

3^D

Vol. XXVI, No. 668
Friday, Sep. 11, 1925
*Registered at the GPO
as a Newspaper*

The Light Car and Cyclecar



A BRITISH CHAMPION.

B. S. Marshall with his wife and mechanic at the conclusion of the Grand Prix of Boulogne, which he has won two successive years. His average speed over 280 miles of tortuous undulating roads was 64.3 miles per hour.

LODGE

A reputation—as
well as a name



Standard Model (C3)

For British and
Continental engines

5/-

Packed in red box.

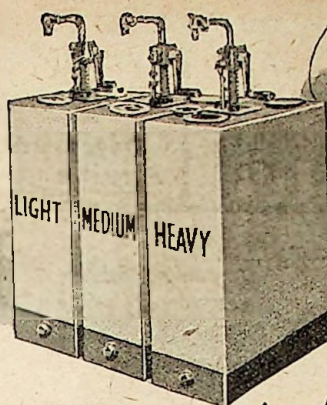
Model (CT3)

For American engines
screwed 18°

5/-

Packed in bronze box.

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



Unbranded Oil

Yours to Choose

Unbranded loose oil—NO TRADE MARK GUARANTEE—or a high-grade lubricant, branded, sealed and guaranteed. It is for you to choose.

Correct lubrication is a vital factor in the running of your car. Are you prepared to take the risks of costly repairs and rapid depreciation? You need not do so.

By insisting upon the correct grade of Mobiloil as specified for your car in the Chart of Recommendations you receive what you pay for—a high-grade lubricant, guaranteed for quality and characteristics. Remember, you effect a direct economy when you use Mobiloil.



*Branded, Sealed, and
Contents GUARANTEED*

The safest policy is to buy Mobiloil in sealed cans or drums, but if you prefer to buy from bulk, see that the oil is drawn from a package bearing the trade mark shown on the left. A fair price to pay for Mobiloil from bulk is 1/9 per quart.

BUT REMEMBER :

Ask for Gargoyle Mobiloil by the full title. It is not sufficient to say "Give me a quart of 'A' or 'BB'." Demand Gargoyle Mobiloil "A" or Gargoyle Mobiloil "BB" or whichever grade is specified for your car in the Chart of Recommendations.

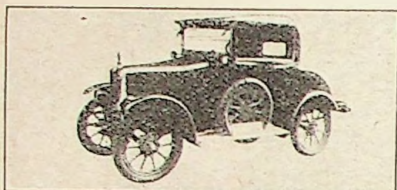
HEAD OFFICE : Caxton House, S.W.1 BRANCH Belfast Bradford Cardiff Dundee Hull Manchester Sheffield
WORKS : Birkenhead and Wandsworth OFFICES : Birmingham Bristol Dublin Glasgow Liverpool Newcastle-on-Tyne

VACUUM OIL COMPANY, LTD

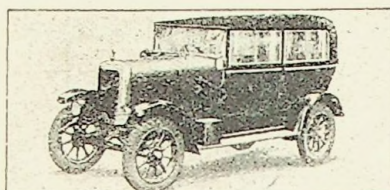
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

**JOWETT
CARS.**All Models
in
Stock.—
Trial Runs.**JOWETT**We are
**MAIN AGENTS and
SPECIALISTS :: ::**

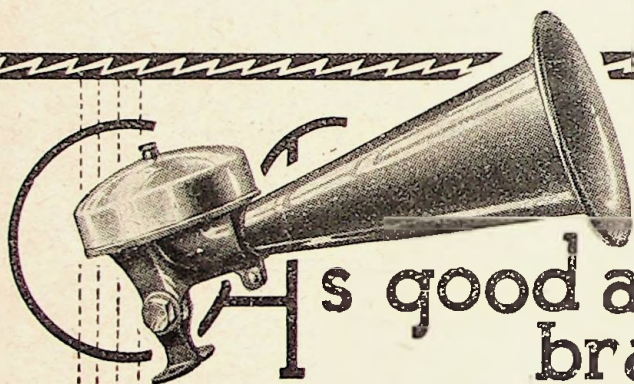
We have a

JOWETT SERVICE STATIONGarage
Repairs,
Overhauls,
Bodywork.—
Deferred
Payments.

**SALOON
and
COUPE
DETACHABLE
HEADS,
for all Cars,
from
£15 - 15-0**

*Specialists for SALOON and COUPE DETACHABLE HEADS.**Sole Agents for The HUNGERFORD Extra Air VALVE, 10/6* Post Free**WESTMINSTER BRIDGE GARAGE****AND ENGINEERING
COMPANY, LIMITED,**(On South Side of
Westminster Bridge.)

Hop 5279.

**5, LAMBETH PALACE ROAD,
LONDON, S.E.1.****As good as an extra
brake !**

A **REALLY** reliable warning signal is as good as an extra brake in many emergencies. To secure the *very best obtainable* specify the **GRAHAM Electrical Autohorn**. Inexpensive, and consuming little current, there are special models for fitting under the bonnet, on running boards, or on the wings. **GRAHAM Electrical Autohorns** are scientifically designed to do their job **WELL!** Each one is fully guaranteed by the manufacturers.

*Write for illustrated leaflet.***The GRAHAM ELECTRICAL
AUTOHORN****ALFRED GRAHAM & COMPANY (E. A. Graham),
St. Andrew's Works, Crofton Park - LONDON, S.E.4.**

Phones: Sydenham 2820-1-2.

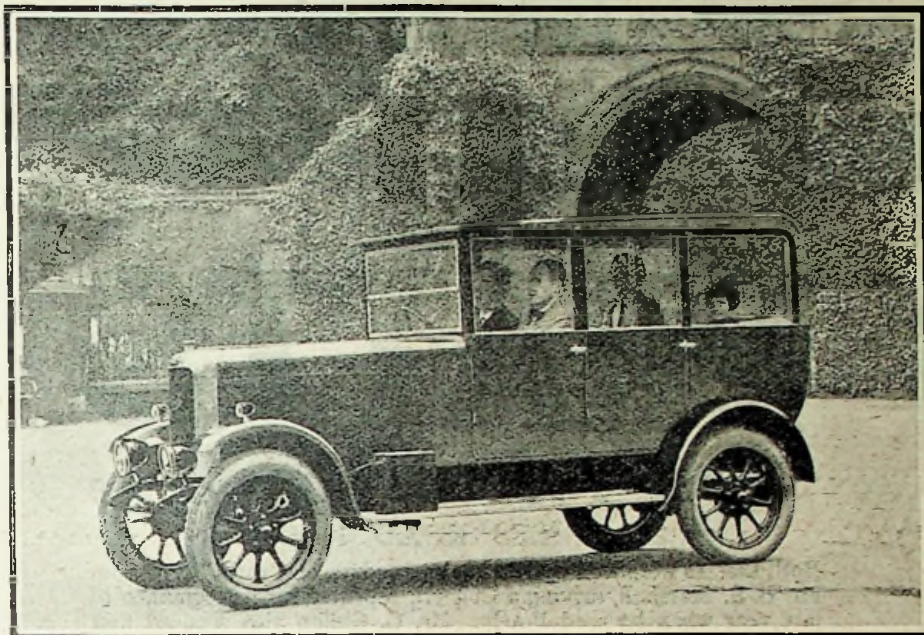
Grams: "Navalhoda, Catgreen, London."

Also Manufacturers of the **AMPLION** Wireless Loud Speaker.

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

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

LUXURIOUS MOTORING AT RUNABOUT COST.



Room and to spare for four 6 ft. passengers in a Saloon that will amaze all Motordom. Only 7 h.p., but capable of the well-known Jowett performance, it will stand unapproached for value and economy of upkeep.

Finished in genuine Bedford cord, and trimmed in the best style, fitted with roof light, 5-lamp lighting set, starter, Balloon tyres, with a choice of three colours, Munich lake, deep Royal blue, or deep Biscuit, we are confident that it will provide the cheapest and best 365-day Coach ever offered to the public. And it costs only £200. The volume of orders is already such that protracted delivery is inevitable unless ordered without delay.

The Jowett two-seater, with dickey seat, double windscreen, electric starter, and Dunlop Balloon tyres, is now £150.

The Light four-seater, similarly equipped, is now £160.

The Full four-seater, similarly equipped, is now only £167.

May we send particulars of all models, by return?

JOWETT CARS, IDLE, BRADFORD.

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

1st More Sweeping Victories for PRATTS 1st

Grand Prix de Boulogne

280 MILES ROAD RACE.

Both Classes were won by British Racing Men on Pratts Perfection. Mr. B. S. Marshall, driving a Bugatti, repeated his performance of last year when he used Pratts. Mr. C. Gallop also secured first place driving a Frazer-Nash.

Pickett Cup

for best Team Performance won by the Frazer-Nash Team on Pratts.

4 Miles Speed Trial

1 Mile Hill Climb

500 Metres Hill Climb

(1,500 c.c. Touring Class).

Won on Pratts by H. S. Eaton, driving an Aston-Martin.

Crouy Cup

For the aggregate fastest time of the day won by Mr. Thistlewaite driving a VAUXHALL CAR.

All won on

PRATTS

On Top in all Road Tests



D.A. 550.

ANGLOCO

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

CLYNO CARS

IMPROVED CHASSIS

BETTER COACHWORK

REDUCED PRICES

FOUR-WHEEL BRAKES.

NEW TYPE FRONT AXLE.

NEW TYPE SUSPENSION.

NEW TYPE CHASSIS FRAME.

RIGHT-HAND GEAR AND BRAKE CONTROL.

ADJUSTABLE FRONT SEATS ON ALL FOUR-SEATERS.

INCREASED ACCOMMODATION AND EQUIPMENT.

DUNLOP REINFORCED BALLOON TYRES.

PRICES FROM £162:10

11 h.p. (Tax £11).	New Prices	Old Prices
2-seater - - - - -	£162:10	£175
2-seater, with four-wheel brakes - - -	£170	—
Occasional 4-seater - - - - -	£172:10	£185
Occasional 4-seater, with four-wheel brakes -	£180	—
Full 4-seater - - - - -	£182:10	£195
Full 4-seater, with four-wheel brakes - -	£190	—
Royal 2-seater, with four-wheel brakes - -	£220	£225
Royal 4-seater, with four-wheel brakes - -	£230	£235
Four-door Saloon, with four-wheel brakes -	£265	£275

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

LONDON: Showrooms and Export Department: ROOTES LTD., 141, New Bond St., W.1
Clyno Service Depot: Lodge Place, St. John's Wood Road, N.W.8.
Manchester: Lookers, Ltd.

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.

CARS MODIFIED TO MEET



ANY DISABLEMENT.

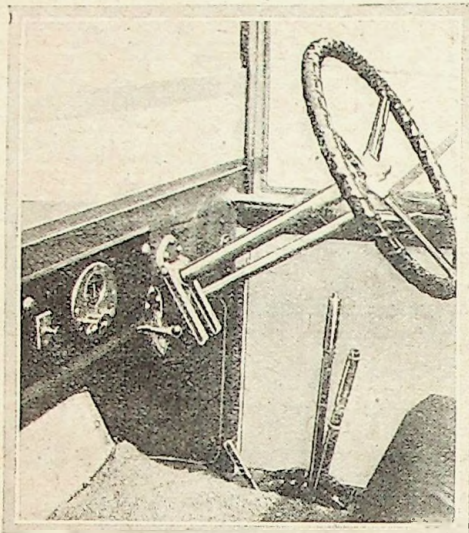
HAND CONTROLLED
:: MODEL FOR ::
DISABLED DRIVERS →

2-Seater
£225

4-Seater
£255

Coupe
£250

CONTROLLED
ENTIRELY BY HAND,
ALL PEDALS BEING
DISPENSED WITH.



TRIAL RUNS
WITHOUT ANY
OBLIGATION.

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

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

(Signed) R. H. BINDER.

G.W.K. LIMITED,

CORDWALLS WORKS,
MAIDENHEAD.

ESTABLISHED 1911.

Replace
'DOUBT'
with
'CERTAINTY'

"Enots"
PETROL LEVEL GAUGE

can be fitted in 10 minutes.

Know at a glance the exact quantity of petrol in your tank.

Simple and practical in design, the Enots Petrol Gauge is an accurate indicator.

It can be used on most cars with dashboard tanks; and—complete with adaptor, small tap, copper pipe and screws for fixing—can be fitted in ten minutes.

WHY BE STRANDED
WITH AN EMPTY
TANK?

BENTON & STONE Ltd.
(Dept. L),
BIRMINGHAM.

'London Depot':
173, Great Portland Street, W.1
Telephone: Mayfair 6414-6415.

PRICE

10/6

Each.



Chekko
Brake and Clutch Linings

DUE to heavy or prolonged application your brakes will at times become almost red hot. What happens then?

If the Brake Lining fitted be not wholly pure Asbestos, but contains cotton mixed with Asbestos, it follows beyond dispute that this frictional heat must burn out the cotton. The Lining is then useless for braking.

Insist on a Brake Lining guaranteed by the makers to be free from cotton or other adulterant fibre—and you will then obtain CHEKKO.

CHEKKO lasts longer. It is therefore by far the cheapest.

Send a p.c. for our enlightening Chekko Brochure.

CRESSWELL'S ASBESTOS CO., LTD.,
WELLINGTON MILLS, BRADFORD.

Birmingham Address: Empire House, Great Charles Street.
London Stores: 27, Percy Street, Tottenham Court Road, W.1.

Still More Records

ON

"BP"

The British Petrol

Major H. O. D. Segrave, driving a Talbot-Darracq at Brooklands on August 31st, set up eight International Records in Class "F," in which he covered one mile at a speed of 113.05 m.p.h., and ten miles at 111.71 m.p.h., using "BP."

Mr. H. Beart, on his Morgan, gained Two World's and Two British Records on August 29th for the Kilometre and Mile, covering the latter distance at an average speed (two runs in opposite directions) of 101.58 m.p.h.

Use "BP," The British Petrol

British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2

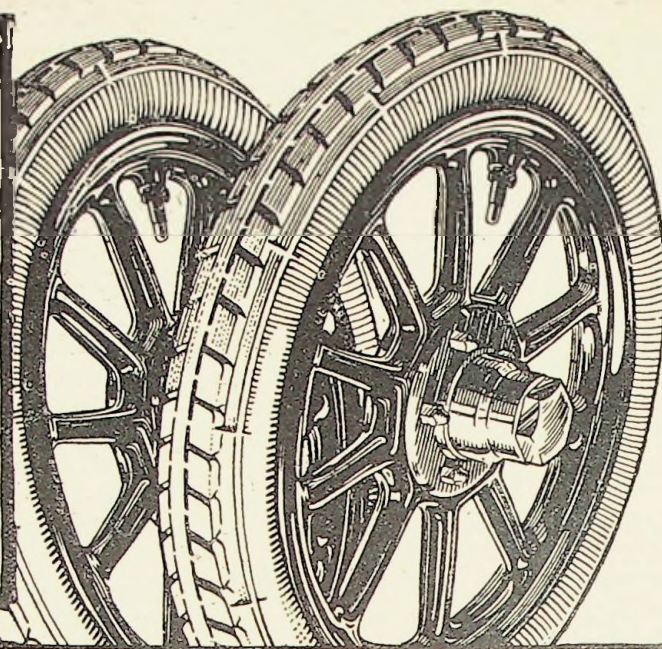
Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

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

When you seriously consider the enormous strain placed on the wheels of your car you will realise the necessity of having nothing but the safest and strongest obtainable—**SANKEY WHEELS**



STRAIGHT SIDE RIMS
WELL BASE RIMS
BEADED EDGE RIMS



SANKEY Patent All Steel WHEELS

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

Phone: Wellington, Shropshire, 66. Grams: "Sankey, Wellington, Shropshire"
LONDON OFFICE: Mr. R. Jenkins, Ulster Chambers, 168 Regent Street, W.1

SEAMLESS
STEEL

SEAMLESS
STEEL



And we've reached ideal conditions for turning out tubes **that are better.** Since that is your need let us quote on your specification every time you are buying.

The ORIENTAL TUBE Co., Ltd., WEST BROMWICH.

TELEGRAMS:
"Tubes, West
Bromwich."



TELEPHONE:
West Bromwich
44 and 45.

You're armed
against winter
car troubles — with



Car Electrical Equipment
(with Hart Batteries)

No more difficult starting
when the cold months come.
No risk of lighting failures—
no troubles of any sort.

Now is the time to put yourself in that happy position. There's only one sure way—fit M.C.L. Equipment, the simplest and most efficient in the world. The Fook of the M.C.L. tells you exactly why. Send to-day for a copy.

MIDGLEY CAR LIGHTING Co., Ltd.

Works:

Anchor and Hope Lane, Charlton, London, S.E.7.

Registered Offices:

Oceanic House, 1a, Cockspur Street, London, S.W.1.

A NEW NOTE IN MODERN MOTORING

The 1926 Rhode strikes a new note! It is still "the most economical car in the world," taking initial cost, running expenses, upkeep, and length of wear into consideration. But it is also the Quality car of its class. This year, in equipment, workmanship, appearance, and general design, it is far and away ahead of its competitors.

For 1926—Quality and Economy, the new note in motoring provided by—

*The
Remarkable
Rhode.*

Features

AT THE SHOW

There will be abnormal interest in the new Rhode models at the annual Show this year. The Touring Cars, Saloon, Sports, are even better than ever—fully equipped, splendidly finished—with driver's door, real leather upholstery, balloon tyres, and all modern improvements.

You must examine the famous 10·8 Engine, its unique lubrication system. You will note the points of the Rhode chassis, its simplicity, accessibility, and the fact that there is not a chain nor a belt throughout. You must do all this, and more, at

**STAND 21
OLYMPIA**

and we will send you literature now.

THE RHODE MOTOR CO
TYSSIELEY " " " BIRMINGHAM
LONDON: GODFREY'S LTD. EUSTON RD

4

SPECIAL BARGAINS

—that will go to the first four claimants.
Genuine end of season opportunity.

All offers carrying full maker's guarantee.

1. 1925 Clyno, 2-seater, double dickey, slightly shop-soiled only, balloon tyres, self-starter, clock, speedometer, colour smoke grey. The small car with plenty of leg room. All-weather equipment .. £149
2. 1925 Standard, 4-seater, slightly shop-soiled. All-weather equipment, balloon tyres, colour pale fawn. Full makers' equipment, .. £185
3. 1925 Wolseley, 2-seater, double-dickey, slightly shop-soiled, balloon tyres. New design, sloping windscreen. Self-starter, speedometer. Complete as list in famous Wolseley fawn colour .. £210
4. 1925 Singer, 4-seater, De Luxe Model. Very slightly shop-soiled, balloon tyres, spare can, adjustable seats, real leather pneumatic upholstery, electric and bulb horns, self-starter, luggage grid. All-weather equipment .. £210

273-274, HIGH HOLBORN, LONDON, W.C.1.

Telephone: Holborn 665 (3 lines.)

"WE SERVE—YOU SAVE."

The Service Company Ltd.

HAVE YOU CONSIDERED

The

JOWETT

REDUCED PRICES:

SELF-STARTER AND BALLOON TYRES
FITTED STANDARD TO ALL MODELS.

2-seater (Dickey) £150
Chummy £160
Full 4-seater .. £167
Saloon £200

Tax, £7. Petrol, 40 m.p.g. Oil, 1,500 m.p.g.

REAL LEATHER UPHOLSTERY.
COMPLETE EQUIPMENT.

BUY FROM THE SPECIALISTS:

Kinseys of CROYDON Ltd.

PARK ST. (OPPOSITE G.P.O.) CROYDON.

New and Used Cars.
Specialised Repairs.

Deferred Payments.
'Phone - 2023.

LAYSTALL

CYLINDER GRINDING

and
for
Complete
Satis-
faction

DE LUXE

Lightweight Cast Iron
PISTONS

*The Lightest
Cast Iron
Pistons now
Can be fitted
closer than
any other
Pistons*



Free Collection
and Delivery
in London

ILLUSTRATED
BOOKLET SENT
ON REQUEST

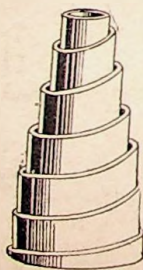
LAYSTALL

EWER STREET,
SOUTHWARK,
LONDON, S.E.1.

Telephone: HOP 6140 (7 lines)

and at
55, FONTENAY ST.
LIVERPOOL.
Telephone
CENTRAL 5306.

SPRINGS



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

UNITED SPRING CO

Hawthorn Street, West Smethwick.

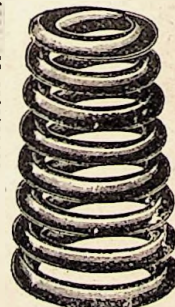
B'ham Office:—14, Warwick
Chambers, Corporation Street.
Telephone Central 7850.

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

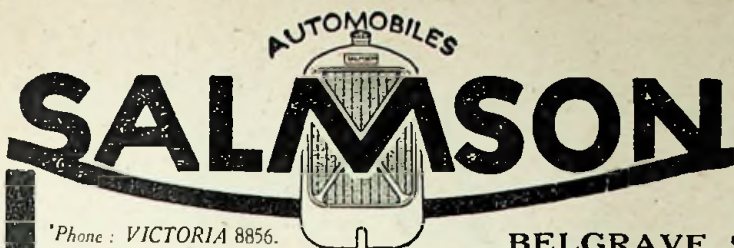
Telephone .. 118 Smethwick.

Telegrams: "Tension, Smethwick."

London Office:—
14, Austin Friars, E.C.2.
Telephone .. London Wall 6331.
Telephone: Central 4886



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



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

S.M.S., Ltd.

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

WHEN YOU SEE

a



on the

RADIATOR

MAKE ROOM

FOR

“THE CAR THAT WINS”

10/15 Saloon 4 doors	Standard 2-Seater	Sports 2-Seater	English 2-Seater	Grand Prix 70 m.p.h.	10/15 Sports 3-Seater
£350	£158	£165	£175	£285	£298

EQUIPMENT—EVERY MODEL carries the full modern equipment of
Electric Lighting, Starter (Grand Prix Model supplied without starter),
Speedometer, Five Tyres, Clock, Horn, etc.

Part Exchanges and Deferred Terms.

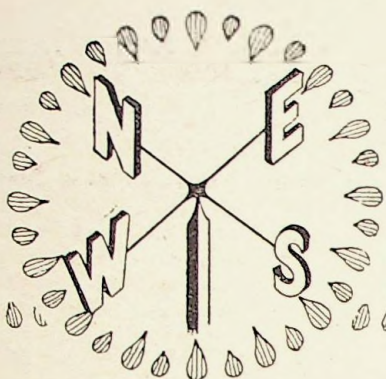
Sole London Distributors:

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

Mayfair 2965/6.

Gordon Watney
& Co Limited
PART EXCHANGE HOUSE.

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



**Mazdas
are
dependable
all ways,
always.**

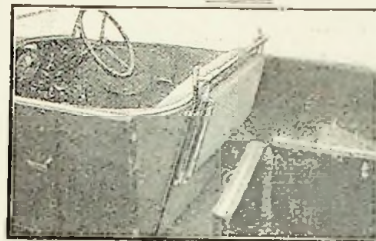
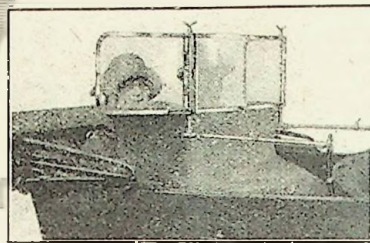
MAZDA
GASFILLED
BULBS



*Sold by all Garages
and Electricians*

2381

These



features

combine to make the Beatonson the "best of all rear screens"—you should note their significance:

Ease of Fitting—Just 8 wood screws and a screwdriver, no interference with the upholstery, it is fitted "while you wait."

Protective Qualities—Wide wind-deflecting panels, and a clear vision, too. Note the picture.

Adjustability—Moved to almost any position, and fixed there rigidly, no "creep," no rattle. Yet as easily "swayed" for entrance or exit, no need to fold it up or take it down.

Storage—It needs none. When not in use is folded away on the back of the front seat neatly, unobtrusively. Look at the second picture. And its

Cost is but £7-15-0 (with Triplex, £12-5-0).

Write us to-day for fully illustrated booklet!

Beatonson
Best of all Rear Screens

G. Beaton & Son, Ltd.,
Makers of Windscreens since 1881
Victoria Rd., Willesden, London, N.W.10
Agent for "Triplex." Phone—Willesden 3540

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.

