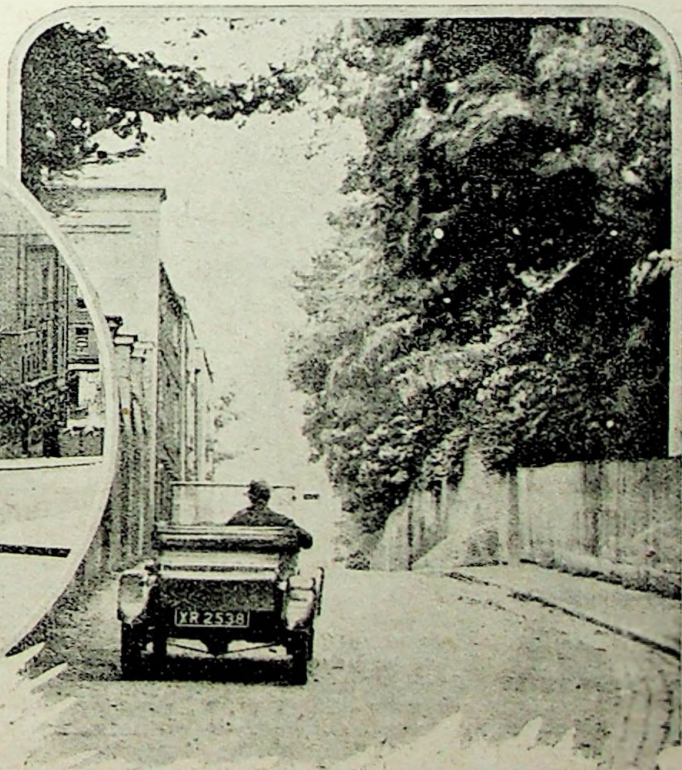
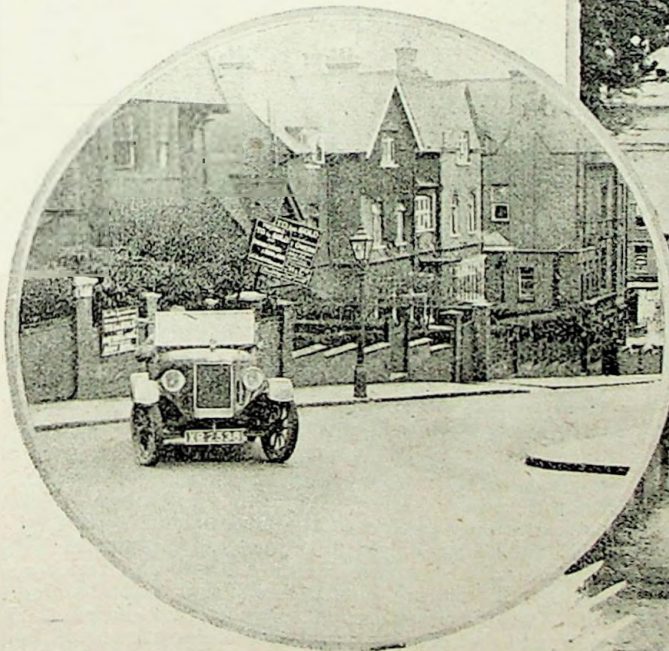
Reliable Equipment.

The generator throughout has charged at a steady rate of ten amperes, and although the battery has often been used for purposes for which it was never intended, the need for removing it from the car to be recharged has never made itself felt.

The C.A.V. headlamps are easily focused and give an excellent light, while the brilliant lustre of their reflectors remains unimpaired, although the car is stored in a very damp garage when it is not standing in the open.

The electric starter is well up to its work and will revolve the engine when cold more rapidly than it is possible to do by hand. A buzzer-type electric horn, which is fitted under the bonnet, continues to give good service and has required no attention of any kind.

It is unusual to mention the upholstery of a car

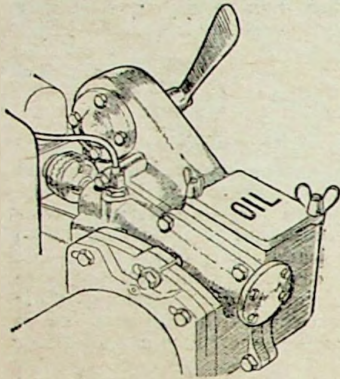


VIEWED FROM FRONT AND REAR. — Regarded from any quarter, this Lagonda two-seater presents a neat and serviceable appearance, while four months' work has left its finish almost unimpaired.

5,000 MILES WITH A LAGONDA (contd.).

when extolling the merits and disadvantages of its accessories and equipment, but owing to the fact that pneumatic cushions of the Morley type are fitted, some mention of how the arrangement has proved under everyday conditions should not be overlooked. During the four months that the car has been in use the need for inflating the cushions has not arisen, no air having been added since the car left the works. Incidentally, for the benefit of others using upholstery of this type, the most satisfactory air pressure is the maximum which one can blow with the mouth—a pump is quite unnecessary.

To obtain the best and sweetest running of this particular Lagonda, it has been found that a mix-



A positive silent chain drive is used for the fan and dynamo, while a filler of ample area is provided for replenishing the sump.

ture of half petrol and half benzole is necessary, while National Benzole mixture gives every satisfaction. When pure petrol is used it is necessary to retard the ignition every time acceleration in top gear from a speed of 10 m.p.h. or lower is attempted, but with a benzole mixture the ignition control may be disregarded and acceleration from as low a speed as 5 m.p.h. in top gear is smooth and unaccompanied by any suggestion of knocking or pinking.

The steering gear if well oiled and greased is light to handle and very pleasing in action. A few drops of thin oil should be fed from time to time into the bearing at the upper end of the steering column, and every two or three months good thin grease in plentiful measure should be forced into the worm and sector housing.

Protected Joints.

The yokes at the extremities of the steering-track rod are covered with leather gaiters, which successfully exclude dirt from the working surfaces, and if these are once well packed with fairly thick grease they need no attention for months at a time.

In connection with the steering it should be noted that much more satisfactory results are obtained if a reasonable amount of backlash is allowed at the steering wheel. It is possible by means of the convenient adjustments which are provided to reduce backlash almost to the degree when it does not exist, but if the adjustment is carried to this extreme the steering is stiff and the car will not respond in the same delightful manner as when there is a certain amount of slack.

The hand brake on this car—to which the writer at first took very strong objection, on account of the fact that the ratchet operates in the reverse to the customary manner—proved, on better acquaintance, most convenient to operate. One is tempted, in fact, on any future cars which one may own so to adapt the hand brake that, as on the Lagonda, the ratchet works only when the button is depressed.

Both brakes which, as already mentioned, act direct on the rear wheels, are operated by cables, which naturally give automatic compensation. The adjustments, which consist of a form of "bottle

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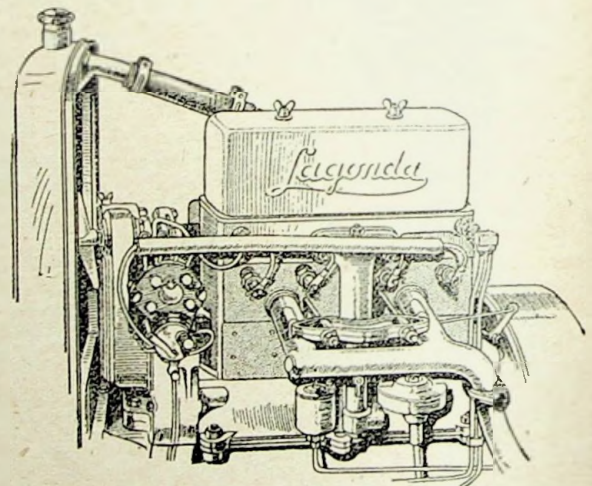
screw," need seldom be touched, as the friction surfaces of the brakes are large, and if one brake requires adjustment before the other it is only a matter of moments to transpose the cables on the brake-cam levers and thus to make the pedal operate the shoes previously worked by the hand lever and vice versa.

A feature of the car which might be improved is the folding lid of the dickey seat, which it is impossible to lift unless the hood cover is first partially removed and the hood lifted a few inches. This feature is found on many two-seaters and is one which, in the writer's opinion, designers should take great pains to eliminate, as one of the principal charms of the dickey seat is the fact that, when shopping or on tour, valuable articles can be securely locked in it.

If it is necessary, however, first to undo half a dozen press buttons securing the hood cover and then to disarrange the hood before access to the dickey seat can be gained, one is tempted to use it less frequently than one would wish and thus be robbed of one of the principal advantages of this type of body.

The petrol and oil fillers are other points at which improvements could be made with advantage. The oil-filler orifice is of ample area, but the filter gauze which it contains is much too shallow, so that when the sump is being replenished several minutes are wasted. This difficulty can be overcome, of course, by first straining the oil through a large filter and removing the filler-orifice filter before attempting to replenish.

The petrol filler, which is fitted under the bonnet, is of ample size and very conveniently situated. It has been found, however, that, owing presumably to the vent which connects it with the upper part of the tank being too small, petrol can be poured into the filler only at a comparatively slow speed—

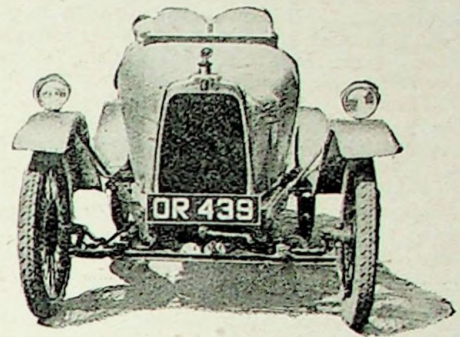
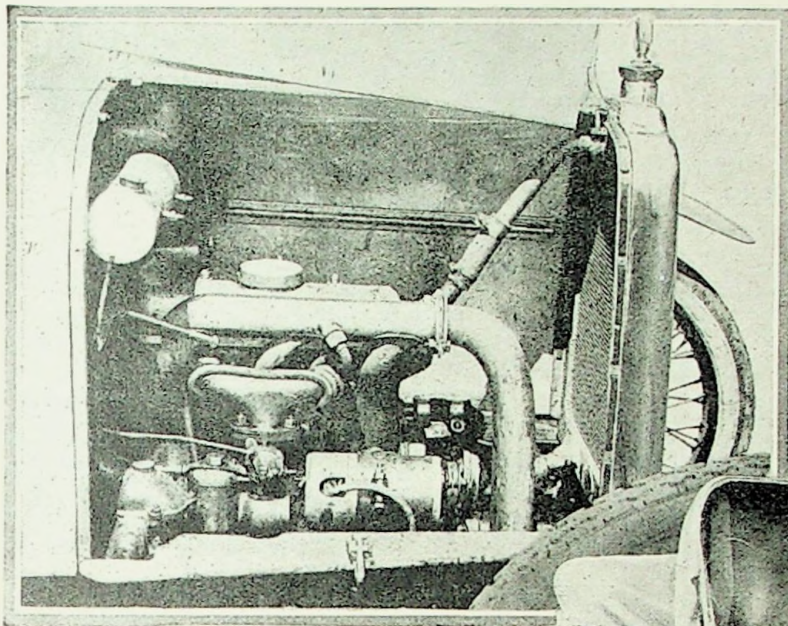


This view of the engine shows the accessible positions of the magneto and carburettor. The exhaust valve cover plate is hinged to permit easy removal.

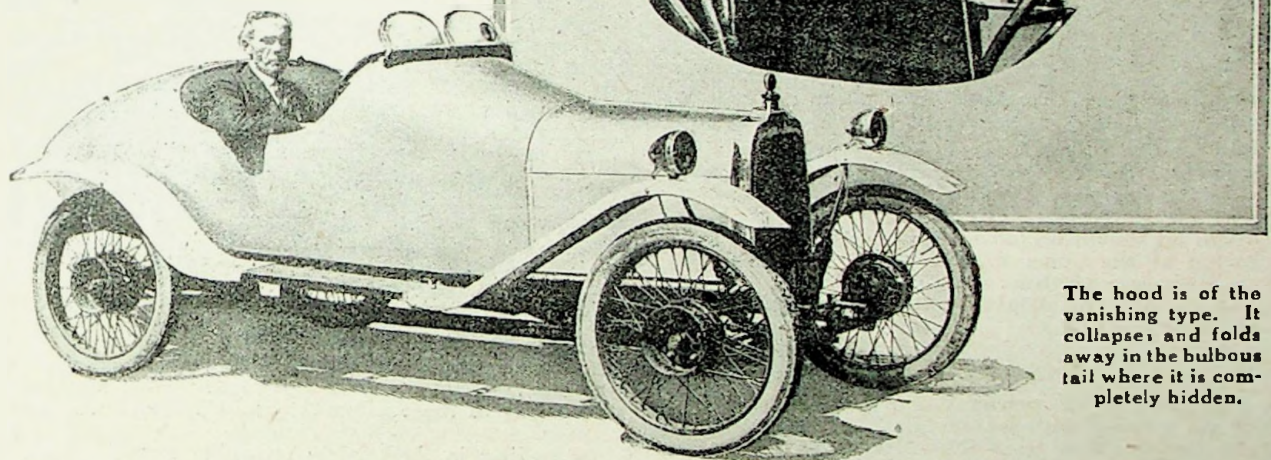
much slower, in fact, than the average at which a kerbside pump delivers the spirit. The need for care arises particularly when the tank is nearly full.

So far there is absolutely no suggestion of body rattle, and the car runs just as silently as when it was delivered. Engine compression still remains good, and there is no evidence to show that decarbonization will be necessary for some considerable time. The brake linings, owing to their large dimensions, show little signs of wear and the clutch remains as sweet and positive as ever. An examination of the front axle and steering was recently carried out, and, with the front wheel jacked up clear of the ground, no noticeable wear could be detected.

THE TALBOT-SIMMINS SPORTS CAR.



General views of the Talbot-Simmins. The engine view shows induction and exhaust manifolds, also the exhaust heating arrangements for the former



The hood is of the vanishing type. It collapses and folds away in the bulbous tail where it is completely hidden.

DURING the present and past season the name of Mr. A. R. Simmins has appeared on the programmes of many events, and his specially tuned Talbot Eight has figured prominently in the results. Mr. Simmins, of Simmins Garages (Winchester), Ltd., is now marketing this model, the price inclusive being £350. The following is a brief description.

The Talbot four-cylinder monobloc engine is fitted with an auxiliary oil feed to the overhead rocker shaft, Celerity valves with two springs per valve, and inlet valves of a larger diameter. The compression has been raised and a special alloy gasket is used between cylinder and head. Both induction and exhaust manifolds, which have been redesigned, are cleaned out in order to facilitate the passage of the gases. The bore has been increased from 57 mm. to 57.5 mm., thus raising the capacity to 987 c.c.

Considerable attention has been given to crankshaft, connecting rods and flywheel in the matter of balance and reduction in weight, the flywheel, for instance, being cut down considerably.

Induction and exhaust are made up of two separate units, the internal diameter of both being larger than standard, and a single vertical Solex carburettor heated by a coiled pipe from the exhaust neatly introduced. The petrol tank is carried in the dash, but an auxiliary hand-pressure pump is fitted for use when high speeds are required. Ignition is by Delco battery and coil.

Customers have a choice of alternative gear ratios. These are 4.5, 7.8 and 12.7 to 1 or 4.5, 8.5 and 15.6 to 1. The gear control is central, but the brake is on the right hand of the driver. Both brakes are, of course, of the expanding type operating in drums on the rear

wheels. The back axle has no differential, the final drive being by spiral bevel. The wheels are of the Dunlop wire type, with flange fitting, 28 ins. by 3 ins., or 26 ins. by 3 ins., the tyres being Pirelli racing cords.

Springing is quarter-elliptic all round, but in addition Hartford shock absorbers are fitted. The body is of streamline form with bulbous tail, the scuttle dash being brought well up so as to give the driver and passenger the maximum of protection.

An ingenious fitting is the concealed hood which folds up and is stowed away in the boot, it being necessary merely to remove the seat squab in order to gain access to it. Naturally, the absence of a hood for ordinary competition purposes results in a far neater appearance and tends to preserve the streamline form of the car. The Talbot-Simmins has already performed remarkably well in a number of speed events.

An Ideal Week-end Tour.

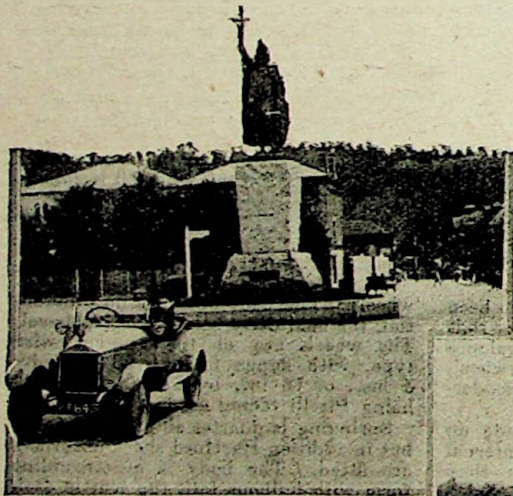
AN OUT AND HOME ROUTE FOR
THE LONDON BUSINESS MAN,
WITH BOURNEMOUTH AS THE
OBJECTIVE.

THE average business man's week-end starts at 1 p.m. on Saturday and concludes at whatever time it is customary to relapse gently into the arms of Morpheus on Sunday night. To the majority this respite after the week's work is all too short.

Lengthy tours are out of the question, and routes which necessitate hard going from the time the engine is started to the moment the road-weary travellers find themselves once more at home do far more harm than good. Unfortunately, a tour is hardly considered of absorbing interest by many light car owners unless several hundred miles are covered, and this is much too ambitious for the week-ender who wants a lazy, restful run.

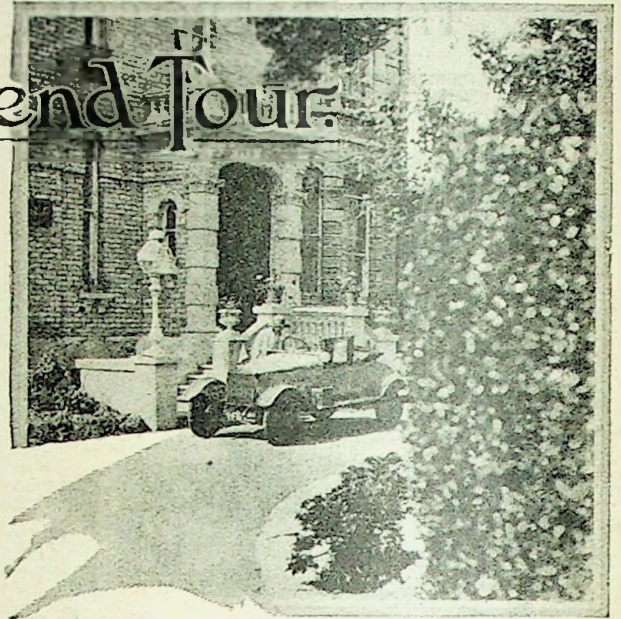
A Delightful Itinerary.

With the object of meeting the requirements of the business man, the accompanying tour has been mapped out, and the writer makes no apology for following so far as Bournemouth the route planned for the recent half-day reliability trial of the Middlesex County Automobile Club. It is a delightful itinerary, passing through stately cities as well as slumbering villages, never far from a main road and taking in the exhilarating run across a corner of that vast area of solitude—Salisbury Plain.



IN ANCIENT WINCHESTER.

"... he may spare time to obtain a brief glimpse of the cathedral, Winchester College and the County Hall, leaving the city by way of King Alfred's statue."



THE HALF-WAY HOUSE, BOURNEMOUTH.

"... one gets the pungent but life-giving breath from the pines as well as the clean cut breeze from the sea, and he would be no 'business man' who was not up by times on Sunday morning."

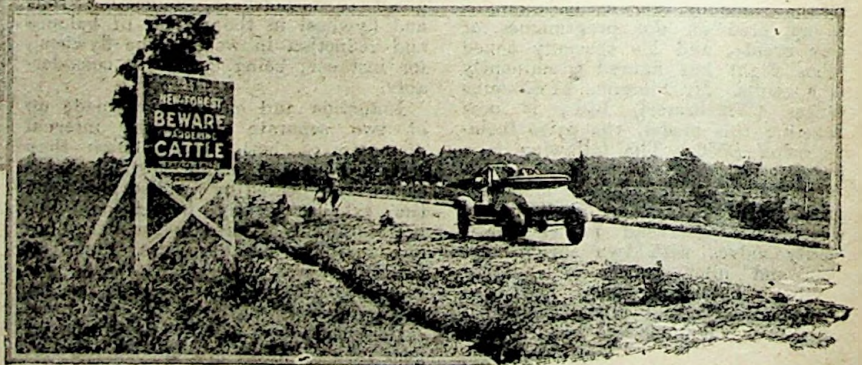
All is straightforward—through Staines, over the Thames bridge to Egham and Virginia Water, but the turning to Ascot, about 300 yards past the Wheat-sheaf Hotel at Virginia Water on the right, should not be missed. Thence via Ascot (and a peep of the magnificent race-course) to Bracknell and Wokingham.

At the last-named place care is necessary. The wording of the M.C.A.C. route card is as follows:—"Bear right in centre of town and follow Reading road for 200 yards; then by Clock Tower, turn left to station and to Barkham."

A Seven-mile Switchback.

The tourists will now begin to experience that slightly-off-the-map feeling, and they will be lucky if they make Basingstoke without having to inquire the way on several occasions—which, after all, adds materially to the excitement of a week-end tour such as this.

The going is then fairly straightforward, and, no matter whether our tourists are strangers or old



THE NEW FOREST.

"A wayside notice acts as a warning—also as a signpost—for, in telling the traveller to beware of straying cattle, it lets him into the secret."

AN IDEAL WEEK-END OF TOUR (contd.).

friends of the road between Basingstoke (via Sutton Scotney) and Stockbridge or not, they will certainly revel in that dead-straight seven-mile switchback run which brings this part of the journey to a fitting conclusion.

By now it should be close on five o'clock, and although there may be a temptation to linger over tea at "The Grosvenor," no more than half an hour should be allowed, as there is still a 50-mile stretch to cover, much of it on picturesque by-lanes calling for a reduction to 18-20 m.p.h. for several miles.

Salisbury is often the undoing of the unwary tourist, for he ever so careful, he finds that he is rapidly losing his bearings. Again an extract is taken from the M.C.A.C. route card, which is easily followed:—"Continue straight through to A.A. signpost 'To Southampton,' but take opposite direction turning right. At Cathedral Gate turn left, A.A. sign 'To Bournemouth,' and follow round Cathedral Wall to Bournemouth road; but at top of hill turn right along Blandford-Dorchester road A351 to Coombe Bissett.

In the cool of the evening this is a magnificent run, with its fast stretch across the plain and its more leisured section in the leafy lanes between Rockborne and Wimborne.

And so to Bournemouth in time for dinner if one

Time, perhaps, for a bathe as well as a stroll round before taking to the wheel once again; but one is anxious to pilot our tourists back to town in time for a late tea, so that they can settle down comfortably for the night and compare notes which may become misty and only half recollected after the worries of Monday.

So away through Boscombe to Christchurch (and do not forget that 20 m.p.h. along this stretch is really considered too fast by the eagle-eyed police officers.) A wayside notice acts as a warning—also as a signpost—for in telling the traveller to beware of straying cattle it lets him into the secret. He is on the threshold of the New Forest.

The magnificent resurfaced road cuts through avenues of stately trees which send one's thoughts flying back to times of which historians can only write in vaguest terms. In daytime the ponies appear to keep to their own domain, but at night time beware!

The length of the trip does not permit of a visit to Southampton, so, with Lyndhurst behind, the main Southampton-Winchester road is joined some miles to the north-east of the first-named town.

OUTWARD JOURNEY.

Shepherd's Bush, Staines, Egham, Virginia Water, Ascot, Bracknell, Wokingham, Barkham, Aborfield Cross, Swallowfield, Riseley, Sheffield on-Loddon, Basingstoke, Sutton Scotney, Stockbridge, Salisbury, Coombe Bissett, Rockborne, Damerham, Cranborne, Wimborne, Bournemouth.

RETURN JOURNEY.

Boscombe, Christchurch, Lyndhurst, Winchester, Alton, Farnham, Guildford, Ripley, Cobham, Esher, Kingston, Shepherd's Bush.

Homeward Bound.

Winchester, at one time the capital of England, is a treasure house for the seeker after historical relics, and, if desired, he may spare the time to obtain a brief glimpse of the cathedral, Winchester College, and the County Hall, leaving the city by way of King Alfred's statue. Follows a moderately stiff climb—second gear with the majority of small cars—then one is well on the way to the final tit-bit of the run, namely, the Hog's Back, between Farnham and Guildford.

Many new motorists learn with a certain amount of awe of the existence of this "sky-high pass," and decide that it were better to leave it to more powerful vehicles than light cars; but it is not to be likened to

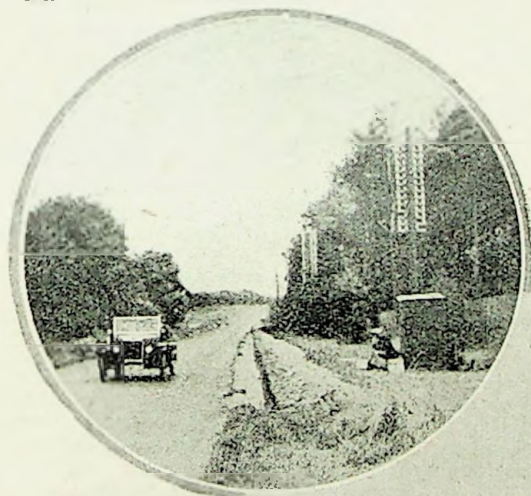
Kirkstone, the run between Porlock and Lynmouth or even Hindhead with its miles-long ascent.

The tourist finds himself on the Hog's Back almost without knowing it—certainly when approached from Farnham—for it is an easy direct-gear climb.

Along the top a magnificent panorama is commanded. From an elevation which one estimates roughly as being 800 to 1,000 ft., one may look down on typically English countryside, the green of the fields being splashed with dark patches, denoting the existence of some tiny hamlet, the whole fading away into the haze of the distance.

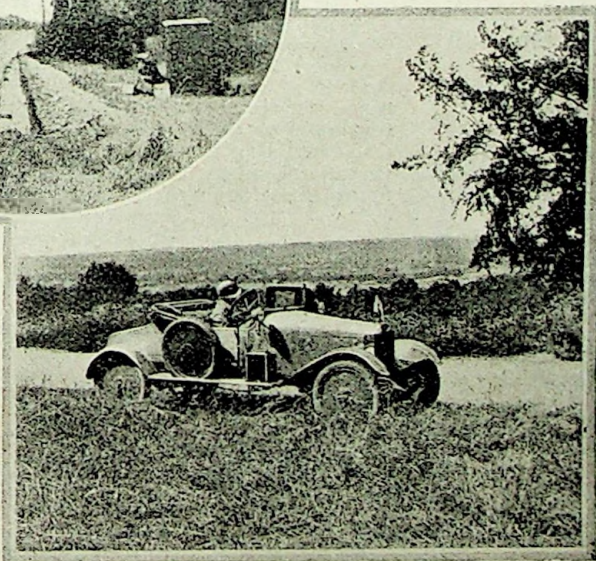
Through Guildford one rejoins the main London-Portsmouth road and encounters an increasing amount of week-end traffic. Jog along at a nice easy pace, but keep well in to the left; other people may wish to pass you.

The shadows will start to lengthen as Ripley, Cobham, Esher and Kingston are passed through, but the evening will yet be young when, bronzed and happy, it is optimistically hoped, our travellers once more cross old Father Thames at Hammersmith and wend their way homeward, with the pleased conviction that the week-end has been well spent and that another slice of Mother Country has been investigated.



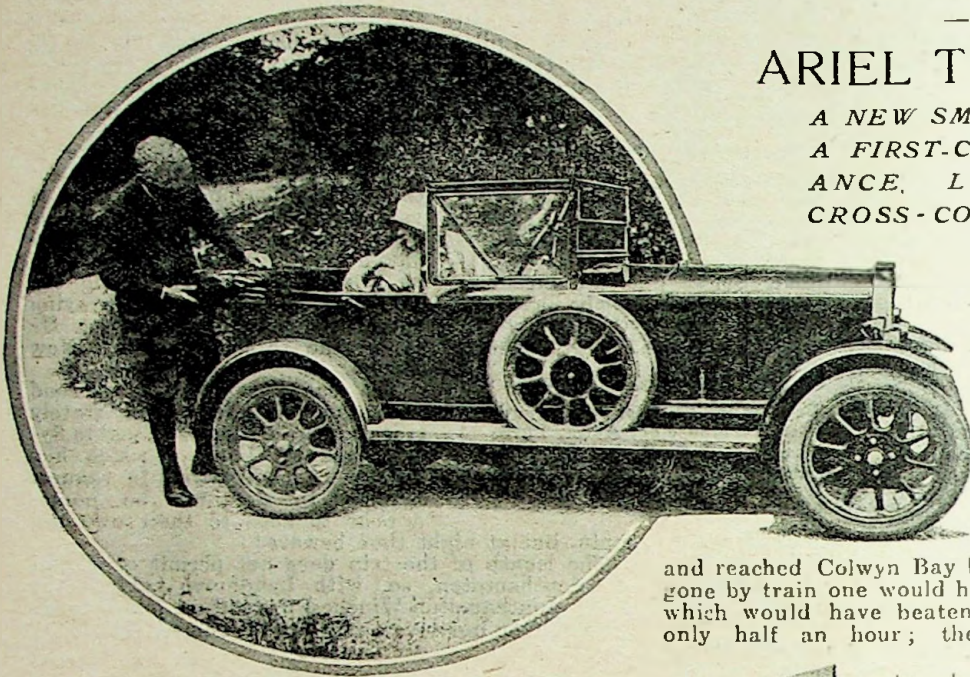
THE HOG'S BACK

"From an elevation . . . of . . . 1,000 feet one may look down on typically English countryside. . . ."
The Hog's Back is being widened, as shown in the circle.



is lucky; supper if one has tarried by the way. Accommodation should be booked in advance.

At Bournemouth one gets the pungent but life-giving breath from the pines as well as the clean-cut breeze from the sea, and he would be no "business man" who was not up betimes on Sunday morning.



— THE —
ARIEL TEN TESTED.

*A NEW SMALL FOUR WITH
 A FIRST-CLASS PERFORM-
 ANCE, LESSONS OF A
 CROSS-COUNTRY SPURT.*

An attractive "small four" with detail refinements—such as a hood cover—which commend it to the thorough owner-driver.

and reached Colwyn Bay before 2.30 p.m. Had one gone by train one would have caught the Irish mail, which would have beaten the car's gross time by only half an hour; therefore, cutting out the

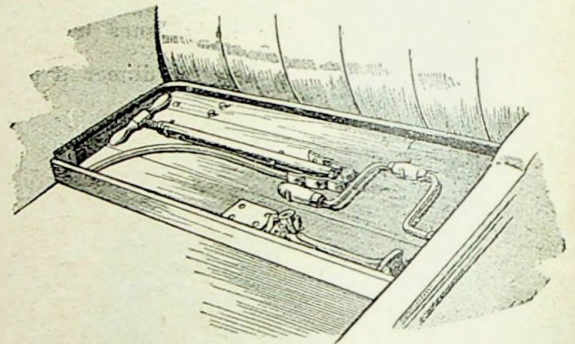
IT must be a good light car on which one can cheerfully set forth to cover 300 miles in the day. When the starting time is delayed until nearly 10 a.m. and a five-hour stop has to be made in the afternoon, one cannot afford to waste much time on the road, and only a first-class vehicle can be relied upon to do the job.

