

The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^D

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Friday Aug. 29, 1924
*Registered at the GPO
as a Newspaper*

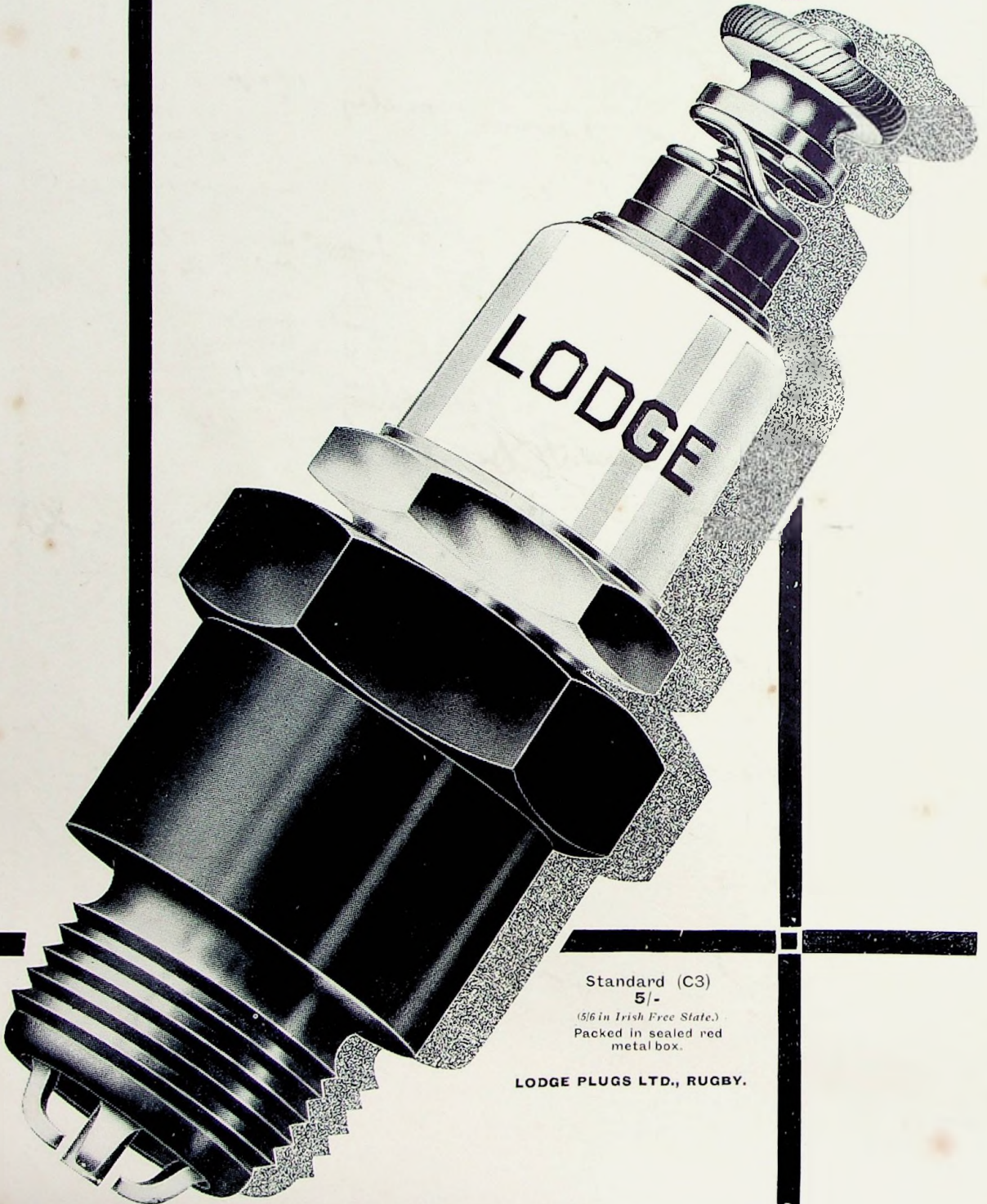


A ROADSIDE REPLENISHMENT.

Hot weather, a full load and several miles of very heavy going may occasionally cause some of the cooling water to be lost. If a suitable receptacle is carried, however, the radiator may be replenished by the wayside.

*Every part of every model
of the Lodge plug is of
British manufacture.*

*Sparking plugs are an
example of articles which are
made better in England than
anywhere else in the world.*



Standard (C3)
5/-

(5/6 in Irish Free State.)
Packed in sealed red
metal box.

LODGE PLUGS LTD., RUGBY.

Wherever you Go— Make this Chart your Guide

Mobiloil
Make the Chart your Guide

Chart of Recommendations
FOR THE CORRECT LUBRICATION OF
MOTOR CARS · MOTOR CYCLES · COMMERCIAL VEHICLES · FARM TRACTORS

MOTOR CARS

Engine Type	Oil Grade	Notes
Light Motor Cars	Mobiloil "A"	
Medium Motor Cars	Mobiloil "B"	
Heavy Motor Cars	Mobiloil "C"	
Commercial Vehicles	Mobiloil "E"	
Farm Tractors	Mobiloil "Arctic"	

MOTOR CYCLES

FARM AND MOTO

Mobiloil "A"

Mobiloil "B"

Mobiloil "C"

Mobiloil "E"

Mobiloil Arctic

This chart represents the Production Series of the Vacuum Oil Company Ltd. as described by its Board of Industrial Engineers.

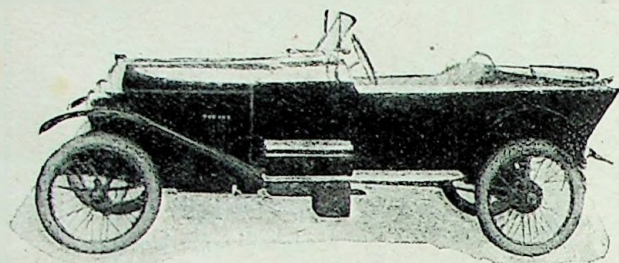
THROUGHOUT the length and breadth of these Islands you will find dealers ready to give you Correct Lubrication Service—the supply of Gargoyle Mobiloil in sealed containers and the advice given in the Chart of Recommendations. Use this service during your holiday tour and ensure freedom from lubrication troubles.

GARGOYLE
Mobiloil
Make the Chart your Guide

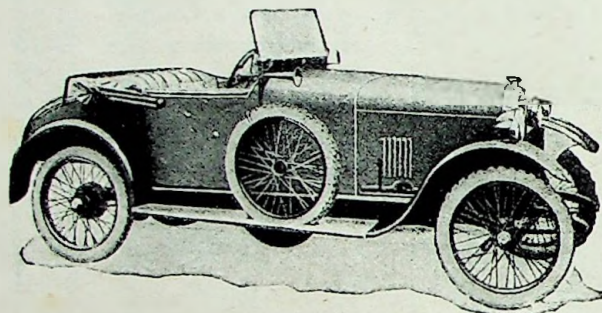
VACUUM OIL COMPANY, LTD.

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

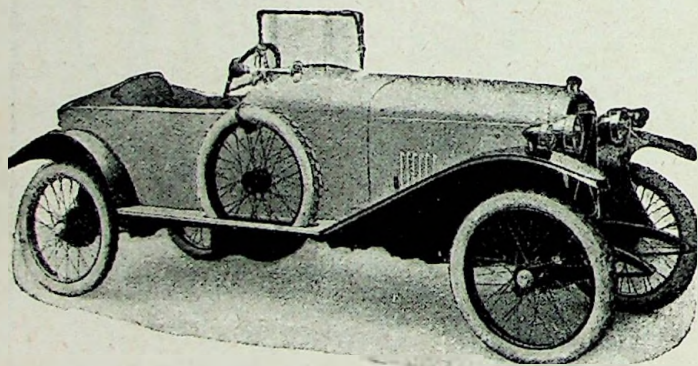
AUTOMOBILES
SALMSON



10 h.p. 3-seater **£178**



10 h.p. De Luxe 2-seater **£198**



10 h.p. Sports 2-seater **£190**

Sole Concessionnaires:

S.M.S. Ltd.,

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

Phone: Victoria 8856.

DELIVERY of all models (particulars of those not shown sent on application) can be given from stock.

EQUIPMENT on all models (except the Grand Prix supplied without starter) includes starting, lighting, speedometer, clock, horn, 5 tyres, etc.

DEFERRED PAYMENTS can be arranged for all models.

PART EXCHANGE arranged for any make of car or motorcycle.

SERVICE AND SPARE PARTS are given at the makers' Service depot as above.

PRICES.

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

Sole London Distributors.

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

Mayfair 2965.

Gordon Watney
 & Co Limited
 THE PART EXCHANGE SPECIALISTS

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

Clearing up a Misunderstanding.

Copy of our reply to:—

Battersea,
London, S.W.11.

A Motorist.

Dear Sir,

We have your letter and note your remarks.

You touch upon an interesting point—one in fact on which we are frequently questioned, viz: the retention of the term "WINTER" for a lubricant which is in use during the summer months. We may explain that Winter grade of Huile de Luxe, which we are now supplying for summer use for water-cooled engines, has for 15 years been the most popular lubricant for winter use for motorcycles. You may ask: Why adopt a motorcycle oil for a water-cooled car engine? Why not keep to Motorine, which is a rich compound lubricant?

The answer is to be found in the improved designs which have been developed in recent years. The modern water-cooled engine develops more power per unit of cubic capacity. It runs at higher average speeds, and simultaneously has a higher Mean Effective Pressure, conditions which call for improved lubricants. Huiles de Luxe—as compared with Motorines—are richer in fatty matter and are, in consequence, better able to stand up to severe conditions, particularly high rubbing speeds at high temperatures and pressures.

We are supplying Winter Huile de Luxe for many high efficiency engines, such as Alpine-Eagle Rolls-Royce, Riley, Alvis, Bentley, Rhode, Triumph, Beardmore, Sunbeam, Talbot, Vauxhall, Austin, Albert, Gwynne, Calthorpe, Fiat and Wolseley "10."

It is excellent for these during summer weather.

The superiority of Winter Huile de Luxe lies in its ability to stand up to the most severe conditions of speed, load and temperature, its extraordinarily clean working and its complete freedom from any tendency to gum up or to leave rubberlike deposits in crankcase and timing gear.

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

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

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

Yours truly,

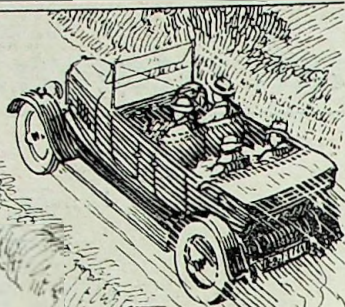
PRICE'S PATENT CANDLE COMPANY LTD.

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

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

There's Music in an Engine

if it's a
Coventry
Climax.



Hark! How She Sings!

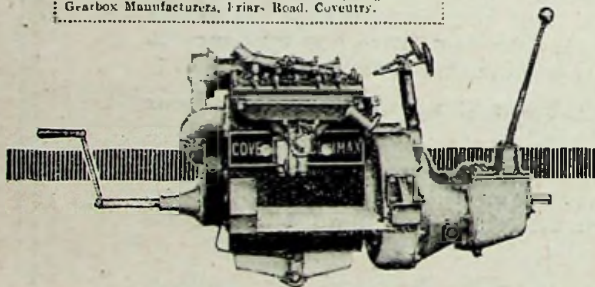
IT is a song known to all true engineers, the song of a perfect engine—so gentle that it will purr at a touch, so powerful that it will sweep 60 miles behind in 60 minutes—a thing of music and harmony. Our Kipling knew it and transformed engines into poetry. Ask any engineer on the Seven Seas, in the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

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

Is YOUR car fitted with a Coventry Climax Engine?

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in three sizes of the Four Cylinder type and a Six Cylinder engine which is just within the Two Litre class.

See Stands Nos. 88 and 89 at the BRITISH EMPIRE EXHIBITION. Full particulars and quotations upon request to COVENTRY CLIMAX ENGINE, LTD., Engine and Gearbox Manufacturers, Friar Road, Coventry.

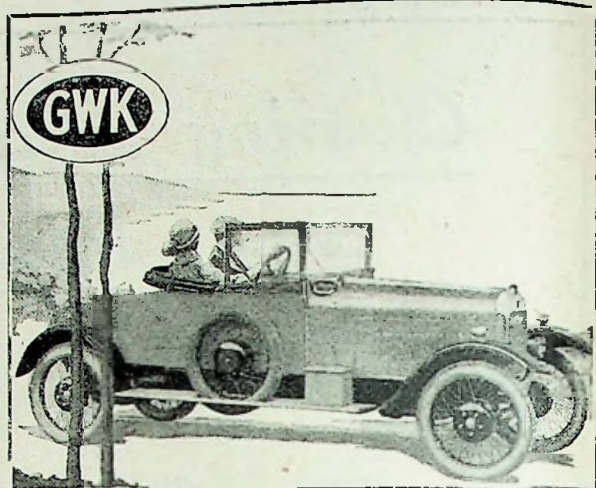


F Type 4-cylinder engine, with 3-speed gearbox unit construction.

Engines for every type of Light Car

COVENTRY CLIMAX ENGINES

H.P.



A word on "upkeep"

Many a motorist has found a "snag" in running costs. Somehow expense follows expense till a fearsome total has accumulated. Be sure of one fact—he's not a G.W.K. owner!

There's where simplicity scores, all along the line. The simple yet supremely efficient disc drive saves your pocket in fuel—in tyre wear—in the absence of expensive repairs. G.W.K. cars and the repairers are strangers—and they rarely meet!

Add the fact that for luxury of equipment and finish the G.W.K. models leave nothing to be desired; that in initial cost they are value unsurpassed; that "a gear for every gradient" makes your car travel infinitely more enjoyable—then there's only one conclusion, your choice MUST be a G.W.K.

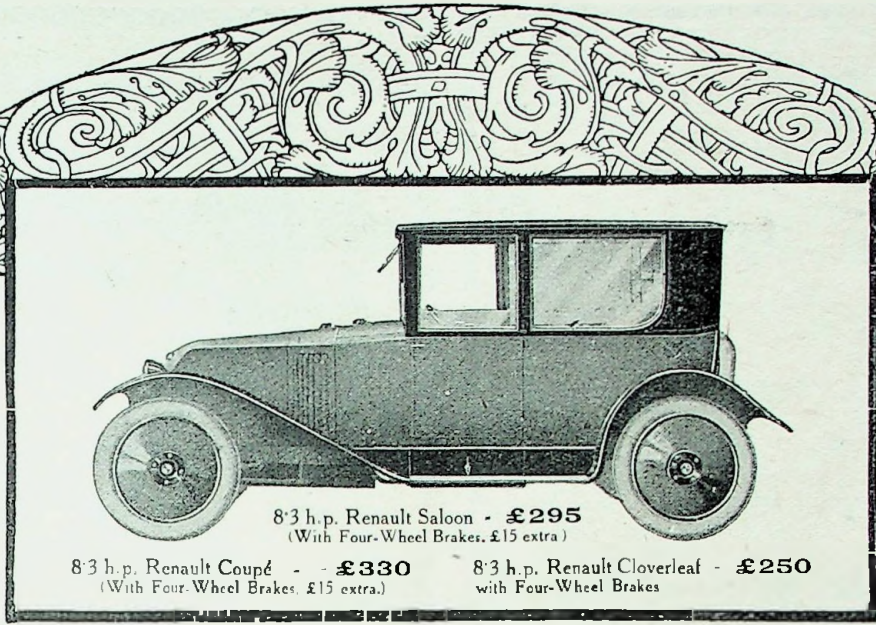
NEW PRICES.

10'8 h.p. 2 Seater Standard	£200
10'8 h.p. 2-Seater Coupe ...	£250
10'8 h.p. 4-Seater Standard	£225
10'8 h.p. 4 Seater De Luxe	£255

Four-wheel brakes can be fitted to all "H" type models as an extra at £10.



G.W.K. Ltd. (Successors to G.W.K. (1919). Ltd.)
CORDWALLES WORKS Telephone Maidenhead 624. MAIDENHEAD.
London Distributors: W. G. Nicholl, Ltd., 50 St. Whitcomb St. W.C.2.
Agent: Capt. Richard Twelves, F. & P. Vandervell, 159, Piccadilly, W.1.



To the Man about to Buy his First Car

WE want to do more than merely sell you a Renault. We want you to become at once an enthusiast for the joys of motoring. We want you to learn how economical, not how expensive, motoring can be. We want you to see how quickly you can acquire perfect control in traffic or on the open road. We want you to know the thrill that comes from feeling power under your command. And we know that all this will happen if you buy a

RENAULT

RENOWNED SINCE '98

All 8.3 models fitted with Comfort Tyres. We shall be glad to supply full particulars. Demonstration runs by appointment. Part exchanges and deferred payments arranged.

Call at our London Showrooms, or write to Head Office for Catalogue.

RENAULT LTD. Showrooms: 21, Pall Mall, S.W.1.
Head Office & Works: 14, Sengrave Road, West Brompton, S.W.6.
'Phone: Showroom, Regent 974. Works: Western 953.

To obtain best results from your Renault, use Renault Lubricating Oil. Obtainable from all our Agents, or direct from us.

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.

WHY NOT PURCHASE THAT NEW LIGHT CAR NOW?

We can supply any of the well-known makes, and as at the moment we are urgently in need of good second-hand Light Cars, Motorcycles and Combinations, we could make

AN EXCEPTIONALLY LIBERAL ALLOWANCE

on your present outfit if you wish to exchange.

In addition, if you do not desire to disturb your capital we can arrange the balance for you in easiest of easy instalments.

WHY NOT DECIDE AT ONCE.

The countryside is usually at its best during the Autumn, and what is more delightful than to tour it in a new car which is trouble free, and in which you have every confidence. We make the way easy. It is for you to decide. Will you please send us a P.C. stating your exact requirements.

SOME SUGGESTIONS —

		PRICE
ROVER 8	Two-Seater Blue	£160
	Four-Seater Blue	£160
	Four-Seater Blue with starter	£172
ROVER 9	Two Seater Khaki	£180
	Four-Seater Khaki with starter	£192
AUSTIN 7	Chummy Body Austin Grey with starter	£165
ARIEL 10	Chummy Body Maroon Four-Seater	£198
MORGAN 8	De Luxe Purple Anzani	£135
	De Luxe Blue W.C. J.A.P.	£140
	Family Blue W.C. J.A.P.	£145
	Grand Prix Red W.C. Anzani	£143
	Aero Red W.C. Anzani	£153

ALL above cars have dynamo lighting, with two head and one tail lamp, as well as full equipment. (No side curtains on Morgans.)

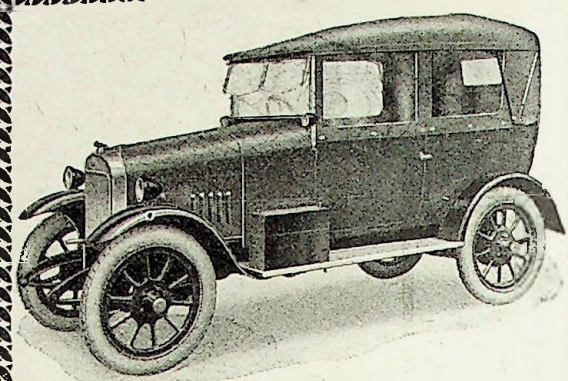
EXAMPLE:—

Ariel, 10 h.p., Chummy 4-seater	£198 0 0
Tax to 31st Dec., 1924	3 12 0
Insurance (12 months)	8 0 0
	£ 09 12 0
Allowance on Motorcycle Combination, 50%	50 0 0
	£159 12 0
5% per annum interest	7 19 6
	£167 11 6
12 monthly payments of	£13 19 4
or 18 monthly payments of	9 10 6

Subject to Bonus for Regular Payments.



273-274, High Holborn, London, W.C.1.



SMOOTH RIDING

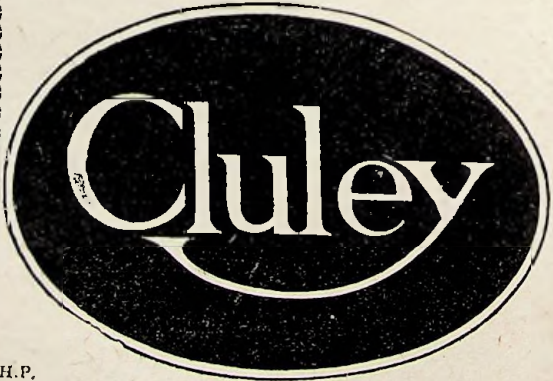
Power and responsiveness out of all proportion to the rating of the engine, and a notable refinement of detail and finish, distinguish the 10/20 h.p. Cluley as a car built by experienced engineers. The wide, spacious seats give ample accommodation, and specially designed all-weather equipment ensures warmth and tranquility in the worst of weather. We urge you strongly to see this fine car for yourself, you will agree that there is no better value and no better car in its class.

May we send you our Catalogue and Name of nearest Agent?

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

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

CLARKE, CLULEY & CO.,
Globe Works, Coventry. Established 1890.

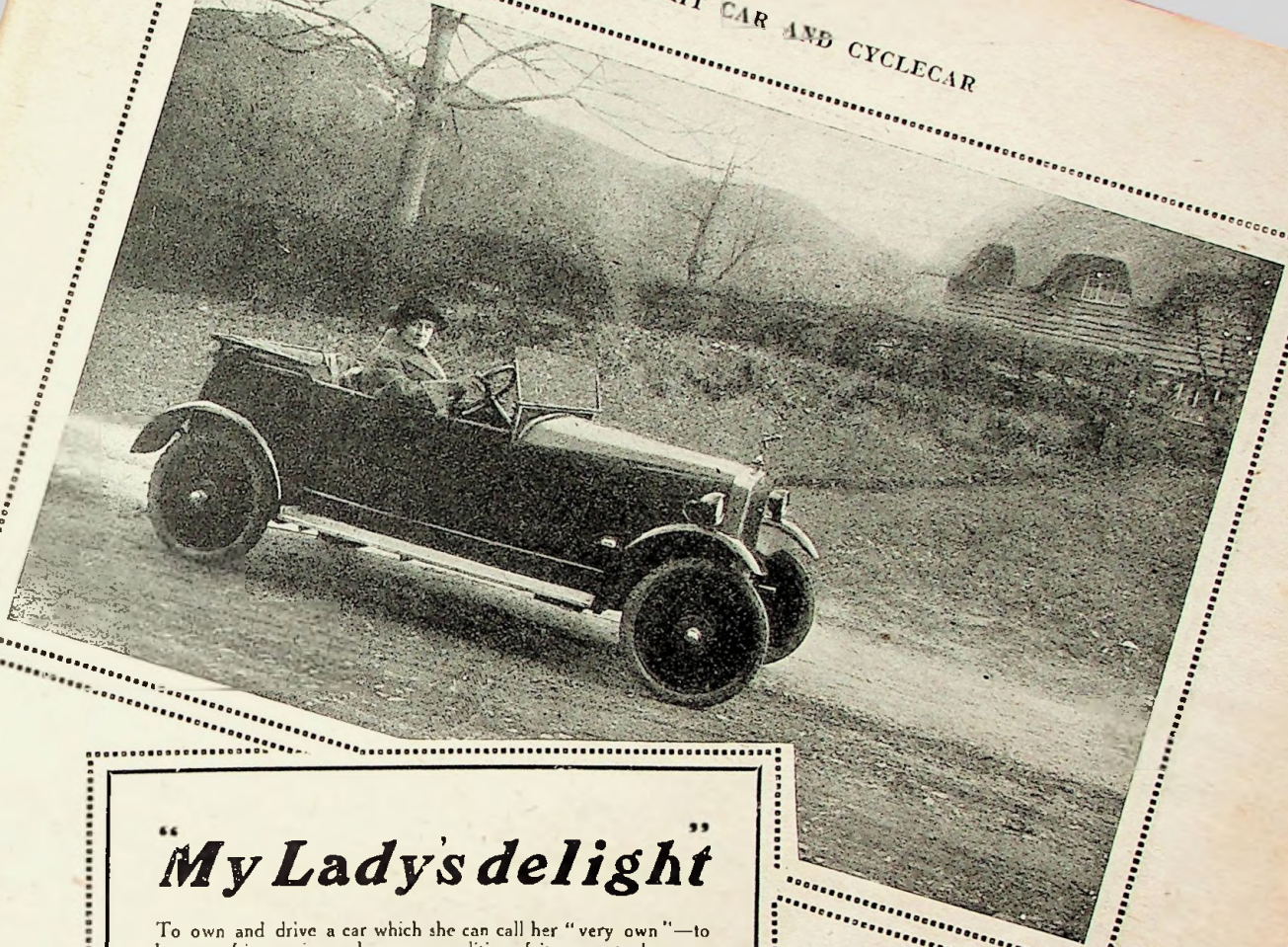


B. II

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

August 29, 1924.

THE LIGHT CAR AND CYCLECAR



"My Lady's delight"

To own and drive a car which she can call her "very own"—to be sure of its service under every condition of its use—to be sure, too, of its simplicity—to feel always that it will "get her there" and bring her back—that is "My Lady's delight"—a delight enhanced enormously when her choice has fallen on a

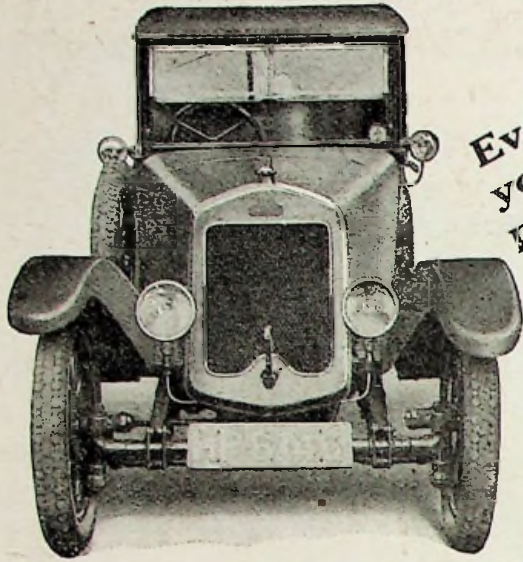
R H O D E
*the most economical
Car in the World.*

For "My Lady" loves economy—she likes to feel that her pleasures do not savour of extravagance—she prefers that they should be co-incidental with a saving did she travel otherwise and—she is sure of that with the Rhode—a car that is always ready for service, entails but a moderate initial expenditure—(Prices range from £189 to £375)—and will give her 40/50 m.p.g. of petrol, 2,000 m.p.g. of oil, and 12,000 miles to a set of tyres! She likes, too, to drive a car which is distinctive and—the Rhode is that!

Do you know it? If not, we suggest you ask us for copy of the RHODE MILEAGE CHART—an exceedingly useful little booklet to any motorist and which contains illustrations, specification and prices of all Rhode models.

RHODE MOTOR Co.
Tyseley, Birmingham

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



Even though you can afford to pay more
 Even though you can go above £300, the CROUCH supplies convincing reasons why you need not and should not pay more. There's exceptional value in the CROUCH in every detail; in design, material, workmanship, and, above all, in performance and comfort on the road. For the motor-owner who seeks to be "out of the rut," who wants something both different and better than his neighbour, the CROUCH is the car. There's genuinely "nothing to touch it at anything like the price."

12/30 h.p.
 1,496 c.c. BRITISH-ANZANI ENGINE.

£295

2-Seater and Double Dickey; 4-Seater All-Weather; or 2-3 Seater 60 m.p.h. Sports Model . . .

H. G. T.

CROUCH

Write for full details and name of nearest Agent.

SPECIFICATION INCLUDES: 1,496 c.c. British-Anzani 4-cyl. engine, H.T. Magneto with Simms patent coupling, Cor-Artimex Carburetor, dual control, Crouch special design gearbox, Duplex quarter elliptic front springs, spring casters, 12 volt, 5 lamp set, direct driven dynamo, separate starting motor, Mahogany instrument board, dash locker, speedometer, 8-day clock, electric horn, Doors by 1/8 sides of body. Full All-weather equipment. Best English leather upholstery.

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

London Agents:
 Messrs. B. S. Marshall Ltd.
 17a, Hanover Square, W.

7 h.p. **JOWETT** £7 Tax

We can give IMMEDIATE DELIVERY from Stock of this MARVEL CAR.

2-Seater - **£168** 4-Seater - **£192**

With Dickey £170. Balloon Tyres on either model £6-5-0 extra.

The Car which is **INEXPENSIVE** to buy, **ECONOMICAL** to run, **RELIABLE**, and does the work of the big Car.

Let us send you literature about this Car—it will interest you.

Visit our **JOWETT Service Station** in London.

Telephone Hop 5279.

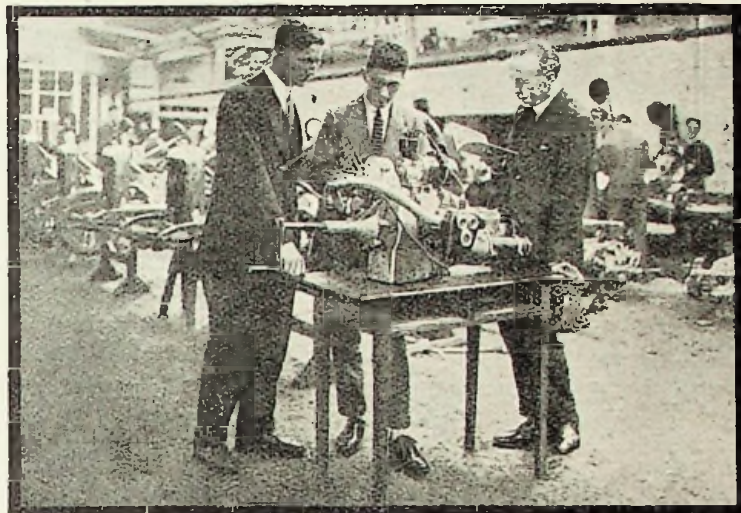


5, Lambeth Palace Rd., LONDON, S.E.1.

Garage Open Day and Night. Repairs to any make of Car. Moderate Charges.

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

INVESTIGATE THE JOWETT



The world-famous little engine with the big pull.

Experts agree (and that's no small matter) that the JOWETT DESIGN is RIGHT.

Owners declare with enthusiasm that their greatest expectations are more than satisfied.

If you investigate the Jowett you will find why it is so universally popular. Its low tax (£7) and small running cost (less than ½d. per passenger mile), combined with its phenomenal performance and sturdy build, make it the ideal economy car.

May we have the pleasure of telling you all about "the little engine with the big pull?" Yes? Then drop a p.c. for our literature.

Our models include the famous 2-seater at £168 and the full-sized 4-seater family car at £192.

WHY PAY FOR 14 H.P. WHEN 7 SUFFICES?

JOWETT CARS, 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

Getting Down to Facts

THE questions of car comfort, safety, the proper protection of the well-tuned mechanism from jars and jolts, and the economical running of the car, are answered by the perfect functioning of the car springs, so

HE FITS JEAVONS



MAKES THE BEST CARS BETTER

The only spring gaiters which guarantee the positive and uniform distribution of oil to every part of the spring leaves. A tube conveys lubricant the full length of the spring and feeds the Wick Lubricator which, completely surrounding the spring, distributes the lubricant to every part and leaves nothing to chance. Get down to facts—post the coupon.

AGENTS WANTED
ABR JAD.

RAMSDENS (HALIFAX), LTD.
(Dept. L), Station Works, Halifax.
Branch Offices and Service Depots:
LONDON ... 147-9, Great Portland St., W.1.
MANCHESTER: Merziman & Howard,
82-84, Lees St., Gt. Ancoats St.
GLASGOW: Geo. M. Smith, 19, West Regent St.

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

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

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



BRITISH EMPIRE
EXHIBITION 1924
SEE OUR EXHIBIT
No. 209

Motor and Cycle Section,
Palace of Engineering.

Bayliss Thomas

1925 MODELS and PRICES

are now in operation. Bayliss Thomas value maintains its supremacy in unmistakable fashion. Here is a brief specification of a special

New 11-22 h.p. Model. Engine 66 x 100 mm. bore and stroke. Three forward speeds and reverse. Electric starting and lighting with five lamps. Clock, speedometer, spring gaiters, luggage carrier, windscreen wiper and spare wheel and tyre. Roomy two-door four-seater body with all-weather equipment .. . **£259**

"Comfort Tyres" £4 extra (set of five)

12-27 h.p.
4-seater

£300



BAYLISS, THOMAS & CO.
Proprietors: THE EXCELCOR MOTOR CO., LTD.
TYSELEY BIRMINGHAM.

'Phone: 277-8, Acocks Green. 'Grams: "Monarch, Haymills."

DISTRIBUTORS:
LONDON: Mann & Overtons, Ltd., 10, Lower Grosvenor Place, S.W.1. B. S. Marshall, Ltd., 17a, Hanover Square, W.1. N.W. of ENGLAND: S. W. Phillpotts Motors, Ltd., 42-44, Paradise Street, Liverpool. N. WALES: Sun Motor Co., Ltd., Llangollen. SCOTLAND: North British Machine Co., Ltd., 66, Gt. Clyde Street, Glasgow.

We are makers of the "EXCELOPHONE."

If interested in wireless, write for illustrated folder.

We must apologise

to all those would-be Owners of SWIFT 10 h.p. Cars who were so delighted with its running and appearance but required a full Four-Seater body, that we have been unable to meet their requirements until now. Some may have been forced to purchase Four-Seaters of other makes, but many have waited, and will be fully rewarded for their patience, because the



Full Four-Seater Model which is now ready

is undoubtedly the Finest Light Four-Seater that money can buy. It is without question the best Light Car ever produced by the SWIFT Works, where for over twenty years high-grade light and medium-powered cars have been built.

With Four-Seater Body (three doors),
MAGNETO Ignition, RIGHT-HAND
GEAR CONTROL, and fully equipped:

NEW £245 PRICE

*Drop a post-card to the following address
for Specification and Illustrations, and for the
address of the nearest Agent with whom you can
arrange a trial run.*

Manufacturers:

**SWIFT OF COVENTRY, LTD.
COVENTRY.**



PRICE
2/6
NET.

Obtainable from all principal booksellers and book-stalls, or direct from the publishers, 2/9 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.*

READY SHORTLY

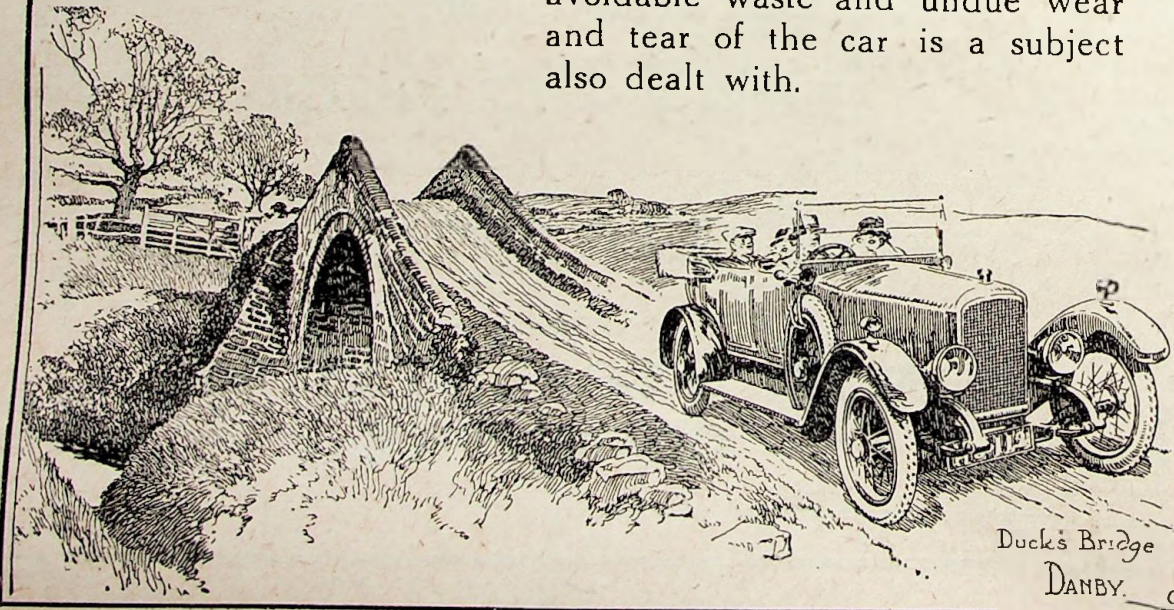
Eighth Edition.

A NEW REWRITTEN,
AND PROFUSELY
ILLUSTRATED EDITION

Order Now.

A complete guide to the efficient and safe driving and handling of a car. All the subtleties and finer points of driving are fully dealt with by text and illustrations, and by following the instructions practically every emergency and circumstance arising from the crowded state of the roads can be met.

Driving for efficiency and for avoidable waste and undue wear and tear of the car is a subject also dealt with.



Duck's Bridge
DANBY.

There can be only **ONE** "WORLD'S BEST TYRE"

When we first used the phrase "The World's Best" our justification was the quality of our tyres. To-day we are more than ever justified in applying this term to our product, as will be seen from the following list of our most important racing successes during the last four years. Remember that these races were won on the most trying courses in Europe and must not be confused with minor events which have no relative value.