100 Selected Names of July & August Winners

Watch for
the Quality
Flag!

A further list of satisfied Sternal users all over the Country who have seen the Sternal Flag and won their £5. Previous lists of winners have been published in the Press from time to time. The expressions of complete satisfaction with results from Sternal W.W. Motor Oil we constantly receive are convincing proof of the excellent quality of the oil.

GOLDER'S GREEN.—L. Pudler, 5, The Mansions, West Hampstead, N.W. Car.—Stimblecker. Dealers:—C. A. Triggs, 72, Granville Road, Child's Hill, N.W.2.
MR. BERKELEY HEATH.—W. H. Gray, "The Lodge," Bloxham Park, Bristol. Car.—Rover 8. Dealers:—E. York & Co., Berkeley Heath.
CHRISTCHURCH.—R. K. Plinham, 144, Portsmouth Road, Southampton. Car.—Daimler. Dealers:—Cambridge Road Garage, Southampton.
BATH.—H. F. Sloman, 49, Milton Avenue, Bath. Car.—Rover 8. Dealers:—Devonshire Garages.
CHREXCESTER.—A. J. Perry, Postmaster, Masey Hampton, Nr. Fairford, Glos. Car.—Buick. Dealer:—W. Farrell.
COOMBE HILL.—A. H. Ratcliffe, The Bungalow, Birley Road, Mtroud, Glos. Car.—Essex. Dealers:—Widlife Motor Co., Ltd., Cheltenham.
CHILTENHAM.—D. Blackburn, Chauffeur to Dr. Hubbard, Mldham, Nr. Reading. Car.—Citroen. Dealers:—Maynard Bros., Wottonhampton.
BRIDGWATER.—O. C. Brown, Red Cottage, Tuckerton, North Newton, Bridgwater. Car.—Singer. Dealers:—Winckworth & Co.
MR. ROMSEY.—J. F. Hutchings, The Beeches, Bank, Lyndhurst, Hants. Car.—Essex. Dealer:—E. W. May, Farnham.
SIDMOUTH.—R. G. Russell, Portfield Hotel, Sidmouth. Car.—Standard. Dealers:—Williams & Richards.
BOZOMOR, HERTS.—H. W. Freeman, Leaveness M.H., Abbots Langley, Herts. A.S. Motor Cycle. Dealers:—Apeley Motor Co., Hemel Hempstead.
EALING, LONDON, W.—G. A. Clarke, 61, Madeley Road, Ealing, W.G. Car.—Renault. Dealers:—Motor Surveys, Ltd.
MR. CHEPSTOW.—A. Mellorath, "Araia," Pontnewydd, Mon. Car.—Morris Oxford. Dealers:—Wellsteads County Garage, Ltd., Newport, Mon.
MR. IPSWICH.—T. A. Canham, 61, High Street, Colchester. Car.—Singer. Dealer:—A. Day.
MR. HODDERSFIELD.—J. F. Hinchcliffe, 28, Thornhill Road, Huddersfield. Car.—Humber. Dealers:—Lockers, Ltd., Manchester.
BRADFORD.—F. Brooke, Sandal, Wakefield. Car.—Vulcan. Dealer:—Walter Judge.
MR. WAKEFIELD.—G. Camplin, Walmer House, Ackworth. Car.—Austin. Dealers:—Wakefield Road Garage.
PAIGNTON.—G. C. Edgcombe, 28, High Street, Totnes. Car.—Morris Cowley. Dealers:—Harrison's Garages.
MR. SCARBOROUGH.—J. W. Graves, 30, Westcliffe Grove, Harrogate. Car.—Morris Cowley. Dealers:—Central Garage, Wile, Yorks.
LEEDS.—F. W. Clarkson, Rutland House, Tyldon Terrace, Leeds. Car.—Glover. Dealers:—Tate of Leeds.
SCARBOROUGH.—N. J. Lawson, 16, Westborough, Scarborough. Car.—Jowett. Dealer:—G. W. Moore.
PENRITH.—X. Grimshaw, Redley, St. Anne's-on-Sea. Car.—Salmon. Dealer:—T. Simpson, Slap, Westmorland.
HALTWHISTLE.—T. Pearson, Camwhilton, Reads Nook. Car.—Chevrolet. Dealer:—J. Potts, Haltwhistle.
KEIGHLEY.—Miss L. Warburton, 7, Melrose Street, St. Horton, Bradford. Car.—Morris. Dealers:—Central Garage, Ltd., Bradford.
MR. INGLETON, YORKS.—S. Dixon, 9, Alexandra Road, Morecambe, Lancs. Car.—Citroen. Dealer:—Harrison.
WISLEY.—C. R. Wood, 39, Berners Gate Mews, S.W.7. Car.—Austin 20. Dealers:—Wood & Co., Kensington.
MR. RIPLEY.—Miss O. P. A. Corbet, Five Ways, Guildford Road, Woking, Surrey. Car.—Bavlia Thomas. Dealer:—P. J. Quinn.
MIDHURST.—W. Harris, 7, Penyern Road, Earl's Court, R.W.5. Car.—Morris Cowley. Dealers:—Glendower Garage, South Kensington.
WHEATLEY, OXON.—Miss K. Pembroke, The Haven, Long Crendon, Thame, Oxon. Car.—Morris Cowley. Dealer:—Frank Ede, High Street, Thame.
BEITH.—H. Gardiner, 26, Reform Street, Beith. Car.—Buick. Dealers:—Cross Garage.
GREAT SHELFORD.—G. Jones, "Chandos," Great Shelford, Cambs. Car.—Bayer. Dealers:—Hurrell & Beardsell, Chipping Hill, Witham, Essex.
BRISTON HILL.—Stanley Holley, 140, Akerman Road, Brixton Hill, S.W.3. Car.—Morris Cowley. Dealers:—Mortyn Garage Co.
BOTTISHAM, CAMBS.—H. E. Pegg, 139, Cherterton Road, Cambridge. B.S.A. Motor Cycle. Dealers:—Service Motor Co., Ltd.
ST. IVES, HUNTS.—J. J. Richards, Church End, Penstanton, Hunts. Douglas Motor Cycle. Dealers:—Knight's Garage.
WHITLESLEY.—H. Logan, Russell Road, Renwick, Cambs. New Imperial Motor Cycle. Dealers:—Whit's Motor Co.
MR. BUCKDEN.—C. A. Robinson, High Street, Buckden, Hunts. Enfield Motor Cycle. Dealers:—Robinson's Garage.

ST. IVES, HUNTS.—R. G. Morley, 4, Corbygate Avenue, Herne Hill, S.E.24. Norton Motor Cycle Combination. Dealer:—A. J. Gill, Godmanchester.
LEYTON, LONDON.—E. Williams, 100, Fairfax Road, N.8. Car.—Rover. Dealers:—Ecclesbourne Garage, Palmers Green, N.
LEYTONSTONE, LONDON.—E. D. Miller, 85, Clapton Common E.6. Car.—Lagonda. Dealers:—Crooked Billet Garage, E.8.
HENDON, LONDON, N.W.—R. H. Tuttlebee, 6, Arthingworth Street, Stratford, E.15. Bonham Motor Cycle. Dealers:—Bancroftian Co., Bishopsgate, E.C.2.
BIRMINGHAM.—W. J. Kelly, Bleak House, Somersville Road, Hutton Coldfield. Car.—Standard. Dealers:—Wyld Green Garage, Nr. Birmingham.
TORQUAY.—H. H. Edge, Bromfield, Codsall Road, Tottenhall. Car.—Daimler. Dealers:—Babbacombe Garage, Torquay.
PAISWICK.—D. W. Blake, Whitley Court, Nr. Gloucester. Car.—Rover. Dealers:—Horne's Garage.
STILTON, HUNTS.—G. North, 01, Taverners Road, Peterborough. Car.—Standard. Dealers:—Turnhill, North & Co., Bridgefoot Garage.
MR. LEICESTER.—A. Rylands, 18, Lower Bond Street, Hockley, Leics. Car.—Scripta-Booth. Dealers:—White & Sons, Ltd.
COVENTRY.—H. R. Clarke, 66, Broadway, Coventry. Car.—Singer. Dealer:—A. Harban.
MR. WORKSOP.—Cecil Buckler, 31, Carolgate, Retford. Car.—Citroen. Dealers:—Leale Cycles & Co.
RUXTON.—S. Knight, 48, Osborne Street, Leek, Staffs. Car.—Morris Oxford. Dealers:—Hodgkinson's Garage.
MR. BURTON-ON-TRENT.—T. Orton, 68, Belvedere Road, Burton-on-Trent. Car.—Austin. Dealers:—S. & A. Morecroft.
KNOWLE.—F. W. Lee, 56, Leopold Road, Reading. Raleigh Motor Cycle. Dealers:—Watts Garage, Hockley Heath, Nr. Birmingham.
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MR. CHESTER.—W. L. McCully, 40, Fairfield Road, Stockton Heath, Warrington. Car.—Morris Cowley. Dealers:—Jones & Son.
MR. ST. ASAPH.—E. Paul George, Molden, Wynnstay Road, Colwyn Bay. Car.—Morris Cowley. Dealers:—Smith's Vale of Clwyd Motor Co.
MR. CHESTER.—W. G. Killeck, Sunny View, Greenallfield, Mold, North Wales. Car.—G.W.K. Dealers:—Harley's Garage.
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GLoucester.—C. A. Hughes, Silver Street, Malmesbury, Matchless Motor Cycle Combination. Dealers:—Cross Hayes Garage.
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MR. REDHILL.—C. O. Hughes, 105, Peckham Rye, London, S.E.15. Car.—Standard. Dealers:—Salford Garage, Salford, Nr. Horley.
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GUILDFORD.—W. Henry, 25, Howard Road, South Norwood, London, S.E. Car.—Wolsley-Stellite. Dealers:—Turner's Garage, Croydon.
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BARMING, MAIDSTONE.—B. A. Passmore, "The White House," Lymington, Surrey. Car.—Austin. Dealers:—Lester & Son, Maidstone.
NEWENDEEN, ST. RYE.—Bernard Sykes, 15, Longton Avenue, Sydenham, London, S.E. Car.—A.C. Dealers:—Robinson's Garage, Cambridge.
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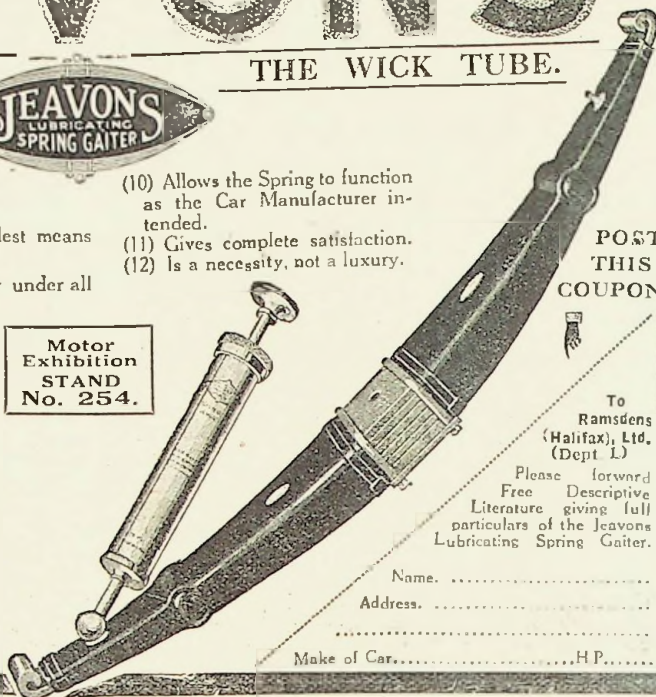
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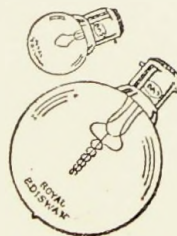
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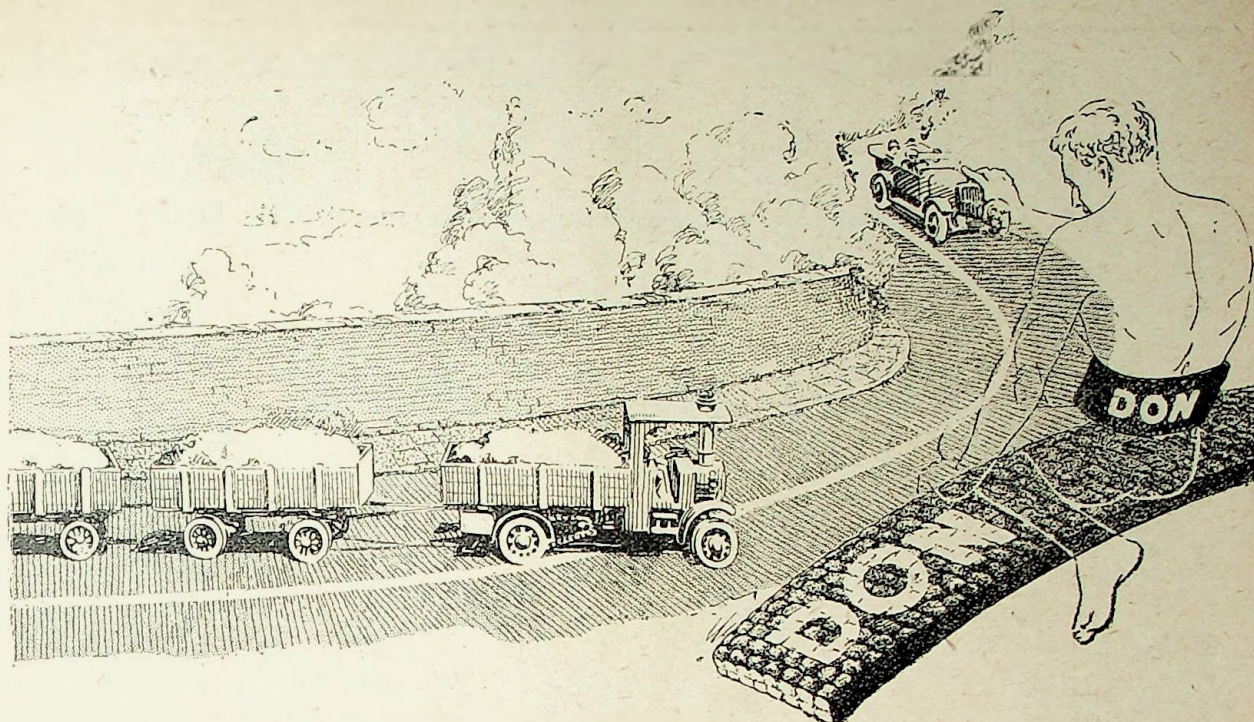
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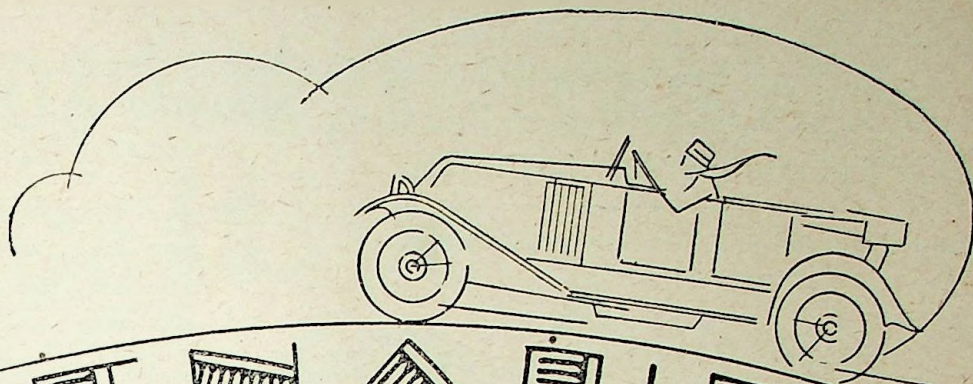
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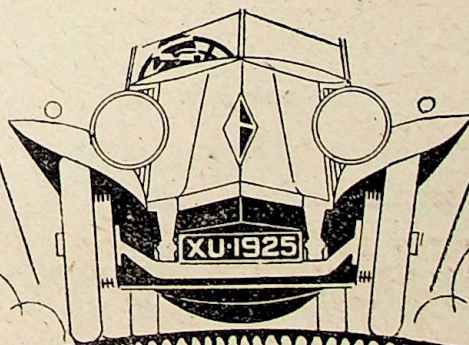
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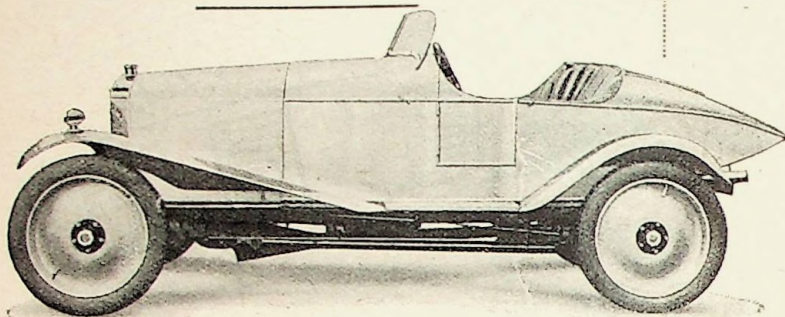
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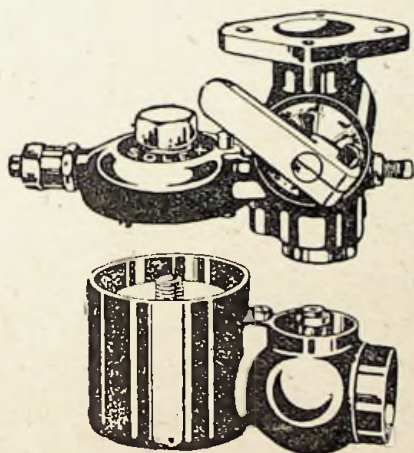
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Next Tuesday's Issue of
"The Motor" will contain
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articles:

MORE 1926 MODELS AND
PROGRAMMES OF LEADING
CONCERNS.

WHY ENGINES MUST BE
RUN IN.

REFORM OF ROAD SIGNS.

How they might be rendered
more Informative, thus minimiz-
ing Road Risks.

BROOKLANDS RACE MEET-
ING.

AND ALL THE NEWS.

This week's Issue (Sept. 8th.)

NEW 1926 MODELS DESCRIBED AND ILLUS-
TRATED IN THIS ISSUE ARE AS FOLLOW:

A NEW O.H.V. MODEL VULCAN. THE
NEW CLYNO PROGRAMME. ENTIRELY
NEW SIX-CYLINDER WILLYS-KNIGHT.
THE NEW 1½ LITRE SIX-CYLINDER
ALFA-ROMEO (Illustrations). THE
CEIRANO TOURING MODEL. A SUPER-
CHARGED 1½ LITRE TALBOT RACER.
THE AUSTIN 1926 PROGRAMME.
ALVIS CARS FOR 1926.

WHERE SHOULD THE CARBURETTER BE PLACED?

How the Position selected affects Engine Performance

CARS FOR THE 200-MILE RACE.

Interesting French and British Entries.

MORRIS CAR TOPICS.

How to Locate and Deal with a Choked Jet. Correct
Method of Removing Gudgeon Pins.

AN ANGLO-FRENCH CHAMPIONSHIP?

Why not a Great Racing Festival at Boulogne?

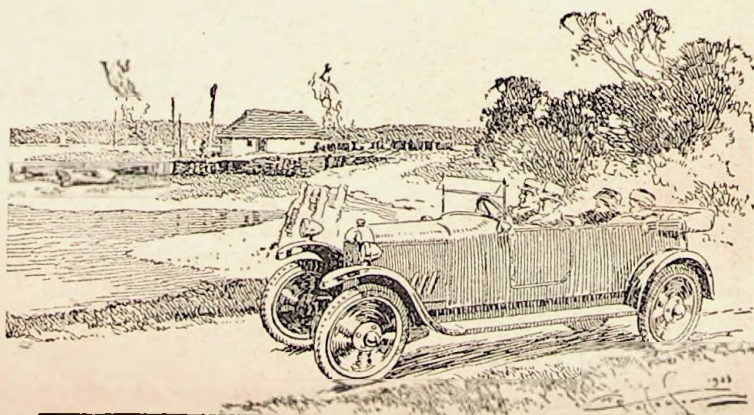
SPORTING EVENTS:—

Colwyn Bay Speed Trials. Alfa-Romeo Wins World's
Championship at Monza. J.C.C. Southampton-Exeter.

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GETTING MORE POWER FROM THE FORD.

The Frontenac Overhead-Valve Cylinder Head.



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say so
it's
then
right.*

Topicalities.

The Weatherwise have it this Winter is to be a long one, rivalling '87. They may be right. We presume they know their business as thoroughly as we know our own. In any case, we shall meet the demand for cosy closed vehicles with the same care and attention which has characterised the House of Mebes & Mebes for 30 odd years.

We shall discourse in this space from time to time upon current affairs of general interest.

TAKE time by the forelock. Anticipate the worst of the weather and get the closed car you have been thinking about. We want sound second-hand CARS and will take yours in part exchange at fair valuation. You can keep a car too long, so take a hint from Mebes & Mebes, and if your car is "getting on" in years, bring it to us for exchange. The balance can be paid over a period of one year, or more, and capital remains untouched. The whole transaction can be completed within a matter of hours, so why deny yourself. Write us fully in confidence. By helping you we help our own business to expand.

At present we have a number of shop-soiled 1925 open and closed cars ranging from £200. There are several nice Saloons and All-weather Models. Ask us for details, it incurs no obligation.

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if desired

3

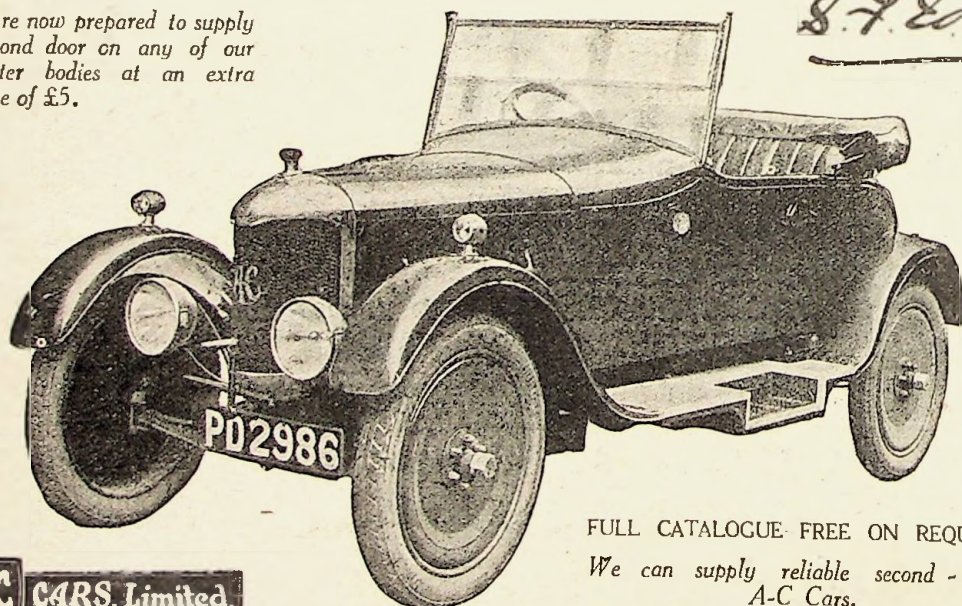
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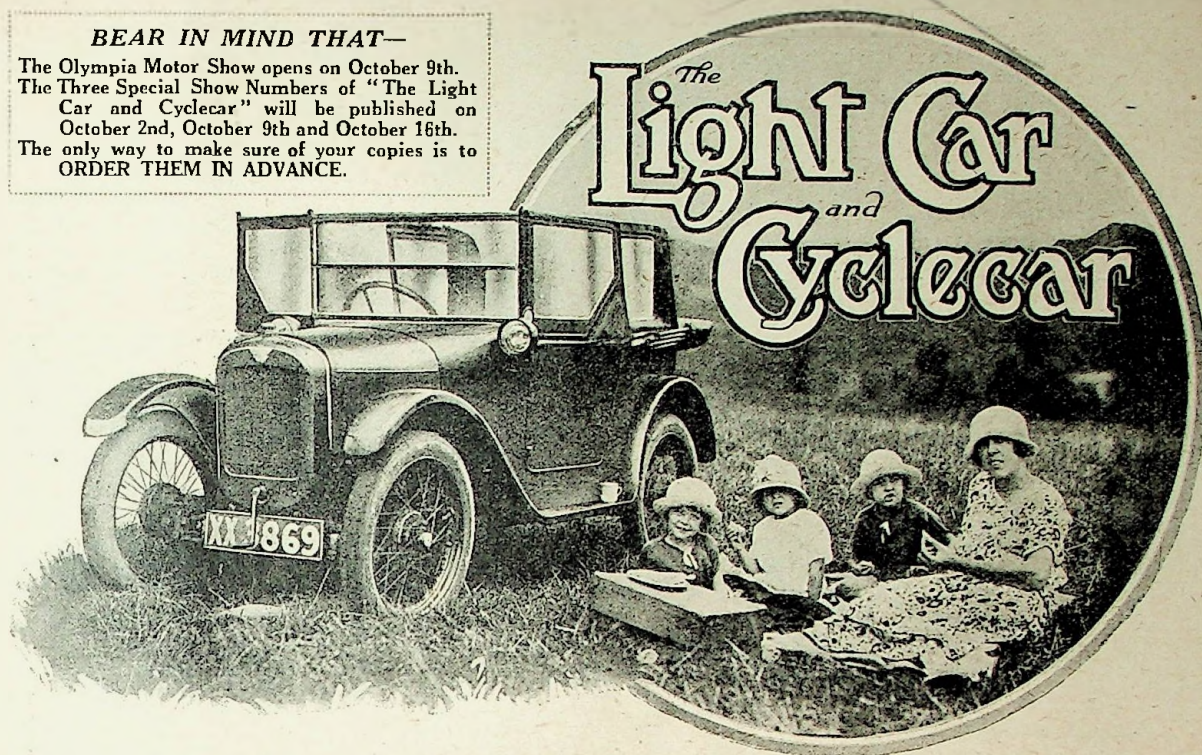
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A-C Cars.***THAMES DITTON, SURREY, ENGLAND.**

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A-C Service Depot. 100 % Efficient.