Colwyn Bay is just about 150 miles from the writer's starting point in the Midlands, and owing to a mistake in reading the railway timetable it was found necessary at the last moment to go by road instead of making a composite journey by road and rail.

Fine Top Gear Performance.

The car was one of the new Ariel Tens, fitted with a 1,097 c.c. side-valve engine. Starting at 9.45 a.m., Corwen (106 miles by speedometer) was reached at 12.45 p.m., the run down the Holyhead road having been covered on top gear and the considerable climb near the Chirk aqueduct negotiated on the 4.82 to 1 ratio in fine style with two up.

Half an hour later the car was on the road again



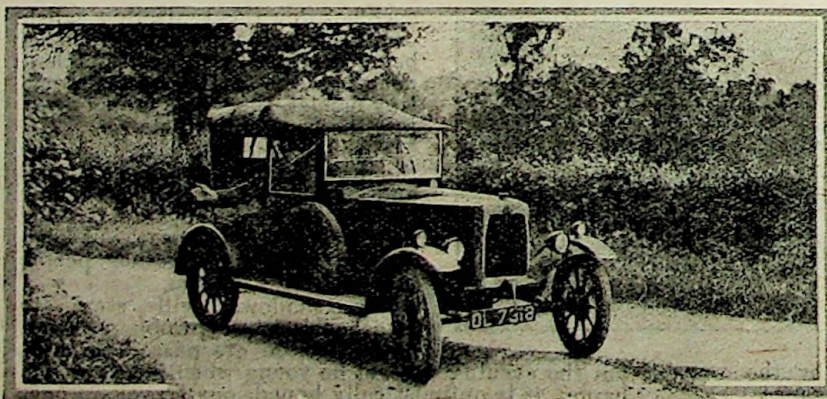
The more cumbersome tools, such as wheelbrace, pump and jack, are neatly clipped in position under the rear seat. This minimizes rattle and leaves ample room for the usual tool kit.

luncheon stop, the Ten would have equalled the performance of the express.

Colwyn Bay was left again about 7.30 p.m., home, in the Midlands, being reached at 1.30 a.m., the five hours gross time including three-quarters of an hour stop for dinner, the change of a wheel and the repairing of a puncture. The whole of the return journey was made in pouring rain, but, despite this, an excellent average speed was maintained. Again comparing the performance of the car with that of the train, one finds that the car beat the railway by half an hour, despite the stops to which reference has already been made.

Two other journeys of over 100 miles each were covered in under three hours on this wonderful little four-cylinder and enabled the time of the equivalent train journey to be approximately halved, although the starting and stopping places were large and important cities.

The lessons to be learnt from these cross-country spurts are the wonderful improvements that have been made in the modern light car



**SAFETY
 FIRST.**

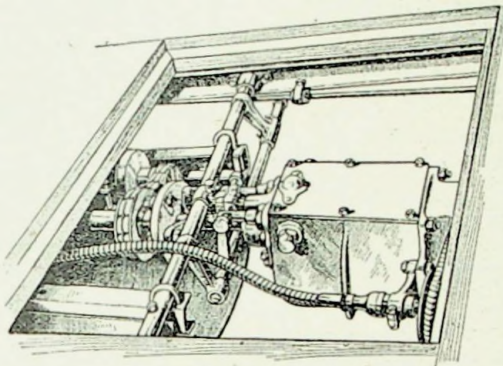
A useful signalling flap is provided in the side screen, but with only the forward screens in position the driver can comfortably extend his arm behind the screen as shown.

THE ARIEL TEN TESTED (contd.).

design. In the case of the Ariel Ten the engine runs so smoothly at all speeds that it is a positive joy to drive on the wider throttle openings.

When running at 40 m.p.h. there is not a tremor from the power unit or transmission, the throttle is about half open and the car will maintain this speed without effort. On the level it could be speeded up to 50 m.p.h., but the averages referred to were attained by maintaining a speed of 40 m.p.h. and hardly ever touching the maximum.

The rapid acceleration after slowing down for cross-roads and corners, combined with the excellent braking, also materially assisted one in maintaining a high average, a feature of note on this car being the friction grip for the hand brake, which replaces the usual ratchet and enables one to apply and remove



The gearbox is mounted on the forward end of the torque tube, the ratios being 4.82, 8.67, and 15.61 to one. Thirty m.p.h. is possible in second.

the brake simply by pulling or pushing the side lever, which, like the gear lever, is mounted on the off side of the driver.

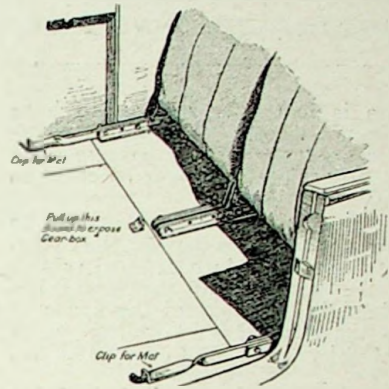
The second astounding feature of this little car is its economy in petrol, for at an average speed of 35 m.p.h. the consumption worked out at 35 m.p.g., and at the legal limit would doubtless average the 45 m.p.g. which is claimed by the makers. The secret of its success is undoubtedly its high power-weight-ratio, for the vehicle only weighs 11 cwt., while the engine develops 22 h.p. at 2,500 r.p.m. The engine is a thoroughly well-built and compact little job. The camshaft is driven by helical gears, the crankshaft runs on three bearings and all bearings are lubricated by pressure feed.

The chassis work is no less sturdy or neat. The three-speed gearbox is mounted on the front end of the torque tube, the ratios being 4.82, 8.67 and 15.61 to 1. On second gear 30 m.p.h. can be attained, and it must be an exceptional hill which cannot be scaled on this speed.

A Fascinating Car.

On top gear the car with two up climbed with some reserve of power certain well-known gradients which many other cars of the same class will just stagger up or else require second gear. This combination of speed and power at a comparatively low r.p.m. is very gratifying, and is one of the reasons for the charm of driving this little vehicle.

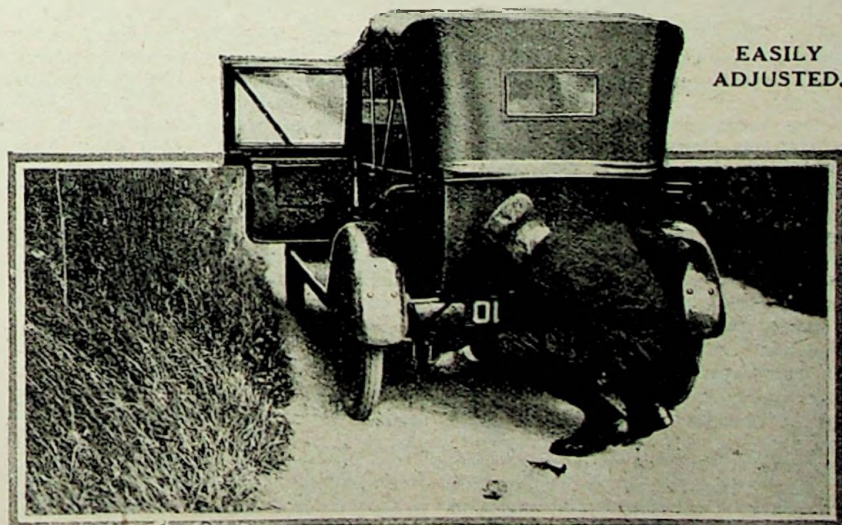
With a car capable of such high speed, steering and suspension are important factors. The steering is effected by worm and wheel, while the suspension relies on quarter-elliptic springs. While one cannot pretend that the car can be driven to a fraction of an inch at speed over bumpy roads, the combination of steering and suspension is well up to the average of light cars of this class. As with many vehicles employing quarter-elliptics for the front springs, there is some tendency to slither when cornering fast on rutty surfaces, but on the straight one possesses an adequate command over the vehicle.



By lifting the floorboard in the front compartment the gearbox is instantly accessible. To preserve a tidy interior in the cockpit stout clips are fitted which hold the mat in position.

The model tested was a deluxe edition, and incorporated a Lucas five-lamp set, driving mirror, hood bag, Smith's speedometer, which was tested against the watch and milestones for speed and distance, spring gaiters, screen wiper and floor mat. With this equipment the price is £210, £12 extra being charged for the Lucas electric starter which was fitted. The last-named accessory gave absolute satisfaction, starts from cold being facilitated by the strangler to the Smith carburetter, and the slow-running setting control which, like that for the strangler, was conveniently fitted on the instrument board.

The rear side curtains are stored in a pocket on the near side of the shell, so that it should not be necessary to disturb any of the passengers in order to remove them. The following details of the car are of interest:—Petrol capacity, 4½ gallons; wheelbase, 8 ft.; track, 4 ft. 2 ins.; R.A.C. rating of engine, 8.96 h.p.; Goodyear steel artillery wheels fitted with 26-in. by 3-in. (700 mm. by 80 mm.) Dunlop Clipper cord tyres. The makers' address is Ariel Works, Ltd., Bournbrook, Birmingham.



EASILY ADJUSTED.

Brake adjusting screws are easily reached, and it takes only a few moments to give each thumbscrew the necessary half-turn, which maintains the system at its maximum efficiency.

Every Motorist Should Know That—

HOME GARAGES MUST BE SANCTIONED.

TEMPORARY BUILDING FORMS—POWERS OF LOCAL SURVEYOR.

THE motorist who is fortunate enough to have a room beside his house, whether it be a new building or an old one, for a garage, should bear in mind that, before any structure is erected, he must conform with certain building regulations.

At the outset, the front of the building must be erected so that it does not trespass beyond the recognized building line of the road. As a general rule, it will be found that the designer of the house has availed himself to the fullest extent of the space at his disposal and that the front of the building, which is probably represented by the face of a bay window, represents this line.

The next step is to obtain a "temporary building form" from the offices of the local engineer and surveyor. On this certain details will have to be given, and, what is of equal importance, a site plan of the ground, also plans and elevations of the proposed structure itself will have to be drawn.

There is no necessity, however, to call in the services of an architect, as the drawings are hardly of a detail nature, and any intelligent motorist should be able to complete them. This form is returned to the district engineer and surveyor, who brings it forward at the next meeting of the council. If it be in order it will be sanctioned, and work may be started forthwith.

In some districts the order giving sanction for erection is accompanied by another form, upon which must be filled in the date upon which the work is started, this form being returned in due course to the engineer and surveyor. Examination of the building as it is being erected may be made subsequently by the surveyor, but the owner is seldom informed offi-

cially of such an examination, unless there are points in the design not shown on the plans which call for modification.

No home garage is complete without a proper concreted washing area, but when mapping out the plans for submitting to the local surveyor particular care must be given to the question of drainage. It is not sufficient that a channel be provided with an outlet on to soil, grass or gravel, nor is it likely that the council will permit the channel to fall towards, say, the paving of the road. The owner must, in fact, provide a self-contained system of drainage, and his best plan is so to arrange the level of the concrete floor of his washing shelter that a good fall will be obtained to the nearest gully on his own premises.

The system of drainage should be plainly marked on the plans submitted to the council, for should it become necessary to make any alterations afterwards at the request of the council, it might prove an extremely expensive undertaking.

This necessity for clearness is, in fact, a sine qua non throughout the negotiations which the owner has with the local engineer, for it must not be forgotten that the authority of the latter is practically supreme and that he can condemn the finished work, even though it might have been passed on paper. Such condemnation would be warranted not by the general design, however, but by the detail workmanship.

Where the pathway in front of the house is not "made up," i.e., kerbed and paved, the owner would do well to apply immediately for an estimate for a light foot-crossing, the work to be put in hand at such time as kerbing and paving are undertaken. This will reduce the cost.

This Week's Hint.

TO IMPROVE REAR-WHEEL BRAKES.

A FREQUENT cause of annoyance to owners of cars fitted with certain types of suspension and brake layout is that when the back seats are fully loaded the springs flatten out, thus moving the centre line of the rear axle slightly backwards. This often causes the adjustment of the brakes to tighten and, consequently, the brake shoes rub against the drums.

The most obvious cure for this complaint is, of course, to slacken off the brake adjustment so that sufficient clearance is obtained, but it will usually be found that if this course is adopted the brakes are inoperative when the car is only lightly laden, and the consequent need for frequent adjustment, according to whether the car is fully laden or not, is dangerous, as it is a small matter which one is apt to forget in an emergency.

But, in any case, apart from the danger of such a condition, it is more or less of a nuisance, according to the degree of ease or otherwise with which this adjustment can be made. Furthermore, the operation of adjusting brakes is sometimes a "messy" job, and, from the average owner's point of view, the less frequently it has to be performed the better.

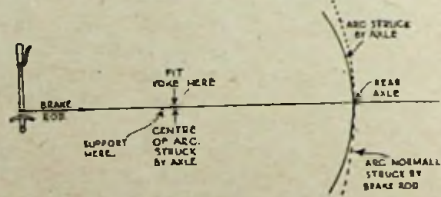
A more satisfactory cure can be

made in two ways, the first of which consists either in stiffening up the rear springs or fitting stronger ones, but these would be somewhat costly undertakings, and it is very likely that comfort would be sacrificed when only one or two passengers were in the car, due to the natural harshness of comparatively unyielding suspension.

The second and more simple cure consists of finding the point about which the arc struck by the rear axle is centred. This point is, of course, at the extremity of the effective radius of the spring, and, in the case of rear springs, will be at the edge nearest to the back axle of the spring anchorage platform. The brake rod is then divided at a point slightly to the rear of this centre (that is, away from the back axle), and a yoke is inserted, thus the brake rod will

have a movement in sympathy with that of the springs, and the arcs described by the rearward extremities of the springs and the brake rod will be concentric—a state of affairs which will prevent the brakes from rubbing when the car is heavily laden.

It is, of course, necessary to fit some form of support adjacent to the point of division of the brake rod, and on the side nearer to the brake lever—that is, away from the rear axle.



Brake controls which "joggle" when applied on rough roads and brake shoes which rub when a car is heavily laden may be remedied in the manner depicted.

The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

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Our

LIGHT CAR & CYCLECAR

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

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

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Topics of the Day

Newspaper Scaremongering.

THE period of the year when the newspaper-reading public is least critical of the news and views served up to it is approaching, and already the well-worn features are beginning to make their appearance. "Motorist" headlines are growing in number, and there seems every likelihood that the annual "silly season" tirade against all those who use motor vehicles is already in course of preparation. Before the month is out the public will be reading about "Reckless Motorists," who, lower down the column, are revealed as bus drivers under whose wheels pedestrians have almost flung themselves, and "Drunken Motorists" who are grudgingly admitted to be trade drivers.

A Plea for Fair Treatment.

It is our considered opinion that most of the anti-motorist propaganda which appears in the daily papers at this time of the year can be described only as a deliberate and utterly unjustifiable stirring up of class hatred. If this were not the case, why should taximen and drivers of buses, vans and lorries be described as motorists when the term "motorist" is universally regarded as applying only to those who motor for pleasure and to those who drive their own private cars? We ask the newspapers to be just this "silly season" and to temper the attack which has been conducted so unmercifully against the true motorist with a few headlines that describe more accurately the news which they purport to convey.

America and the Light Car.

WE have already dealt with the Indianapolis decision to limit the engine sizes of competing cars in 1926 to 1½ litre, and we pointed out the obvious deduction to be drawn from this, namely, that American designers are turning their attention to the possibilities of the light car. Hot on this interesting development comes the news that an American concern has sent a cablegram to the Junior Car Club asking for full details of the annual 200-Mile Race. It would appear that with characteristic energy our American cousins are following up their interest in the 1,500 c.c. machine, and it is even rumoured that, given time, they will build a special racing car for the 200-Mile Race.

We should not be sportsmen unless we welcomed such developments, and we feel certain that not only the Junior Car Club itself but every driver who has entered or who is thinking of entering for the great race will welcome a competitor from across the "Herring Pond." In previous races Italy and France have been represented, and, be it said, British competitors have been more than able to hold their own.

Turning to the aspect of a possible American light car invasion, it must not be forgotten that in this particular branch of automobilism British manufacturers are literally years ahead, but they would have to expect an invasion on a quantity production basis at cut prices. Nothing but his reputation and the uniform excellence of his production would then serve to protect the British manufacturer, but undoubtedly these would form armour which even the keenest competitor would experience difficulty in piercing.

As we suggested in our editorial article last week, British manufacturers must forestall the would-be invader and show the U.S.A. public that if light cars are wanted Great Britain can supply them. Whilst this would hardly check American activity, it would have the effect of strengthening the position of the home manufacturer. In the meantime attention will be fixed on the 200-Mile Race, and an American entry will be eagerly awaited.

THE SCOTTISH "SIX DAYS."

DETAILS OF COMPETING CARS.—WEIGHING-IN AT EDINBURGH.—CARS START AT THREE-MINUTE INTERVALS.—TACKLING "THE CORKSCREW."—AMULREE AND TORNAPRESS.

THERE were busy scenes at the Peebles Co.'s garage in Edinburgh last Sunday morning, when competitors reported for the Scottish Six Days' Trial, which started on Monday and will be concluded to-morrow (Saturday).

Seventy-six solo motorcycles, 16 side-car machines, three Morgans and 16 cars are taking part. Of the last-named four have engines exceeding 1,500 c.c., these being an Alvis, a Morris-Cowley and two Galloways. Full details of their performances in the trials will be given in our associated journal *The Motor*.

After all the motorcycles had been checked in, examined and sealed on Sunday morning the genial officials turned their attentions to the cars. All competitors had to turn out their toolboxes and declare the nature and number of the spare parts which they were carrying.

Contraband.

Small parts, such as chain links, valve springs and magneto spares, were permissible, but spring U-bolts, complete magnetos, pistons and the like were strictly *verboten*.

H. F. S. Morgan, with Mrs. Morgan, attired in spotless white, reported with a very smart little car, painted blue and fitted with an 8 h.p. J.A.P. engine. Their team mates, W. A. Carr and Frank Spouse, are driving Blackburne-engined models.

A. W. Brittain turned up smiling with the B.S.A. Snowdon Ranger, W. H. Oates's extremely smart Lagonda saloon—a veteran, by the way, of the R.A.C. Six Days'—affording a striking contrast to the somewhat battered pillar-box red body of the B.S.A.

T. A. McKenzie's car was finished a spotless white, a colour which probably shows up the little McKenzie sports model to the best advantage.

V. G. Wallsgrove and M. V. de Satgé arrived at the depot each with two chain-clad wheels adorning their spotless sports models. Wallsgrove's car has a burnished copper exhaust pipe, a feature which certainly improves the appearance of the car. De Satgé, to guard against flying stones, had fixed a piece of close-mesh wire netting across the front of his radiator.

The two Rhodes, a grey two-seater with Dunlop balloon tyres driven by H. B. Denley and a red occasional four driven by B. Alan Hill, both looked businesslike. They have 10.8 h.p. engines and four-speed gearboxes. The exhausts, by the way, have been materially silenced.

An Ariel Ten and a Humber Eight are other chummy bodied cars. The Ariel arrived, like most of the others, with two spare wheels much in evidence, the Humber having only one and chains on the off-side rear and spare wheels.

T. Holt's two-seater G.W.K. seemed in excellent fettle, although it has certainly lost the bloom of youth. Leno's Hampton had Michelin Confort tyres on the rear wheels only and normal-

B30



DIFFICULTIES OF INVERFARIGAIG.

As usual, the famous "Corkscrew" took its toll, and clever driving was necessary in order to pilot the cars round the acute bends. Here is A. R. Croill (Ariel) negotiating one of the eight hairpin bends encountered in the climb.

pressure covers on the front. Oates had Michelin Conforts on all wheels and the two spares of his Lagonda.

E. P. Paxman seemed, however, to fear tyre trouble more than any other driver. His Frazer-Nash arrived with two spare wheels and three spare covers arranged precariously along the running boards. His car is an all-aluminium-bodied sports model similar to the Legere G.N. but with a four-cylinder Ruby engine.

It was noteworthy that many of the cars were fitted with Hartford shock absorbers, these being noticed on Brittain's B.S.A., both Rileys, the McKenzie, the Frazer-Nash and Alan Hill's Rhode.

After the toolboxes had been ransacked the cars remained under the care of the Edinburgh and District Motor Club—promoters of the event—nothing being allowed to be done to them until

the following morning, and then only in the running time of the trials.

In this event a margin of only three minutes early or late is permitted, silver cups being awarded to all competitors who keep within the time limits and make clean non-stop ascents of the sixteen test hills. In addition, not more than 20 marks may be lost for "condition"—an examination to determine the penalty for which will be conducted at the conclusion of the trial.

Gold medals are to be awarded if a silver-cup performance, save for failure on one hill, is put up, and silver medals will reward those who fail on a certain number of hills and lose no more than 60 marks for "Reliability," which is, in effect, time-keeping.

The first motorcyclist left the depot on Monday morning at 7 a.m. The solos, sidecars and Morgans run at half-minute intervals, while three minutes separate

SCOTTISH SIX DAYS' (contd.).

each four-wheeler from the car immediately in front and behind. This plan is very satisfactory from the point of view of the car drivers, but the Morgans are sandwiched in among the sidecars and have to take their chance of getting a clear run at the hills.

The intervals prescribed make the last car driver 98 minutes behind the first motorcycleist, while the first and last car are 48 minutes apart.

Spouse led the Morgan team out of the depot on Monday morning and Britain headed the cars. He was away at 7.50 for the 220-mile run to Inverness.

The route originally decided upon for Monday was changed, so that the Devil's Elbow was omitted, but in place of this famous acclivity the Inverfarigaig corkscrew was included. Another observed hill, 30 miles out, was also on the new route.

All went well to the new hill, but torrents of rain made matters rather difficult. The first bit of trouble in the trial was foreshadowed by directing arrows which sent the competitors down a narrow lane to the right. For 29 miles the route had lain along main roads. Shortly after entering the lane there was a sharp dip and then a very severe right-hand hair-pin, made more difficult by the narrowness of the way and the steep gradient. By now the rain had stopped.

The surface was rough and stony, but afforded a good grip. Spouse's Morgan had to be pushed back at the descent hair-pin, but H. F. S. Morgan and Carr just scraped round.

Every four-wheeler had to reverse once, some of them, including the two Rileys, twice. Following the hair-pin bend came a further short descent and then a winding rise of 400 yards or so, with a maximum gradient of about 1 in 6.

Carr's Morgan failed on the ascent, apparently because the change down was unduly delayed, and, with the exception of the G.W.K., all the four-wheelers ascended successfully.

On Sheriffmuir.

After a few miles of by-lanes, the main road to Stirling was joined and followed into the town. A turn to the right was then made, and this communicated with the foot of Sheriffmuir Hill, which was observed.

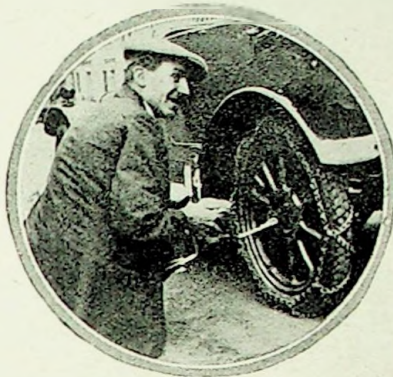
The hill is long, has many sharp bends and two difficult hair-pins. Trees spanned the road, and the surface was a mixture of clay, wet leaves and slippery pebbles. Considering the difficulty of the ascent, it was truly surprising that there were no failures among the cars and cyclecars. The only thrill was afforded by E. P. Paxman (Frazer-Nash), who took the worst bend at speed, and, leaving the road, dashed through a bed of stinging-nettles. He managed to regain the road however and continued with his dashing climb.

Specially good climbs were made by the Rileys, the Rhodes, the Lagonda and the Humber.

Eight miles of mountain tracks were followed from the summit of Sheriffmuir before the main road to Crieff was joined. After about 3 miles, slippery lanes, which were very narrow, made the going difficult, especially as torrents of rain were again falling.

Twenty miles farther on the foot of Amulree was reached. The hill is very long and has two hair-pin bends disposed not unlike those of Porlock and equally difficult to negotiate. The surface was not too bad, but the sidecar and solo men had churned it up at the corners.

Failures among the cars included B. A. Hill (Rhode), whose gearbox suffered a slight temporary seizure, and J. Leno (Hampton), who was too fast and failed to negotiate the last hair-pin bend.



Many drivers gave their Parsons chains an initial stretching. Sam Wright (Humber) is seen removing his chains previous to the weighing-in.

Paxman, in the Frazer-Nash, was again sensational. This time he hit the bank hard on the second corner and was precipitated with his passenger into the road. The car had partially overturned, but not much damage was done, and when it was righted again the climb was completed.

Amulree formed a fine test of cooling, and among the light cars the Rileys seemed, at the summit, to be the only

one which were not showing signs of boiling.

Oates was again steady and very sure in his Lagonda, the Humber and the B.S.A. drivers made no mistake, while Croal (Ariel Ten) made a neat and polished climb.

The G.W.K., driven by J. Holt, seemed to have plenty of power in hand. Spouse (Morgan) lifted one wheel clear of the ground as he took the second bend.

The descent from the top of Amulree into Kenmore was precipitous, and the surface was in a ghastly condition. The Morgans seemed happy with their front-wheel brakes, but several of the four-wheelers skidded fairly wildly at the corners.

Lunch awaited the competitors at Pitlochry, 20 miles from Kenmore—and a very welcome meal it was for the sturdy band of mountaineers.

Inverfarigaig.

The principal and only observed hill during the afternoon was the renowned Inverfarigaig corkscrew, with its eight hair-pin bends. The route to the hill, some 100 miles from the lunch stop, was mostly over mountain tracks alternated by fairly brief spells of main-road going. The magnificent sun-bathed panoramas commanded from the mountain roads were enjoyed by everyone, but it was pleasure tempered by anxiety for the outcome of the afternoon's run.

The foot of the Inverfarigaig Hill looks innocent enough, unless one happens to look upwards towards the summit of an adjacent miniature mountain. The winding rutty lane is then seen threading its way among the trees. Apart from the ruts and loose surface, the acute bends and the gradient, the climb, as an Irishman might say, was easy.

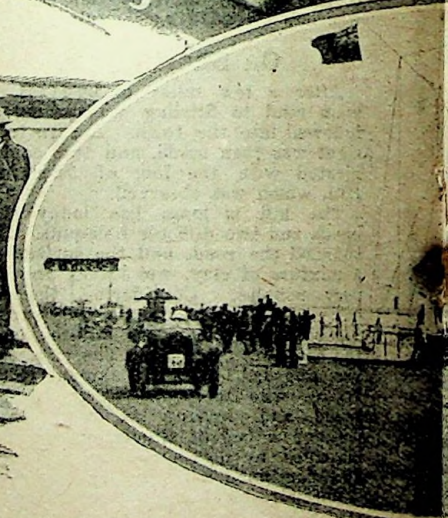
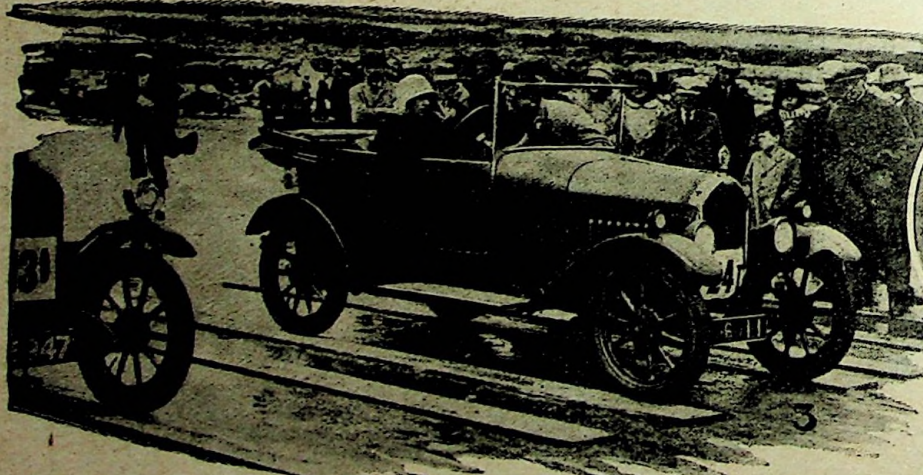
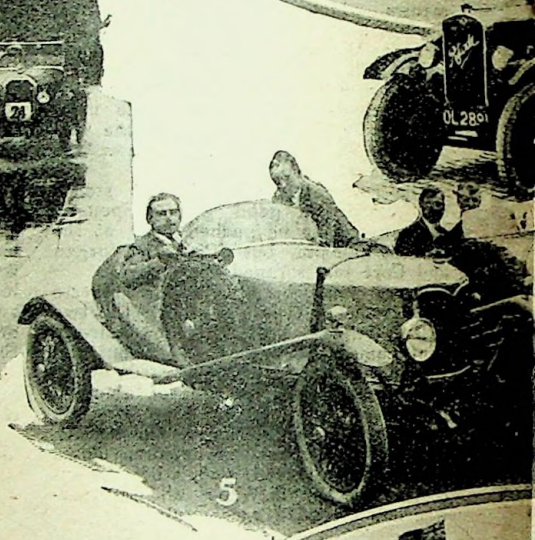
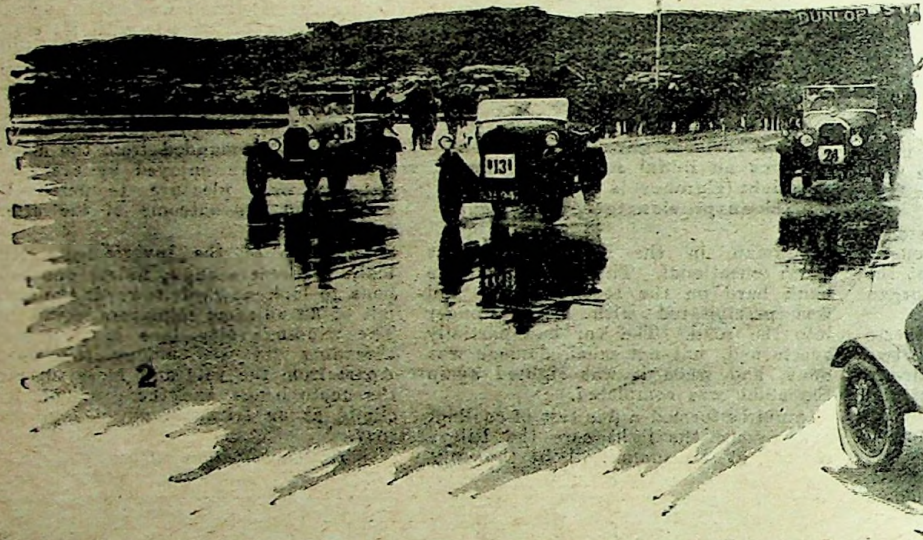
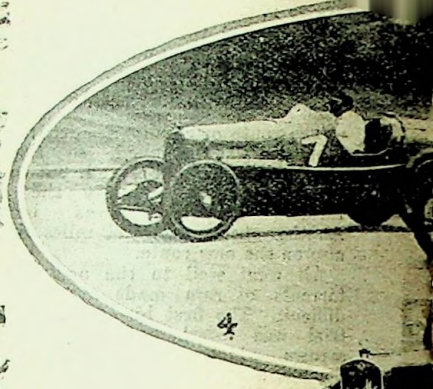
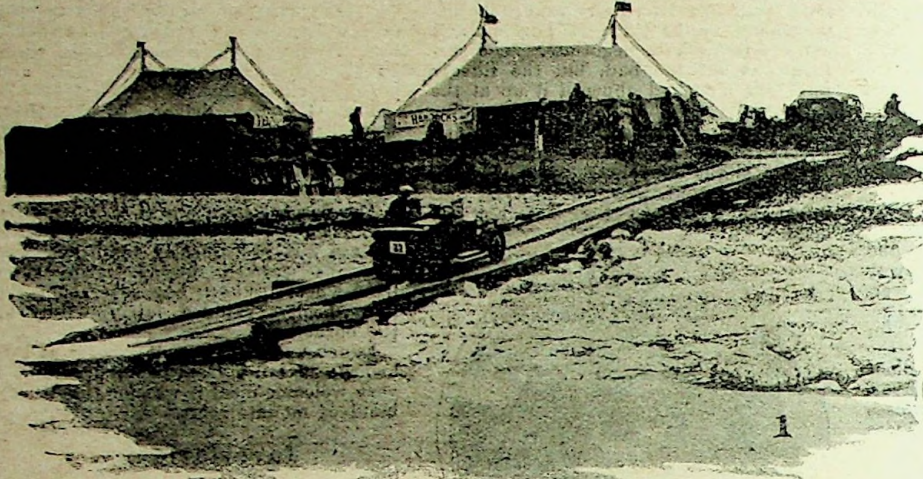
(Continued on page 290.)