<p>1921 TARGA FLORIO 1st ITALIAN GRAND PRIX 1st, 2nd LIGHT CAR GRAND PRIX 1st, 2nd, 3rd 200 MILE RACE (Brooklands) 1st, 2nd, 3rd FRENCH GRAND PRIX 1st</p> <p>1922 TARGA FLORIO 1st FRENCH GRAND PRIX 1st, 2nd, 3rd ITALIAN GRAND PRIX (1,500 c.c. Class) 1st, 2nd, 3rd ITALIAN GRAND PRIX (2 Litre Class) ... 1st, 2nd, 3rd TOURIST TROPHY (I.O.M.) 2nd, 4th, 5th 200 MILE RACE (Brooklands) 1st 2nd, 3rd (1,100 c.c. Class)</p>	<p>1923 TARGA FLORIO 1st GRAND PRIX DES VOITURETTES 1st GRAND PRIX OF EUROPE 1st, 2nd, 3rd ITALIAN GRAND PRIX (Cyclecar Class) ... 1st, 2nd, 3rd MOSCOW-PETROGRAD and BACK 1st JUGO SLAVIA (2nd Meeting) 1st, 2nd, 3rd</p> <p>1924 TARGA FLORIO 2nd, 3rd, 4th PARMA-POGGIO DI BERCE TO RACE (All Classes) 1st " " " " (Cyclecar Class) 1st " " " " (1,500 c.c. Class) 1st " " " " (Touring Class) 1st ITALIAN ROAD RACE, TIGULLIO CIRCUIT 1st (2,000 c.c. Class) INTERNATIONAL CIRCUIT OF CREMONA. 200 Miles Record. Circuit Record. 10 Km. Record. MONZA CIRCUIT, 24 Hours Grand Prix 1st, 2nd</p>
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The crowning victory of these four years of glorious achievement was reached on the difficult course at Lyons on August 3rd last, when the

Grand Prix of Europe was again won on

PIRELLI SUPERFLEX LOW PRESSURE TYRES

This record cannot be equalled by any other tyre in the world and confirms our claim to the title "The World's Best."

We are now able to supply these low-pressure tyres with non-skid treads for touring cars. The prices are the same as those charged for other makes. In addition to the standard balloon tyre sizes, we offer the following sizes to fit existing rims without necessitating change of wheels.

- 715 x 100 to fit existing motor car rims 700 x 80; 26 x 3 and 650 x 65.
- 31 x 4.40 to fit existing motor car rims 30 x 3½.
- 710 x 130 to fit 710 x 90 existing rims on certain cars.

Full details and prices will gladly be supplied through your dealer or direct from—

PIRELLI Ltd., Head Office: Pirelli House, 144, Queen Victoria Street London, E.C.4
 GLASGOW: 4, Carlton Place. MANCHESTER: 5, Cambridge St. SOUTHAMPTON: (Tyre Service Depot), Western Shore

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

The Motor

The National Motor Journal

EVERY
TUESDAY

4^d

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Canada - 6/6 13/- 26/-
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information and particulars
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books, maps and journals.



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

Features of this week's issue of "The Motor," August 26th.

ROADSIDE WIRELESS REALITIES.

New Developments in Portable Sets. Broadcast Reception while Motoring. A New Loud Speaker.

WILD FLOWERS IN AUGUST.

Jo tings from the Lake District. By Wm. Platt.

MOTOR ROADS IN THE HIGHLANDS OF BRAZIL

Where Gradients are Severe, Surfaces as Bad as They can Be, and Motoring Conditions Generally Unpleasant.

SUPERCHARGED TWO-STROKE ENGINES.

Are They the Coming Type ?

FINE BODIES SPOILED BY ACCESSORIES.

How the Beauty of Outline of a Car Might be Preserved without Sacrificing Anything of Utility.

A NEW BODYWORK FINISH.

Fabric-covered Panels with a Glossy and Durable Finish.

THE MOST DANGEROUS ROAD IN ENGLAND.

A GREAT FRENCH MOTOR WORKS

Some Impressions of the Chief Factory of the Berliet Concern at Lyons.

INTERESTING FEATURES OF A SPECIAL DE LUXE RILEY.

NEW CARS AND CARS ON THE ROAD.

IN THE OWNER-DRIVER'S GARAGE.

A Useful Series giving Practical Information on the Handling of Tools and carrying out Various Repairs.

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

TRACKING THE PILGRIM'S WAY.

THE INCREASING RELIABILITY OF THE MOTOR CAR.

SILENT MOTORING—AN IDEAL.

ROUND LONDON BY NIGHT.

COMPARATIVE TESTS OF MICHELIN BALLOON TYRES.

FIRST FULLY ILLUSTRATED REPORT OF THE BOULOGNE AUTOMOBILE MEETING.

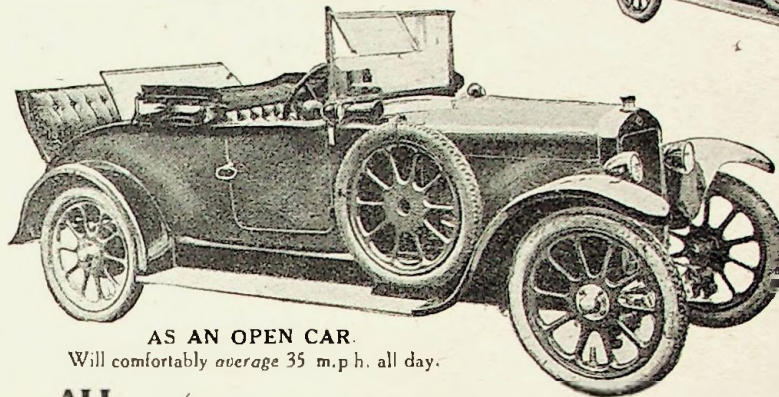
"QUITE IRRESISTIBLE."

To try one — is to buy one.

"CROUCH CARS"



£295



AS AN OPEN CAR.

Will comfortably average 35 m.p.h. all day.

**ALL
MODELS
£295**

Two-seater with Dickey.
60 m.p.h., 3-seater Sports.
Four-seater Touring.

B. S. MARSHALL LTD.,
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Mayfair 5906/7.

AGENTS for Bugatti, Singer, Standard, Bayliss-Thomas.

**AS A COSY COUPÉ.
Specification.**

11'9 h.p. Anzani engine. Three speeds and reverse. Gate change. 9 ft. wheel base. Smith's 12 volt lighting and starting. Clock. Speedometer. Spring gaiters. A coupe or open car at will. A perfect fitting hood, side curtains which open with the doors, and a three-piece windscreen. A wide door is provided on both sides. A roomy locker for your gloves, maps, etc., in the dashboard. A really comfortable and well-upholstered dickey seat. Deep Hully painted Royal Blue or Maroon, with black mouldings. Upholstered in leather. Well varnished, and all metal parts nickel finish.

An Astounding Selection

Offered subject to being unsold:—

A.B.C. 1922, Special Sports, 2-seater, dynamo lighting, detachable disc wheels, spare, tyres almost new, all accessories, taxed December, many extras, upholstery, paint and hood very good, exceptionally fast, smart sports car, £9 10s. down and 10 equal payments, or cash, £85.

A.C. 1916, 2-seater, dickey, 10 h.p., dynamo lighting, detachable wheels, spare, tyres very good, all accessories, upholstery, paint and hood very good, whole in first-class condition throughout very smart and reliable, £6 10s. down and 10 equal payments, or cash, £68.

BELSIZE-BRADSHAW, 1922, 0 h.p., 2-seater, dynamo lighting, detachable wheels, spare, tyres very good, upholstery, paint and hood perfect, tax and many extras, exceptionally smart, fast and reliable, £9 10s. down and 10 equal payments, or cash, £95; choice of 2 others.

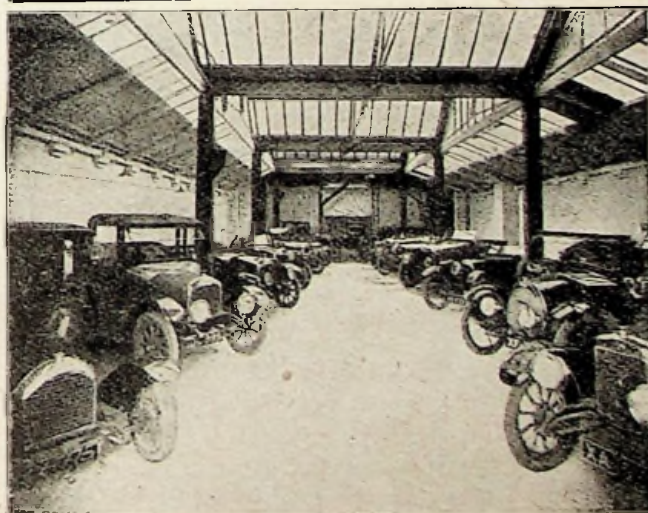
BENJAMIN, 1922, 9 h.p. Sports, 2-seater, dynamo lighting, starter, detachable wire wheels, spare, tyres very good, upholstery, paint and hood perfect, all side-curtains, etc., many extras, exceptionally fast and smart, £8 10s. down and 10 equal payments, or cash, £88.

CALTHORPE, 1917, 10 h.p. Coupe, full drop head, dynamo lighting, starter, detachable wheels, spare, tyres very good, Bedford cord upholstery, paint and hood very good, very quiet, smart all-weather car, £7 10s. down and 10 equal payments, or cash, £78.

DOUGLAS, 1920, 10 h.p. Special Sports, 2-seater, twin cylinder, horizontally opposed, water-cooled, dynamo lighting, starter, detachable wheels, spare, tyres new, all accessories, upholstery and paint perfect, exceptionally fast, smart sports 2-seater, £7 10s. down and 10 equal payments, or cash, £78.

CYROEN, 1920, 10.4 h.p. "chummy" 3-seater, dynamo lighting, starter, L.H. steering, detachable disc wheels, spare, tyres good, all accessories, taxed, upholstery, paint and hood perfect, exceptionally smart, fast and reliable, £8 10s. down and 10 equal payments, or cash, £85.

of BARGAINS all below £100



MAIN BAY

THE CLEARING HOUSE FOR SMALL CARS.

Benmotors

30/32, High Street,
Wandsworth, S.W.18
— BATTERSEA 1509 —

If your requirements are not here — send for our List and Terms.

G.W.K. 1921, 10.4 h.p. 4-seater, dynamo lighting, detachable wire wheels, spare, tyres very good, all accessories, upholstery, paint and hood very good, in first class mechanical condition throughout, an ideal light four, £8 10s. down and 10 equal payments, or cash £85.

MATHIS, 1921, 9 h.p. Light 4-seater, dynamo lighting, starter, detachable disc wheels, spare, 4 speed and reverse, tyres very good, upholstery, paint and hood first class, whole in exceptionally good condition throughout, £9 10s. down and 10 equal payments, or cash £98.

SINGER "10" 1917, 2-seater dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed, many extras, upholstery, paint and hood very good, in first class mechanical condition throughout, very smart and reliable, £6 10s. down and 10 equal payments, or cash £65.

SINGER "10" 1917, Coupe, full drop head, dynamo lighting, detachable wheels, spare, tyres good, all accessories, leather upholstery, hood and paint very good, in very good mechanical condition, £8 10s. down and 10 equal payments, or cash £85.

WOLESELEY STELLITE, 1914, 10 h.p., 2-seater dickey, detachable wheels, spare, tyres almost new, all accessories, taxed till December, many extras, rigid side screens, upholstery, paint and hood very good, exceptionally reliable little car, £5 10s. down and 10 equal payments, or cash £52 10s.

Many others as above, all below £100, in first class mechanical condition, open to any examination willingly.

TERMS:—From ONE-TENTH of the purchase price down (examples as above), balance over any period not exceeding 12 months.

DELIVERY:—Anywhere in the country at a charge of £2 10s. extra.

EXCHANGES:—Your present machine taken as first payment if desired, liberal allowances made.

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

A Business Proposition

Having covered nearly 13,000 miles in the course of business, H.D., of Doncaster, has prepared the adjoining map. His first replacement was a new petrol pipe at 6,000 miles; at 11,000 miles the rear brakes were re-lined, and at 12,000 he had two new tyres. During the first 3,000 miles petrol consumption averaged 45 m.p.g.; it is now 48.5 m.p.g. Such a record is commonplace, and there are now many Austin Seven owners on the 20,000 mile mark, although this miracle car is only a two-year old.



The Austin Seven

PRICE AT WORKS
£165

The AUSTIN MOTOR CO., Limited,
 Longbridge ————— Near BIRMINGHAM.

LONDON :

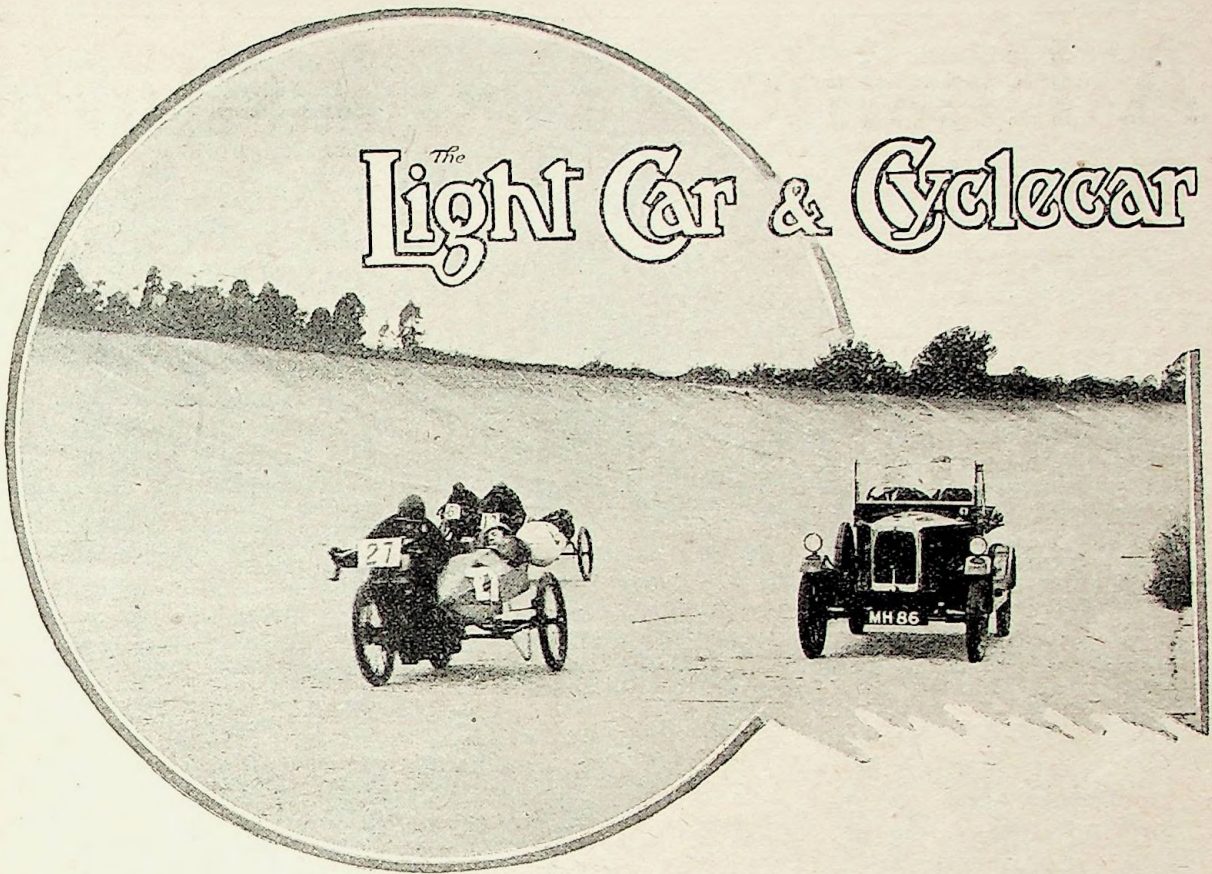
479-483, Oxford Street, W.1 (near Marble Arch).

Features :

- Seats two adults, with children.
- 4-cylinder engine.
- Water-cooled.
- Detachable head.
- Automatic lubrication.
- Three-speed gearbox.
- Bevel drive.
- Differential.
- Brakes on all wheels.
- Electric lighting, horn, and starting.
- Dimmer switch.
- All-weather body.
- Spare wheel and tyre.
- Grease-gun system.

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 Light Car & Cyclecar



THE TRAVELLING MARSHAL. — One of the new Ariel Tens carried a travelling marshal last Saturday at Brooklands, when the classic 200-Mile Motorcycle Race took place. In the 200-Mile Car Race solo motorcyclists usually act as marshals.

NOTES, NEWS AND GOSSIP of THE WEEK

The Motor Show.

Whilst we are still enjoying all the delights (?) of a typical English summer it is difficult to realize that only seven weeks separate us from the Motor Show, which opens on October 17th.

Our English Summers.

The bad weather from which the whole country has been suffering was predicted by the Astrophysical Observatory of the U.S.A. over 12 months ago, and by means of long-range observations they forecast even worse summers for the next three years. This being the case, it would seem that a busy time is coming to the makers of all-weather equipment.

Montlhery Track.

The bad weather is responsible for quite a number of disappointments and is delaying the opening of the Montlhery track, near Paris, where the three Darracqs which are entered for the 200-Mile Race are to be tested. Lack of sun is preventing the concrete drying, and it appeared last week-end that at least a week would have to elapse before the track could be used. The Darracqs are described in detail in a special article in this issue.

No. 614. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, August 30th, 1924.

London ... 8.20	Edinburgh ... 8.43
Newcastle 8.33	Liverpool ... 8.37
Birmingham 8.29	Bristol ... 8.30
Dublin ... 8.50	

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

Moon—New moon, 30th.

What Is a Motorist?

Under the heading, "Motorist and Doctor: Prison for Driver Who Ignored Constable," a London evening paper reports the proceedings in Court when a taxicab driver was sent to gaol on charges of being drunk and driving to the common danger. Lower down the column the case of a lorry driver being drunk at the wheel was recounted. Why call them motorists? We deal with the matter editorially under "Topics of the Day," and once again plead for fairplay for motorists in the columns of the daily Press.

The Vagova Racer.

The lone six-cylinder 750 c.c. Vagova which is to challenge 10 Austin Sevens in the 200-Mile Race is fully described in this issue. We learn that the car will not be seen at Brooklands until shortly before the race.

The Biters Bit.

It is interesting to learn that three motor coaches full of members of the Bournemouth police force were caught in a trap at Southampton. The "catch" included several notorious Hampshire trappers, who probably enjoyed the novel experience.

Peterborough Hold-up.

The Peterborough police instituted a driving-licence hold-up last week-end. In contrast to ceremonials of this description held in other parts of the country, the officers of the law were courteous—even cheery. As one of our staff cars moved off, the driver was reminded in kindly fashion that his rear number plate could do "with a wipe over when you've got time, sir." Reports from other centres show a slight increase in police activity, especially with regard to driving licences.

R.A.F. Apprenticeships.

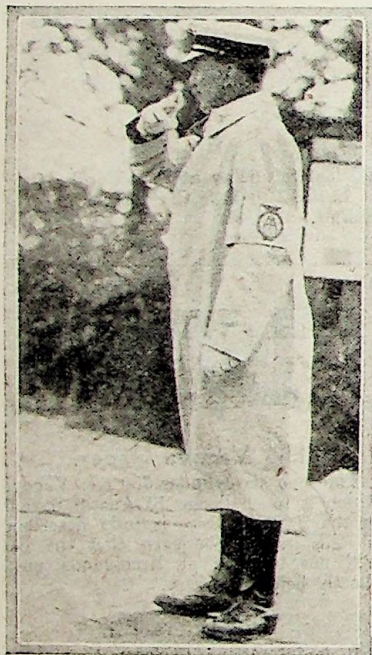
Examinations of candidates for apprenticeships in the skilled trades connected with the Royal Air Force will be held on October 17th and November 4th. Candidates must be between the ages of 15 and 16½.

Lost on the Road.

A reader advises us that he lost a set of side curtains between Folkestone and Ashford on Sunday, August 17th. The set consisted of four pieces, bordered with black material and fitted with celluloid panels. Will the finder please communicate with Mr. H. C. Fletcher, "Il Nide," Slough Road, Datchet?

Jowett Club's Rally.

The Southern Jowett Light Car Club is to be congratulated on the number and variety of the members' outings which are arranged by its energetic secretary. Tomorrow, Sunday, the meeting place will be opposite the Wheatsheaf Hotel, Virginia Water at 11.15 a.m. Sunday, September 28th, has been fixed as the date for the first annual Reliability Trial for the Mitchell Cup, and further details will be sent to members in due course.



A A Scouts are now being equipped with white overalls and gloves, so that they can be more easily distinguished on the road by motorists.

D'Yrsan Three-wheeler.

Numbers of inquiries have reached us concerning the French D'Yrsan three-wheeler, particulars of which were published in a recent issue. We are now informed that Trailers, Ltd., 73-4, Windsor House, Victoria Street, London, S.W.1, have been appointed sole concessionaires, and that there will soon be a demonstration car in this country. The price, we understand, will be about £135, with o.h.v. four-cylinder engine, three-speed gearbox, detachable wheels, a complete electric equipment and front-wheel brakes.

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MOTOR TERMS TRAVESTIED.

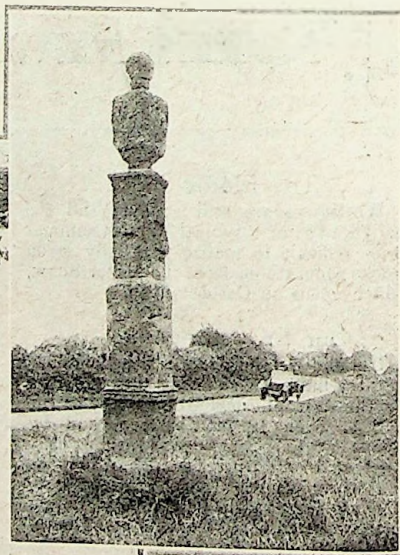
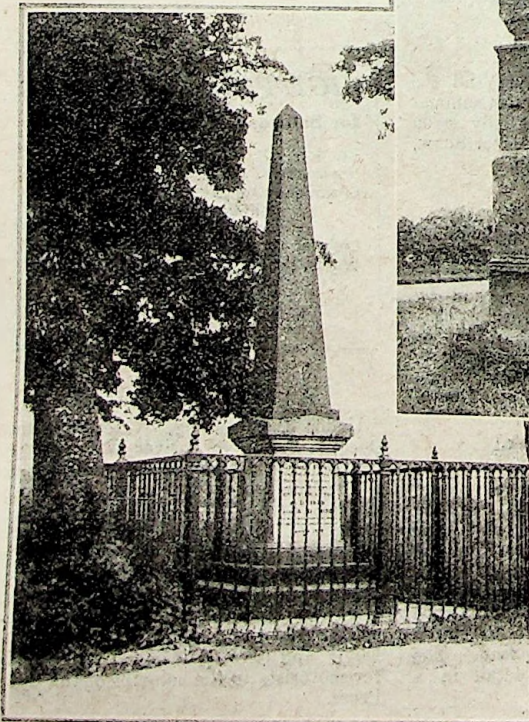
No. 27.—Query: What is the Term?

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 is in "Around the Trade.")

B.E.S.A. Publications.

The British Engineering Standards Association has recently issued "Publication No. 164, 1924. British Standard Limits and Fits for Engineering." The report deals with limits and fits in cylindrical work, and recommends the use of the unilateral system as applied to cylindrical mating surfaces. Copies of the report may be obtained from the B.E.S.A. Publication Department, 28, Victoria Street, London, S.W.1, price 1s. 2d. post free.

"SNAPS" BY THE WAYSIDE.



(Left) The memorial stone to George Fox at Fenny Drayton and (above) a quaint and weatherbeaten signpost near Wroxton. (See an accompanying paragraph).

Morgan at Ringinglowe.

It should be noted that the Morgan illustrated in our report of Ringinglowe hill-climb last week was the property of Mr. J. R. Sylvester.

Brighton Speed Trials.

There will be 12 classes in which light cars can compete in the Brighton and Hove Motor Cycle and Light Car Club's Speed trials, which will be held on the Brighton front, Madeira Road, on Saturday, September 6th. The first event starts at 1 p.m.

North Country Trial.

Cyclecars up to 1,100 c.c. and conforming to the A.-C.U. definition will be eligible to compete in the Auto-Cycle Union's (North-Western Centre) Championship Reliability Trial which takes place on September 14th. The start will be from the Bull and Royal Hotel, Preston, at 10 a.m.

Roadside Relics.

We reproduce photographs of two interesting roadside monuments, the one being that erected to the memory of George Fox, the first Quaker, near the village of Fenny Drayton, Leicestershire, where he was born and where the tercentenary of his birth was recently celebrated. The second shows a relic of the past in the shape of an old signpost near Wroxton, on the borders of Oxfordshire and Warwickshire. It bears the date 1686 and the names "London, Stratford, Chipping Norton and Banbury," with engraved hands to show the directions. The upper part of the stone probably bore sundials, but these have disappeared.

Lulworth Cove.

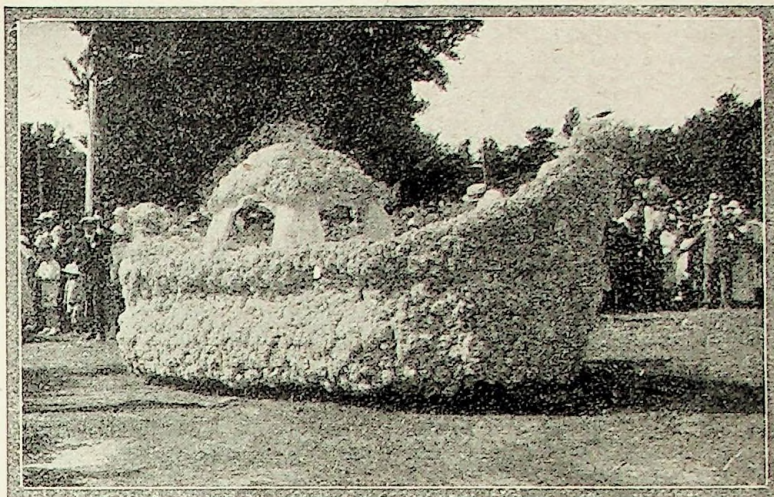
In reply to a number of inquiries from interested readers, the "Beach Garden" illustrated in our front-cover picture last week was Lulworth Cove.

Echo of Six Days' Trial.

The secretary of the Edinburgh and District Motor Club has informed E. P. Paxman (G.N.) that the award of a bronze medal made to him in the recent Scottish Six Days' Trial has been altered to a silver medal.

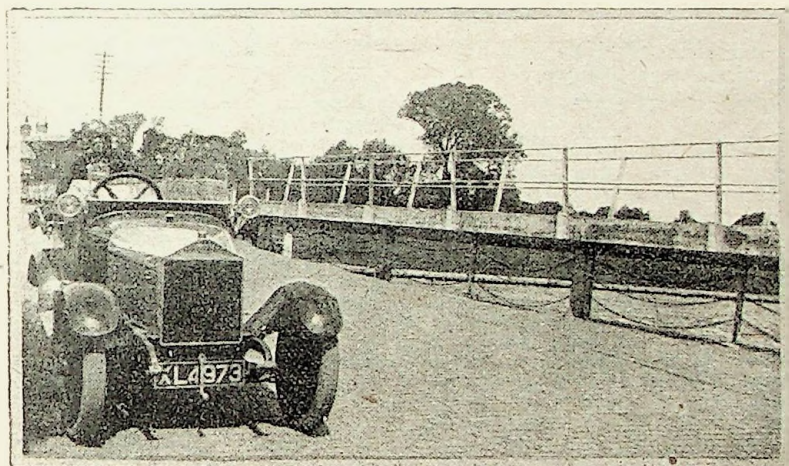
Cheap Road Lighting.

We learn that the Government has decided to proceed at once with certain preliminary investigations in order to ascertain the possibility of the scheme for using the tidal power of the River Severn for the production of electricity. If this scheme prove to be a success, similar power stations might be erected in other parts of the country, and undoubtedly, with electricity so cheap at the source, far better road lighting—to present only one possible issue—should result.



THE BATTLE OF FLOWERS.

A sidelight on the Jersey carnival. The car beneath the camouflage is a 7.5 h.p. Citroen which, very rightly, was awarded a prize.



A HUNTS FLOOD AREA.

Water of a depth sufficient almost entirely to immerse the Eric Campbell has been known to sweep across this road near St. Neots, Hunts. Note the concrete footway.

INQUIRIES FROM EVERYWHERE.

HOW THE ROVER CO. SECURED THEM.

"We would like to add that we received an almost overwhelming response to our advertisement in your issue of May 30th, in which we offered full particulars of this new model to anyone who clipped the coupon. Even at the present time we are still receiving these coupons, many of them from remote places overseas."

The Rover Co., Ltd.
August 19th, 1924.

Don't waste money experimenting with advertising. Concentrate upon "The Light Car and Cyclecar," the only small car journal.

Scottish Two-day Trial.

The Scottish two-day reliability trial, organized by the Edinburgh and District Motor Club, will take place on September 13th and 15th. Cars up to 1,600 c.c. are eligible for entry, and the route will be published later.

London-Barnstaple Results.

The results of the Surbiton Club's recent London-Barnstaple Trial are as follows:—Premier award, the Surbiton Cup, was won by S. D. Marr (Palladium) with a total time error of 50 secs. over the whole course. Miniature silver cups were awarded to competitors who climbed Porlock, Beggar's Roost and Lynton, non-stop, and were not more than two minutes early or five minutes late at any of the five checks. They were awarded to the following light car entrants: Ray Abbott (Clyno), J. W. Havers (Riley) and F. King (Lagonda).

Silver medals were awarded to I. Macdonald (Calthorpe) and to R. J. Spilkins and V. W. Derrington (Salmsons). Bronze medals were awarded to W. G. Hall and G. Ewens (Palladiums), and to E. Volk (Clyno).

Southampton-Exeter Trial.

In all 29 entries have been received for the Junior Car Club's (South-Western Centre) Southampton-Exeter Reliability Trial, which takes place on Saturday, September 6th. The entrants include several of the well-known competition drivers, as well as a number of South-Western Centre enthusiasts.

Get-rich-quick Bodmin.

Bodmin Town Council have imposed a charge of 1s. for the parking of cars on an open space in the town known as Mount Folly. No distinction is made with regard to the sizes of the car, the same amount being charged for an Austin Seven as for a 30-seater char-à-bancs. No liability is accepted by the council for any damage which may be done to cars thus parked, and the toll-collector receives 20 per cent. of the "takings" on all week-days, except "market day," when he receives 10 per cent. Up to date he appears to be having a pretty thin time. The imposition of this charge is particularly resented by farmers and others who have been in the habit of making Bodmin a shopping centre.

Lost!

On Saturday last, August 23rd, a side curtain with a blue edge round celluloid was lost near Stroud-Nailsworth cross-roads on the Bath Road. Will the finder please return to Mr. W. S. Whittard, Cambridge, Highfields, Dursley, Glos.?

Careless Picnickers.

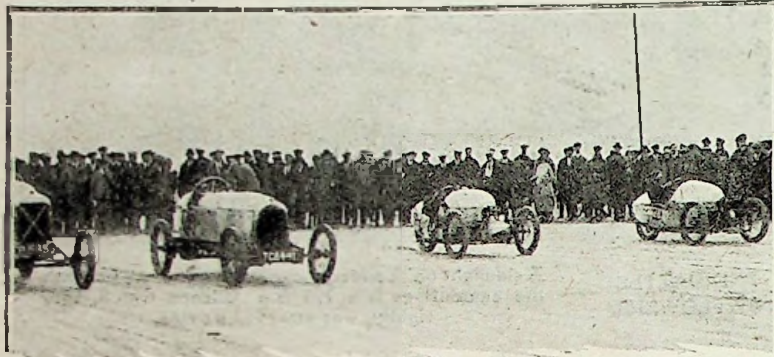
The Dukeries in Nottinghamshire have long been recognized as an ideal picnicking ground, but motorists and cyclists will have to take particular care in disposing of remnants, otherwise the private roads, several of which pass through Sherwood Forest, may be closed by the indignant landowners.

Marseal's Success.

At the Southport speed trials the standard sports Marseal, driven by D. M. K. Marendaz, succeeded in gaining two first places and two third places. In the Bury and District M.C. hill-climb F. C. H. Katon, on a standard sports Marseal, made fastest time of the day.

When Climbing Hills.

Car owners should remember that when climbing hills the need for keeping well over to the left is even more pressing than when running on the level. With a lower gear engaged, the sounds of warning devices in the rear may easily pass unnoticed, and considerable inconvenience may be caused to overtaking traffic, which has not a clear path.



SOUTHPORT SPEED TRIALS. — Lined up for the start of the 1,100 c.c. one-mile race. From left to right: a Salmson, Frazer-Nash, and two Morgans.

Spare Parts Illustrated.

A new and comprehensive spare parts catalogue for Citroen cars has just been issued. The photographs of the various mechanical parts are useful and interesting. The published price of the catalogue is 5s. net.

Thin End of the Wedge.

Many narrow and dangerous roads in Devonshire will be closed as from September 1st to heavy locomotives, heavy motorcars, and charrs-à-bancs, as the result of an Order made by the Ministry of Transport.

London's Market Day?

The somewhat unusual spectacle of cows and sheep being driven out of Herbrand Street, close to the Russell Hotel, London, was witnessed recently. A number of experienced motorists are said nearly to have lost their heads!

Suggested Declaration of Fitness.

The City Coroner, Dr. Waldo, J.P., is of the opinion that, whereas the time is not yet ripe for tests of driving to be made imperative before a licence is granted, a declaration of physical fitness on the part of the applicant would be most useful.

A Thirty-mile Skid.

The newly surfaced section of the North Road between Eaton Socon and Wansford Bridge, which, by the way, stretches out a tentacle from Norman Cross to Peterborough, has been described as "a thirty-mile skid," and too much stress cannot be laid on the importance of carefully negotiating it during wet weather. Incidentally, the stretch from Norman Cross to Peterborough is probably the most dangerous of all, owing to the several very sharp bends which are encountered. There is an erroneous impression that this is a concrete road, but such is not the case, the basis of the road surface being asphalt.

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Stiff Italian Trial.

In the Coppa delle Alpi, fully reported elsewhere in this issue, a 1,500 c.c. O.M. put up the best performance against all comers. Nearly all the ground covered by the competitors will be familiar to the British troops, who were stationed in Italy during the war, whilst to-day a number of the principal places are thronged with English visitors.

End of Summer Time.

Summer-time ends officially this year on Sunday, September 21st; we have, therefore, just over three weeks left in which to take advantage of the extra hour of daylight.

Avoiding Barnet.

It is anticipated that work shortly will be commenced on the new Barnet by-pass. The new road will be nearly nine miles long, and will enable users of the North Road to strike out in a bee-line for Hatfield without having to pass through the somewhat dangerous Barnet bottle-neck.

For World's Records.

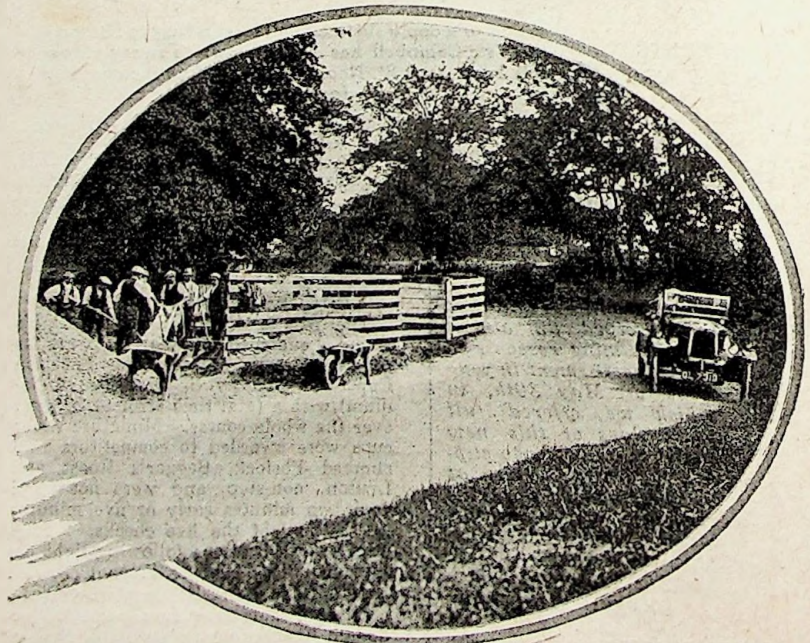
According to a contemporary a special racing car has recently been built in France to the order of an Egyptian motorist. It is to be used for breaking world's records, speeds up to 180 m.p.h. being anticipated. The price is said to be £3,800.

Skegness Hill-climb?

It is possible that a hill-climb, to be held in the neighbourhood of Spilsby, will be an added attraction during next year's Skegness Motor Week. It is also rumoured that certain prominent Skegnessians are taking keen interest in a suggested project for building a racing track near the south foreshore. Undoubtedly it would be a tremendous attraction.

Ups and Downs.

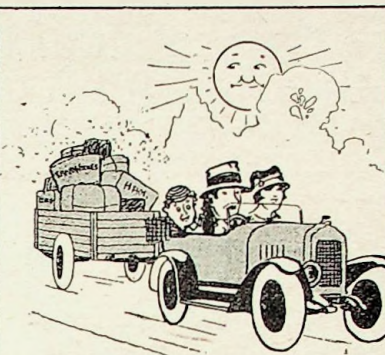
Metropolitan motorists who use West Hill, Highgate, as a means of ingress and egress from London will be really relieved when the authorities decide to leave the road surface alone. Every few days their activities break out in a fresh direction, and the surface is ruthlessly picked up, leaving only a narrow gangway for up and down traffic—an undesirable state of affairs on a moderately steep gradient.



SAFETY FIRST. — Finham bridge, on the main road from Coventry to Leamington, is now being widened. When completed a well-known danger spot will be removed. The car is an Ariel Ten.



7:30 a.m. Loading up.



8 a.m. They're off!