BEAR IN MIND THAT—

The Olympia Motor Show opens on October 9th. The Three Special Show Numbers of "The Light Car and Cyclecar" will be published on October 2nd, October 9th and October 16th. The only way to make sure of your copies is to **ORDER THEM IN ADVANCE.**



MAKING THE MOST OF IT.

The summer of 1925—and not such a bad summer, taking all things into account—is drawing to a close. Picnic enthusiasts have made the most of the fine days, and many a delightful alfresco meal has been enjoyed off the beaten track, thanks to the light car.

NOTES, NEWS & GOSSIP *of the* WEEK

Fashions in Mascots.

A pair of enormous eagle wings mounted on the radiator filler cap form the latest craze among mascot fiends.

Second-hand Sales.

Despite the proximity of the Motor Show, we understand that the prices of second-hand light cars are being well maintained.

The Show.

The Olympia Motor Show opens four weeks from to-day, and, as usual, there will be a number of new models in the light car section. Advance information is now flowing in, and in this and subsequent issues full details of all the latest developments will be found.

This Week.

The 1926 programmes of the Jowett, Horstman, Hampton, Clyno, Citroën, Singer and Eric-Campbell concerns are dealt with in this issue. Reports of sporting events include the Southampton-Exeter and the Colwyn Bay Speed Trials, whilst "Fashions in Continental Coachwork" is a feature which should be of particular interest to British light car owners. An unconventional viewpoint is put forward in the article entitled, "Why Not Larger Road Wheels?"

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, September 12, 1925.

London	7.51	Edinburgh	8.9
Newcastle	8.2	Liverpool	8.8
Birmingham	7.59	Bristol	8.1

Forgetfulness.

The French authorities have informed the Royal Automobile Club that several accidents have been caused owing to forgetfulness or ignorance of the Continental rule of the road. Those who contemplate driving in France should remember that when involved in an accident of any kind it is essential to stop and allow evidence to be taken, otherwise liability to severe penalties is incurred.

In Spring a Young Man's Fancy.

With the approach of cold weather, however, the sidcar owner scans his pass-book with fond hopes of a light car.

Talbots for 1926.

The design of Talbot light cars which will be shown at Olympia will be the same as in current models. Purchasers of cars between now and the Show will be covered in respect of any reduction in prices which may take effect up to the time the Show opens.

J.C.C. and Light Cars.

We note among the cars entered for the J.C.C. S.W. Centre Southampton-Exeter trial, which was held last weekend, one make with an engine capacity of 1,527 c.c. We presume that, as it is thus not a "light car," the conscience of the J.C.C. was quietened by grading it as a "junior car."

Next Week.

Interest at present is divided more or less equally between the Olympia Motor Show and the J.C.C. 200-Mile Race. Next week's issue will contain further details of the light car exhibits—many of them entirely new models—at Olympia, whilst red-hot news of the 200-Mile Race will form a prominent feature.

Canons Park Improvement.

The widening of the corner at the Canons Park tram terminus, Edgware, is in progress, and will be a welcome improvement.

M.C.C. Dinner.

The 19th Annual Dinner and presentation of prizes, musical entertainment and dance, of the Motor Cycling Club, will take place at the Wharnccliffe Rooms, London, on Friday, December 4th.

Italian Motor Tax Reduced.

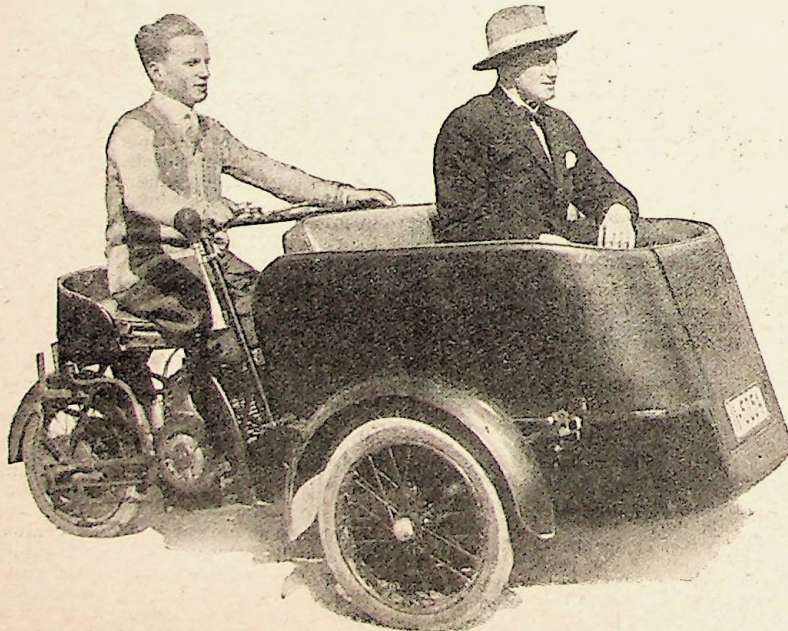
To stimulate its motor industry the Italian Government has reduced the fuel tax by 50 per cent. British motorists are inclined to remark: "Why cannot we have a fuel tax, and, if not, why no reduction?"

A.C. Price Reduction.

The price of the Royal two-seater four-cylinder A.C. has been reduced from £375 to £333, the reduction, we learn, having been brought about owing to agents being prepared to contract for an increased number of cars at the lower price and thus allow reduced overhead charges.

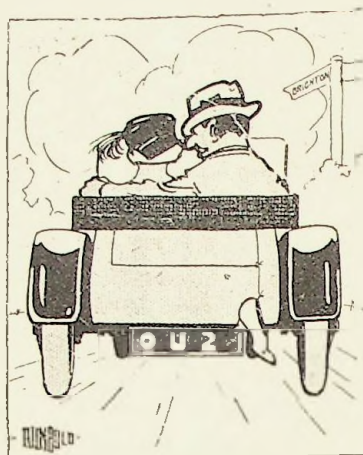
A Spanish Sports Car.

A new sports car known as the "Patria" has recently been put on the market by a Spanish concern—the Fabrica Nacional de Bicicletas, Moto-cicletas and Voiturettes, of Badalona. The motive power is supplied by a 1,500 c.c. four-cylinder engine with overhead valves and aluminium pistons. The specification of the vehicle includes a four-speed gearbox, four-wheel brakes, 765 mm. by 105 mm. tyres and Michelin discs or R.-W. wire wheels. It is stated that the car, which is fitted with a two-seated streamline body, can attain a maximum speed of about 75 m.p.h.



AT THE LEIPZIG FAIR. The Eibach, a low-powered three-wheeler with a 4 h.p. engine. It is to be marketed in Berlin.

B16



LIGHT CAR LIMERICK.—No 37.

A happy young couple from Strade
Spent the honeymoon trip on the road;
The pace was not fast—
Every driver who passed—

Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor and marked "Limerick No. 37" will be considered. A prize of One Guinea is offered for the most apt and original fifth line. If two or more such lines are received the prize will go to the sender of the first to be judged. No judging will be done before next Tuesday. For result of No. 36, see this week's "Around the Trade."

Stand By!

The chilly nights which have been experienced recently have had the effect of making engines just a little stiffer to start in the mornings. It behoves owner-drivers, therefore, to see that their starter batteries are in a condition to cope with the extra load. A little attention to the battery now may save trouble when the really cold weather starts.

Italian Car Exports.

During the first half of this year 10,750 cars were exported from Italy, an increase of 3,510 over the same period of 1924.

Jowett Instruction Book.

We have received a copy of a new Jowett Instruction Book which should be extremely useful to every Jowett owner. Copies, price 1s. 6d., are obtainable from Jowett Cars, Ltd., Idle, Bradford, Yorks.

Race Meeting at Brooklands.

The Essex 50-mile Handicap for cars up to 3,000 c.c. will be the principal race during the Brooklands meeting organized by the Essex Motor Club for Saturday, October 3rd. Later details will be given under "Club Items."

Well Spoken.

Mr. Ratcliffe Cousins, the West London police-court magistrate, recently said, "Trams provide very great difficulties for other traffic, and they lack entirely the mobility which is so essential to relieve the congestion that exists in the streets at the present time. An enormous number of accidents are undoubtedly caused by tramcars."

Raid on the Road Fund.

The Royal Automobile Club has approached the Minister of Transport in connection with the proposal made by the Chancellor of the Exchequer that



A notice that might figure prominently at all speed trials. It appeared on the back of a lorry at the Colwyn Bay event.

surplus monies of the Road Fund should be used for purposes other than to the ends to which it should be applied. The Minister of Transport has agreed to receive a deputation from the R.A.C. after the Parliamentary recess when an opportunity will be afforded for a full discussion of the proposal.

In order to make the motorists' case as strong as possible the R.A.C. has invited support from the A.A., Royal Scottish A.C., C.M.U.A., S.M.M.T., B.C. and M.C.M. and T.U., Ltd. A conference will be held at the R.A.C. on September 16th to discuss the attitude which shall be adopted when meeting the Minister.

"Blinding" Unavoidable.

Newbury is adopting the novel plan of illuminating the policeman on point-duty at night-time with a spot-light, so that his signals can be seen by road users. A case where "blinding" will, presumably, be unavoidable.

Copying the Car.

There are signs that some 1926 motorcycles will follow the lead given by motorcar engines in the direction of enclosing valve gear. Unit construction of engine and gearbox is also under consideration in several motorcycle factories.

Streamlining Caprices.

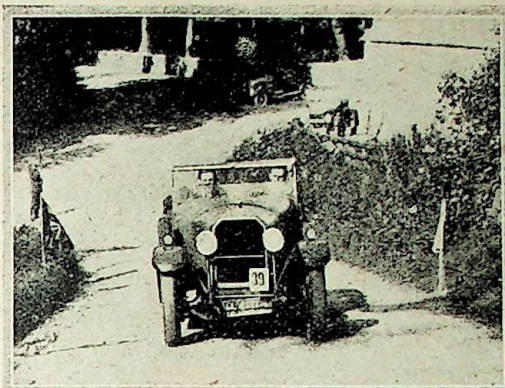
It is rumoured that a certain Brooklands habitué had a "fairing" made to cover the mechanic's seat of his racer, thereby increasing the speed by 5 m.p.h. Another speed enthusiast had the same thing done to a similar car, but gained only 3 m.p.h.

Refuges in Regent's Park.

Wooden "islands" have been installed around the Outer Circle of Regent's Park to the advantage of vehicle drivers and pedestrians. The width of the road formerly tended to encourage indiscriminate dashes from pavement to pavement by those on foot. The presence of taxicabs has recently increased the volume of traffic using the roads in the park.

The Scaremongers.

A contributor to a Sunday newspaper, fearing possibly that the everyday lurid headlines of the motoring accident reports were not doing enough



RESTARTING ON KENMORE.

(Left) G. Primrose (F.N.) and (below) J. Fenwick (Frazer-Nash) in the stopping and restarting test in the Scottish Western Motor Club's One Day Trial.

REMEMBER THESE DATES:

October 2nd,
October 6th,
October 16th

—and order your copies of *The Light Car and Cyclecar* Show Numbers in advance.



Patents in the Irish Free State.

New Patent Laws will shortly come into force in the Irish Free State, and this will naturally cause certain complications which inventors would be well advised to investigate.

The 9-20 h.p. Humber.

We regret that an error occurred in our description of the new 9-20 h.p. Humber which was published a fortnight ago.

The Brighton Road.

The Royal Automobile Club asks all motorists using the Brighton Road on Saturday, September 12th, to extend the utmost consideration to the competitors in the Surrey Walking Club's event, which is being held on the Brighton Road on that day.

To What Base Uses—

A motorist was seen last week-end hunting for blackberries and using a jack handle for pulling aside the thorny brambles. Judging by his well-filled basket the handle was a convenient tool for lifting other things than his light car.

It's an Ill-wind . . .

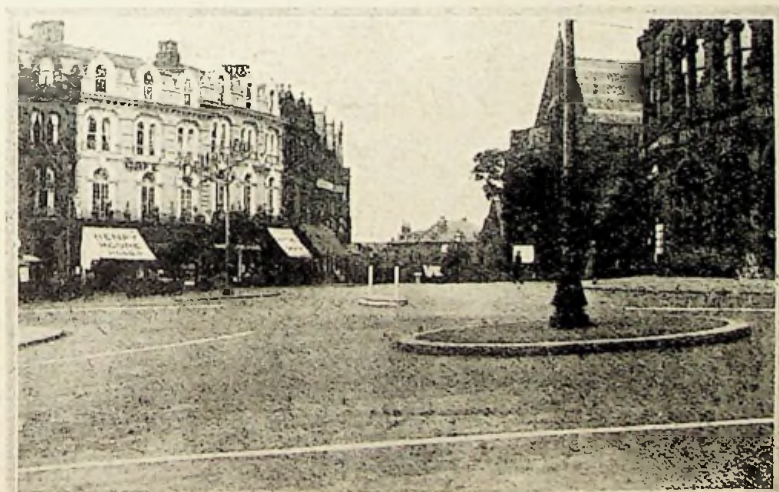
We learn that a police officer who earned, as an expert "trapper," the grudging respect of many motorists passing through Woodford, Essex, has been transferred to another sphere of activity: but caution along that stretch of the Epping road is still advisable.

Goggles or Windscreens?

The problem with which many owners are faced is whether they shall provide a windscreen for the dickey seat passengers, or adopt the more simple and much cheaper plan of providing goggles for their use. The Show will reveal big strides in dickey seat screens, one of the most ingenious being the Easting, which has a flexible frame and adjustable fittings.

Dodging the Lights.

Some caution is needed at night when driving along Forest Road, Walthamstow, which is in process of being relaid with tramlines. A most confusing system of warning lights is used, red, partly red and white lamps being placed indiscriminately around the many obstructions. Temporary points and crossings raised above the general road surface and secured by big L-headed "nails" form a potential source of gashed tyres.

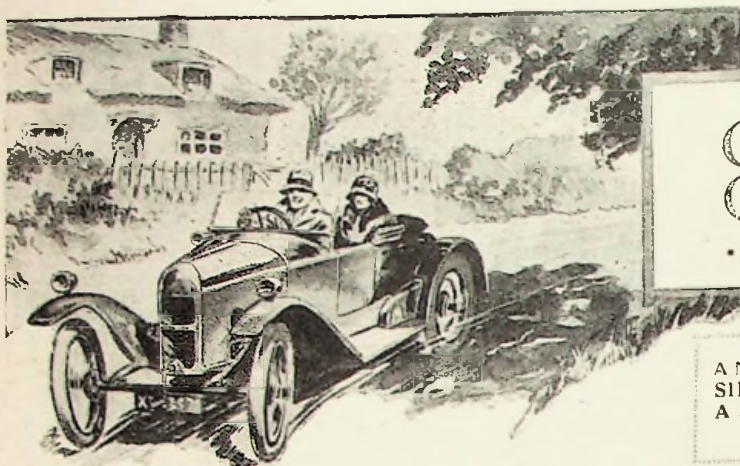


A DISAPPEARING "ISLAND."

The "island" shown in the centre of the photograph is used by the police at Harrogate during the rush hours only. During "quiet" periods it is removed.

towards bringing motorists into dispute, has seen fit to suggest that there are numbers of serious motoring accidents occurring daily which, for various reasons, are not reported in the newspapers. This is, no doubt, true; but why is reference made only to motoring accidents? Do not unreported and untoward occurrences happen in other spheres than motoring?

night ago. It should be noted that the magneto is mounted across the engine, an adjustable coupling being fitted. An adjustable silent chain drive is provided for the dynamotor. A larger Cox carburettor than that fitted on the 8-18 h.p. model is provided, this being called for on account of the fact that the bore of the engine cylinders is slightly larger.



CYCLECAR COMMENTS

BY SHACKLEPIN

A NEW THREE-WHEELER—STRAIGHT-SIDED TYPES—THE 200-MILE RACE—A £100 CYCLECAR—AN APPEAL FROM AUSTRALIA.

NOW the holiday period is over we can settle down to look forward to the Olympia Show, and this year we shall have at least one extra three-wheeler to examine in the shape of the Coventry Victor.

A preliminary description of this newcomer appeared last week, and I must confess that I was just a little disappointed with the layout. The first thing which struck me on reading the description was that no mention is made of a reverse.

I am not quite clear why different-sized tyres are fitted to the front and rear wheels, and I predict that this scheme will not be popular because it prevents the tyres being changed round as wear takes place. It is a pity also that a more readily detachable rear wheel has not been arranged.

The design of the rear forks seems good in that the pivots and driving shaft are in line; this, of course, maintains the chains at the same tension throughout the travel of the rear suspension.

Rack-and-pinion steering is a creditable feature, and this, combined with the fact that the stub axles are fitted with ball-thrust races, should make the car delightfully easy on the steering.

The Coventry-Victor engine has proved itself in many a competition, so that this model may be expected to give a good account of itself in the cyclecar. If one may judge from the photographs, it would appear that the engine is very reasonably accessible, although when valanced mudguards are fitted it may be a trifle awkward to remove the cylinders for decarbonizing.

I wonder if the production models of this three-wheeler will be available with F.W.B. because, after experience with these on a three-wheeler, I am convinced that one's sense of security on greasy roads is increased beyond measure.

B18

as the machine evinces not the slightest tendency to skid no matter how hard the F.W.B.s are applied.

Straight-sided tyres are, in my opinion, an advantage on three-wheelers because, in the event of a burst, they will not leave the rims. This is an important feature, especially with regard to the rear wheel.

One of our most successful race drivers told me the other day that, from experiments which he had carried out, he was satisfied that straight-sided tyres could be run, if desired, at only 10 lb. pressure without the slightest tendency to creep or otherwise misbehave themselves under the stresses of acceleration, braking or cornering. I advise my three-wheeler readers, therefore, to specify these tyres when ordering their 1926 models.

Although a cyclecar interest will be entirely lacking in this year's 200-Mile Race, I have no doubt that most of us will be present to watch the performances of those cars which, if their manufacturers and owners will allow me, I will describe as being fairly closely related to the cyclecar.

I refer to the Austin Sevens and the Frazer-Nashes; the former because of their very small dimensions and because I imagine that they are the type of vehicle to which the cyclecar enthusiast is most likely to graduate, and the latter by reason of the wonderful simplicity and efficiency of their transmission, which, after all, follows closely the general layout of our beloved G.N.s, which were the ancestors of the Frazer-Nashes.

We must bear in mind, also, that there is a Frazer-Nash entered in the 1,100 c.c. class, and this car has a two-cylinder 90-degree air-cooled engine. Surely a cyclecar type of power unit?

This car is no newcomer to 200-Mile Races because it was one of several built for the 1922 event, and in the Grand Prix de Boulogne, by averaging a lap speed of 60 m.p.h., it came in third. There is no reason, therefore, why it should not give a good account of itself in the "200."

Reverting to the Motor Show, I am sure that many of us will be glad of an opportunity to examine the Sima-Violet cyclecar which seems likely to be on view in London during the Show period.

When this machine is taken up by an English agent we shall have a sports model cyclecar available at about £100, and if one may judge by the performance of the Sima-Violet in its native country it should become popular over here. It is no mean feat to design a fully equipped cyclecar with an engine of only 500 c.c. capacity which is guaranteed to do 55 m.p.h. with two people on board.

One's only regret is that manufacturers in this country have given so little attention to this class of cyclecar because surely it would be much better to own a home-produced vehicle. It must be remembered that the suggested price of £100 includes the duty and that the price of the Sima-Violet in France is only £57 10s. What have we to compete with this?

A reader in Perth, Australia, has written asking me to give him some ideas as to the construction of a home-built cyclecar. He has a 90-degree J.A.P. engine, which he wishes to use, but I gather that the other parts necessary to complete the vehicle are not easily forthcoming "Down Under." Also, there is a great scarcity of cyclecars in the district, so that my reader is unable to examine one in order to glean a few ideas.

If concerns manufacturing cyclecar components will let me have their lists, I shall be glad to forward them to Perth.

New Models and Programmes,

A DUAL-PURPOSE ROVER NINE.

INTERESTING TWO-SEATER,
WITH DETACHABLE COUPE
TOP—PRICE £215.

AN interesting coupé body has been developed by the Rover Co., and possesses several unique features. The body lines closely follow the normal two-seater, except that a metal head, covered in black leatherette, is fitted in place of the normal fabric hood. The car is equipped with two doors having side screens with metal frames and covered in leatherette, with signalling flaps to each door.

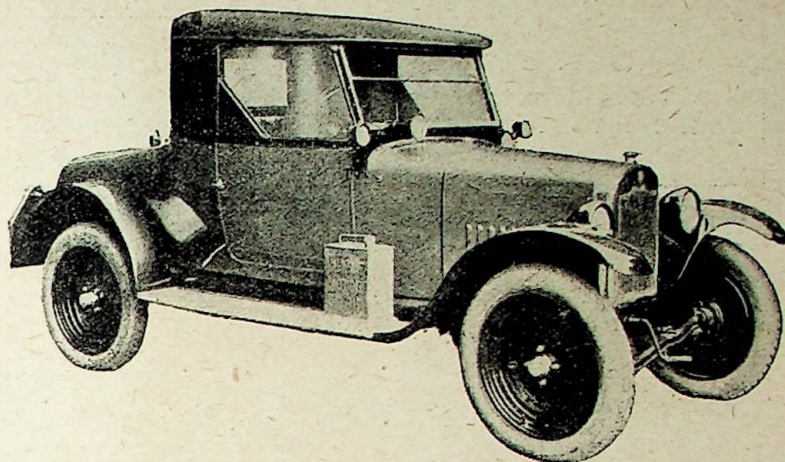
By far the most interesting point is the attachment of the head to the body, four screws only being required to be dealt with in order to accomplish attachment or detachment. The underlying idea has been to provide a body which is comparatively cheap in first cost and that can be used either with or without a fixed coupé head, but so adapted that a normal fabric hood can be fitted in place of the fixed top if it is desired, thus an open car for summer or a closed car for winter is obtainable with one body.

Little Extra Weight.

The fixed coupé top weighs but 50 lb., and is attached to the body by means of bolts passing through the normal hood brackets on each side of the car, and at the forward end by the ordinary wind-screen attachment. The top of the body at the rear of the doors is lined with felt, and an aluminium covering strip is arranged on the head, which makes a weathertight joint, and also provides a pleasing appearance.