MORGANS' FINE PERFORMANCE.

The Morgan team, especially H. F. S. Morgan, did well on Inverfarigaig. Our photo shows Carr in the act of passing Spouse, who has had to "reverse," on one of the bends.

ANOTHER BUSY WEEK-I



PORTHCAWL SPEED TRIALS.

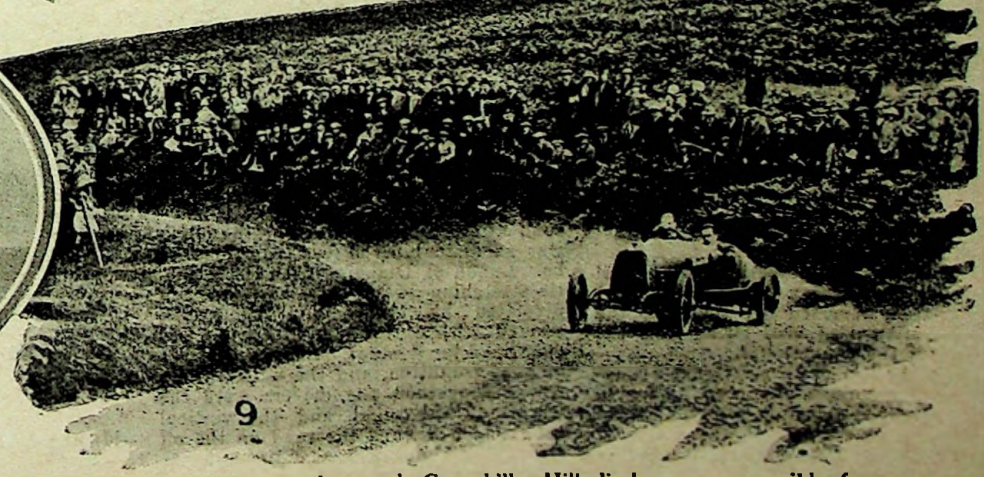
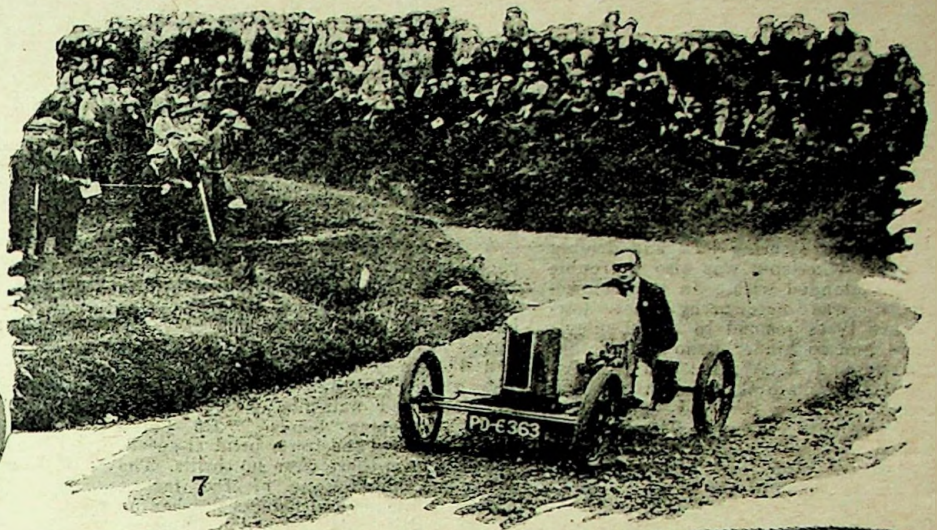
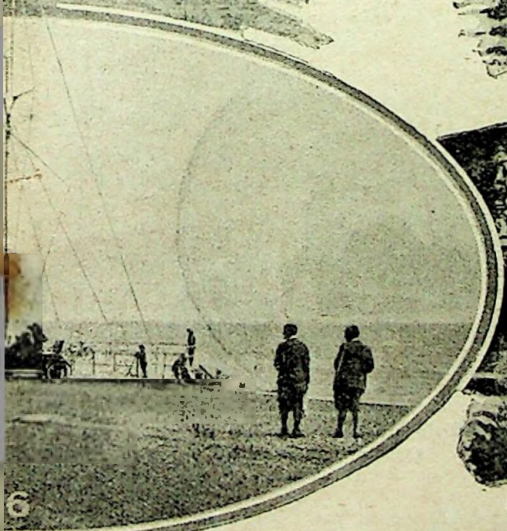
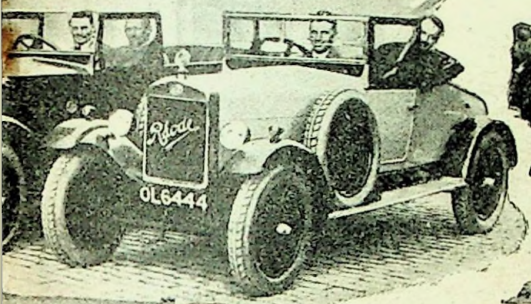
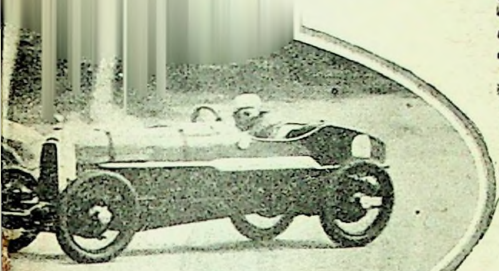
(1) A new slipway which has been erected as a means of access to the sands. It is a great improvement on the temporary boards which were laid down last year. (2) Amphibious racers. (Left to right) N. Neale (Humber), J. M. Lewis (Gwynne) and M^{rs} G. B. Thomas (Humber) accelerating from the start. (3) Owing to the treacherous nature of the sands, boards were necessary at the starting line.

VARIOUS EVENTS.

(4) An excellent speed trial by R. C. Morgan and R. C. Morgan at Brooklands Meeting. (5) The Rhode and... (6) A snapshot of a picturesque surroundings were held. The view...

AMF
OF

MUS CARS AT
—SPECTACU-
R WORK AT
CARS IN THE
DAYS—GOOD
BOOKLANDS—
ED EVENT.



ed picture of Capt. Miller (Bianchi, No. 7)
(Aston Martin) at the Surbiton Club's
Morgan won the first race of the day.
Riley entries in the Scottish Six Days'.
ich gives an excellent impression of the
lings in which the Bexhill Speed Trials
is taken just behind the finishing banner.

**CAERPHILLY
HILL-CLIMB.**

As usual Caerphilly Hill-climb was responsible for some sensational corner work, and the three photographs above show different methods adopted by competitors. (7) J. A. Joyce, whose cornering was neat and hardly spectacular. (8) Kaye Don (Darracq) extricating his car from the "rough stuff" at speed. (9) F. N. Morgan (Fiat) correcting an almost broadside skid as a tyre punctured.

SCOTTISH SIX DAYS' (contd.).

H. F. S. Morgan made light of the hill at the wheel of his 8 h.p. Morgan; but Spouse, driving a 10 h.p. model, stopped at the fourth bend and had some difficulty in restarting. He almost hauled W. A. Carr's Morgan which was just behind, but Carr scraped past and rounded all the hair-pins successfully.

For four-wheelers the hill proved to be a test of steering lock and driving skill, but wheelspin was also a trouble to be contended with. In this connection it was noteworthy that low-pressure tyres seemed to help Denley's Rhode and to hinder Leno's Hampton.

Denley and A. W. Brittain (B.S.A.) appeared to share the honours for best climbs. Neither reversed once, and they were both very sure. The Lagonda climbed the bank at the second bend, but did not stop, and had plenty of lock for the rest of the climb.

McKenzie a Star Turn.

T. A. McKenzie (McKenzie) was another star performer who did not reverse at any bend, as also was B. A. Hill (Rhode).

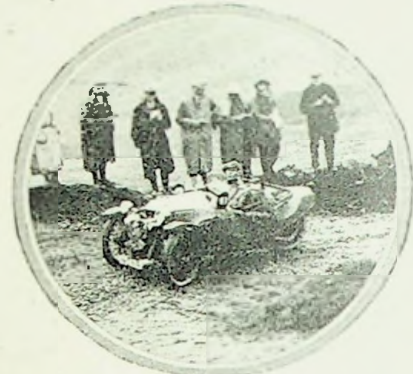
Wallsgrove (Riley) reversed once and De Satge (Riley) twice. A. R. Croal was another who reversed twice, as also did the Humber Eight, the G.W.K. and

route led along main roads through Strathpeffer and Kinlochewe to Diabaig, the afternoon run being over the same route back to Inverness. There was only one observed hill in the morning and afternoon, the competitors being called upon to climb one side of a mountain on the way out and the other on the way back. In the morning it was soon apparent that the day was to be a tour; road surfaces were good and the scenery truly magnificent.

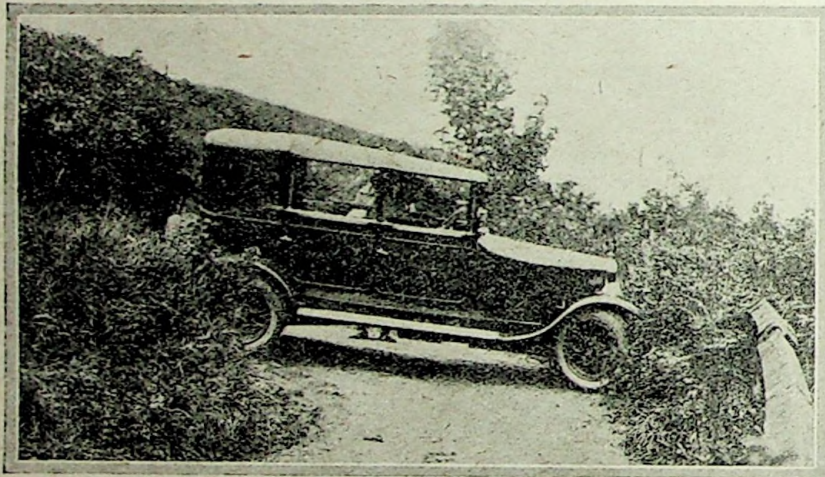
A long sinuous ascent followed a check some 30 miles out, but the roads were otherwise fairly flat. Several miles were covered through a natural ravine between the mountains. The only observed hill was 74 miles from Inverness and 4 from Diabaig, the lunch stop. The gradient proved to be easy, and the rumoured hair-pins were actually gentle sweeping bends. De Satge (Riley) skidded the lower bend at speed, but otherwise there were no thrills. The McKenzie made one of the fastest climbs, while several drivers finished on second. Brittain's "Snowdon Ranger" B.S.A. brought up the rear with a climb as polished as usual. About 4 miles farther on there was a second observed hill, and it transpired that the first had been observed in error. The second hill was more difficult but caused no failures. Following came the descent of Diabaig, which had to be climbed in the afternoon. The descent allowed

pulled well, but the G.W.K. was slow. The McKenzie and Wallsgrove's Riley shared the honours for best ascents. The return along the same route which was followed in the morning was uneventful and somewhat wearisome. Spouse (Morgan), 20 miles from home, had trouble with an inlet push-rod and finished on one cylinder, only just in time.

Applecross was the principal test hill on Wednesday. A steadily falling glass and an overcast sky suggested that it was to be a rainy day when the competitors left the depot. Tuesday's course was followed for the first 50 miles or so, when a turn was made for the dreaded



F. S. Spouse (Morgan) on Amulree. This hill caused little difficulty.



DOING IT IN COMFORT. — W. H. Oates thoroughly appreciated the protection afforded by his saloon Lagonda. He was unruffled even when faced with the sudden development on Dennyloanhead.

Tornapress, which must be climbed non-stop. On the far side is the descent to Applecross, which has to be climbed in the afternoon. Tornapress has two hair-pins and a severe gradient. The length of the climb is over 5 miles, and the hair-pin bends lie in wait for the not engines almost at the summit.

A stiff cold wind blowing down to Tornapress was helpful. Spouse and Morgan climbed well, but Carr hit the bank and had to retire. The B.S.A. was very good, also the Rileys, McKenzie and G.W.K. The only failure was out-



Shrouded in mist at the top of Kenmore. A Riley sports with De Satge at the wheel.

the Hampton. They all made easy restarts on the gradient.

The Frazer-Nash, with a dead gull dangling from a stay between the front mudguards, reversed five times, to the accompaniment of loud clicks from the region of the countershaft.

From the top of Inverfarigaig a magnificent mountain-top road led. 10 miles farther, down a winding course through a pine forest to the shores of Loch Ness, where an excellent road to Inverness was joined. This ended the day's run, which may be summarized as having been 220 miles of easy going punctuated by brief spells which called for skilful driving, plenty of power, and a very low bottom gear.

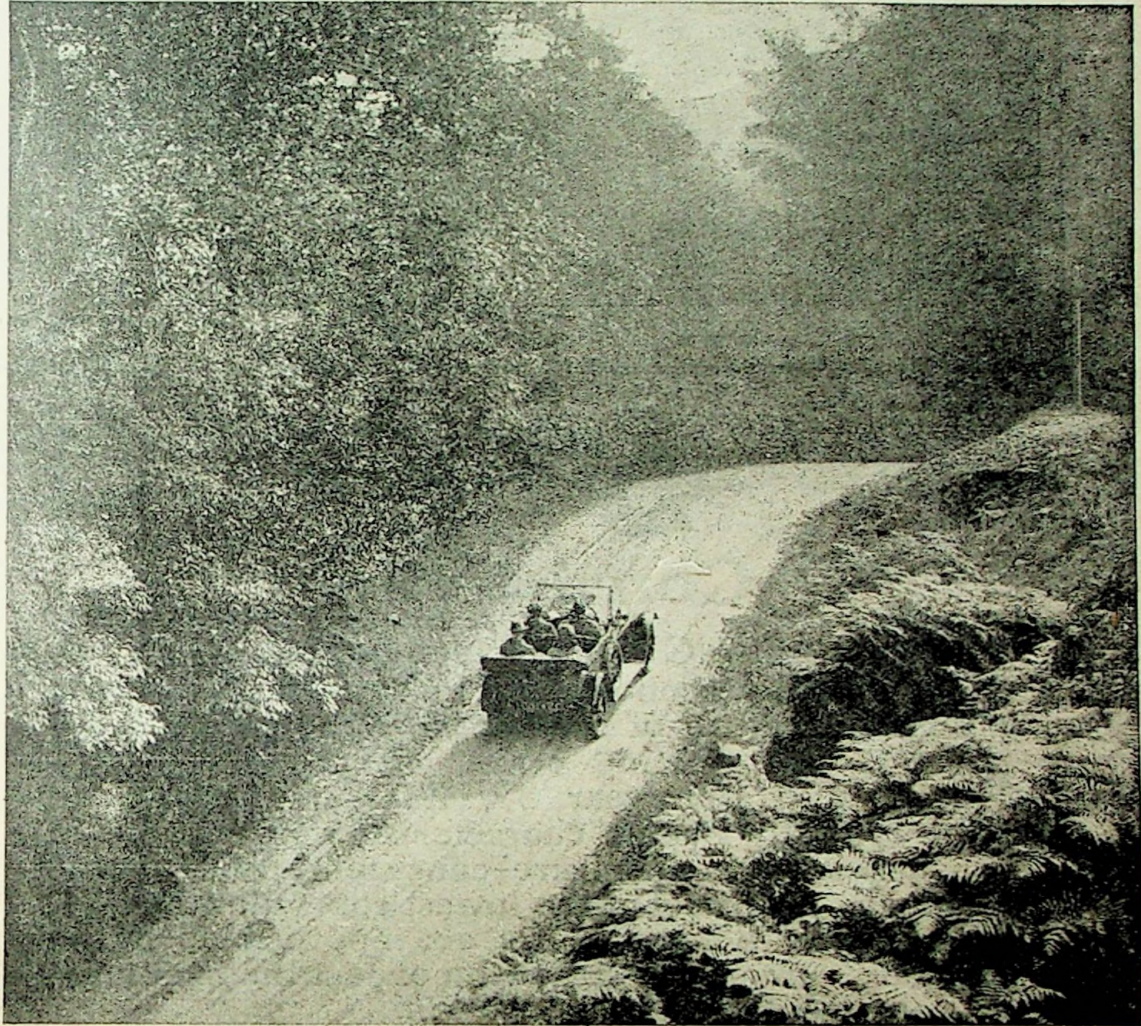
Tuesday dawned fine, a warm sun shining from a cloudless sky. The

competitors to judge whether the climb was as difficult as it was rumoured to be. Lunch at Diabaig, with the Atlantic stretching away to the west, was appreciated by everyone. The ascent started with a right-hand hair-pin and continued for 4 miles. The surface was in good condition, and the only matters which concerned the drivers were the length of the climb and the vertical drop which flanked the road on the off side. The Morgans topped the hill at a speed of 20 miles an hour or so and with no sign of boiling. None of the cars was worried by the 1-in-4 gradient at the hair-pin, and none was observed to be boiling at the summit. The B.S.A., with the only air-cooled engine in the trial, seemed quite comfortable and snappy at the top, the Humber Eight

side the 1,500 c.c. class. Many used chains, including the Rileys, G.W.K. and Morgans. The B.S.A. and McKenzie were the only cars which did not reverse. Rain fell most of the morning, but the climb was in the dry, and the surface was good.

Concluding Report Next Week.

WOLSELEY CARS



The hill-climbing power of the WOLSELEY "TEN" is well exhibited in the above photograph, which shows it climbing Red Bank, Grasmere (1 in 3½), with four passengers up.

The Wolseley All-weather Road Map is a boon to tourists. May we send you descriptive leaflet?

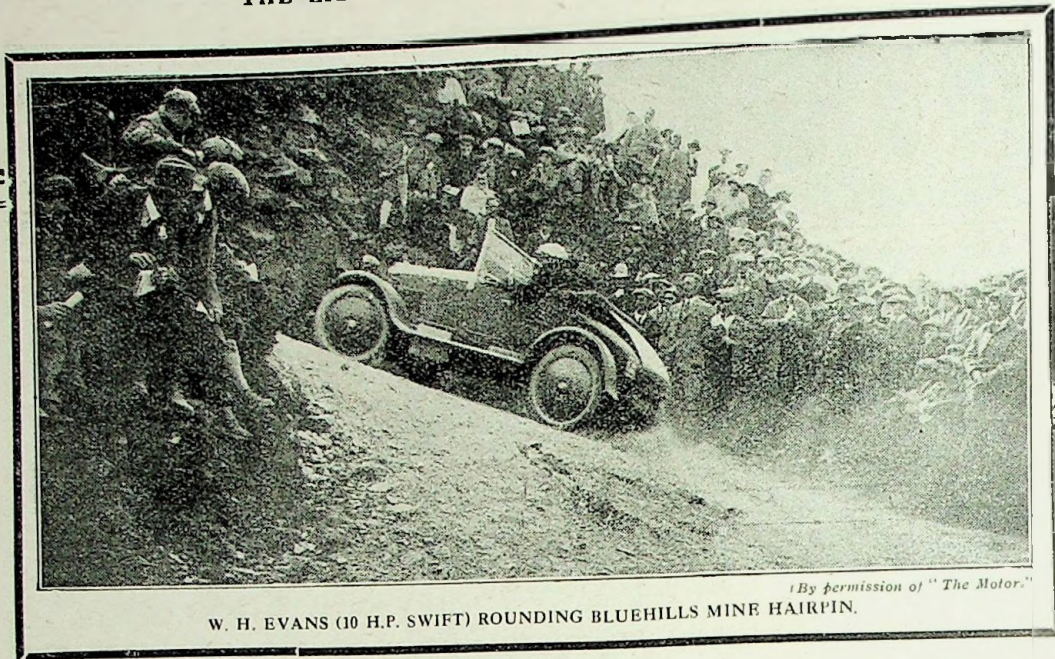
Prices of the Wolseley "TEN."

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- Four-seater £285
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Dunlop Tyres fitted as standard.

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W. H. EVANS (10 H.P. SWIFT) ROUNDING BLUEHILLS MINE HAIRPIN.

(By permission of "The Motor.")

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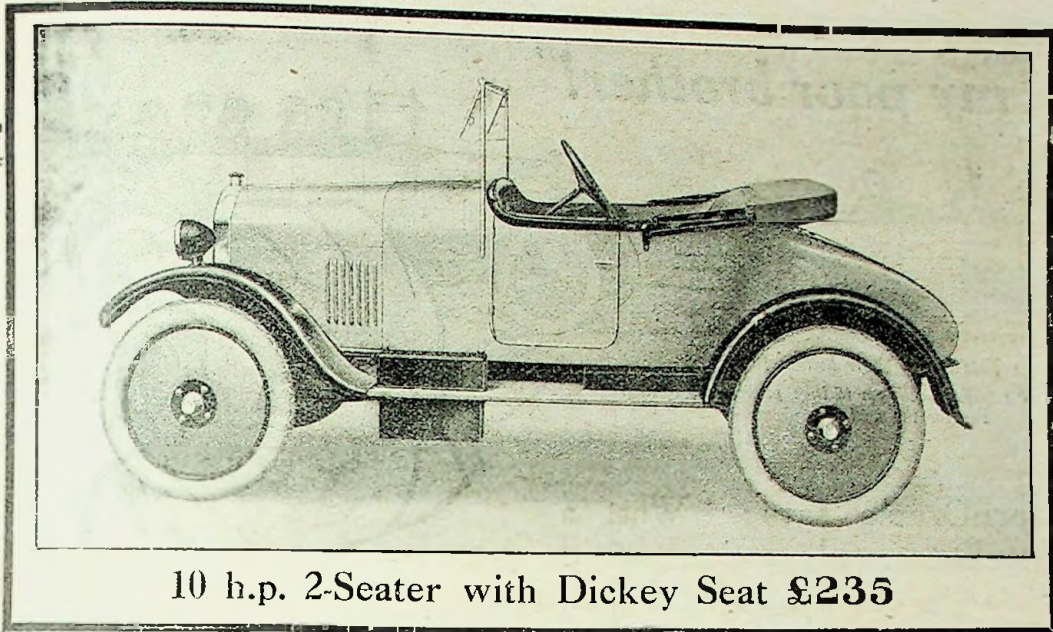
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CONSISTENCY in value, quality, efficiency, reliability, economy, and longevity has ever been a marked feature of cars bearing the proud name SWIFT. No fleeting craze affects the SWIFT Policy: year after year SWIFT Cars embody all those typically British characteristics in design and construction which ensure consistent performance and luxurious travel at the lowest cost within reason. That is why SWIFT Cars are appreciated by all "serious" motorists—those who expect the maximum all-round-the-year service.

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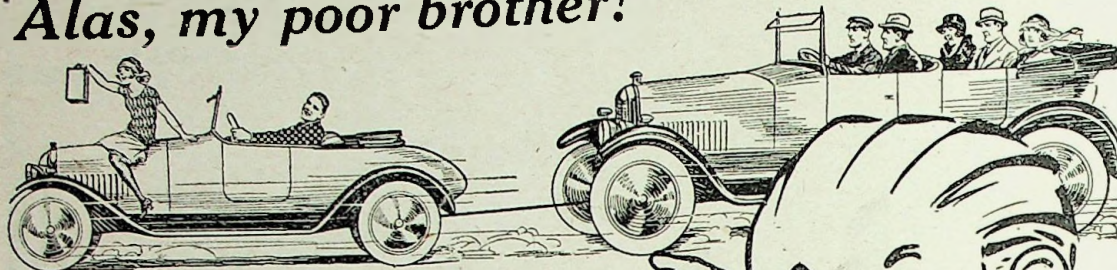
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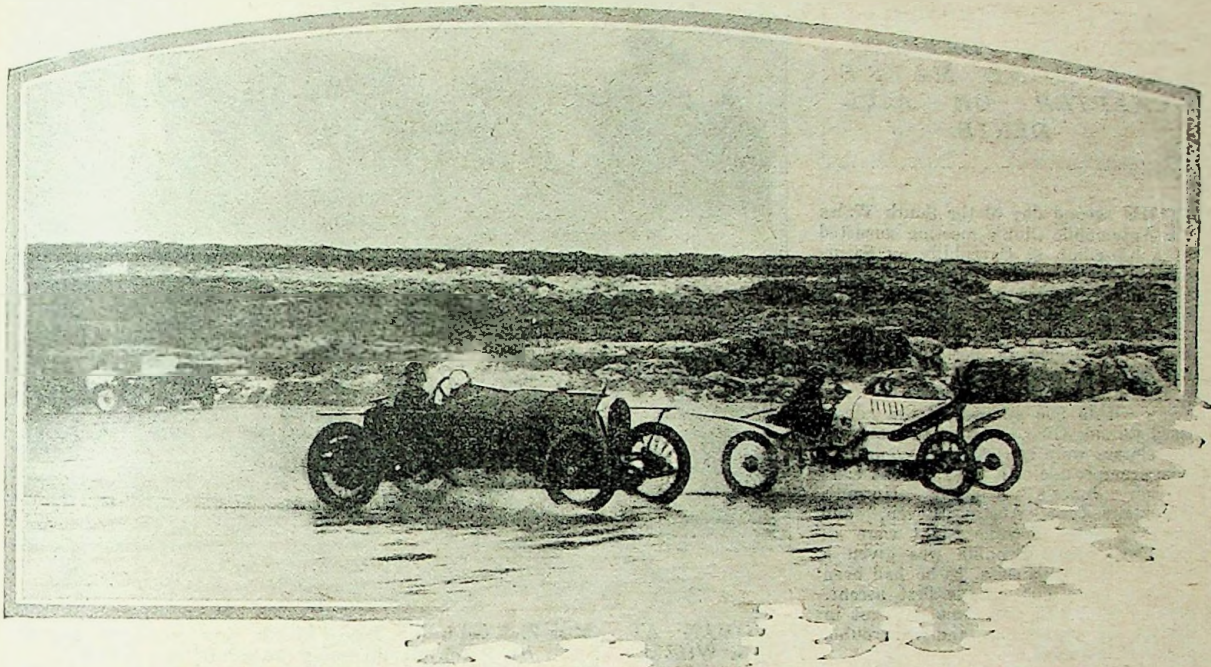
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HEAVY GOING AT PORTHCAWL.

DESPITE WET SANDS, SPEED TRIALS PROVIDE EXCELLENT MATCHINGS—
**J. A. JOYCE (A.C.) MAKES FASTEST TIME OF THE DAY, BEATING CARS OF
 MUCH GREATER CAPACITY.**



MAKING A
 SPLASH.

J. A. Joyce's victorious A.C., fitted with improvised sand (and water) guards splashes its way along at high speed and passes H. K. Moir's Bentley. Joyce's time for the mile was 49 3/5 secs.—remarkably fine going for a light car.

SOUTH WALES, last week, was the hub of motoring competition activity, and Friday and Saturday were given over to sand-racing and hill-climbing.

The sand event was held as usual at Porthcawl, but this year the organizers experienced considerable difficulty in running it owing to the direction and strength of the prevailing wind, which prevented the tide from receding as quickly as usual, and blew it in again long before it was, strictly speaking, due to arrive! As a result the sands were covered with a film of water, and as they sped down the course the competitors sent up a shower of spray, often to the extreme discomfort and danger of those behind.

Sand-racing under these conditions is not by any means pleasant for the participants, but causes the spectators a certain amount of entertainment. A fairly large crowd lined the cliffs which overlooked the course, and they were kept "au fait" with what was going on by two large microphone amplifiers.

Light Car Beats All-comers.

J. A. Joyce (A.C.) was fastest over the standing mile, his time being 49 3/5 secs. H. W. Cook's T.T. Vauxhall "Rouge et Noir," made the run in 50 3/5 secs., whilst Kensington Moir—a one-time driver of small racing cars—piloted a Bentley, and covered the course in 52 3/5 secs.

So acute was the discomfort caused by the flying spray and sand that Joyce improvised a set of mudguards, consisting more or less of flat boards; they were, however, effective, and added greatly to the driver's comfort.

As representing the capabilities of a standard car turned racer, the perform-

ance of Morgan's 10.15 h.p. Fiat is worthy of note. This car has covered a hundred thousand miles, has been used as a hack by a number of different drivers, and now appears with a slightly hotted up engine. It covered the mile in 1 min. 4 sec.

Practically all the cars experienced a good deal of wheelspin when getting off the mark, Joyce's A.C. being noticeably handicapped in this respect. Even when the vehicles got going they slithered badly in sharp, short side-slips and obviously were somewhat difficult to handle.

An Excellent Race.

Although the A.C. actually made fastest time of the day, it suffered defeat in an exciting battle with Cook's Vauxhall and Paul's Beardmore, this being the handicap event for the winners of the open classes; but it is worthy of mention that the A.C. started from scratch and that it put on a tremendous spurt near the finish, overhauling one of the competitors—the 200-mile Salmson. It was an exciting struggle, and one which was well worth watching, for the contestants finished in a bunch, and from certain parts of the cliffs it was difficult to say with any degree of certainty who was the winner.

In view of the popularity of the South Wales Automobile Club's Speed Trials the entry was disappointing—in fact several of the classes were unsupported. A somewhat Gilbertian situation arose towards the finish when the time-keeper's box had to be moved hurriedly so that it should not be caught by the tide. The complete results are given in the next column.

OPEN EVENTS.

- Two-cylinder Cars Under 1,300 c.c.**
 1. A. J. Sgonina (G.N.), 1 min. 21 2-5 secs.
- Under 1,200 c.c.**
 1. O. W. Jones (Salmson), 1 min. 3 secs.; 2. F. Howell (Austin), 1 min. 12 4-5 secs.; 3. E. Lewis (Gwynne), 1 min. 17 2-5 secs.
- Between 1,201 c.c. and 1,500 c.c.**
 1. J. A. Joyce (A.C.), 49 3-5 secs.; 2. O. Harvey (Alvis), 55 4-5 secs.; 3. F. Morgan (Fiat) 1 min. 4-5 secs.
- Between 1,501 c.c. and 2,000 c.c.**
 1. C. Paul (Beardmore), 55 3-5 secs.; 2. A. Keen (Morris-Cowley), 1 min. 4-5 secs.; 3. R. Pomeroy (H.E.), 1 min. 14 2-5 secs.
- Between 2,001 c.c. and 2,500 c.c.**
 1. H. Neale (Sunbeam), 1 min. 12 secs.; 2. R. Sully (H.E.), 1 min. 16 1-5 secs.
- Between 2,501 c.c. and 3,000 c.c.**
 1. H. W. Cook (Vauxhall), 50 3-5 secs.; 2. Dr. Benjafield (Bentley), 54 1-5 secs.; 3. H. K. Moir (Bentley), 54 4-5 secs.
- Unlimited c.c.**
 1. J. Joyce (A.C.) and H. W. Cook (Vauxhall) tied, 50 1-5 secs.; 3. H. K. Moir (Bentley), 52 4-5 secs.; 4. C. Paul (Beardmore), 53 secs.
- Handicap for Winners of Previous Classes.**
 1. H. Cook, 1 sec. (Vauxhall); 2. C. Paul, 4 secs. (Beardmore); 3. J. Joyce, scratch (A.C.).