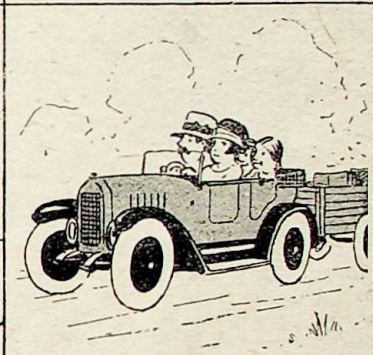
9 a.m. Just a snack.



9:30 a.m. Off again.



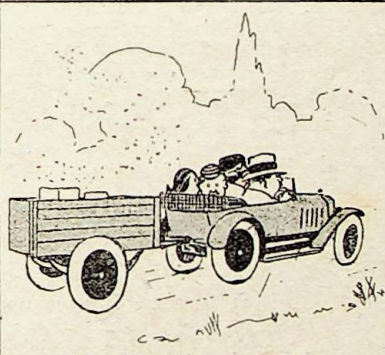
12 o'cl. Lunch.



2 p.m. The open road.



4 p.m. Tea.



5:30 p.m. More miles.



7.0 p.m. Dinner.



8 p.m. All aboard?



8:30 p.m. "Drat those flies"



8:50 p.m. Ouch!!

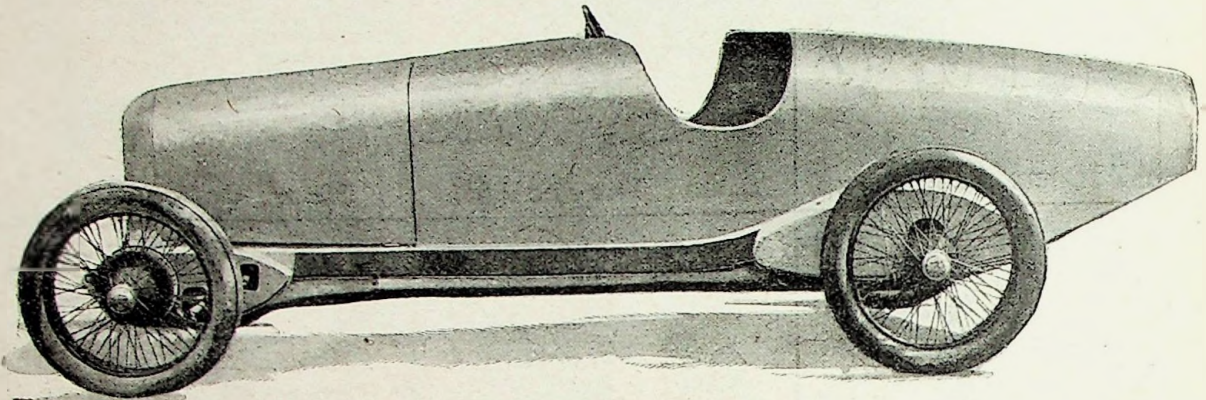
GILBERT RUNDOLD

THE END OF AN OTHERWISE PERFECT DAY.

Our recent article on the joys of a picnic has reminded this artist of the above harrowing incident. His advice to those about to picnic is to remember that the car's the thing—not the grub!

CARS IN THE 200-MILE RACE.

AN INTERESTING SIX-CYLINDER SUPERCHARGED RACER—A SPECIALLY LIGHT AUSTIN SEVEN—THE DARRACQ ENTRIES.



A FRENCH ENTRY. — The Vagova—a study in streamlining. Beneath the bonnet is housed a wonderfully efficient six-cylinder engine with supercharger.

ALTHOUGH the Junior Car Club's 200-Mile Race will be held in three weeks' time, very little is known so far as to the probable performances of the competing cars. Since our last issue was published we have received notification of a tenth Austin Seven entry, and this car will be driven by F. H. B. Samuelson, who has scored many successes in Austin Sevens during this season.

The drivers who will handle the two cars entered by Mr. H. F. S. Morgan are not yet known, but E. B. Ware will, of course, drive the third Morgan, which will use a J.A.P. engine.

A late entrant for the 1,500 c.c. race is S. C. Katon's Marseal, and this brings the total of runners up to 50, which is the maximum number permissible on the track.

Mrs. M. Agnew, who has nominated R. C. Morgan as the driver of her entry, has not yet declared the make of car which it is proposed to run, and it is believed that she will not decide which car is to carry her colours until after the Boulogne meeting, which

started yesterday and concludes on Sunday next.

We understand that the driver of the fourth Horstman will be George Newman; the other three cars of this make, as already announced, will be driven by C. G. Coe, D. E. Calder and H. W. Purdy.

Contrary to popular belief, the A.C. which has been entered by S. F. Edge, and which will be driven by J. A. Joyce, will not be the car which Joyce has been handling at recent hill-climbs and speed trials, as this machine, we understand, has other engagements which will debar it from taking part in the race. Another special racing A.C. is now in course of construction and is nearing completion. It closely resembles the car which made best time at the Blackpool Speed Trials, but details have been modified, and an even better performance is anticipated.

Below we give full details of the very interesting six-cylinder Vagova, which will challenge ten Austins in the 750 c.c. class, and a lengthy description of Gordon England's Austin Seven, and the Darracqs.

THE VAGOVA.

A VERY sporting element is lent to the 750 c.c. class in the 200-Mile Race by the appearance of the little French Vagova cyclecar, which has been entered by M. Spencer Grey against a field of ten Austins.

The six-cylinder Vagova engine, with its curious valve mechanism and supercharger, was described and illustrated in this journal last February. The chassis, which we illustrate here, is not nearly so revolutionary as the engine, but it embodies several interesting features, especially in the matter of suspension.

The front springing is by short half-elliptics, the axle, which is a steel forging, being placed forward at a point about two-thirds the length of the spring measured from the back shackle pin.

The rear suspension is somewhat original, presenting as it does the appearance of a half-elliptic layout while quarter-elliptics are actually employed.

One of the illustrations shows how the quarter-elliptic springs are mounted, two being used on each side of the axle and secured by means of a saddle

arrangement which surrounds the axle casing. This plan allows the chassis frame to be slung lower than where semi-elliptics mounted above the casing are used, but a normal underslung design would clearly give a still lower position.

The axle casing, which is of the banjo type, is provided with a ball joint at each end. The outer portion of this joint forms the clip which holds the two portions of the spring. An oscillating movement is thus allowed between the axle and the springs.

As with the front suspension, the rear axle is not placed at the centre of the springs. In this case the axle is placed in rear of the springing centres, at a point about two-thirds the length of the spring from the front shackle pin.

The axle casing itself is formed of a single steel casting, and the propeller shaft casing acts as a torque tube. A disc universal joint is provided at the forward end of the propeller shaft. This joint receives extra support from a small ball joint in the centre. This ball joint serves to centre the shaft and relieves the rubber and fabric disc of all load except that

CARS IN THE 200-MILE RACE (contd.).

imposed by the transmission of power. The resistance to centrifugal force and the natural tendency of the propeller shaft to whip is afforded by the ball joint.

The gearbox is of standard design, with three speeds and reverse and a central gate change. Unit construction has not been adopted for engine and gearbox, the two being connected by a short length of shafting carrying a brake drum and provided with suitable universal joints.

The clutch is of the single-disc pattern and is, of course, Ferodo-faced. This type of clutch is used very widely for racing by reason of the very light weight of the "free" portion.

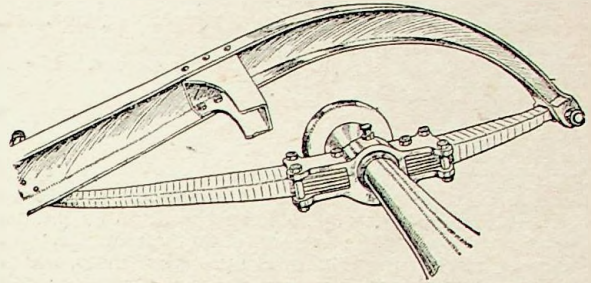
The engine is supported in the frame at three points. A large circular flange at the back of the crankcase is bolted up to a cross-member of the frame, whilst two ordinary bearers take the weight at the front end of the engine.

The frame of the racing Vagova is light but very stiff. It is trapezoidal in form and upswept over the rear axle.

It has been decided to adopt very unusual braking

that when the gear lever is in neutral only front-wheel braking is possible.

The wheelbase of the Vagova is 8 ft. 6 ins. and the track 3 ft. 11 ins. There is no narrowing of the rear

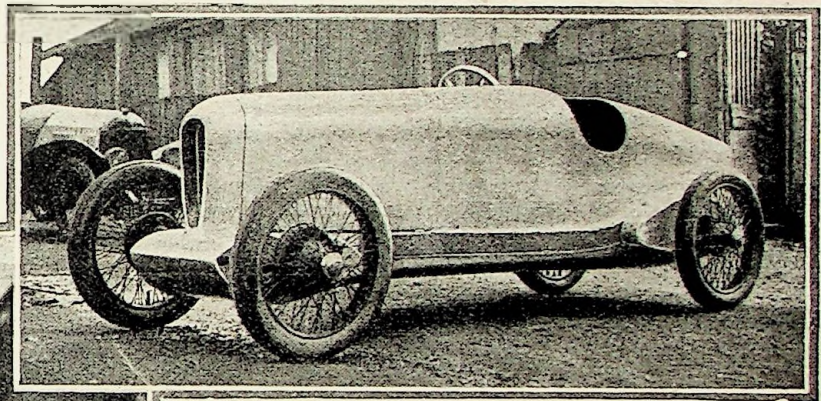
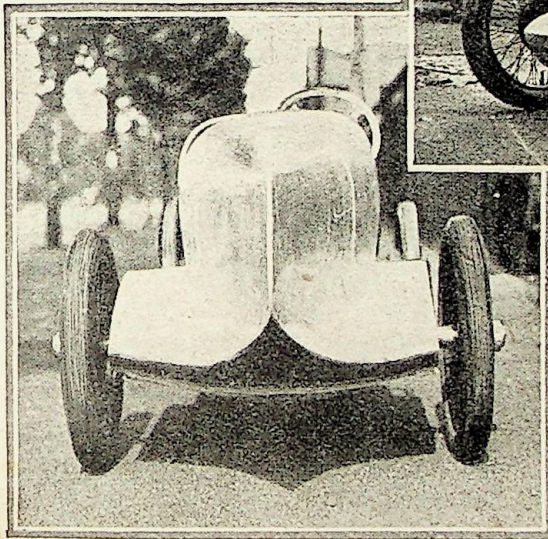


How the double quarter-elliptic springs are assembled at the rear.

track, although the rear axle is differentialless. This is rather peculiar in the light of up-to-date practice, as many racing car designers now consider it desirable to narrow-down the track of the rear wheels to a

THE RIVAL OF THE AUSTINS.

Typical Continental racing practice is reflected in the general design of the Vagova. The meticulous care given to streamlining is a feature of the tout ensemble.



arrangements. No rear-wheel brake drums of any kind are fitted. The Hersot front-wheel brakes and the transmission brake are operated simultaneously either by pedal or lever. As the transmission brake is placed between the clutch and gearbox, it follows

minimum, particularly when no differential is used. The plan also has the advantage, of course, of facilitating good streamlining.

The racing Vagova petrol tank is at the rear and fuel is supplied to the engine by means of a vacuum feed, working on the well-known Autovac principle.

A very carefully streamlined body has been constructed for the race, the method of closing in the rear axle being particularly noticeable. Both chassis and body are exceedingly light, and the power-weight ratio of the car is very high indeed.

Rudge-Whitworth wheels with 710 mm. by 90 mm. tyres are fitted, these being, of course, almost universally employed nowadays for racing.

One is using no mere stock phrase in stating that the performance of the Vagova at Brooklands will be watched with quite exceptional interest. Although the present car has, of course, been built specially for the race, the chassis differs very little from the standard Vagova which is being placed on the market.

GORDON ENGLAND'S SPECIAL AUSTIN.

IT seems probable that no fewer than 10 Austin cars will run in the 200-Mile Race on September 20th, and, owing to his excellent performance last year, it is very probable that Gordon England will start favourite.

We have been privileged to examine the special car he is building for this year's race, and the following description of it should prove of considerable interest. The chassis is a standard Austin Seven, modified only

in minor details. Hartford shock absorbers of special type are fitted, those at the front being fitted transversely and those at the rear set parallel with and under the chassis frame on special brackets as shown in one of the sketches.

The axles, gear ratios, and driving shafts are not altered in any way. Every effort is being made to keep the weight down to the lowest possible limit, and to this end the body design has called for a large

CARS IN THE 200-MILE RACE (contd.).

amount of attention. That success has been achieved will be gathered from the fact that the weight of the body, bonnet, and streamlining is only 50 lb.

The body proper is built up of very thin 3-ply wood on an ash framework, and is particularly rigid. The seats are staggered to such an extent that the mechanic sits partly behind the driver, and this arrangement gives a body width of only 23 ins., whilst its height from the ground is 36 ins.

The under-part of the car is faired in with fabric and is perfectly flat. The axles are inside a streamline fairing. There will be no floor-boards, only an aluminium heel plate. To keep the seats as low as possible they will be beaten out of aluminium and will come below the level of the propeller shaft, which will be surrounded by an aluminium tube for the protection of the driver's legs; pneumatic upholstery will be used.

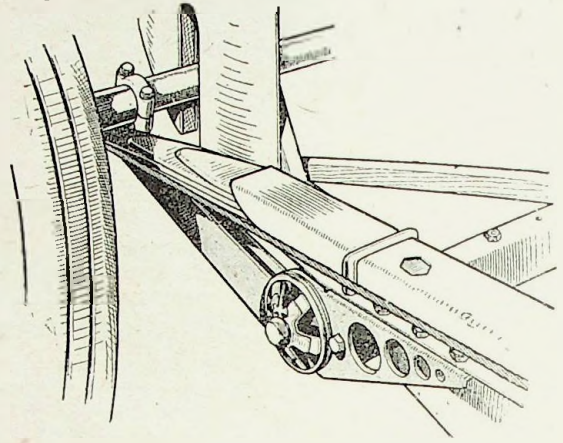
The steering column is, of course, suitably raked by means of a wedge piece bolted to the chassis frame under the steering box. The brake lever, which is without a ratchet, is now on the left of the gear lever, which has been set down almost horizontal in order to clear the bottom of the petrol tank. This holds 8½ gallons, and is mounted under the scuttle dash on brackets, which give it a 3-point suspension and so obviate any possibility of it being strained. With a tank of this capacity there will be no need to stop during the race for replenishment as, last year, the consumption on a similar car was only 6¼ gallons for the 200 miles.

An oil tank holding one gallon is mounted over the engine, and is connected to the sump by a pipe in such a way that the oil level is maintained on the bird-feed principle. This is merely a precautionary measure as it is not expected that any additional oil will be required.

The engine presents several points of interest. The standard connecting rods have been replaced by rods

having been found to give excellent results on a similar car, will replace the existing magneto.

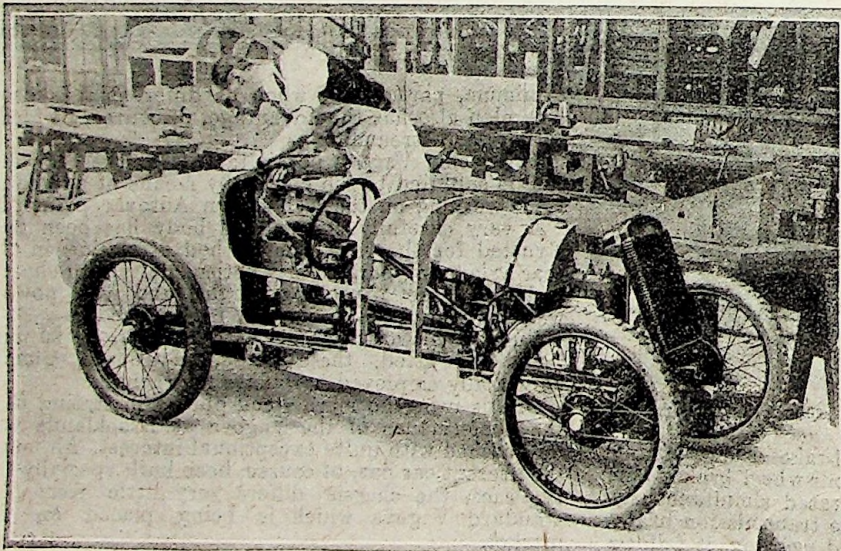
The radiator has been sloped backwards, as shown in one of the sketches, in order to lower it and to bring it inside the streamline fairing. Palmer tyres,



The rear Hartford shock absorbers are mounted on special brackets bolted under the chassis. They will be inside the streamlined fairing which extends round the back axle.

26 by 3, will be used in the race, and no spare wheel will be carried.

It is hoped to obtain a lap speed of 85 m.p.h., which will mean an engine speed of 4,750 r.p.m. Sapling green is the colour adopted for all the Austin cars in the race. In conversation with Mr. England, we were interested to learn that, in his opinion, the limit of speed by ordinary means of these wonderful little cars will be reached in the forthcoming race, and that next year he proposes to experiment with superchargers.



The special Austin, entered by Gordon England, is well advanced. The low build of the car is shown by the height of the entrant, who is standing beside it.

of tubular section, and the aluminium pistons, with two narrow top rings, are extra light. The cylinder head has had 3/64th of an inch machined off its face in order slightly to raise the compression. Valves of special steel are fitted, and these are operated by a redesigned camshaft giving an increased lift.

The standard Austin pressure lubrication system will be used, and great care has been taken to ensure that there will be no leaks. This applies also to the back axle, gearbox, and steering box, as thin oil is used in all of these.

Two Zenith carburetters, type 30 H.K., are fitted, and it is very probable that Delco-Remy ignition,

CARS IN THE 200-MILE RACE (contd.).

THE DARRACQ ENTRIES.

THE three Darracqs which have been entered for the 200-Mile Race look like starting as hot favourites. The cars are now finished, and during the past few days they have put up some astonishing speeds over the straight French roads in the hands of Mr. J. Scales, of the Talbot-Darracq racing department.

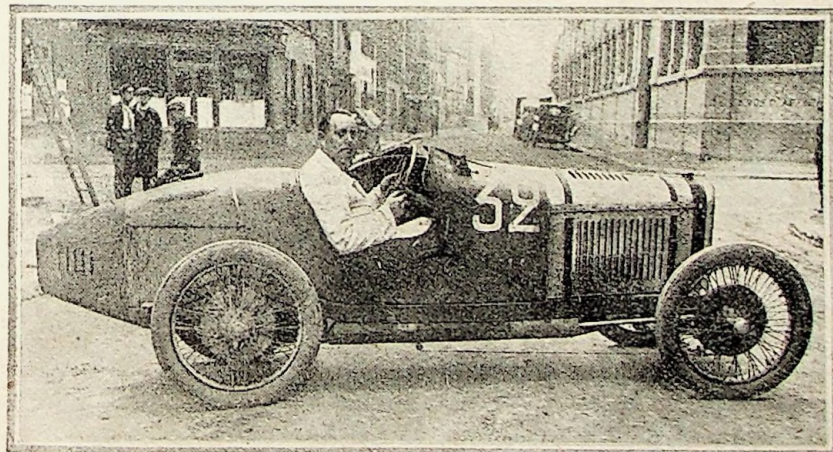
The cars are very similar in design to last year's racing Talbots, but the centre of gravity has been brought lower and the engines are fitted with the Sunbeam type of supercharger running at crankshaft speed.

Interesting Engine Details.

The compressor itself is simply a type of Rootes' blower mounted on a forward extension of the crankshaft. All the troubles attached to the use of fast-running turbines on racing cars are thus eliminated. The principle of the blower is identical to that of a gear pump. The air intake is beneath the radiator and the air is delivered directly to the carburetter without any intervening pipe work, the carburetter, a racing Solex, being mounted forward on the engine.

The aluminium casing of the compressor has deep radiating fins. The engine itself is practically identical with last year's model, inclined valves, two per cylinder, being operated by two separate camshafts driven by a train of straight spur gearing at the rear of the engine. There are three springs per valve. The cylinders are of steel, 67 mm. bore and 105.6 mm. stroke, three-point suspended. The magneto (a Bosch) is placed at right angles and driven by a cross-shaft. K.L.G. plugs are fitted, there being one per cylinder only.

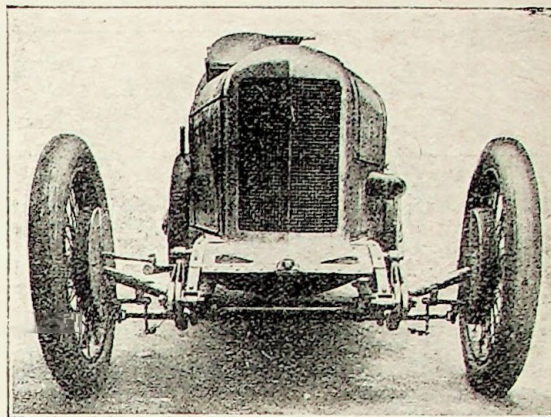
The following are additional points of interest. A five-bearing crankshaft machined from the solid and mounted on roller bearings; H-section connecting rods, with roller bearings to big-ends; forced lubrication to overhead camshafts; two oil pumps located forward on the crankcase, one drawing and return-



ing oil to the reservoir and the other distributing it. Oil passes through the crankshaft from the forward end, lubricating the main bearings and reaching the connecting rod bearings by centrifugal force.

No special oil-cooling arrangement is fitted, as the oil receives a fair amount of cooling on its passage to and from the reservoir, which is situated amidships in the chassis.

The normal engine speed is from 5,000 r.p.m. to 5,500 r.p.m., at which speeds the engines are said to have developed considerably over 100 h.p. on bench tests. To extract this amazing h.p. from a 1½-litre capacity engine speaks well for the design.



Viewed from the front. This photograph shows the ingenious front-axle construction, also the air intake immediately beneath the radiator.

The front axle is a very fine piece of work. It is tubular in form and built up in three sections, the middle section being straight and the end portions inclined. As will be seen from the illustration, the end portions of the axle carry the springs, which pass right through the axle itself. The suspension, both front and rear, is by half-elliptics.

The Darracqs are to be driven by Lee Guinness, Seagrave and D. Resta.

SCORING ARRANGEMENTS IN THE "200"

Intending spectators will be interested to know that an extremely ingenious score board is being prepared by which it will be possible to see at a single comprehensive glance the exact position of every car in the race.

This will take the form of a lap-scoring board similar to that which appears in the centre pages of the J.C.C. programme, but each lap square will be equipped with a hook, and upon this will be hung a

UNDERGOING ROAD TESTS.

Mr. J. Scales, of the Talbot-Darracq racing department, has been putting the Darracqs through their paces. He is here seen at the wheel of one of the three cars entered for the "200."

token, by means of which the make of a car easily will be recognized. As the race proceeds, therefore, the boards will show graphically and proportionately the exact distance covered by each competitor, also his position in relation to the other competitors. This should be a great improvement on the methods previously adopted during this event.

In addition to this board there will be three others, which will give the leaders in the respective classes from time to time. Interesting items will be given out as last year, through the giant microphone amplifiers, and everything will be done to keep the public well informed.

A NEW DETACHABLE COUPE TOP.

ADAPTING THE CAR FOR SUMMER AND WINTER USE

EVER since the introduction of the motorcar there has existed the need for a readily detachable coupe top, so that, whereas all the joys of open-air motoring in summer time are not interfered with, adequate protection against the elements during the winter months can be obtained.

With the idea of filling this need a concern which is in course of formation, and will be known as Martin's Detachable Coupe Head, 10, Herbrand Street, Russell Square, W.C.1, has introduced a neat detachable coupe top, which can be fitted without making any structural alterations whatever to the car.

This concern is in a position to accept orders at once, and any make of two-seater light car can be equipped from stock. The price complete is £12 12s.

The construction of this fitment is interesting and ingenious. To begin with, a false foundation is formed along the sides of the body, and upon this is superimposed the detachable top proper, which consists of a polished mahogany

framework covered with black Rexine waterproofing and fitted, in addition, with frameless glass windows—the adaptation of the last-named being rather an achievement in such a simple and inexpensive top.

As will be seen from the photographs, there are two window panes on each side of the car, the forward pane in each case being slideably mounted, that on the door side moving in a nickel-plated runner to facilitate operation. The movable windows are provided with nickel-plated knobs, and the operation of opening or closing either pane is simplicity itself. As a finishing touch there is a waterproof flap, which forms a joint between the top and the windscreen, of course permitting the screen to be opened if desired, whilst an advantageous feature is a large rear window.

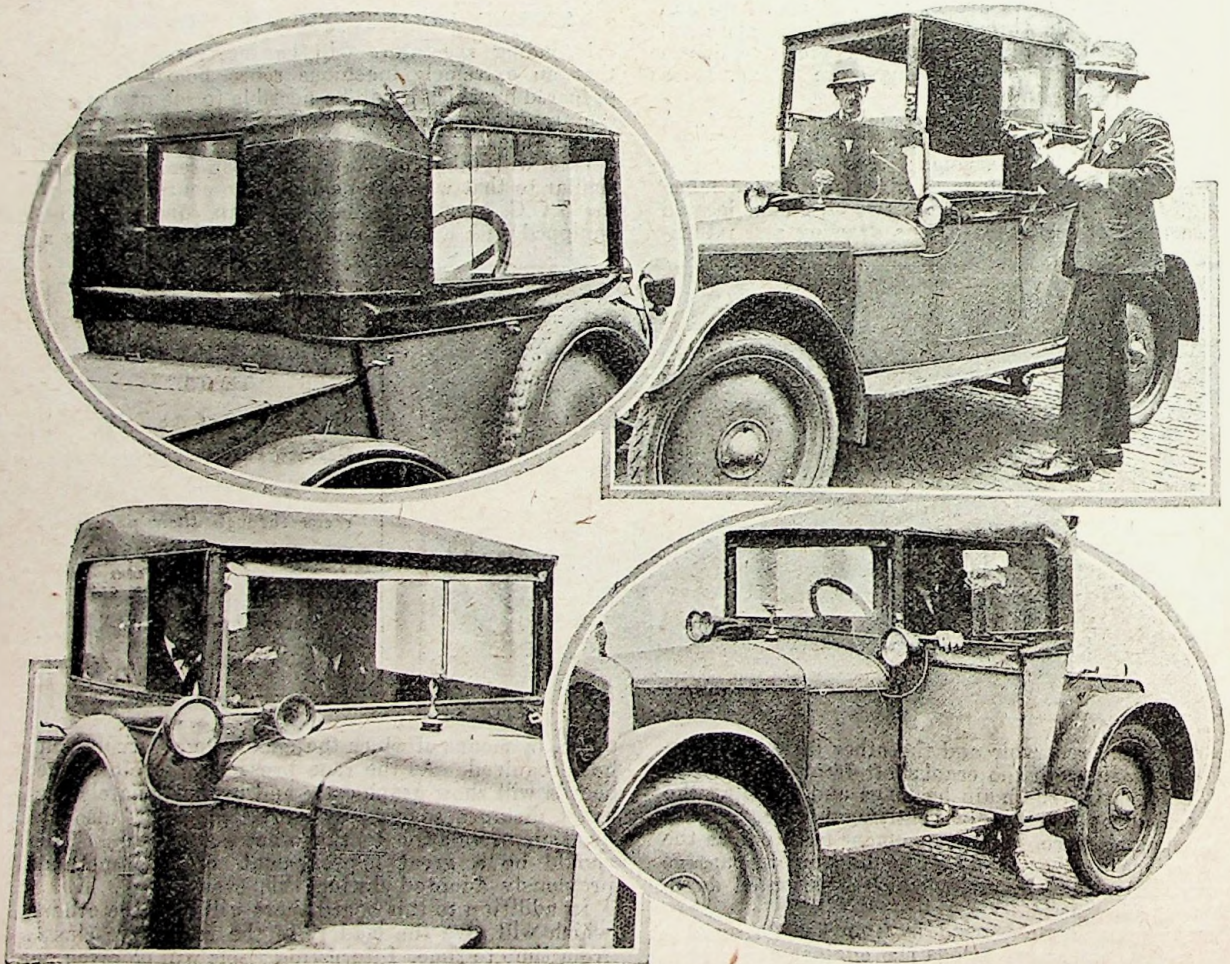
We have been able to examine one of these detachable coupe tops fitted to the Rover shown in the photographs, and we found that, when seated in the car, not only was there plenty of headroom

but the interior was extremely snug and cosy.

Ease of detachability has been aimed at by the designers, fittings already standard on the car being utilized for anchorage purposes; thus at the front the top is secured in position by means of the windscreen wing nuts, whilst at the rear it is held in place by an anchorage provided by the hood pivot pins. Only four points of anchorage are fitted, but these prove ample and cause the structure to be extremely rigid.

It is not suggested that the top should be changed frequently and according to the vagaries of the weather, but rather that it should be used as an aid to comfortable motoring in winter, whilst permitting the car to be converted in a few moments to an open tourer during summer months.

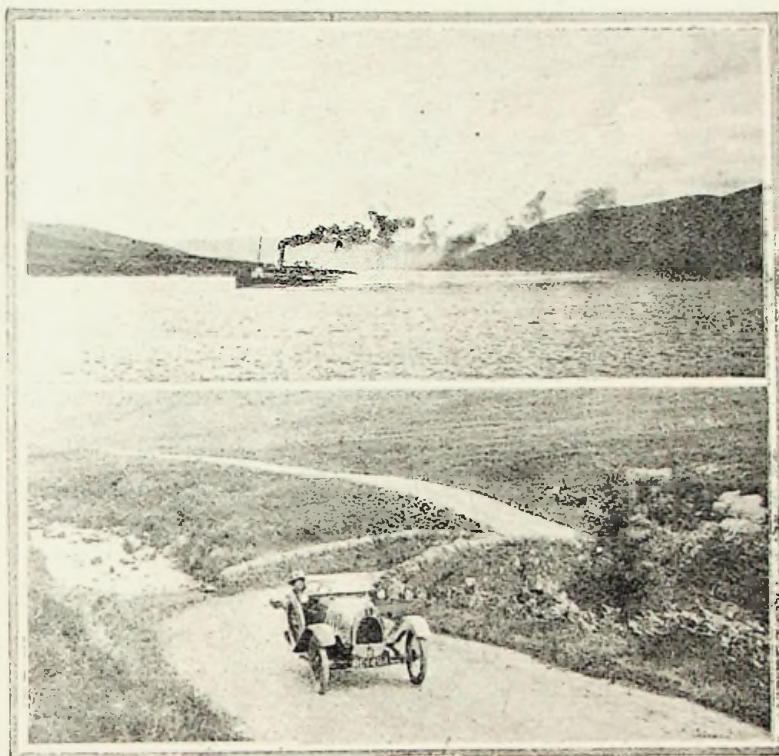
Owing to the adequate lighting of the interior, neither the driver nor passenger should feel hampered even in the thickest traffic or in the worst weather; in fact, the large window area is undoubtedly one of the best features.



The Martin Detachable Head is easily fitted and removed: it materially enhances the appearance of the car and converts it into a very cosy, well-lighted saloon. Both forward side panes of glass are slideably mounted and there is a large window at the rear. The price for any make of two-seater light car is 12 guineas.

TO SCOTLAND IN A THREE-WHEELER.

A 1,500-MILE TOUR FROM LONDON
 PLANNED TO INCLUDE AS MANY
 BEAUTY SPOTS AS POSSIBLE



BY ROAD
 AND LOCH

Below: The T.B. on the road through Glen-lean. Above: The imposing entrance to the Kyles of Bute.



WHERE shall we go for the summer holidays? As a rule this query occupies a good deal of time to settle, but in our case was quickly decided by an invitation from relatives at Hunter's Quay, near Dunoon, Argyllshire.

With the object of seeing as many of the beauty spots as possible en route, we allowed four days each way for the trip, and leaving London early made for Derby via Bedford and Leicester.

The roads were good after clearing the tramlines at Barnet, although from Derby to Matlock the surface deteriorated. Matlock recalled the Cheddar Gorge, with its high tors bordering the banks of the river. Chars-à-bancs and trippers unfortunately spoiled it, and we carried on to Haddon Hall on an improved road surface.

This is one of the finest baronial halls of England, and is open to the public on week-days. Its age is unknown, but it is not improbable that the Norman features in the chapel and elsewhere were added to a previously existing Saxon stronghold. Documents giving permission to fortify the castle in 1199 are still in possession of the Rutland family and, as is well-known, it was the scene of the romantic story of Dorothy Vernon.

After Buxton, which is an excellent centre for those who wish to tour the Peak District, we climbed the long drag up the Goyt Moor to the famous Cat and Fiddle Inn. From there we hurried on through

Knutsford to Preston for the night, a total of 246 miles.

At Preston we were warned of police activity in Lancashire, and, from our own observations, advise all motorists to exercise the utmost caution in negotiating all north country towns, taking care not to pass stationary tramcars and to use hand signalling to a point bordering on the absurd, which matter we cannot stress too highly. The police expect a "straight-on" signal as well as the conventional right and left turning ones, and the failure to give this was nearly our undoing.

We left early the next morning, via Lancaster and Kendal, for the Lake District, and, taking the left fork at Staveley for Windermere, turned southwards again for a peep at Bowness.

Turning north again, along the shores of Lake Windermere, we proceeded to Ambleside. Passing through Grasmere, Dunlop arrows and numbered motorcycles drew us to that famous test hill, Red Bank, and we ascended its reputed one-in-three-and-half gradient and made for the Dunmail Raise to Thrimere.

We took the road on the west side of the lake and, realizing that our destination was still more than 300 miles ahead, we had to content ourselves with but a peep at Derwentwater, which is considered the most beautiful sheet of water in England.

Following the left bank of Bassenthwaite we con-

TO SCOTLAND IN A THREE-WHEELER (con.).

tinued through Carlisle to the Border. Naturally we were anxious to see Greta Green, and, after visiting and photographing the famous smithy, continued to Thornhill, bringing our total mileage up to 420.

Our next objective was Burns's Cottage, and on through Sanquhar to Cumnock. The road beyond was in a shocking condition, although it is now under repair.

From Ayr to Ardrossan the road runs inland, with only occasional glimpses of the sea, to Gourrock. With the sea as a foreground and the blue mountains of Arran and Bute in the distance, the view is most picturesque.

We passed through Port Glasgow and over the Erskine ferry (toll 4d.) to Loch Lomond, the banks of which we followed to Arrochar. Mileage, 565.

Continuing through Glen Falloch to Crianlarich we struck the finest inland scenery of the tour on our way to Killin and Loch Tay.

Rest and Be Thankful has so often figured in the pages of *The Light Car and Cyclecar* that we wanted to see it in reality, and so, returning to Arrochar, started on its long ascent. From the commencement to the culminating hair-pin bend the road was quite good, and a drop to a lower gear was necessary only on account of the gradient and not the bad surface.

We took the left fork at Kilmorich and passed through Ardno to St. Catherine's, on the shores of Loch Fyne, and obtained a good view of Inveraray, the capital of Argyllshire. Turning to the left at Strachur, a winding road led us to Loch Eck, and so to our destination—678 miles.

By Car and Steamer.

During our stay, when the weather permitted—light carists proceeding to Scotland are particularly warned to see to their all-weather equipment—we alternated road trips with steamer trips.

One trip we took was along the shores of the Holy Loch, past Kilmun, where is to be found the burial place of the Dukes of Argyll, along the shores of Loch Long to Ardentinnny. We turned inland up Glen Finart, and, from our picnic spot at the summit, we were able to see Loch Long and the mountains of Dumbarton in the distance. The road finally led us to Loch Eck and so to our base.

The next trip took us southwards through Dunoon, Innellan and round the coast to Loch Striven. This journey was devoid of hills, and as the road ran along the seashore, uninterrupted views were obtainable.

Our last trip was longer and by far the most enjoyable. Striking due west at the head of the Holy Loch we passed through wild, desolate, mountainous scenery. Crossing the River Ruen and leaving the last signs of habitation, ascended the Ballochandrain

Hill, which was well worth climbing, if only to see the view of Loch Fyne as the descent was commenced.

The road from Otter Ferry to Strachur, although in quite good condition, was, like the hill, deserted. From Strachur the homeward journey led us past Loch Eck, which seemed more beautiful than ever in the soft evening light.

After a run round Edinburgh the following morning we started for North Berwick, but at Musselburgh we had a puncture. After fitting the spare wheel we continued over the worst pavé of the trip, and were not surprised when the tyre went flat after about two miles. There was nothing for it but to repair the tube, and we found in both cases that the tubes had split at the bead overlap. Fitting our spare inner tube into one cover and using a good length of old inner tubing to repair the other, we continued our way.

A Minor Trouble.

With better roads and fine weather our spirits rose again, but after passing the Bass Rock the engine, which, throughout the tour, had been running well, showed signs of starvation. A few minutes sufficed to clean the petrol filter gauze, which had become choked with fluff, and the car thereafter behaved well to the end of the tour.

Crossing the Border about three miles north of the River Tweed at Lamberton toll-house we passed through Berwick town and over the 17th century bridge that spans the river.

Alnwick was our next halting place, where we took photographs of the castle, a fine old 14th century fortress, with its life-size armed figures on the battlements to deceive the enemy into the belief that the guards were always on duty, then carried on to Morpeth for the night.

Whitby was our next objective, and we should have liked to stay longer, but time was pressing, so we carried on via Robin Hood's Bay and along the moorland road to Scarborough.