The interior of the body is finished in a manner similar to the two-seater body normally fitted to this particular chassis and the head is in keeping with the rest of the bodywork, the interior being lined with Bedford cord. A roof ventilator is incorporated.

The front screen is set to slope backwards and is of the two-panel type, while the side screens can be used without the head if desired—they are fitted in dowel recesses in the top face of the door. An unusually large rear light is arranged in the back of the head. It is rectangular in shape, and silk blinds are provided, these giving a very luxurious appearance to the interior.



FOR ALL WEATHERS. — The Rover Nine two-seater, with the new detachable coupé top, has an attractive appearance. If required a folding hood can be supplied for summer use.

The price of the coupé complete with a spare fabric hood for summer use is £215, but, if it is required, the coupé alone can be supplied at £212 10s. It is impossible to fit one of these coupé tops to a car already delivered, as each coupé top has to be specially fitted to every individual car.

The manufacturers' address is the Rover Co., Ltd., Coventry.

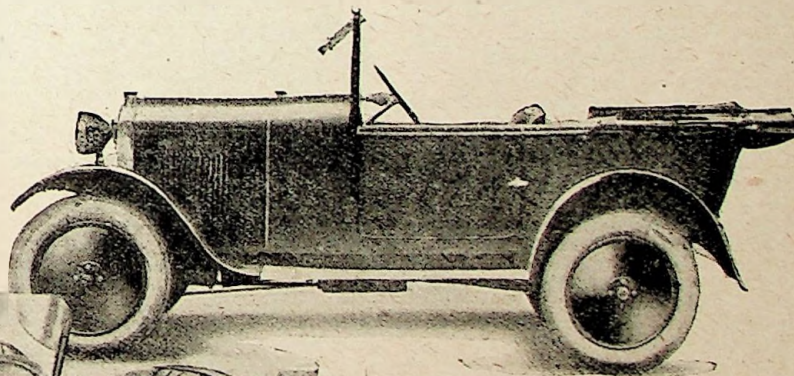
The light four-seater is now priced at £160 and the full four-seater, which is a very roomy car, at £167.

The equipment of the new saloon model naturally includes balloon tyres and starter, whilst, in addition, a five-lamp in place of a three-lamp lighting set is provided and the interior fittings are of excellent quality. An original feature of the car is that a window has been arranged in the roof, and this naturally makes the inside of the body much lighter than is usual in the case of small saloons.

The long-wheelbase chassis is, of course, used for this model and the design of the body, coupled with the fact that the horizontal two-cylinder engine is not nearly so long as the conventional four-cylinder, has allowed the provision of unusually ample leg-room for all passengers.

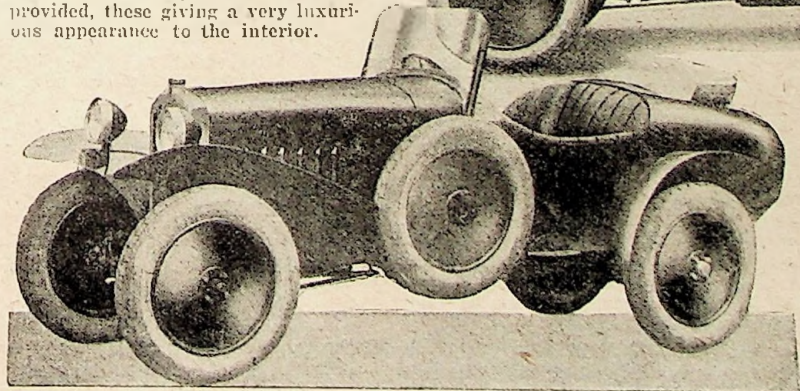
THE JOWETT PROGRAMME.

Extraordinary value will be offered by Jowett Cars, Ltd., for 1926. Prices are at a very reasonable level and improvements to the car include the provision of balloon tyres and a starter as standard, whilst the two-seater, which now costs £150, will be supplied with or without a dickey seat to choice. The



THE LATEST PEUGEOTS.

The Weymann flexible chummy and sports 1926 7 h.p. Peugeots listed at £185 and £225. Other models in the range are the all-weather two-seater at £150 and the cabriolet at £185. There are no mechanical innovations for 1926 only detail alterations to the cars having been made.



New Models and Programmes (contd.).

SINGER PROGRAMME FOR 1926.

FRONT-WHEEL BRAKES AS STANDARD EQUIPMENT—MINOR CHANGES TO TWO-SEATER, FOUR-SEATER AND SALOON MODELS.

WE are able to make the first announcement of the Singer light car programme for 1926, which consists of maintaining the present highly successful 10 h.p. models with detail improvements and front-wheel brakes.

The four-seater "popular" model, which sold at £195, is to be discontinued; the four-seater de luxe is still to be sold at £225, but this figure now includes front-wheel brakes; and the two-seater with f.w.b. and other changes is to sell at £225 instead of £215, the previous price.

In addition there is the coachbuilt saloon, the appearance of which has been improved considerably. The price is to be £280.

Unfortunately, the various models are not sufficiently far forward to permit of illustration, but we hope to be able to publish drawings and photographs in the course of a week or so.

The front-wheel brakes, which have necessitated various minor alterations to the front axle, etc., are of the well-known Alford and Alder pattern, constructed under Rubury patents. It will be recalled that in this fully proved design the cam spindle is situated at the bottom of the drum and is universally jointed to an actuating rod carried on the axle itself. The location of the joint and the angle of the rod are such that a differential braking effect is automatically obtained when cornering. More complete details of the braking system adopted will be available later.

Apart from the brakes, the chief change to record is the alteration of the bonnet. It has been found that some drivers have trouble in opening the present bonnet to reach the petrol tank filler. To meet this difficulty the tank filler has been extended upwards to project through the top part of the bonnet, and has been shifted from the off side to the centre.

Concurrently, the present hinged design of bonnet top has been discarded in favour of a one-piece construction, this top being secured by nuts. The sides hinge outwards as before, and the whole bonnet is less prone to be noisy than was the 1925 design.

Louvres are cut in the sides of the new bonnet and scuttle ventilators are now fitted. At the same time the scuttle joints have been altered so that no leakage of water occurs even in a deluge of rain.

As regards the individual models, the four-seater de luxe is the least altered of the three. In the arrangement of hood and side screens the makers have reverted from the design introduced three months ago to the system fitted to early 1925 models. The upholstery is somewhat more luxurious, and pneumatic cushions are employed as heretofore.

The two-seater de luxe is fitted with a body of entirely new design, which has an enhanced appearance and embodies two doors. The dickey seat has been

improved, giving greater comfort. The coachbuilt saloon has been rounded to take away the rather severely square-cut appearance of the 1925 model, and repre-

sents really excellent value at the new price of £280.

No further chassis alterations have been found necessary, the specification being as follows:—Four-cylinder engine with push-rod-operated overhead valves, £10 tax, cylinders cast in one with the upper half of the crankcase. Single-plate clutch and three forward speed gearbox, built in one unit with the engine; right-hand gear and brake levers; open propeller shaft with fabric universal joints; spiral bevel back axle and a triangular stay designed to withstand torque reactions.

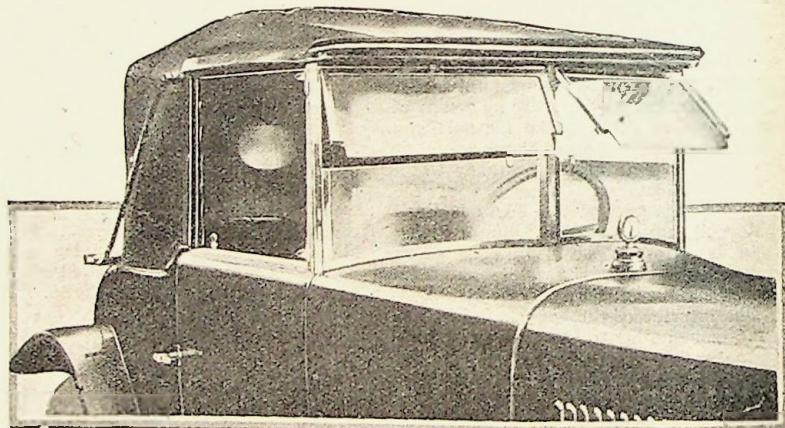
The makers' address is: Singer and Co., Ltd., Canterbury Street, Coventry.

11.4 h.p. CITROEN PRICE REDUCTIONS.

THE 11.4 h.p. Citroën has been substantially improved for the coming year. The well-known English-bodied touring cars have been reduced in price, but no changes have been made in the 7.5 h.p. models, which are listed for 1926 at £145 for the three-seater cloverleaf and £155 for the coupé—both astoundingly good value for money.

Coming to the 11.4 h.p. models, we find that mechanical improvements take the form of aluminium in place of cast-iron pistons, larger brakes of improved design and a crankshaft of increased diameter. Despite these im-

provements, all of which have meant added cost, the complete four-seater has been reduced in price from £235 to £210.



The luxurious bodywork and equipment of the new three-seater 11.4 h.p. Citroën will make a strong appeal at £275.

provements, all of which have meant added cost, the complete four-seater has been reduced in price from £235 to £210.

At this price the car is equipped very thoroughly indeed, having Comfort tyres, automatic screen wiper, Boyce motometer, a petrol gauge visible from the driver's seat, clock, speedometer, dashlamp, inspection lamp, driving mirror, licence holder, Tecalemit chassis lubrication, shock absorbers and a convenient folding rear windscreen.

The two-seater on the 11.4 h.p. chassis has similar equipment, and now sells for £205, a reduction of £25. No attempt has been made in the case of either of these models to cut the price unduly, both having first-class coachwork which is very comfortable and really beautifully finished.

Perhaps the most outstanding model in the Citroën range for 1926 is the all-steel saloon, which is to sell at £245,

three—all under the folding hood—and providing space for a considerable amount of luggage in the boot. A four-panel V windscreen is fitted, with the top panels independently adjustable, whilst the side windows run in nickel-plated frames and are raised and lowered by patent lifters. The following are the latest prices of all the Citroën models:—

7.5 h.p.	
3-seater cloverleaf	£145
Coupé	£155

11.4 h.p., English Body.	
2-seater (with dickey)	£205
4-seater	£210
Coupé (with dickey)	£290

11.4 h.p., French Body.	
3-seater occasional	£165
3-seater cloverleaf	£180
4-seater	£200
Coupé 3-seater	£275
Saloon (all-steel)	£245
Landulet	£295

11.4 h.p. Commercial Vehicles.	
Farmer's wagon (Normandy type)	£190
Delivery van	£195

All the above prices became effective on September 11th.

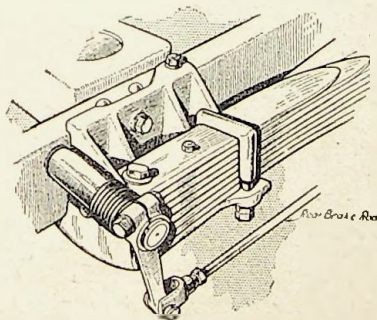
New Models and Programmes
(contd.).LEA - FRANCIS
DETAIL IMPROVE-
MENTS.ALTERED TO QUE MEM-
BER, FRONT-WHEEL BRAKES.
TWO-SEATER FOR £210.

BOTH the 10 h.p. and 12 h.p. Lea-Francis chassis will be produced for 1926 without extensive modification to the engines, but a new chassis has been designed which embraces several distinct improvements to detail.

The wheelbase and track remain at 8 ft. 9 ins. and 3 ft. 9 ins. respectively, but the chassis for all models except the Popular has been strengthened and a new wide cross-member incorporated at the anchorage for the rear springs. The frame is now swept at the rear and joined by a tube.

The rear-axle torque member has been doubled in length and its forward end is now located on the middle cross-member of the chassis. A similar method of construction has been followed to that in use for the existing models, the forward end being carried in a spring-loaded swivel joint and the rear end surrounds the axle casing.

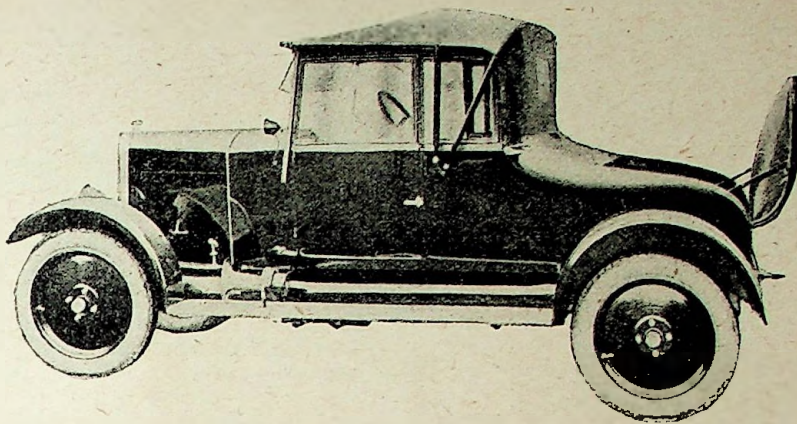
Semi-elliptic springs are retained for the front suspension, but have been specially strengthened for the new four-wheel brakes, the front axle being of I section. The rear springs are of the quarter-elliptic type and their base has been widened by brackets bolted to the



A brace now accommodates the rear springs on the 10 and 12 h.p. Lea-Francis. This widens the spring-base and allows a better system of holding down bolts.

frame. The springs are to be mounted above the brackets and not under them, as was the practice for 1925.

The trunnion bearing for the anchorage to the axle of the rear springs also follows the construction used for 1925. The transmission brake is retained in its present form, and is operated by a hand lever quite independent of the four-wheel brakes, which are applied by a foot lever. This lever operates a turn-buckle adjuster which is attached to a triangular plate in which are three holes. One rod connects to the rear compensating bar and the other to the front brake cross-shaft, which is bolted to brackets under the frame, the whole



The Lea Francis 12-22 h.p. four-speed two-seater, which costs £275, has a very good appearance and admirable all-weather equipment. The dickey will seat two adults in comfort. Front-wheel brakes are fitted;

system being spring loaded by a pull-off attached to the rear end of an extension of the turn buckle.

The compensating gear for the rear brake operating mechanism is situated on shafts in front of the cross-member located between the anchorage for the rear springs.

It is interesting to note that the front-wheel brakes fitted to the Lea-Francis chassis require no universal joints for operation. The brake rod applies a lever which turns a hollow shaft (filled with oil) on the wheel end of which is mounted a rocking arm, which in turn moves a push rod passing through the centre of the king pin for the steering pivot, the top end of the rod moving the cam in the brake drum through an adjustable lever in the usual manner.

The Lea-Francis engines are four-cylinder monobloc, water-cooled, with overhead valves, the cylinder head is detachable and the overhead valve mechanism is completely enclosed by an aluminium cover which can be removed easily for tappet adjustment.

The 10 h.p. engine has a bore and stroke of 63 mm. and 100 mm. respectively, which gives a capacity of 1,247 c.c., while the 12 h.p. engine has

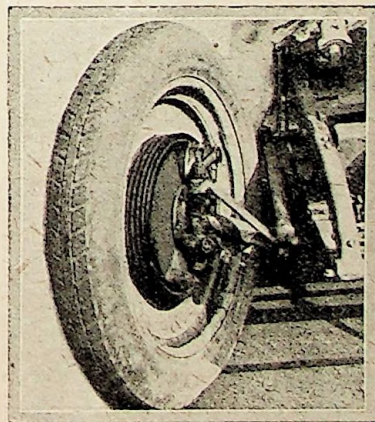
a bore and stroke of 69 mm. by 100 mm., giving a capacity of 1,496 c.c., the Treasury ratings being 9.8 h.p. and 11.9 h.p. respectively. A plunger pump delivers oil to troughs in which the big-ends of the connecting rods dip, the remaining parts of the engine being lubricated by splash.

The overhead valve gear is oiled by a wick running through the centre of the rocker shaft. The clutch is of the aluminium enclosed cone type, and is covered with specially prepared chrome leather with flat springs between the leather and the cone to ensure smooth engagement.

Unit construction is employed, the four-speed gearbox being contained in a



Diagrammatic view of the front-wheel braking arrangements on the latest Lea-Francis front axle.



No universal joints are required in the Lea-Francis f.w.b. assembly; push-rods run through the king pins and operate cams in the drums.

circular casing which allows a very rigid mounting. Right-hand gate change is provided by an extension of the gearbox casing. The drive to the rear axle is by a tubular propeller shaft which has been considerably increased in diameter over the 1925 type with no increase in weight, a fabric universal joint being placed at each end of the tube.

A large range of bodies will be available on both 10 h.p. and 12 h.p. chassis, the two and four-seater touring bodies being now equipped with a door on each side of the driving seat, and to facilitate easy access to the driving seat the hand-brake lever has been moved farther forward.

The four-seater body has individual adjustable front seats, the back rest to the near-side seat being made to tip in order to provide greater room for movement of the rear passengers when either entering or leaving the car. The rear seats have a roll cushion, the uphol-

New Models and Programmes (Contd.).

story being carried out in leather.

The two-seater follows very similar lines to the four, and has a large double dickey in which the squab and cushion are fitted with spiral springs and covered in the same quality leather as the seats in the interior of the car. Like the four-seater, the windscreen is of the two-panel type, the top half being adjustable. The saloon and sports bodies remain practically unaltered.

10 h.p. 2-seater 3-speed	...	£210	0
10 h.p. 2-seater 4-speed	...	£262	10
10 h.p. 4-seater 4-speed	...	£273	0
12-22 h.p. 2-seater 4-speed	...	£275	0
12-22 h.p. 4-seater 4-speed	...	£285	0
12-22 h.p. coupé cabriolet 4-speed	...	£295	0
12-22 h.p. saloon 4-speed	...	£365	0
12-40 sports 2-seater 4-speed..	...	£370	0
12-40 sports 4-seater 4-speed..	...	£375	0

BAYLISS THOMAS CHANGES.

THERE have been several alterations to the Bayliss Thomas range of cars for 1926. The 10-22 h.p. four-seater model has been reduced by £34, now costing £235. The coachwork has been considerably improved, having been made wider and being now provided with three doors. Better material is to be used for the upholstery. The track of the car has been increased to 4 ft. 4 ins., and a number of minor improvements have been made.

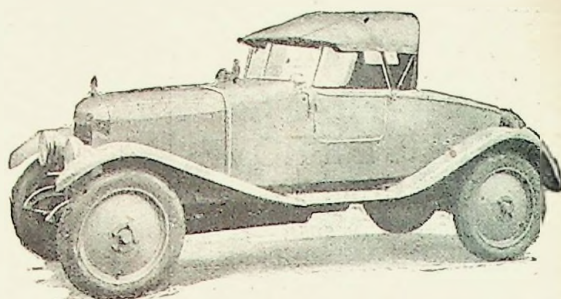
The 10-22 h.p. two-seater has been reduced by £24. The body has been improved and additions have been made to the equipment.

The 10-22 h.p. de luxe four-seater is now provided with front-wheel brakes as a standard fitting, the price of the complete car being £265; during 1925 a similar car, without f.w.b., has been listed at £269. This car also has a wider track than during 1925, and the de luxe coachwork has been made still more luxurious.

The larger four-five-seater with a 12-27 h.p. engine will be listed during 1926 at £295, with f.w.b.; at this figure it will be £5 cheaper than it has been during 1925. A wider track, a larger and better body and buffed-leather upholstery are among the improvements to the specification.

The 12-27 h.p. saloon is to cost £380 with front-wheel brakes.

The Eric-Campbell will appear as an attractive sporting car for 1926. The photograph shows the new lines of the two-seater.



HORSTMANS FOR 1926.

THERE are only two models in the Horstman programme for the coming year, these being a four-door four-seater at £365 and a four-door saloon at £450. In each case the 12-30 h.p. 1,498 c.c. four-cylinder side-valve engine will be used, customers having the option of a Solex or Cox Atmos carburetter.

Various minor alterations have been made to the specification, the most important being the use of unit construction for the engine and gearbox, the latter providing four speeds. A clever arrangement has been adopted for altering the position of the steering wheel to provide exceptionally easy access to the driving seat, the adjustment being straightforward and instantly made.

It will be remembered that Horstman cars have hydraulically operated internal-expanding brakes on all four wheels, another unusual feature in a light-car specification being the use of full cantilever springing at the front and rear.

REDUCED MORGAN PRICES.

Reductions have been made in the prices of the Morgan Runabout, which now stand as follow:—

Standard with electric lights	...	£95
De luxe air-cooled	...	£115
De luxe water-cooled	...	£125
Grand Prix	...	£123
Family air-cooled...	...	£116
Family water-cooled	...	£126
Aero-Blackburne	...	£142
Aero-Anzani	...	£135
Aero-J.A.P.	...	£130

All models except the Standard are now fitted with electric horns, and the de luxe and family models have two-pane windscreens and driving mirrors.

HAMPTON MODIFICATIONS.

THE Hampton range for the coming season consists of four luxurious cars, all with 12 h.p. engines, the 10 h.p. model having been withdrawn.

The two-seater has not been materially changed since we described it at the beginning of this year, but the price of £200 now includes four-wheel brakes and 28-in. by 4.95-in. Dunlop balloon tyres.

The four-seater has been altered in several respects and is now described as the five-seater de luxe model, which sells at £325. It has f.w.b. and 28-in. by 4.95-in. Dunlop balloon tyres, whilst such luxurious equipment as a rear windscreen, adjustable front seats and so forth is provided. A feature of this de luxe model five-seater will be the use of a modified engine which has a three-bearing crankshaft in place of the two-bearing crankshaft employed for the 1925 four-seater.

The saloon, which was introduced towards the end of the current season, now has four doors and sells at £395. Painted blue and upholstered in Bedford cord, this model is roomy, luxurious and very well finished. It has a dignified appearance, whilst its performance is very good indeed.

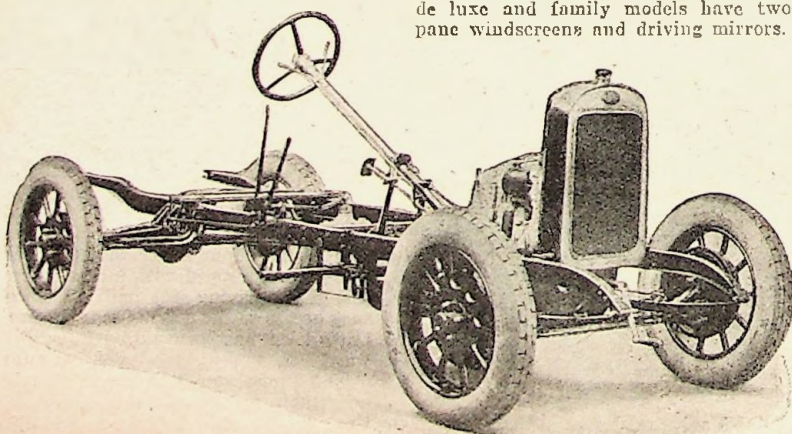
The coupé is a particularly nice-looking car, providing very ample accommodation in the front and a large dickey seat which can comfortably accommodate two adult passengers. A three-piece windscreen is used, with the two top halves separately adjustable, whilst the glass door windows are adjustable by an admirable type of regulator. The head is arranged to fold.

Both the coupé and the saloon have similar brakes to the two and four-seater, and it should be noted that the system employed provides six brakes in all.

70 m.p.h. ERIC-CAMPBELLS.

THREE models of the Eric-Campbell will be marketed by the Vulcan Iron and Metal Works (1918), Ltd., Southall, Middlesex, for 1926. All will have the sporting chassis with specially tuned side-valve 1,496 c.c. British Anzani engine, a first description of which was given in our issue dated April 3rd, 1925.

On the road the two-seater is capable of a speed of approximately 70 m.p.h. This model will sell for £300; in addition there are the coupé, £340, and the four-seater, which is the same price as the two-seater. Special features of the specification are the engine to which reference has been made, a 12-volt C.A.V. lighting and starting set, Zenith carburetter, three-speed gearbox with central control and Tecalemit greasing throughout. The new models will be exhibited on Stand No. 16.