CLOSED EVENTS.

- Not Exceeding 1,200 c.c.**
 1. F. Howell (Austin), 1 min. 16 3-5 secs.; 2. J. Thomas (Humber), 1 min. 24 4-5 secs.; 3. N. Neale (Humber), 1 min. 25 1-5 secs.
- Between 1,201 c.c. and 1,500 c.c.**
 1. D. Wakley (Alvis), 1 min. 11 1-5 sec.; 2. Lt.-Col. E. Jones (Wolsley), 1 min. 29 secs.
- Between 1,501 c.c. and 2,000 c.c.**
 1. D. Neale (Beardmore), 1 min. 7 secs.; 2. R. Pomeroy (H.E.), 1 min. 9 2-5 secs.; 3. J. Malins (Morris-Cowley), 1 min. 10 secs.
- Between 2,001 c.c. and 2,500 c.c.**
 1. H. Neale (Sunbeam), 1 min. 11 2-5 secs.
- Unlimited c.c.**
 1. D. Neale (Beardmore), 1 min. 5 1-5 secs.; 2. R. Pomeroy (H.E.), 1 min. 8 secs.
- Ladies' Class.**
 1. D. Wakley (Alvis), 1 min. 17 3-5 secs.; 2. Miss Halewood (Gwynne), 1 min. 19 4-5 secs.; 3. R. Wellsted (Morris-Cowley), 1 min. 24 1-5 sec.
- Amateur Members' Handicap.**
 1. D. Neale (Beardmore), 1 min. 16 secs.; 2. N. Neale (Humber), 1 min. 28 secs.

CAERPHELLY HILL-CLIMB.

FINE PERFORMANCE BY
STANDARD DARRACQ.
—RAYMOND MAYS'S
CHAPTER OF ACCI-
DENTS.

THE second day of the South Wales Automobile Club's meeting consisted of a hill-climb at Caerphilly on Saturday, July 19th, which proved to be an unqualified success in every way. Not only were the entries good and the weather excellent, but the organization attained a degree of perfection seldom met with in such events.

The first car, Sgonina's G.N., was away within five minutes of the advertised starting time, and from then onward the classes were run off with commendable promptitude. In the 1,200 c.c. class Wilson Jones's Salmson, Howell's Brooklands-type Austin Seven, and Boshier-Jones's Gwynne Eight were all excellent, while Sgonina was given a second run in this class, as he had been balked by a dog on his first ascent. Shortly after this the same dog got in the way of another car—and will trouble motorists no more.

In order to give the spectators a better chance of seeing the fast cars the 1,500 c.c. class was postponed until after lunch, a decision which proved very popular, as it enabled Raymond Mays to get his car ready in time.

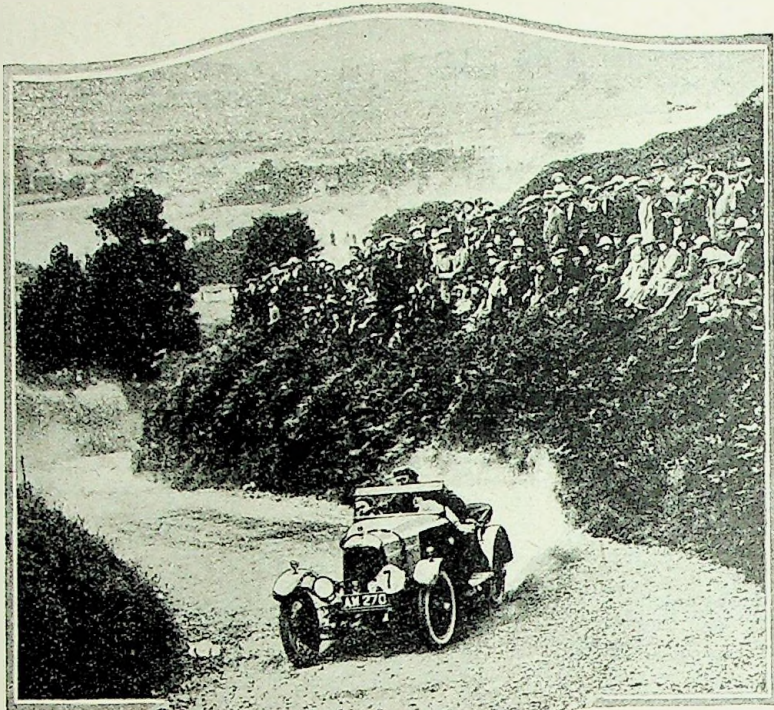
Mays had an extraordinary run of bad luck, for his mechanic was held up in a traffic block when driving to the weigh-bridge, and, on restarting, the rear axle broke. Mays's second car was hardly in good enough tune to secure fastest time of the day, but he weighed in with this, and then pushed the damaged car on to the weigh-bridge, and, towing it back to the garage, immediately started to put in a spare axle. He arrived at the hill just in time to compete in his class, but failed on the starting line with gear trouble on his older car. He then completed a run on the new car, which gained him first place in the 1,500 c.c. class, although the engine was missing badly.

A Narrow Escape.

He rectified this and started the second run, when one of the spare axle shafts, fitted that morning and which had already seen considerable service, broke on the second corner. The wheel bounded high in the air and passed the car as Mays, by brilliant driving, brought it to rest undamaged. As a crowning stroke of ill fortune his van also broke down on the way to the hill.

The luncheon hour provided a welcome break, and the refreshment arrangements were admirably organized. After lunch the 1,500 c.c. cars went up, brilliant climbs being made by Joyce's single-seater A.C., Mays's Bugatti, which rounded the top corner amid rousing cheers from the spectators who had heard of his earlier troubles, Harold Darracq on a standard sports model Darracq, who skidded into the loose stones at the edge of the road on the

B40



WOMAN AT THE WHEEL. Miss Pink (with Mr. Lionel Martin as a passenger) slews her Aston-Martin round the second acute bend.

middle corner, but was credited with one of the neatest performances of the day on the top hair-pin, and Kaye Don, who drove a four-seater Darracq in a most brilliant manner. C. M. Harvey's Alvis skidded nearly broadside on the treacherous middle corner, which had an artificial wooden banking at one point, but was only able to secure third place on time.

Fiat's Mishap.

Denis Wakley, a local amateur, made a very creditable climb on a standard sports Alvis, as did Miss Pink, who carried two passengers in her Aston-Martin Morgan (Fiat) pulled a cover off on the middle corner, which spoilt what would have been an excellent climb, while Marshall (Bugatti), who had started from London at five that morning and returned immediately after the event, did well, in spite of being somewhat overgeared.

Most of the light cars competed again in the unlimited class, and from the top corner we noted particularly good performances on the part of Kaye Don (Darracq), Harvey (Alvis), and Heath (Darracq), all of whom judged the corner extremely well. Miss Pink (Aston-Martin), although naturally slower with her heavily laden car, was neat and fast, while Marshall (Bugatti) was also good.

This completed the racing classes, and the touring cars, which followed, although excellent, appeared relatively slow after the stripped models which had gone before. In fact, in one case a passenger in a four-seater car appeared to have gone to sleep on the rear seat—a contrast to Lionel Martin, who, as Miss Pink's passenger in her numerous ascents in the formula class, assisted in no small degree in disposing his weight to the best advantage on every corner.

Howell's Austin Seven was fastest in the 1,200 c.c. class, but Lewis (Gwynne Eight) scored on formula, the Humbers driven by J. Thomas, his sister, and Nelson Neale being neither fast enough when driven light to score on time, nor laden sufficiently to secure a formula award. All, however, made creditable climbs.

Denis Wakley (Alvis) and Miss Pink (Aston-Martin) secured the honours in the next class, the latter competing and usually gaining an award on formula in every class for which she was eligible. In the ladies' class Miss Doris Heath made an excellent climb on Denis Wakley's Alvis, but the class went to Miss Pink. Miss Thomas (Humber) and Miss Halewood (Gwynne) were also good.

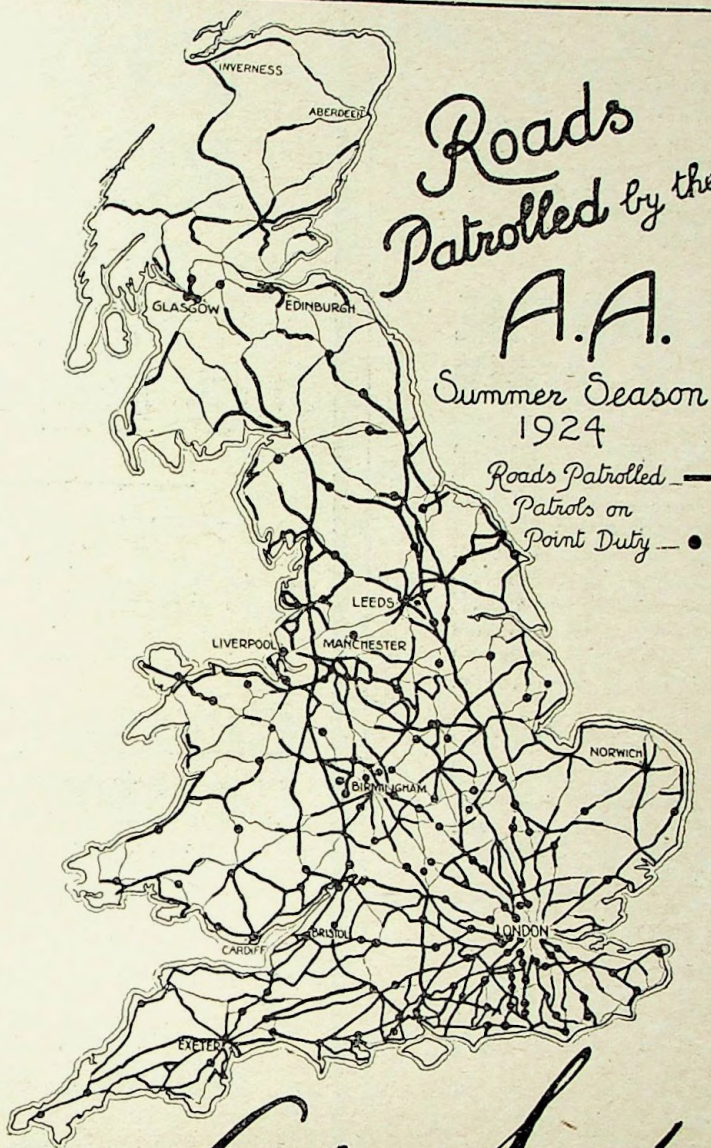
COMPLETE RESULTS.

Open Events.

Two-cylinder Cars up to 1,300 c.c.—Time: 1, A. J. Sgonina (G.N.) 1 min. 12 4-5 secs. Formula: 1, A. J. Sgonina (G.N.)
Up to 1,200 c.c.—Time: 1, O. Wilson Jones (Salmson), 1 min. 10 secs. Formula: 1, E. H. Lewis (Gwynne).
Up to 1,500 c.c.—Time: 1, Raymond Mays (Bugatti), 1 min. 3 1-5 secs. Formula: 1, Harold Heath (Darracq).
Up to 2,000 c.c.—Time: 1, Cyril Paul (Beardmore), 1 min. 3 1-5 secs. Formula: 1, D. E. Neale (Beardmore).
Up to 2,500 c.c.—Time: 1, R. J. Sully (H.E.), 1 min. 30 2-5 secs. Formula: 1, R. J. Sully (H.E.).
Up to 3,100 c.c.—Time: 1, H. Kensington Moir (Bentley), 1 min. 3 secs. Formula: 1, H. W. Cook (Vauxhall).
Unlimited c.c.—Time: 1, H. Kensington Moir (Bentley), 1 min. 1 2-5 secs. Formula: 1, Harold Heath (Darracq).

Closed Events.

Up to 1,200 c.c. formula only.—1, E. M. Lewis (Gwynne).
Up to 1,500 c.c. formula only.—1, Denis Wakley (Alvis).
Up to 2,000 c.c. formula only.—1, D. E. Neale (Beardmore).
Up to 2,500 c.c. formula only.—1, H. K. Neale (Sunbeam).
Unlimited c.c. formula only.—1, Miss Pink (Aston-Martin).
Ladies' Class, unlimited c.c.—1, Miss Pink (Aston-Martin).
Amateur Members, up to 2,000 c.c.—1, D. E. Neale (Beardmore), 1 min. 30 4-5 secs.



Red Tap

—especially if you are contemplating a tour.

A.A. Patrols are distributed along the main roads of the country, and it is almost impossible for motor vehicle users to take an important road which is not covered by the Association.

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— That's all!*

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

B42

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Two 14 h.p. Rover Cars
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I enclose £.....s.....d. Please send me.....Ticket(s).

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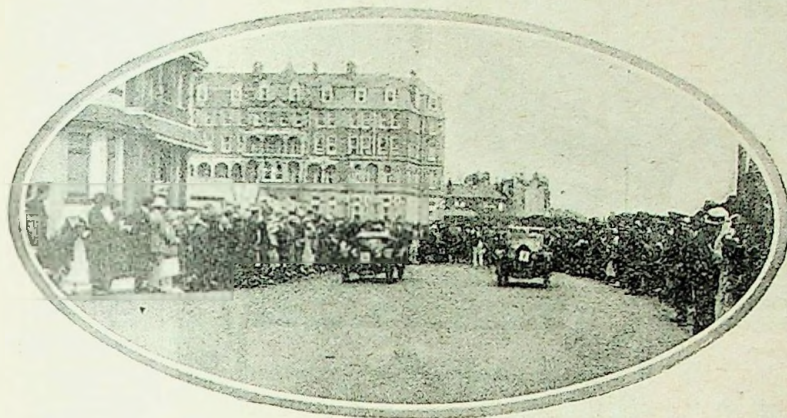
Address

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

Date.....

BEXHILL SPEED TRIALS.

CUSHMAN'S BUGATTI MAKES FASTEST TIME OF THE DAY.



The scene at the start on the West Parade, when a large crowd lined each side of the course.

EXCELLENTLY organized, well supported and run off within two hours, the Kent and Sussex Light Car Club's Speed Trials, held on the West Parade, Bexhill-on-Sea, on Saturday, resulted in the fastest time of the day being made by Leon Cushman (racing Bugatti), who clocked 28 secs. over the 700-yard course. His car, by the way, narrowly escaped disaster on the way down, owing to the breaking of the towbar, which caused the car to make a dive for the near-side ditch. Fortunately, its progress was arrested in time. The cars were sent down the course

in pairs, their times being taken and results based on individual runs; but, in the first few classes, the matchings were hardly equal, and resulted in runaway wins. Interest quickened, however, when the faster cars appeared, and, thanks to a lamentable breakdown in the timing arrangements, Miss Ivy Cummings (Frazer-Nash) and J. A. Hall (Frazer-Nash, "Kim II") made no fewer than three runs down the course, Miss Ivy Cummings winning on each occasion. Apparently "Kim II" has not yet shaken down to his new owner, for, although its acceleration was

marked, Miss Ivy Cummings's car, which was suffering from clutch slip, soon overhauled it and left it behind. On the third run "Kim II" went lame and was pushed off the course.

An interesting match was that of Lewis Humphries's G.N. and Leon Cushman's racing Bugatti, and, although the result was a foregone conclusion, Humphries gave Cushman a good run, and finished only 3 secs. slower.

In the class for racing cars up to 1,500 c.c. there were one or two exciting duels, notably that between Miss Ivy Cummings and Leon Cushman. Cushman's time, the fastest of the day, was 28 secs., Miss Cummings's being only 3 sec. slower. She claimed a re-run, having been balked by a dog, but the officials would not allow it.

J. P. Dingle's Austin Seven clocked 31½ secs., while other good runs were made by Ian Bradley (G.N.), 31½ secs.; A. Whale (Calthorpe), 31½ secs.; K. Rolfe (G.N.), 33½ secs.; S. Constable (Morgan), 34 secs.; and A. J. Scudamore (Austro-Daimler), 34½ secs.

The following were provisional class winners:—

- Touring two-seaters up to 1,000 c.c. general.—G. C. Boulding (Amilcar), 41 2-5 secs.
- Ditto, up to 1,100 c.c.—G. C. Boulding (Amilcar), 40 3-5 secs.
- Ditto, up to 1,500 c.c. amateur.—H. Eaton (Aston-Martin), 38 3-5 secs.
- Ditto, up to 1,500 c.c. general.—H. Eaton (Aston-Martin), 36 4-5 secs.
- Touring four-seaters up to 2,000 c.c. general.—C. B. A. Rose (A.C.),
- Morgan cyclecars only, general.—S. Constable, 40 3-5 secs.
- Sports two-seaters up to 1,100 c.c. general.—A. R. Simmins (Talbot-Simmins), 37 4-5 secs.
- Ditto, up to 1,500 c.c. general.—L. Cushman (Bugatti), 33 2-5 secs.
- Morgan racing cyclecars only.—S. Constable, 34 secs.
- Racing cars up to 1,100 c.c. general.—Miss Ivy Cummings (Frazer-Nash), 28 3-5 secs.
- Ditto, up to 1,500 c.c. general.—L. Cushman (Bugatti), 28 secs.

THE Surbiton Motor Club held their fourth annual race meeting at Brooklands on Saturday last in fine weather. The programme consisted of 11 events, six of which were devoted to cars and light cars and the remainder to motorcycles and sidecar combinations.

In the first race, the Surbiton Junior Short Handicap, there were seven starters, the limit man being Capt. A. G. Miller on a 1,462 c.c. Bianchi, who led at the end of the first lap, followed by R. E. O. Hall on an Austin Seven and N. Black on one of the new British Anzani-engined G.N.s. The scratch man, G. N. Norris, on the 2-litre Bianchi, retired at the end of one circuit, and then R. C. Morgan, on the Aston-Martin "Green Pea," gradually caught up with the leaders, winning by some 30 yds. at an average speed of 78.79 m.p.h.

In the Surrey Senior Short Handicap N. Black (G.N.) held the lead from V. Gillow (Riley), A. Bellingham-Smith (Lanchester) and T. Hann ("H.P. 5") for one lap, but the second time past the fork Miller, on the 2-litre Bianchi, had got into first position.

There were seven starters in the Surbiton Junior Long Handicap, all cars with the exception of one, the 2-litre Bianchi driven by Miller, being under 1,500 c.c. N. Black (G.N.) was again the limit man, and he made such good use of the start that he held quite a good lead at the end of the second lap from R. E. O. Hall (Austin Seven), whose car was running with outstanding regularity, and Miller (Bianchi). Reaching the aeroplane sheds, however, Miller passed

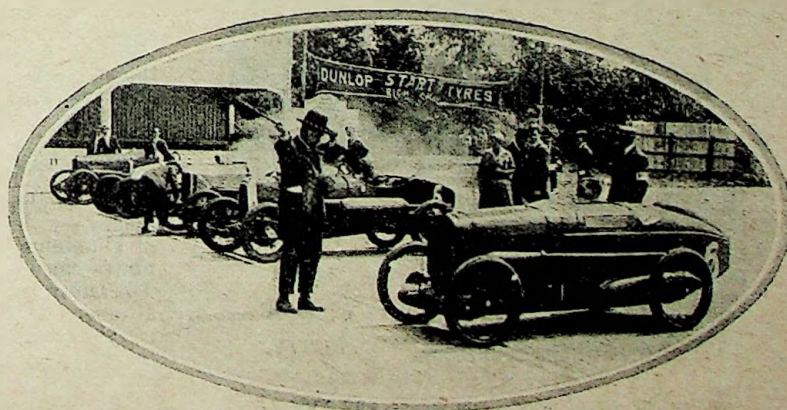
SURBITON CLUB AT BROOKLANDS.

AN INTERESTING BUT FOORLY ATTENDED MEETING.

Hall, who had in turn overtaken Black, and won very comfortably, Hall getting into second place in front of Black. The winner's average speed was 88.78 m.p.h.

Another fine race was seen in the Surrey Senior Long Handicap, where J. G. P. Thomas on Mr. Lionel Rapson's Lanchester had to concede seconds to the remainder of the field. Again Black

(G.N.) was on the limit mark, and, after flattering his supporters by leading after the completion of two laps from R. E. O. Hall (Austin) and Morgan (Aston-Martin), dropped back. Hall then went to the head of affairs, followed by Norris on the 2-litre Bianchi, but, in the run in, the scratch man, Thomas, caught and beat Hall, with Norris third.

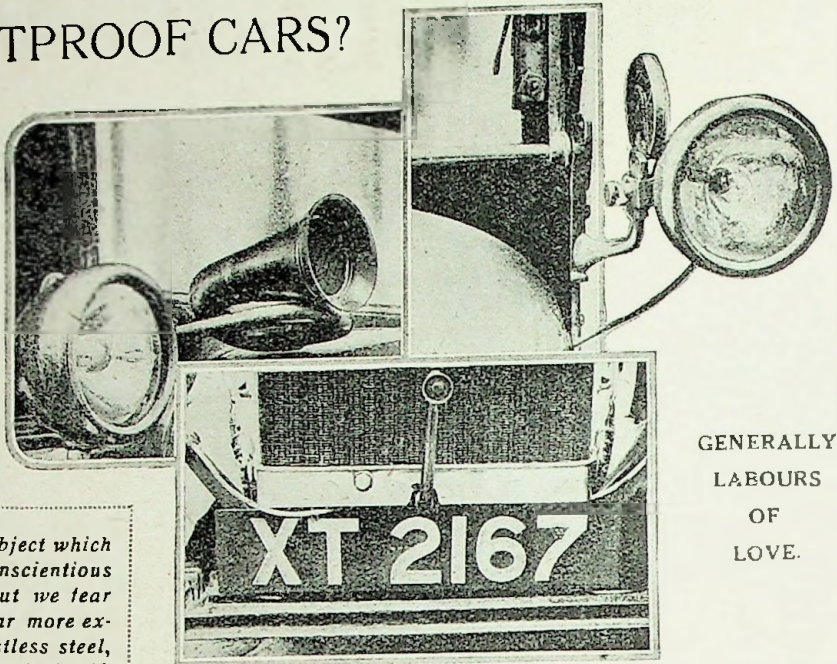


The first race of the day. R. C. Morgan (second from the right), in an Aston Martin, won, with Hall (Austin Seven) second.

WHY NOT RUSTPROOF CARS?

HOW THE OWNER-DRIVER'S IDEAL COULD BE OBTAINED.—TOO MANY SMALL PARTS TO CLEAN.—SUGGESTIONS FOR DEFEATING THE RUST DEMON.

Our contributor deals with a subject which is very close to the heart of the conscientious and painstaking owner-driver, but we fear that his remedies would prove far more expensive than he imagines. Rustless steel, for instance, is not only expensive in itself, but costly to "work."—Ed.



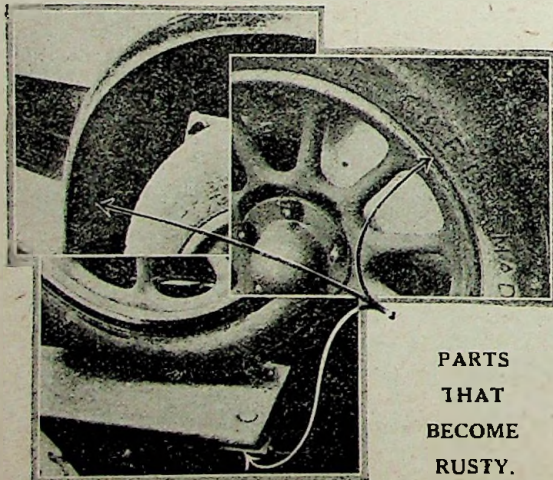
GENERALLY
LABOURS
OF
LOVE.

Aluminium number plates are practically everlasting and require little cleaning, but the bugle type of horn and the small parts at the base of the windscreen are always a nuisance.

WHY cannot a car look practically as smart at the end of three years' hard usage as when new? "Impossible," it will be said; but it is not impossible, and manufacturers could, with little extra trouble and expense, give us an improved vehicle practically immune from the rust demon.

The average owner is well pleased with his new car, resplendent in its bright nickel-plating and glossy paintwork, but after a year's hard work in all weathers the appearance of the coachwork, nickel-plating, and so on, is decidedly disappointing.

Mud-wings have become rusty round the edges, headlamps reveal bright patches of brass, the radiator and windscreen frame probably being in the same condition; valances have rusty patches showing here and there, and a dozen other points add their quota to this deplorable shabbiness. How can it be remedied?



PARTS
THAT
BECOME
RUSTY.

The underside of wings, rim edges, and nuts and bolts exposed to mud and water, are soon attacked by rust. All eventually lead to trouble and expense.

E44

Not all of us are so fortunately situated as to be able to possess a new car every year, and we would be only too glad to know that our cars could be made to look presentable for several years with ordinary care. A few suggestions are given which would remedy matters very effectively.

Why Not Galvanize Them?

Road wheels, mud-wings, valances and number plates should be galvanized before painting. These are some of the parts that are swamped with mud and water on every wet run, and in time rust begins to form under the paint, which peels off. Once the rust gets a start it will rapidly spread. In the case of the rims, galvanizing would be a great advantage, and save many a tyre bead from destruction. No matter how carefully an ordinary steel rim is painted, the first time a tyre is taken off some of the paint is removed with it; also it must be remembered that when the car is running there is a certain amount of friction between the tyre wall and the rim, which gradually wears the paint away, hence the rust demon gets his chance—and takes it.

Other parts of a car that suffer from rust, such as steering connections, brake drums, spare-wheel carriers, etc., might also be galvanized before painting.

It has been said that galvanizing adversely affects the strength of steel, but the writer has not heard of any conclusive proof that it is so, or to what extent. Possibly, it may interfere with parts that are heat-treated, but such parts on a motorcar are almost all "internal," and these do not concern us here.

Lamps, windscreen frames, radiator casings, foot-board edgings, door handles, hood-rest brackets, dickey-seat handles and body beadings could be made of aluminium alloy. Wings, valances, and number-plates can also be satisfactorily made in this metal. The lamps could be aluminium die-castings burnished all over. In the case of the headlamps, the reflectors could be cast in one with the lamps. Aluminium takes a very high silvery-white polish, does not tarnish readily, and is easily cleaned.

Rear brake rods, adjustment finger nuts, and all knuckles and joints exposed to mud should be made of stainless steel. Exposed nuts and bolts, such as

SHELSLEY WALSH DUNLOP TRIUMPH!

Read this convincing testimony—

PRESIDENT'S CUP (for best performance on Formula).
 Won by Mr. H. Heath (Darracq) on DUNLOP CORDS.
 FASTEST TIME OF THE DAY.
 Won by Mr. C. Paul (Beardmore) on DUNLOP CORDS.
 FASTEST TIME IN 1,501-2,500 C.C. CLASS.
 Won by Mr. C. Paul (Beardmore) on DUNLOP CORDS.

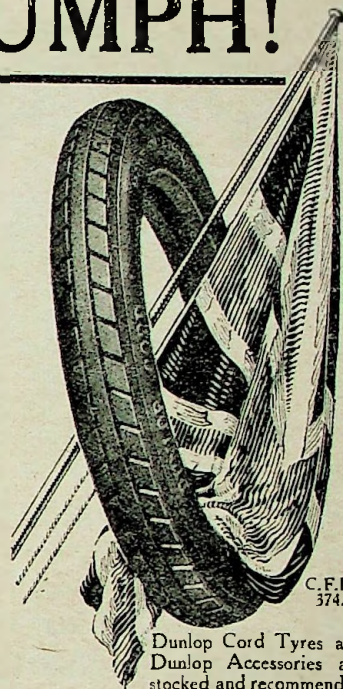
TYRE CENSUS (Competitors' Cars.)

Total number of tyres fitted	124
DUNLOP	64 (51%)
Divided between 6 other makes	6 (49%)
Out of 375 private cars (non-competing) inspected at the Hill Climb, fitting in all 1,500 tyres, 1,110 of the tyres were DUNLOP	74%

Every test, however arduous, endorses the famous advice—

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THE NEW ALL-BRITISH ROAD BOOK.

A remarkable publication that will instantly appeal to every motorist, for its clarity, usefulness and completeness.

"OWEN JOHN" says:

"The contents comprise all that is necessary for any automobilist to know. Provided with it he can travel where he likes in full knowledge as to everything that he may require. If I had the job of advertising it, I think I should describe it as 'The Motorists' trouble saver'! . . ."

HOTELS, REPAIRERS, PARKING PLACES,
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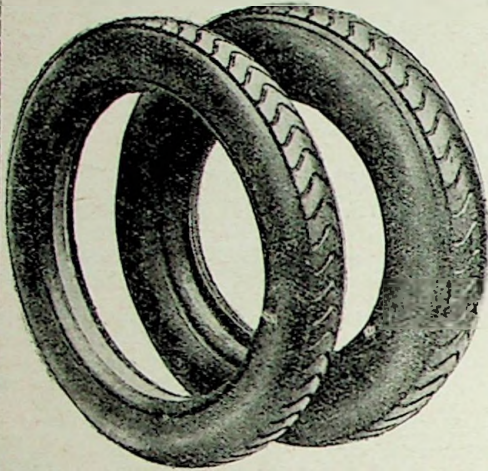


C.F.H. 311

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"CHEVRON
CORD" BALLOON TYRES



110 MM. BY 90 MM. CHEVRON CORD COMPARED WITH
A 750 MM. BY 150 MM. LOW PRESSURE COVER

EXTRACT from "The Motor" editorial,
July 1st, 1924.

The Popularity of Balloon Tyres.

"ON a recent tour the popularity of low-pressure or balloon tyres was forcibly impressed upon me. A survey of hundreds of cars on a fine day on the Bournemouth Undercliff drive revealed the fact that particularly in the case of cars up to 12 h.p. a very big percentage were so equipped: in fact, it seemed to prove that the latest innovation in tyre construction has come to stay."

THE ADVANTAGES.

Greater Comfort.	Less Cost per Mile.
Longer Life for the Car.	Brakes Respond Quickly.
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ARE YOU READY FOR YOUR HOLIDAYS?

You are not if you have not fitted your Dicky Seat with a STARLING "DICKY" SCREEN. You may not be taking a passenger with you, but you do not know which friend you might meet while away, therefore, be prepared. The STARLING "DICKY" will fit your seat no matter what the make of your car.

PRICE £3 : 12 : 6

THE "STARLING V" 4-PANEL CELLULOID is a beautifully finished article. The celluloid is stretched by our special process. All nickel parts are heavily plated and nothing but the best material is used. THE "STARLING V" WILL FIT ANY CAR and the price is only

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With sliding fitting 10/- extra.

All car business is done on the SATISFACTION OR CASH REFUNDED principle. Send at once for our artistically illustrated leaflet telling you all about our Screens.