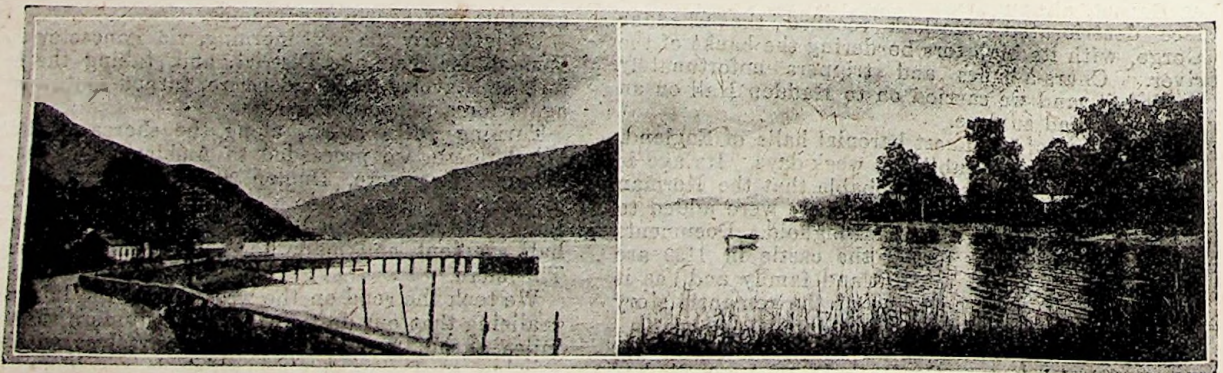
Saturday afternoon at a modern seaside town did not appeal to us, so we turned inland to York, where we admired the city with its famous Minster, and then carried on to stay the night with friends at Halifax, where our speedometer showed 1,323 miles.

The next day we took the Great North Road at Doncaster and followed it back to London, there completing our 1,531-mile tour.

And now a word about the car. It was a 1923 model T.B. three-wheeler, fitted with a water-cooled J.A.P. engine, and has now 10,000 miles to its credit.

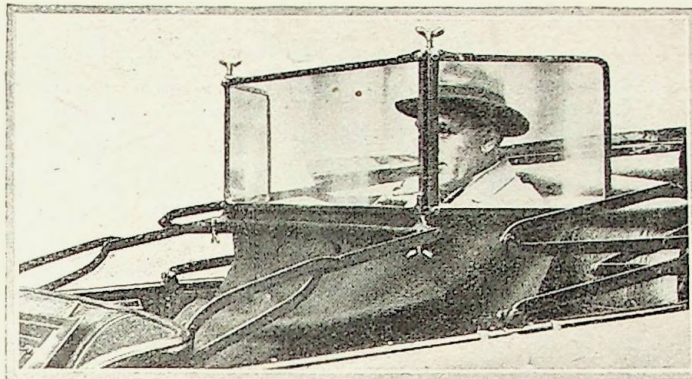
The expenses of the tour amounted to: petrol, 32½ gallons—47.1 m.p.g.—£3 2s. 3d.; oil, 1 gallon, 5s. 5d.; and garage charges 22s. 6d., a total of £4 10s. 4d.

W.E.B.

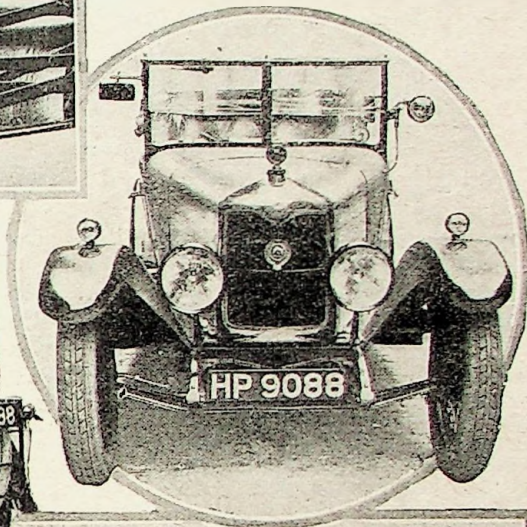
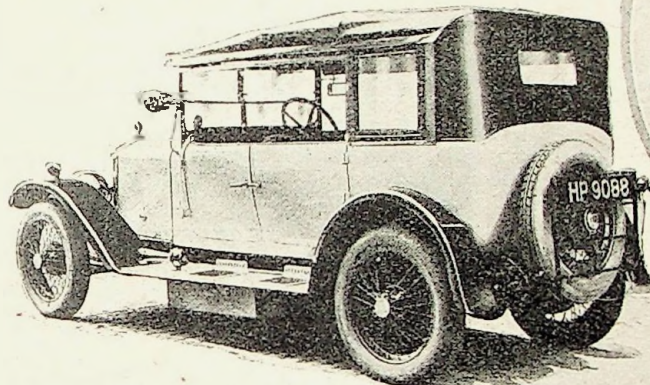


(Left) Loch Long, looking south from Arrochar. Rest and Be Thankful climbs over the range of hills on the right. (Right) Sunset on Loch Lomond

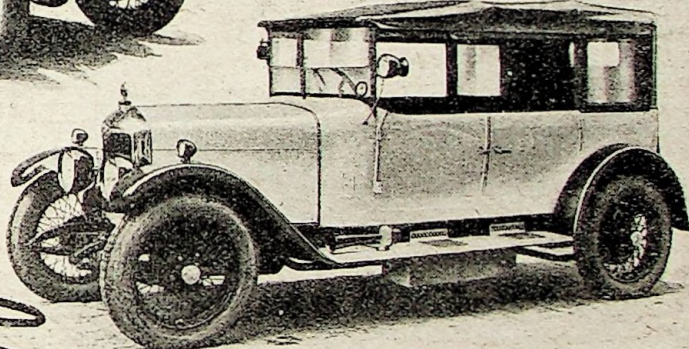
A LUXURIOUS ALL-WEATHER RILEY.



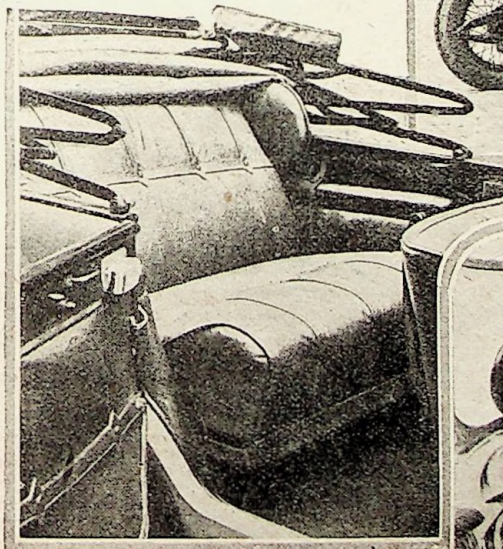
Recently supplied to the order of Mr. Clayton Wright, this Riley, which embodies several 1925 refinements, is the last word in light car luxury.



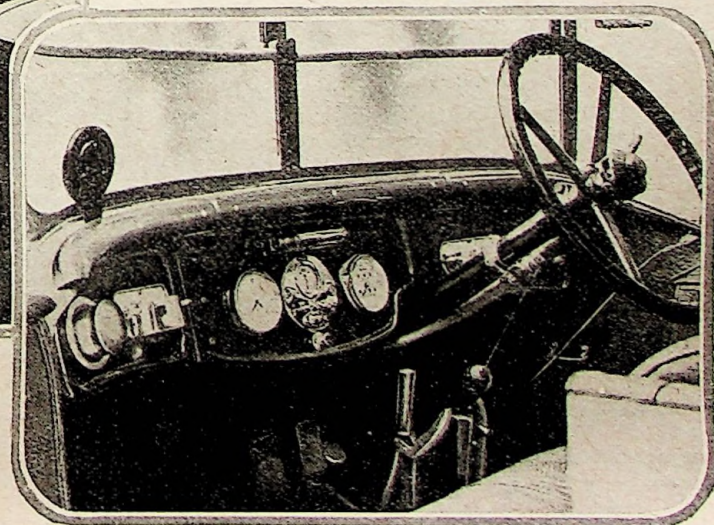
Admirable all-weather equipment is provided, the Desmo rear screen being specially neat and effective.



So imposing is this graceful Riley that it cannot fail to attract attention



Luxurious seat cushions and back squabs make the car extremely comfortable. The instruments on the fascia board and the controls, it will be seen, are very well placed.



RICH MIXTURE

A Critical Causerie
of Light Car Comment
and advice.



Class Warfare.

STRANGE things are and have been happening in various competitions. One sees programmes, for example, of speed trials the classes in which, although purporting to embrace all types, actually bar the most speedy machines in the class in question. Why, I wonder, as a case in point, are two-cylinder cars specifically barred from some of the 1,100 c.c. classes in certain events. Is it because a two-cylinder engine, as such, has an unfair advantage over a four-cylinder engine, or is the idea expressly to debar certain potential entrants?

It was noteworthy that at a fairly recent hill-climb 1,000 c.c. was fixed as the limit of engine capacity for certain classes. This impressed me as being very hard luck on potential entrants who run cars of a capacity between 1,000 c.c. and 1,160 c.c., and, as the old limit of 1,100 c.c. has been in operation for so long, one is compelled to dissent from the adoption of a smaller one, which must necessarily debar a number of very good sportsmen—and women—from entering.

Power of a Starter.

JUDGING from the remarks of some of my correspondents, it would seem that my comments anent using the electric starter to pull the car out of an awkward position have met with some incredulity. It appears that most small car owners are not aware of the effort which the starting motor is capable of exerting. In point of fact, most of the starters fitted to light cars are designed to produce a starting torque approximately equivalent to a powerful man exerting all his energy on a 15-in. crank handle. Anyone who has handled a motor lorry will tell you that even a weakling can wind a five-ton lorry along the road with the starting handle when the bottom or reverse gear is engaged, so that a starting motor should really be able to propel a low-g geared light car up quite a formidable hill.

Nothing to Fear.

THE practice of using the starter for hauling a car about is, of course, not to be advised, but, at the same time, readers should bear in mind that the only damage which can be done by excessive use of the starter consists of very rapidly depleting the store of current in the battery, and this is, of course, soon renewed by the dynamo.

I know a number of small car owners who very

seldom use their starters, in the belief that by doing so they are imposing an undue "strain" on the battery; but I can assure them they need have no fear on this account, as a battery which is being overworked will signify the fact before any damage can be done by refusing to sound the electric horn, and by declining to produce anything more brilliant than a dull glow at the lamp filaments when the engine is not running. When these danger signals assert themselves the starter should not be used until the engine has been running with the charge switch "on" for an hour or so.

That Traffic Bridge.

THE following admirable screed has been sent to me by a Wise Man of the East, and clearly concerns the Yarrow Bridge scheme at Oxford Circus, London. It will be remembered that Sir Alfred Yarrow undertook to span the Circus in order to speed up traffic, but his scheme did not meet with approval.

We all have heard of the definition of a parable given by a youthful candidate at an examination: "A parable," he said, "is a heavenly story with no earthly meaning." Here is a parable:—

In the City of Lud in the Land of Mud was a great uproar among the people. The white-bearded senators in the parliament house did discourse vehemently upon matters of urgent issue and did pull upon their beards in thought and upon each others beards in anger.

For it was in the time after the wise men had made ingenious chariots which moved upon the face of the earth. These chariots did speed hither and thither emitting thunder and the sound of turning cogwheels. And it came to pass that the chariots multiplied exceedingly, and the great ways where the people had been wont to walk became crowded so that there was a mighty hooting and the interchange of oaths as the chariots passed.

And a certain wise man and rich came to the learned senators and said unto them: "I will build you a path over the roofs of your houses and it shall cost you nothing. Out of my pocket will I build the path." And the senators spake upon this with many learned arguments for 30 days and 30 nights. And they called in the High Chieftain of Chariot Regulation who answered and said: "This man hath said he will build a path in the air. But what if the path be weak so that the chariots break through and descend upon the houses and upon our women and our little ones?" And the wise and rich man made reply: "Then will I unbuild my path with my private moneys and it shall cost you nothing."

And the senators and the High Chieftain of Chariot Regulation were vexed and whispered among themselves seeking an answer. Then rose up a notable lawyer and said: "This fellow hath said he will build a pathway at his own expense and take it down, should it prove evil, at his own expense. Now what sane man would do this? The fellow is mad. Cast him therefore into a dungeon and feed him upon pickled

RICH MIXTURE (contd.).

herrings for the space of seven moons. Then ask him if he will still speak of his pathways in the air." And there was a tumult of applause, and they arose and searched for the man, but he was nowhere to be found.

And that is why, to this day, it is quicker to walk in the City of Lud than to be borne by a chariot.

Low-geared Sports Cars.

IT is becoming the practice with sports cars to guarantee certain maximum speeds, ranging from 65 m.p.h. upwards. I do not suppose that the average man who buys a car of this kind insists on a Brooklands certificate; he is probably content with the wobbling hand of the speedometer as it shivers somewhere above the 50 mark.

The point which occurs to me is: how often is one able to drive a 60 m.p.h. or 70 m.p.h. car to its utmost? If one is unfortunate enough to be a weekend motorist, the occasions must be few and far between, unless one treks to Salisbury Plain or Norfolk or the West Country wilds. No; give me pick-up in preference to pace any time, for which reason I would prefer a low-geared car with a sports engine—something that could jump from 30 to 50 in a few seconds. If 55 or 60 represented its very limit I should be quite satisfied—that is unless I wished to race—for with its super-pick-up I could slide in and out of the traffic congestions on our main roads far better than with a high-geared thoroughbred which could never be unleashed.

With a car such as I have described, one could make a better average than on the over-geared vehicle which could do its 70 m.p.h. or 80 m.p.h., given a two miles' straight. The obvious answer is that with suitable gear ratios a car should be able

to fill both requirements. But, in the first place, the ordinary driver does not want to be always changing gear and watching his revolution counter, and the second is that for touring the addition of the fourth gear is more valuable at the bottom of the scale than at the top of it.

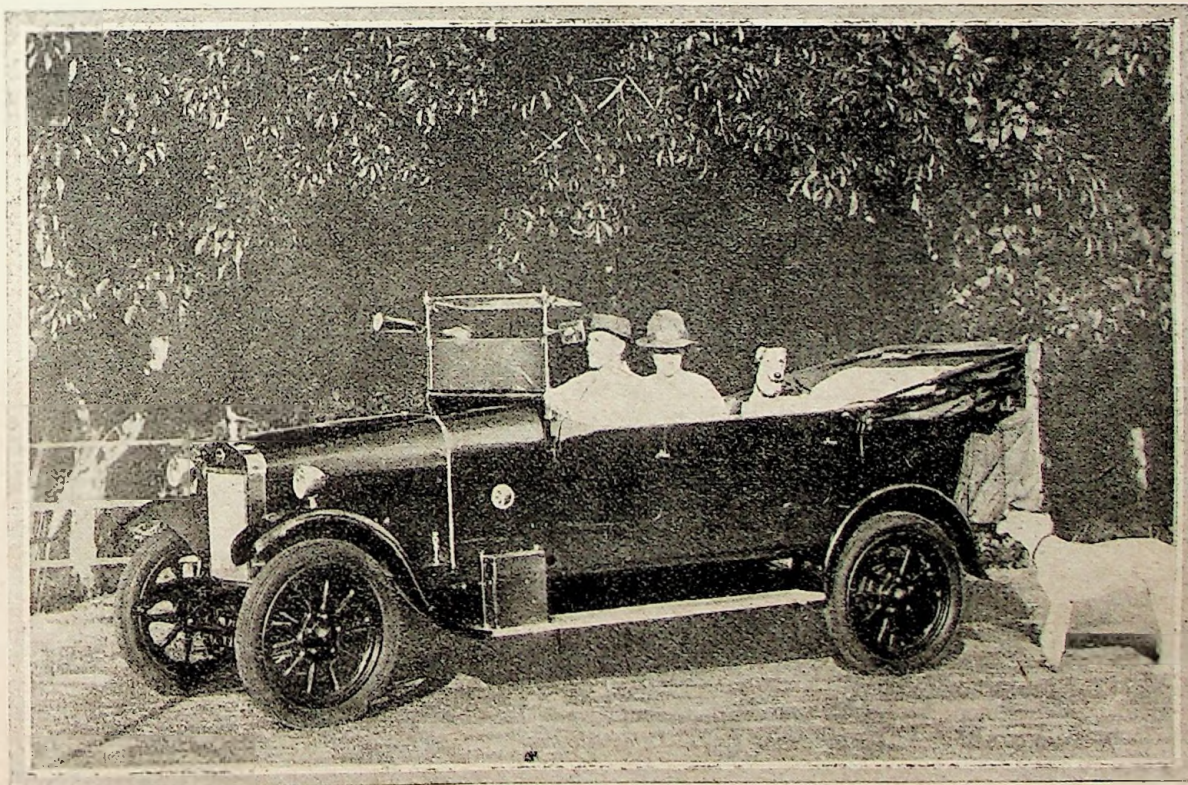
With a sports engine geared low there would be a minimum of gear changing on hills, a 40 m.p.h. average should be within the reach of a car with a maximum of 60 m.p.h., and the rapid acceleration which would be possible in most circumstances would more than compensate for the loss of 10 m.p.h. or 15 m.p.h. as a maximum. The fourth speed, if fitted, would be in the region of 18 to 1.

An Annoying Tendency.

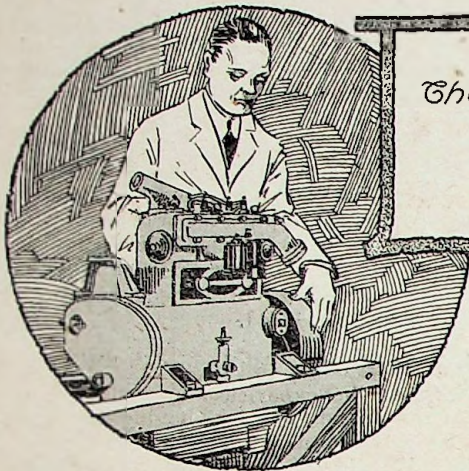
I RECENTLY had the experience in a light car fitted with low-pressure tyres of having a puncture caused by a large nail. The air naturally escaped slowly and I did not realize for a while that the tyre was deflated. All at once, however, the tyre very rapidly went flat, and at the first sign of the rim bumping on the road I pulled up. The tube was later removed from the cover, and at first sight appeared in perfect condition, without any sign of a gash or burst which could have caused rapid deflation. Investigation showed, however, that for 2 ft. the tube appeared as though a sewing machine had been run along it, while there were half a dozen or so punctures scattered about where the nail had penetrated the farther side of the tube.

What had happened was that the cover on becoming soft had gradually started to creep, and every time the wheel rotated another puncture was made, until, finally, the tube was so riddled that it was not worth repairing.

S.S.



A TURNER IN INDIA. — The owner of this Turner light car, who is using it on a tea plantation in Travancore, writes to say that many of the roads which he uses regularly are regarded as impassable by other local motorists.

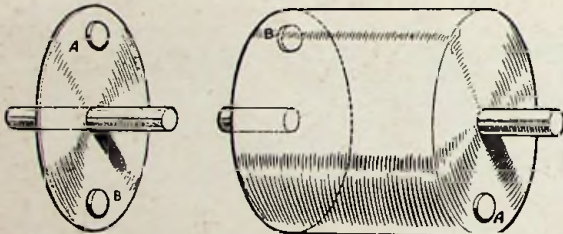


The ART of ENGINE BALANCE.

VIBRATION CAN BE ELIMINATED ONLY BY ENSURING THAT ALL THE ENGINE PARTS ARE IN PERFECT BALANCE.

IN all reciprocating engines the motion of the pistons first in one direction and then in the other, tends to set up vibrations which will cause great wear and tear. In order to eliminate so far as possible these vibrations, the masses of the system are so arranged that the forces acting on the crankshaft tend to form a system in equilibrium, in other words, the engine is balanced.

This is the main principle adopted in balancing engines, and, put simply, it means that a vibration may be eliminated by an equal and opposite vibration. If it were only a question of balance of the rotating masses all would be plain sailing. An illustration shows a simple disc mounted on a shaft. If the disc be truly fitted, and the metal composing it be of the same density throughout, then at whatever speed it revolves there will be no vibration, as it is balanced in itself.



Vibration would be absent in the case of the disc shown to the left, the balance weights A and B being in the same plane.

The gyroscope is an example of the truly-balanced disc. But now suppose that for some reason the disc is heavier at one point, say at A, then its mass centre ceases to be on the axis of rotation, and, due to the centrifugal force of this unbalanced point, severe vibrations will be set up when the disc revolves, and, further, because the centrifugal force increases directly as the radius of the mass centre of the disturbing body, and as the square of the velocity, so it will be obvious that a speed will be reached beyond which the least increase will cause the disc to burst or to be torn from its bearings.

Balancing Sometimes Impossible.

As an example, let us take a weight of 2 lb. at a radius of 2 feet revolving at 500 r.p.m.; then the centrifugal force will be 340 lb. That is, there will be a dynamical load on the shaft and through it to the bearings and supports of 340 lb. setting up vibration. Now, keeping the weight and radius the same, if the speed be increased to 1,000 r.p.m., the dynamical load will then be 1,360 lb. and an addition of only 100 r.p.m. more will bring the load up another 285.6 lb.; in other words, an unbalanced force of 2 lb. at 2 feet radius revolving at 1,100

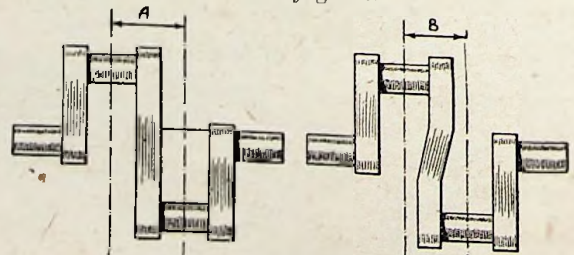
r.p.m. requires a force of over 1,645 times its own weight to constrain its motion.

Enough has now been said to make it obvious that exact balance is of prime importance, and, returning to our simple disc, if the mass A be 2 lb., by fitting another mass of 2 lb., B, at the same radius, and exactly opposite A, the disc will again be balanced. A greater weight at less radius, or a less weight at greater radius, will bring about the same result. If the weight of the unbalanced mass be known, it is easy to calculate the required mass of the opposing force at any radius.

The disc has been assumed to be thin, and the weights both on the same side, but suppose the disc is thick, and the weights are, as illustrated, on opposite sides, then although the disc may be balanced there will be a "couple" existing between the two weights. A couple is the name given to two equal and opposite forces acting in parallel lines, and the perpendicular distance between the lines of action of the forces is called the arm of the couple. An unbalanced couple will set up a twisting motion in the shaft and supports, and is just as harmful as any other unbalanced force. The action of an unbalanced couple can be seen by rapidly revolving the cranks of an ordinary bicycle, when the whole frame will vibrate rapidly with a peculiar motion. The balancing of the couples forms one of the most important points in the design of crankshafts and similar components.

Cancelling out Vibration.

The unbalanced forces and couples can, to a certain extent be shifted about the system until they largely cancel out, but in some cases it is impossible to eliminate them all, and it then becomes necessary to decide which are the least harmful, and in which direction they had better act. To digress for a moment, it may be of interest to state that the locomotive presents one of the most interesting and complex balancing problems, as there are many heavy moving parts, the speed of which, in proportion to their weight, is very great.



An undesirable couple is set up if the width A is excessive; it can be reduced as shown at B by setting the crank web.

It is not practicable fully to balance all the forces so a compromise is effected which leaves a vertical component or "up and down" force, the action of which is to exert through the wheels a sort of hammer blow on the rails. The wheels of railway carriages are now balanced experimentally at a high speed to very fine limits, it having been found

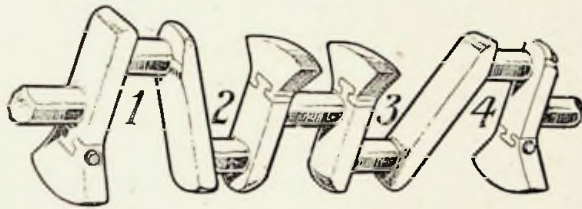
THE ART OF ENGINE BALANCE (contd.).

that the vibration in the carriages was more due to unbalanced wheels than to irregularities in the track.

The modern motorcar engine is particularly difficult to balance effectively, largely by reason of its very high speed of revolution, because, as has been said already, the centrifugal force increases as the square of the speed; and again, the pistons and connecting rods are very difficult to deal with, especially the latter, as their motion is so complicated, being both rotary and reciprocating.

In the case of single-cylinder engines, an approximate balance can be arrived at by fitting counterweights on the flywheels or cranks opposite the crankpin. In calculating the required weight, the weights of the piston, complete, the crankpin and part of the connecting rod have to be considered.

As there is an unbalanced lateral effort at the



A four-cylinder, three-bearing crankshaft with balance weights keyed and bolted to the throws.

middle of the stroke, owing to the centrifugal forces of the balance weights themselves, there will be a tendency towards lateral vibration, so to avoid this the counterweights are usually made not quite heavy enough to balance the piston at the end of the stroke. In this way most of the vertical forces are controlled, and the horizontal forces largely eliminated.

The horizontally opposed, twin-cylinder engine, with cranks at 180 degrees, is balanced in itself so far as most of the forces are concerned. A couple will exist in the crankshaft, but its effect can be lessened by bringing the cylinders as nearly in line as possible, and by adding suitable balancing masses to the crank webs. Two types of two cylinder crankshafts are illustrated, A being a plain crank for cylinders offset by an amount equal to the distance between the crankpin centres, and having symmetrical big-ends, and B a shaft which allows the cylinders to be more nearly on the centre line, so lessening the twisting couple, but requiring the big-ends to be offset from the connecting-rods.

Self-Balanced Twins.

In general the opposed-twin engine is excellent from a balance point of view. The vertical-twin engine is difficult to balance properly, and is now hardly ever used. With this type of engine it is possible to arrange the crankpins either at 180 degrees or with their axes in line so that the pistons go up and down together. In this case heavy counterweights are required to effect a reasonable balance.

A four-cylinder engine allows a very reasonable degree of balance as the cranks are in pairs, the two cranks forming a pair being 180 degrees apart, but all are in one plane. A diagram of a four-cylinder crankshaft is shown, and it will be seen that cranks 1 and 2 balance each other as do cranks 3 and 4. There will be couples existing between the cranks, but in a well-designed shaft these will not be serious, as the effect of one pair will be equal and opposite to that of the other pair, so that equilibrium is established.

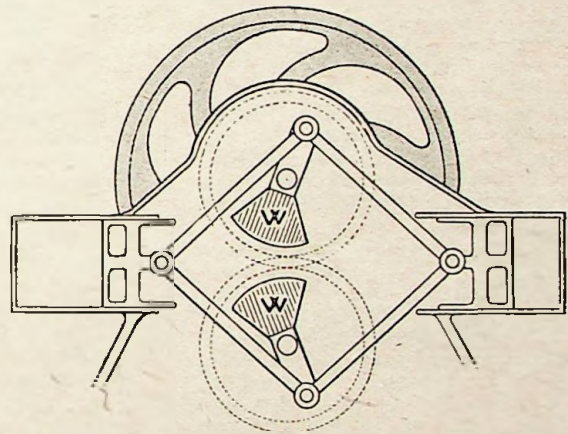
Apart from all other considerations the crankshaft of an engine should be kept as short and stiff as possible, because the closer together the cranks can

be arranged the smaller will be the effects of the couples. It is not possible fully to balance all the forces in a four-cylinder engine in itself, and so efforts have from time to time been made to eliminate these unbalanced forces by means of additional apparatus driven by the engine or incorporated in its design.

One of the most successful is the Lanchester Harmonic Balancer, which consists of two specially weighted wheels geared to the centre of the crankshaft and running in the crankcase. By properly arranging the positions of the weights on the wheels in relation to each other the unbalanced forces of the engine are reduced almost to zero.

Novel, but Practical.

Whilst on the subject of special balancing devices it may be of interest to mention the early Lanchester two-cylinder engine which, both in theory and practice, fulfilled every condition of correct balance. The cylinders were horizontally opposed, and the pistons were connected by means of links to two crankshafts, which were geared together, each having its own flywheel. In the illustration of this engine the general arrangement is shown, one flywheel being left out for clearness, and it will be seen that the counterweights W on the two crankshafts balance the forces due to the pistons and linkage, as the crankshafts, being geared together, revolve in opposite directions. The two flywheels having equal



An example of a perfectly balanced two-cylinder horizontal engine. It was used in the early Lanchester cars.

moments of inertia, also revolve in opposite directions and, this being the case, there is no reaction on the frame, as the forces generated are equal and opposite, and so cancel out.

In the light of modern high-speed multi-cylinder practice, this engine will seem somewhat strange, but from a balance point of view it must always prove of interest.

In the special A.C. racing engine recently produced, the crankshaft is balanced in itself for all the forces generated, but as is only natural with such an advanced design, exact details are not yet available.

Six-cylinder engines are not in very general use in light cars, but it may be said that this type is the most perfectly balanced of the orthodox motorcar engines that it is possible to construct. The crankshaft is arranged so that the cranks are 120 degrees apart, with two cranks on each centre line. The only unbalanced force is that due to the angularity of the connecting rods, and this is negligible in a well-designed engine.

The mathematics of balancing are very complex, and those readers who are interested will find plenty of text-books on the subject. But it is well to remember that the makers' balance of an existing engine can seldom be improved.

Every Motorist Should Know That—

SAFETY RULES SHOULD BE OBEYED.

AN EXPOSITION OF THE HINTS ISSUED RECENTLY BY THE NATIONAL
"SAFETY FIRST" ASSOCIATION.

THE extraordinary growth in numbers of motor vehicles during the past two years has, unfortunately, led to an increase in accidents. This was only to be expected, but if the "safety first" recommendations now approved by the Executive Council of the National "Safety First" Association are followed by drivers there is no reason why this black list should not be materially cut down and the roads made safer, both for those who ride and those who walk.

The six principal recommendations of the "Safety First" Association are set out in a tablet on this page, and it will be seen that they cover practically the whole field of driving. One or two notes concerning each individual recommendation, however, may help the driver—and particularly the new driver—to understand their significance.

The new owner-driver may consider the exhortation suggested by the first recommendation entirely unnecessary, and the experienced driver will probably tell you that he can always pick out the man who has just taken over the wheel by the fact that his eyes are usually very wide open and his wits decidedly alert, judging by the somewhat rigid attitude which he adopts when driving.

With regard to the new driver, therefore, he may be said to obey the demands of this safety hint, but, unfortunately, familiarity breeds contempt and when he has covered several thousand miles he begins to get careless and thoughtless. He does not give his undivided attention to the task of driving, but lets his eyes wander off the road, possibly to admire the scenery, and thus is not in a position to deal with a sudden emergency.

It is the privilege of his passengers to take full advantage of all the pleasures to be derived from a cross-country run, but the driver himself should never forget his responsibilities and should remember that his first consideration must be the safe handling of his machine.

Be Courteous.

To drive always as you would wish others to drive is but a fresh rendering of a better-known quotation and hardly needs emphasizing. Nevertheless, it covers a number of safety-first considerations. It is, of course, bound up with the necessity for being courteous at all times, which means that not only must one study one's own movements, but must cultivate the habit of anticipating what other drivers are going to do, so that no inconvenience may be caused to them by a careless action on one's own part.

In brief, the courteous driver keeps well to the left, especially on country roads; he does not overtake another car and pass it until he is sure that the road is clear and that he has given adequate warning; he uses his warning device with discretion and exercises special care when passing all animals.

The third recommendation of the National "Safety First" Association deals with physical fitness and also mechanical reliability. For their own sake, drivers seldom venture on to the road unless they feel in a fit condition to control their vehicles properly, but many venture forth in cars which have faulty brakes or steering mechanism that may be slightly loose for want of adjustment and which may lead to erratic control—to mention only two of the possible defects which a car may develop after considerable use.

An Important Recommendation.

The fourth recommendation is one of the most important of the series, but if the driving of a car is likened to the movement of a piece in a game of chess, the need for anticipating danger will become apparent. It is a fact that the safest drivers are sometimes involved in disaster only because they failed to use their intelligence in anticipating certain road conditions.

It is not necessary to quote individual cases, and it must be admitted that this faculty of anticipation can be cultivated only by a careful study of road conditions. Every driver, however, should automatically undertake such a course of self-instruction, and it may start with elementary anticipations such as those which are aroused by approaching cross-roads, schools or grazing cattle; studying the movements of trams, motorbuses and pedestrians; learning how to correct skids, and so on.

It should be remembered that main road traffic has no legal right of way over other traffic, and even if it were so, the wise driver would hesitate to take advantage of his right at a dangerous cross-road in anticipation of a second driver doing the wrong thing.

Under this heading might be included a number of other important recommendations which, however, do not require emphasizing.

The fifth dictate is one which we ourselves have consistently advocated and, in fact, we have endeavoured to persuade the authorities to include the recommended traffic signals in every driving licence.

In addition to the recognized traffic signals given by drivers themselves, there is a code of signals adopted by the police, and it is imperative that these should be understood. As a rule, the very nature of the signal denotes its meaning, but if in doubt the wisest course is to stop, looking towards the policeman for further guidance.

Finally, motorists are recommended to obey the law in letter and spirit. It might be thought that this hardly came under the heading of "Safety First" hints, but investigation will show that such is not the case and that the driver who follows this recommendation is going far towards turning himself into an expert and considerate driver.

Readers are referred to special photographs in our centre pages.

SIX CARDINAL RULES FOR SAFE DRIVING.

Approved by the Executive Council of the National "Safety First" Association.

1. Always keep your eyes open and your wits alert.
2. Always drive as you would wish others to drive.
3. Always keep yourself and your vehicle in safe driving order.
4. Always anticipate danger.
5. Learn, give and obey the recognized traffic signals.
6. Obey the law in letter and spirit.

See special photographs in centre pages.

The Light Car and Cyclecar

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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

The Way the Money Goes.

ALTHOUGH it is said that £40,000,000 a year is being spent on the roads, improvements in proportion to the expenditure are not apparent. The reason why we do not find our well-known highways improved beyond recognition is to be found in the fact that too much money is being sunk in cutting entirely new roads where none have existed before, and where the need for them is not always apparent.

For years, it seems almost decades, a brand-new highway from London to Southend has been in course of construction: it is not yet open for traffic, and it is very questionable whether it will be for several months. For at least three years money has been spent lavishly in pushing ahead this grand scheme and, without going closely into the matter, it would appear that enough hard cash will have changed hands before the road is opened, for a thousand dangerous corners to have been made safe and several million pot-holes to have been eliminated.

Which is the better plan, our common sense is inclined to ask, to pour out millions of pounds for the construction of new roads which may—like Southwark Bridge—attract practically no traffic and of which our grandsons may be the first to enjoy the benefit, or to spend a little here and a little there in scientific improvements to existing lines of communication?

It would seem that those who have the spending of money allocated to road construction and repair are not always so painstaking, so persevering and so experienced as the responsibility of their posts demands. Complaints are heard of long stretches of highway surfaced with a preparation that is very dangerous in wet weather, of districts where necessary road work is persistently neglected, and of other districts where a bountiful hand bestows magnificent highways to serve only a comparatively small number of potential users. Motor owners must remember that some £13,000,000 of that £40,000,000 has been raised by motor taxation; where the need is evident, they should make their voices heard.

Motorists and Motor Drivers.

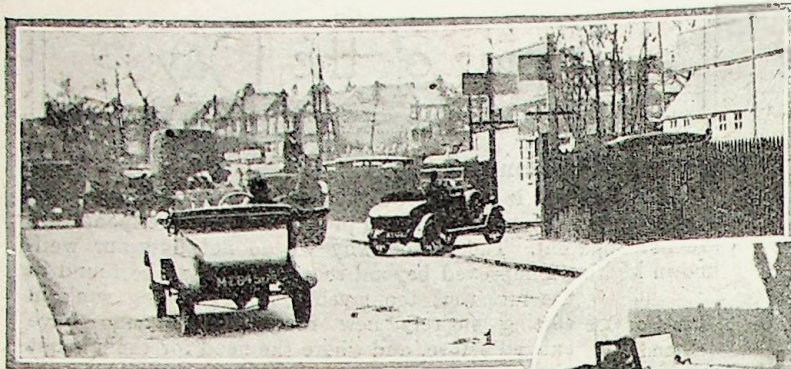
AS the holiday season approached we forecast—and it appears that we did so accurately—that the unfortunate, much-maligned motorist was about to have the annual flood of newspaper publicity inflicted upon him. During the past few weeks hardly an issue of some of the popular daily papers has appeared that has not had at least one of the inevitable "motorist" headlines.

The anti-motoring public has been duly presented on its way to the office in the morning and on its homeward journey with the pathetic time-worn and utterly unoriginal "Drunken Motorist" headline, followed by reports of police-court proceedings in which the central figures are almost invariably the drivers of cabs, vans, lorries or hackneys. In how many of these cases, we ask, does the genuine motorist, the private owner-driver, figure? In few, it must be agreed; in astonishingly few.