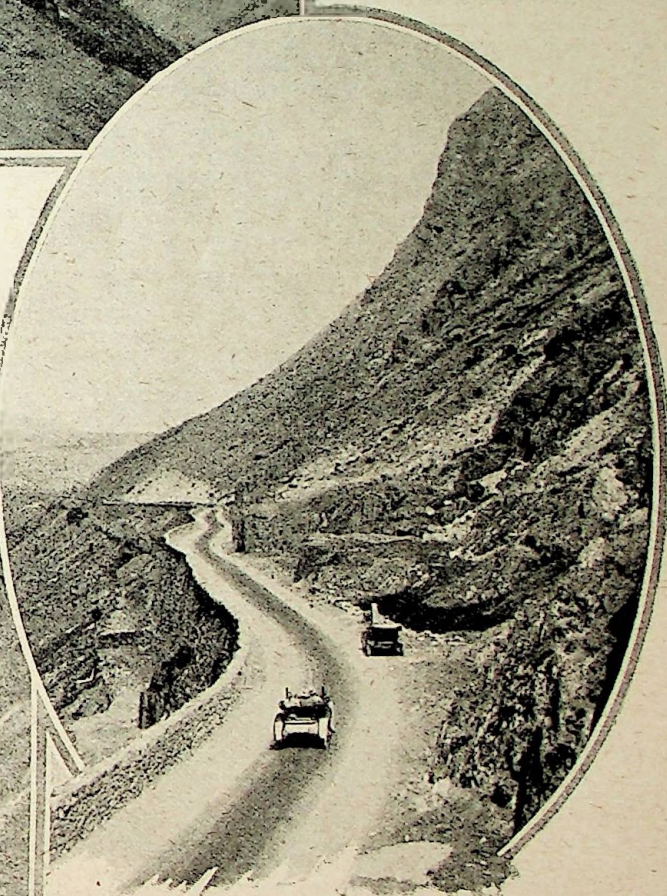
THE LATEST CLYNO.

Last week we gave the first published description of the new Clynos. This photograph shows the modified chassis.

The Passes of North Wales

EVER A POPULAR
TOURING GROUND
NORTH WALES POS-
SESSES MANY AT-
TRACTIONS IN THE
AUTUMN WHEN
ACCOMMODATION IS
PLENTIFUL AND THE
ROADS FREE FROM
HOLIDAY TRAFFIC.

The beautiful Sychnant Pass (above) is near the Northern coast but is hidden from the sea by Conway Mountain. In the Nant Ffrancon Pass (right) the road runs, for the most part, on the side of the mountain. The Llanberis Pass (below) is characterized by a rugged grandeur which cannot fail to impress the tourist.



THE holiday season is passing away and multitudes are swiftly drifting back to the towns with lingering visions of the world's pleasant ways; but a smaller number are passing from the scenes of daily industry and city life to the open country, and for those who visit the favourite touring grounds late in the summer there are very real advantages. The roads are not so crowded, there is more freedom at the well-known beauty spots, and accommodation is far more easily procured. Moreover, when the summer tones of hill and woodland are giving place to the warmer glow of autumn, there is a beauty on the mountains and along the valleys that more than compensates for the shortening of the days.

North Wales is always a realm of choice reward. The valleys are richly wooded, the courses of the

ivers are ways of entrancement, and grandeur will be found in the great mountain passes. Of these the Llanberis Pass is the wildest. The rugged severity of the mountain walls, surmounted by scarred and broken crags, is almost awe-inspiring when storm-clouds encircle the heights. The utter loneliness of this pass is at times strangely impressive. Should time allow, the car may be left at the summit of the pass and the ascent of Snowdon made by way of Llyn Llydau and Llyn Glaslyn. This is the grandest of the ascents of Snowdon and occupies about 2½ hours. Fine, clear weather is needed, as the last portion is over boulders and piled stones where the track is not too easily seen.

A Way of Fairy Beauty.

In comparison with Llanberis, the Aberglaslyn Pass is a way of fairy beauty. Although many trees have been felled and a railway line incorporated in the features of the pass, regard to the natural loveliness of the part has saved it from disfigurement and the road is still delightful, dropping down amid the stately pines, with the torrent racing over its rough bed on the left and, beyond, the sheer perpendicular cliffs. A clamber down to the water's edge at the Devil's Bridge enables one to have a fine view of the stream.

Between the Aberglaslyn Pass and Llanberis is the long incline from Llyn Gwynant to the Pen-y-Gwryd Hotel, and this ascending roadway has, not inappropriately, been called the Gwynant Pass. If not quite deserving the title of "pass," it is nevertheless one of the finest ascents, or descents, in North Wales; the view over the valley when descending is exceedingly fine, and, in days of tempest, almost appallingly grand. The road rises seven hundred feet in three miles.

On the Mountain Side.

Eastward of Pen-y-Gwryd the road undulates through the wild and desolate Gwryd Valley to Capel Curig and, turning west, a four-mile run follows through the glorious Ogwen Valley, with Llyn Ogwen at the head of the Ffrançon Pass. Totally unlike the other passes mentioned, the roadway is cut, for the most part, in the side of the mountain. Bending from the Llyn it curves between the mighty masses of the Glyders to the south, with the majestic Tryfan as guardian of the pass, and northward the precipitous crags of the Carnedd range. Turning the

corner one is faced with the open valley where Nant Ffrançon runs almost due north to the sea.

This roadway was magnificently engineered by Telford in the construction of the Holyhead road. In early days the "road" at the head of the pass was considered the most dangerous bridle path in Wales. Now the outflow from Llyn Ogwen, breaking in a beautiful cataract, has been bridged, and the present road carried over at a higher level. The old track may still be seen, and one can well judge of its dangers in the old days.

Another pass lies away to the north near the sea-board. It is the magnificent Sychnant Pass, hidden from the sea by the Conway Mountain. The westward slope of the pass is the grandest; in fact, this is the pass; and the road curves round the rocks with the green valley dropping to the north only to rise again in sheer crags to the imposing face of the mountain opposite.

From the shelter of the rock at the roadside there is a remarkable echo across the valley, a cry being distinctly repeated five times. It is noticeable, too, how clearly the human voice may be heard across the valley where the acoustic properties are remarkably good.

Approached by a Bridle Path.

Whether travelling from Conway to Bangor or the reverse it is worth while to turn inland and take the road through this pass.

There is yet another pass on the north coast but it is approached by a bridle path only. It is three and a half miles south-east from Llanfairfechan, and at the summit are two huge upright stones from which the pass derives its name. One of these stones has recently been set upright, having fallen many years ago.

These are the passes of North Wales. Others there may be, or defiles in the mountains worthy of the name; but, having seen these, one has seen the best, and the country that links them together includes the very finest of the scenery of this mountainous corner of the land.

Many who have been driven from North Wales by the ever-increasing number of tourists who throng the mountain ways in the height of the season will find a new winsomeness in its valleys and a new, wild glory on its hills if they delay their going until the call of duty has drawn away the summer crowds.

ALLAN PHILLIP.

THE PHOTOGRAPH AS EVIDENCE.

A SHORT time ago a motorist was accused in the public Press of gross callousness because he took a snapshot of a motor accident immediately after the crash, and this so-called callousness was urged against him in the court, stress being laid on the fact that a passenger in the other car had been injured.

No doubt many reading the report would agree that his first concern should have been for the injured person; but, on the other hand, doubtless there were others who could see to that, and the photographer had in mind the police-court and the assessment of damages amounting to four figures of which recent reports have appeared in the Press. Consequently it was of the utmost importance that he should have the best possible evidence as to the position of the cars at the time of the smash.

Coolness and self-control are admirable qualities at a time of tragedy, and possibly the "callousness" in this case was simply coolness.

A few minutes later the cars might be moved, the tyre marks on the road obliterated, a crowd might gather and obstruct the view, and the opportunity of securing a valuable record of facts might be lost.

Callousness on the part of a motorist is to be most strongly condemned, but the securing of witnesses at

the time of a smash is the duty of everyone concerned whether the evidence be personal or photographic.

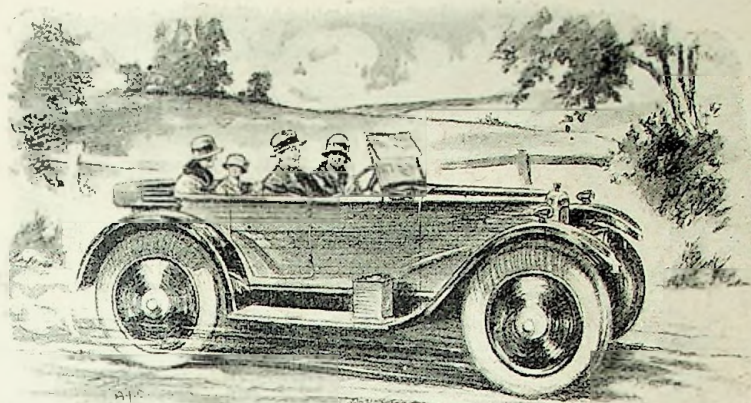
It is the practice of most motorists to carry a camera with them on their tours, and whenever one comes across an accident, whether one is involved in it or merely chances upon it, where others are in trouble, it is always advisable to secure several photographs showing the exact positions of the cars, their distance from the roadside, and the marks of the wheels on the road showing the direction of their travel or skid.

At such a time, if one is involved in the crash, even if there is no personal injury, one's nerves may be shaken and one's hand unsteady by the excitement; extra care, then, is needed to hold the camera still when making the exposure and to see that in haste two photographs are not taken on the same plate or film, while the other details of adjustment must not be overlooked.

It is better to risk the charge of callousness, when there is no actual callousness, than to omit the price-less evidence which a clear photograph will give. Accidents are not so rarely met that one should be unprepared, and it is an offence that the wise motorist will bear in mind.

A.P.

WHY NOT LARGER ROAD WHEELS?



HOW THEY WOULD LOOK. — If a car were especially designed for using forty-two inch wheels it would look quite presentable.

THE reason why all light cars are fitted with wheels of approximately the same size is because smaller wheels would not be practicable, whilst larger ones would, at the present time, be considered unsightly.

Appearance, however, is a matter on which views change from time to time, and it does not seem unreasonable to suggest that if road wheels were gradually made larger until they were half as big again as they are at the present time, the existing types of wheels might be considered ten years hence to look grotesquely small.

The manner in which public taste changes, and the speed with which it does so, is instanced by the absurd appearance at the present day of a light car with, say, 650 mm. by 65 mm. tyres. Three years ago this would have been considered a reasonably generous size, and the car so fitted would look quite normal. To-day, however, with one's eyes accustomed to 730 mm. by 130 mm. balloons, even a 710 mm. by 90 mm. tyre looks out of place on many quite small four-seaters.

There are several advantages attached to the use of large-diameter wheels. Obviously, they do not sink so far into pot-holes, the air capacity of the tyres fitted would be very large, the braking power—on account of the large amount of tyre in contact with the road—is very good, and the need for shock absorbers is largely eliminated.

Going more deeply into the question, one finds that there are further advantages which are not so immediately apparent. For example, the centre of gravity of a car with big wheels need not be so high above the hubs as would be the case if small wheels were fitted. This reduces the tendency to overturn, it tends to eliminate rolling on corners, and has a number of other points in its favour.

On the question of efficiency, the big wheel scores on account of the fact that, as stated, it does not sink so far into pot-holes as a small one, and, consequently, less power is wasted when rough roads are being traversed. For rough going in reliability trials and for use in the Colonies big wheels are an advantage for the same reason, whilst for climbing or descending freak hills the excel-

THERE ARE MANY REASONS WHY THE USE OF MUCH LARGER ROAD WHEELS SHOULD BECOME GENERAL—THERE ARE ALSO DISADVANTAGES.

lent adhesion available would naturally be exceedingly helpful.

With tyres becoming more and more expensive, any means for saving money in this direction are obviously worthy of investigation, and it is clear that the bigger the diameter of the tyre the longer mileage it will give, owing to the fact that it makes fewer revolutions in a given distance. A big tyre, however, is more expensive than a small one, but, in view of the fact that it

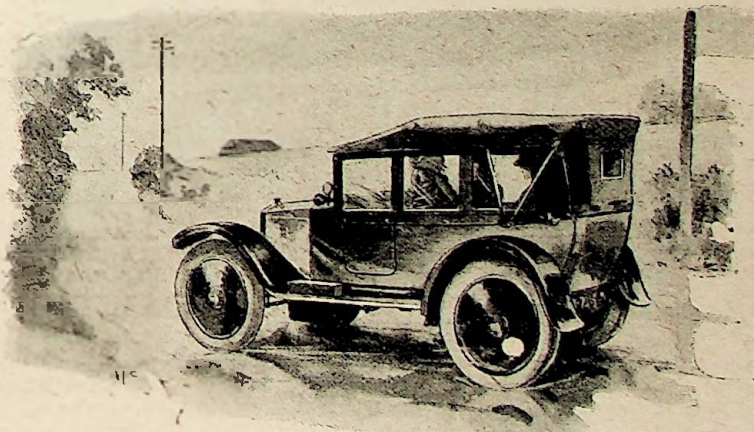
would keep cooler and probably be less highly stressed, there is little doubt that the mileage which it would yield would afford a substantial saving.

The comfort obtainable from the use of very large diameter wheels needs no emphasis.

Against the big wheel, however, there are a number of arguments which cannot be overlooked. The tyre and rim would be heavy, and this would have an adverse effect upon acceleration, whilst mechanical losses would be increased owing to the need for a larger gear reduction than usual in the back axle. The weight of big wheels would also be a disadvantage from the point of view of unsprung weight, but this would be a comparatively small point.

Perhaps one of the greatest disadvantages of very large road wheels would be the difficulty of accommodating the spare. Existing types of light car road wheels are cumbersome and difficult to accommodate on the running board or at the rear of the car, and if they were half as big again it seems probable that the practice of carrying spare wheels would have to be discontinued, except on enclosed cars, where the roof could be used for their accommodation.

It seems quite probable, of course, that before many years have passed spare wheels will be unnecessary, and, even at the present day, punctures are so few and tubes so easily changed that a spare wheel is beginning to be viewed by many small car owners as a needless encumbrance. In addition, with



RATHER TOO FREAKISH. — The artist has drawn this Esquiis Thomas to scale, making the wheels half as large again as standard.

some makes of balloon tyre it is actually quicker to change a tube than it is to change a wheel.

There is always the difficulty, however, of reinflating the tyre after the tube has been changed. This could be overcome quite easily if compressed-air cylinders were obtainable from all garages. The in-

flation question would then be very much simplified and tube-changing robbed of its principal terror. As an alternative, air-pump units incorporated in and driven by the engine might be introduced, thus relieving the operator of all manual labour and speeding up the process of inflation.

DEVELOP THE BOARDING-HOUSE HABIT.

IT seems to the writer that one superstition regarding motoring and motorists is an unreasonable time a-dying, and that is that all motorists are carriage-folk with plenty of money to spend. The coming of the light car, at a first cost averaging perhaps £200, and running cost of, say, £30 to £60 per annum, has brought motoring within the reach of thousands who could never have afforded touring under the old conditions. Yet in one direction everything seems to indicate that touring for a family man is a pastime costing anything above £20 per week. That is the cost of living away from home.

Why this should be so it is difficult to see. You may take the "recommended" hotels of the motoring organizations, or you may take our old friends the "guides" of the tyre companies. These all give us a range of hotel accommodation averaging about £1 per day per head. A man with his wife and two children staying at such places for three weeks might spend on hotels alone half the cost of the car which took them there. Of what use is it to consider the addition of a few miles to the gallon of fuel in the face of such a scale of living?

The fact is, of course, that the great majority of motorists do not stay at such places, and the motoring organizations would be hard put to it to justify their selection of accommodation as applicable to their membership. The writer has been collecting the views of a number of the newer school of motorists on this point, and offers the following observations:—

In the first place, the hotel prices given in Michelin and in various other guides are based on a daily rate. This is quite the most expensive way of touring. Few people choose to sleep in a different place every night; it means considerable labour in packing and unpacking, loss of appreciation of the beauties of any one district, and entails a host of minor troubles, such as the loss or delay of correspondence.

In America or on the Continent it may be necessary to roam a thousand miles away from home to find a suitable holiday ground, but in this country two days will take us to the remotest district, and it is usual to spend at least a week at one centre, from which excursions can be made in various directions.

This leads to the question—Why cannot British hotels quote "pension terms" for a stay lasting five days or more, as on the Continent? In the case of places catering especially for motorists, an inclusive daily charge covering sleeping accommodation, three meals and garage for periods of not less than five days would be an advantage.

Prices, however, would not have to be too high.

The average present-day motorist does not sit down at home with his family to a breakfast costing half a crown a head. Nor does he require such lavish feeding on holiday.

There is a class of accommodation well known to those for whom it caters, run on a scale commensurate with their means. It is the boarding house. The cost averages 7s. 6d. to 10s. 6d. per day for stays of a week, and the writer's experience of them has been of the happiest kind. There are no flunkies, and seldom is the waiting done by men. Meals are little more elaborate than one has at home, and always the quantity is *ad libitum*.

There is a distinct gain in the general atmosphere of the place. The guests mix more freely, due to the longer period of association. Games, tournaments and evening amusements are organized, and time passes in a very pleasant way.

How does one get on the track of such places? Well, this is the basis of the suggestion I am about to make, which is the motive for this article. Hitherto I have relied partly on the reports of friends and relations, but in striking new pastures I have used with great success the announcements issued in the monthly circulars to members of the big London co-operative stores. These addresses are recommended by other members, and I have never yet had serious grounds for dissatisfaction with them.

The point is that boarding houses are not always developed as resorts for motorists. One has frequently to use either unsatisfactory garage accommodation or keep the car "out" at a distance from the house, which interferes with its use.

It would be a distinct service to present-day motorists if the motoring organizations, the touring departments of the tyre companies and the motoring Press took cognizance of the existence of the boarding house, or "guest house," as available for the needs of the motorist. Such a service would greatly increase the usefulness of these organizations while contributing very materially to the development of the light car movement.

A beginning might be made by the compilation of a list of addresses which members had found worthy of recommendation. Information could be obtained from the proprietors by form as to their terms and facilities offered for motorists. Some of them are quite hazy as to the need for water for cleaning a car and the charge appropriate to the services. They would probably be glad of some guidance.

France has long been famous for her "pensions": there is no reason why we should not develop a similar form of establishment devoted to the use of the light car.

C.E.H.

SMALL CARS ON TEST.

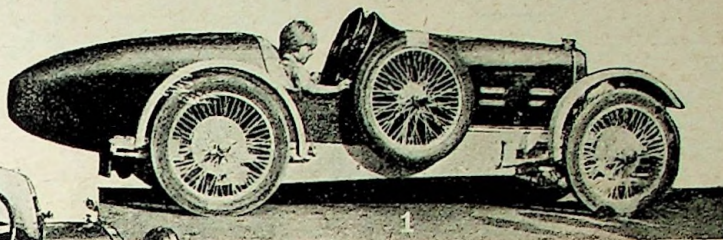
Many readers have written asking when we are going to publish our impressions of the performance of various 1926 models. We regret that it is not possible to supply definite dates, but we anticipate reporting on the majority of the most interesting new cars during the few weeks immediately following the closing of the Motor Show.

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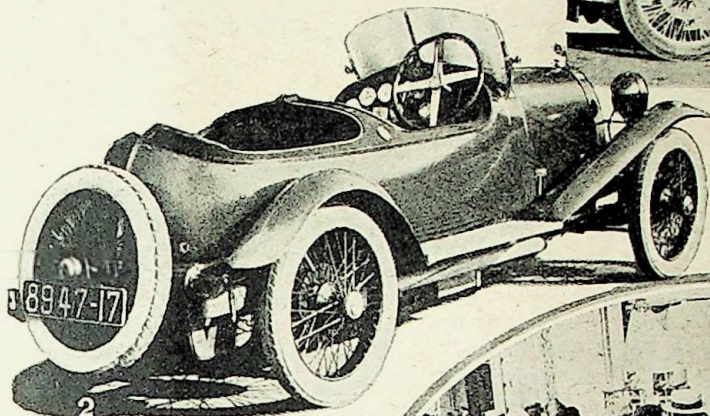
One of the first cars which we hope to deal with will be the new sports Alvis, which, with the various modifications that have been effected, is likely to reveal a truly astounding performance. It is said that something approaching 80 m.p.h. is possible without super-tuning—a striking indication of the strides that have been made in design.

FASHIONS IN CONTINENTAL COACHWORK.

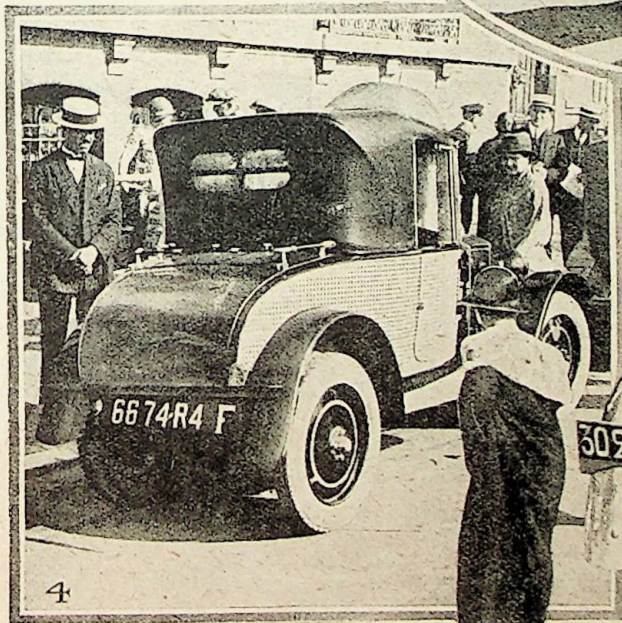
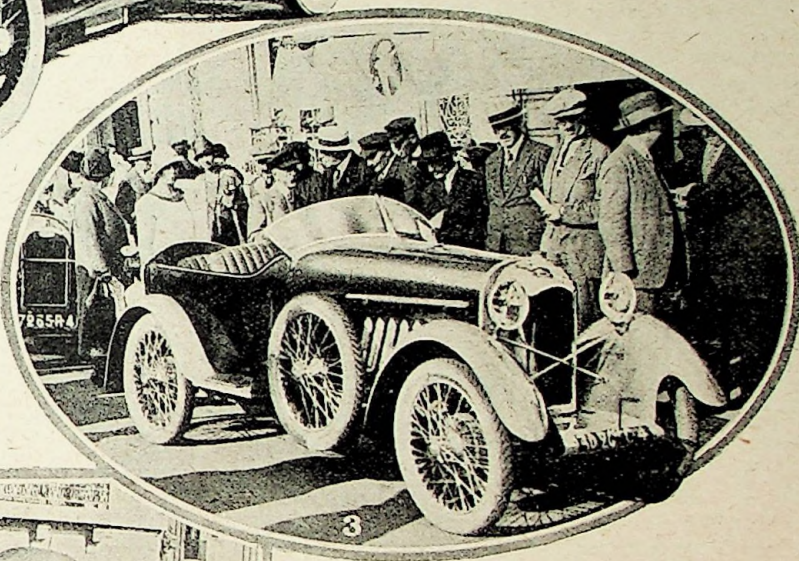
STRIKING BODYWORK ON LIGHT CARS EXHIBITED IN THE COACHWORK COMPETITION WHICH WAS A FEATURE OF THE BOULOGNE MOTOR WEEK A FORTNIGHT AGO.



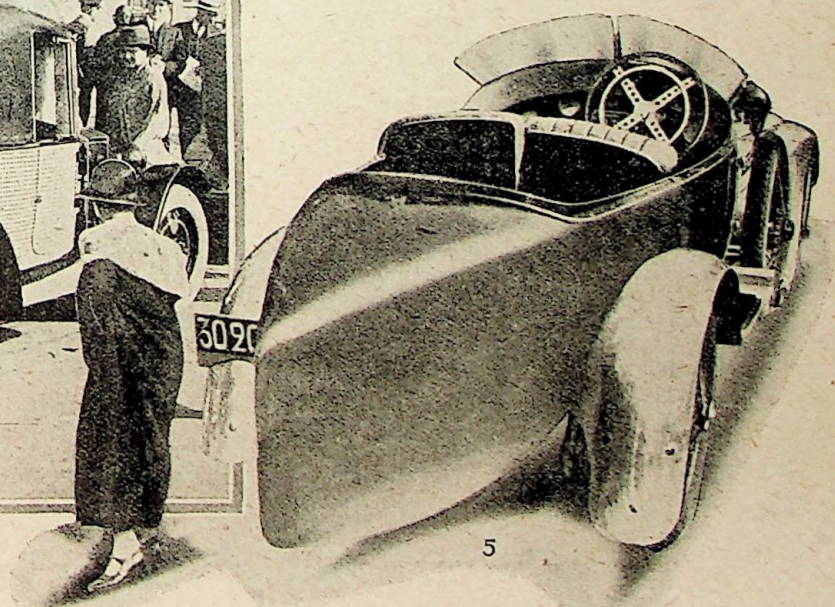
(Above) An E.H.P. which won a first prize in the small car class. It had boat-built bodywork with buff wings and wheels. It will be noticed that the car has no windscreen, and is also devoid of a hood.