*This is the V Type 4 Panel
REAR SCREEN.*



THE STARLING CO., LTD. (L) EMPIRE
WORKS.
Highgate Road : : BIRMINGHAM

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

WHY NOT RUST-PROOF CARS? (contd.).

those securing mud wings, road springs, petrol tanks, footboards, etc., should also be made of this material. Every owner who does his own little repairs and adjustments knows how awkward a rusted-up nut and bolt can be. Usually he has to get to work with a cold-chisel or hacksaw—and it is a thoroughly awkward, heartbreaking and profanity-making business! A few other parts might be made in stainless steel, such as bonnet catches and hood-stick support hinges.

The instruments and facia board are items that could be improved with advantage on many small cars. The instruments are often arranged with anything but an eye to symmetry, and are, of course, mostly of the nickel-plated species, requiring the usual cleaning, with consequent deterioration of the plate. Make the metal parts of the instruments of aluminium, preferably with a frosted finish; no cleaning would then be necessary at all, and the effect of the frosted aluminium, with, say, a black polished facia board, would be most pleasing.

Small-car manufacturers might also give their customers the option of having a superior hood material in place of the usual canvas, which soon rots and leaks if the car is used every day. For a pound or two extra a cloth-lined mohair hood could be fitted. This is infinitely superior to canvas, and well worth the extra expense. Road springs should be enclosed in leather cases—not so much for the purpose of containing grease for lubricating the springs, as for the prevention of rust. The valance directly beneath a door should be protected by aluminium or rubber protectors from accidental kicks when getting into the car.

Battery boxes often become dilapidated owing to the acid spray collecting in the lid of the box when charging. In time it finds its way down into the box by the side of the cells. A coating of anti-sulphuric paint inside the box is not good enough—it should be

lined with sheet lead or ebonite. It is the only way to save the paint from eventual damage.

A final grumble concerning the nickel-plated "bugle" type of bulb horn. If the manufacturers will insist on this type of horn, let it be enamelled, for it is an atrocious thing to keep clean.

When will motorcar and accessory manufacturers give us something on the lines indicated? The maker who marketed a rust-proof car would reap his reward by increased sales. After all, nowadays there is very little to choose between leading makes of small cars, so far as mechanical efficiency and economy are concerned, and the maker who would give a little more attention to the important subject of sustained good appearance would have a good pull over his rivals, other things being equal.

The discerning light car owner, and certainly every lady owner, would choose such a make in preference to others, and would realize also that a good price would be obtained for the old "bus" when selling time eventually came along.

In the meantime, and until such a happy state of affairs as that outlined in this article actually materializes, we must make the best of the present situation. In spite of the vulnerability of the present-day motorcar, much can be done by the careful owner to protect it from the ravages of rust.

For instance, every time the car is washed, the underside of the wings and the chassis generally should be thoroughly cleaned. This is rarely done, with the result that mud accumulates and rust forms. As already stated, spring gaiters are recommended, and the plated parts (such as windscreen fittings and lamps, etc.) should not be constantly polished, as this procedure, in course of time, removes the plate. They should be treated with some form of transparent preservative, which obviates the necessity for cleaning. There are numerous preparations of this nature on the market, but one should be chosen that does not contain celluloid, as this gives the plating a tarnished appearance. C.F.

QUICKLY REMOVABLE UPHOLSTERY.

A Simple Method for Obtaining Dual-purpose Utility.

THE fact that it is possible to purchase a thoroughly reliable and satisfactory small car for a sum of money well under £200 has induced many people to become motorists.

Many more, we feel sure, would join the ranks if they knew that their purchase would not only provide them with pleasure, but would also assist them in their business.

The manufacturers of the Jowett car have evidently realized this fact, and have taken advantage of it accordingly. With their four-seater model it is possible to remove the entire rear upholstery in a few seconds, thus leaving that part of the car free for the transport of bulky, and possibly heavy, articles without fear of any damage resulting.

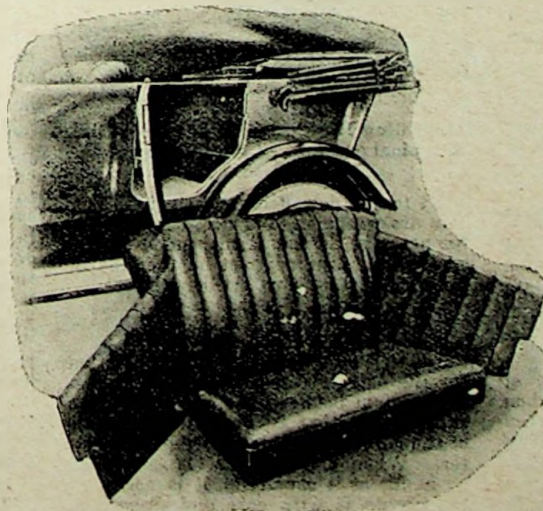
The seat, in this instance, is located by a strip running along the front of the seat support, which in turn forms one of the three toeboxes fitted to the car. The squab is held in position by means

of two plates attached to the back of it which engage with slots in the rear body member.

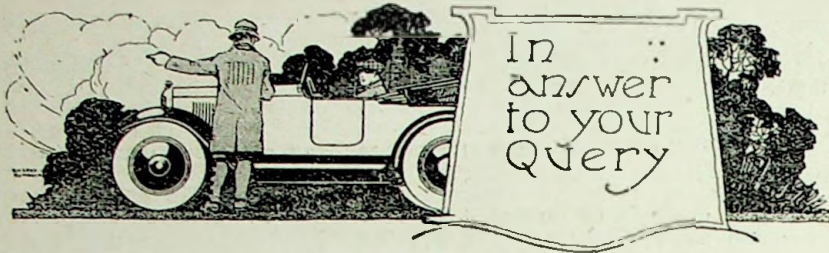
The advantages of this arrangement are too obvious to require elaboration, but the fact that one can use this car as a light delivery vehicle for business purposes, and also for pleasure will surely commend itself to many people who would hesitate to spend nearly £200 on what they perhaps regard as a sheer luxury.

The farmer on his journeys to market, the country housewife who has a fairly long trip to make when she has shopping to do, and the small trader whose deliveries are otherwise made either on foot, or by means of a slow tricycle, all would benefit by the use of a car so equipped.

The whole idea is undoubtedly sound and is a lead which might be advantageously followed by other manufacturers, particularly those engaged in the construction of cars coming within the class mentioned.



An interesting feature to be found on four-seater Jowett cars, allowing for the combination of business with pleasure.



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

Coil Ignition

D.C. (Southampton).—It would be quite possible to fit coil ignition to your car in place of the existing system, but we very much doubt if it would be possible to use a magнето contact-breaker.

Jet Sizes.

P.S. (Gravesend).—The size of a carburettor jet is determined by the amount of petrol which will flow through it within a given length of time (a minute). This is an arbitrary standard, and it should be understood that the figure given, as, for instance, 85 main jet, is in no way a dimension.

Difficult Starting.

A.F. (Hampstead).—The difficulty that you are experiencing in starting up would probably be largely reduced by the fitting of an impulse starter, but in the first instance we advise you to make a thorough examination for air leaks and other possible causes of difficult starting.

Weak Audible Warning Note.

F.G. (Ruthin).—The fact that the note given by your electric horn is weak when the lights are switched on is due to the terminal voltage of the battery being slightly reduced. With a larger battery this would not be noticeable. Perhaps the best course you can adopt would be to readjust the horn with the lights on.

Engine Balance.

F.S. (St. Albans).—If the new gudgeon pin which you have fitted to the engine of your car is different in weight to the old one the balance of the engine will be affected. To ascertain whether or not an engine is correctly balanced is a job which should be undertaken only by a really skilled mechanic and is not one which we advise an amateur to attempt.

Misfires When Idling.

G.D. (Holland Park).—The cause of irregular firing with your Riley when the engine is idling—a complaint often described as "hunting"—is probably too rich a mixture, and we suggest that you cut down the pilot jet size until an improvement is effected. Care should be taken, however, to see that this size is not unduly diminished, otherwise a difficulty in starting may be experienced owing to the weakness of the mixture.

B48

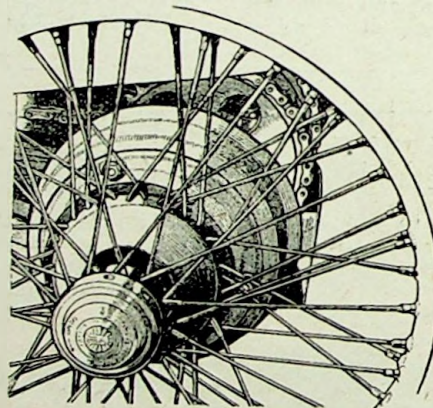
In answer to your Query

Steering Backlash

N.H.H. (Weybridge).—Backlash of approximately one inch in the steering of your car is neither considerable nor dangerous, and we do not think that you need to worry about it at present. There is usually some form of adjustment provided in order to take up this play. With reference to the universal joint fitted between the clutch and the gearbox, if this is of the Hardy type the nuts which secure both spiders in position should be absolutely tight.

Wire Wheels.

H.S. (Brighton).—The accompanying sketch shows the general arrangement of the spokes in a wire wheel, the example illustrated being a Rudge-Whitworth as



Illustrating the design of a wire wheel. A typical example of modern practice.

fitted to the new Frazer-Nash light car. You are wrong in your first supposition, for actually the car is suspended by the spokes and does not rest on them as in the case of a wooden artillery wheel.

Extra-air Inlet.

J.E. (Worthing).—The best position for the extra-air device is in the induction system between the engine and the carburettor—that is, on the engine side of the throttle and close to the carburettor. When the air inlet is controlled by hand, as it usually is, it is necessary to operate it with care and discretion, otherwise it is quite possible to "lose" one's engine (due to a weak mixture), when the throttle is practically closed in traffic or under similar conditions.

Bendix Gear Sticks.

A.S. (Stockton).—The trouble which you are experiencing with the Bendix gearing of your electric starter, which "sticks," is not altogether unusual. To effect a cure we suggest that you clean with petrol the quick-thread on which the Bendix pinion operates, and then lubricate it thoroughly with thin machine oil. This will allow the pinion instantly to become freed when the engine starts, and should last for several weeks.

Road Racing in the U.K.

G.T. (Sheffield).—The last road race for light cars held in the United Kingdom was organized by the R.A.C., and took place in the Isle of Man on June 22nd, 1922. The winner was Sir Algeron Lee-Guinness, his average speed being just over 53 m.p.h. (a figure which would doubtless have been higher but for unfavourable weather conditions). The event has not been repeated for various reasons, and it is impossible to say when it will be held again.

Whittle Belts.

A.G. (Perth).—One of the drawbacks of belt-driven dynamos and fans, etc., is the tendency of the belt to stretch when new. The only remedy is to keep on taking up the slack until all the adjustment provided has been utilized, when it will usually be found possible to take a link out of the belt. After a time it will become fully stretched, and no further trouble will be experienced in this direction. Obviously, the fitting of a new belt will be worse than useless.

Locating a Tap

E.J. (Finchley).—A tapping noise such as you describe is hardly likely to emanate from the interior of your engine, especially as it is new. The most likely solution is a wrongly adjusted tappet, which gives too much clearance. This is all the more probable as you state that the noise is more noticeable when the engine is cold. However, a complaint such as this is sometimes very baffling, and often may be traced to a place some distance away from that whence it appears to emanate. Dashboard instruments, the horn, spare wheel, mudwings, lamps and petrol tin carrier are all possible causes of noise.

Air Leaks and Easy Starting.

J.A. (Wellingborough).—Your difficulty in starting would appear to be due to air-leaks, probably in the induction system. This seems all the more likely in view of the fact that your engine is of the twin-cylinder type. We should, therefore, advise you to test all joints where air-leakage is likely to occur. This can be most easily done by smearing oil over the joint and then turning the engine by means of the cranking handle. The presence of leaks and their location will then be obvious. Your trouble might also be accounted for by the fact that the petrol level in the float chamber has become lowered, thus weakening the mixture. Although you say that the contact-breaker and sparking plugs appear to be in order, there may be some defect in the magнето itself which prevents the occurrence of a good spark at low speeds.



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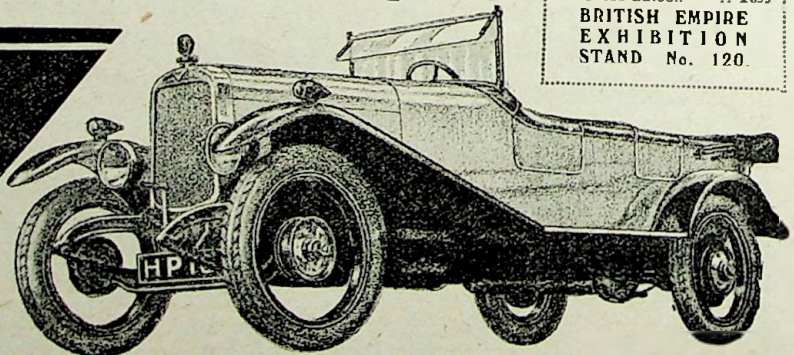
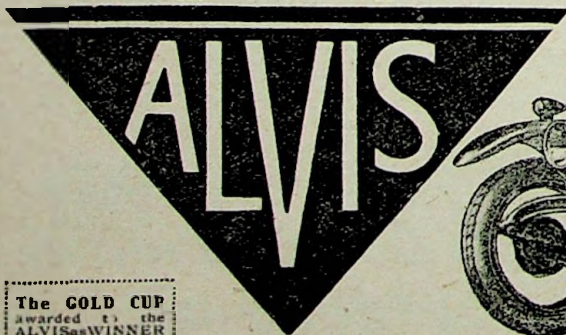
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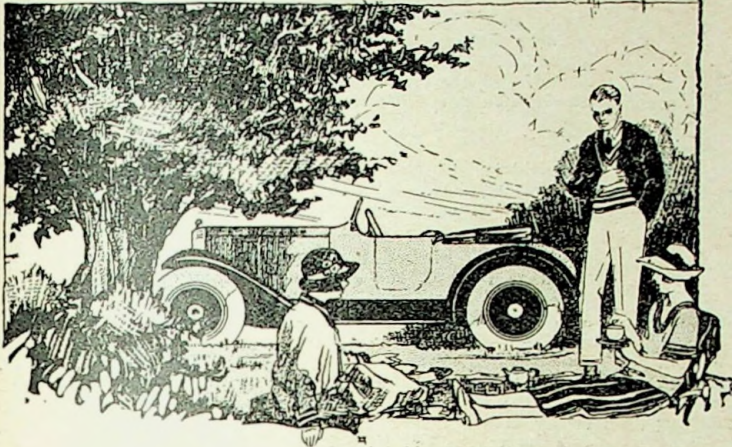
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H.P.



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, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

The Value of First-aid Outfits—What is the Most Common Touring Speed?

The Limit for Light Cars.

With reference to the correspondence regarding the 1,500 c.c. limit, can anyone give reasons why this figure should be altered? Most of us can think of several good reasons why it should not be increased, but I fail utterly to understand, nor have I heard of, any satisfactory excuse for this apparently retrograde step. It would appear to require a convincing explanation.

Manchester.

1½ LITRE.

First-aid Outfit.

For the last 30,000 miles my two Rileys have carried, one after the other, a small unobtrusive tin with a well-fitting lid. This little box contains a first-aid outfit. One competitor on the recent End-to-End trial crashed, after an extraordinarily plucky effort to keep going and as a result of the exhaustion of his stock of endurance during 24 hours of continuous trouble.

A Necessity.

Badly cut about, he was in need of stitches in several places, and it was quite obvious that the cleaning and covering of his wounds with iodine and boracic lint respectively, assisted the doctor in doing the real job later.

I submit to motorists in general that we should all consider it our duty to have a first-aid outfit with us, and I tentatively suggest the following:—Iodine (diluted), water, boracic lotion, boracic lint, court plaster, bandages, gauze, clean linen, cotton wool (for swabs), scissors, and safety pins.

Will some doctor-man give us his opinion?

Barnes.

JOHN HAVERS.

The Camaraderie of the Road.

As a cyclist who has recently taken up motoring in self-defence I was interested, on experiencing my first roadside breakdown last Sunday, to discover the genuineness of the much-talked-of camaraderie existing among the motoring fraternity. I was stuck for two hours and a half with a seized tack axle between Baldock and Stevenage waiting for the local garage to tow me in, but during that period, although some hundreds of cars passed in both directions, not one proffered assistance. To any discerning person it was fairly obvious that something was wrong, because the back wheel was jacked up and the car was standing where it had stopped some 4 ft. from the roadside. Many drivers slackened to shout offensive remarks on the subject of drawing the car in nearer, which was in fact an impossibility, but the only inquiry I received came from a motor-

An Unusual Complaint.

ing for the local garage to tow me in, but during that period, although some hundreds of cars passed in both directions, not one proffered assistance. To any discerning person it was fairly obvious that something was wrong, because the back wheel was jacked up and the car was standing where it had stopped some 4 ft. from the roadside. Many drivers slackened to shout offensive remarks on the subject of drawing the car in nearer, which was in fact an impossibility, but the only inquiry I received came from a motor-

cyclist engaged in a competition between Bradford and London, while another motorcyclist eventually ran me to the station on his carrier.

I am not surprised that the thoughtless people who drive cars should have been so unsympathetic, but I expected them to have more sense than to think that a person would leave his car more or less in the centre of the road, not so much because he was afraid of causing an accident, but rather that he would not like to have his vehicle smashed.

F. M. INWOOD.

* * Our correspondent's case emphasizes the necessity for some form of distress signal. Motorists are not so callous as suggested.

Average Speeds.

With reference to the question, "Where are the speedsters?" asked by correspondents in recent issues, I think the true explanation of their absence is that, on the open road, most motorists travel at a more or less uniform speed of 30-32 m.p.h. It has been my experience that if I travel at 35 m.p.h. or more I am constantly overtaking other cars, whereas if my speed drops to 28 m.p.h. I become the overtaken.

TOURIST.

Surbiton.

A Talbot Disadvantage.

Your correspondent, "E.G.B.," complains that with his 8 h.p. Talbot the rain "gains ready access to the interior of the car, due to the large aperture surrounding the filler of the petrol tank, which is placed in the scuttle and immediately below the screen."

Another Cure. I endeavoured to get a dome fitted as recommended in your article dealing with the Talbot, but the experiment we made with an aluminium top was not a success. The top did not appear as if it would be quite watertight, and it was certainly ugly. Messrs. James Parker and Son, of Kendal, then hit upon an ingenious idea, which was as follows:—Cut a piece of black generator tubing the exact length of the diameter of the opening by measuring it round the base of the tank cap; thread a length of copper wire through the tubing; tighten the rubber in position by twisting the two ends of the wire, which have been left slightly longer than the tubing, upon each other; bend the twisted end and force it back inside the rubber.

This cure appears to be completely successful. The tubing is almost invisible, and the black colour harmonizes with the rest of the paintwork of the car. There is not the slightest penetration of water, even when the car is allowed to stand the whole day in a Lake District deluge.

Kendal.

ERIC NICHOLSON.

B51

OUR READERS' OPINIONS (contd.).

"In" or "On" a Car?

I am certainly surprised that such a long time should elapse before a reader should come forward with the real solution of the "in" or "on" a car controversy.

It all Depends— Mr. Mitchell in a recent issue hits the nail on the head; for some years past I have always understood that one sat "on" American cars, and have certainly been able to confirm the opinion in the course of over a year's sojourn in that country. E. C. V. RUTTER.

More Rover 8 Figures.

As an owner-driver of an 8 h.p. Rover car I was much interested in a letter from Mr. Handford, which was published in a recent issue of your journal.

Information Wanted. Mr. Handford states that by careful carburettor tuning he can get 52 m.p.g., but I am only getting about 40 m.p.g. Would it not be possible to get this gentleman to describe his exact method of tuning? Amongst the readers of your most interesting journal there must be many who would welcome any such information.

Trusting that I am not overstepping the privileges of a reader. D. MUNGALL.

Clutch Trouble with a Rover 8.

With reference to the letter which appeared over the name "Roverate," in a recent issue.

I have experienced the same form of clutch trouble, and if your correspondent will remove the cotters on the clutch guide pins, and slack off all the nuts until he has the same tension on each spring, I think he will find that the trouble has disappeared. As he states, grease effects an improvement, but it is only a temporary one.

A Suggested Cure. Should the clutch slip after the above adjustment has been made he will find it necessary to tighten up each nut approximately one full turn.

The adjustment must be made with the clutch out, and a "pointer" must be inserted through the clutch cover to locate the highest point.

Birmingham.

W.G.

"Tuning" a Rover 8.

My letter which you published in your issue of July 11th has produced such a volume of correspondence that it is impossible to reply to all the letters which I have received.

One half of them want to know how I can get 52 m.p.g. with the Rover Eight. The other half want to know why I do not get much more (one man claims 65), and all of them (not only Rover owners) are suffering with oil getting on to the brake drums. I had no idea this trouble was so general; some of the letters are quite pathetic, and one correspondent (not a Rover owner this time) says he feels like giving his "bus" away!

The information that all these correspondents want is best answered as follows:—

Petrol consumption.—Use a fully large jet so as to save continual gear changing, and an air plug with a larger hole to reduce jet suction. I cannot give the size as I made a needle valve for this purpose, and if this makes starting difficult adjust the slow-running device. Most important of all, ensure perfect compression, perfect valve condition, correct magneto timing, and no drag when the brakes are "off."

Oil consumption.—Fit Rover scraper rings with larger diameter to piston top (in bottom groove, of course), enlarge the ten holes below this ring to $\frac{1}{8}$ in. I have not reduced the diameter of piston at this point, as recommended by the Rover Co.

Oil on brakes.—Most of the letters are from those who are in the same trouble and, like myself, want help. The best suggestion is from a gentleman in Yorkshire, who had two washers made of soft chrome leather to take the place of one of the felt washers on each axle end (presumably he refers to the small washers on the actual axle). Another puts only half a teaspoonful of oil with a gun through the overflow plug every 1,400 miles, thus keeping a very low level, which he claims has proved satisfactory over 12,000 miles. Surely this is a case for redesigning the back axle, as most cars seem to be liable to this serious trouble.

ARCHIE HANDFORD.

INFORMATION WANTED.

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

G.N.

I should be obliged if any reader would sell or lend me a 1920-21 G.N. instruction book. D. C. TAYLOR.

Holmside Avenue, Dunston-on-Tyne.

Autocrat.

I should be pleased if any reader would either sell or lend me a copy of the Autocrat instruction book.

R. A. LIVERMORE.

141, Hoe Street, Walthamstow, E.17.

Touring Companion.

Owner of a G.N. would like a companion for a tour during the last three weeks of August, camping out if weather is good. J.P.

33, Dorset Square, N.W.1.

Grahame White.

I should esteem it a great favour if any readers could give me their experiences in connection with a Grahame-White cyclecar. A. G. SKILLING.

Homeside, Brislington Hill, Brislington, nr. Bristol.

Clyno.

Information sought as to the general running abilities, pulling and staying powers, petrol consumption, mileage of tyres, comfort, etc., of the four-seater 11 h.p. Clyno car.

G. C. GOWAN.

"Goldthorne," Ardenham Street, Aylesbury, Bucks.

Salmson and Mathis.

I should be much obliged for any information concerning the Mathis and the three-seater Salmson, particularly with regard to speed, comfort, wear, hill-climbing and upkeep.

42, Cannon Hill, Southgate, N.14.

W. S. WILSON.

Jowett.

Will any reader please give me information as to the cure for a heavy oil consumption with a Jowett? During the last 5,000 miles this figure has dropped from 800 m.p.g. to 300 m.p.g. L. KELLY.

63, Chatsworth Road, Bournemouth.

Harper Runabout.

I should be pleased to receive the opinions and experiences of any readers with reference to the Harper Runabout, particularly steering and comfort over rough roads.

C. LAWRENCE GILL.

Thurso, High Street, St. Peter's, Thanet.

Waterproofing.

Can any reader recommend a preparation for the treatment of holland which will make it waterproof without adding greatly to its weight and which will not crack when folded?

39, Wiverton Road,

Sydenham, S.E. 26.

Morgan Runabout.

I should be much obliged if any readers who are Morgan owners could tell me of some kind of grease which will minimize the noise in the bevel box. At present I have Vacuum Heavy, but the wheel cuts a way through it.

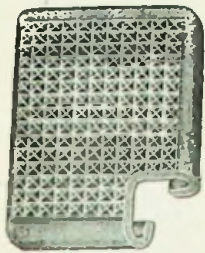
42, Carr Road, Fleetwood, Lancs.

H. ROBERTS.

CONDENSED CORRESPONDENCE.

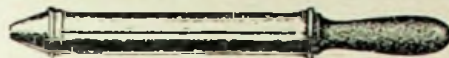
The driver of an A.B.C. car tenders his sincere apologies to the driver and passengers of a Morris-Cowley, who were, he fears, inconvenienced by a lapse of road manners on his part when driving along the Bexhill-Lewes road last Sunday evening.

C.W.M. (Ashford) writes to say that he has found the Western Tyre Hospital, of 28, London Road, Staines, to give every satisfaction with regard to tyre repairs, their workmanship being sound and quick, whilst their charges are reasonable. They undertake repairs to covers and tubes by the dry-vulcanizing process, also retreading operations.



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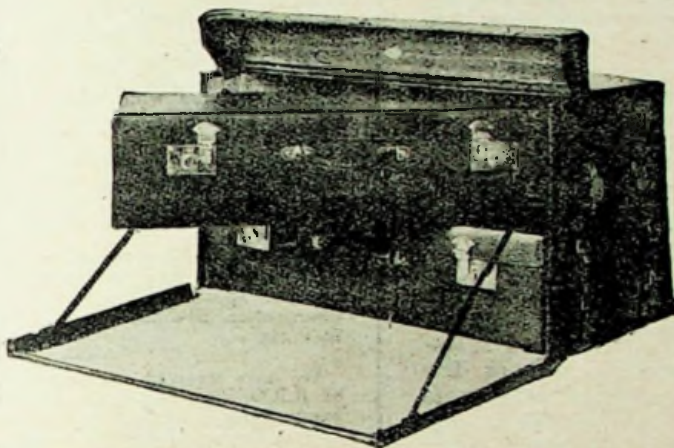


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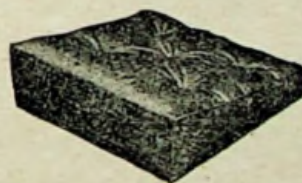
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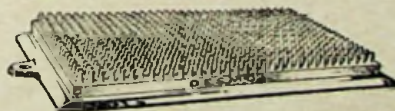
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14th July, 1924. 20, Stafford Place,
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Henlys, Ltd.,
155, Great Portland Street, W.1

Dear Sirs—I feel that I must write to tell you how pleased I am with the Super Sports Chassis fitted with a special body supplied to me by you. The performance for an engine of its size is, I think, something quite out of the ordinary, and I find it delightful to drive both in London and on the open road.

I would like to tell you how much I appreciate the courtesy and service so readily offered by every one of the Representatives of your Firm with whom I have come in contact, both in Great Portland Street and at your Service Depot.

Yours faithfully,

COTTENHAM.

HENLYS

91 and 155-157, Great Portland Street, W.1

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AROUND THE TRADE.

We learn that several Lagonda cars are being shipped abroad. Five were despatched to South Africa recently.

A pamphlet giving the latest prices and particulars of Peto and Radford Gravity Float batteries for wireless work has just been issued.

Philip Chapman and Co., 5, Cophall Buildings, E.C., are the sole distributors for Cleeneze, a preparation which cleans the hands without the use of water.

The employees of Messrs. Ramsdens (Halifax), Ltd., Station Works, Halifax, the manufacturers of the Jeavons lubricating spring gaiters, recently spent an enjoyable day at the British Empire Exhibition.

London Motor Supplies Co., 1, London Road, Twickenham, are now marketing an improved form of the Mitchell Lubreshield, for which great advantage is claimed when fitted to a car driven facing the glare of the sun.

Among several important administrative changes which have occurred recently in the Sunbeam-Talbot-Darracq combine is the appointment of Mr. F. W. Shorland to the post of commercial and sales manager of Clement-Talbot, Ltd.

Mr. H. Dermigny, who has been for many years works manager of the English branch of Peugeot (England), Ltd., has been appointed manager of the company in place of Mr. Charpentier, who has taken up a position with the company in Paris.

We have received an interesting and instructive catalogue of S.R.O. bearings from the manufacturers of this well-known component, who will be pleased to forward a copy to any reader on application to S.R.O. Ball Bearing Co., 115, Southwark Street, London, S.E.

The voiture Leyat, a "prop-driven" car of French manufacture recently described in this journal, is not yet handled by any agent in England, and all inquiries concerning this novel vehicle should be addressed to Messrs. Arnaud Bros., 17, rue Le Brun, Paris XIII.

The well-known motor agent, A. P. Rey, of Euston Road, N.W.1, makes a speciality of hiring out cars for periods extending from a short week-end upwards. The cars which are used are all of first-class and modern manufacture. An example of the scale of charges is £4 for a two-seater A.C. hired from Friday evening to Monday midday.

Indispensable in the repair-shop, a good electric drilling machine is also most useful in the private motorist's garage. An excellent selection is offered by Siemens-Schuckert, which concern has offices at 109, Kingsway, London, W.C.2, and stores at 96, Southwark Street, S.E.1. In addition to electrical drilling machines, a range of emery wheels and other useful electrically driven tools is offered.

MOTOR TERMS TRAVESTIED.

Solution to No. 21.



"All out on top."

Before proceeding any farther, it would appear to be necessary again to warn readers against submitting more than one brain-wave on one post-card. Readers may send in as many post-cards (*not letters*) as desired, but each post-card must bear one attempt only. The guinea this week is awarded to Miss S. M. Atwell, 10, Braid Hills Road, Edinburgh, whose effort, "All Out on Top," was adjudged to be the most deserving. Mr. H. F. Hoare, of Windsor, one of our most regular competitors, also submitted the same solution, but his suggestion arrived much later than Miss Atwell's. "Opening Out" and "Well Sprung" are two good efforts, whilst allusions to "acceleration" were numerous. But how does one apply "Up She Goes" and "Water in His Sump"?

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can deliver NOW

AUSTIN	7 h.p. Elec. starter	£165
CITROEN	7.5 h.p. 2-3 seater Self starter	£175
RENAULT	8.3 h.p. 2 seater With dickey, self starter	£270
ROVER 8	2 seater	£160
ROVER 8	4 seater	£160
ROVER 9	(4 cyl. water cooled) 2 seater	£180
ROVER 9	(4 cyl. water cooled) 4 seater	£180
SINGER 10	De luxe 4 seater	£235

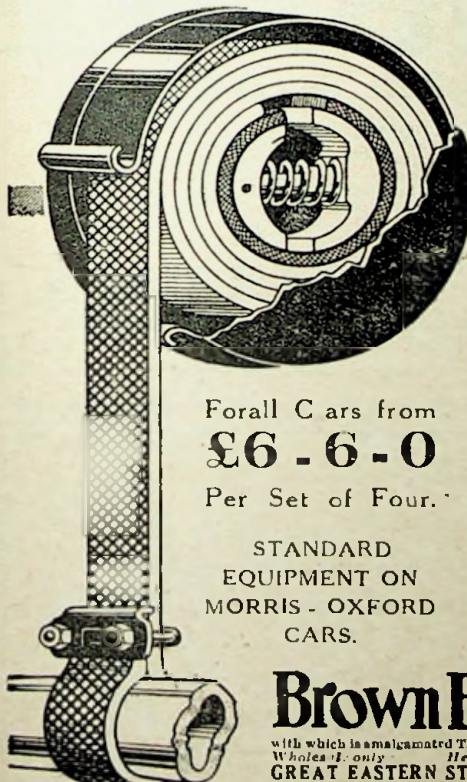
EXTENDED PAYMENTS
and **EXCHANGES.**

You will get every possible consideration and help AT GODFREY'S.