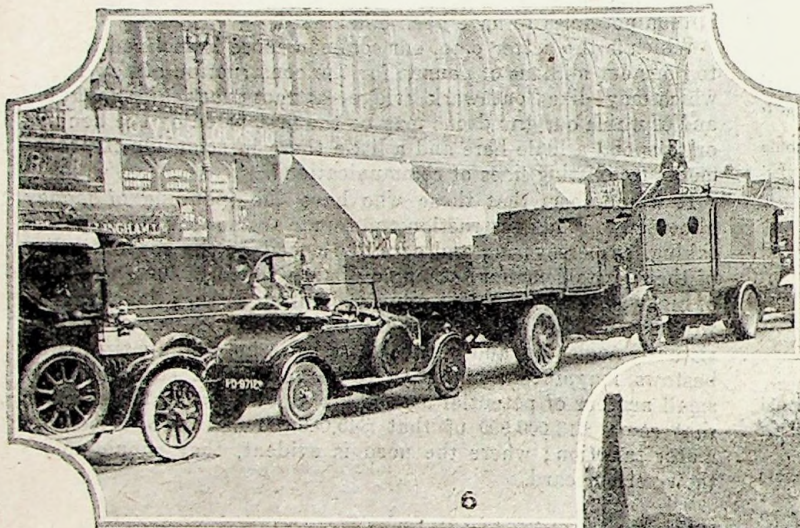
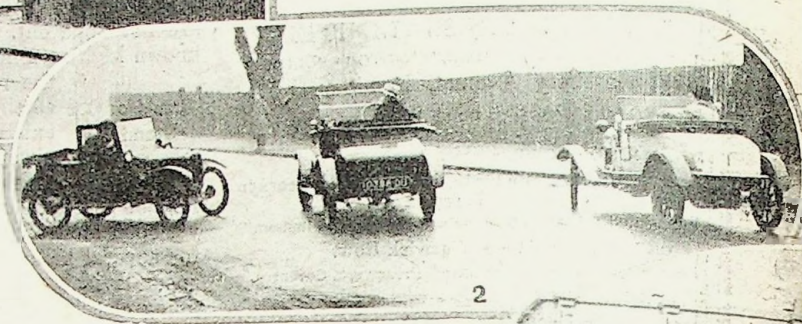
On the other side of the picture we see such headlines as "Gallant Bus Driver," when a char-à-bancs—probably because its brakes are out of order—is narrowly prevented from discharging its human load over a precipice, and "Motor Driver Exonerated" when a pedestrian has almost flung himself beneath the wheels of a jorry.

We ask for fair play for the motorist. The public believes him to be what he is—a private owner-driver. Let the newspapers, which purport to reflect the public's sentiments, take note of and act upon that belief.

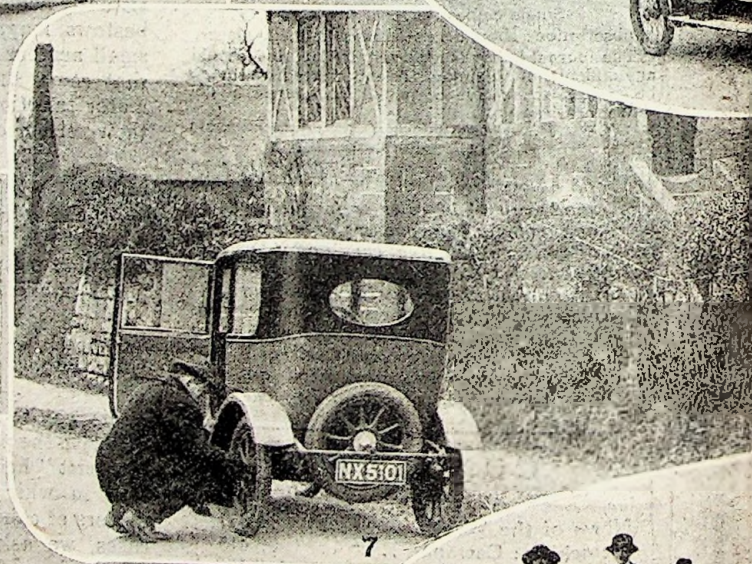
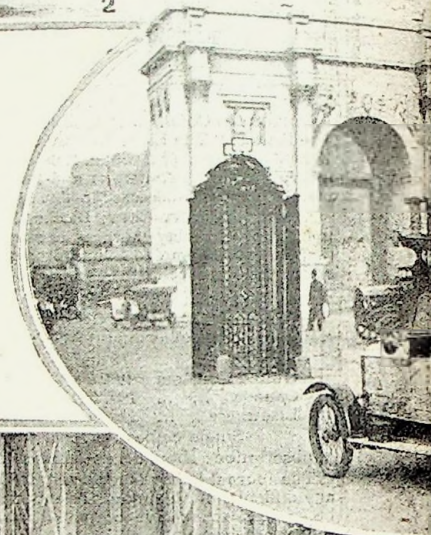
SAFETY FIRST FOR MOTORISTS.



(1) Wait for a clear opening before crossing an approaching stream of traffic. (2) Do not rush headlong out of a side turning like the driver of the car on the left. (6) "Keep to the line" when in traffic. Do not pull out on the wrong side of the road.

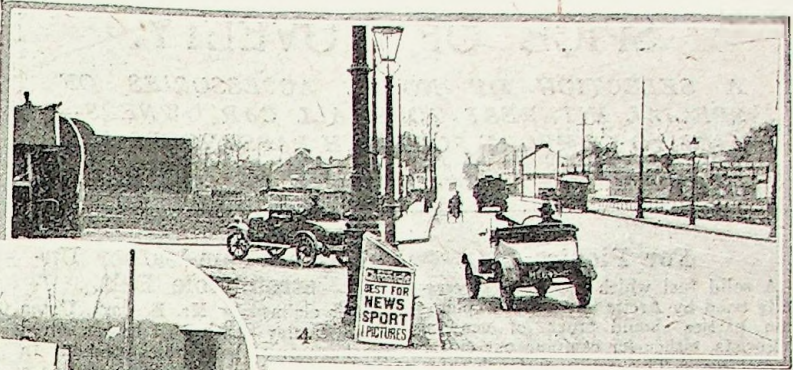


(5) Use the proper gates when entering or leaving the Royal Parks. (7) Keep your car in proper working order by frequent examination and adjustment. (10) Should you be involved in even a minor accident, stop at once and render assistance.

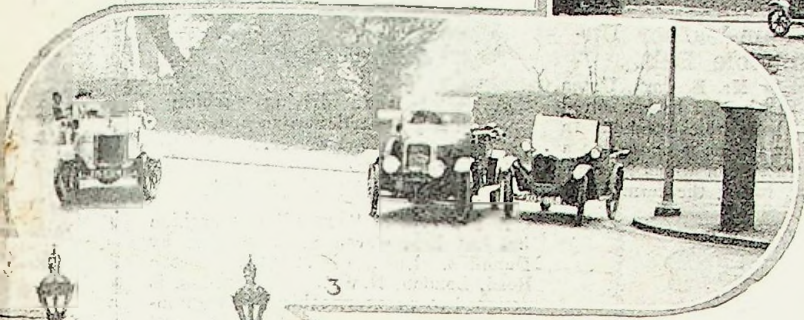


Graphic Illustrations of the Recommendations of the National Safety First Association.

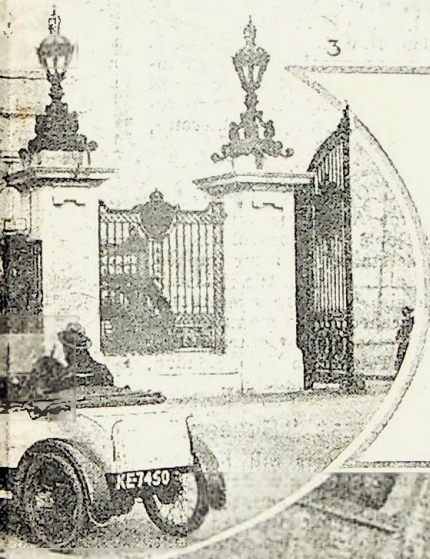
(See Special Article on this Subject Elsewhere in this Issue.)



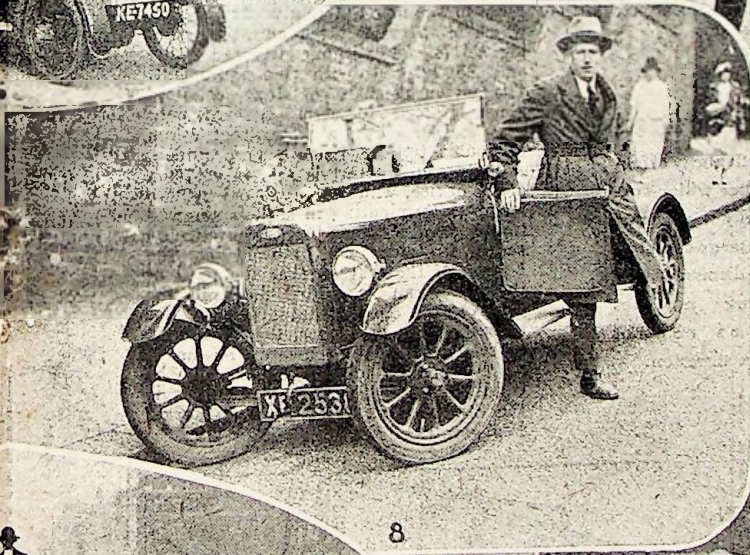
(4) Learn and practise the recognized road signals. (3) Do not pass on corners, you may endanger other road users. (9) Always endeavour to hug the kerb when turning off to the left; you will not have to cross an overtaking stream of traffic.



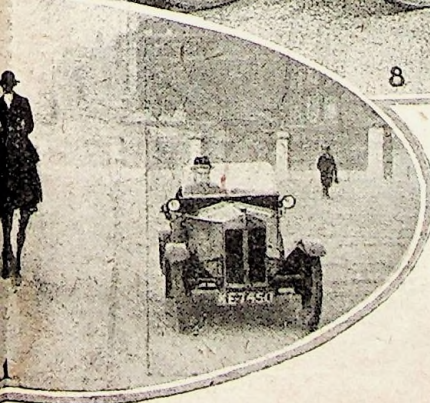
3



(8) Park your car safely, particularly on hills. (11) Always show consideration towards animals by driving slowly. (12) Watch the man on point duty and make sure you understand his signals. If in doubt it is generally better to stop and await further instructions.



8



12

SPICE OF NOVELTY.

A SELECTION OF NOVEL ACCESSORIES OF SPECIAL INTEREST TO SMALL CAR OWNERS—AIDS TO COMFORT FOR BOTH PASSENGERS AND DRIVERS—A WELL-DESIGNED FILTER.

For Picnics.

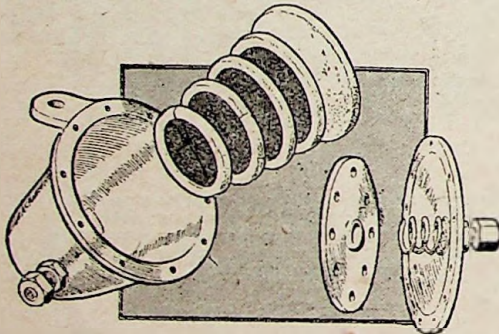
A solid fuel which has been successfully tried by Arctic and other exploration parties should prove of use to motorists, either for camping out or for picnicking. This article is much safer to handle than the usual liquid fuels, and it is far easier to carry. It is obtainable in the form of bars, discs and blocks from Ahlmann (London), Ltd., 9, Phoenix Place, Mount Pleasant, W.C.1.

A Spark-gap Plug.

An entirely new sparking plug which, we understand, will be put on the market shortly, incorporates an external spark gap, enclosed in a well-ventilated brass chamber, which snaps on to the upper part of the porcelain insulator and embodies the ordinary sparking plug terminal and an adjustable nickel electrode. The body of the plug has fins formed on it to assist cooling, and the material used is proofed against rust. The finish of the new plug is good, and we understand that the retail price will be about 4s. For further particulars application should be made to S. Halperin and Son, 14, Commercial Street, London, E.

A New Petrol Filter.

Jet stoppages may be caused either by dirt or by water, and, while many filters



will not pass the former, very few will effectually prevent the passage of minute drops of water. We have recently tested a new petrol filter, known as the Booster, which cleans the fuel very effectively and will not allow any water to pass. The housing is an aluminium casting of conical shape, mounted in an inclined position and fitted with five gauze discs and a disc of chamois leather. Each gauze is surmounted by a chamois-leather washer.

The mesh of the gauzes is graduated, getting finer as the diameter increases towards the outlet. The assembly is held firmly by a spring attached to the cover of the filter and bearing against a perforated disc. The filter, which is provided with a drain plug, sells for 37s. 6d. complete, and can be obtained from Figg and Co., 181, Queen Victoria Street, London, E.C.4.

834

A Chain-cum-leather Unstretchable Belt.

It is claimed by Mr. E. Cork, Upton Road, Bexley Heath, that he has solved the bugbear of belts which stretch. In support of this claim he is marketing a belt, the construction of which is somewhat ingenious, taking the form of an



A belt that is stretch-proof.



ordinary roller chain with a clip carrying a pair of leather pads sprung over each link. Prices vary from 5s. to 6s. per foot.

For Austin Sevens.

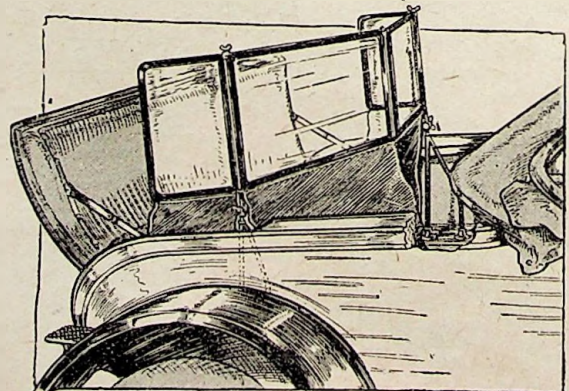
Designed specially for the Austin Seven, a very neat aluminium footmat for attachment to the running board has been produced by J. Pruett, light car specialist, of Oxford Street, Weston-super-Mare. This is a well-finished accessory which adds to the appearance of the car. The price, complete with fixing screws, is 17s. 6d.

A SOUND FILTER.

A particularly effective filter which successfully prevents the passage of water. Easily dismantled for cleaning purposes and of robust construction.

A WINDSCREEN FOR DICKEY SEATS.

A well-made screen which affords the occupants of the dickey seat full protection against wind and rain.



A well-designed driving cushion which should particularly appeal to the short driver.

An Aid to Comfort.

A new type of "extra" seat cushion has just been placed on the market by Dunhill's, Ltd., of 359-361, Euston Road, London, N.W.1. This cushion is designed to be serviceable for heightening the driving seat, or it can be used as an additional back squab. The covering is of best quality antique leatherette, and the price is 27s. 6d.

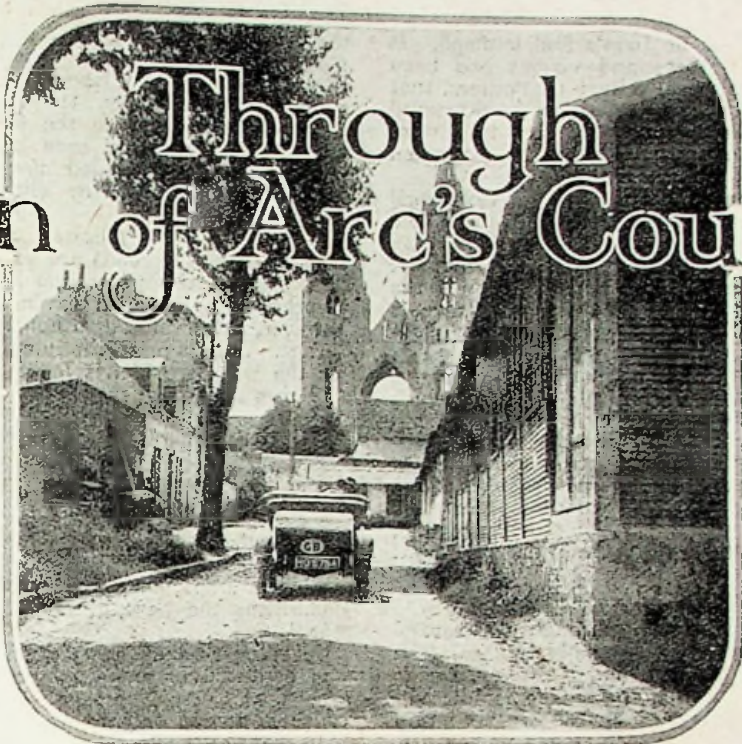
A Windscreen Wiper.

The Arlington Automatic Windscreen Cleaner and Duplex Air Control incorporates in its design, as its name implies, an extra air inlet, fitted to the induction pipe, which also serves to operate the windscreen cleaner. It is manufactured by the Arlington Manufacturing Co., Fawley Mills, Tottenham Hale, London, N.7, and costs 70s. complete.

A Dickey-seat "Screen."

Dickey-seat passengers will be interested in the new Starling dickey screen, which is an easily fitted accessory costing £3 7s. 6d. without serrated joints and £3 12s. 6d. with this equipment. The screen consists of four celluloid panels framed in steel covered with best leather cloth, a waterproof apron of double texture being also provided. A feature of interest is the easy fitting of the device, which is supported by two members terminating in sockets screwed to the floor. When not required, the screen is folded and stowed at the bottom of the seat so that the back of the dickey can be folded down in the usual way. To facilitate the entrance or exit of the passenger, the screen can be set forwards or backwards by means of the serrated joints, and can also be rigidly fixed. The makers' address is the Starling Co., Ltd., Empire Works, Highgate Road, Birmingham.

Through Joan of Arc's Country



A READER RECOUNTS THE HISTORY OF A TOUR THROUGH NORTHERN FRANCE.

TO THE LEFT IS SHOWN THE 10-15 H.P. FIAT CAR PASSING THROUGH SOISSONS.

THE English motorist who wishes to make a tour in Joan of Arc's country must perforce begin his journey at the wrong end of her life.

If he should cross from Southampton to Havre he will find himself arriving first at Rouen, the place of her martyrdom, whilst a further day's journey brings him to Orleans, the scene of her triumph. One more day must be allowed to get to Domrémy, her birthplace in Lorraine, whence the pilgrim may turn homewards by way of Rheims, where Charles's coronation effected, the Maid would fain have laid aside her armour for a life of prayer, but the newly-crowned monarch would not permit her. From here the road leads to Compiègne, the scene of her capture, and so back to Rouen, judgment and death.

This is the route we chose, and our pilgrimage commenced ere we left England by a visit to her statue erected recently in Winchester Cathedral. By a strange irony it is close to the tomb of Cardinal Beaufort, into whose power she was sold by the treacherous Bishop of Beauvais, who hoped by this act to acquire for himself the archbishopric of Rouen, then in Beaufort's gift.

From Winchester to Southampton is but half an hour's run on a wonderful "tarmac" road. Our boat reached Havre at 6.30 the following morning, and we were soon en route for Rouen.

The way lies beside the Seine for the most part, anon climbing upwards through fine oak woods, then dropping again to the river's brink.

Reaching Rouen we drove straight to the Place du Vieux Marché, the ancient fish market, where, in

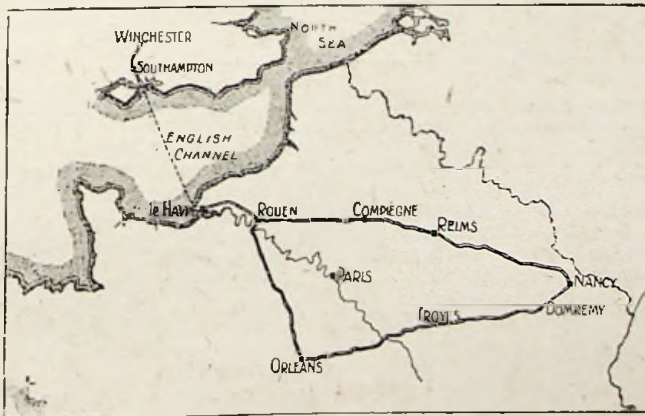
the year 1431 was burnt Joan the Maid, escorted to her death by eight hundred armed Englishmen! The pyre had been raised so high, that all might have a chance to see this sorry sight, that it took half an hour for the flames to reach the victim and end her tortures.

Rouen is full of relics of the Maid. The Tour Jeanne d'Arc, where she was imprisoned prior to her trial contains a small museum devoted to objects connected with her, and it was behind the lofty tracery of the Church of St. Ouen, that Beaufort, with two judges and thirty-three assessors read out her sentence to Joan. He is said to have been surrounded by his ushers and torturers.

We left Rouen the next day, passing along the broad quays beside the Seine. Our road lay across the level plains of France gay with scarlet poppies, blue cornflowers and purple vetch. The weather was perfect, and despite the fact that the roads were not, the Fiat logged her 45 m.p.h. hour after hour with unfailing regularity.

Entering Chartres by the embattled Porte Guillaume, we roared up the narrow streets so steeply scaled in mediæval times, and out on to the plateau where stands the cathedral, perhaps the most glorious of France's many lovely churches. Here we lunched before pursuing our way to Orleans.

Just short of Orleans is Patay, where the French, guided by Joan, gained a decisive victory over the English. It was from here that Charles was carried to his coronation at Rheims.



The route followed is clearly shown in this sketch map of that part of France which will be associated forever with the indomitable spirit of Joan of Arc.

THROUGH JOAN OF ARC'S COUNTRY (contd.).

Orleans was the scene of Joan's first triumph. It was here, after her voices and visions had been "tested" by the theological college at Poitiers, that she came, renewing the courage of the hard-pressed French garrison by her presence so that they were emboldened to sally out and rout the English, when the siege was raised.

It is easy to revisualize the pageant of that April night in 1429, as one stands in the ancient streets of Orleans to-day. Darkness had fallen, when, clad in her polished armour astride a coal-black charger, her historic white banner gleaming above her in the torchlight, the Maid rode through the crowded streets on her way to the Cathedral, where at midnight a solemn "Te Deum" of victory was chanted.

From Orleans we drove by way of Sens to Troyes, from the effects of the disgraceful treaty of which Joan delivered her country. It is a fascinating old town of picturesque streets and overhanging half-timbered houses, intersected by narrow waterways. The Seine divides here into several branches, from which these canals are fed. The names of the streets alone are a joy—*Rue des Chats*, for the termagants, and *Rue des Filles du Dieu* for the godly spinsters!

Joan of Arc's Birthplace.

Leaving Troyes we passed through pleasantly-wooded country to Domrémy, Joan's birthplace. The Vosges is a beautiful country, and Domrémy, beside the gentle Meuse, a charming spot. The Maid's cottage is now a museum. In the church are six mural paintings depicting the six great stages in her life. Domrémy itself, Chinon and her introduction to Charles, Patay, Orleans, Reims and Rouen. Domrémy indeed had reason to be grateful to Joan, for after his coronation, when Charles would fain have ennobled her, the Maid refused all honours, asking instead that her native hamlet might be freed from taxation, which it was for more than three hundred years afterwards, the strange expression "NOTHING, for the Maid's sake," standing after its name in the tax collector's book to prove it.

We decided not to sleep at Domrémy, but continued our way to Nancy. At this fine old city on the banks of the Moselle, we touched the old French front line of 1914. It is interesting to think what a fund of inspiration the French drew from the memory of their Patron Saint Joan, in a struggle carried on nearly five hundred years after her death.

Our next stop was at Reims, where the Maid's

mission was consummated by the coronation of the Dauphin in 1429. It has been terribly damaged by the German bombardment, the Cathedral in which Charles's coronation took place is closed. Masons are at work, saving what they can from the foul act of vandalism. Mercifully, the marvellous west front which faces away from the German lines, has, by reason of its position, been less damaged than the rest, but the Hun has tried his best by repeated aerial bombardments to destroy what he could not reach by direct firing.

From Reims we followed the old front line to Compiègne. The roads are very bad around Reims, and despite the protection of Houdaille shock absorbers we managed to break a spring, which, however, was replaced in half a day by the Citroën garage. Judging by the number of cars in dock for the same trouble, it looks as if broken springs at Reims were frequent.

A By-road Best.

Leaving Reims we went via Soissons to Compiègne. There are some vile stretches of atrocious pavé in the Soissons region, but having been forewarned by two Comis-voyageurs, fellow motorists touting tea in a 7.5 h.p. Citroën, we did not attempt the main road, but crept along the petit chemins, until near Compiègne the pavé gives place to excellent "tarmac."

Speeding through the glorious forest, where Joan was captured by her enemies in 1430, we soon arrived at Compiègne itself, the famous Chateau of which is second only to Versailles.

In front of the Hotel de Ville, built some hundred years after Joan's death, her statue has been erected. Stevenson, in *An Inland Voyage*, has well described this same town hall as a "monument of Gothic insecurity, all turreted and gargoyled and slashed and bedizened with half a score of architectural fancies," but he fell a victim to its charm, and that of the "knowing little mechanical figures" in the clock above, so trim in doublet and trunk hose.

In Compiègne the memories of St. Joan are eclipsed for the moment by those of the armistice. For it was in the Forest of Compiègne that, to quote the granite block marking the spot, succumbed "le criminel orgueil de l'Empire Allemand, vaincu par les peuples libres, qu'il prétendait asservir."

How far St. Joan played her part as the Patron Saint of France in inspiring the ever-ready imagination of her heroic soldiers, history will remark.

PROLONGING THE LIFE OF TYRES.

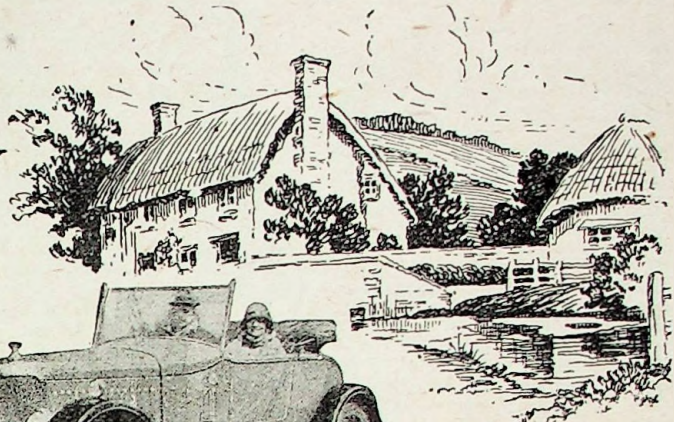
IT is often the proud boast of the owner-driver that he has never used his spare wheel. This is all very well, but the chances are that when, one day, he has to use it he will find that the rubber has perished owing to exposure, as few spare wheels are protected with a weather-proof cover. An occasional run on the road will not appreciably wear down the tread and the rubber of the tyre will be kept pliable.

An hour or two can be profitably spent in removing all tyres, so that the rims and especially the beads can be painted and cleaned of rust. While the paint is drying, each tyre and tube can be examined for weak places and repaired as required. Any small stones embedded in the tread should be removed and holes filled in with mastic rubber, tins of which are obtainable through any accessory dealer. Some attention can very well be paid to the valve body in order to make certain that its seating in the tube is in good condition and that the clamping nut is fully tightened. The plunger and rubber washer should be examined, as these parts are liable to perish in time.

Before refitting the tyre to the rim a light dusting of French chalk should be applied inside the cover. This helps to prevent the tube chafing and also obviates the possibility of it sticking to the cover. The valve should come easily through its hole in the rim and not be strained in any way. Modern tyres do not need security bolts, owing to the extreme accuracy of the beads, but in fitting a new tyre to an old rim provided with security bolts it is as well to continue their use, as the shape of the rim beads may not conform exactly to that of the tyre beads. If the security bolts are discarded their holes in the rim must be plugged in order to prevent the entry of water or dirt.

Finally, always make sure that each tyre is inflated to the pressure advised by the makers. Attention to this one point alone will go a long way towards prolonging the life of the tyres and tubes, as if the tyres are run in a soft condition they will undoubtedly give better comfort, but will puncture more easily, while if they are pumped up too hard the car will be faster, but the springing will suffer.

The AC Way to Beautiful Britain



The old village of SINGLETON between Chichester and Midhurst.

(The lady in the Car is Miss Dorothy Tetley the famous actress)

The A-C way is the easy way for a go-anywhere tour of Britain; an elegant car in which you can be proud to be seen; with light steering, and easy to handle; that leaves you fresh and rested after a long run. Fine suspension, light and rigid coachwork, excellence of design and construction, all make for successful cross country tours. A low first gear for emergencies, a lively engine, with no unnecessary dead weight to drag, result in the wonderful A-C performance that is proved by our R.A.C. certificates, victory in the R.A.C. Six Days' Trials, Gold Medals in the London to Land's End and London to Edinburgh, and successful climbs, under official observation, of such unusual ascents as Snowdon and Clovelly High Street (a feat which no other British car has attempted under official observation). Any A-C car we sell will do it. Try one on the road; come to our works and see them made.

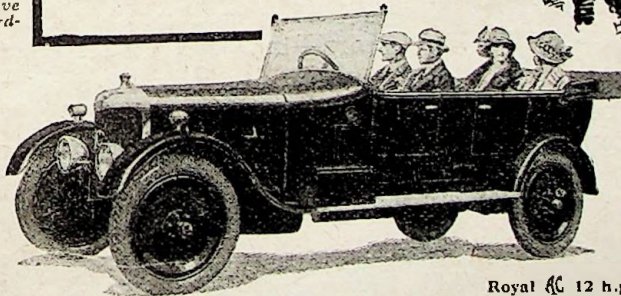
12 h.p. 4-cyl. models from **£275**

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W.R.S.



The YARN MARKET CROSS Dunster, Somerset.



Royal AC 12 h.p. 4-cyl. 4-seater (long wheel base) £399.



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Hard Facts About Hard Wear

There isn't a tyre on the market today of such all-round excellence as the Goodyear Cord with bevelled All-Weather Tread.

Here's why.

First, the tread is made of a newly discovered rubber compound tougher than any the rubber industry has yet produced; it is used by Goodyear alone.

Second, the carcass—made only of the finest long staple Egyptian cot-

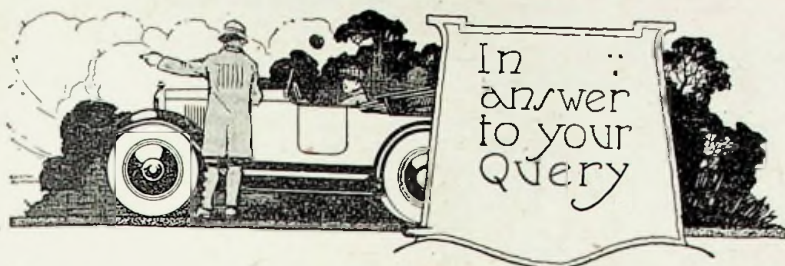
ton, rubber insulated—is built up on the Goodyear Cord construction principle which practically eliminates friction between the plies. The result is a tyre that runs cooler, wears longer.

Third, the diamond-shaped design of the All-Weather Tread has stayed basically unchanged for twenty years—because it is a real non-skid. If you want safety—maximum mileage—utmost freedom from trouble—*Next time buy Goodyear.*

Goodyear Means Good Wear

GOOD YEAR
CORD TYRES

The Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd.



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.

Three-wheeler Numbers.

B.P.C. (Northampton).—It is necessary for a three-wheeler to carry car-size registration plates. Motorcycle plates are illegal, and many three-wheeler owners have been fined for using them.

Water-cooled Two-stroke.

N.N.L. (Birmingham).—You are wrong in believing that a water-cooled two-stroke engine has never been embodied in the specification of a cyclecar. The Scott-Sociable employs a unit of this type and has done so for several years.

Low-pressure Tyres.

M.M. (Orpington).—Your idea that, because low-pressure tyres are cord tyres, ordinary cord tyres can also be used on a car when in a soft condition is shared by many others, but it is absolutely wrong. Ordinary cord tyres can be run under-inflated only to their detriment.

Horse-power Puzzle.

ROVERATE (Barnet).—The reason why two figures are given as the horse-power of a car—for example, 8.20 h.p.—is to signify that the Treasury horse-power is eight and that the engine will develop 20 h.p. The former figure is arrived at by employing the R.A.C. horse-power formula, and the latter by testing the actual amount of power which the engine is capable of developing.

Engine for Cyclecar.

S.A.N. (Leamington Spa).—We think that a 500 c.c. single-cylinder motorcycle engine would be quite suitable for your home-built single-seater cyclecar. You could certainly get about 30 m.p.h. from a 2½ h.p. single-cylinder two-stroke, but in the long run we think that the larger four-stroke would give greater satisfaction.

Incessant Overheating.

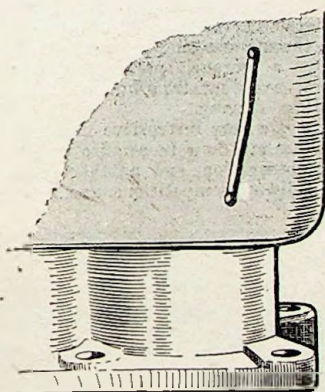
R.C.L.G. (Ross-on-Wye).—Your perpetual trouble with overheating, burnt valves and the frequent renewal of sparking plugs is almost certainly due to the fact that the ignition is unduly retarded. Make sure that the piston is on the top of its stroke when the ignition lever is in the fully retarded position and the contact-breaker points just opening. Are you sure that the ignition-control lever functions correctly? Undoubtedly a weak mixture is also a frequent cause of overheating.

Flanging a Pipe.

E.C.R. (Dulwich).—Before a flange can be formed on the end of a piece of tubing, the tube must first be loaded with a piece of wood which is an exact fit. This wooden plug is pressed into the tube so that it is of suitable depth below the end of the pipe for the required flange to be formed, the actual forming of the flange being effected by gently tapping with a hammer, the tube being lightly gripped in a vice and constantly turned to a fresh position. Use only very light blows. To remove the wooden plug, drive it out from the far end or insert a woodscrew and draw it out.

Cracked Water Jacket.

A.J.G. (Merthyr).—If the crack in your water jacket is very small, it may be hardly worth welding, and we suggest that you try the effect of rusting it up. The full extent of the crack



A cracked water jacket, if prepared as shown, can often be cured by "rusting up."

should first be ascertained, and a very small hole—not more than 3/32 in.—drilled at each end. This will prevent the crack from extending. With a file or diamond-pointed cold chisel slightly groove the crack, as shown in the illustration, and, having plugged the end holes with pieces of iron wire gently hammered in, make up a paste of sal ammoniac and water and fill the crack with it. Allow about 24 hrs. for the paste to set. There are several iron cements on the market which are quite effective for stopping small cracks which have been prepared in the manner described above.

Stiff Gear Change.

G.S.M. (Oban).—It is not unusual for the gear change of a new car to be stiff. You will probably find that after a thousand miles or so the gears change quite easily. If this is not the case, we should advise you to slack off the adjustment of the locking mechanism employed.

No Ammeter Reading.

B.G.F. (Putney).—The reason why your ammeter shows no discharge when the electric horn is operated is because the horn is wired up so that the current flows to it without passing through the ammeter. You will probably find that the horn leads are taken either from the battery terminals or from some adjacent lead remote from the switch-board.

Better Filter Needed.

T.W.E. (Benfleet).—It is clear that your petrol filter is of a very inefficient kind, as if it worked properly you would not be troubled with choked jets. Rather than carry a large funnel and a chamois leather with you in order thoroughly to filter the petrol which is poured into the tank, we should advise you to purchase a good filter such as that marketed by Bowden Wire, Ltd.

The Junior Car Club.

F.R. (Dulwich).—You would be well-advised to join the J.C.C., as this organization caters especially for the small car owner. The subscription is 35s., for which sum, in addition to full membership of the J.C.C., one automatically becomes an affiliated member of the Royal Automobile Club with all the attendant benefits which this body confers on its members.

Taking a Car to Jersey.

S.T. (Tring).—There is no need either to obtain a passport or to pay any duties before you can take your car to Jersey, but, nevertheless, if you are a member of the A.A. or the R.A.C., it will be advisable to enlist their aid as they will attend to the many details, such as emptying the petrol tank before the car is embarked, filling it the other end, attending to slinging the car on and off the ship, and all other small formalities.

Horse-power Formulae.

R.P. (Newhaven).—There are several formulae for calculating the horse-power of a petrol engine. That adopted by the Treasury is the R.A.C. formula, which is $\frac{D^2 N}{1,613}$, where D = diameter of cylinders in millimetres and N = number of cylinders. If the bore is given in inches the formula is $\frac{D^2 N}{2.5}$. The results in either case are only approximate, and assume a constant piston speed of 1,000 ft. per min. and a mean effective pressure of 67.2 lb. per sq. in. The Institution of Automobile Engineers has a formula which embodies certain corrections, and is probably more accurate. With the measurements in millimetres it is $\frac{(D + S)(D - 29.97) N}{1,433}$ where D = bore, S = stroke and N = number of cylinders. There are at least five other formulae.

THE COPPA DELLE ALPI.

EXCELLENT SMALL CAR PERFORMANCES IN DIFFICULT
ITALIAN TRIAL.

THE number of starters for the Coppa delle Alpi was, this year, considerably reduced, owing to the withdrawal of the Fiat and the Alfa-Romeos, as these are being reserved for Monza on September 7th. Nevertheless, it cannot be said that the interest waned because of their absence.

The course, 1,745.8 miles in length, led over some of the stiffest—and in fine weather some of the most beautiful—parts of the Julian and Maritime Alps. The trial takes ten days, the competitors riding every other day at an average of 50 kilometres per hour. The cars are parked (and may not be touched) on the other days. An interesting feature introduced for the first time was the admission of four army cars. Another novelty was changing the course round in the opposite direction.

An examination of the route will bring many vivid memories to the minds of those Britons who served in Italy during the Great War. From Riva to St. Sebastiano was extremely difficult, for,

in a space of a little more than 40 miles, there is a difference of 1,238 metres (a metre equals 39.37 inches); but what the difference is between these so-called roads and a "good road" it is difficult to say. Thirteen competitors maintained the necessary average. On August 11th, although the day's "march" was 100 kilometres shorter, only seven competitors averaged the required 50 kilometres. In this hilly section a motor lorry overturned, and one of the drivers had to be taken to the hospital.

Auronzo to Merano was terribly tough going, and a blinding rain for pretty well the whole of the second half of the way did not improve matters. Furthermore, the shocking state of the road counselled prudence. It was very heavy going the whole time over the Dolomites, and no one was sorry when Merano hove in sight. Three alone had maintained their average speed.