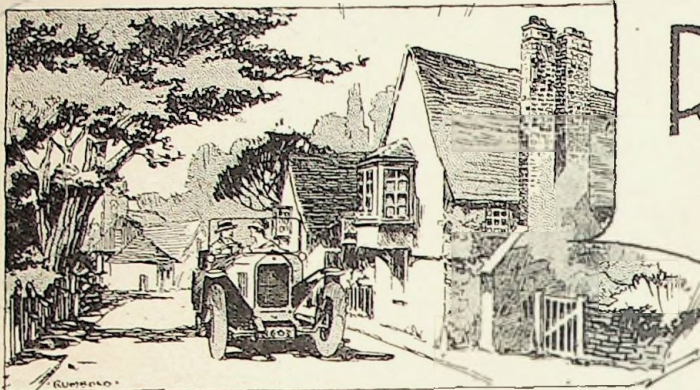
With its white painted body and red wings and wheels, the sports three-seater Bugatti (above) came in for considerable praise. It was more fully equipped than most of the small cars.



A CONTRAST
IN TYPES.



(Above) A 7 h.p. Peugeot coupe with a very "ladylike" appearance and (in oval and right) a sports four-seater Amilcar elaborately streamlined and presenting a very rakish appearance.



RICH MIXTURE

LIGHT CAR
COMMENT
& ADVICE

by **FOCUS**

Tyres That Vary.

IS there anything more thoroughly confusing than the behaviour of tyres? A friend tells me that the original set fitted to his car boasted of one which covered 13,000 miles; whereas a couple of new "outers," same size, type and make, are practically worn out after 4,000 miles. The first record is as good as the second is bad. Do manufacturers unknowingly strike a bad patch of rubber occasionally, and, if so, can they not spot it with their expert eyes and specialized apparatus?

The Effects of Fatigue.

EMINENT scientists have, I believe, scouted the otherwise universally accepted theory that metals suffer from fatigue. Perhaps they had in mind everything but the diminutive metal flagstaff which many of us carry on our radiator caps and from which flutters proudly a club burgee. The flagstaff fitted on a colleague's car is subjected to a certain amount of vibration, which causes it to oscillate very rapidly like an inverted pendulum. Perhaps it would have been more correct to describe the symptoms in the past tense, for, on his last long run, without a flag, by the way, he just saw it begin to lean over, then it toppled from its lofty position, clattered on to the off-side wing and now lies, a victim of fatigue if ever there was one—somewhere on the Bath road. The break was close up to the anchorage and the crystallization complete.

A Convincing Sequel.

THE theory of fatigue was proved in rather a convincing manner in the case of this very car. For within a few days of the fracture of the flagpost, the off side front master spring-leaf broke, this being the first fracture of any sort which has occurred in a matter of 13,000 miles running. Whether or not this marks the beginning of a series of breakages one hesitates to say out of respect for the feelings of the owner of the car, but it must be admitted that it is a somewhat peculiar coincidence. Incidentally, has anyone ever heard of spring breakages where balloon tyres are fitted?

When 60 m.p.h. was Wonderful.

NOWADAYS one says really unkind things about a sports model which will not do 70 m.p.h. with comparative ease, and I have often heard bad language used concerning touring four-seaters because they can only just push their speedometers beyond the 50 m.p.h. mark. How

different were the light cars of 1914, when achieving a speed of 60 m.p.h. was almost unknown to the small car enthusiast. The point occurred to me the other day whilst looking through a copy of *The Light Car and Cyclecar*, dated September 21st, 1914. I came across an article describing a road test of the "International Calthorpe Racer." Here is a quotation from the report:—

"Out on the open road with the wind and speed sending the moisture flying from one's eyes, the roar of the exhaust drowning everything, and the rain of boiling water from the radiator cap combining to add still more to the impression that one is wrestling alone with the elements! But to this there is still to be added the fearsome joy of clinging desperately to the steering wheel on a bouncing, roaring car that is devouring the miles at the rate of one per minute.

"You can see the road for miles ahead, and yet, despite that, you are continually coming to bends and landmarks before you realize it. This is owing to the fact that you are probably travelling two or three times as fast as you usually do.

"Then, again, there is the additional thrill of not being quite certain whether you are going to keep on the road at all, for, at 50 to 60 miles an hour, a light car wants a deal of holding, and a bad bump may send you several feet into the air, followed by a series of wobbles which are somewhat disconcerting. But the thrill is there. The feeling of battling with the elements and the excitement of speed provide the real joys of driving."

Slow Progress.

A FRIEND of mine planning a route to a seaside resort at which he and his family were to spend their holidays conceived the idea of taking the most direct route to the sea and then following the coast to their destination. This meant an extra day on the journey, but the experience was thought to be ample compensation.

On the morning of the second day they reached the coast, and straightway there was a clamour from the olive branches for a "paddle." This was reluctantly conceded under the strict condition that the interval should not exceed half an hour. But the kiddies were in paradise and their recall almost precipitated a revolt. The day was hot and steadily grew hotter, and presently father himself felt he could do with a dip, so another stop was made and bathing togs unearthed.

The afternoon was so glorious that the children absolutely refused to desert the beach, and night-fall found the party barely 30 miles on their day's journey. Having still 150 miles to go, my friend next morning cut inland. A suggestion that the return journey should be made via the coast was sternly negatived.

A Doubtful Advertisement.

WHEN visiting an agent recently, I was being bombarded with statements as to the wonderful speed and acceleration of the make of light car which he handled. I was not doubting his words in the least, as I knew the performance of the car, but he crowned his remarks by handing me a large bundle of papers. They were all summonses for exceeding the speed limit or for dangerous driving, received by members of his staff.

As a proof of speed they were not conclusive, but as evidence of bad driving they were potent. Hardly a well-chosen advertisement!

Small Car or Char-a-bancs?

IT is still an article of belief among vast numbers of the community that the possession of a car signifies the possession of wealth. The amount of the tax alone is often sufficient to make supposedly frugal people hold up their hands in horror and decide that a car is beyond their means. It comes as a surprise, therefore, to learn what is being spent on motor-coach tours.

My tobacconist and his wife went on a two-day trip in Bank Holiday week, and the total cost (including meals) was £7. They did not grumble; they thought the experience worth it; and they had already booked for another tour of a similar character in a fortnight's time! Pursuing my investigations, I discovered that many Sunday trips are now in the nature of "family" outings,

the same people patronizing them so regularly that a seat is rarely vacant. These tours work out at about 7s. 6d. a head, plus the cost of meals, so that John Citizen and his wife may easily expend a Fisher on the jaunt. Even for half-day trips, the cost for two people is 10s.

Now it is reasonable to suppose that people who can afford to spend this amount regularly on motor-coach rides could afford to run a small car; and here, it seems, is an opportunity for the smart salesman to do good business. Let him look to the motor-coach passengers for recruits!

Beware of the Roof.

WHEN carrying a tall passenger in a small saloon or an open car with the hood raised, slow down in passing over hump-back bridges or culverts, otherwise the head of the passenger is likely to make painful contact with the roof. I heard of this happening the other day to a city philanthropist, who had gone down to the provinces to open a charity fête. A son of Anak, and massively built, he had difficulty in stowing himself in the 8 h.p. saloon sent to meet him at the country station, and his silk hat almost touched the roof.

The driver evidently fancied himself, for he rushed the distinguished guest along at a lively pace and, coming to a culvert at the bottom of a hill, took it at speed. There was a terrific bounce and the passenger simultaneously felt his hat thrust down over his eyes and ears. The topper



THROUGH STORM
AND TEMPEST.

A. Braid (Austin) threatened with being washed away by the towering waves which broke over the Colwyn Bay promenade during the speed trials last Saturday.

RICH MIXTURE (contd.).

was ruined and its owner somewhat painfully injured. A colleague to whom I mentioned this said he had been told of a case of concussion occurring through the same cause, only in this instance the victim was riding in a large car with the hood up and his head hit one of the hoops.

Austin Seven Competition.

I AM afraid that my Austin Seven "What's I wrong?" competition must have made me very unpopular with many hundreds of readers. It was really quite heart-breaking last Saturday when, confronted with a perfectly enormous pile of post-cards, I had to throw all but one into the waste-paper basket. The successful competitor is Mr. F. J. Young, 224, Victoria Park Road, London, E.9, whose postcard contained the exact number of mistakes which I found originally in the drawing, and a list of which has been locked away in my desk since the drawing was published.

Several readers wrote saying they liked the idea of the competition very much, but that they could see so many mistakes that they could not get them all on a postcard. Might they write a letter? I was able to reply to the majority of them repeating that it was necessary to be brief. Several readers who, by splitting hairs, found 50 mistakes or so, sent in their entry on two separate postcards, whilst one reader who sent a very full list of errors in the first instance followed it up with a further card pointing out that he had omitted to mention that the hood sticks were bolted to the door. Was it too late to add this extra error?

The Mistakes.

MR. YOUNG'S postcard describing the mistakes which he had found read as follows:—1, not chain drive; 2, no back axle; 3, spokes not "laced"; 4, no steering assembly; 5, no front-axle radius rods; 6, Goodyear tread on Dunlops; 7,

handle through radiator; 8, no number plate; 9, trade mark upside down; 10, no separate bonnet; 11, louvres in bonnet; 12, lamp upside down; 13, horn at near side; 14, only one lamp; 15, top screen upside down; 16, wiper wrong side; 17, side screen hook reversed; 18, door reversed; 19, door hinges wrong side; 20, no wing-nuts on screen; 21, hood bolted to door; 22, three hood sticks instead of four; 24, no radiator cap; 25, steering wheel reversed; 26, five wheel nuts instead of three; 27, no front springs; 28, 16 wheel spokes, should be 36.

A point Mr. Young missed, but which several other readers pointed out, was that no tyre valves were shown, but, as I had not this point noted on my own list, he is not penalized on that account.

Mr. Soakes Writes.

Dere Fokus.—T'other arternoon me an' the missus goes out for a ride in our motor. We was goin' along grand wen, orl of a sudden, something goes pop, and she steers awkward.

"U'lo, a puncher," I thinks.

I gets down to 'ave a look, and, shore enuff, the orf-side frunt tire was flat. Of course, I 'ad me spare wheel redly to fit, but it was a grand day and we wasn't in no 'urry, so I thort I'd try my 'and at mendin' it wiv one o' them 'ere patches.

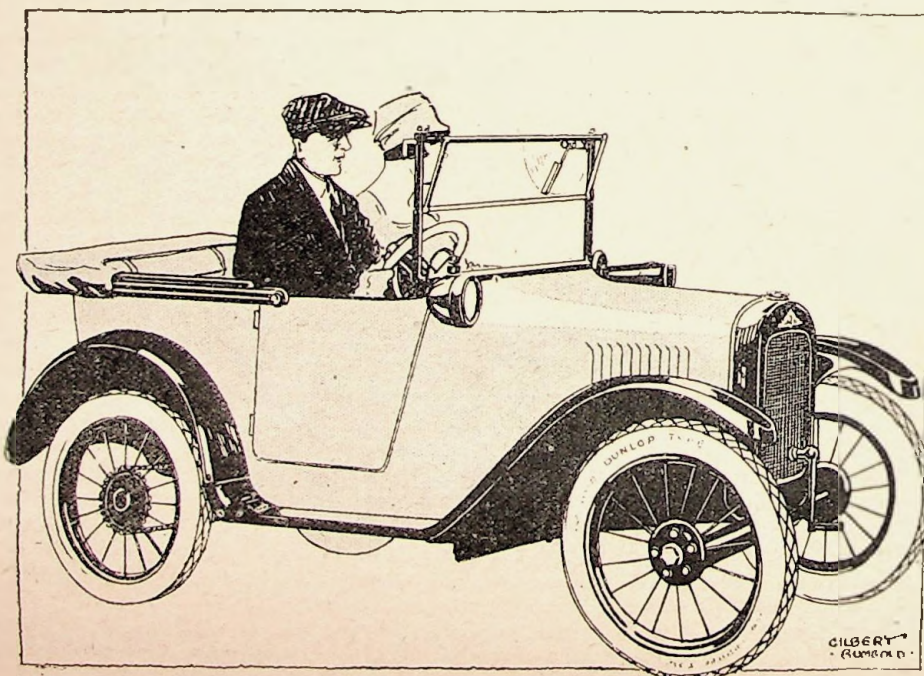
Wot a gime it was! I soon 'ad the tool out, and there



"Goin' along grand."

was a tidy sized 'ole in it. The instruxions on the patch box was very clearly wrote, and it orl seemed plang sailing, but there was pitfalls loomin' up. I spredds the sticky stuff on the tool and on the big patch, and there woodent 'ave been no trubble if my missus 'adn't gorn and set on the patch wot I 'ad put in a safe place to dry. It wosn't dry wen she set on it, and I reckon she maid too much fuss about 'er new kote bein' dun in. Wot about my patch, wiv a lot of fur orf the kote a-clinging to it? 'Ow-ever, the job was dun at larst and I only 'ad to "replace the cover," as the instruxions sez. Ho, yus! easy to say, but 'ard to do! Still, I got three finger nails left, and you can't act the torf wivout a bitter sacrifice.

W. SOAKES.



THE FAULTS.

"Focus" invited readers a fortnight ago to send him post-cards pointing out the mistakes which the artist deliberately made when drawing this Austin Seven. A guinea was offered to the sender of the first post-card bearing the correct list of mistakes to be judged. In all, there are twenty-eight important errors, a list of which "Focus" gives on this page.

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

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

NORTHERN OFFICES:
MANCHESTER: 196, Deansgate.
Phone: Central 2407.

The Light Car and Cyclecar

Conducted by
EDMUND DANGERFIELD.

TEMPLE PRESS LIMITED.
7-15, Rosebery Avenue,
London, E.C.1.
Telephone - Clerkenwell 6900
(Seven Lines).
Telegrams - "Pressimus, Holb.,
London."

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

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

Next Year's Models.

FROM particulars which we have published already concerning the new and improved models for 1926, it is abundantly clear that next year the equipment is going to be even more of a "selling point" than it has been during 1925. There is a tendency at the present time for manufacturers to load up their products with all manner of more or less valuable accessories, the total cost of which amounts to a fairly considerable sum. Some of these accessories are doubtless very useful and very desirable, but it must be borne in mind that there are thousands of small car enthusiasts who prefer an extra ratio in the gearbox to a hundred-and-one fallals distributed about the chassis and coachwork.

We believe, in addition, that most light car owners prefer to select and fit their own equipment, and there is no denying the fact that they obtain very much more pleasure from accessories which they have bought and rigged up themselves than they do from those which are sold with the car. The tendency in France, Italy and the United States is to supply cars complete with all necessary equipment, that is to say, a lighting and starting set, horn, number plates and, in some cases, a windscreen wiper; the purchase of spring gaiters, radiator thermometer, rear windcreens, warning devices, luggage grids, fenders and all the other paraphernalia being left to the customer.

It has been only during the past year or two that light car manufacturers have caught the equipment mania, and we believe that the sooner they recover from the complaint the better it will be, not only for themselves, but for their agents and, above all, their customers.

Dazzle Again to the Fore.

THERE is every indication that driving after dark is going to be even more troublesome this year than it has been in the past. There are thousands of new drivers on the road who will doubtless shout at one another, flicker their lamps, switch on, switch off, glare spotlights into one another's eyes, and pursue all the other stupid tactics commonly adopted by irresponsible drivers who have not the patience to slow down or to stop when a car which is approaching from the opposite direction has lights which are so strong that it is difficult to see.

Topics of the Day

At the present time the driver who is least inconvenienced after dark is the man with very powerful headlamps, whilst those who complain the loudest are those whose lighting equipment provides poor illumination. We ask the former class to be as sparing as possible with the use of their powerful lights and, if possible, to fit a dimming apparatus, special lenses, or an independent switch for the off-side headlamp. To the latter class we suggest that the wasting of a few minutes when dazzling lights are approaching is not a very great hardship, whilst the provision of a very powerful bulb in the near-side headlamp will improve their lot and materially reduce the risk of running down unlighted cyclists. It is generally agreed by all experienced motorists that switching off the headlamps when another car is approaching is a dangerous practice, and we do not advise readers to adopt it. A much better plan for those who feel that they should reduce their illumination for the benefit of others is to install some suitable device which is specially designed for the purpose.

Warning Signs.

THERE is a tendency at the present time for the warning signs along our main roads to become much too complicated. Some years ago the only warning sign in common use was the familiar red triangle, but this gradually lost its effectiveness until to-day it is seldom regarded. The trouble has been that more and more red triangles began to appear about the country without sufficient investigation in the first instance with regard to whether they were absolutely necessary. In addition, many red triangles have not been removed after the source of danger had been eliminated.

It now seems possible—indeed probable—that white safety lines will before long be disregarded in exactly the same manner as the red triangles. White lines are being placed in several districts where they are not strictly needed, whilst the question is being complicated by the addition of arrows, notices painted on the road, and so forth. In some cases—a very few—these may be necessary, but we believe that their wide adoption, which at the moment seems to be threatened, can do no possible good, whilst it will have the effect of reducing the warning value of the straightforward white safety line which was first introduced a few years ago.

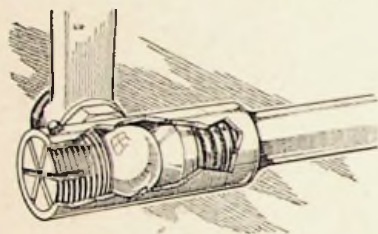
CONSIDERING the various points at which movement may be lost, it is not surprising that even the most sturdily and carefully constructed light car develops a certain amount of wheel wobble due to some cause other than slack road-wheel bearings when it has covered, say, 5,000 miles.

Frequently this wobble is so small as to pass undetected from the driving seat, and the only way that the driver can suspect any tendency towards wobble is by noting, perhaps, that backlash—as shown by movement of the steering wheel—is beginning to present itself.

The points where movement is lost depend on the layout of the steering system, but in a normal design they are as follow:—Steering box reduction gear, drop-arm ball joint, forward end of drag link, yoke ends of tie rod, play in the steering pivots and actual wear of the hub bearings.

Where a bevel and sector is employed as a means of reducing the ratio between the steering wheel and the steering arm, backlash caused by wear of the teeth cannot be taken up, but where advanced practice is employed a full wheel is provided, and this can be turned round through 180 degrees so as to present unworn teeth for engagement with the driving pinion.

A spring-loaded ball joint should not develop backlash or shake, and an excellent feature of 1926 cars would be the adoption of such joints in the place of yoke ends which, because they are cheaper, are employed where practicable.



A steering connection of the spring-loaded ball and socket type. It is self-adjusting for wear.

The adjustment of a ball joint is carried out by removing the split pin, which prevents rotation of the locking nut and tightening this nut until all traces of shake have vanished. It will be appreciated, however, that the very nature of the joint provides a cushioning effect due to the action of the spring, and that if considerable force be exerted the equivalent of backlash will be obtained. Such forces should not come into play in ordinary circumstances.

Worn yoke ends present a somewhat different aspect, particularly if they are of the cheaper kind, in which the essential part of the connection between the two rods is formed by a pin having a round head at one end and merely a hole at the other end through which a split pin is passed so as to secure it in place.

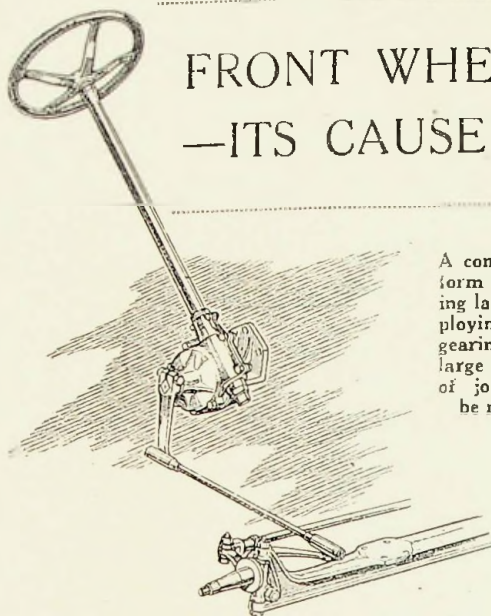
Far better is the yoke end which employs a bolt, one side of the yoke being tapped so that the bolt is screwed through it, the nut then being run on and a split pin inserted to complete the job.

The former and cheaper type wears in several directions. Thus the pin can become loose in the yoke and also in the connecting rod, whilst up and down movement of the pin is possible, leading to rattle. The latter obviously provides a far better fixing.

Wear can be taken up in two ways, either by repinning and/or rebushing—a comparatively expensive and troublesome course—or fitting new yoke ends. These are by no means expensive, and when wheel wobble caused by backlash has become sufficiently serious to warrant attention the worn yoke ends can be replaced and at least one source of backlash removed.

Wheel wobble caused by worn connections should be noticeable only on rough roads. If a car develops a bad wobble on a perfectly smooth surface it points to lack of sufficient caster of the steering head. It may even reveal a slight anti-caster, and this may become a positively dangerous condition.

B32



A conventional form of steering layout employing worm gearing. The large number of joints will be noticed.

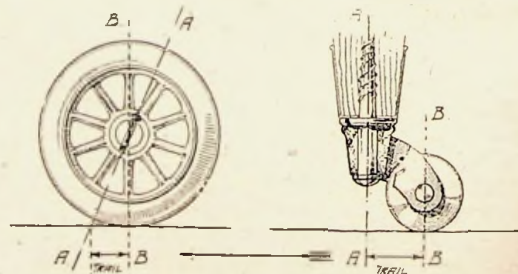
FRONT WHEEL WOB —ITS CAUSE AND C

An accompanying sketch shows exactly what is meant by caster, and the reader should have no difficulty in following the analogy between the principle of the ordinary household furniture fitting and that employed for the front wheels of a light car.

In brief, the steering head is tilted slightly so that an imaginary line through its axis continued downwards would strike the ground at a point in advance of the point of contact of the tyre with the road. It is obvious that under these conditions the wheel tends to trail, i.e., always to point in a straight-ahead direction.

Where quarter-elliptic springing is employed, no radius rods being fitted, the castor of the front axle can be increased by introducing wedge-shaped pieces beneath the spring and the spring pad on the axle, but it should not be overlooked that under load the axle very often tends to twist over backwards slightly, thus providing the caster angle, which, from a casual examination with the car unloaded, does not appear to exist.

In practice it is found that a very small inclination of the steering head is required to give the best results. If the inclination is too great the car will



Showing the analogy between a chair caster and the front wheels of a car, trail in the latter instance being obtained by inclining the pivot pin, thus keeping A in front of B.

pursue a very steady course, but cornering will become heavy, and greater strain, therefore, will be thrown upon the connections.

It is generally considered that the angle formed (as shown in the illustration) at the hub should be approximately 5 degrees, and this will be found to give satisfactory results in the case of nearly every light car. Another point which should be mentioned in connection with excessive caster action is that it

WOBBLING FRONT WHEELS ARE A SOURCE OF DANGER AND ANNOYANCE, BUT THE TROUBLE IS GENERALLY EASY TO TRACE AND REMEDY. THIS ARTICLE EXPLAINS HOW THE NUISANCE MAY BE OVERCOME WITH THE AID OF ORDINARY TOOLS AND APPLIANCES.

makes reversing very difficult indeed, as, when the car is going astern, the caster effect is reversed, making the wheels tend to go over to full lock immediately the car is set in motion.

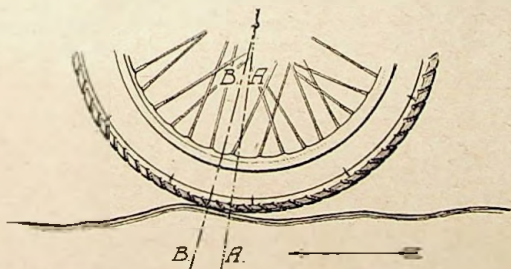
Similarly, when, owing to wear, an accident or "settled" springs, an anti-caster effect is given when the car is proceeding ahead, it will be found very difficult to keep it on a straight course, whilst, when rounding a bend, there will be a pronounced tendency for the lock to go hard over, and if the anti-caster effect is severe no amount of force at the steering wheel will overcome it.