The Sign of
Good Service.



366-368, Euston Road,
LONDON, N.W.1, and
208, Gt. Portland St., W.1. Phone—
Museum 3401-2-3



What do You look for
in a Shock-Absorber?

GREATER RIDING COMFORT
and **ALL-ROUND CAR ECONOMY**

For all Cars from
£6.6.0
Per Set of Four.

'GABRIEL'
SNUBBERS
Rebound Shock Absorbers.

STANDARD
EQUIPMENT ON
MORRIS - OXFORD
CARS.

Gabriel Snubbers eliminate excessive rebound and prevent sidesway. Gabriels make driving on rough roads easier and safer and make the springs last longer.

How they Work

AS the car's springs compress, the compression spring within the coil takes up the slack in the belt. When the springs begin to expand, the belt, retarded by friction within the coil, pays out slowly, checking their abnormal expansion.

Brown Brothers

with which is amalgamated Thomson & Brown Brothers Ltd.
Wholesale only. Head Office and Warehouses:
GREAT EASTERN STREET, LONDON, E.C.2

118, George St., EDINBURGH
BRANCHES:
14-15, Upper Marylebone St.,
LONDON, W.1.
Aberdeen, Birmingham, Cardiff,
Dublin, Dundee, Glasgow, Leeds,
Manchester, Newcastle & Southampton

Fully descriptive Folder
post free on request.

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

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

FREE

Send p.c. for profusely illustrated book describing Thornber's Locjoint Weatherboards and Thornber's Garages.

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



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

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

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

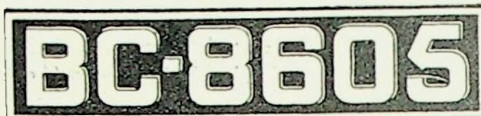
THORNBUR BROS.,
11, Mytholmroyd,
Yorkshire.

**THE COAN
"CONE" STEPMAT**

THE MOTOR MAT THAT MATTERS
THE ORIGINAL and ONLY STEPMAT OF ITS KIND PATENTED
(No. 187892)



CAST ALUMINIUM NUMBER PLATES



Regulation Size — Silver Polished Numerals — Black Ground

Write for Booklets and terms.



R. W. COAN Ltd.



The Aluminium Foundries,

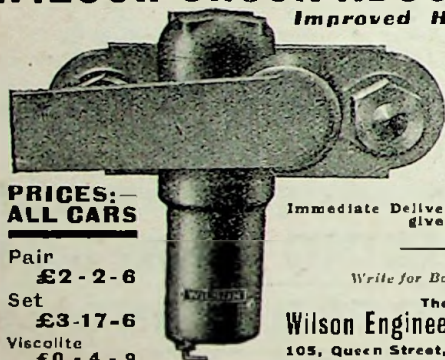
219, Goswell Road, London, E.C.1.

Telephone No. Clerkenwell 4466 (4 lines).

Telegram: "Krankases, Barb, London."

WILSON SHOCK ABSORBERS

Improved Hydraulic



Automatic Regulation to suit passengers carried.

Attachment to Axle by Unobtrusive chain.

Immediate Delivery can now be given.

Write for Booklet to:

The Wilson Engineering Works,
105, Queen Street, Newton Abbot.

PRICES—
ALL CARS

Pair £2-2-6

Set £3-17-6

Viscolite £0-4-9

DEEMSTER

SPARES & OVERHAULS

By arrangement with the Official Receiver of the Ogston Motor Co., we have purchased the goodwill of the Spare Parts and Service Department and have acquired all the original drawings, tools and jigs for Deemster Cars. Full range of Deemster Spare Parts in Stock. Repairs and Overhauls by Ex-Deemster mechanics on the premises.

E. J. HARRISON,

6, Queen Anne Mews, Cavendish Sq., W.1.

Phone: Langham 2253.

The **Motor**
MAP
OF
ENGLAND
AND
WALES.

Scale 13 miles to the inch. Showing the whole of England and Wales; printed in colours to show the contour of the land.

Cloth 4s. net; 4s. 2d. post free.

Paper 2s. net; 2s. 2d. post free.

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

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

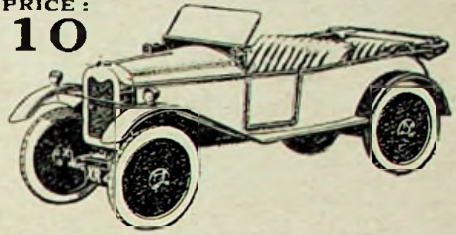
£11 DOWN — AND DRIVE AWAY

FOR the initial expenditure of £11 you can explore this beautiful country of ours with its countless places of beauty and historical interest—and at less than third class railway fare for one passenger. £11 is all you need pay down to secure the "New Carden" light car—the balance in monthly instalments to suit your pocket. Write now for full particulars of this exceptional offer. Demonstration run any time at your convenience.

OUTSTANDING FEATURES.

Only £7 tax 50 m.p.h., electric lighting, easy to handle, splendid hill-climbing ability, wonderful acceleration, less than 1d. a mile to run, fully equipped ready for the road.

CASH PRICE:
£110



In the LONDON-EDINBURGH Trial, a standard New Carden obtained
A SILVER MEDAL



Arnott & Harrison Ltd.,
22, Hythe Rd., Willesden, N. W. 10.
Phone: Willedden 2297.
Grams: "Arnottharri, Phone, London."

Why not call and inspect at our works.
Open Saturdays

Morgan Service Depot

Officially appointed by the Morgan Motor Co., Ltd.

EARLY DELIVERY

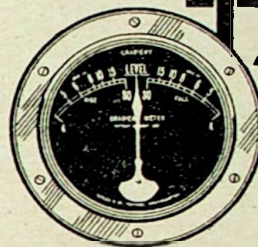
of all models from £110. Deferred Terms arranged
Every Spare Part in Stock. Repairs by Specialists.
Your Old Machine Accepted in Part Payment.

Guaranteed Second hand Machines Always in Stock.



Works: 46, LONDON ROAD.

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



TAPLEY GRADIENT METERS

1 in ?

Do you know the gradients of the hill's you climb? Can you tell how your car performs on them from day to day. Fit a TAPLEY gradient meter, it will tell you this and more.

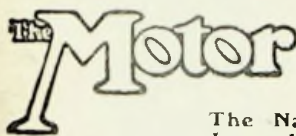
TAPLEY & CO., TOTTON. SOUTHAMPTON.

Send for Illustrated Descriptive Literature.

H.P.

BRACKET TYPE, suitable for any instrument board. Brass 73/6, Nickel or Black, 7/1. When ordering give finish and 1/16 of dial required, and state whether the dashboard is wood, steel, or aluminium.

FLUSH TYPE, Brass, Nickel or Black, 9/1. Angle of slope of dashboard from vertical must be given when ordering. We supply a special protractor for the purpose free.



The National Motor Journal.....

Every phase of National Motoring. Practical articles well illustrated. All the news of the automobile world. The link between the Home Countries and the Dominions.

TUESDAYS . . . 4d.
Offices: 7-15, Rosebery Ave., E.C.1

FREE TO ROAM ON AN



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



Write for Catalogue m-

THE IDEAL HOLIDAY

Hire a Trailer Caravan. We have models suitable for any car and from 2 to 5 persons.

Agents for ECCLES CARAVANS.

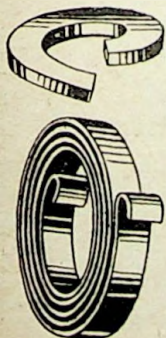


THE HOLIDAY CARAVAN CO., Lloyd's Bank Chambers, Carfax - - - Oxford.

SPRINGS



SPRINGS



No matter what your requirements may be, you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer. Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Springs Washers, all sizes and types in stock, 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

Send details of your requirements. We quote by return. REPAIRS AND REPLACEMENTS A SPECIALITY.

UNITED SPRING CO. Hawthorn Street, West Smethwick.

B'ham Office:—14, Warwick Chambers, Corporation Street. Telephone: Central 7350.

Telephone:—118 Smethwick. Telegrams: "Tension, Smethwick."

London Office:—14, Austin Friars, E.C.5. Telephone: London Wall 6551. Telephone: Central 4836.

Scottish Agents: Wm. Greenlees & Co., 93, Hope Street, Glasgow.



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



The (more than ever) AMAZING A-C

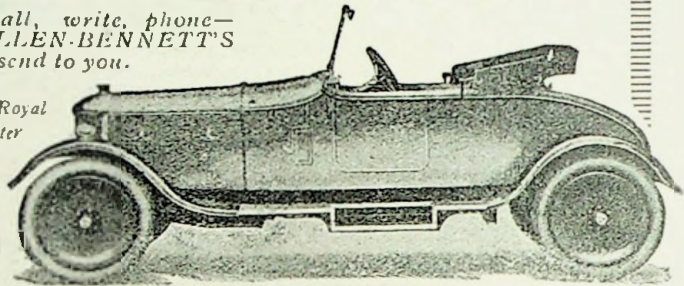
Have you seen the new model at £275? It is truly "a revelation in value"—and you'll find that ALLEN-BENNETT'S Extended Payment and Exchange Facilities are also a revelation in advantage and convenience.

Buy an A-C from the A-C Enthusiasts.

Your present car in part payment, and the balance over 18 months. You'll hardly notice the extra cost.

Call, write, phone—or ALLEN-BENNETT'S will send to you.

A-C Royal 2-Seater £330



Some A-C 1925 Models & Prices

- New 12 h.p. "Sovereign" Model £275
- Any-Weather Empire Model £310
- Royal 4 cyl. 2-seater £330

Also regularly in stock: ALVIS, AUSTIN, CLYNO, CROUCH, HUMBER, RILEY, ROVER, SALMSON, SINGER, STANDARD, WOLSELEY and MORGAN.

The ALLEN-BENNETT Motor Co., Ltd.

8-9-10-11 Royal Parade, WEST CROYDON, (Croydon 2450).

No doubt about the quality of a car that is bought at LAMB'S LTD.

If a car is displayed for sale in our Showrooms, you can be sure it has been examined and tested by our own experts.

In that way we can give our customers our personal guarantee that the car will give them satisfaction a guarantee which we back up with a Service System unique in London. Be safeguarded. Buy from Lamb's Ltd. and nowhere else.

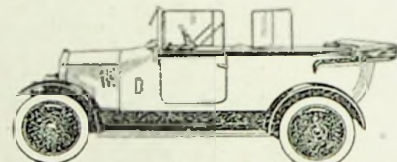
THIS IS A SELECTION FROM OUR AGENCIES. DELIVERY NOW.

- | | | |
|-----------|---------|----------|
| A-C | B.S.A. | ARIEL |
| AUSTIN | SINGER | WOLSELEY |
| MORGAN | TALBOT | ROVER |
| CALTHORPE | CITROEN | STANDARD |

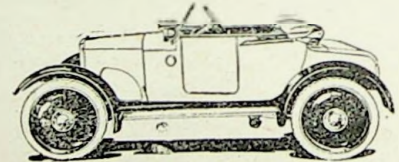
Exchanges.

LAMB'S LTD.

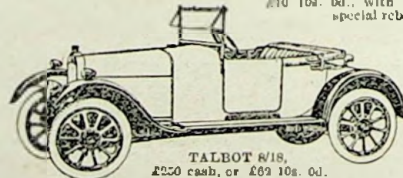
WALTHAMSTOW, LONDON, E.17. (Opposite Hoe Street Station.)
 12 minutes from Liverpool Street Station. No. 2 or 4 Platforms.
 Phone: Walthamstow 1111 (four lines).
 50, HIGH ROAD, WOOD GREEN, LONDON, N. (Ten doors from Empire.) Phone: Hornsey 1926
 1, USTON ROAD, LONDON, N.W.1. (Opposite Great Portland Street Station, Met.) Phone: Museum 4978.



SINGER POPULAIR, £100, or £50 down and 12 payments of £10 2s. 6d., with option of a special rebate.



ROVER "8," £100, or £40 down and 12 payments of £10 10s. 0d., with option of a special rebate.



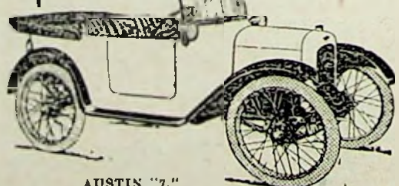
TALBOT 8/15, £250 cash, or £89 10s. 0d. down and 12 payments of £10 8s 2d., with option of a special rebate.

"OPTION OF REBATE" EXAMPLE.

Morgan	£110 0 0
Less deposit	27 10 0
	82 10 0
Financial charges 4 2 6	
	£86 12 6

Payable in 12 instalments of £7 4 5

£3 9 2 Rebate allowed if a/c is paid in 2 months.
 £2 15 4 Rebate allowed if a/c is paid in 4 months.
 £2 1 6 Rebate allowed if a/c is paid in 6 months.



AUSTIN "7," £165 cash, or £41 5s. 0d. down and 12 payments of £10 16s. 7d. with option of a special rebate.

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

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent for 13 consecutive insertions, 10 per cent for 26, 15 per cent for 52. Terms: Cash with order, and otherwise net.

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notice or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent (5d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent on amounts from £50 to £100, and 1/2 per cent on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Gordon Watney and Co. Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966), London agents. Several second-hand, all models in stock guaranteed, from £100; deferred payments and part exchange. zzz-164

A.B.C., 1923, Regent, 2-seater and dickey, dynamo, speedometer, all-weather equipment, licensed and absolutely as new, 125 guineas. Below.

A.B.C., 1923, Sports, 2-seater, dynamo, speedometer, etc., licensed, splendid order, 110 guineas. Below.

A.B.C., 1923, Sports, 2-seater, dynamo, self-starter, licensed, fully equipped, 126 guineas. Below.

A.B.C., 1922, Regent, 2-seater and dickey, dynamo, speedometer, 2 horns, spotlight, etc., splendid order, 110 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W. 1. Mayfair 4027. 609-587

A.B.C., 1922, Regent, 2-seater, repainted and overhauled, taxed, 115 guineas. Thorp, 14 Upper St. Martin's Lane, W.C. 2. Regent 1384. 609-590

A.B.C. 95 guineas. Fitted with 2 doors and large dickey seat, just overhauled and repainted, beautiful order, extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly. Phone, Grosvenor 1804. 609-773

A.B.C., 1922, Regent model, like new, tax paid, £115. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. 609-754

A.B.C., super sports, outside exhaust, very fast, £125, cash, deferred, exchanges. Ralton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 609-757

A.B.C. A. F. Rey, 1922, sports model, excellent condition, £97 10s., extended terms. 378-384 Euston Rd. Museum 7600. 609-477

A.B.C., 2-seater, dickey, self-starter, twin carburettors, clock, speedometer, very fast, in absolutely new condition, genuine, 105 guineas or exchange. 51 Upper Richmond Rd., East Putney. 609-693

A.B.C., 1922, 2-seater, thoroughly overhauled, new engine, splendid condition, insured, taxed, £125. 104 Highbury New Park, N. 609-235

A.B.C. 1922 sports, fully equipped, excellent condition, very fast, £95. Apply, Squires and Earp, 85b London Rd., Forest Hill, S.E. 609-477

A.B.C., 1923 Regent model, with starter, exceptionally fine condition, £135. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-543

A.B.C. 1922 2-seater, special sports, £115; also 1921 2-seater and dickey with starter, £105. Bartlett's, 95 Gt. Portland St. 609-824

A.B.C. 1921 touring car, self-starter, dynamo lighting, good condition, a bargain, £50 or best offer. Manchester. Box No. 6357, c/o "The Light Car and Cyclecar." 609-112

A.B.C., 1922, Regent 2-seater, dickey, dynamo, speedometer, side curtains, taxed and insured to December, privately owned, running beautifully, new appearance, nearest £105. 300 Plumstead High St., S.E.18. 609-108

A.C. Wanted, second-hand A.C.'s for cash or in part exchange for new models. Highest market value allowed, balance by deferred terms if required. Immediate delivery of new models. Caithness and Co., Ltd. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 609-488

A.C., 1923, royal 4-seater, painted A.C. blue, fully equipped, in first-class condition throughout, £250. Caithness and Co., Ltd. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 609-489

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-297

A.C., 1924, 2-seater, double dickey, starter, a-w. curtains 2 months old, practically new and unscratched, year's tax, £275. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 609-769

A.C., 1919 2-seater, dickey, excellent condition, dynamo lighting, taxed, insured, £100 or near. Hampton Engineering Works, St. John's Rd., Hampton Wick, or owner, 64 Cedars Rd., Hampton Wick. 609-520

A.C. £130, 2-seater, with double dickey, late 1920, registered February, 1921, no starter, but otherwise very complete equipment, tyres excellent, running splendidly. Thomson, 31 Iverna Court, W.8. Phone, Western 4254. Any reasonable trial by arrangement. 609-189

A.C., 1923, Royal, luxuriously equipped, taxed, extras, new condition, 240 guineas; exchange. James, over Alexanders, 482 Harrow Rd., Paddington. 609-805

A.C. 1922 special sports model 2-seater, aluminium body, dynamo and starter, speedometer, revolution counter, clock, excellent condition and small mileage, £265. Maudes, 100 Gt. Portland St., London. 609-779

A.C. 1921 2-seater, perfect condition, new balloon tyres, all usual accessories, as new, £180. 41 Dumbarton Rd., Brixton Hill. 609-129

A.C., 1922 aluminium sports, starter, speedometer, rev. counter, taxed 1924, beautiful car, £190. Clark, 7 Exhibition Rd., S.W.7. 609-838

A.C., 1923, 11hp, special 3-seater sports, lighting and starter, very special car, £265. Bartlett's, 95 Gt. Portland St. 609-825

ADLER sports 2-seater, 11hp, extra good job, £75. Leighton Motor Co., Ltd., 289 High Rd., Wood Green, N. 22. Phone, Palmers Green 471. 609-659

ALBERT, G.2. Model, 1921, 2-seater, double sunken dickey, dynamo lighting and starting, speedometer, clock, etc., electric and bulb horn, luggage grid, tax paid to December. Very smart appearance and mechanically perfect, price £118. exchanges and terms arranged. Phone, Paddington 6049, or call Kirk and Co., 22 Prad St., Paddington, W.2. 609-515

ALVIS. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. zzz-304

ALVIS, 10hp, 2-seater, 1922, in very good condition, £160. Jarvis, Ltd., 205 Edgware Rd., London. Tel., 2512 Paddington. 609-101

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).

- ALVIS**, Sept., 1923, super-sports 12-50hp model, fitted with special Anster V screen and hood, £375 or reasonable offer, owner taking delivery of larger car. Allied Transports, White City, Aston, Birmingham. East 540. 767-x245
- ALVIS**, 1924 super-sports 12-50hp, elaborately equipped, special screen, shock absorbers, red wings, £580. 51 Upper Richmond Rd., East Putney. 609-6694
- ALVIS** 1922 shop-soiled coupe, Morgan body, dynamo and starter, £325; 1922 2-seater, £17; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 609-635
- ALVIS** 1921-2 11hp 2-seater, dickey, starter, £150. Bartlett's, 93 Gt. Portland St. 609-831
- ARIEL**, 1923, 8hp, 2-cylinder, water-cooled. Dynamo lighting, Chummy body, first-class condition, tax paid 1924, £125. Maudes, 100 Gt. Portland St., London. 609-781
- ARIEL** 10, 1924 de luxe, all-weather, clock, speedometer, mirror, electric horn, taxed year, etc., cost £235, under 2,000 miles, unscratched, £180. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 609-816
- AUSTINS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-299
- AUSTIN** 7. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Tube Station). Second-hand cars wanted urgently. Only those in really excellent order. Cash. 609-21
- AUSTIN** 7, 1923, chummy, a-w. curtains, speedometer, perfect condition, £125. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 609-767
- AUSTIN** 7, 1923, mileage 1,000, £125 cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 609-761
- AUSTIN** 7. The Hampton Eng. Co. have just taken in part exchange for larger car an exceptionally nice 1923 model, taxed and insured for the year, one owner, maintained since new by Austin's, an exceptional bargain, £117 10s. no offers. St. John's Rd., Hampton Wick, Middlesex. Phone, Kensington 202. 609-6579
- AUSTIN** 7, brand new 1924, starter model slightly showroom soiled, £155. Ralph and Co., 10 London St., W. 2. 609-468
- AUSTIN** 7, late 1923, little and carefully used, selling for no fault, speedometer, licensed December 31st, £112 lowest. Crow Bros., Guildford. Phone, 434. 609-506
- AUSTIN** 7, 1923, speedometer, Hertfords, Jeavons, and every other accessory, £120. G. 51 Manor Rd., Enfield. 609-489
- AUSTIN**. 1924 all-aluminium super sports Austin 7, mileage under 1,000, sloping Vee windshield, mudguards, plated exhaust, numerous extras, including special head for touring. Winner of numerous awards at open speed trials and hill-climbs this season. See last week's report on Shelsley Walsh and Madresfield in "The Light Car and Cyclecar." Guaranteed 83 m.p.h., perfect condition. Particulars, apply Beck, Thornhill, Hooke, Chester. 609-470
- AUSTIN** 7, 1924, as new mileage 1,400, accept £155. Another, brand new, painted blue, specially tuned up, wonderful example, £165; cash, deferred or exchange. The Motor House, Ltd., 20 Finchley Rd., N.W. 8. Near Lords. 609-608
- AUSTIN** 1924 7hp Chummy, starter, speedometer, taxed for year, £145. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 609-606
- AUSTIN** 7, 1923, chummy model, starter, £140. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-536
- AUSTIN** 7hp chummy model, 1923 model, £120. Apply, the Telephone Motor Works, Ltd., 15b Allsop Pl., Upper Baker St., N.W. Phone, 1307 Langham. 609-822
- AUSTIN** 7. Cummings and Simpson have Austin 7 fully taxed and ready for immediate work, £110. Austin 7, tax paid, ready for work, £100. Seen and tried at 5 Putney Bridge Rd., Wandsworth. 609-812
- A.V.** 2-seater, 1922 model, 8hp, 2 speeds, reverse, electric lighting, etc., £50. Below.
- A.V.** monocar, 1921 model, 8hp, fully equipped, £35; exchanges and deferred payments. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 609-561
- A.V.**, £25; exchanges, deferred payments. 1921 A.V. monocar, 6hp J.A.P., 2 speeds, disc wheels, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 609-858
- BABY PEUGEOT**, late, dynamo lighting, splendid, £33. Forgo Garage, Brighton Rd., Surbiton. 609-488
- BABY PEUGEOT**, 1916, de luxe, 2-seater, 7.5hp, lighting, new tyres (5), new hood, repainted and in perfect order, £45. Tindall, King's Rd., Sunninghill. Phone, Ascot 198. 609-463
- BEBE PEUGEOT**, 3 speeds, reverse, splendid running order, must sell, £33. Write, Allison, 8 Courtfield Gdns., S.W. 610-0199
- BELSIZE-BRADSHAW**. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966), London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. zzz-165
- BELSIZE-BRADSHAW**, 1922, 2-3 seater, 12-volt lighting and starting, speedometer, clock, interior light, side curtains, step mat, 5 good Dunlops, excellent mechanical condition, 45 m.p.g., mileage 3,500, splendid appearance, rear covered rubber, £110. 90 Albion Rd., Stoke Newington. 609-438
- BELSIZE-BRADSHAW** 2-seater and dickey (registered April, 1924), dynamo lighting, self-starter, speedometer, all-weather equipment, year's licence, new condition, 135 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-574
- BELSIZE-BRADSHAW**, 1923, 2-3-seater, dynamo lighting, speedometer, clock, 98 guineas, exchange 3-wheeler and cash. 5 Victoria Avenue, Surbiton. 609-109

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

- BELSIZE-BRADSHAW**, 1922, 2-seater, Royal blue, speedometer, gradient meter, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £110. See below.
- BELSIZE-BRADSHAW**, 1923, 2-seater, dynamo lighting and self-starter, speedometer, taxed, fully equipped, excellent condition, £125. Meuss and Mobs (Est. 1895), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2200. 609-524
- BELSIZE-BRADSHAW**, 1922, 2-seater, tax paid for the year, excellent mechanical condition, 90 guineas. Hans Crummet Motor Co., 25 Basil St., Knightsbridge. Phone, Ken 3301. 609-840
- BLERIOT-WHIPPET**, 1923, 8hp, 2-seater, brand-new, shopsoiled, fully equipped, and makers' guarantee, 72 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-575
- BLERIOT-WHIPPET**, 1923, 8hp, 2-seater, brand new, electric lighting, spare wheel, mechanical starter, etc., 79 gns. Below.
- BLERIOT-WHIPPET**, 1920, 8hp, 2-seater, electric lighting, spare wheel, etc., good order, 25 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-576
- BLERIOT-WHIPPET**, 1921, 8hp Blackburne, Lucas dynamo lighting, spare wheel, etc., £35; another, without dynamo lighting, £30; exchanges, deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 609-560
- BLERIOT-WHIPPET**. F.O.C.H., Ltd., offer Bleriot-Whippet, fully equipped, excellent condition, bargain, £30. 5 Heath St., Hampstead (near Tube) 609-483
- BLERIOT-WHIPPET**, 1923 2-seater, electric lighting, original tyres, and absolutely as new throughout, 39 guineas, exchanges and terms arranged if desired. Phone, Paddington 6049, or call Kirk and Co., 22 Prad St., Paddington, W. 2. 609-516
- BLERIOT-WHIPPET**, 1921, 2-seater, 8-10hp Blackburne engine, equipped and in perfect condition, tax paid, £29. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 609-510
- BLERIOT-WHIPPET**, November, 1923, as new, £45; after 7. Day, Sutherland House, Surbiton. Kingston 336. 609-4146
- B.S.A.**, model de luxe, 1923, 10hp, 2-seater, dickey, self-starter, in good condition, £160 or near. Whitehorn, Cross Roads, Verwood, Dorset. 609-491
- BUCKINGHAM**, 1923, 10hp, 2-seater, dickey, dynamo lighting, all-weather equipment, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-577
- BUCKINGHAM**, 10hp, 1915, water-cooled, o.h.v. aluminium, red wings, overhauled, 50 m.p.h., lights, complete equipment, excellent tyres, taxed December, insured, £50. Kemp, c/o Marton, Elton College, Windsor. 609-683
- BUCKINGHAM**, 1923, 10hp model, by Alvis Co., good dickey, taken 4 comfortably, dynamo lighting, speedometer, spare wheel, all excellent condition, 75 guineas, call by appointment. Colvin, 201 Kingshall Rd., Beckenham. 609-476
- BUGATTI**, 1914, Brescia model, sports 2-seater body, very fast, £125, cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 609-756
- BUGATTI**, 1914 model, fitted with very handsome 2-3-seater all-weather body, dynamo lighting, spare wheel, all very good tyres, very fast, good condition throughout, smart appearance, tax paid, £85. The Gables, 7 Sylvan Hill, Crystal Palace, Sydenham 223. 609-4568
- BUGATTI**, 1921, 16-valve 4-seater saloon, dynamo and starter, excellent condition, £275, exchange or hire purchase. The Light Car Co., 331, 414 Euston Rd., London. 609-642
- CALCOTT**, 1919, 10hp, 2-seater, dickey, dynamo lighting, complete equipment, etc., smart appearance, most reliable, tax paid, £95. Vivian, 35 Spencer St., Victoria St., S.W. 1. Vic. 8677. 609-568
- CALCOTT**, 2-seater 1922 model, dickey, starter, very good tyres, lovely condition, taxed, £145, exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 609-570
- CALCOTT**, 1919 2-seater, dickey, C.A.V. lighting, overhauled, repainted maroon. Full particulars, 30 Mill Rd., Ely, Cambridg. 609-6321
- CALCOTT**, 1916, 10hp, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres good, all accessories, year's tax, upholstery, paint and hood very good, in first-class mechanical condition, just completely overhauled, exceptionally fast, smart and reliable, open to any examination willingly, £68. Note our new address: Benmotors, 30-32 High St., Wandsworth, S.W. 18. 609-613
- CALCOTT**, 1921, 2-seater, dickey, Lucas lighting and starter, speedometer, clock, tyres as new, very small mileage, finished Royal blue, tax paid December, £140. Maudes, 100 Gt. Portland St., London. 609-780
- CALTHORPE**. Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-754
- CALTHORPE**, 1921, 4-seater, lighting, starting, 2 spare wheels, new tyres, many extras, excellent condition, £110, no offers. Paulton's Garage, Wolverhampton. Telephone 1355. zzz-634
- CALTHORPE**, 10hp, 2-seater, 1921 model, starter, tyres like new, taxed, excellent condition, £95, exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 609-571
- CALTHORPE**, 10hp, 4-seater, dynamo lighting, electric horn, speedometer, one-man hood, side curtains, 5 detachable wheels, tyres almost new, very smart car, £69. 83 Panshurst Rd., Thornton Heath. Phone 1572. 609-445
- CALTHORPE**, 1921, 2-seater, starting, lighting, licensed, 90 guineas. Tamplin Motors, Malden Rd., Cheam, Sutton 21. 609-452
- CALTHORPE**, 1921, sports, 4-seater, self-starter, electric lighting, thoroughly overhauled and fresh painted, £140; exchange and cash adjustment entertained. Clarence Cory, High St., Gosport. 609-463
- CALTHORPE**, 2-seater and dickey, Mulliner body, £75, cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 609-759
- CALTHORPE**, 10hp 1922 4-seater de luxe, complete with all-weather equipment, luggage carrier, shock absorbers, etc., perfect condition, £150. Box No. 6333, c/o "The Light Car and Cyclecar." 609-421

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

CALTHORPE 1917 10hp 2-seater and dickey seat, good condition, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-82 Deansgate, Manchester. 609-472

CALTHORPE, late 1919, 10hp 4-seater, dynamo lighting, complete equipment, etc., smart appearance, bargain £90. Josephson, 8 Coult's Rd., Burdett Rd., Bow. Phone, East 260. 609-6889

CALTHORPE, coupe, 10hp, dynamo lighting and starting, detachable wheels, age about 1915, in perfect condition, £87 10s. Boyce, 331 Archway Rd., Highgate. 609-a92

CALTHORPE coupe, 1923, Bedford cord, fullest equipment, excellent condition, £200. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-544

CALTHORPE, 1920, 2-seater, starter, etc., £100. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-541

CALTHORPE, 1922, 2-seater, with dickey, dynamo and starter, excellent condition, £140; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 609-658

CALTHORPE, 1918, 1923, 10-15, de luxe, 2-seater, new condition, antique leather, double front dickey, starter, speedometer, smart car. 4 Donnan Place, Piccadilly Circus. Regent 986. 609-643

CALTHORPE, late 1923, 2-seater, run under 5,000 miles, appearance and condition new, tax paid, 185 guineas. Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 609-842

CALTHORPE, 1921, 2-seater de luxe, exceptional equipment, tax paid, 2115. Stretton and Smith, 12 Woodstock St., Oxford St., London. 609-656

CARDEN official repair depot. All spare for Carden cars stocked; complete overhauls undertaken. Send for list of measurements. Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hythe Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-237

CARDENS. Cardens. Cardens. We always have a few in stock at prices from £25 to £75; 2 speeds, side-by-side seating, hood, screen, etc., etc. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnet. 609-562