On the 15th a start was made at five instead of four o'clock in the morning, and it was just as well. In a space of

eight miles there is a jump from 1,500 to 2,800 metres to the summit of the Stelvio, which was covered with snow and ice. The descent claimed two victims, one of the cars, a 1,500 c.c. O.M., turning a complete somersault. Everything promised well from Aprica to Stresa, but floods and landslides have ruined several stretches of this road. Five up to time! A terrible cloud-burst, followed by a landslide, had made about 50 miles of road impassable, so that a start on the last lap was made at Baveno; consequently, instead of 647 kilometres, the distance was reduced to 560 kilometres. At Sestrières a military car upset and was wrecked, the occupants, however, escaping with nothing more than a bad shaking. Had it not been for some right-down bad luck, all the 1,500 c.c. entries would have clocked in at Monza. The winner of the 1,500 c.c. class was valorously helped by his wife, who is a keen light carist and acted as his mechanic.

RESULTS.

1,500 c.c. Class.			
		h.	m. s.
Timo Daniele (O.M.)	...	54	54 35
Mario Daniele (O.M.)	...	56	11 9
Dosio (O.M.)	...	56	14 36
Tassara (O.M.)	...	51	22 49
2,000 c.c. Class.			
Coffani (O.M.), winner	...	54	25 0
Minea (O.M.), last year's winner	...	54	28 35
Schioppali (Diatto)	...	54	44 27
Masperi (O.M.)	...	54	59 25
3,000 c.c. Class.			
Cattaneo (Ceirano)	...	55	40 29

THE popular handbook, "How to Drive a Car," is now in its eighth edition, and has been entirely rewritten and reillustrated. Car driving has become much more of an art, requiring skill, sound judgment and rapid decisions, than in the days of the earlier editions of this book.

There is vastly more traffic on the roads, which, more particularly in the touring season, are crowded with cars, many of which are handled by novices. Consequently, road risks have greatly increased. The new edition of "How to Drive a Car" has been written throughout in the simplest terms to convey the correct and most efficient methods of handling a car, and no previous knowledge of the subject is assumed.

The instruction is progressive and carefully graded in 12 chapters, and numer-

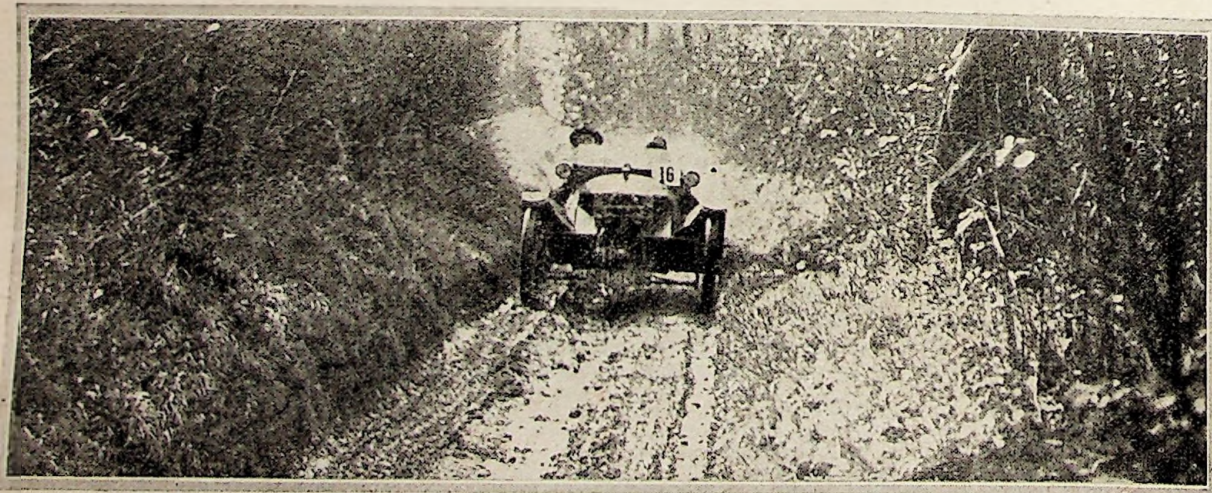
HOW TO DRIVE A CAR.

AN INSTRUCTIVE HANDBOOK FOR EVERY MOTORIST.

ous illustrations assist in making the text more clear. In the opening chapters the reader is instructed in the meaning and use of the controls of a car, the steering, and the art of gear-changing and use of the brakes. Following chapters treat of road practice in all its forms, the manoeuvring of a car in traffic, entering a garage, parking, skidding dangers, avoiding tram-line risks, and night-time driving.

There is a very instructive chapter on road sense and how to acquire it, cultivating observation, and another chapter treats fully of competitions and how to

prepare for speed and hill-climbing events. The concluding chapter covers such important matters as car licensing and registration, standard traffic signals, etc., and some useful tables are included. The book is a remarkably comprehensive handbook on the art of driving, embodying all the subtleties and finer points. It is an indispensable handbook for the beginner in motoring, and even the experienced hand at driving will find much valuable information in its pages. "How to Drive a Car" is published by Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C., price 2s. 6d., post free 2s. 9d.



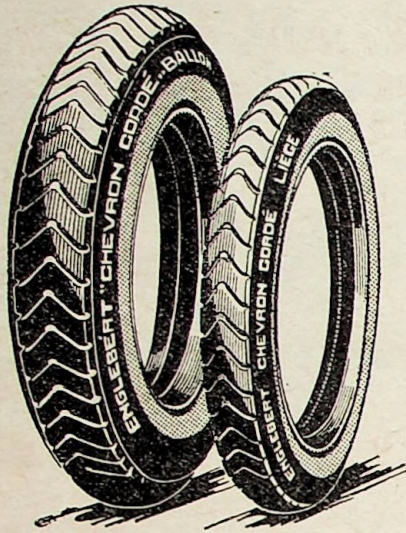
WHEN MORGAN MEETS
MERCEDES.

There are several spirited replies in this issue to "Fair Play," whose letter appeared last week. We are tempted to ask "Fair Play" whether his Mercedes could negotiate this difficult stretch with the ease of the Morgan shown.

ASK YOUR
AGENT FOR
PARTICULARS OF

ENGLEBERT

"CHEVRON
CORD" BALLOON TYRES



From a satisfied user—

"I am delighted with the BALLOON Tyres on my CALTHORPE Car, in fact, they have transformed the running of the car completely and improved its appearance. There is the comfort of the springing of a ROLLS-ROYCE. Previously it was quite common, on an ordinary bad road at a good speed, to continually bounce off the seat.

"I consider the BALLOON Tyre is a revelation and a distinct step towards real motoring comfort and pleasure.

"I notice no difference in the petrol consumption, or effect on steering, while the brakes answer better, and there is less tendency to skid.

"I do not notice any appreciable difference in the speed of the car, and find it is possible to travel over bad roads at a greater speed than one would attempt with ordinary tyres."

(Signed) J.A.C., Manchester.

THE ADVANTAGES.

Greater Comfort.	Less Cost per Mile.
Longer Life for the Car.	Brakes Respond Quickly.
Greater Average Speed.	Perfect Non-Skid.

ENGLEBERT TYRES, LIMITED,
162, Great Portland Street, London, W.1.

Castrol ever Victorious

The Kings Cup Race 1924



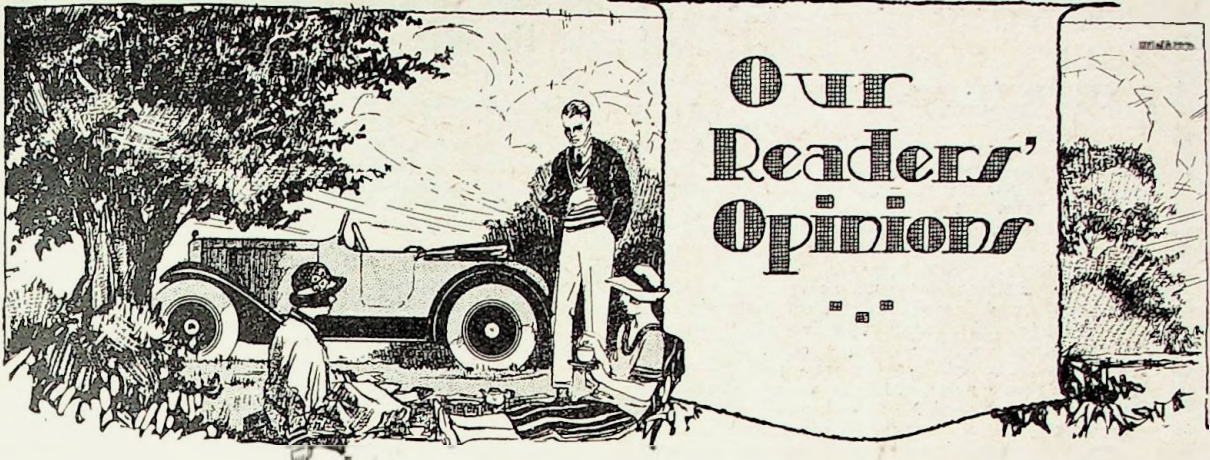
- (1,000 miles round Great Britain.)
 1st.—Pilot: A. J. Cobham, Esq. (D.H. 50.230 Siddeley "Puma" engine)
 Entrant: Sir Charles C. Wakefield, Bart.
 2nd.—Pilot: Capt. H. Macmillan, M.C. ("Fairey" 3-D Seaplane 450 Napier "Lion" engine)
 Entrant: C. R. Fairey, Esq.
 3rd.—Pilot: Alan S. Butler, Esq. - (D.H. 37 275 Rolls-Royce "Falcon" engine)
 Entrant: Alan S. Butler, Esq.
 4th.—Pilot: Flight-Lieut. H. W. G. Jones (Siddeley Siskin III. 325 Siddeley "Jaguar" engine.)
 Entrant: Sir Glynn Hamilton West, Bart.
 All the six finishers except last home used CASTROL.
 Winner used CASTROL "C," others CASTROL "R."

Every King's Cup Air Race since first instituted has been won on

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"Intelligent Lubrication for Motor Car Owners"
Post free from Advertising Department.
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Specialists in Motor Lubrication,
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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.

WHEN MORGAN MEETS MERCEDES! Heated Criticisms and Sound Advice to a Correspondent.

Praising the Small Car.

I was amused by a letter in your issue of 22nd inst. signed "Fair Play." The writer appears to have been badly worried owing to being unable to overtake certain Morgan cyclecars with his 50 h.p. Mercedes. During the past 20 years I have owned about 16 cars, but have never felt annoyed because another driver refused to wait at a corner until I could catch him.

"Fair Play" may possibly learn something if he attends the 200-Mile Race on September 20th, where 10 h.p. British cars will travel at speeds unattainable by his ponderous German machine. But why does he sign himself "Fair Play"?

JOHN BEACH.

Hereford.

High Average Speeds.

I notice the offensive effusion in your issue of the 22nd inst., on the above subject, contributed by "Fair Play," and, as an enthusiastic Morgan owner, hope you will be able to spare me a small space in your valuable journal to defend the "beastly three-wheeler."

"An Unmitigated Road Hog."

At the outset, may I suggest that "Fair Play's" ignorance of motoring only appears to be exceeded by his exceptionally bad taste in the handling of his subject in the letter under comment.

From what I read, I should imagine that we have in "Fair Play" a perfect example of the unmitigated road hog, i.e., a person who is not satisfied unless he can pull up at the end of the journey and remark, "I passed everything on the road between so-and-so and so-and-so, and my average works out at 58.2 m.p.h.," or some other idiotic figure, by which it will be seen that this person must, at some time or other, have had somebody's neck in danger. This would not be so bad if it were only his own neck; but, unfortunately, there happen to be other motorists, cyclists, and pedestrians, who are compelled to make use of the same road as he does.

But I digress from the point. If "Fair Play" would like to know why it is that a Morgan can get away from him so easily on corners, it will probably surprise him to learn that this cyclecar, particularly the sports model, has a wonderful acceleration, and it is an accepted fact (amongst people who know anything about motoring) that a well-tuned Morgan is one of the fastest vehicles on the road to-day.

I would not advise "Fair Play" to purchase a Morgan, because to get the best out of them requires intelligent handling, and he might be disappointed. I should not like to convey the impression from the above that I am an habitual

speed fiend, as I only happen to own a de luxe touring model Morgan, which is capable of only about 50 miles per hour, but I am sorry to have to hurt "Fair Play's" feelings when I state that, on bad hills, there are very few cars with which I cannot comfortably hold my own.

Your correspondent's remarks on low price are below comment, except that perhaps I might say that it is not always the man who spends the most who gets best value for money. In conclusion, might I suggest that I am surprised to see in print in your excellent journal such an objectionable letter, which must be somewhat nauseous reading to the great number of Morgan owners. I think literary efforts of the type under discussion should be conspicuous by their absence.

ANTI ROAD HOG.

* * We see no reason why "Fair Play's" letter should have been excluded from our columns. Such views and the criticisms which follow deserve all the space that we can give to them.—Ed.

Is "Fair Play" Serious?

Your correspondent, "Fair Play," is evidently something of a humorist, and I feel sure his letter was written as a joke. Reading between the lines, I seem to detect his real admiration for the Morgan, and I should not be surprised to learn that he intends placing his order at the forthcoming Show.

V.M.F.

Advice for "Fair Play."

In answer to "Fair Play" regarding the speed of the Morgan Runabout, I am not surprised at his being unable to beat one of these excellent little machines. I know that it is quite possible for them to do 90 m.p.h.

Buy a Morgan.

under favourable conditions, and as regards a 40-50 h.p. car holding its own, I am quite certain that a really interesting race would result once the two got together. I am not advocating road-hogging, but believe that speed, in its place, is a very fine thing, calculated to improve the breed to the benefit of the user.

I can strongly recommend "Fair Play" to purchase an Aero model Morgan, with an o.h.v. Blackburne engine. It is the only chance he will have of being able to win a race with a Morgan Runabout, but before taking on any speed whatever, I should advise him to learn to drive, as if he has to slow down so much for corners with a big car it seems that there is something lacking somewhere.

J. R. SYLVESTER.

B43

OUR READERS' OPINIONS (contd.).

The Case for the Repairer.

As a whole repairers are no better or worse than other traders who serve the public, or for that matter the public itself. I claim that for morality in business they compare favourably with all other walks of life and that

A Logical Reply.

to try to make out a case for blackening their collective morality is quite uncalled for. The impression conveyed by the letters of Mr. Spiren and "A Happy Motorist" is unfortunately somewhat widely spread and its origin in the main arises out of confused thinking.

As I have already stated, in the main repairers are honest, and in the main where they fail to give satisfactory service the trouble is not lack of morality but lack of ability in some one particular direction. The average car owner cannot appreciate the complex nature of the repairer's trade, and unable to realize that a man has tried his best and failed at once flies to the conclusion that he has been done.

Few motorists appreciate the absolute impossibility of the average garage being in a position to give specialist service on the hundreds of makes of car and of the sub-divisions of

these makes into their types, which often run into many in one year alone, to say nothing of the huge number of lighting sets and other important accessories. Just think of the salaries that would have to be paid to mechanics with such an education and experience, and then consider if the average small garage could possibly employ these experts—the idea is ridiculous.

Motorists can cure their present troubles for themselves if they will observe three rules in connection with their motoring. (1) Buy only cars that are properly represented throughout the country. (2) Make a point of taking all their repairs so far as possible to the nearest authorized agent for the particular car they own. (3) Buy their car direct from the authorized agent for the car they desire and do not try to get it from some "friend" at a bit off its proper price. A careful observation of these simple rules will do more to improve general service to the motoring public than anything else.

E. C. GORDON ENGLAND.

* * We entirely agree with Mr. England's views.—ED.

Still Further Crippling the Crippled.

I am a disabled driver, having lost a leg in the late war. I have driven for 12 years, and have been closely connected with motor vehicles for 21 years. I now have my fifth

Ruined If Carless.

vehicle. Now comes the threat concerning the non-issue of driving licences to those suffering from a physical disability. Exactly what is meant by physical disability I have, as yet, been unable to ascertain. I can only think that it must refer to those suffering from bad eyesight, physically impairing diseases, and similar complaints.

I am not a rich man by any means, and to deprive me of the privilege of driving a motorcar would be to strike me the greatest conceivable blow.

I have never heard of any accident in which a legless driver was concerned, and I can prove my control of a car in any conditions, and can show that I am at least equal to the

average of all drivers in any circumstances. In 12 years I have once been summoned for a minor technical offence and fined 20s.

I drive about 8,000 miles per annum, and am sufficiently confident in myself to insure against third-party risk only, and then only for claims in excess of £10. So far as I know, all insurance companies accept legless drivers at ordinary rates, and this is surely proof of their confidence in our ability to control a car.

I have illustrated my plight and that of other legless motorists, and have written to my M.P., my points being, first, that there is complete lack of necessity to deprive legless motorists of driving licences, if such action is intended, and, secondly, that such a step would spell ruin to those of us who use our cars for business.

A 1914 RECRUIT.

Battery Lost—

On Sunday last a Citroën car joined the Dunmow Braintree road at a spot near Takeley and shortly afterwards dropped its accumulator into the road. As we were driving a slow car and the road was devoid of other

—and Found.

vehicles which we could have summoned to our assistance, we joggled after him to Stortford but could not overtake him. Should that Citroën owner when he comes to light up or start up wonder where he left his secondary cell the foregoing may enlighten him. Regretting my inability to render aid and assuring him of my best effort.

M.F. 3665.

22, Belmont Road, N.15.

Perth Police Activity.

Motorists should be very careful to go slowly through Perth, especially between the ten-mile control posts, as the police are very keen on getting captures. I am informed that the usual trap is formed by two detectives in plain clothes. This warning applies to the whole of Perthshire. At present I am staying between Blairgowrie and Dunkeld. The roads in this part of the country, compared with our roads in the south, are simply shocking. From Blackford Railway Station to Perth is generally bad throughout, but the last six miles to Loch Katrine is terrible.

From Callender to Dunblane and on to Crieff is the best road up here we have found, but even here it is patchy.

If the combination of police persecution and bad roads continues, motorists will do well to avoid this otherwise charming county altogether.

RHODE.

* "Our correspondent encloses a cutting from *The Dundee Courier*, giving a list of motor convictions at Perth on Friday, August 15th. Although the number exceeds 70, he was told that this was no unusual thing—merely the average week's haul. Out of the 75 convictions 50 were for exceeding the speed limit, 21 for failing to produce

244

licences on demand and four for failing to carry lights, while the total amount of the fines imposed was about £100.—ED.

Cheap French Cyclecars.

I note the letter from a correspondent, "Combien," in which he says that surely the prices of some English small cars are too high, compared with the prices of French cyclecars offered. The price trouble with the English manufacturer is chiefly due to the buyers themselves, who demand a very high standard.

I think I am right in saying that the light French cyclecar is badly constructed, and very soon becomes a perfect rattle-box; the engine screams round at terrific speeds and throws oil right and left. Such parts as shackle bolts and steering pins are made as light as possible, and owing to their tiny dimensions have a very short life. The wheels are not really strong enough to stand up to the work demanded, and I feel certain that the English manufacturer will welcome the appearance of these cheap Continental cars, and it will be a lesson not only to themselves but to the motoring public.

J. R. SYLVESTER.

Sunday Motoring Competitions.

With reference to your editorial article in a recent issue on the subject of Sunday motoring, I think that the Act of Charles I relating to the correct observance of the Sabbath should not be on the statute books. Civil

The Individual governments have no right to interfere in matters of religion. In my opinion there

Must Decide. can be no more harm in motoring on a Sunday than on any other day; but the decision is naturally a matter for individual preference.

The experiences of a "Novice" on a 900-mile tour in a Rover 8, published in a recent issue, were most interesting. I have just completed a tour of 1,100 miles in a similar car, with which I am very pleased.

S. HOSKING.



Shell

supply the entire
petrol requirements
of

*Imperial
Airways Ltd*



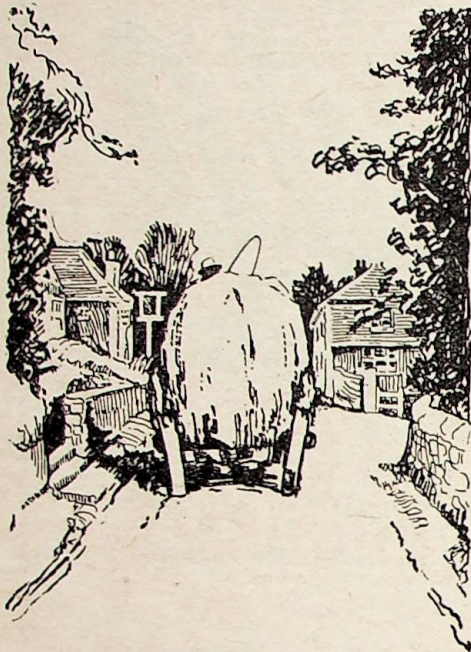
They take no risk
in the air—

Why take risks on
the road?

INSIST ON SHELL

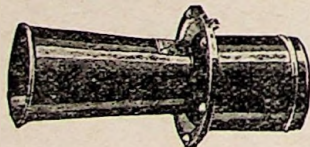
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**SAFETY
FIRST
SOUND
SPARTON**



NOT only does Sparton clear the road but—it always works. Its thorough dependability and loud imperative note are absolutely essential for country driving. Moderate in price—from 35/-, with exceptionally low current consumption—2 amps. on 12 volts—accessibility, if adjustment of tone is desired—its penetrating note and absolute reliability—these are points worth remembering when choosing your motor horn. Ask your dealer to demonstrate.

SPARTON MOTOR-DRIVEN HORN



MODEL A.J.—All Black
Price - - - 35/-

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'Phone: Sydenham 2820-1-2. 'Grams: "Navalada, Catgreen, London."
SHOWROOMS: 25-26, Savile Row, W.1, and 82, High Street, Clapham, S.W.4.

AROUND THE TRADE.

We are asked to point out that, whereas a set of Hartford shock absorbers for an Austin Seven with a chassis number later than AI-4028 costs £7, the cost of equipping earlier models is £9.

We have received a folder containing a large number of testimonials from users of "Float-on-Air" seat cushions. Actual users of these cushions clearly regard them with the favour that their admirable design would appear to merit.

The R. and S. greasing system, particulars of which may be had from Rotherham and Sons, Ltd., Coventry, can be used for oil or grease, and the price of the pump with a suitable connector is now only 15s. Grease-cups with caps in nickel or brass finish are 1s. each.

Among the many interesting announcements which have appeared recently in our advertisement columns is one concerning the Rightova screen wiper, which costs only 2s., and cleans both sides of the screen. Further particulars may be obtained from Motor Necessaries Co., Coddham, Berks.

A USEFUL PICNIC BURNER

This useful accessory, marketed by Allen - Liversidge, Ltd., 106, Victoria Street, Westminster, S.W. 1, in conjunction with a dissolved acetylene cylinder, will boil a kettle in a few minutes.



The name of the Midland Rubber Goods Manufacturing Co., Ltd., has been changed to that of the Midland Rubber Co. (1923), Ltd., and as from August 14th all business will be carried on in the new name. We learn that Mr. Robert Young, late of the Dunlop Rubber Co., Ltd., has been appointed general manager.

Users of Chemico car polish are offered a first prize of £10 by the County Chemical Co., Ltd., Bradford Street, Birmingham. The prize will be awarded to the sender of the three most convincing reasons why he or she uses Chemico car polish in preference to others. Further details are given in the advertisement columns.

MOTOR TERMS TRAVESTIED.

Solution to No. 26.



"Treasury Rating."

The suggestions for this week's motor term were, unfortunately, not very good, fully one-half of the competitors submitting "A Shock Absorber," with some variations. "Treasury Rating" was judged to be the winner, and was submitted by Mr. L. G. Fisher, 33, Arthur Street, Derby, to whom the prize of 1 guinea will be sent. Original terms were few and far between, "A Rocker," "Internal Combustion," and "Transmission Trouble," being examples of some of the best. We had the usual few suggestions the connection of which with a motor term is a trifle obscure. "A Hair-raiser," for instance, does not strike us as being a motor term. Readers are expressly requested to submit their solutions on postcards, and to remember that no entries are judged before the Tuesday following publication of the "Travesty."

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SPIRAL & STRAIGHT TOOTHED BEVEL GEAR WHEELS.
WELDLESS DRAWN STEEL TUBES. MAGNETS FILES
HACK SAW BLADES. BAND SAWS. CAST CUTTERS.
SURFACE HARDENING BY PATENTED PROCESS ETC

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STEELS FOR
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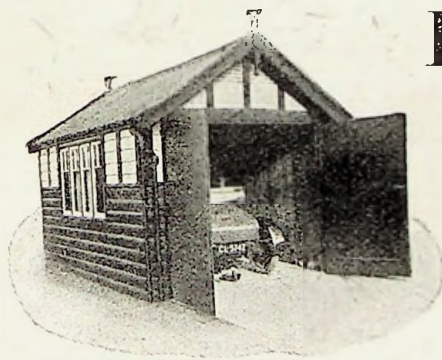
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Motor Car
Pressings and Springs.

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SHEFFIELD.

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B. & P. Motor Houses always bring a good price even after many years' service.

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more than repay initial outlay!

“DEPRECIATION” is just as important a matter in a motor house as it is in other property, when for any reason it comes to selling.

Boulton & Paul Motor Houses are tenant's fixtures and are always good value. A B. & P. House invariably fetches a good price at any time.

There is no need for you to put up with the expense and inconvenience of someone else's garage any longer, when you can erect a B. & P. Motor House in your own grounds. Moreover, nearly every size can be supplied from stock, and the strong sectional construction makes it easy to erect, easy to remove, and durable under all conditions.

LOT 3

Garden Tool House, Coal House, and
A BOULTON & PAUL MOTOR HOUSE
measuring 20 ft. by 18 ft. with concrete floor and bench,
etc., enclosed by double doors. In excellent condition.

FREE!

“Solving a Motor Problem” is our latest Catalogue of Motor Houses and Accessories. Write for a copy to Dept. L.C. 118.

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Telegrams Boutique Cent London Telephone 4642 Cent

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

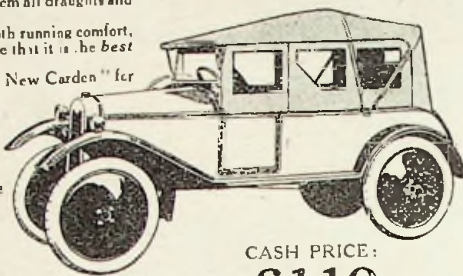
YOURS for £11 DOWN

Comfort counts more than anything else when you're motoring on winter days. Snuggly nestling back in your "New Carden" you are sheltered from all cold winds or rain, and the large, well-fitting hood protects you from all draughts and discomfort.

The "New Carden" Car is the essence of cosiness, of smooth running comfort, so that every run you take makes you realise more and more that it is the best of all British Light Cars.

If you want comfort and speed at an economical price get a "New Carden" for £11 down, balance monthly to suit your pocket. Write for particulars of this wonderful offer. Demonstration runs at your convenience.

New Carden



OUTSTANDING FEATURES:

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

Arnott & Harrison Ltd.,
22, Hythe Road, Willesden, N.W.10.
Phone: - - - - - Willesden 2297.
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CASH PRICE:
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Why not call and inspect at our works.
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Save at least £20 per annum by Garaging your Car at Home!

FREE

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

"Housing Your Car" is a profusely illustrated Book describing Thornber's Loojoint 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 Loojoint Weatherboards. Rain cannot possibly penetrate.



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

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

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

THORNER BROS.,
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Yorkshire.

The Oil for Motor Lubrication.
Filtrate
NEVER VARIES
Sole Makers, FILTRATE WORKS, LEEDS.

A GOOD CAR IS WORTHY OF A GOOD OIL

KINSEY'S of CROYDON for Specialized Jowett Repair Service

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

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

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

Telephone (day or night) Addiscombe 1128.

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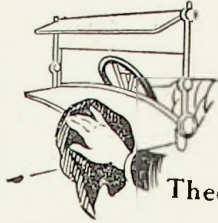
The Motor MAP OF ENGLAND AND WALES

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.

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London, E.C.1.

Don't dust your car



Never remove dust from your car with a dry duster—use plenty of clean water and a sponge. Dusting scratches the enamel, and in time ruins the polish.

When you have cleaned your car cover it with a "DUSOUT" Cover and keep it speckless until the next run. It will take less than two minutes, but will save you hours of work.

The "DUSOUT" (REGD)

DUST COVER

These Prices will suit your Purse!

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

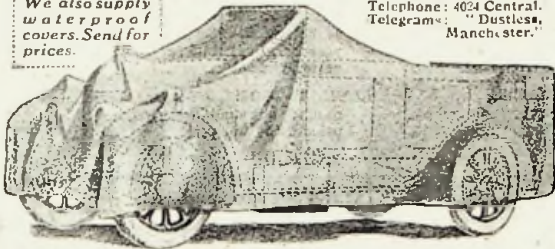
Send cash with order. Covers sent by return carriage paid. Complete satisfaction guaranteed or money refunded.

We also supply waterproof covers. Send for prices.

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

Satisfaction guaranteed or money returned. **DUSOUT MFG. CO.,** 43G, Blackfriars Street, MANCHESTER.

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



SPECIAL TERMS TO THE TRADE.

Chekko

Brake and Clutch Linings

THE TRUTH

about ASBESTOS used for fabric Brake Linings.

Short-staple, cheap-grade Asbestos (either white or blue) cannot be spun into strong yarns suitable for weaving without being mixed with cotton.

CRESSWELLS' LIMITED use no cotton in their **CHEKKO** Brake and Clutch Linings and are the largest consumers of best, standard Canadian White Asbestos fibre in the United Kingdom.

This fibre is known in the trade as the finest spinning quality, and the costliest obtainable.

LONDON STORES DEPOT:

27, Percy St., Tottenham Court Rd., W.1

WORKS:—Wellington Mills, Bradford.



There's a Grip for 10

nuts here. Sizes from 1/4" to 3/4" Whit. and 1/4" and 3/8" across flats. Terry's

10 grip set

is high grade quality all thro' and made to give a lifetime's service. Light, thin, hardened and tempered, and snug to the hand.

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

From agents or in case of difficulty from us.

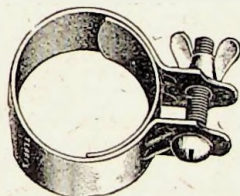
List free.



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

655

Est. 1855.



Terry's high grade Hose clips. Square shouldered bolts. Plated. Sizes from 3/8" to 3" dia.

Order from your agent. Ask for "Terry" quality. Prices of any size on request.

Terry Spring Seat Saddles.

Supreme comfort for cycle and motorcycle rider. Protects the delicate nerves of the spine. List post free.



CAR ELECTRICAL EQUIPMENT with HART Batteries.

When you make for home

do you feel anxious concerning your electrical equipment? Owners of M.C.L. equipped cars never worry, because they know the installation is as efficient as its wiring is simple.

The special design of the dynamo ensures maximum output always, and every component is designed and built to withstand the hardest wear. These are facts which you can prove for yourself by fitting M.C.L. Car Electrical Equipment now.

MIDGLEY CAR LIGHTING CO., LTD.

Registered Offices: Oceanic House, 1a, Cockspur Street, London, S.W.1. Works: Anchor and Hope Lane, Charlton, London, S.E.7.

Let us send you the Book of the M.C.L. It explains, simply and clearly, the reasons for its outstanding supremacy.



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

These

Extended Payments up to 18 months. Exchanges.

Second-hand Cars at ALLEN-BENNETT'S

are **INSURED** for **TWELVE MONTHS** against all defects:

The most remarkable guarantee ever offered. Exclusive to Allen-Bennett's. Call, write, 'phone for full list and further details.

ALBERT. 119 h.p., 1922, 4 doors, 4 speeds forward and reverse, dynamo lighting, speedometer, clock, electric and bulb horns, self-starter, hood and windscreen, interchangeable wheels, with spare, tyres as new. Tax paid to the end of the year. This car has been most carefully used and can be thoroughly recommended ... £150

ALBERT. 1923, 119 h.p., 4-seater, 4 doors, 4 speeds forward and reverse, fully equipped with self-starter, dynamo lighting, clock, speedometer, electric horn, interchangeable wheels with spare, tyres, in good condition, double adjustable windscreen with hood and cover, side curtains. In splendid condition in every respect. Tax paid to the end of the year ... £185

MARSEAL. 1922, left works 1923, 11 h.p., 2-seater and dickey, polished aluminium body, speedometer, clock, most carefully used and in practically new condition £113

A.B.C. 1921, 10 h.p. Sports, 2-seater, 4 speeds, forward and reverse, clock, speedometer, long copper exhaust. Taxed to end of year, in perfect condition in every respect £110

SALMON. 10 h.p. Sports, brand new, slightly shop soiled. List price £190, our price £175

HILLMAN. 1921, 11 h.p., 2-seater and dickey, 4-cylinder, water-cooled engine, fully equipped, Lucas dynamo lighting, bulb horn, interchangeable wheels, hood and adjustable windscreen. Tax paid to end of year. In splendid condition—been most carefully used ... £120

ALVIS. 12-10, 1921, 4/5-seater, brand new and unused, but slightly showroom soiled. List price £185; our price... £175

CITROEN. 1923, 11-9 h.p., 4-seater, 3 speeds forward and reverse, electric self-starter, interchangeable wheels, with spare, hood and double adjustable windscreen, side curtains. Tax paid to end of year. This car has just been thoroughly overhauled and repainted, and is in perfect condition in every respect ... £165

ROVER "8." 1921, 2-seater, usual equipment, splendid condition ... £72 10



THE ALLEN-BENNETT MOTOR CO., LTD. 8, 9, 10, 11, Royal Parade, WEST CROYDON. Croydon 2450-7.

Open every day till 7 p.m. Including Saturdays

THREE LOCKS IN ONE IS VISLOK'S SPECIALITY AND YOUR SECURITY

VISLOK entirely eliminates the Uncertainties of the Human Element as the Locking action is Automatic whereby the ONE Movement of Ordinary Spanner gives THREE SEPARATE but INTERDEPENDENT Locks which are SIMULTANEOUS and CERTAIN.

THREE LOCKS IN ONE. CERTAINTY AND SECURITY

THREE LOCKS IN ONE. GUARANTEED PERMANENCY



THREE LOCKS IN ONE. RELIABILITY WITHOUT DOUBTS

THREE LOCKS IN ONE. TRIPLE SAFETY

Sold by all Ironmongers and Garages.

Made in Sizes from 1/4 in. to 4 inches.

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

Patented in Chief Countries of the World.

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" or "c/o 'The Light Car and Cyclecar,'" count part of the advertisement.

DEPOSIT SYSTEM.

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

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

CLOSING TIME.

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

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

NOTICE.

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

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

A.B.C. Gordon Watson and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2966), London agents. Several second-hand, all models in stock, guaranteed, from £100; deferred payments and part exchange. zzz-164

A.B.C. cars. Repairs of every description and special tuning by experienced A.B.C. mechanics. R. S. Inglis, A.B.C. Specialist, head office, 28-29 Upper Marylebone St., Gt. Portland St., W.1. Works, 20-21 Williams Mews, Stanhope St., N.W.1. Telephone, Museum 2502. zzz-97

A.B.C. George England, Ltd., 28 South Molton St. (Mayfair 6378), the specialists, have several overhauled from £80. zzz-860

A.B.C., Regent, aluminium body, good order, £95, offers. Ellis, Worsley, North Ferrisby, Hull. 614-c976

A.B.C., 1924, sports 2-seater, excellent condition, fully licensed, £120; exchanges or hire-purchase. The Light Car Co., 531, 410-414 Euston Rd., London. 614-614

A.B.C., 1921, sports 2-seater and double dickey, dynamo and spare wheel, excellent condition, tax paid to December, very smart appearance, £75. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 614-x679

A.B.C., 1922, 11hp, special sports, £115; also 1921 2-seater, dickey, starter, £95. Bartlett's, 93 Gt. Portland St. 614-633

A.B.C., 1922, painted maroon, cowl, ventilators, tax paid, electric and bulb horn, speedometer, etc., £95. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. 614-51

A.B.C., £100, 1922 Surbiton model, 2 doors and dickey, side screens, dynamo lighting, spare wheel, taxed December, £40 just spent on overhaul, exceptionally smart, exchanges and deferred. 325 High Rd., Chiswick. Phone 303. 614-46

A.B.C., 1922, 12hp, Regent, 2-seater and dickey, dynamo lighting, fully equipped, licensed, exceptional condition, 107 guineas. Below.

A.B.C. 1923 sports 2-seater, dynamo, starter, speedometer, etc., licensed, very good condition, 125 guineas. Below.