Slackness of the steering mechanism is sometimes caused by a loose steering box, and during the weekly or the monthly overhaul the steering wheel should be turned slightly first one way and then the other with the car stationary and the steering box itself watched closely to discover whether there is any movement between the box and the frame member or other basis of anchorage.

It happens, sometimes, that, no matter how tight are the bolts which hold the steering box, there is still some degree of movement, and this may be due either to the bolts or the bolt-holes being worn or to the point of attachment being insufficiently strong. Where a steering box is bolted to a chassis frame member of U-section, it will be found very often that a much more rigid attachment is secured by inserting a piece of steel plate inside the member and thus strengthening it up.

Owners of cars which are fitted with disc wheels may have noticed that wheel wobble presents itself intermittently, and in the absence of pronounced wear of the steering connections this can usually be traced to a direct headwind which causes the disc wheels to "flutter."

If the wind comes from one side or the other the steering will be steady, but care has to be exercised at moderately high speeds for, when suddenly plunged into the shelter provided, say, by a few isolated houses, the direction of pressure on the discs



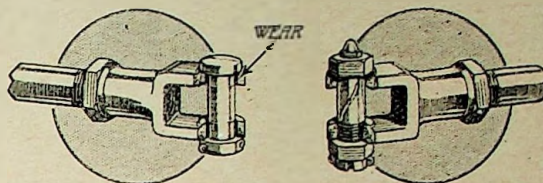
A bumpy road or a tyre with a "corrugated" tread alters the point of contact of the tyre with the road and thus varies the caster action of the steering

is altered and the car tends to dive into the direction from which the wind is normally coming.

Tyre pressures play a very important part in the production and prevention of wheel wobble. It is difficult to lay down any definite instructions, and only experimenting will show which are the best pressures to adopt. Sometimes it is essential that the tyres on the two front wheels should be blown up equally, but at other times a slightly lower pressure in one tube is advisable.

A prolific cause of wobble may be traced to the tread of an outer cover which has worn into a kind of switchback formation—a condition of wear which often puzzles both amateur and expert. Wobble is seldom noticeable on a smooth road, but on a bumpy road it may become so severe as to necessitate an immediate reduction of speed until the wobble ceases.

For an explanation the reader is referred to an accompanying sketch, also the diagram showing the meaning of caster.

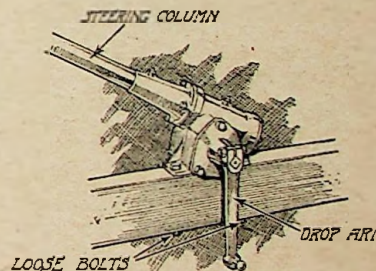


(Left) A yoke pin of this type develops wear very rapidly a screwed pin (right) being very much superior

It is quite obvious that, providing the imaginary lines AA and BB more or less maintain their respective positions, the influence of castering will not be interfered with, but if by any chance the point of contact of the tyre with the road should be moved so that it is in front of the line AA then anti-castering results and the wheels tend to turn instantly out of the straight.

Suppose, then, that one of the bumps on the front tyre strikes a bump in the road surface, the point of contact may be moved as indicated, and although within the next few inches of travel of the tyre it may be at once corrected, we get a series of castering and anti-castering forces which inevitably set up wheel wobble.

That this theoretical explanation of a certain form of wobble is also eminently practical can be proved generally by running the front tyres fairly soft so that the tyre tends to assume a more normal contour when it meets the road surface. A certain cure is to fit new covers.

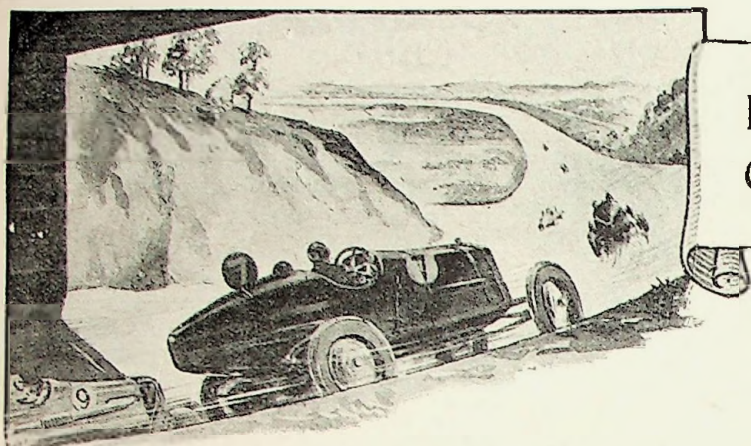


An insecurely attached steering box or a drop arm loose on its shaft has a very adverse effect on the steering

There is no need to stress the importance of accurate and reliable steering, and when wheel wobble of any sort commences the owner should take steps at once to discover the cause and, if possible supply a cure.

At low speeds wobble may not matter to any great extent, but even at ordinary touring speeds the deviations first to one side and then to the other which may be caused cannot, within certain limits, be controlled, and the car therefore pursues a course which may be sufficiently erratic to make all the difference between the safe negotiation of a difficult situation and perhaps a minor smash.

When a wobble commences in traffic it is often inconvenient, if not almost impossible, to slow down until the wobble ceases. Providing there is sufficient room on each side of the car, an effective cure is provided by tending to lock first to one side then to the other; if this fails, the driver must either put up with the wobble until it stops, or, signalling his intention to stop, declutch and apply the brakes.



LATEST NEWS OF THE "200."

DARRACQS COMPLETELY RE-
CONDITIONED—MORE ABOUT
DRIVERS AND CARS—A RACE
THAT WILL BE WORTH SEEING.

NEWS continues to filter through very slowly with regard to the cars which will be taking part in the 200-Mile Race, to be held at Brooklands a fortnight hence. Interest naturally centres in the three Darracq entries, which, with their all-conquering career, are considered to have an extremely good chance of winning.

At the moment of going to press the cars are still in France, and we learn from our Paris correspondent that they will be the three identical cars which came in first, second and third last year. Recently they have been completely reconditioned—it appears, in fact, rebuilt.

The pressure delivered by the Rootes blower supercharger device has been raised slightly, and the weight of the complete cars has been somewhat reduced by cheese-paring here and there. We understand that a very special type of carburetter has been fitted, and that this, together with the increased induction pressure, has had a favourable effect upon the performance of the engines.

The Darracq Drivers.

Segrave, who will drive one of the Darracqs, is, of course, well known to all British enthusiasts, but Masetti and Conelli are comparatively unknown on this side of the Channel. In Continental events they have distinguished themselves on several occasions, whilst

Masetti is considered to be one of the best racing drivers of the present day.

B. A. D. Eldridge, who took part in the Italian light car Grand Prix at Monza last week-end, is said to be rather backward with the car which he proposes to run in the 200-Mile Race. We understand that it will be his special racer with the frame slung beneath the axles.

In connection with the Salmsons we mentioned last week that Dunfee, Newman, Goutte and de Marnier would be driving four of them. We now learn that the fifth car will be driven by A. de Victor, but details concerning the makers' entry are not yet to hand.

Five Amilecars will take part in the race, and they will be driven by R. Pettit, A. Pemberton, Vernon Balls, J. G. P. Thomas and C. Libovitch. These cars, together with the Salmsons, Waite's Austin Seven, with an over-size engine, and Pickett's Frazer-Nash complete the entry in the 1,100 c.c. class.

As we have announced previously, the car which Capt. Malcolm Campbell proposed to run in the race will not be ready in time, but we learn that he is endeavouring to secure another mount, and may possibly take part in the event.

A fact which is not always appreciated is that although the 200-Mile Race is split up into various classes it is actually one big race, and in the un-

likely, but possible, contingency of, say, a 750 c.c. car covering the distance in the shortest time, that car would be the winner of the 200-Mile Race. Generally it is an accepted fact that a 1½-litre car will pass the post first, but, in these days of high development of small power units, almost anything may happen, and although it is doubtful whether a 750 c.c. car could win, it is not at all improbable that this year a 1,100 c.c. machine will be well to the front.

A Spectacular Event.

As a spectacular event this year's race promises to be the best of the series. The very fact of there being two hair-pin bends is in itself sufficient to warrant a race crowded with incident, whilst the stresses which will be imposed on the cars by violent braking, cornering and accelerating are certain to find out weak points and necessitate a far greater amount of pit work than there has been in previous races.

It is impossible for a person to be in two places at once; therefore, those who want a close-up view of the race will have to be content to watch one point at a time. It is questionable, however, whether it would not be preferable to take up one's stand on the Members' Hill, armed with field-glasses, so that a general survey of the centre of incidents could be obtained and quite an excellent view of the first bend assured.

LIGHT CAR THIRD IN EUROPEAN CHAMPIONSHIP.

Monza, September 6th, 1925.

AN enormous crowd gathered at the Monza circuit in rather cloudy weather last Sunday to see the struggle for the championship of the automobile world. At 10 o'clock, amid exciting scenes, the Crown Prince Humbert of Savoy gave the starting signal. Seven 2-litre cars took part—three Alfa-Romeos, driven by Campari, De Paolo and Brilli-Peri; two Duesenbergs, driven by Milton and Kreiss; one Guyot, driven by Guyot; and another Italian and one Diatto, driven by Materassi.

In addition, there were eight light cars, including five French Bugattis, driven by Constantini, Pierre de Viscaya, Ferdinand de Viscaya, Goux and Foresti; one English car, an Eldridge Special, driven by E. A. D. Eldridge; and two Chiribiris, driven by Santolieri

and Plate. The Eldridge Special was one of the popular fancies.

The Italian colours were red, the French blue, the English green and the American blue and white. Each circuit was 10 kiloms. (6½ miles), and 80 circuits had to be accomplished. On the first circuit it became evident that the race was to be a formidable Italy-America duel. Campari took the lead with a rush, followed by De Paolo, Kreiss, Milton and Brilli-Peri, in that order. During the second lap De Paolo was passed by Kreiss, who skidded shortly afterwards, the car turning over several times. Kreiss miraculously escaped unhurt.

The three Alfa-Romeos then had the lead, followed by Milton and Goux.

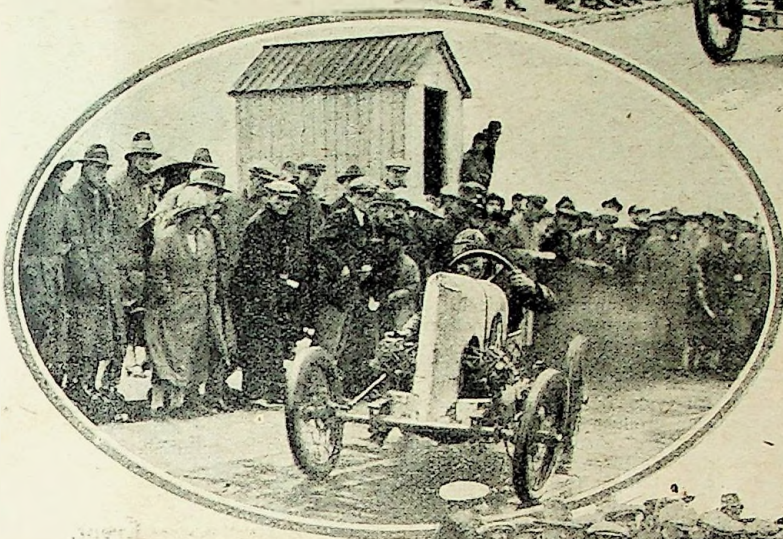
On the 20th lap Milton was running third, and kept his place until the 41st where he lost eight laps through

a damaged oil pipe. He made a terrific spurt, however, and regained the third place, passing De Paolo, who, having had to change his carburetter, lost a lot of time.

The small car class was headed with admirable regularity by a Bugatti, the Eldridge Special giving up on the third lap.

The following was the order at the finish:—

1. Brilli-Peri (Alfa-Romeo) did the 800 kiloms. in 5 hrs. 14 mins. 33 secs. at a speed of 152 kiloms. 227 (in 1924 the average speed was 158 kiloms. 696).
2. Campari (Alfa-Romeo), time, 5 hrs. 35 mins. 30 secs.
3. Constantini (Bugatti), time, 5 hrs. 44 mins. 40 secs., winner of the light car Grand Prix of Italy.
4. Milton (Duesenberg), time, 5 hrs. 46 mins. 40 secs.

COLWYN BAY
SPEED TRIALS.AN INTERESTING EVENT
RUN OFF ON A WET
TARMAC COURSE.

SATURDAY last was the day fixed for the speed trials organized by the Liverpool Motor Club, and during the morning rain fell incessantly, but at about mid-day the sky cleared somewhat, and although the rain held off for practically the whole afternoon it was not until about six o'clock in the evening that the course was sufficiently dry to allow the solo motorcycle classes to be run.

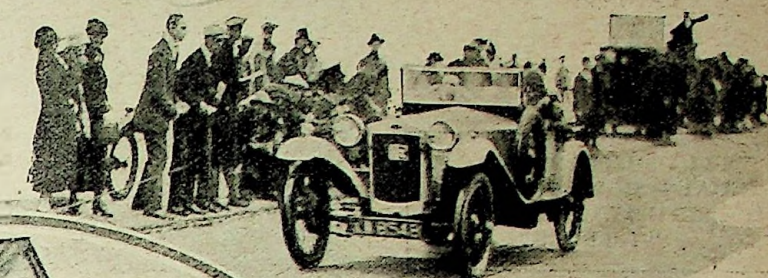
Preparations for the trial had been well carried out, the whole length of the half-mile course being roped. Lessons had been taken from the recent accidents caused by dogs, and on the programme a very sensible notice had been published that "human lives are more precious than the liberty of dogs," and requested owners to see that they were tied up before the speed trials began.

Electric Timing Failure.

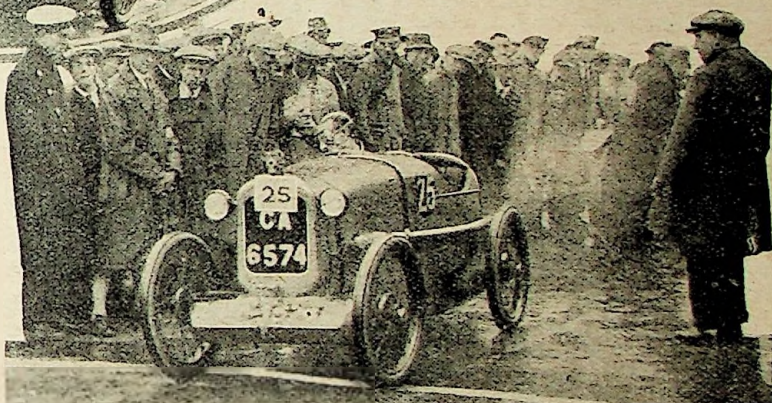
An electrical timing apparatus had been installed, but, owing to the wet, great difficulty was experienced in making it work, and after some considerable delay it was decided to use hand-timing by two synchronized watches, one at each end of the course. By this method the speeds were unknown until after the racing was over, as they had, of course, to be worked out by subtraction of times.

To quote an Irishman, "Punctually one hour late" the official car ran down the course with the "Clear the Course" placard, and Geoffrey Boston, in a Vauxhall, followed immediately afterwards, being the competitor appointed to try the course to see whether it was in fit condition for high speeds. He reported favourably, and so the car classes began.

Owing to the shortness of time it was thought advisable to give each competitor one run down the course, his time to count in all classes except the "any car" event, in which case mudguards,

**SUCCESSFUL LIGHT CARS.**

E. Paxman (Frazer-Nash) won the class for standard sporting cars under 2,250 c.c.; he is seen at full speed above. The slippery nature of the course can be appreciated from the illustration on the left, which shows B. H. Davenport, who made the fastest time of the day in a Frazer-Nash, getting away from the start. (Below) A. Braid (Austin 7) who came first in the class for standard sports cars under 1,100 c.c.



etc., were allowed to be stripped from the car and a subsequent run permitted. The first car down the course happened to be the largest, and was a 6,600 c.c. Hispano-Suiza, but a car of under 1,500 c.c. made the fastest run of the day. Again, in Class 2, which was open to standard touring cars, of under 2,500 c.c., T. H. Shorthose, driving a 1,496 c.c. Bugatti, obtained first place. The standard sports class went to the large cars, although E. P. Paxman, in a 1,498 c.c. Frazer-Nash, won the 2,500 c.c. class from a field containing four two-litre cars.

Good Gear Changing.

Class 10 was for standard sports cars under 1,500 c.c., and was won by H. H. Brayshaw in a 1,496 c.c. Alvis. Practically all the 12 entrants showed up very well on actual starting and gear changing, the winner being particularly good in this respect. Only one very small car, other than those of roughly under 1,500 c.c., was entered. It was a 747 c.c. Austin, and in the hands of A. Braid showed a remarkable turn of speed for a car of its size, winning second place. The Austin won the 1,100 c.c. class, second place being taken by

C. M. C. Turner, in a 950 c.c. Gwynne.

The sidecar classes were then run off, during which time the competitors for the "any car" class were assembled at the start. Several racing cars were among the entry, and gave one furiously to think that some trouble with skidding might occur on the wet tarmac surface of the course.

Alarming Skids.

The most dangerous looking exhibition was put up by D. Higgins in a Miller Eight, who got into three separate and distinct skids, which, however, were well controlled. J. A. Joyce, in a 1,496 c.c. A.C., showed how a really good start should be made on a wet surface, while B. H. Davenport, with a 1,496 c.c. Frazer-Nash, was equally good.

Davenport made fastest run of the day at about 65 m.p.h. on his very successful two-cylinder overhead-valve single-seater, which, apart from its rather dishevelled appearance, showed a turn of speed which owners of a great many up-to-date cars would envy. The results of classes in which light cars were placed appear under "Club Items and Sporting Events" elsewhere in this issue.

J.C.C. Southampton-Exeter Trial

WELL-SUPPORTED J.C.C.
TRIAL—HOW THE CARS
FARED ON WEST-COUNTRY
"TEKORS."



THE South-Western Centre of the Junior Car Club held its fifth annual Southampton-Exeter Reliability Trial on Saturday last (September 5th). The trial started from the Cowherd's Inn, just outside Southampton, and by 7 a.m. a large number of cars were lined up, drivers busy securing numbers to their cars, filling up with petrol and oil, or chatting to friends. Everyone seemed in excellent spirits, for the sun was shining and a fine day seemed certain to follow.

Throughout the trial competitors were timed by their own watches, which were placed in cases and sealed at the start. Incidentally, one competitor whose watch had just been sealed was heard plaintively to observe, "Is there anyone here who can open this, because I do not know if the watch is wound up?"

There were 41 entries and 37 cars started, the first competitor, W. H. Oates (12 h.p. Lagonda) leaving the timekeeper at 7.32 a.m.; other competitors followed at two-minute intervals.

more than welcome. The bright morning had later given place to clouds, and during the stop some rain fell. It soon ceased, however, and competitors felt hopeful once more.

In order to avoid baulking on the hills the cars were despatched at three-minute intervals from Minehead. A six-mile run brought the competitors to Porlock; here a check was taken at the Ship Inn, after which the non-stop section began, the end being at the top of the well-known Porlock Hill.

About half the competitors were fortunate in reaching the top of the hill in fine weather, but rain was falling heavily when the last few cars were ascending.

The hill caused only three failures—

off side of the obstruction, he narrowly missed the wall, and completed a successful climb, which was well cheered by the crowd.

A short run led to Barbrook Mill, where there was a check, after which the ascent of the famous Beggar's Roost began. As in the case of Lynton, the hill was in a very slippery state, and there were 12 failures. Fast climbs were made by three of the Frazer-Nash cars, that of H. J. Aldington being particularly speedy.

The unsuccessful attempts were made by two Lagondas, a Riley, an A.C., the Amilear, the two Austin Sevens, a Frazer-Nash, two Clynos and a Lea-Francis.

The Lea-Francis was the one driven by H. Stevens, who was very unfortunate, for he was making a good ascent when a bevel in the back axle of his car sheared. The car ran rapidly back into the bank, up which it partly mounted, luckily coming to rest without a mishap.

At Lynn Cross, at the top of the hill, competitors were checked away. Several miles of extremely bad moorland road led to Simonsbath, and on this section it was difficult to keep to the required schedule speed, rain and wind making matters more trying. There was a secret check at Simonsbath.

Conditions improved at Dulverton, and the last part of the journey through Tiverton and Birkleigh Bridge lay over main roads.

The final check was taken at Stoke Cannon, competitors then proceeding to the Rougemont Hotel at Exeter; here the club held a dinner, at which over 100 people were present; an impromptu dance followed.

The provisional results are as follow:

Perrins Challenge Trophy: V. G. Wallsgrove (Riley).

G.F.S. Challenge Cup: J. S. Goret (Salmon).

First-class awards: W. H. Oates (Lagonda),

F. King (Lagonda), V. G. Wallsgrove (Riley),

J. Havers (Riley), R. H. Cooper (Riley),

E. R. H. Hill (Riley), A. G. Williams (Lea-

Francis), E. J. Sleep (Alvis), J. Macdonald

(Alvis), C. Allison (Forstmann), G. N. Norris

(Lea-Francis), S. D. Marr (Lea-Francis), A. A.

Mauleverer (Lea-Francis), E. Hancock (Frazer-

Nash), H. J. Aldington (Frazer-Nash), E.

Veendam (Frazer-Nash), W. M. Holbeach (Sal-

mon), J. S. Goret (Salmon).

Second-class awards: H. N. Edwards (Lagonda),

V. O. Wiles (A.C.), Lillian M. Roper (A.C.), G.

Heady (Austin), E. Hillary (Frazer-Nash),

H. G. Dixon (Clyn).

Third-class awards: W. T. Edie (Lagonda),

C. R. Whitcroft (Riley), C. L. Clayton

(Amilear), H. W. White (Clyn), J. Young

(Standard), W. Rawlins (Alvis).

No awards: D. Alan Hill (Rhode), G. Simms

(Austin), D. L. Underwood (Clyn), F. H.

Blakeway (Trojan).

Retired: H. Stevens (Lea-Francis), H. G.

Debnam (Ceirao), E. R. Goffe (G.W.K.).



AT THE — H. Stevens (12 h.p. Lea-Francis) about to leave the timekeeper
START. — at the start. Behind is seen A. A. Mauleverer in a sports
model of the same make.

The run to Minehead lay through Salisbury and Taunton, and, being over good main roads, was comparatively uneventful. There were, however, three secret checks on this part of the run, and, as competitors were only allowed a margin of 1 min. early or late, care had to be taken in keeping to time when passing any place named on the route card.

The secret checks referred to were at Hindon, Mere and Williton. The first two of these were less than seven miles apart, so that the check at Mere came as a surprise to most of the competi-

tors.

At Minehead a lunch stop was made,

and after a run of over 5 hrs. this was

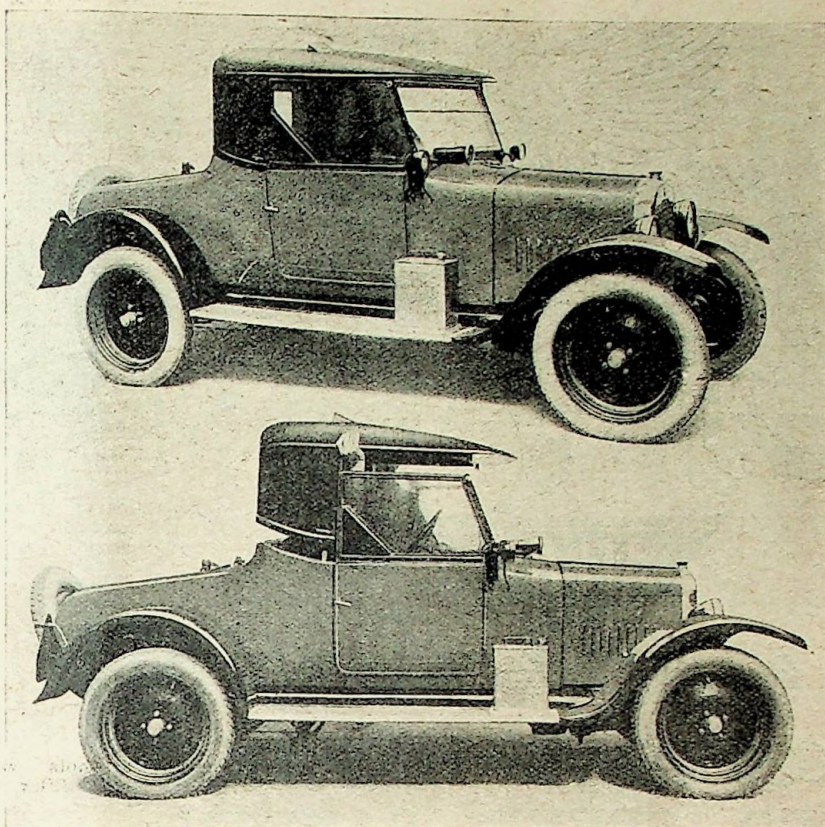
B36

Alan Hill (Rhode) missed his gear and came to a standstill, while G. Simms (Austin Seven) and E. R. Goffe (G.W.K.) also failed. Goffe retired soon after, as did H. G. Debnam (Ceirao), who had, however, successfully climbed the hill.