CARDEN, 1921, 7hp twin-cylinder, 2-seater, electric lamps, 2 speeds, upholstered in leather, in excellent condition and running order, £27 10s.; another, 1921 model, £24. Arnott and Harrison, Ltd., 22 Hythe Rd., Willesden. Phone, Willesden 2297. 609-565

CHARRON-LAYCOCK sports model 2-seater, built specially for 200-mile race, aluminium body, fitted special wings C.A.V. lighting, Austar screen, upholstery, etc., winner many hill-climbs, guaranteed mechanically perfect, any trial, exchanges considered. Garage, East Newington Pl., Edinburgh. 609-6337

CHARRON-LAYCOCK, late 1921, 10.5hp, 2-seater, dickey, dynamo lighting, starter, clock, speedometer, other extras, painted light blue, aluminium bonnet, exceptionally smart, £135, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Easton Rd., N.W. 1. Phone, Museum 5391. 609-788

CHARRON-LAYCOCK, 1922, 10.5hp, 2-seater, dickey, dynamo lighting, starter, clock, speedometer, 2 electric horns, other extras, taxed till December, painted light blue, aluminium bonnet, exceptionally smart, £165, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Easton Rd., N.W. 1. 609-787

CHATER-LEA, 1914, 8hp 2-seater, in very nice order, £30. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 609-397

CHATER-LEA coupe, 11hp, Coventry-Simplex engine, dynamo lighting, disc wheels, painted Saxe blue, only run about 400 miles, practically brand-new, any trial, £90 or exchange. O. S., 497 Old Ford Rd., Bow. 609-a19

CITROENS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CITROEN, 1923, 11.4, de luxe 4-seater, lighting, starting, speedometer, all-weather equipment, year's licence, new condition, 165 gns. Below. 609-578

CITROEN, 1923, 7.5, lighting, starting, all-weather equipment, speedometer, splendid order, 110 gns; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-578

CITROEN, 1922, 11.4, de luxe, sound condition throughout, tax, insurance year, fully equipped, £145. Sydnam 2452. Moore Park Hotel, Woodvale, Honor Oak. S.E. 25. 609-765

CITROEN, 2-seater 11hp 1921, just been thoroughly overhauled and repainted, starting and lighting, taxed for year, £110. Greaves, 6 Sheildon Rd., Cricklewood, London. 609-675

CITROEN, 1921 4-seater, dynamo lighting, starter, speedometer, all-weather screens, nice condition, spare wheel, £98; exchanges and terms arranged. Phone, Paddington 6049, or call Kirk and Co., 22 Praed St., Paddington, W. 2. 609-512

CITROEN, 1920, 10hp, new hood, splendid running condition, coach-work slightly damaged, £60, exchange. Boothman, Manninford Bruce, Marlborough. 609-a105

CITROEN, 1923, 7.5hp, 2-seater, self-starter, all-weather equipment, 2 new Dunlop cord tyres and tubes, in excellent running order, £95, bargain. Eyles and Eyles, opposite Town Hall, Oxford. Phone 254. 609-x361

CITROEN 1922 2-seater, 7hp, tax paid for the year, self-starter, electric lighting, excellent condition throughout, £97 10s. Exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2250. 609-618

CITROEN. W. H. Jones and Co. The Citroen car specialists and authorized agents offer: £155 11.4hp Citroen, 1922, 4-seater French de luxe body, speedometer, clock, perfect. £175 11.4hp Citroen, 1923, 4-seater French de luxe body, tax paid. £235 11.4hp Citroen, 1923, English 4-seater body, tax paid, mileage under 3,000. £265 11.4hp Citroen, 1923 English coupe, 2-seater and dickey, tax paid, painted blue, perfect. Exchanges and special deferred terms arranged. W. H. Jones and Co., 101 Gt. Portland St., W. 1. 7197 Mayfair. 609-843

CLULEY, 1924, 2-seater, 10-20hp, shop-sold, fullest equipment, £230. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-540

CLULEY, 1921, 2-seater, excellent condition, £125; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 609-637

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

CLYNO, 1924, 10.8hp de luxe 4-seater, used only for a few demonstration runs, guaranteed as new, £198. Simister, Jordangate, Macclesfield. 609-311

COVENTRY-PREMIER, 1921-22, 2-seater, in perfect running order and condition, run 2,538 miles, £75. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-161

COVENTRY-PREMIER, 2-seater, with dickey, excellent condition, low mileage, tax paid, £80. E. G., 49 Arthur St., Gravesend. 609-a57

COVENTRY-PREMIER, late 1922 model 2-seater, dynamo lighting, large dickey seat, etc., £75; exchanges, deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnet. 609-559

COVENTRY-PREMIER, 1922, coupe, dynamo lighting, double dickey, starts easily, licensed, nearest £75. Wood, 59 Darent Rd., N.16. 609-6576

COVENTRY-PREMIER. F.O.C.R., Ltd., offer 1922 Coventry-Premier 2-seater, excellent condition, tax paid, bargain. 5 Heath St., Hampstead (near Tube). 609-482

COVENTRY-PREMIER, 3-wheeler, 1921, dynamo, spare wheel, dickey seat, aluminium dash, finished white and black, smart, excellent condition, £65. Batcock, 15 Dunhill Rd., Goole, Yorks., and 44 Essex Rd., Leyton, E. 10. 609-a86

COVENTRY-PREMIER, 1922, 8hp, double dickey, dynamo lighting, 5 detachable wheels, splendid goer, £75. 32 Strode Rd., Station Rd., Forest Gate. 609-a94

COVENTRY-PREMIER 1922 2-seater with double dickey, taxed for year, dynamo lighting, excellent condition, £80. Newnham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 609-604

COVENTRY-PREMIER, 4-wheel model, dickey, dynamo, spare wheel, speedometer, etc., just repainted as new, any trial, £65 or exchange. Clayhall Tavern, Old Ford Rd., Old Ford. 609-a18

CROUCH, 1922, 8-18, 2-seater, sunk double dickey, dynamo lighting, fully equipped, splendid condition, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-579

CROUCH, 1921 8.9 2-seater, perfect running order, engine, gears just overhauled, tax, insurance paid, £55. Baldwin, 41 French St., Southampton. 609-682

CROUCH, 10hp, 1923 Economic, 2-seater, dickey, light blue, black wings, dynamo lighting, self-starter, speedometer, dash lamp, all-weather coupe, petrol can and carrier, car in practically new condition, fully equipped, £165. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2250. 609-523

CROUCH, 1924, 10hp, full 4-seater, dynamo starting and lighting, condition practically new, accept £160. Barnard, Butcher, Spencers Wood, Reading. 609-a83

DEEMSTER, 1920, 2-seater, dynamo and starter, excellent condition, £85; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 609-636

D.F.P., 1923, 8.5hp, English 4-seater body, real leather upholstery, starter, all-weather equipment, splendid order, 165 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-580

ERIC-CAMPBELL, 1922, 10hp, special small 4-seater, starter and lighting, in new condition, £135; also 1921 2-seater, 100 guineas. Bartlett's, 93 Gt. Portland St. 609-826

FIAT, 1921, 10-15, 2-seater, repainted, in excellent mechanical condition, £225. The Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 609-841

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-546

G.N. 1921 Legera, new chummy body, coach painted navy, new side screen and hood, overhauled 2 months ago at cost of £35, smart, speedy, economical car, nearest offer £65. 41 Fairlawn Ave., Chislewick. Phone, Chislewick 2483. 609-m485

G.N., 1921, dynamo lighting, spare wheel, speedometer, overhauled, repainted, new hood, 50 guineas. 51 Upper Richmond Rd., East Putney. 609-698

G.N., 1920, tax paid to end year, 12-volt dynamo lighting, practically new Dunlop cords, electric horn, spare wheel, £50. Lynton, Godstone Rd., Whyteleafe. 609-684

G.N., 1920, Lucas dynamo lighting, speedometer, very smart, spare wheel, £49; exchanges and terms arranged. Phone, Paddington 6049, or call Kirk and Co., 22 Praed St., Paddington, W. 2. 609-513

G.N., 1921, 8hp, Lucas dynamo lighting, spare wheel, good tyres, speedometer, fully equipped, £48. G. R. Naylor, 406 Garratt Lane, Earl'sfield, S.W. 18. 609-609

G.N., 2-seater, dynamo lighting, speedometer, spare wheel, fully equipped and in excellent running order, £55. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnet. 609-556

G.N., 4, 10.8, special body, 5 lamps, any trial, examination, £110. Louis, 117 Old Christchurch Rd., Bourne-mouth. 609-a79

G.N., 1921, sports, 2-seater, dynamo lighting, detachable wheels, spare, tyres good, all accessories, upholstery, hood perfect, just completely repainted, exceptionally fast and smart, in first-class condition throughout, any examination willingly, £58. Note our new address: Benmotors, 30-32 High St., Wandsworth, S.W. 18. 609-614

G.N., late 1920, dynamo lighting, spare wheel, £45. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 609-603

G.N., new November, 1921, brand-new back tyres and hood, aluminium dash, large steering wheel, tax paid 1924, many spares and extras, perfect condition, trial given, £55. Homestead, Smitham Dottom Lane, Purley. Phone 1095. 609-a68

G.N., sports, £40, 1921, 2-seater, painted red, tax paid, good tyres, in excellent mechanical order, any trial or examination. Ingram Sandie and Co., Ltd., 168 Regent St., Gerrard 3852. 609-782

G.N., 1922, 8hp, 2-seater and dickey, special Frazer-Nash o.h.v. engine, dynamo, speedometer, clock, side curtains, shock absorbers, 2 horns, spare wheel, etc., exceptional condition, 95 guineas. Below. 609-581

G.N., 1922, 8hp, 2-seater and dickey, dynamo, speedometer, clock, side curtains, spare wheel, etc., excellent order, 75 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-581

G.N., as new, any trial, bought larger car, £65. H.S., 33 St. Stephen's Rd., Bow, E. 609-a25

"PROFILE ROAD BOOK." A guide to the main roads and gradients throughout England and Wales. 2s. 6d. net. 2s. 7½d. post free.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

G.N., Legere, little used in 1921, dynamo lighting, speedometer, very fast, all-weather hood, special side curtains and upholstery, just ready for use, excellent order, £59. Cairner, Olney. 609-a24

G.N., 1921, sports, fully equipped, with dynamo lighting, electric and bulb horns, speedometer, etc., 5 detachable wire wheels, overzaged tyres in excellent condition, recently repainted, hood and side curtains in good condition, tax paid, one of the smartest and most efficient on the road, open any expert examination, £52. Private Owner, 21 Balham High Rd., Phone, Streatham 3055. 609-a30

G.N. 1920 touring model, £50; 1921 touring model £60; 1922 all-weather model, dynamo, etc., £75; 1922 Vitesse, all-aluminium boat-shaped body, rev. counter, speedometer, magnificently equipped, guaranteed 75 m.p.h., £175. Black and Finch, 222 Gt. Portland St., W. 1. Concessionaires for G.N. cars. Phone, Museum 2271. 609-817

G.N., 1921, dynamo lighting, especially tuned for speed, any trial, £42. 31a Hydethorpe Rd., Balham. 609-854

G.N., £52, exchanges, deferred payments. 1921 G.N., 2-seater, hood, screen, electric lamps, clock, speedometer, nice condition. Scarborough, 35 Hauser Rd., East Dulwich Sydenham 2452. 609-865

G.N., 1922, 2-seater with dickey, dynamo lighting, £70, exchange or hire purchase. The Light Car Co., 331, 414 Euston Rd., London. 609-639

GRAHAM-WHITE, 1922, special built body with dickey, domo wings, slip board, glass windscreen, hood, aluminium wheel discs, electric lighting, chains, invariable, excellent condition throughout, bargain, £38. Saxer, 251 Fordwych Rd., Cricklewood, N.W. 2. 609-x365

G.W.K. 2-seater, repainted, good running order, £50 or near offer Hodgson, School, Busbridge, Godalming. 609-m334

G.W.K. 1920 10.8hp 4-seater, engine completely overhauled, dynamo lighting, side curtains, tyres good, new disc, excellent condition, £75. North Stafford Garage, Stone Rd., Stafford. 609-x246

G.W.K. 2-seater, just overhauled, 5 new Dunlop cords, new accumulator, new hood, side screens, dynamo, spare wheel, perfect and guaranteed condition, 50 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 609-0696

G.W.K. 1922 2-seater, works overhauled, repainted, £95; also 1922 4-seater nice condition throughout, £100. North Essex Motor Co., Saffron Walden. Phone 16. 609-503

G.W.K., almost new, 2-seater, dickey back, 4-cylinder, dynamo lighting, spare wheel, £75; also one 4-seater G.W.K., very good condition, £75. 32 Strode Rd., Station Rd., Forest Gate. 609-a95

G.W.K., 1920, 10hp, 2-seater and dickey, dynamo lighting, speedometer, spare wheel, licensed, excellent order, 50 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W. 1. Mayfair 4027. 609-588

G.W.K., 1921, 2-seater, all-weather, double dickey, C.A.V. dynamo lighting, tax paid, new tyres, paint unscratched, £70. 4 Denman Place, Piccadilly, Regent 986. 609-646

GWYNNE B. 1923, chummy model, speedometer, rear apron, fully licensed, and many extras, £140. Chinery, Gwynno Specialist, 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-99

GWYNNE B. 1923, self-starter, clock, speedometer, fast and absolutely as new throughout, guaranteed, 135 guineas. 51 Upper Richmond Rd., East Putney. 609-0695

GWYNNE, 1923, chummy, original car, new condition, tax paid, £135. See below.

GWYNNE, 1923, special fast 2-seater, new tyres, tax paid, £150. Gwynno specialist, Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 609-644

HAMPTON, 1922, 2-seater, starter and lighting, newly painted, taxed, £100, great bargain. James, over Alexander's, 482 Harrow Rd., Paddington. 609-808

HAMPTON, 1920, 4-seater, dynamo and starter, Mulliner body price £85; exchange or hire-purchase. The Light Car Co., 331, 414 Euston Rd., London. 609-635

HANDS 1923 10hp 4-seater, 2 doors, all-weather equipment, S.S., dynamo lighting, clock, speedometer, luggage grid, licensed, practically new, owner bought larger car, price £185. Park Side, Church Lane, N. 17. No dealers. 609-0415

HANDS 1922 10hp 2-seater, double dickey, dynamo lighting, self-starter, side curtains, clock, aluminium plates, spare wheel and tyre, car finished crimson, excellent condition throughout, including all tyres, bargain, £115. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 609-0584

HANDS, 1922, 10hp, 2-seater and dickey, starting and lighting, perfect condition, bargain, 105 guineas. Exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 609-619

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-d292

HILLMAN 10hp coupe, dynamo lighting, self-starter, thoroughly sound condition, £80. Vivian Hardie and Lane, Ltd., 24 Woodstock St., New Bond St., W. 1. 609-650

HILLMAN, perfect condition, 8hp, with double dickey, £70. Leighton Motor Co., Ltd., 289 High Rd., Wood Green, N. 22. Phone, Palmers Green 471. 609-660

HORSTMAN, 1924, 12-30hp Anzani engine, 4-seater, touring model, upholstered in real leather, spare wheel, tools, 5 lamps, speedometer, clock, electric horn, dash lamp, luggage grid; this car has not done 5,000 miles, and is in excellent condition throughout, price £260 a bargain. Box No. 6167, c/o "The Light Car and Cyclecar" zzz-958

HORSTMAN 1921 10.5hp 4-seater, rear screen, starter, tax paid, 1924 transmission, excellent order, £140. Bartlett's, 93 Gt. Portland St. 609-827

HUMBER, 8hp chummy model, tax Dec. 31st, mileage negligible, £190. Ratcliffe Bros., 200 Great Portland St., W. 609-796

HUMBER, 10 p. 4-seater, fine order, dynamo, speedometer, 6 detachable wheels, upholstery and paint splendid, £95, guaranteed. James, over Alexander's, 482 Harrow Rd., Paddington. 609-807

HUMBERETTE, £30, 8hp, 2-seater with detachable box body, good tyres, electric lighting in good condition throughout, any trial or examination. Ingram, Sandle and Co., Ltd., 168 Regent St., Gerrard 3852. 609-783

HUMBERETTE, £35 or nearest, air-cooled, electric light, perfect order, bargain. 10 Bright St., Darlington. 609-m440

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

HUMBERETTE, £35, a-c., 2-seater and dickey, perfect running order, repainted, tax paid, all out. 12 Limes Rd., Dover. 609-a47

JOWETT. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Tube Station). Second-hand cars wanted urgently. Only those in really excellent order. Cash. 609-4

JOWETT late 1923 2-seater, dickey, starter, fully equipped, tax paid, first-class order. W.B.G., 5 Lambeth Palace Rd., S.E. 1. Hop 5279. 609-517

JOWETT, 1924, 2-seater, dickey, starter, licensed, mileage under 400, £170.

JOWETT, 1923 late, 2-seater, starter, licensed, first-class order, guaranteed, £147.

JOWETT, 1924, 2-seater, starter, new but soiled, at a reduction. Gallifent Holmes, 26 Wymond St., Putney. 606-x362

JOWETT 1923 7hp 2-seater, dickey, dynamo lighting, fully equipped, new condition, 130 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-582

LAGONDA, 12hp, coupe, No. 4007, new June, 1922, mileage 6,255, in new repair and condition, 4 new Michelin tyres, £150, or near offer. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-162

LAGONDA. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Tube Station). Second-hand cars wanted urgently. Only those in really excellent order. Cash. 609-3

LAGONDA coupe, 2-seater, dynamo lighting, 1915, very good condition, bargain £50; also Zenith carburetter, what offers? M., 20 Grove Villas, N.13. 609-0214

LAGONDA coupe M model, 1924, painted blue, with black upholstery, condition as new, price £250. Lagonda, Ltd., 195 Hammersmith Rd., W. 6. 609-465

LAGONDA, 1923, 2-seater, all-weather model, painted blue with black cloth hood, licensed for 1924, price £200. Lagonda, Ltd., 195 Hammersmith Rd., W. 6. 609-462

LAGONDA, 12hp, 1924, 4-seater, grey, black wings, dynamo lighting, self-starter, speedometer, clock, windscreen wiper, electric and ordinary horns, spare petrol can and carrier, pneumatic upholstery, taxed, excellent condition throughout, fully equipped, small mileage, £275. Mebes and Mebes (Est. 1895), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 609-526

LAGONDA, 1920, 11hp, 4-seater, dynamo lighting, all-weather equipment, speedometer, year's licence, excellent condition, £70, exchanges, terms. 63 Solon Rd., Brixton. 609-472

LAGONDA, 1921, all-weather 2-seater, sunk dickey, lovely car, 105 guineas, exchanges, deferred payments. Pengo Motor Co., 43 Green Lane, Penge, S.E.20. Phone, Syd. 604. 609-591

LAGONDA 12hp coupe, 1921, large double dickey, speedometer, clock, 5 lamps, starter, splendid condition, private owner, £125. Stephens, 26 Clifton Ter., Brighton. Phone, 4868. 609-a50

LAGONDA coupe with starter and lighting, 1920, in fine condition, £97. Leighton Motor Co., Ltd., 289 High Rd., Wood Green, N. 22. Phone, Palmers Green 471. 609-658

LAGONDA 1921 coupe, repainted, splendid order, tax paid, £120. Stretton and Smith, 12 Woodstock St., Oxford St., London. 609-657

LAURENCE-JACKSON, £35, 1921, 2-seater, 8hp w-c., electric lighting, as new, mileage 2,000. 202 Brixton Hill, S.W. 2. 609-0575

L.S.D. 1922 2-3-seater, 2 speeds and reverse, not done 2,000 miles, perfect condition, tax paid, £80. Abbey, Watton, Norfolk. 611-0327

MARSEAL, 1924, 4-seater, moderate mileage, dynamo lighting and starter, all-weather equipment, £155. Maudes', 100 Great Portland St., London. 609-778

MATCHLESS 1924 4-seater, 10hp, mileage 2,000, as new, tax paid, every accessory, insurance paid, £135. Drew's Garage, 584 Romford Rd., Manor Park, E. 12. 609-a62

MATHIS, 1922 8hp, 2-seater, tax paid, dynamo lighting, equipment, etc., £95 or best offer. Boston, Piddington, Oxfordshire. Oxford or London by appointment. 609-0217

MATHIS 1922 2-seater, Cape hood, dynamo lighting, self-starter, 5 detachable wheels, fully taxed and insured, a bargain, £105. W. Woodford, 8 Buckland St., New North Rd., N. 1. 609-0686

MATHIS, 1923-1924, very special 8hp 2-seater sports, fitted with every conceivable accessory and to all intents and purposes new, £246, or would exchange for good second-hand A.O. Singer, Standard or similar car. Cash either way. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 609-598

MATHIS, 1923, 8hp, 2-seater sports, 4-speed, starter, lighting, excellent condition, £110 or offer. Kirkella, Osborne Rd., Farnborough, Hants. 609-a48

MATHIS 1922 8hp 2-seater, 4-speed, starter, dynamo lighting, year's licence, splendid order, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-583

MCKENZIE, 1924, 4-seater, shop-soiled only, £215. Smith and Hunter, 90 Great Portland St., Phone, Langham 8136. 609-537

MERCURY, 1920, 4.5hp 2-seater, front dickey, dynamo lighting, detachable wheels, spare car very good, all accessories, upholstery, paint and hood very good, fast, smart and reliable car, open to any examination willingly. Benmotors, 30 and 32 High St., Wandsworth, S.W.18. Battersea 1609. 609-617

MIDLAND, 1922-23, 2-seater and dickey, very nice order, hardly used, sacrifice, 59 guineas. 31a Hydethorpe Rd., Balham. 609-852

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-337

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MORGAN, Family, October, 1922, 8hp J.A.P., a-c., splendid condition, new back tyre, taxed, £75. 473 Weelsby St., Grimsby. 609-a43

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SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN de luxe, 1924, 10hp w.c. M.A.G., complete per makers' specification, including disc, hood cover, little used, unscratched throughout, £128. Lane, 126 Queens Rd., Dalston, E 8. 609-0417

MORGAN 1923 de luxe, w.c. Anzani engine, dynamo, taxed, £105. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 609-475

MORGAN, 8hp J.A.P., a.c., electric lighting, 3 new Dunlop cords, taxed, all in exceptionally good condition, 45 guineas, must sell. F. C. Lingley, Roycroft, Woodbridge, Suffolk. 609-0665

MORGAN, 1922 Aero, 10hp w.c. M.A.G., electric lighting, horn, speedometer, clock, dashlamp, Klaxon, hood, side curtains, luggage carrier, discs, spares, perfect condition throughout, painted lawn taxed, £90. Haslemere, Hammers Lane, Mill Hill, N.W. 7. 609-0331

MORGANS' Homas's have the following Morgans for disposal, all thoroughly overhauled and guaranteed:—

1922 Grand Prix, 10hp, w.c. M.A.G., speedometer, hood, screen, etc., tax paid, best overhauled, £95

1922 Grand Prix, 10hp, w.c. M.A.G., Lucas dynamo hood, screen, speedometer, discs, etc., £95

1922 Grand Prix, 10hp, w.c. M.A.G., C.A.V. dynamo lighting, hood, screen, tools, etc., guaranteed perfect, £95.

1923 Grand Prix, 8hp Anzani, dynamo lighting, Bonniksen speedometer, discs, tax paid, new hood, faultless, £120.

1924 Family, standard Anzani, dynamo lighting, self-starter, hood, screen, etc., tax paid, £140

1924 Aero w.c. J.A.P., aluminium pistons, Lucas dynamo, discs, etc., tax paid £135.

Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment. Homas's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 609-553

MORGAN de luxe, 1921, w.c. J.A.P., new chains, speedometer, inside brake, excellent condition, £70 or nearest. Jones, 25 Pendarren St., Aberdare. 609-0335

MORGAN Aero, 1924, super 10 Blackburne, o.h.v., almost new, mileage 1,000, speedometer, Lucas dynamo, hood, taxed, oversize Dunlop cords, special rims, cost £180, sacrifice £138 cash. Below

1924 Grand Prix, Blackburne, discs, equipped, taxed for year, as new, £117 10s. Below

1923 Grand Prix Anzani, discs, etc., speedometer, taxed year, excellent condition, £107 10s. Klee Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.O.3. Phone, Avenue 5548. 609-784

MORGAN, 1922, de luxe a.c., M.A.G., overhauled, dynamo, new chains, taxed, 265' quick sale. Davies, Old Milverton, Warwick. 609-067

MORGAN de luxe, w.c. J.A.P., speedometer, £72 10s. Ratcliffe Bros., 200 Great Portland St. W. 609-795

MORGAN, 1923, de luxe, water-cooled J.A.P., taxed, 90 guineas. Box No. 6556, c.o. "The Light Car and Cyclecar." 609-028

MORGAN, 1918, G.P., electric lighting, discs, aluminium pistons, hood, screen, repainted, taxed, sound condition, £55. Allber Garage, Thornsett Rd., Earlsfield, S.W. Phone, Latchmere 4388. 609-547

MORGAN, Family model, 1922, 8hp water-cooled J.A.P., complete with speedometer and tax paid, condition equal to new, guaranteed perfect, £98. Grand Prix model accepted in part exchange. Hall, 91 St. Peter's St., St. Albans. 609-819

MORGAN, dynamo lighting, good tyres, overhauled throughout, tax paid, £58. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1829. 609-648

MORGAN, £72; exchanges, deferred payments. 1921 Morgan de luxe 2-seater, with door, M.A.G., water-cooled, hood, screen, lamps, fast; also Grand Prix Morgan, o.h.v. J.A.P., w.c., taxed, splendid condition, £60. Bearbridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 609-857

MORRIS-OXFORD 10hp (tax £9) 2-seater, purchased new 1914, but not used during war, 4-cylinder monobloc, 3 speeds reverse, gate, very fully equipped with all lamps, 5 detachable wheels and practically new tyres all round, tools, hood, screen, etc.; the car is in extremely good condition throughout and is most economical to run, open to any examination and trial, will accept £37 cash. R. Watson, Victoria Rd. Alderburgh, Suffolk. 609-0679

MORRIS-OXFORD 2-seater, dynamo lighting, fine condition, taxed, £65. Grover, Dunstable. Phone 146. 609-455

NEW CARRIENS Absolutely out of stock of second-hand models when going to press, but send us your inquiry. Our prices vary from £260 to £55. Exchanges, deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 609-065

PALLADIUM 1924 Victory model, 4 wheel brakes, etc., not yet licensed, £365 for quick sale. Box No. 6332, c.o. "The Light Car and Cyclecar." 609-0420

PERRY, 7hp, 2-cylinder, 2-seater, detachable wheels, good running order throughout, tax paid December, £32 10s. 7 Sylvan Hill, Crystal Palace. Sydenham 223. 609-1366

PERRY, 1916, 2-seater, dynamo lighting, £65, exchange or hire purchase. The Light Car Co., 351, 414 Euston Rd., London. 609-641

PEUGEOT 1916 8hp 2-seater, engine and chassis completely overhauled, as new, electric lighting, £55 or offer, owner going abroad. Major Hill, 90 Madeley Rd., Ealing. 609-691

PEUGEOT QUAD, 1921 model, 6.2hp 4-cylinder engine, Lucas dynamo lighting, all recently overhauled and in splendid condition, 65 guineas. J. W. Whistock, New St., Woodbridge, Suffolk. 609-0666

PEUGEOT, 7.2hp saloon coupe, 1916, electric lighting, Bedford cord upholstery, frameless windows, town lights, tyres almost new, 4-cylinder, 3-speed and reverse in perfect mechanical condition, very fast, one of the prettiest coupes on the road, a real little gem, £65. Note our new address: Benmotors 31-32 High St., Wandsworth, S.W.18. 609-615

PEUGEOT 2-seater, hood, 7.5hp, good running order, £40, 1924 tax paid, or exchange March pullets. Elwea, Symonds Yat, Ross-on-Wye. 608-060

PHOENIX, 1920, 2-seater and dickey, starter and lighting, new tyres all round, beautiful condition throughout, £90. Exchanges, deferred payments. Mears and Bishop, 226a Hammersmith Rd., W. 6. Hammersmith 2230. 609-620

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

RENAULT 8hp 2-door English coupe (registered March, 1924), 2 months old, painted blue, bino leather upholstery, leather head, dickey, starter, balloon tyres, electric rear warning sign, clock, speedometer, year's licence, new condition throughout, 250 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-584

RHODE, 9.5, September, 1922, dynamo, speedometer, Ranpa gaiters, Dixon adjustable jet, Lennox extra air and other extras, mileage 5,700, ready for 1,000-mile tour, £135. Hodd, 90 Moorgate, E.C. 2. 609-m586

RHODE, 1922, Occasional Four, in splendid order, only £120 cash, or £30 down and 9 payments of £10 7s. 6d. Lamb's, Ltd., opposite Piccadilly Station, Walthamstow; 387 Euston Rd., N.W.; 50 High Rd., Wood Green. 609-465

RHODE, 9.5hp, 1923, all-weather saloon, dynamo lighting, self-starter, speedometer, clock, dashlamp, 6 lamps, petrol can and carrier, luggage carrier, Michelin balloon tyres, tax paid for year, fully equipped, excellent condition throughout, £175. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 609-525

RHODE, 1922, 9.5, occasional four, dynamo, speedometer, gaiters, adjustable jet, good condition cheap quick sale, £110 first near offer. Mansfield, 335 Goldhawk Rd., W. 6. 609-026

RHODE chummy, 1922, fully taxed, splendid order, £123; cash, deferred, exchanges. Raitton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 609-758

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 22-275

RICHARDSON, 1921 model, 8hp J.A.P., 4 speeds, reverse, electric lighting, dickey seat, £40. Exchanges, deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 609-557

RICHARDSON, exceptional bargain, 1921, J.A.P., 8-hp, 2-seater, dickey, excellent condition, original tyres, taxed for year, full equipment, any trial, first offer £37 10s. Clarke, Queen St., Leuth. 609-078

RILEYS, Guaranteed by the Riley specialists. Exchanges. Lowest Motor Works, Sussex. 615-1942

RILEY, sports, 1923-4, 2-seater and dickey, all-aluminium body, 4-speed and reverse, wire wheels, outside exhaust, speedometer, clock, self-starter, dynamo lighting, extremely smart, very fast, as new, any trial, £275; must be seen to be appreciated; appointment only. Bennett, "Egremont," 95 Wellmeadow Rd., Catford, S.E. Phone, Lee Green 1097. 609-499

RILEY sports, 1923, 11-40hp, 2-seater, dickey, hood, starter, small mileage, exceptionally fine condition, year's tax, £355. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 609-770

ROVER 8, October, 1921, 5 new tyres, 4 front lamps, dynamo lighting, hood, side screens, perfect running condition, tax paid, 100-mile trial offered, £70. Box No. 6347, c.o. "The Light Car and Cyclecar." 609-0578

ROVER 8, chummy, late 1923, condition and appearance faultless, speedometer, electric horn, etc., £115. Robinson, Draper, Lowestoft (South). 609-0577

ROVER 8, 1923, just been overhauled and coach-painted, tyres good, £95. Passey, Winscombe. 611-0329

ROVER, A. P. Rey 8hp, 1922, dickey, paint and mechanical condition excellent, £85, extended terms. 378-384 Euston Rd. Museum 7600. 609-478

ROVER, 8hp, 4-seater, untaxed, £145. Dover Autocar Co., Dover. 610-x245

ROVER, 8hp, 1924, brand new, 2-seater, model de luxe, dark blue, many extras, taxed and insured, £169. Box No. 6351, c.o. "The Light Car and Cyclecar." 609-0690