A.B.C. 1922 2-seater, sunk dickey seat, dynamo, speedometer, revolution counter, extra headlamps, splendid condition, tyres almost new, 110 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 614-572

A.B.C.s. See our display advertisement page No 15. Benmotors, 30-32 High St., Wandsworth, S.W.18. Batters 1509. 614-618

A.B.C., 1922, racing model, twin carburettors, streamline body, aeroplane, windscreen, built for and accomplishes some speed, £110; also 1921 Regent model, £85; cash, deferred, exchanges. Raiton, Coghlan and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 614-57

A.B.C., 1922 Regent, 2 doors, dickey seat, new tyres, as new throughout, guaranteed, 105 gas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 614-c928

A.B.C., 1922, 2-seater and dickey, 2 doors, very carefully used and in new condition throughout, including tyres, tax paid, £100. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 614-511

A.B.C., sports model, dickey, 2 spare wheels, accessories, perfect condition, seen any time, trial run by appointment, insured, £115. MacKay, The Bungalow, Park Ave., Enfield. 614-c882

A.B.C. 1922 sports model, new condition, £115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 614-429

A.B.C. F.O.C.H. Ltd., offer 1923 A.B.C. 2-seater and dickey, special body, first-class condition, bargain, £125. 5 Heath St., Hampstead (near Tube). 614-474

A.B.C., 1922, 2-seater, dickey, electric light, 2 horns, perfect condition, £125 near offer, seized for debt. 150 Shepherd's Bush Rd., W. 6. 614-c883

A.C. Wanted, second-hand A.O.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. 614-460

A.C., 1921, 2-seater and dickey, painted grey, complete with self-starter, full equipment, new tyres, in splendid condition throughout, tax paid, price £130. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 614-461

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-297

A.C., 1923, 11.9hp, special 3-seater sports, £255. Bartlett's, 93 Gt. Portland St. 614-635

A.C., blue, 1919, dickey, C.A.V. lighting, tyres excellent, spare wheel, makers recently overhauled, receipt, any trial, bargain, £98. A. Webb, 22 High St., Wandsworth. 614-c983

A.C. Black and Finch, 222 Gt. Portland St., W.1, have 1921 sports model A.O. with polished aluminium body, clock, speedometer, concealed hood, etc., etc., 165 guineas. Phone, Museum 2271. 614-71

A.C., 1922 4-seater, maroon, many extras, small mileage, £175. Stretton and Smith, 12 Woodstock St., Oxford St., London. 614-552

A.C., 1921-22 Sports aluminium body, self-starter, clock, speedometer, rev. counter, new Dunlop cards, over 20 m.p.h., excellent condition, 158 gas. 51 Upper Richmond Rd., East Putney. 614-c924

A.C., 1923 4-seater, luggage carrier, many extras, taxed for year, absolutely unscratched, total mileage to date 3,000, 280 gas. 51 Upper Richmond Rd., East Putney. 614-c927

A.C., 1923 (June) 12hp 4-seater, with late type 4-door body, taxed for year, Easting rear screen, Marles steering, £265. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 614-540

A.C., 1923 Empire model, Easting side screens, tax paid, excellent condition, £215. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 614-541

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).

A.C. sports, 9.5, tax September, 1919, perfect mechanical condition, brand-new Dunlop tyres, Sankey detachable wheels, 5 lamps, C.A.V. dynamo lighting, new battery, tools, hood, screen, polished aluminium body, rubber pedal covers, aluminium number plates, electric horn, jack, very smart, any trial, £100. 20 Heath Rd., Twickenham. 614-506

A.C. sports, 1921, tax paid for year, aluminium body, unmarked and in exceptionally nice condition, £167 10s.; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 614-441

A.C., 1921, £150, perfect condition, just repainted maroon, all on, self-starter, taxed. 23 Newinghall St., Oxford. 614-c734

A.C., 1922, 2-seater, starter, painted blue, all-weather fittings, as new, £190. Smith and Hunter, 90 Gt. Portland St., W.1. Phone, Museum 8156. 614-114

ALBERT, 1921, 11.9hp, 4-seater, starter, taxed, rear screen, etc., £135. Bartlett's, 93 Gt. Portland St. 614-651

ALLDAYS 10hp 1916 2-seater, dynamo lighting, all-weather equipment, 5 detachable wire wheels, exceptionally good mechanical condition, fast and quiet, tax paid to December, £50. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 225. 614-c677

ALLDAYS, 1915, 2-seater, dynamo and starter, excellent condition throughout, £55; exchanges or hire-purchase. The Light Car Co., 551, 410-414 Euston Rd., London. 614-607

ALVIS, 1921, 11hp, 2-seater, dickey, starter, £125. Bartlett's, 93 Gt. Portland St. 614-652

ALVIS 1922 all-weather 4-seater, glass windows, leather top, £225, great bargain. James, over Alexanders, 482 Harrow Rd., Paddington. 614-624

ALVIS, special sports 2-seater and dickey, all-aluminium streamline body, 12-40hp model, mileage 6,000, condition as new, one of the smartest cars on the road, tax paid to December, £210, bargain. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 225. 614-c675

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

AMILCAR. Boon and Porter Ltd., Amilcar specialists, offer immediate delivery from stock of latest model semi-sports 2-seater, all-weather, with starter, £185; exchanges Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. Hammersmith 1177. 614-650

ARIEL 9. Black and Finch, Ltd., 22 Gt. Portland St., W.1, main London distributors for Ariel cars, have 1925 Ariel 9, with dynamo lighting, speedometer, all-weather equipment, etc., chummy model, £110. Phone, Museum 2271. 614-668

ARIEL 10, 1924, 4-seater model, brand new, de luxe type, all-weather equipment, 5 lamp set, speedometer, etc., slightly shop-soiled only, £190. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 614-69

ARIEL 10, 1924, self-starter, speedometer, blue, as new, taxed, £178. 37 Westworth Rd., Barnet. 616-c949

ARIEL 10, 1924, 4-seater, quite new but slightly shop-soiled, £180 for quick sale. G. Stevenson, Ltd., London Rd., Tunbridge Wells. Phone 425. 615-454

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

AUSTIN 7, late 1923, Harford's back and front, speedometer, 5 new Dunlop cords, spring gaiters, mirror, screen wiper, petrol gauge, 105 guineas. Baker, 9 Cecil Rd., Enfield. 614-45

AUSTIN 7, April, 1924, mileage under 5,000, speedometer, clock, dash petrol indicator (Enote), driving mirror, colour dark blue, perfect condition, taxed December, insured till April, 1924, £140. Yule, Client House, Harborne, Birmingham. 614-c973

AUSTIN 7, 105 gns., late 1923, chummy, licensed, choice of 3, one repainted maroon. Pioneer Garage, Mortlake. 614-56

AUSTIN 7, 1923-4, dynamo, oversize tyres, taxed year, as new, £117 10s. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 614-523

AUSTIN 7, 1923 all-weather chummy, mileage 3,500, perfect, taxed, £115. Lionel H. Pugh, 9 South Molton St., W. Mayfair 4453. 614-550

AUSTIN 7. Several 1923 and 1924 models, prices from £110. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 614-555

AUSTIN 7, late 1923, shock absorbers, fan, radiator, thermometer, luggage rack, loose covers, mirror, dash lamp, stepmats, excellent condition best offer over £110. 419 Mosley Rd., Birmingham. 614-c958

AUSTIN, 1924, 7hp, only 3 months old and run 1,200 miles, fitted with Harford's shock absorbers and speedometer, tax paid for the year and full insurance until June 1925, price £145. G. L. Francis and Co., 110 Gt. Portland St., W.1. Phone, Museum 6231. 614-457

AUSTIN 7, 1923, 5 lamps, excellent condition, £115. Smith and Hunter, 90 Gt. Portland St., W.1. Phone, Museum 8156. 614-116

A.V. 2-seaters from £45, single-seaters from £23, 7 to chose from. A.V. Motors, 1 Park Rd., Teddington. Kingston 710. 610-503

A.V. bicar, £35, 1921, excellent condition throughout, painted orange and black, fast, trial given. Bradley, 53 North Side, Clapham Common. 614-c989

A.V. bicar, 8.9hp J.A.P. engine, hood, screen, lamps, speedometer, discs, very fast and in good order, £25. Sellar, La Corbiere, Uxbridge Common, Middlesex. 616-c12

A.V., 2-seaters in stock at £40, £50 and £55 each; fully equipped and in really good order. Below.

A.V. monocar, 8hp model, overhauled and repainted, £30; exchanges and deferred payments. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 614-565

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. 614-89

BEBE 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. 614-c947

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

BELSIZE-BRADSHAW. Gordon Walney and Co., Ltd., 31 Broo' St. W.1. Phone, Mayfair 29661, London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. zzz-165

BELSIZE-BRADSHAW, 1923, 2-seater, fully equipped, licensed, excellent condition, 95 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 614-581

BELSIZE-BRADSHAW, 1922. See our display advertisement page No. 15. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 614-619

BELSIZE-BRADSHAW, 1922, 2-seater with dickey, dynamo and starter, excellent condition, £115, exchanges or hire purchase. The Light Car Co., 551, 410-414 Euston Rd., London. 614-613

BELSIZE-BRADSHAW, 1922, 2-seater, royal blue, speedometer, gradient, 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. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 614-486

BELSIZE-BRADSHAW, 1923, 2-seater, dickey, dynamo, starter, taxed, £75. The Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Tube Station. Phone, Langham 2935. 614-493

BENJAMIN 1922 7hp 2-seater, fitted with dynamo lighting, self-starter, car in first-class condition, £100, will accept motorcycle and sidecar in part exchange. Rose, 29 James St., Cambridge. 614-446

BENJAMIN, new April, 1923, 8hp, 4-cylinder, water-cooled, 2-seater, dickey, starter, lighting, accessories, disc wheels, spare tools, 5 new cord tyres, taxed September, insured March, 1925, splendid condition, bargain, 60 gns. 158 Ashbourne Ave., Mitcham, Surrey. 614-063

BIGNAC (Salmon), late 1923, sports, fine condition and appearance, electric starter, horn, lamps, small mileage, £131. Walter, 11 London Lane, Bromley, Kent. 614-c985

BLERIOT-WHIPPLETS. Dynamo lighting, 5 detachable wheels, etc., £30; exchanges and deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 614-566

BLERIOT-WHIPPET, 1923, 8hp, 2-seater, brand new, electric lighting, spare wheel, mechanical starter, etc., 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 614-675

BLERIOT-WHIPPET, 1920, electric lighting, speedometer, spare wheel, good condition, £50. 60 Fawe Paris Rd., Putney, S.W. 15. 614-c893

BLERIOT-WHIPPET 1921 2-seater, in splendid condition, only £30. A.V. Motors, 1 Park Rd., Teddington. Kingston 710. 614-505

BLERIOT-WHIPPET, 2-seater, 8-10hp Blackburne engine, equipped and in perfect condition, tax paid, £29. Naylor's, 406 Garratt Lane, Earsfield, S.W. 18. 614-491

BLERIOT-WHIPPET. F.O.C.H. Ltd., offer Bleriot-Whippet, fully equipped, excellent condition, bargain, £30. 5 Heath St., Hampstead (near Tube). 614-473

BLERIOT-WHIPPET, 1923 model, not run 1,000 miles and equal to new, many extras, 5 lamps, Klaxon, tax paid, good reason for selling, £60 or nearest offer. Box No. 5562, c/o "The Light Car and Cyclecar". 614-c755

BLERIOT-WHIPPET, 1921, 8hp Blackburne, electric lighting, just overhauled and repainted, £24. Bloxam, Rosebank, Panock Rd., Gravesend. 614-c737

BLERIOT-WHIPPET, 1922, 8hp Blackburne, perfect running order, spare wheel, new rear tyres, acetylene lighting; Saturday, after 3 p.m. electric bell. 18 South Villas, N.W. 1. 614-c875

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. 614-574

BUGATTI, 1914, Brescia model, sports, 2-seater body, very fast, £125; cash, deferred, exchanges. Raiton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 614-58

BUGATTI, 1914, 2-seater, excellent condition, fast, £97 10s. Vernon Balls, 25 High St., Fulham. 614-d7

CALCOTT, 1924, 10.5hp, 4-seater, new but slightly showroom soiled, £245, cash or easy payments, exceptional bargain, usual price £285. Wilkins, Simpson, opposite Olympia, London. 614-c748

CALCOTT, 1922 (June), 10.5hp, 2-seater, dickey, dynamo lighting, self-starter, speedometer, all-weather hood, side curtains, electric and bulb horns, double screen, grease-gun lubrication, spring gaiters, new Dunlop tyres, taxed till December, repainted and in splendid condition, £155. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 614-c752

CALCOTT, 1920-21, 2-seater, in excellent condition; starter, dynamo, £135; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 614-444

CALCOTT 1921 2-seater coupe, with dickey, dynamo and starter, excellent condition, fully equipped and licensed, £150; exchange or hire-purchase. The Light Car Co., 551, 410-414 Euston Rd., London. 614-605

CALCOTT, 2-seater, 1922 model, dickey, starter, lovely condition, taxed, £130; exchanges, instalment. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3435. 614-621

CALCOTT, 1921 2-seater, dickey, Lucas lighting and starter, speedometer, clock tyres as new, very small mileage, finished royal blue, tax paid December, £135. Maudes', 100 Great Portland St., London, W.1. 614-591

CALCOTT, £95; 1919, 10hp, 2-seater, dickey, dynamo lighting, etc., smart appearance, most reliable, taxed, expert examination and trial invited. Virian, 53 Spenser St., Victoria St., S.W.1. Vic. 8677. 614-97

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

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

CALTHORPE, 2-seater, with dickey, self-starter, 4 speeds, delivered new February, 1924, condition perfect, tax paid December, £170. Wood-yatt's Garage, Malvern. 614-c885

CALTHORPE, 1921, 2-seater, in exceptionally good condition, £100; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 614-442

CALTHORPE, 1922, 10hp, 2-seater, in superb condition, many accessories, very carefully used car. £155 cash, or £38 15s. down and 12 payments of £3 7s. 10d., with option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow; 50 High Rd., Wood Green; 387 Epston Rd., N.W. 614-451

CALTHORPE, 1921, 2-seater, starting, lighting, licensed, £80. Tamplin Motors, Malden Rd., Cheam. Sutton 21. 614-c876

CALTHORPE, £125; something special in Calthorpes, 1921 sports model, aluminium body, dynamo lighting, taxed December, 2 spare wheels, 4 new tyres, just overhauled, exceptionally fast and very attractive; exchanges and delivered. 325 High Rd., Chiswick. Phone 303. 614-448

CALTHORPE, 1922, 2-seater, with dickey, dynamo lighting, excellent condition, £120; 1921 2-seater and dickey, £110; 1916, 2-seater, dynamo lighting, £60; exchanges or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 614-612

CALTHORPE coupe, 1914, self-starter, dynamo lighting, 5 detachable wheels, 10hp, 2-seater, excellent condition, £75. Boyce, 351 Archway Rd., Highgate. 614-c992

CALTHORPE, 2-seater, 1920-21, electric starting, lighting, speedometer, clock, in good order, £100. Duley, 12 Brewer St., Victoria. 614-c945

CALTHORPE, 1923 (late), de luxe 2-seater, dickey, all-weather, starter, speedometer, spring gaiters, smart car; deferred terms. The Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 614-107

CALTHORPE, September, 1922, de luxe, very low mileage, almost new condition, any trial or examination, £115. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 614-104

CALTHORPE, 1922, de luxe three-quarter coupe, ready for immediate use, £135; exchanges or deferred terms. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 614-103

CALTHORPE, 1922, 4-seater, Mulliner body, self-starter, 5 lamps, must be sold, £95. 51a Hydeclorpe Rd., Balham. Phone, Streatham 3440. 614-86

CALTHORPE coupe, 1923, 4-speed model, Bedford cord, good order, £175. Smith and Hunter, 90 Gt. Portland St., W.1. Phone, Museum 8136. 614-115

CARDEN official repair depot.
All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements
Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hyltho Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-237

CARDEN, de luxe, 1921, 2-seater, dynamo lighting, lamps, speedometer, horn, hood, just overhauled makers, splendid condition, bargain, quick sale. Write, L. M., 15 Lyantott Avenue, Clapham, S.W. 4. 614-c881

CARDENS. Cardens. Cardens. £20 to £55 each on deferred terms from Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 614-567

CARDEN 1921 (late) 2-seater, 7hp, electric and gas lamps, spotlight, etc., taxed, many extras, good condition, £25, exchanges. Teddington Garage, 160 High St., Teddington. Kingston 2562. 614-x682

CHATER-LEA, 11hp, coupe, painted sage-blue, dynamo, etc., only run 100 miles, £75, or exchange. Clayhall Tavern, Old Ford Rd., Old Ford. 614-d60

CITROEN, 1923, 2-seater, 7hp, licensed December, self-starter, dynamo lighting, unscratched, 96 guineas. 27 Arragon Rd., Twickenham. 614-c887

CITROEN, 100 gns; late 1923, 7hp, 2-seater, lighting, starting, licensed, like new. Pioneer Garage, Mortlake. 614-55

CITROEN, 1921, 4-seater, dynamo and starter, excellent condition, £110; exchanges or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 614-610

CITROEN, 1924, 11.4hp, 4-seater, current model, fitted balloon tyres, slightly shop soiled, accept £210. Boon and Porter, Ltd., 159-161 Glastenau, Barnes, S.W.13. Hammersmith 1177. 614-627

CITROEN, 1923, 7hp, clock, speedometer, lighting and starting, tax paid, £200. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. 614-49

CITROEN, 7.5, 1923-24, condition as new, 3 new tyres, taxed for year, £105. Elee Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 614-524

CITROEN, 1924, 7hp, balloon tyres, taxed, quite new, owner unable take delivery, £160; or exchange motorcycle and cash; deferred payments if required. Ward and Co., 51 Upper Richmond Rd., E. Putney. Putney 2754. 614-c929

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a-w. curtains, perfect condition, year's licence, £185. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 614-554

CITROENS. Try Henly's You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CLULEY, 1921, 2-seater, dynamo lighting, excellent condition, £90; exchanges or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 614-615

CLULEY, 11hp, 1923, 2-seater, with dickey, exceptionally nice condition throughout, £185. Newnham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 614-559

CLULEY, 1924, 2-seater, 10-20hp, shop-soiled, fullest equipment, £250. Below.

CLULEY, 1923 coupe, double dickey seat, licensed year, as new, £265. Smith and Hunter, 90 Gt. Portland St., W.1. Phone, Museum 8136. 614-113

CLYNO, 1923, 2-seater and double dickey, lighting and starting, all-weather equipment, £140. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. 614-52

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

CLYNO, 1924, 2-seater, dynamo, starter, practically new, £125; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 614-445

CLYNO, 1924, 10.8hp de luxe 4-seater, used only for a few demonstration runs, guaranteed as new, £198. Simister, Jordangate, Macclesfield. 614-87

CLYNO, 160 guineas; 11hp, de luxe 4-seater, new last may, mileage 5,500, tuned up by makers last week and in fine running order, insured to November 9th for £235; trial by appointment. Lamb, 37 Arnott Rd., Peckham, S.E. Owner shortly returning abroad. 614-d58

COVENTRY-PREMIER, 1922, 2-seater, with dickey, tax paid, and fitted with many accessories, very nice condition throughout, £68. Chisroy, 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. 615-418

COVENTRY-PREMIER, 8hp, 1921, 2-seater, 2-cylinder, water-cooled, dynamo lighting set, hood, screen, horn, speedometer and tools, in excellent order and condition, price £75 or £17 17s. cash deposit and 12 monthly instalments of £5. William Whiteley, Ltd., Queen's Rd., London, W.2. 614-433

COVENTRY-PREMIER, 1922, 4-wheeler, £80, cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 614-63

COVENTRY-PREMIER, 1922, taxed December, insured May, owner unexpectedly ordered abroad, £68. Write, Thompson, Sunnyside, Fetcham, Leatherhead. 614-x674

COVENTRY-PREMIER, 1922, dickey, dynamo, 5 detachables, hood, screen, taxed December, any trial by appointment, £78. Wagstaff, Sunnyside, Millford, Derbyshire. 614-c972

COVENTRY-PREMIER, £68; exchanges, deferred payments; 1921-22, 2-seater, dickey, special body, dynamo, 5 detachables, hood, screen, taxed, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 3452. 614-94

COVENTRY-PREMIER, 4-wheel model, all accessories, as new, £55; exchange, O.S., 497 Old Ford Rd., Bow. 614-d62

CROUCH motorcar, 2-3-seater, for sale, good as new, little used, tax paid, new late 1920, cost £320, with new adjustable screen, take £65 or nearest offer. Venables, Ellerslea, Dawtry Rd., Doncaster. 614-c734

CROUCH £35; exchanges, deferred payments; 1920, 2-3-seater, electric lamps, hood, screen, 5 detachables, fast, comfortable, economical. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 614-95

DE DION, 2-cylinder, water-cooled, 2-seater, new tyres, £40. Berkeley Arms Garage, Berkeley, Glos. 614-c496

DEEMSTER 1920 2-seater, dynamo lighting, £65; exchanges or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 614-616

EMSCOTE, 1921, 2-seater and dickey, 9hp, water-cooled J.A.P. engine, 3 speeds and reverse, electric horn, dynamo lighting, new tyres, any trial, £75 or near offer. 100 Robin Hood Chase, Nottingham. 615-c235

ENFIELD, 10hp, 4-cylinder, 3 speeds, reverse, dynamo, 5 detachables, clover-leaf body, little used and in splendid condition, £88; exchanges, deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 614-570

ERIC CAMPBELL, 1922, 10.8, 2-seater body, with dickey, newly fitted, painted dark red, seen and tried after August 24th, price £150. Apply, R. Knight, 2 Palace Green, London. 614-c871

ERIC-CAMPBELL, 1921, 10hp, aluminium 2-seater, fully equipped, year's licence, speedometer, excellent condition, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 614-579

ERIC CAMPBELL, 1920-21, 2-seater, just overhauled, Hartfords rear, good tyres, tax paid December, only done 15,000 miles, new appearance, £115, exchange cheaper car and cash. H., 20 Hills Rd., Cambridge. 614-c997

ERIC-CAMPBELL sports 2-seater de luxe model, 10.5hp, polished aluminium and red, insured for £300, perfect, any examination, tax paid for year, £165, bargain. S., 9 Warwick Ave., W.9. 614-613

ERIC-CAMPBELL, 11hp, 2-seater, aluminium body, 5 wheels, dynamo lighting, fully equipped, good condition throughout, licensed, £100 near offer. 7 Market Sq., Crewe. Phone 118. 614-c970

FIAT, 1922, 10-15hp, English 2-seater body, dickey seat, side curtains, speedometer, repainted as new, tax paid, £235. G. L. Francis and Co., 110 Gt. Portland St., W.1. Phone, Museum 6231. 614-456

FRENAY 1920 sports 3-seater, boat body, very fast, £125 cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 614-62

G.N.s. Several good second-hand cars in stock for immediate sale; southern service agents; expert G.N. mechanics; all spares stocked. The Eastgate Garage, Lewes. 615-b700



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

- G.N., 1921, coach-built aluminium body, C.A.V. dynamo, large head-lights, side door, Michelin disc wheels, cord tyres, many refinements, tip-top condition, cost £340, accept £90, or exchange for good 3-wheeler or Scott Sociable. Thomas Price, Harewood House, Cardiff. 614-b586
- G.N., new May, 1924, sporting, fast, special, £100, body three-quarter-seater, shaft drive, guaranteed perfect, small mileage, 100 guineas. Miss S., 52 Linver Rd., Parsons Green. 614-b744
- G.N., 1921, 2-seater, dynamo lighting, speedometer, etc., little used, perfect condition, £55; another, similar, £48. A.V. Motors, 1 Park Rd., Teddington. Kingsdon 710. 614-b504
- G.N. specialists. Repairs: spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-496
- G.N., 1921, 8hp, Lucas dynamo lighting, spare wheel, good tyres, speedometer, fully equipped in excellent condition, £48. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 614-490
- G.N., 1921, dynamo lighting, hood, windscreen, spare wheel, lamps, horn, speedometer, mirror, etc., any trial or examination, tax paid to 1925, £47 10s., cash or deferred. Rowland Smith, 78 High St., Hampstead. 614-468
- G.N., 1922, Kirk and Co. 2-seater, sunken dickey, dynamo lighting, speedometer, spare wheel, £69. Below.
- G.N., 1921, Kirk and Co. 1921 clover-leaf model, 3-seater cream finish, with red wings, aluminium bonnet, dynamo lighting, speedometer, clock, dash lamp, petrol gauge, etc., good sports car, £48. Below.
- G.N., 1921, Kirk and Co. 1921, spare wheel, dynamo lighting, speedometer, aluminium dash, tax paid for year, good condition, £48. Below.
- G.N. Kirk and Co. 1922, Popular model, dynamo lighting, speedometer, chrome finish, spare wheel, good tyres, £56. Below.
- G.N. Kirk and Co. have several G.N.s and a large number of other light cars in stock. Phone or wire, Paddington 6049, or call at 22 Praed St., Paddington, W. 1. 614-516
- G.N., Legere, 1922, aluminium, blue wings, Frazer-Nash o.h.v. engine, watch, mat, new tyres, good condition, £100. Write, Tomlinson, The Garth, Ovalway, Gerrard's Cross. 614-c879
- G.N., 1922, de luxe, perfect condition, just fitted 4 new Dunlop cords, any trial, £85 or near offer. Thomas, 26 River Avenue, Palmers Green. 614-c874
- G.N., dynamo lighting, 5 detachables, speedometer, £48; exchanges, deferred terms. Andrews' Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 614-568
- G.N., 1922, 8hp, 2-seater, dickey, Frazer-Nash o.h.v. engine, dynamo, side curtains, many extras, 85 guineas. Below.
- G.N., 1923, air-cooled, 2-seater, dickey, fully equipped, excellent condition, 85 guineas. Below.
- G.N., 1922, 2-seater, all-weather coupe, dickey, dynamo, fully equipped, licensed, exceptional condition, 80 guineas. Below.
- G.N., 1920, 2-seater, fully equipped, licensed, good order, 42 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 614-562
- G.N. Black and Finch, 222 Gt. Portland St., W. 1, concessionaires G.N. cars, have 1920 touring model, £35; 1922 touring model, £75; 1922 Vitesse model, overhead camshaft, dynamo lighting, speed 75 m.p.h., polished aluminium body, £175. Others in stock from £40 upwards. Phone, Museum 2271. 614-70
- G.N. 1922 2-seater, dynamo lighting, £65; 1921 2-seater, £50; exchanges or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 614-611
- G.N., £65, 1922, taxed December, dynamo, spare wheel, new tyres, splendid condition throughout, exchanges and deferred, 325 High Rd., Chiswick. Phone 303. 614-47
- G.N., 1923, dynamo, dickey, disc wheels, many accessories, excellent condition, £85. W.B.G., 5 Lambeth Palace Rd., S.E. 1. Hop 5279. 614-593
- G.N., special body, new tyres, recently coachpainted, overhauled, condition perfect, taxed 1924, mileage 8,000, 55 guineas. Wall, Thornhills, Ringley Rd., Whitefield, Manchester. 614-c932
- G.N., 1920-21, 15,000 miles, fully equipped, 6 wheels, new tyres, excellent condition, first-class paintwork, £50. Carter, Southfields, Sutton Common, Surrey. 614-c986
- G.N., 1922, dickey seat, dynamo, spare wheel, many extras, electric and bulb horns, extra headlamp, speedometer, dash lamp, overhauled, as new throughout, 73 gns. 51 Upper Richmond Rd., East Putney. 614-c930
- G.N., late 1921, disc wheels, good condition, tax paid, £60. Taylor, 16 Lancelles Ave., Harrow. 614-c960
- G.N., 1922, aluminium, blue wings, fully equipped, any reasonable offer accepted. 65 The Ridgeway, Golders Green. 614-c966
- G.N., £52, exchanges, deferred payments. 1921 G.N., 2-seater, hood, screen, electric lamps, clock, speedometer, nice condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 614-92
- G.N., 1922-23, exceptional condition, front handle start, dickey seat 59 guineas, guaranteed. 51a Hydelthorpe Rd., Balham. Phone, Streatham 5440. 614-84
- G.W.K. Several good second-hand cars in stock from £65 upwards; exchanges and deferred terms arranged. North Essex Motor Co., Saffron Walden. Tel. 16. 614-420
- G.W.K., 1914-15, 2-seater, 9.2hp, fully equipped, taxed, nice appearance, runs splendidly, 35 guineas, exchange motorcycle. 76 Neate St., Albany Rd., Camberwell. 614-x681
- G.W.K., 8hp, 4 speeds, speedometer, £45. Maudes' 100 Great Portland St., London. 614-592
- GWYNNE S, 1923, 2-seater de luxe, double dickey, side curtains, starter, many extras and licensed, just overhauled, £138; also Gwynne S, 1923 chummy, starter, speedometer and many extras, fully licensed, £138. Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammer-smith Rd., Kensington. Phone, Western 4140 and 3568. zzz-12

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

- GWYNNE S, demonstration car, tax paid, full equipment, makers' guarantee, 200 guineas. McKinnon, 30 Burney Avenue, Surbiton. 615-507
- GWYNNE, 1923, 8hp, Chummy model, dynamo lighting, self-starter, clock, speedometer, luggage grid, year's licence, excellent condition, 140 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. 614-575
- GWYNNE, 1924 8hp 4-seater, all-weather, slightly shop-soiled, used demonstration only, taxed to December, £215. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2651. 614-552
- GWYNNE S, 1923, Chummy model, starter, various extras, taxed, £135, cash or deferred terms, sports model, 145 guineas. The Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, Regent 986. 614-108
- HILLMAN cars. Official repairers, London district, J. O. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W. 10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-d292
- HILLMAN, sports model, polished aluminium body, dynamo lighting, electric horn, rev. counter, speedometer, clock, shock absorbers and many other extras, taxed till December, very smart and fast, £145, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 614-526
- HILLMAN racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195, extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 614-443
- HILLMAN sports, Lucas lighting and starting, aluminium body, almost new tyres, taxed, £150, exchanges. 58 Woodview, Manningham, Bradford. 614-c987
- 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
- HUMBER, 8hp, chummy model, September, 1923, dynamo lighting, starter, speedometer, clock, all-weather curtains, year tax, very little used, as new throughout, £180, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 614-527
- HUMBERETTE smart 2-seater with dickey, water-cooled, hood, screen, lighting set, offers, motorcycle part, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth. 614-500
- JOWETT 7hp 1924 4-seater, unused but slightly shop-soiled, list price £192, bargain price £175, or £35 cash deposit and 12 monthly instalments of £12 5s. Wm. Whiteley, Ltd., Queen's Rd., London, W. 2. 614-434
- JOWETT 1924 2-seater, double dickey, speedometer, dynamo lighting, side curtains, full tool kit, etc., licensed end of year, all in excellent condition, trial run given, price £144 or near offer. Edwards, Willowdene, Park Rd., Newton-le-Willows, Lancs. zzz-449
- JOWETT 4-seater, September, 1923, oversize tyres, electric horn, Austler rear screen, dash lamp, etc., condition as new, any trial anywhere, tax paid to December, £170. R. Litt, 93 Welham Rd., S.W. 16. See and inspect at Lovatt's, Jowett House, Streatham Rd., Mitcham. 614-459
- JOWETT, 1923, 2-seater and dickey, dynamo, speedometer, side curtains, year's tax, £135. Tele, Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 614-c85
- JOWETT, 1923, 7hp, 2-seater, dickey, side curtains, clock, etc. £120. Bartlett's, 93 Gt. Portland St. 614-634
- LAGONDA coupe, 1921, complete, fully equipped, tax paid, bargain, 26 High St., Saffron Walden. Phone 16. 614-421
- LAGONDA coupe, painted dark blue, 1922, licensed for 1924, price £150. Lagonda, Ltd., 195 Hammersmith Rd., W. 6. 614-431
- LAGONDA 1922 coupe, run 6,000 miles, as new, starter and lighting, double dickey, taxed. Grimes, 24 Bruton Pl., Bond St., W. 1. 614-480
- LAGONDA 1914-15 coupe, electric lighting, good tyres, sound condition throughout, 36 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 614-c922
- LAGONDA 1924 all-weather model 2-seater and double dickey seat, examination model, slightly soiled, unregistered, wonderful hill-climber, £185, great bargain, list price £285. The Gables, Sylvan Hill, Crystall Palace. Phone, Sydenham 225. 614-x676
- LAGONDA coupe, 1923 model, repainted and overhauled, £165. Stretton and Smith, 12 Woodstock St., Oxford St., London. 614-557
- LEA-FRANCIS, 1923, hardly used, 3-seater, starter and lighting, £165. Grimes, 24 Bruton Pl., Bond St., W. 1. 614-481
- LEA-FRANCIS, 10hp, 2-seater saloon coupe, 4-cylinder overhead valves, sliding glass windows, mechanical screen wiper, fully equipped, just new, done under 300 miles, licensed end year, must sell, take £240. See Wolsley Garage, Petty France, Westminster; or phone Royal 4035. 615-x593
- LECOY, 1922, 8hp, 2-seater, Blackburne engine, dynamo lighting, fully equipped, speedometer, etc., 29 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. 1. Mayfair 4027. 614-576
- MARLBOROUGH. Case's Motor Mart, Ltd., 1914 4-cylinder, 2-seater, dickey, 5 wheels and tyres, clock, speedometer, just repainted, blue, excellent condition, deferred terms, £65. 5 Warren St., W. 1. Museum 614-543
- MARSEAL, 1923, £110, 2-seater, self-starter, all on, perfect condition, Standard Garage, Newinshall St., Oxford. 614-c786
- MARSEAL, 1924 4-seater, small mileage, dynamo lighting and starter, all-weather equipment, £155. Maudes', 100 Great Portland St., London, W. 1. 614-590
- MATCHLESS, 1924, 10hp, 4-seater, dynamo lighting, speedometer, year's licence, mileage 1,300, indistinguishable from new, cost £185, our price 120 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. 1. Mayfair 4027. 614-577
- MATCHLESS, 1924 9hp 4-seater, dynamo, speedometer, spare wheel, all-weather sidescrims, low mileage, as new year's tax (cost £185), bargain, 100 gns.; exchanges, terms. Alber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 614-561

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
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**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

- MATHIS**, 8-10, 1924 (May), carefully run in, unscratched, beautifully fitted up, Comfort tyres, shock absorbers, latest fittings, very smart, sacrificed £160. 127 Cromwell Rd., Peterborough. 614-c950
- MATHIS**, 1921, light four. See our display advertisement, page No. 15. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 614-620
- MATHIS**, 1922 2-seater, fully equipped, spare wheel, electric starting, lighting, in excellent order, £90. Rayner, 46 Wath Rd., Sheffield. 614-c968
- MERRELL-BROWN**, 1921, 4-cylinder Coventry-Climax, detachable wheels, 4 new tyres, licensed December, £50. Paulson's Garage, North St., Wolverhampton. Tel. 1335. zzz-795
- MORGAN**, James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Telephone Central 2450. Good stock of spares carried. If in difficulty, wire "Tact, Sheffield." New and second-hand machines nearly always in stock. zzz-467
- MORGAN** Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E. 5. Dalston 2408. zzz-84
- MORGANS**, Elco, Ltd., offer the following models, all overhauled and guaranteed.
- 1924 G.P., J.A.P., speedometer, discs, dynamo, taxed, £117 10s.
1923 G.P., Anzani, discs, dynamo, £107 10s.
1922 G.P., M.A.G., speedometer, taxed, £95.
1919, a-c M.A.G., sporting model, speedometer, gas and electric, £57 10s.
Cash, exchange or deferred terms. 11-15 Bishopsgate Ave., Canonville St., E.C. 3. Phone, Avenue 5548. 614-525
- MORGAN**, 1923, Blackburne, dynamo lighting, as new, 85 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 614-c931
- MORGAN**, 1920 Grand Prix, tyres as new, taxed for year, 50 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 614-c925
- MORGAN**, 1925, de luxe, water-cooled J.A.P., beautiful running order, 65 m.p.g., privately used, one driver only, Reading district, £95, would consider good solo and cash. Box No. 6567, c.o. "The Light Car and Cyclecar." 614-c885
- MORGAN**, 1923, Grand Prix Anzani engine, just completely overhauled, £110; seen by appointment or between 6 and 8 p.m. Atkins, Littlecot, Windsor Rd., Slough. 614-c855
- MORGAN**, High performance. 1924 Aero Morgan, 10hp o.h.v. racing Blackburne engine, dynamo lighting, discs, 80 m.p.h., speedometer, clock, special exhaust system, taxed for year and insured, finished red with nickel fittings, very smart and like new in appearance, driven with great care for less than 2,700 miles, capable of over 70 m.p.h. and marvellous hill-climber, cost nearly £200, will accept £148. St. Barbe, Stag Lane Aerodrome, Edgware. Phone, Kingsbury 160. 614-495
- MORGAN** runabout, 1922, de luxe model, 8hp J.A.P., horn, speedometer, new tyres, tax paid for the year, in new condition, mechanically sound, £75. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 614-489
- MORGAN** 1923 2-seater, air-cooled, acetylene, taxed, first-class order, £75. The Garage, 12 Cornwall Terrace Mews, N.W. 1 (near Baker St. Tube Station). Phone, Langham 2935. 614-434
- MORGAN**, Family, 1923, M.A.G. w-c, dynamo lighting, electric Klaxon, inside ratchet brake, speedometer, hood cover, spares, insured June, tax paid, £115, lock-up garage 3s. 6d. per week. Lloyd, 8 Hayes Buildings, St. George's Rd., Elephant and Castle, S.E. 614-c495
- MORGAN**, 1923, Blackburne, aluminium pistons, new tyres, 2 spare tyres, electric, acetylene lighting, year's tax, excellent condition, 85 guineas. Nouhen, 4 Eastcote Terrace, Stockwell. 614-c497
- MORGAN**, 1923, Family, 8hp Blackburne engine, water-cooled, dynamo lighting, fully equipped, excellent condition, 110 guineas. Below.
- MORGAN**, 1923 G.P., water-cooled, o.h.v., Anzani engine, dynamo lighting, year's licence, splendid order, 98 guineas. Below.
- MORGAN**, 1923 G.P., dynamo lighting, electric horn, etc., splendid order, 92 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 614-578
- MORGAN**, 1922, de luxe model, a-c, J.A.P., colour mauve, exchange for small car with dickey or 4-seater. 15 Spencer Rd., St. John's Hill, Wandsworth Common, S.W. 18. 614-402
- MORGAN** de luxe, 1924, disc wheels insured, bought April, cost £136, any trial, £120 or nearest, buying 4-seater. 38 Colno Rd., Buryley. 614-c973
- MORGAN**, late 1923 model, 10hp, M.A.G. engine, de luxe model, dynamo lighting, disc wheel, speedometer, perfect condition, £100. Cuttriss, 49 Cleveland St., Doncaster. 614-c980
- MORGAN**, £80, late 1921, 4-speed, M.A.G. Grand Prix w-c, dynamo lighting, taxed December, good tyres, smart appearance, very fast, exchanges and deferred. 325 High Rd., Chiswick. Phone, 305. 614-445
- MORGAN**, 2-seater, 10hp, Grand Prix model, overhead-valve J.A.P. engine, electric lighting, very smart and in good condition, tax paid, £47 10s. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 614-x078
- MORGAN**, J.A.P., a-c, 1916, discs, clock, horn, lamps, licensed December, £55. Priest, 114 Fairfax Drive, Southsea. 614-d16

**SELL YOUR SECOND-HAND CAR
QUICKLY AS THIS ADVERTISER DID:**

"As I have been successful in selling my Rover through the medium of your paper ('The Light Car and Cyclecar'), I shall be much obliged if you will refrain from inserting the advertisement in next Friday's issue." **LESLIE H. MORDLE.** (11/18/24.)