ROVER, 1923 (late), Occasional Four, dynamo lighting, clock, speedometer, taxed, almost new, £125. Greaves, 6 Sheldon Rd., Cricklewood, London. 609-0674

ROVER, 8hp, 1922, 2-seater and dickey, dynamo lighting, very nice condition throughout, spare wheel, £80. Below

ROVER, 1923, 2-seater, dynamo lighting, specially fitted dash, clock, speedometer, amperes and volt meters, dash spots light, etc., side screens, luggage grid, spare wheel, etc., tax paid to December, very fine mechanical condition, £90; exchanges and terms arranged. Phone, Paddington 6049, or call, Kirk and Co., 22 Praed St., Paddington, W. 2. 609-514

ROVER, 1922, 8hp, dynamo lighting, glass side screens, speedometer, electric horn, tyres excellent, mechanically sound, £83. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 609-507

ROVER, 1922, 8hp, de luxe, leather upholstery, clock, speedometer, almost new tyres, taxed, 1925, £88. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 609-508

ROVER 8, 1921, dickey seat, insured, dynamo lighting, spare wheel, speedometer, side screens, etc., splendid condition, £68. 9 Gantshill Crescent, Ilford. 609-041

ROVER 8, 1922, de luxe 2-seater, finished blue, side curtains, clock, speedometer, electric horn, mirror, etc., 1924 oiling system fitted, taxed year, £90. 248 Worple Rd., Wimbledon. 609-044

ROVER 8, 1921, 2-seater, grey, fully equipped, speedometer, clock, spare wheel, electric horn, £85. Ramsay, 93 Sussex Rd., Watford. 609-054

ROVER 8, 1921, painted blue, speedometer, nice condition, good tyres, £65. Sydenham 2432. Hillier, Moore Park Hotel, Woodvale, Honor Oak S.E. 23. 609-766

ROVER, 8hp, 1924, 4-seater de luxe, starter, clock, speedometer, A.W. curtains, year's tax and insurance, £150. Pickworth in Hull, 107 Gt. Portland St., W. 1. Langham 1998. 609-762

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ROVER 8 1924 4-seater, all-weather, hardly used, taxed year. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 609-818

ROVER, 8hp, chummy model, 1923 model, £105. Apply, The Telephone Motor Works, Ltd., 15b Allsop Pl., Upper Baker St., N.W. Phone, 1307 Langham. 609-823

ROVER, £68; exchanges, deferred payments, 1921 Rover 8hp 2-seater, dynamo, hood, screen, 5 detachables, nice condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 609-864

ROVER, 1922, 2-seater, tax paid, new tyres, guaranteed condition, 75 guineas. 31a Hydehorpe Rd., Balham. 609-858

ROVER 8, 1923 (late), chummy, self-starter, speedometer, absolutely as new, £115. Clark, 7 Exhibition Rd., S.W.7. 609-837

ROVER, 8hp, 1924, 4-seater, model de luxe, self-starter, taxed and insured, mileage 400, absolutely new, £160. 112 Stroud Green Rd., Finsbury Park, N.4. 609-a85

ROVER, 8hp, 1923 Chummy model, tax December 31st, self-starter, many extras, £135. Ratcliffe Bros., 200 Gt. Portland St., W. 609-791

ROVER, 1924, 8hp, 2-seater, dickey, finished blue, many extras, taxed for year, £135. Beon and Porter, Ltd., Rover Agents, 159-161 Castelnau, Barnes, S.W. 609-802

ROVER 8, 1922, de luxe, finished grey, lovely order, £85. James, over Alexanders, 482 Harrow Rd., Paddington. 609-806

ROVER, 1922, 8hp, 2-seater, dynamo, speedometer, side curtains, excellent condition, bargain £80. Martin, 10 Herbrand St., Russell Sq., W.C. Museum 6594. 609-809

ROVER, 1923, Chummy de luxe, taxed for year, first-class condition, £120. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 609-602

ROVER 8, late 1922, special model, small mileage, mechanical condition and appearance like new, reliable bargain, 87 guineas, would drive 50 miles to intending purchaser. 32 Bonnersfield Lane, Harrow. 609-a75

ROVER 8, 1921, 2-seater, dynamo, spare, very good condition, taxed year, £68 10s. Elcc, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.5. Phone, Avenue 5548. 609-785

ROVER, 1922, 8hp, 2-seater, dynamo, overhauled, £82. Bartlett's, 93 Gt. Portland St. 609-830

SALMSON. Apply to the London distributors, Gordon Walney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-283

SALMSON. Mann and Handover, Ltd., authorized agents for Salmson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. zzz-743

SALMSON, late 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, taxed, perfect condition, £100. K.J. Motors, Bromley. 610-371

SALMSON, 3-4-seater, 9.5hp, has only done 500 miles, absolutely new condition, self-starter and lighting, £150. Box No. 6334, c/o "The Light Car and Cyclecar." 609-a422

SALMSON. The Motor House, Ltd., have a really sporty fast 2-seater Salmson, in wonderful order; a trial run will sell it at our price of £115. 20 Finchley Rd., N.W. 8. Near Lord's. 609-609

SALMSON 1923 2-seater, double dickey, A.W. equipment, many extras, taxed December, insurance, splendid condition, bargain, £120. Apply, C., 29 Botham Rd., Putney. 609-a131

SALMSON, de luxe, August 1923, all-weather, double dickey, dynamo, speedometer, clock, upholstered Rhinos leather, well shod, taxed year, £135. Fairall, 284 Farnham Rd., Slough. 609-a107

SAXON, 10hp 4-cylinder, any trial, £32. Lovatt, Streatham Rd., Mitcham. 609-612

SILVER HAWK racer, 1921, 1½-litre Coventry-Simplex engine, streamlined tail, detachable wings, 2 spare wheels, 4 Hartfords, good condition, £120. Nutley Garage, Uckfield. 609-a328

SINGER 1914 10hp 2-seater, dickey, dynamo, 5 detachable wheels and excellent tyres, recently overhauled throughout, taxed, £40. K.J. Motors, Bromley. 610-372

SINGER, 2-seater, tax paid, dickey, 5 wheels, 6 lamps, nearly new tyres, dynamo lighting, good appearance and reliable, £50. 2 Thornton Rd., Anerley, London. 609-a436

SINGER, 1924, 2-seater de luxe, double dickey, fully taxed, several extras, perfect condition, 165 guineas. 51 Upper Richmond Rd., East Putney. 609-a692

SINGER, 10hp, 1922 (October), all-weather semi-coupe, glass side windows, 2-3-seater and dickey, navy, upholstered leather, 12-volt lighting, starting, 5 lamps, speedometer, dash lamp, dimmer, electric bulb horns, stepmats, ventilators, lamp, hood covers, extra air, petrol gauge, luggage grid, 4 new Dunlops, grease-gun system, right-hand change, gearbox not on back axle; special car at special price: one private owner; mileage 9,000, taxed, insured, £145. M., Drill Hall, St. Mary St., Huntingdon. 609-a687

SINGER coupe, November, 1920, dickey, speedometer, clock, 12v. lighting and starting, small mileage, £95. Flint, Hazlemere, High Wycombe. 609-a672

SINGER, 1921, 10hp, Sports model, self-starter, good tyres, spare wheel, condition as new, £83. G. R. Naylor 406 Garratt Lane, Earlsfield, S.W. 18. 609-511

SINGER 1924 de luxe 4-seater, mileage very low, £185. Grimes, 24 Brunton Place, W. 1. Mayfair 4792. 609-502

SINGER, 1921, 2-seater, double dickey, fullest equipment, taxed year, perfect, £90. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-542

SINGER, 1914, 2-seater and dickey, dynamo lighting, detachable wheels, good condition throughout, tax paid, £35. 7 Sylvan Hill, Crystal Palace, Sydenham 223. 609-a367

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

SINGER, 1921 coupe, self-starter, 5 lamps, owned by a lady, as new, 78 guineas. 31 Hydehorpe Rd., Balham. 609-853

SINGER, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 6 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 609-859

SINGER, 10hp, 1919, 2-seater, dickey, electric light, speedometer, spare wheel, fully taxed, good condition, £70. Sunnybank, Biddenden. 609-a81

SINGER, 10hp, 1925, 4-seater de luxe, taxed December 31st, perfect order, £160. Ratcliffe Bros., 200 Gt. Portland St., W. 609-793

SINGER, 1924, 10hp, 4-seater de luxe, absolutely as new, £225; another, £180; 1925 4-seater de luxe, taxed for year, £170. Newham Motor Co., 245 Hammersmith Rd., W.6. 609-600

SINGER 10, 1919, drop-head coupe, dynamo lighting and starter, detachable wheels, spare, tyres good, all accessories, Bedford cord upholstery, frameless windows, paint, wings, etc., perfect, whole in first-class condition throughout, very quiet, reliable coupe, £85. Below.

SINGER 10, 1919, drop-head coupe, as above only no starter, just completely overhauled, £78. Below.

SINGER 10, 1918, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres good, all accessories, year's tax, upholstery, hood and paint fair, in good mechanical condition, £65. Below.

SINGERS, 10s, 1917, all-weather 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres good, all accessories, year's tax, leather upholstery, in very good mechanical condition throughout, £65; all the above open to any examination willingly. Many others as above. Note our new address—Penmotors, 30-32 High St., Wandsworth, S.W. 18. 609-616

SINGER, 1920, 10hp, 2-seater, dickey, dynamo lighting, self-starter, good condition, £67. Exchanges, terms. 63 Solon Rd., Brixton. 609-a73

SINGER, 1916, 10hp, 2-seater saloon, with dickey, upholstered Bedford cord, electric lighting, accessories, exceptional condition, £48. Exchanges, terms. 63 Solon Rd., Brixton. 609-a74

SINGER, 1914, 10hp, 2-seater, dynamo lighting, etc., tax paid, very nice condition, £40. 83 Peshurst Rd., Thornton Heath. Phone 1572. 609-a46

SINGER 1920 coupe, lighting and starting, tax paid, drop head, £80. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. 609-753

SINGER, Cummings and Simpson have the following Singer cars:—1924 (shop-soiled only) Singer 4-seater, self-starter, as maker's catalogue, tax and insurance, £205.

1924 Singer 4-seater, tax paid, new condition throughout, £195.

1924 Singer 4-seater, tax paid, nearly new, £190. Cummings and Simpson, 6 Putney Bridge Rd., Wandsworth. Putney 2728. 609-813

SINGER 1921 10hp 2-seater, dickey, excellent order, £85. Bartlett's, 93 Gt. Portland St. 609-829

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD. Moores Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

STANDARD 9.5 1914 2-seater, completely equipped, in first-class running order, low price accepted. K. Lankester, 59 Eden St., Kingston. Phone 85. zzz-100

STANDARD, 1923, 9.5 2-seater, with double dickey, lighting, starting, clock, speedometer, and licensed, very nice condition, £155. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-207

STANDARD, 1924, Nile blue finish, 4-seater, fully licensed, £195 cash; or £48 15s. down and 12 payments of £12 16s., with option of a special rebate; also another at £205 cash, or on deferred payments; motorcycle exchanges. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow; 387 Euston Rd., N.W.; 50 High Rd., Wood Green. 609-466

STANDARD, 1921, 11.6, L. and S., new tyres, repainted and overhauled, £145. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. 609-755

STANDARD 1924 11.4hp 4-seater, very small mileage, year's tax, £200. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 609-771

STANDARD 1924 11.4 4-seater, very small mileage, practically new, tax paid, £200. Below.

STANDARD 1923 11.4 all-weather 2-seater, starter, as new, £175. Lionel H. Fugh, 9 South Merton St., W. 1. Mayfair 4433. 609-569

STANDARD 9.5hp 2-seater, dickey, all-weather, 1920, long wheelbase, starter, clock, speedometer, little used, £120; exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 609-572

STANDARD. 1924 Standard, mileage negligible, very nice 2-seater, full equipment, £215; also brand-new 4-seater, £235; cash, deferred or exchange. The Motor House, Ltd., 20 Finchley Rd., N.W. 8. Near Lord's. 609-607

STANDARD 11.6 1921 2-seater, tax December 31st, perfect order, £160. Ratcliffe Bros., 200 Gt. Portland St., W. 609-792

STANDARD, £130; exchanges, deferred payments, 1920, long wheelbase, 2-seater, dickey, 9.5hp all-weather hood, lighting, starter, 5 detachables, taxed, wonderful little engine, Eastbourne and back on top gear, smart. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 609-861

STANDARD, 9.5hp, 2-seater, dickey, dynamo lighting and starter, exceptional condition, £85; seen after 6. or appointment. Heathfield, London Rd., Norbury, S.W. 16. 609-a106

STANDARD 1924 11.4hp 4-seater, tax paid, £195. Bartlett's, 93 Gt. Portland St. 609-828

STANDARD, 9hp, starter and lighting, 2 seater and double dickey, nearly new tyres, double windscreen, speedometer, extra good, licensed, owner going abroad, £125. Teighton Motor Co., Ltd., 289 High Rd., Wood Green, N. 22. Phone, Palmers Green 471. 609-661

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

STANDARD, 1924, 11.4, 4-seater, bought end of May, as new, mileage 1,340, £50 under cost, owner buying 2-seater. Write, Percy Newbery, 27 Chatterhouse Sq., London. 609-4369

STELLITE, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160

STELLITE, 1914, guaranteed in good order, 2-seater, dickey, will take 4 anywhere, spare wheel, good tyres and lamps. £67 10s. G.L., 21 Market Pl., Kingston, Surrey. 609-a61

STONELEIGH 1922 9hp 4-seater, clock, speedometer, electric light, screen wiper, new Dunlop cords and many extras, recently overhauled and in excellent running order, taxed, any trial, £60 for quick sale, owner going abroad. Chandler, 3 Royston Rd., Richmond, Surrey. 609-a55

SURREY, 1921, 9.5, double dickey, dynamo, spare wheel, splendid condition, bargain £68, or exchange combination and cash. 3 Langley Rd., Beckenham. 609-a21

SURREY, 1921, 10hp, chummy, 4-seater, tax paid, excellent order, £65. 4 Denman Place, Piccadilly Circus. Regent 986. 609-647

SWIFTS, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301

SWIFT, Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-755

SWIFT, 1913, 7-hhp, 2-seater, one of the famous staggered-seat models, in good running order. £25. 5 Nithsdale Rd., Weston-super-Mare. 609-a574

SWIFT, 1920, 2-seater, dickey, dynamo lighting, taxed, car as new, £115 Grover, Dunsstable. Phone 146. 609-496

SWIFT, 7.9, sound mechanical condition, good tyres, 3 electric lamps, speedometer, trial by appointment, tax paid year, £45. Turner, 76th Battery, Deepport, Hants. 609-a42

SWIFT, 1920, 2-seater, 7.9hp, monobloc, water-cooled, 3 speeds, reverse, gate, handover Dunlop cords, hood, screen, lamps, any trial, 39 guineas, exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebaner St., Wandsworth (Town Station). 609-566

SWIFT 7.9 2-seater, 1914, good condition, £35. Cross, 19 Avoca Rd., S.W. 17. 609-a58

SWIFT 1925 2-seater, in almost new condition, £150, dickey, dynamo, exchange. Adams, over Alexanders, 482 Harrow Rd., Paddington. 609-804

SWIFT, 10hp, November, 1921, starter, speedometer, electric horn, just repainted, new tyres, excellent car, £115. 12 Hawkesley Cres., Northfield, Birmingham. 609-a103

SWIFT, 1922, 2-seater, lighting, starter, excellent order, £140. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-539

SWIFT, £38; exchanges, deferred payments, one of famous staggered-seat models, 2-seater, 7.9hp, hood, screen, lamps. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 609-862

SWIFT, 1914, 7hp 2-seater, taxed. P., 4 Pattison Rd., Finchley Rd., N.W.2. 609-a132

TALBOTS, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302

TALBOT 1924 10-23 4-seater, latest model, clock, speedometer, all-weather equipment, year's licence, new condition, 305 guineas. Below.

TALBOT 1924 10-23 4-seater, all-weather equipment, clock, speedometer, year's licence, superb order, 285 guineas; exchanges or deferred, Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-585

TALBOT, 8-18, taxed, 1923, perfect order, £160. Ratchife Bros., 200 Gt. Portland St., W. 609-794

TALBOT, late 1923, 4-seater, 10-23, starting and lighting, all-weather equipment, perfect mechanical condition, just repainted, £250; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 609-621

TALBOT, 1923, 10-23 4-seater, lighting, starter, overhauled, 225 guineas. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-536

TALBOT 1923 8-18 de luxe 2-seater, many extras, £165. Stretton and Smith, 12 Woodstock St., Oxford St., London. 609-655

TAMPLIN side-by-side 2-seater, 8hp J.A.P., 3 speeds, dynamo lighting, speedometer, etc., good condition, 22 guineas, or exchange motorcycle. 61 Upper Richmond Rd., East Putney. 609-697

TAMPLIN 1922 8hp 2-seater (side-by-side), 3-speed and reverse, dynamo, splendid condition, 57 guineas. Exchanges or deferred, Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 609-586

TAMPLIN, 1921-22, 8hp J.A.P., 3-speed, dynamo lighting, hood, screen, accessories, enamelled primrose and black, £35 or very near Baldwin, 2 Market Place, Romford. 609-a27

T.B., 3-wheel car, 1921, de luxe, interchangeable wheels, 1 spare 3-speed and reverse, speedometer, tax paid, fine condition, £70. 9 Vicarage Rd., London, N. 17. 609-a39

WESTWOOD, sports, 1921, very fast, £125, cash, deferred, exchanges. Ralton Cobham and Co. Ltd., 5 Cumberland St., Deansgate, Manchester, Central 2681. 609-762

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WOLSELEY, Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace, Mews N.W.1 (near Baker St. Tube Station). Second hand cars wanted urgently. Only those in really excellent order. Cash. 609-5

WOLSELEY, 1924, 10hp, model de luxe, new, but only slightly show-room soiled, £269 10s., usual price £325, a rare bargain, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 609-a587

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

WOLSELEY, 1921-22, 10hp, de luxe, 2-seater and dickey, lighting, starting, speedometer, side screens, year's licence, splendid order, 140 guineas, exchanges or deferred. Edwards, 177 Gt. Portland St., W. 1. Mayfair 4027. 609-589

WOLSELEY, 1921, 2-seater, 10hp, maroon finish, fully licensed, late owner very careful user, only £150 cash, or £37 15s. down and 12 payments of £9 16s. 6d., with option of a special rebate. Lamb's, Ltd., opposite Hoe St. Station, Walthamstow, 50 High Rd., Wood Green, 387 Euston Rd., N.W. 609-464

WOLSELEY, 1923, 10hp, 2-seater, with dickey, starter, clock, speedometer, taxed for year, condition almost like new, £215. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 609-605

WOLSELEY, 127 guineas, 1922, 10hp, 2-seater, magnificent order, extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly. Phone, Grosvenor 1804. 609-774

WOLSELEY, 1923, 10hp, de luxe, 2-seater and dickey, starting and lighting, new condition throughout, tax paid for the year, 190 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 609-622

WOLSELEY 7, 1923, lighting, starter, taxed, beautiful condition, £130. Below.

WOLSELEY Ten 2-seater, 1923, fullest equipment, perfect throughout, £210. Below.

WOLSELEY Ten 4-seater, 1922, de luxe model, perfect condition throughout, £190. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 609-538

WOLSELEY, J. S. Wood has for sale 1923 10hp Wolseley 4-seater de luxe, painted blue. Kingsway Motor Co., Catherine St., Aldwych, W.C. 2. Regent 691. 609-846

WOLSELEY, J. S. Wood has for sale 10hp Wolseley 2-seater car that competed in the R.A.C. Six Days' Trial. Car can be seen and tried at the Kingsway Motor Co., Catherine St., Aldwych, W.C. 2. Regent 691. 609-845

ZEBRE, 1922, 8hp, 4-seater, dynamo and starter, speedometer, fully equipped, taxed for year, £130; any trial. North Essex Motor Co., Saffron Walden. Phone 16. 609-504

LE ZEBRE, half list price, brand new, 8hp chassis, 4 cylinders, 4-speed, 1. and a. 5 wire wheels and tyres, lamps, tools, etc., £95 or with 2-seater body complete, £135. All spares stocked. Hoan and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. Hammersmith 1177. 609-803

LE ZEBRE, 1922, 2-seater, dynamo lighting, fully licensed, £125, exchange or hire purchase. The Light Car Co., 331, 414 Euston Rd., London. 609-640

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HUMBERETTE 8hp spares for sale, cheap, example, chassis, complete with front and rear axles, steering and fitted tyres and tubes as new, £10; Bosch magneto (guaranteed), 50s. W. Pike, Trowbridge, Wilts. 610-b28

LAGUNDA wheels, 5, complete with cord covers and tubes, just taken from car; will sell together or separately. 1 Spring St., Paddington, W.2. 610-j90

MORGAN spares. The Stevenage 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

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RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 613-e414

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-958

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A.C., 1924, any-weather Empire model, fitted with Marlea steering, coloured blue, £341; deferred terms to suit customer. Autoveyors, Ltd., authorized agents, 84 Victoria St., Westminster. zzz-334

A.C. Autoveyors, Ltd., authorized A.C. agents. All 1924 models for immediate delivery. Special facilities for deferred terms and service after purchase. 84 Victoria St., S.W. 1. zzz-383

A. C. G. L. Francis and Co., authorized agents for A.-C. cars, can give immediate delivery of all models from £275; exchanges and deferred payments. 110 Gt. Portland St., W.1. Phone, Museum 6231. 609-649

A.C. 1925 models at reduced prices now available for instant delivery. 2-seater Sovereign model, £275; 2-seater any-weather, £310; 4-seater Royal, £399. Second-hand cars accepted at good valuation in part payment. Exchanges arranged in any part of the country; deferred terms if desired. Newham Motors Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325 and 80. 609-592

ALVIS. Debnson, Atherton Lane, Gloucester Rd. Station. Ken 2917. zzz-855

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ARIEL. Sole agents for Bournemouth and district. Primaresi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-771

ARIEL, 10hp, 1924, 4-cylinder, 4-seater models, £198; de luxe models, £210; early delivery. Second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down, the remainder at your convenience. Wauchopas, 9 Shoe Lane, Fleet St., E.C. 4. 613-501

ARIEL. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N. 10. Phone Hornsey 2917. zzz-206

ARIEL 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. zzz-849

ARIEL 10, new 4-cylinder models, prices £198 and £210. Demonstrations arranged by main London distributing agents, Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 609-814

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(continued).

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BAYLISS-THOMAS 1924 models. 9-19hp or 10-20hp, 2-seater and 4-seater, £225; 12-22, 2-seater or 4-seater, £300. Deferred payments, 4 per cent. extra. Sole West London agents, Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel., Victoria 4634. zzz-144

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CALCOTT, 10.5, 2-seater, £265; chummy model, £285. Ratcliffe Bros., 200 Gt. Portland St., W., and Frinton-on-Sea. zzz-20

CALCOTT, 1924, 2-seater, in stock, immediate delivery; exchanges; deferred terms, £265. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-262

CALCOTT, new 1924 10.5hp, chummy 4-seater, slightly showroom soiled, Lucas dynamotor, 5 lamps, clock, speedometer, leather upholstery, adjustable seats, right-hand gear change, list price £285, accept £235. Crow Bros., Guildford. Phone 434. 609-461

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NEW LIGHT CARS AND CYCLECARS

(continued).

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NEW LIGHT CARS AND CYCLECARS

(continued).

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 OPPOSITE PRINCE OF WALES THEATRE.

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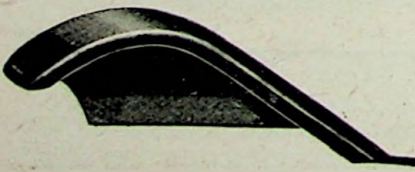
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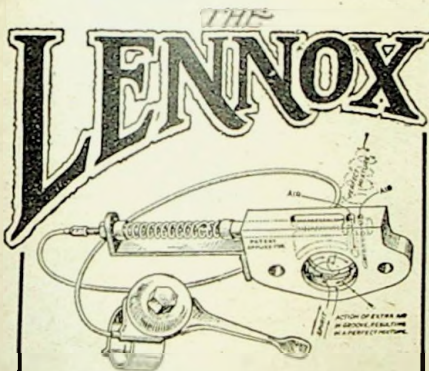
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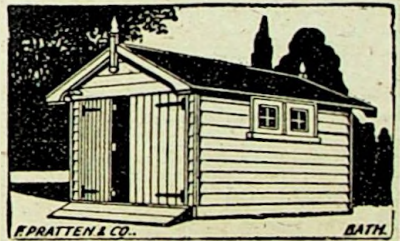
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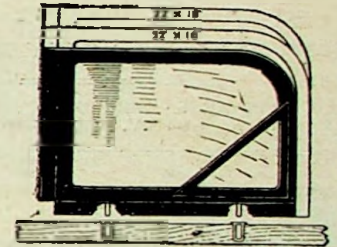
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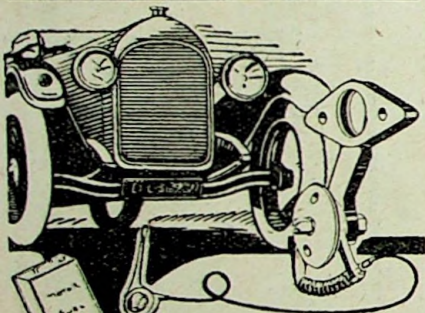
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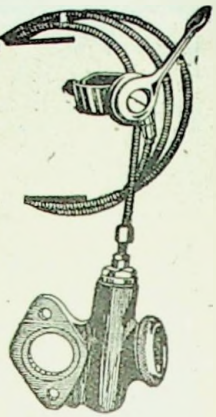
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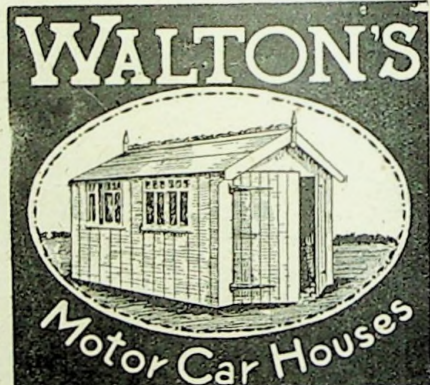
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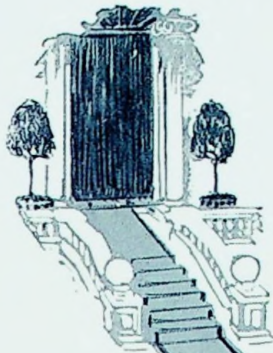


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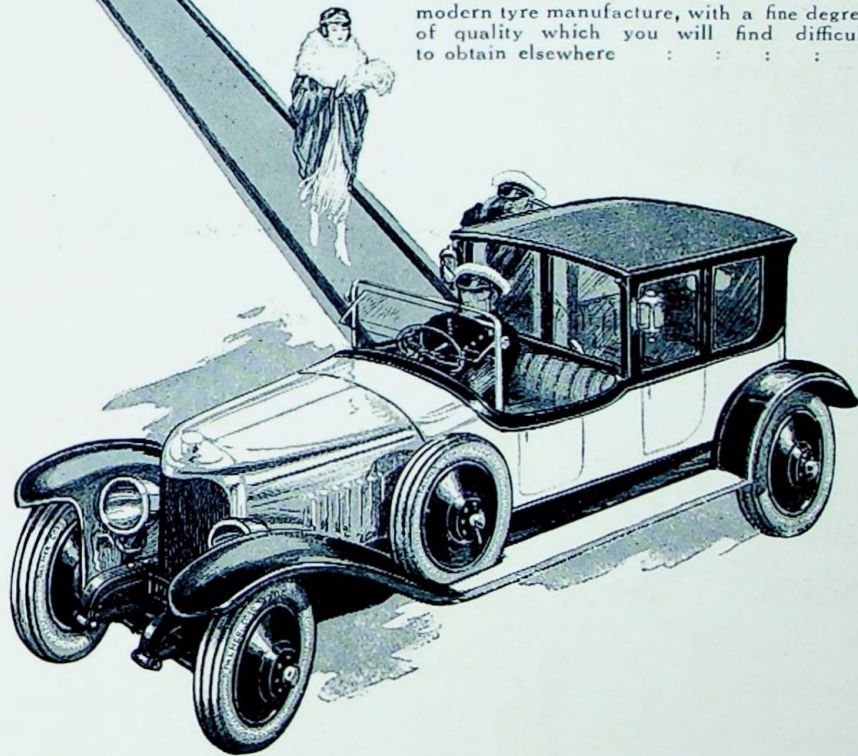
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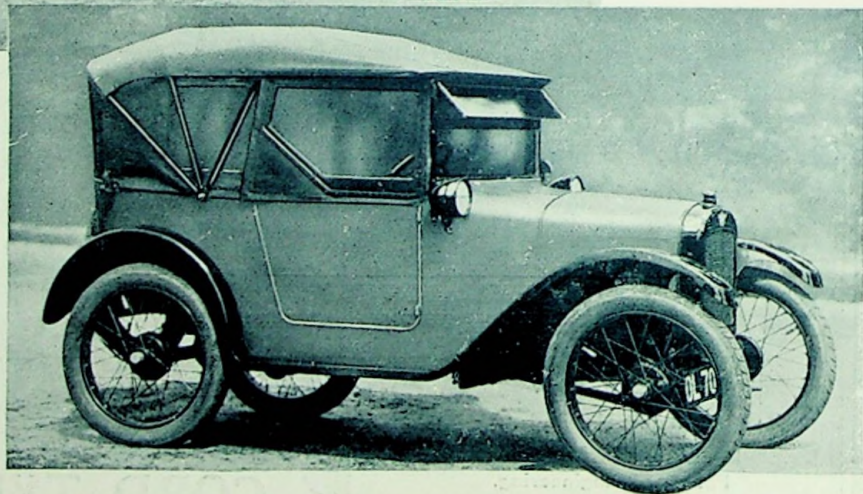
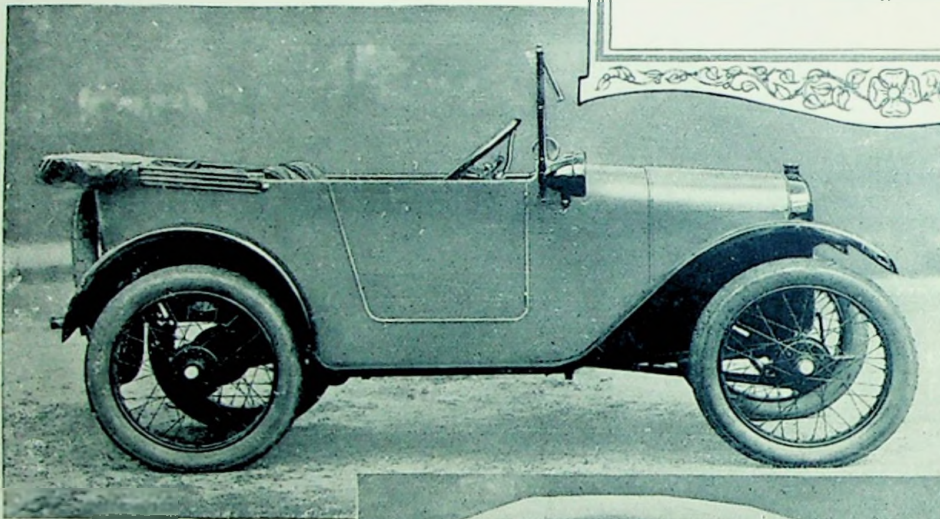
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