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

- MORGAN**, £45, exchanges, deferred payments, about 1916, J.A.P., hood, screen, lamps, smart, runs well; also 1921 de luxe Morgan, M.A.G. w-c, smart, fast, £72. Scabridge, 35 Hansler Rd., East Dulwich Sydenham 2452. 614-95
- MORGAN**, 1923, very late Grand Prix, 1924 improvements dynamo lighting, taxed, condition as new, £95. 51a Hydethorpe Rd., Balham. 614-83
- MORGAN**, 1922, Grand Prix, w-c, M.A.G., Lucas dynamo, speedometer, tax paid, £95.
1921 Grand Prix, w-c, M.A.G., dynamo lighting, full equipment, £80.
1924 De Luxe, w-c, J.A.P., dynamo lighting, blue, tax paid, £125.
1920 Grand Prix, w-c, J.A.P., fully equipped with extra dickey seat for child, nice order, tax paid, £75.
1924 Family model, a-c, Anzani, Lucas self-starter and dynamo lighting, speedometer, finished dove grey, tax paid, £150.
Homac's, London Morgan Service Depot, 243 Lower Clapton Rd., London, E. 5. 614-101
- MORRIS-OXFORD**, £55, sports model, electric lighting, disc, taxed, detachable wheels, one spare, splendid condition, accessories; after 8, all day Saturday and Sunday. 35 Worpole Ave., Worpole Estate, Isleworth. 614-d23
- NEW GARDENS**, 1923 family model, accommodates 2 adults and 2 children under same hood, 60 m.p.g. and 42 m.p.h., £55; 1923 2-seater, £50, exchanges and deferred terms. Below.
- NEW GARDEN**, 1924 model, brand new listed at £110, cur price £85; exchanges or deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 614-569
- PALLADIUM**, Victory model, slightly used for demonstration purposes, £350, a bargain. The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 614-510
- PALMERSTON** (September, 1920), splendid 2-seater, water-cooled, 3 speeds, reverse, hood, screen, lamps, trial, 39 guineas; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 614-499
- PERRY**, bargain, 1915, 7hp, 2-seater car, complete with new hood, side curtains, electric lights, 5 new tyres, latest desired body, dickey, £50; only wants seeing; perfect. Avondale 11 Wolverhampton St., Darlington, S. Staffs. 614-c974
- PERRY**, £27 10s., very smart 2-seater, taxed December, all-weather hood, 3-speed and reverse, 5 new tyres, spare wheel, any trial, exchanges and deferred. 325 High Rd., Chiswick. Phone 305. 614-44
- PEUGEOT**, late 1923, 8-10hp, de luxe, 2-seater with dickey seat, dynamo, etc., car fully equipped and little used, bargain, £105; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 5. 614-539
- PEUGEOT**, 1922, 8-10hp, sports car, very handsome boat-shaped 2-seater, completely fitted, dynamo lighting, specially tuned engine, real bargain, £85; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 5. 614-560
- PHENIX**, 1921, 2-seater, starting, lighting, new tyres, taxed, speedometer, etc., 75 gns.; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 614-594
- RHODE**, 1922, chummy, dynamo, clock, speedometer, side curtains, year's tax, £110. Tele., Museum 6626. A.S.C. 166 Gt. Portland St., W. 1. 614-583
- RHODE**, chummy, 1922, excellent condition, speedometer, clock, mirror, electric horn, dynamo lighting, Triplex windscreen, 100 guineas. Watkins, 23 Queen's Gate Gardens, S.W. 7. Phone, Western 5882. 614-c978
- RHODE**, 9.5hp, 1923, all-weather saloon, light blue, black wings, dynamo lighting, self-starter, speedometer, clock, mirror, electric and ordinary horns, spring gaiters, greasegun lubrication, Michelin Comfort tyres, taxed, just been renovated at works and made as new, £185. Below.
- RHODE**, 9.5hp, 1923, sports 2-seater, mauve, aluminium wings, dynamo lighting, speedometer, clock, spotlight and other extras, taxed, very smart and appearance as new, £180. Below.
- RHODE**, 9.5hp, 1923, occasional 4-seater, grey, black wings, dynamo lighting, self-starter, speedometer, dashlamp, 2 toolboxes on running boards, spare petrol can and carrier, all-weather side curtains opening with doors, excellent condition throughout, fully equipped, £140. See below.
- RHODE**, 9.5hp, 1922, Occasional 4-seater, grey, black wings, dynamo lighting, speedometer, clock, dashlamp, cocoanut seats, fully equipped, excellent condition, taxed for year, £135. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 614-437
- RHODE**, 1923, dynamo, self-starter, clock, speedometer, 5 detachable wheels, small mileage, trial, £150. Sawdust, 14a Haggerston Rd., E. 8. Phone, Dal. 2074. 614-d57
- RICHARDSON** light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-275
- RICHARDSON** 1921 2-seater, dicky, 8hp, 4 speeds and reverse, electric lighting, full equipment, overhauled recently, splendid condition, £30; exchanges. Teddington Garage, 160 High St., Teddington. Kingston 2562. 614-x685
- RILEY**, Guaranteed by the Riley specialists. Exchanges. Lewes Motor Works, Sussex. 615-1942
- RILEY** 11hp 1921 model, 4-seater, in first-class running condition, licence paid to end of year, £170. W. Jones, The Yews, Warwick Rd., Kenilworth. 614-3594
- RILEY** 1923 special sports 4-seater "Show Car" in practically new condition throughout, £325; exchanges or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 614-c06
- RILEY**, 1924, 11-40hp, 4-seater, practically new, used for few demonstrations, £365; also special sports 4-seater, lavishly equipped, indistinguishable from new, £550. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 614-555
- RILEY** 11.40hp 4-seater, all-weather equipment, lighting, starter, just overhauled, actual car holds R.A.C. certificate for 59 m.p.g., privately owned, £225. Arthur Bray, 79 Davies St. W. 1. 614-435
- RILEY**, 1921 4-seater de luxe model, lighting and starting, all-weather side curtains, 4-door body, clock and speedometer, rear screen, £145. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. 614-50

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- ROVER**, chummy, 1923, in excellent condition, £110. Paulton's Garage, North St., Wolverhampton. Tel. 1335. zzz-794
- ROVER**, 1923 de luxe, chummy, dynamo, clock, speedometer, side curtains, leather upholstery, year's tax, £115. Tele. Museum 6626. A.S.C. 166 Gt. Portland St., W.1. 614-584
- ROVER 8**, 1924, 4-seater de luxe model, starter, speedometer, clock, excellent order, run 3,600 miles, consumption 45-50 m.p.g., tax paid till end of year, £135 or near offer; seen after 6 p.m. by appointment. Penney 25, Harrington Gardens, S.W.7. 614-c991
- ROVER 8**, 1925, 2-seater, beautiful condition, appearance as new, tax paid, £105. 1 Goring Rd., Bowes Park, N.11. 614-c996
- ROVER**, £95; 1925 (late), 8hp, 2-seater, perfect mechanical order, indistinguishable from new, one of the smartest Rovers on the road, any test, examination, 100 miles delivery. Solwaybank, Hayes, Kent. Phone, Bromley 532. 614-c964
- ROVER 8**, de luxe, 1923, leather upholstery, speedometer, clock, devery, splendid condition throughout, many extras, including Triplex windscreen, large electric horn, Easting's side screens, spring gaiters, extra air, mirror, taxed and insured January, £90. 49 Downton Avenue, Streatham Hill. 614-c957
- ROVER**, 8hp, 1924, 4-seater, mileage 900, practically new, year's tax, £145. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 614-556
- ROVER EIGHTS**. If you want to buy a
- ROVER 8**. If you want to sell a
- ROVER 8**. Write, call or phone The Hampton Eng. Co. You can be certain of a straight deal. St. John's Rd., Hampton Wick, Middlesex. Phone, Kingston 202. 614-546
- ROVER** Eights. The Hampton Eng. Co. have taken in part exchange this week an exceptionally nice 1924 long chassis 4-seater, in new condition, taxed and insured for the year, a real bargain, £125; also a 1924 4-seater, guaranteed mechanically sound, taxed for the year, £110; any trial given, with no obligation to purchase. St. John's Rd., Hampton Wick, Middlesex. Phone, Kingston 202. 614-547
- ROVER 8**, 1923, dickey, starter, speedometer, gauge, electric horn, side curtains, carrier, spare can, mirror, wiper, complete tools, 6,000, excellent condition, taxed year, insured May 1925, £100, no offers. Pechell Kingsley, Bordon, Hants. 616-c994
- ROVER** 8hp 1922 2-seater, no dickey, dynamo lighting set, speedometer, spare wheel and tyre, etc., upholstered in leather, painted dark blue with aluminium bonnet, good tyres all round, excellent order and condition, price £89, or £22 5s. cash deposit and 12 monthly instalments of £5 16s. 10d. William Whiteley, Ltd., Queen's Rd., London, W. 2. 614-452
- ROVER** 1923 8hp de luxe Chummy model, self-starter, taxed, 2 spare wheels, £120. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 614-450
- ROVER**, 8hp, 1925, de luxe model, with leather upholstery, speedometer, clock and side curtains, 4 Dunlop cords as new, any trial or examination, tax paid to 1925, £85, cash or deferred. Rowland Smith, 78 High St., Hampstead. 614-469
- ROVER**, 8hp, 1923, Chummy, de luxe, taxed, insured, fully equipped, excellent condition, £105. Catbarr, 50 Stile Hall Gardens, Kenilworth, W. 4. 614-c789
- ROVER**, 1922, dynamo lighting, spare wheel, Michelin cables throughout, hood, windscreen, speedometer, electric and bulb horns, etc., and year's tax paid, £78, no offers. Delancey St. Garage, Camden, Town, N.W. 1. 614-c788
- ROVER 8**, October 1922, standard 2-seater, small mileage, fine condition, genuine bargain, £70. Swift, Bridge St., Bakewell. 614-c787
- ROVER** Eights. Kirk and Co. for Rover Eights. Below.
- ROVER**, 8hp, Kirk and Co. 1923 Chummy model de luxe, finished same blue, tax paid, speedometer, clock, dynamo lighting and starting, spare wheel, all-weather curtains, hardly soiled, £125. Below.
- ROVER**, 8hp, Kirk and Co. 1923 Chummy model de luxe, all-weather curtains, speedometer, clock, tax paid to December, finished plum red, £115. Below.
- ROVER**, 8hp, Kirk and Co. 1922 2-seater, dynamo lighting, spare wheel, tax paid December, good tyres, repainted and upholstered, very fine mechanical order, £85. Below.
- ROVER**, 8hp, Kirk and Co. 1921 2-seater, tax paid, very smart, thorough condition throughout, £75. Below.
- ROVER**, 8hp, Kirk and Co. have several in stock and a large number of other light cars. Phone or wire, Paddington 6049, or call at 22, Princes St., Paddington, W. 1. 614-514
- ROVER 8**, 2-seater, perfect, tax December, speedometer, etc., £82. 60 Gordon Rd., Ealing. 614-c952
- ROVER 8**, 1921, equal to now, taxed, £70. Norfolk House, Hayes End Rd., Hayes, Middlesex. 614-c945
- ROVER**, 1925, 8hp, Chummy model. £95. Newham Motor Co. 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 614-542
- ROVER**, 62 guineas, late 1921, 8hp, speedometer, good condition, just overhauled, extended payments and exchange. White and Mears, 59 Brick St., Piccadilly. Phone, Grosvenor 1804. 614-529
- ROVER 8**, 1922-23, dickey seat, taxed, tin-top condition, 85 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 614-c923
- ROVER 8**, 1923, taxed, and insured April, 1925, absolute bargain, as new, £100. 147 Elborough St., Southfields, S.W. 614-c999
- ROVER 8**, 1921, 2-seater, dynamo, speedometer, horn, clock, mirror, tyres good, recently overhauled and repainted grey, owner going abroad, perfect condition, £65. Stileman, 37 Lingfield Rd., Wimbledon. 614-d4
- ROVER**, 1922, 8hp, 2-seater, excellent condition, £80. Bartlett's, 95 Gt. Portland St. 614-636
- ROVER** 1924 8hp 2-seater, dickey, finished blue, many extras, taxed for year, £125. Boon and Porter, Ltd., Rover agents, 159-161 Castelnau, Barnes, S.W. 614-629
- ROVER**, 1924 8hp 4-seater, dynamo, speedometer, side curtains, etc., perfect condition, very fast, appearance as new, colour Nile blue, tax for year, £120. Martin, 10 Herbrande St., Russell Sq., W.C.1. Telephone, Museum 6594. 614-54

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued)

- ROVER**, 8hp 1922, dynamo lighting, just been reupholstered, fitted with shock absorbers, side screen and almost new tyres, tax paid, mechanically sound and very smart appearance, £75. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 614-617
- ROVER 8**, 1924 2-seater, long chassis, model de luxe, grey with black wings, self-starter, roomy dickey, leather upholstery, clock, speedometer, petrol can carrier, mirror, etc., perfect condition, taxed and insured, £155. Owner, 87 Bertram Rd., Hendon, N.W.4. 614-d17
- ROVER**, 8hp 1923 Chummy model de luxe, clock, speedometer, leather upholstery, taxed and insured, as new, £120. 112 Stroud Green Rd., Finsbury Park, N.4. 614-d20
- ROVER 8s**. We usually have several 2 and 4-seaters to choose from, from £70 upwards. Cash, deferred, exchanges. Raitton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 614-59
- SALMONSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmonson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-283
- SALMONSON**. Mann and Handover, Ltd., authorized agents for Salmonson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. zzz-745
- SALMONSON**, late 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, taxed, perfect condition, £100. K.J. Motors, Bromley. 614-259
- SALMONSON**, 1924 (April), sports model, cost over £200, £135 or exchange. Beechings, Ltd., Farnborough, Hants. 614-x662
- SILVER HAWK**, sports 2-seater, dynamo, Houdaille absorbers, every accessory, 6 wheels, photo, £100. Spencer, Botolph's Corner, Sevenoaks. 614-d14
- SINGER**, all-weather, 1919-20, dynamo, starter, repainted maroon, excellent condition, running, tyres, £75. Earle, 2 Pemberton Gdns., N. 19. 615-b731
- SINGER**, 1924, 10hp, Weymann saloon, cushion tyres, special mats inside and steps, excellent condition, all de luxe fittings, 4,500 mileage, licensed, £245 or near offer. Whiteley, Drummond Rd., Hoylelake, Cheshire. 614-c956
- SINGER**, 1921, 10hp, repainted blue, Specialoid pistons, overhauled throughout, balloon tyres, balanced crankshaft, speedometer, spotlight, dashlamp, guaranteed 3 months, any trial, £100. 72 Grand Parade, Herringay. 614-c971
- SINGER**, 1924, de luxe 4-seater, top-hole condition, owner-driven, carefully handled, mileage about 4,000, trial and examination, bargain, £175. Box No. 6575, c.o. "The Light Car and Cyclecar." 614-c961
- SINGER**, 1921, 2-seater, excellent condition, owner going New Zealand, £90. Box No. 6576, c.o. "The Light Car and Cyclecar." 614-c963
- SINGER 10**, 1921, 2-seater, double dickey, Rotax lighting and starting, speedometer, Autavo petrol feed, spare wheel, excellent condition, £50. 29 Chester Rd., Gillingham, Kent. 614-c880
- SINGER**, 1923, 4-seater, in superb condition, complete with many spares, £190 cash or £45 down and 12 payments of £11 16s. 3d., with option of a special rebate. Lamb's, Ltd., opposite Hooe St. Station, Walthamstow; 50 High Rd., Wood Green; 587 Euston Rd., N.W. 614-450
- SINGER**, 1917, 2-3-seater, dickey, repainted yellow and black, dynamo lighting, good tyres, fully taxed, recently overhauled, 50 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 614-c926
- SINGER**, 10hp, 1914, 2-seater, dickey, tax fully paid, insurance, dynamo lighting, side curtains, speedometer, etc., perfect condition, trial run any time, £40. Francis, 56 Cranwick Rd., Stamford Hill, N. 16. 614-d61
- SINGER**, 1920, dynamo and starter, excellent condition, sell or exchange for 1921 Morgan or G.N. Earl's, Ltd., The Vale, Hampstead, N.W. 5. 614-x689
- SINGER**, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2453. 614-9c
- SINGER**, late 1920 2-seater, dickey, 2 spare wheels, dynamo lighting, starter, electric horn, speedometer, recently completely overhauled, bills amounting £55 in proof, new timing wheels, extra-air regulator, and variable magneto fitted, upholstery as new, new tyres, mats, tools, accessories, taxed, insured December, economical, smart, good for 15,000 miles, without spanner, 100 guineas, or nearest. Gordon, 48 Thornton Ave., S.W.2. Telephone, Streatham 3721. 614-d11
- SINGER**, 1914, good running order, taxed to December, spare wheels and tyres, no reasonable offer refused. Howard, Station Approach, West Byfleet. Phone, Byfleet 89. 614-d22
- SINGER** coupe, 1918, 2-seater and dickey, electric lamps, Bedford cord upholstery, finished dark red and black, exceptionally smart, £45; exchanges. Teddington Garage, 160 High St., Teddington. Kingston 2562. 614-x684
- SINGER**, 1923, 2-seater and dickey, de luxe model, as new, £145. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. 614-53
- STANDARD**. Moores Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756
- STANDARDS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300
- STANDARD**, 1923 2-seater, all-weather, with double dickey, lighting, starting clock, speedometer, fully licensed and insured until April, 1925, £148. Chinery, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-229
- STANDARD**, 11hp, 1924 model, purchased May, Oanley all-weather 2-seater, fawn and black, in perfect condition, B. and D. shock absorbers, all tyres unpunctured, spare not yet removed, negligible mileage, privately owned, owner-driven by experienced person, trial by appointment, tax paid, £200, or near offer. Box No. 6515, c.o. "The Light Car and Cyclecar." 614-919
- STANDARD**, 1924, 11.4, 2-seater, perfect order, fully insured March, mileage 3,700, owner returning W. Africa, £200. C.J.C., Benwell, Sunbury, Middlesex. 614-c953
- STANDARD**, 1920, 9.5, long wheelbase, starter, dynamo lighting, speedometer, 2 spare wheels, side curtains, year's tax, £125. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 614-586

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

STANDARD, July, 1925, 11.4, 2-seater, double dickey, electric light, self-starter, speedometer, accessories, all in excellent order, price £160, tax paid. F. Rivett, 35 Melton Rd., Wellingborough. 614-2884

STANDARD, Kirk and Co. 9.5hp, 1923, o.h.v. engine, dynamo lighting and starting, all-weather curtains, speedometer, tax paid for year, good tyres, large double sunken dickey, really fine car, £145. Below.

STANDARD, Kirk and Co. have Standards and a large number of other light cars in stock. Phone or wire, Paddington 6049, or call at 22 Praed St., Paddington, W. 1. 614-515

STANDARD 1923 11.4hp 2-seater, tax paid, £165. Harris' Garage, Slough. 614-419

STELLITE, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed and of year. Electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160

STELLITE 1914, 2-seater and double dickey, electric lighting, 5 detachable wheels, all good tyres, very good condition throughout, tax paid to December, £35. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 614-x680

SWIFTS, Try Healy'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, 1923, 10hp, 2-seater, dickey, starting, lighting, as new throughout, taxed, £145; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 614-595

SWIFT, 10hp, 1920, £90, 2-seater, dynamo lighting, ridged side screens, nice condition. Standard Garage, Newinshall St., Oxford 614-785

SWIFT 10, 2-seater, dickey, 1921, excellent order, recently overhauled, nearly new Dunlop cox's, lighting, starting, curtains, many extras. Bonniksen speedometer, tax December, insurance March, £125. 24 Hazelwood Rd., Acocks Green, Birmingham. 614-944

SWIFT, 1920, ready for immediate use, a bargain, £90; exchanges and deferred terms. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth Putney 2728. 614-105

SWIFT, 1920, 10hp, dynamo, taxed year, excellent order, any trial, £95, near offer; no dealers. Smith, Runton, Burwood Park Rd., Walton-on-Thames. 614-c10

SWIFT, 1920 2-seater, fully taxed, as new, £100; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 614-60

TALBOTS, Try Healy's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302

TALBOTS. 1924 10-23 three-quarter coupe, this car is practically unused and equal in every way to new, great bargain, 530 guineas, taxed. 1923 three-quarter coupe, as above, special magneto model, 2 spare wheels, unsoiled condition, 285 guineas taxed. 1923 6-seater all-weather tourer, luxurious car, as new, 235 guineas, taxed. Exchanges or deferred. James, over Alexander's, 482 Harrow Rd., Paddington. Willesden 1744. 614-623

TALBOT, late 1923, 10-25hp, 4-seater de luxe, guaranteed in perfect condition throughout, any trial examination, 200 gns.; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 614-596

TALBOT, 8-18 2-seater, 1922, lighting, starting, new hood and paint-work, taxed, 150 gns., bargain. Box No. 6551, c/o "The Light Car and Cyclecar." 614-x664

TALBOT, 10-23 2-seater, 1924 model, as new, shock absorbers, clock, taxed, £260. Grimes, 24 Bruton Place, Bond St., W. 1. 614-482

TALBOT, 8-18hp 1923 model 2 seater and dickey, splendid condition, full equipment, tax paid, £165 or near offer; owner buying larger car. Box No. 6563, c/o "The Light Car and Cyclecar." 614-c736

TAMPLIN, 2-seater (side-by-side), 1923, August, 8hp, 3 speeds, reverse, electric, absolutely complete, smart and comfortable, mechanically sound, tyres good, taxed, any trial, cost £150. £50. 153 Abbey Rd., Barrow, Lancs. 615-c791

TAMPLIN, 1922, side-by-side 2-seater, 3-speed and reverse, dynamo lighting, splendid order, 57 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 614-580

T.B., late 1921, 10hp Blackburne w.c. engine, 3-speed and reverse, splendid condition, £65. 342 Ordsall Lane, Salford. 614-c890

UNIT, 1922, maroon, 2-seater, Olympia Show model, Bovier twin engine, Broth lighting, speedometer, 3,500 miles, £65; owner bought coupe. Ward, Enterprise Works, Irthlingborough. 614-d6

WESTWOOD, sports, 1921, very fast, £125, cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 614-61

WOLSELEYS, Try Healy's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-303

WOLSELEYS, 1924, £50 and you are on the road with any 10hp model, tax and insurance paid for one year, balance in 12 or 24 monthly payments. Before buying a second-hand car, give this proposition your serious consideration. Full details, Kingsway Motor Co., Waldorf House, Catherine St., Aldwych, W.C. 2. Regent 691. 614-79

WOLSELEY-STELLITE, 1914, 10hp, light 4-seater, electric light, Triplex rear screen, good running order, taxed September, trial, exchange Rover 8, or sell £75, near offer. Daniel, Elmwood, River Mount, Walton-on-Thames. 614-d9

WOLSELEY, 1924, 10hp, 2-seater, dickey, starter, 5 lamps, specially tuned car, as new, £195. Barlett's, 93 Gt. Portland St. 614-637

WOLSELEY, 10hp, 2-seater, 1922-23, dickey, 5 detachable wheels, lovely condition, bargain, £150. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3435. 614-623

WOLSELEY, 1922 model, 2-seater with dickey, dynamo and starter, excellent condition, fully equipped, £150; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 614-608

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

WOLSELEY, 1921, 2-seater, 10hp, maroon finish, extremely good mechanical condition, only £150 cash, or £37 10s. down and 12 payments of £9 16s. 11d., with option of a special rebate. Lamb's, Ltd., opposite Hoe St. Station, Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., N.W. 614-452

WOLSELEY 10, 4-seater, painted blue, 1923 model, de luxe, perfect condition, bargain, £275. Apply, G. Stevenson (Kent and Sussex Garage), Ltd., London Rd., Tunbridge Wells. Phone 425. 615-455

WOLSELEY, 1924, 10hp, 2-seater, model de luxe, new, but slightly showroom soiled, £255, usual price £325, special bargain, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone Hammersmith 238. 614-c749

WOLSELEY 2-seater, 7hp, lighting and starter, tax paid, in beautiful condition, 1923 model, a real bargain, £155. Telephone Motors, 15b Allsop Pl., Baker St. Station. Phone, Langham 1307. 614-95

WOLSELEY 10, 1922, repainted, fully taxed, small mileage, as new, £165. Smith and Hunter, 90 Gt. Portland St., W. Phone, Museum 8136. 614-112

LE ZEBRE, half list price, brand new, 8hp chassis, 4 cylinders, 4-speed, 1 and s., 5' wire wheels and tyres, lamps, tools, etc., £95; or with 2-seater body complete, £135. All spares stocked. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. Hammersmith 1177. 614-628

LE ZEBRE, 1921, 8hp, 2-seater, 4-cylinder, 4-speed and reverse, sparo wheel, dynamo lighting and starter, just in good condition, mechanically sound, £59. Naylor's, 406 Garratt Lane, Earsfield, S.W. 18. 614-488

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LE ZEBRE, Kirk and Co. have Le Zebres and a large number of other light cars in stock. Phone or wire, Paddington 6049, or call at 22 Praed St., Paddington, W. 1. 614-517

LE ZEBRE, 1922, brand new, shop soiled, 2-seater, with dickey, dynamo and starter, £125; 1921, 2-seater, with dynamo and starter, £65; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 614-609

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A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 618-801

CALCOTT spares and repairs. All Calcott spare parts in stock for immediate delivery; trade supplied. All kinds of Calcott repairs, small or large. Complete overhauls. Authorized direct agents for Calcott cars. Trade supplied. Calcott service depot. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 614-c758

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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

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-958

RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 659-c140

SINGER spares. Back axle, complete, £12; 1921 radiator, as new, £8; 5 Sankey detachables, 700 by 80, with tyres, tubes, £3 10s. 63 Solon Rd., Brixton. 614-c977

ZEBRE, All spares can be obtained from Knight, 63 Regent St., London, W. 627-c793

FOR SALE, all parts 1914 Morris-Oxford light car, dismantling; also other light cars, engine, gearbox, back axle, etc. Bellhouse and Gerrard, Leeds Old Rd., Bradford. 614-c993

LONDON MORGAN SERVICE DEPOT. The only firm officially appointed as a service depot in London by the Morgan Motor Co. Every spare part in stock. Overhauls a speciality. Home's, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 614-102

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A.C. cars. Caithness and Co., Ltd., the leading A.C. agents and specialists, can give immediate delivery of the new 1925 models at the new reduced prices. 4-cylinder models from £275. Our terms for extended payments and part exchanges cannot be beaten. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 614-462

A.C. Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. zzz-659

A.C., 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-206

A.C. Autoveyors, Ltd. (Authorized Agents), offer immediate delivery all models; deferred terms to suit customers. 84 Victoria St., Westminster, S.W. 1. zzz-92

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A.C., 1925, 12hp, Royal 2-seater in stock, £330; also any-weather Empire with Marles steering at £130. All A.C. models supplied. Second-hand cars accepted at full value in part payment. Delivery and collection arranged in any part of the country. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80 and 1325. 614-332

NEW LIGHT CARS AND CYCLECARS

(continued).

- ALVIS.** Debnam, Atherstone Mews, Gloucester Rd. Station. Ken 2917. zzz-855
- AMILCAR** concessionaire. Spares and repair services. Vernon Balls, 25 High St., Fulham. Putney 1995 616-g558
- AMILCAR,** semi-sports 2-seater, starter, etc., £185.
- AMILCAR,** sports 2-seater, 65 m.p.h., £220, next delivery September 2nd.
- AMILCAR,** special sports wood body, £250, the prettiest little sports car in London.
- AMILCAR,** 9.50hp, grand supersports, 4-wheel brakes, Greyhound model chassis, £245, on view. Vernon Balls, Concessionaire, 25 High St., Fulham. Putney 1995. 614-48
- ARIEL 10,** 4 cylinder, 4-seater, £198; de luxe, £210, in stock; tax £9, right-hand control, 45 m.p.g.; your car or motorcycle part payment; extended terms arranged; spare parts stocked for all Ariels from 1899 models. Ariel Motors and General Repairs, Ltd., Service Depot, 320-2 Camberwell New Rd., S.E. 5. Hours 8 to 7, Saturdays included. zzz-271
- ARIEL.** Sole agents for Bournemouth and district. Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-771
- 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 agents. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 614-66
- AUSTIN.** Rootes Ltd., distributors and specialists. 7hp latest models from stock; part exchanges deferred payments. 141 New Bond St. London, W. 1. Telephone, Mayfair 2010. Maidstone, Dorling. zzz-606
- AUSTIN.** Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. zzz-660
- AUSTINS,** 7hp, latest models, all-weather, £165; on extended payments; prompt deliveries. Taylors, Ltd., 49-53 Sussex Pl., South Kensington Station. Phone, Kensington 8558. zzz-321
- AUSTIN 7.** Immediate delivery can be given of this wonderful little car, 4-cylinder engine, 4-wheel brakes, very complete equipment, price £165. Car Mart, Ltd., 46-50 Park Lane, W., 297-9 Euston Rd., N.W. 1. 173 Piccadilly, W. Phone, Grosvenor 1520. Museum 2000. Regent 2612. zzz-433
- AUSTIN.** Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged York Rd., Weybridge. Phone 2056. zzz-40
- AUSTIN 7** for immediate delivery. £165; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-666
- AUSTIN,** 7hp. All models for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-208
- AUSTIN 7.** Immediate deliveries. We are the authorized agents for this splendid car; 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, High Rd., Goodmayes, Essex. Phone, Ilford 1082. zzz-570
- AUSTIN** cars, 7hp. Earliest delivery of all models. Exchange, cash or deferred terms. Saunders Garage, Golders Green. Speedwell 2401. zzz-556
- AUSTIN 7.** Immediate delivery of 1924 models. Gradual payments; exchanges; free tuition. Authorized agents. Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-339
- AUSTIN** Sevens. Immediate delivery ex actual stock, £165; exchanges or deferred terms. Maudes', 100 Gt. Portland St., London, W. 1. 614-587
- AUSTIN 7,** actually in stock for immediate delivery, £165. Authorized agents. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. 614-518
- AUSTIN.** Immediate delivery 7hp, electric starter, £165; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 614-427
- AUSTIN 7,** immediate delivery, cash or deferred. Wells, Central Garage, Woodford. 621-425
- AUSTIN.** A. P. Rey for Austin Sevens; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd. Museum 7600. 614-437
- AUSTIN** official agents. 7hp, immediate delivery, any model supplied; exchanges, extended payments, distance no object. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2250. 614-597
- AUSTINS.** Wilkins, Simpson. 1924 latest models, 7hp, with electric starter, £165, immediate delivery, cash or easy payments, tuition free, highest price allowed for any car or motorcycle in part exchange, arrangements made anywhere. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 614-6754
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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
- CALTHORPE.** Moores Presto. Croydon agents Calthorpe cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-751

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- CITROEN.** All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-207
- CITROEN.** Autocars, Ltd., authorized agents. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-582
- CITROEN.** Mears and Bishop, official agents. Immediate delivery of all models; exchanges and deferred payments a specialty. Let us quote you. 225a Hammersmith Rd., W. 6. Hammersmith 2250. 614-598
- CITROEN.** F.O.C.H. Ltd., Authorized Agents. Buy from us at new reduced prices; immediate delivery; exchanges and deferred terms; real service after sale. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 614-478
- CULEYS.** Prompt delivery of all models from Holloway's, Authorized Agents, Shoreham-by-Sea. zzz-318
- CULEY.** Smith and Hunter, London agents, can supply from stock 2-seater, £250; 4-seater, £270. Write for Culey book. Liberal allowances in exchange, and simple deferred terms. 90 Gt. Portland St. Phone, Museum 8136. 614-110
- CLYNO,** 1924, 2-seater, from stock, £198. The North Wales Motor Exchange, Wrexham. Phone 283. zzz-699
- CLYNO.** Bablake Garage offer immediate delivery of Clyno Occasional Four and delivery van. Queen Victoria Rd., Coventry. 121-467
- CLYNO.** Autocars, Ltd., authorized agents. Full particulars on request. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-583
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(continued).

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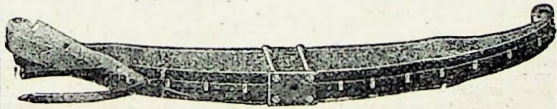
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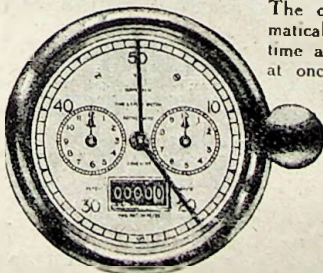


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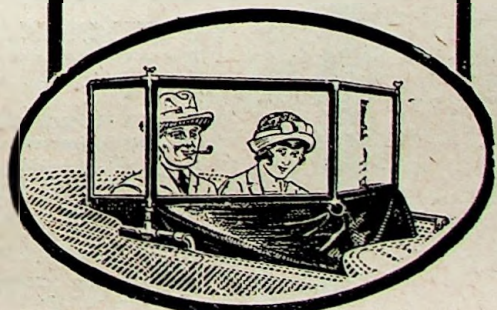
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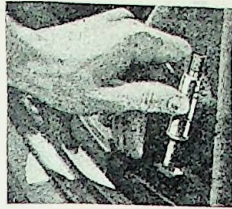
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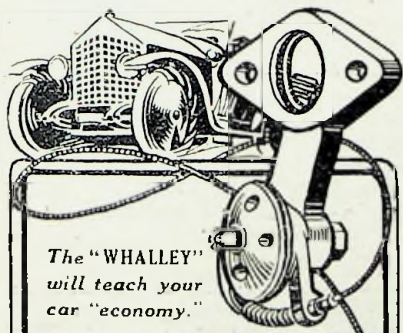
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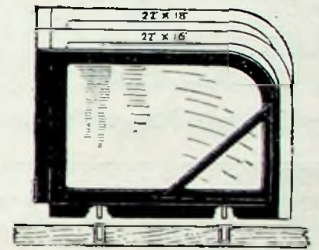
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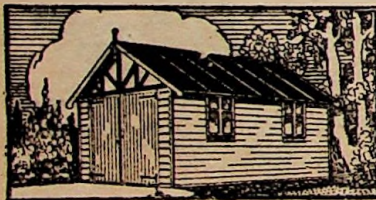
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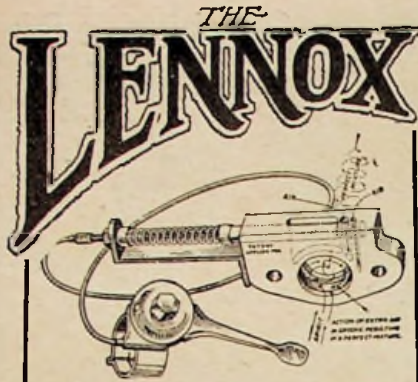


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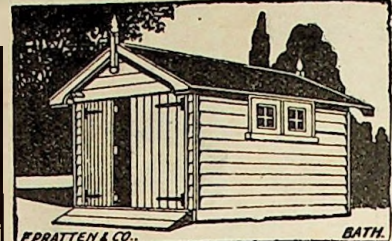
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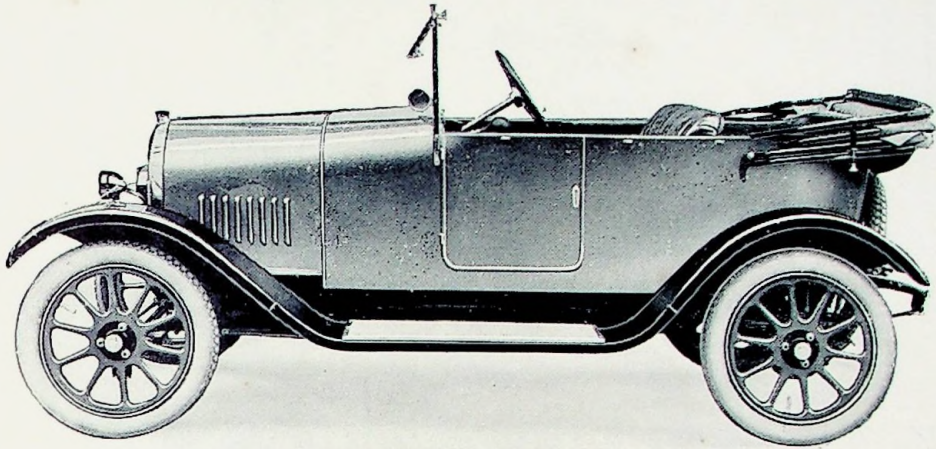
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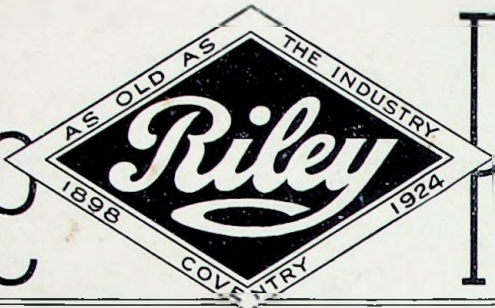
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