Lynmouth lay ten miles ahead, the road running over the heights of Exmoor. Rain was falling heavily on this section, and it continued almost without cessation to the finish.

The next observed hill was Lynton, the surface of which was in a very greasy condition. A fine climb was made by S. D. Marr (Lea-Francis), who was almost baulked on the hair-

pin by a farm cart; skilfully taking the



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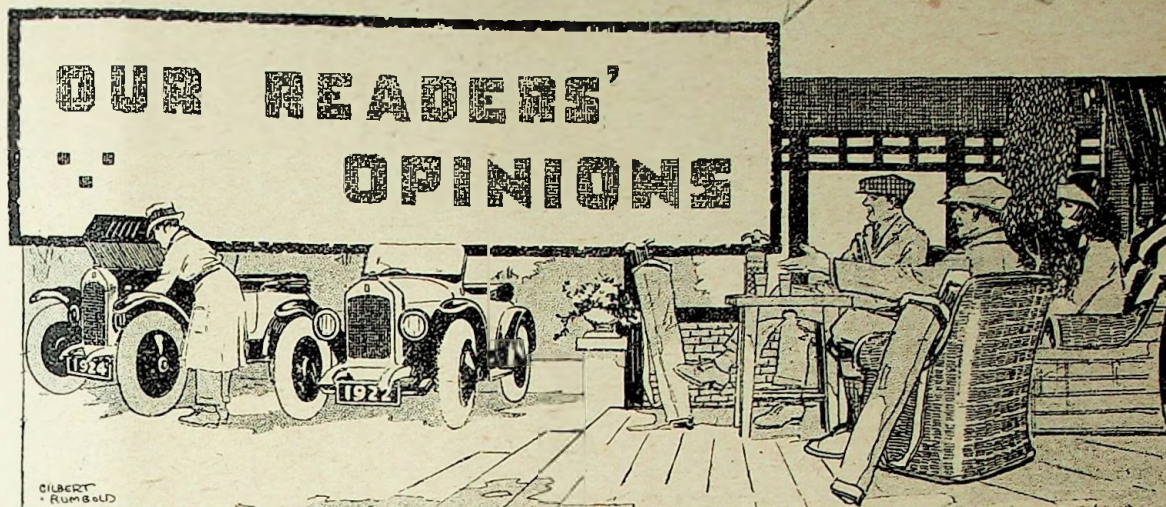
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IMPROVEMENTS IN DESIGN. Transmission Problems.

Critics on the Differential.

The letters published in your issue of August 21st from "Legis," Mr. Miles, "Nodif" and "Engineer" are further proof that motorists in general take a real and intelligent interest in the improvement of design.

Mr. Stott
Replies.

I am very much indebted to these gentlemen for the well-considered criticisms which they have given, and to which, if your space will permit, I have pleasure in replying.

Mr. Miles's idea was, many years ago, the subject of an article in *The Motor* by Mr. Henry Sturme. In this article, which is well worth reproducing, Mr. Sturme points out that such a gear is ideal except for the *unsurmountable objections* that a reverse cannot be fitted and that in case of brake failure there is considerable danger, as the transmission cannot act as a brake. Mr. Miles will be well advised not to fit such a gear to his contemplated cyclecar.

Many attempts have been made to remedy the well-known defects of the present conventional form of "differential" and to make it possible when one wheel has lost its grip on the road, by slipping or bouncing, that the drive of the remaining wheel shall remain undisturbed.

Of such devices the types embodying slipping clutches are unsatisfactory, as they require very frequent adjustment, and such adjustment ought also to vary with the amount of power to be transmitted.

"Free-wheels" employing wedges or ratchets are not true differentials and consequently have proved unsatisfactory because they do not allow the gear to "recede" after an "advance." This inability to "recede" makes it possible in certain circumstances and when the free-wheel action is limited, for the gear to become partially "wound up," resulting in the unsatisfactory and quite conceivably dangerous action which is so clearly described by "Nodif."

A "differential" need not necessarily be composed of toothed wheels, but it should be capable of allowing either driving wheel to "advance" and afterwards to "recede" in relation to the other driving wheel, when the necessity arises. If capable of movement in one direction only it is certain to be unsatisfactory by reason of this tendency to "wind up."

"Engineer's" letter is very instructive and introduces just the right points for serious consideration, but I do not follow his remark "not merely a standard car with the differential omitted," as this gear is primarily intended for use with a continuous live axle and cannot be adapted to a standard car without alterations being made in the design.

His question, "What, then, precisely, has occurred?" is very pertinent. He proves conclusively an advantage which is possessed by all tyres of an elastic nature, and which I had in mind in designing this gear. A solid metal tyre has no "differential" action whatsoever, and a "solid axle" fitted with metal-tyred wheels could not possibly perform the evolution of a full-lock complete turn, as he describes, without one or both tyres developing road slip.

Personally I have not the confidence to claim, as he does, that such differential action, due to the internal creepage of the elastic tyre, is sufficient to allow for a "full-lock" turn of 360 degrees. I do not, however, dispute his statement as I know that, when being driven under nearly full engine power, such internal creepage can supply a sufficient amount of differential action to allow of a car taking an uphill bend of approximately 180 degrees without any noticeable road slip occurring on either wheel, without either wheel overrunning the other one, and consequently with both wheels transmitting the drive.

If, however, the car takes a bend *under its own momentum* this internal creepage does not occur and overrunning by the outer wheel does take place, and, if not allowed for in the gear, absorbs power and retards the car.

"Engineer" gives ample proof of the efficiency of such tyre differential action under full engine power when he says that he has "never seen a solid-axle car fail at all." If your readers will apply to this "solid-axle" climb his own question: "What, precisely, then, has occurred?" the answer is the same in both cases.

In the gear under discussion this non-slip differential action of the tyres is still further increased by the action of the elastic pads or steel springs embodied in the gear, but this addition is introduced primarily to prevent any possible interference when the car is taking a bend under its own momentum and the engine is not working either in a positive manner or as a brake.

"Engineer's" ideal brake which "proportionately distributes the drive between the two wheels without it being possible for either wheel to spin without the other" is, *on his own evidence*, already achieved, either up-hill or down-hill, when the engine is working at full power through elastic tyres, without requiring the services of a differential gear of the conventional design.

It follows, therefore, that it is necessary only to supply means to enable differential action to take place on bends where the engine is not called upon for much effort, as otherwise the tyres will work in *opposition* to each other and absorb energy.

OUR READERS' OPINIONS (contd.).

As regards the question of transmission braking I respectfully claim that a servo-operation mechanism on the transmission is not really a "brake" in the sense that it transmits only the comparatively small force required to operate the real brakes which produce the actual retarding effort. The momentum of the rotating parts on which it is mounted is alone ample to supply the small amount of power required for its purpose. With the clutch fully out, and even neglecting the usual frictional effort which it still exerts, there will be no delay in the application of the brakes to the wheel hubs. My objection as regards "faulty design" refers to such methods as allow of the *actual retarding force* of the main brakes being *unnecessarily* carried by the transmission.

The diagram shown in your issue of July 24th is intended to explain the gear and its action in as simple a manner as possible for Patent Office purposes. If "continuity" of drive is desired it can very easily be arranged for, but this is purely a matter of individual choice.

I do not think that there are now many pedal cyclists who think that a free-wheel drive is objectionable in traffic and who are prepared to revert to a continuous drive, but when this drive was first introduced it took many months of practice before those who were used to a continuous drive became fully accustomed to the change. Obviously, a similar state of things exists as regards the motorear.

I may perhaps be allowed to point out that the critics so far have omitted to mention the form of differential in which a locking device is provided so as temporarily to transform it into a solid axle drive.

When the driver considers that circumstances call for its use he can dismount and lock the gear to enable the car to surmount an obstacle or to get out of a temporary difficulty.

The objections to this class of gear are, I think, sufficiently obvious, and were pointed out in *The Commercial Motor* about 12 months or so ago. A limited differential should be entirely automatic in its action, and this method of temporarily locking an ordinary differential gear leaves too much to the driver's judgment and savours of "locking the stable after the horse has disappeared."

JOHN H. STOTT, B.Sc.

Measuring Differential Action.

There is one point with regard to Mr. Stott's limited differential device which appears to have been overlooked. During experimental work with differentials designed to prevent independent wheelspin, I constructed an instrument which accurately shows at any moment to what extent one wheel is revolving faster than the other. It also shows the aggregate amount of differential action in each direction. It was found in the course of average running that differential action due to cornering, etc., amounted to about one turn per mile.

It was, however, very difficult to prevent one wheel running faster than the other, owing to a slight difference in diameter of the tyres, due to wear or varying air pressure. This often amounted to four or more turns per mile.

This means, in the case of Mr. Stott's device, that the larger wheel would take the whole drive nearly the whole time, a most undesirable feature.

"Engineer" asks for a device which proportionately distributes the drive between the two wheels *without it being possible for either to spin without the other*. This can practically be obtained by so modifying the differential that its mechanical efficiency is considerably reduced. This is not difficult, and has been done in many ways.

The Jappic Ideal.

I was very much interested in "Vitesse's" letter on the £100 cyclecar. As a solo rider for many years, I now require the extra comfort of a light four-wheeler, and from inquiries made in my locality there is a great demand for a simple car of the sports type, as easy to maintain and adjust as a motorcycle. What about the Jappic? This with, or even without, a larger engine, would be the ideal. I may say I am in communication with the makers with a view to buying one and I hope to hear that the machine is to be marketed as a standard production.

B40

HOPPER.

The difficulty is to design a differential of this type which shall be cheaper to manufacture than the ordinary type. Unless this can be done no manufacturer will look at it. In my latest design I think I have accomplished this.

GAVIN C. GOODHART.

Rear-axle Problems.

The correspondence on the new "limited differential" now appearing in your journal interests me very much. As regards Mr. Miles's statement that the drive will be on the "outside" wheel, and "Engineer's" statement that it will be on the "inner" wheel, it seems to me that neither of these are correct. The true state of affairs and the answer to "What, then, precisely has occurred?" can be deduced from the description of the action of this new gear in your July 24th issue.

Continuity of Drive.

"Engineer's" very interesting narrative concerning the behaviour of various types of motor vehicles on the difficult climb near his residence, combined with his careful examination of tyre impressions after a complete full-lock turn on a "solid-axle" car, supply very valuable evidence in favour of the type of gear under discussion, and prove that even with a solid axle our ordinary forms of rubber tyres contain in themselves a remarkable and hitherto unexpectedly large amount of self-adjustment to differential action without road-slip taking place.

His evidence shows clearly that in climbing steep gradients the engine power is divided, by means of this tyre action, in a suitable manner between the two driving wheels. It is obvious that this division of driving power must occur with solid-axle drive, with Mr. Stott's new gear and with the usual conventional type of differential gear.

In the latter case, however, as it is possible in certain circumstances for one wheel to "spin," it is evident that if the road surface is at all greasy such a gear will immediately tend to make the climb a failure.

As regards his remarks about "lack of continuity" in the drive, such objection can, I believe, be overcome very easily by using (in the gear) springs with a longer range of action and fitted, in partial compression, on either side of the driving dogs.

Such an arrangement is in everyday use on the adjustment of the steering-arm connecting rod on most cars; and if sufficiently continuous for such important service it can undoubtedly be made quite suitable for carrying the drive. The question of "continuity" or "non-continuity" can safely be left to either the manufacturer's or the purchaser's choice.

As regards "Nodif's" remarks about track-wheelbase ratio, a reference to the letter from "F.W." in the issue of August 7th proves conclusively that the amount of necessary differential action is directly proportional to the width of the "track" only.

From the recent correspondence in *The Motor* regarding the requirements of Colonial motorists there is a general demand for an increase of track to 4 ft. 8 ins. This means that the differential action for a complete turn will be appreciably increased, and, consequently, a solid axle or a locked differential, which is suggested in some quarters, will be at a considerable disadvantage.

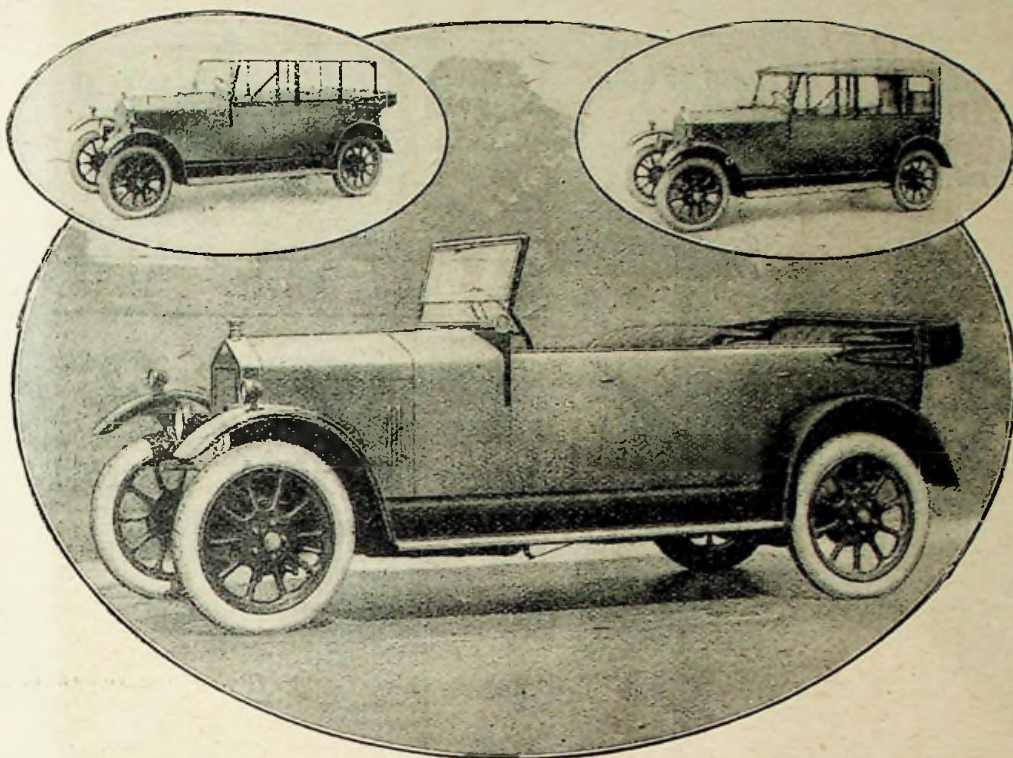
I agree that it is "faulty design" to throw the whole of the retarding effort of the rear brakes on to the transmission, but this objection does not apply to "servo-operation" which supplies only the small power requisite to operate the main brakes and cannot, therefore, put much strain on the transmission.

MOTOR ENGINEER.

Police Methods.

A 25-years resident in Kendal was fined 30s. for leaving his car outside a shop whilst doing some necessary shopping. An American visitor was in another shop negotiating for the purchase of some ornamental goods and a policeman entered and told the motorist that he must move his car: upon this the motorist did as was requested, and did not return. Motorists pestered in this manner are buying their goods outside Kendal until the place becomes more hospitable.

ONCE BITTEN.



Right in any weather

In sunshine or rain, in calm or storm, you are right with a Wolseley—it is a real All-weather Car. No car of equal Quality is offered at anything like its price.

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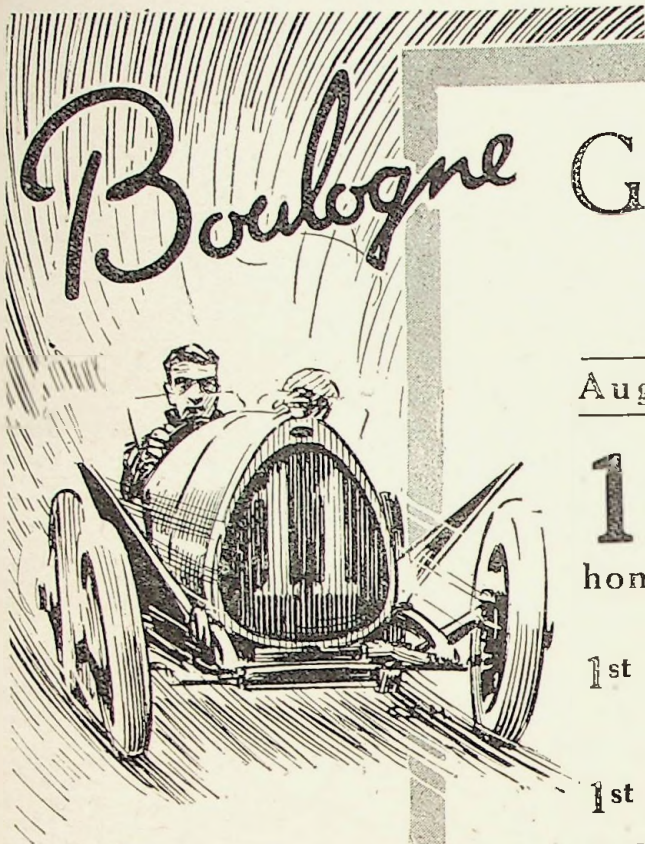
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B41



GRAND PRIX

August 29th, 1925.

1st 2nd 3rd

home all used Castrol!

Under 500 Kilogs.

1st B. S. Marshall (Bugatti).
Winning in both this class and General Classification at 64.3 m.p.h., Mr Marshall repeated his success of last year—again on Castrol!

500-650 Kilogs.

1st Clive Gallop (Frazer-Nash).
Second in General Classification, and making record lap at 67.76 m.p.h.

2nd R. C. Morgan (Thomas Special).
Third in General Classification.

3rd Ringwood
(Frazer-Nash).

4th Marechal
(Delfosse).

5th Frazer-Nash
(Frazer-Nash).

6th Bucciali
(Buc).

The Frazer-Nash Cars were awarded the PICKETT CUP for best Team Performance.

— all used Wakefield Castrol !

MORE RECORDS AT BROOKLANDS—on Castrol!

On August 29th, H. Beart, Morgan-Anzani, broke following records in Class H.I. :—
1 Kilo flying, 102.71 m.p.h. 1 Mile flying, 101.58 m.p.h.

On August 31st, Maj. H. O. D. Segrave, driving a 1,500 c.c. Talbot, broke the following International Class Records :

1 Kilo standing, 74.44 m.p.h.	5 Miles flying, 113.12 m.p.h.
1 Mile standing, 82.21 m.p.h.	5 Kilos flying, 113.38 m.p.h.
1 Mile flying, 113.03 m.p.h.	10 Kilos standing, 111.73 m.p.h.
1 Kilo flying, 184.615 k.p.h.	10 Miles standing, 111.71 m.p.h.

All these Successes were achieved on standard grades of—

WAKEFIELD



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is the one oil always equal to every demand.

Every motorist who once tries Wakefield CASTROL soon becomes a CASTROL enthusiast!

There is a grade of Wakefield CASTROL specially suited to your needs. See the Wakefield Recommendation Chart at any garage, or write for our Pocket Lubrication Index, both of which give prices and indicate the Castrol grade required.

If your sump contains another brand of oil, CASTROL can be added, though naturally, best results will not be attained until 100 per cent. Castrol is in use.

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LONDON, E.C.2.

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.

OUR READERS' OPINIONS (contd.).

Waterproof Bonnets Needed.

During the monsoon season out here one sees thousands of cars with their bonnets enveloped in waterproof covers. The usual bonnet with the centrally arranged hinge is no proof against tropical rain, but the covers, while serving their purpose, do not make for cool running, spoil the paintwork and prevent easy access to the engine. It seems curious that makers have not given the matter the consideration it deserves. I have fitted, under the bonnet hinge of my Crouch car, a shallow gutter with a drain at the radiator end, and this very simple arrangement serves admirably to keep out the wet. C. C. O'BRIEN.
Ajmer.

Exact Viscosity—

I think Mr. Arthur Maurice Stone has done all your readers a good service by exposing the quaint gospel which has been preached with regard to lubricants. One has only to look at the recommended grades for different cars to see that, to all intents and purposes, one variety would do for the lot.

—Does it
Count?

If, as so many of your correspondents suggest, every engine really needs a different type of oil, why does one recommendation list in my possession advise the use of exactly the same grade of oil for a certain make of 1924 car which was supplied during that year with two entirely different patterns of engine? It really is rather difficult to believe that the exact viscosity of a lubricant is of any consequence when one sees the same oil recommended for a certain car, regardless of whether it was a horizontal twin or water-cooled four model. PUZZLED.

A Special Difficulty.

I think Mr. Stone is confusing atmospheric temperature with engine working temperature. It is certain that all oils become thin under heat; the higher the temperature the thinner the oil, so that the viscosity of an oil under atmospheric temperature is nothing to go by, so far as the internal-combustion engine is concerned. What does matter is the temperature at which the oil loses its lubricating qualities; but we know that with a high-grade oil there is an ample margin of safety.

When engine builders standardize their methods of applying the lubricant it will be possible to use one oil for all engines. In the meantime methods vary so much that it is out of the question.

A thin oil should always be used on a Ford unit, because there are long bushes in the gearbox, with only one hole in the centre of the bush for the oil to enter and find its way along the bearing; also, the clutch plates need thin oil, or they will drag. The engine itself is crying out for a heavier-bodied oil, but, because of the system employed, a light-bodied oil must be used for the whole unit. W. H. SCOTTS.

Safety First Sig

On looking through the September 4th issue of *The Light Car and Cyclecar* my attention was drawn to page 450, on which you reproduce a photograph of an extremely dangerous cross-roads in Harrogate. After—to my mind—denouncing these safety methods as carrying it to extremes, you ask, "Is such elaboration necessary or desirable?" I certainly think that our motor journals should consider the development of safety methods a matter of prime importance.

I, personally, have been interested in this subject for some considerable time, and one of the suggestions that I made to the chief constable at Southport was that the road should be marked across in three places, "Slow," "Dead slow," "Stop," at all extremely dangerous corners.

On page No. 451 I note that you have what I term a final instruction, "Stop," but against this you make no remark that this is carrying it to extremes, although it is the "Stop" warning.

In addition to the marking on the road, another suggestion that I made was that all approaches to dangerous corners and cross-roads should be illuminated with reflex signs, the first warning to be "Danger," to be followed by "Slow," "Dead slow," "Stop."

Referring back to the Harrogate dangerous corner, I

believe that there have been several extremely serious accidents at this point. The road shown is the main road from High Harrogate to Leeds, and the cross-roads is the main road from the centre of Harrogate to Wetherby and Borrowbridge.

The Harrogate safety road markings do not follow any recommendation that I have made to them. I must say, however, that I very fully appreciate the lead that my native town has given in this direction, which I heartily endorse and defend, and many fatal accidents will be avoided if these methods are copied, studied and steadily improved.

I am certainly looking to your journal to give every encouragement to the various experiments that are being made, with a view to minimizing the risk at these dangerous corners and cross-roads, and to do everything possible to safeguard the general safety of the public and users of the road.

C. B. WARDMAN.

* * We comment on this matter under "Topics of the Day."—Ed.

Morgan Chain Stretch.

With reference to the stretching of chains on Morgans, "Shacklepin" remarks that his low-gear chain stretches more than his high-gear one, and that he believes this to be common to all Morgans. I have always found that the reverse happens in the case of my own G.P. Morgan-Anzani and of Morgans owned by my friends.

I experience little or no bother with chain stretching, which, in my opinion, is due largely to too tight adjustment.

J. K. G. WHITE.

Vulnerability of Modern Cars.

I have often wondered why car designers still think it necessary to put the most vulnerable parts of a car at the extreme ends. The radiator is, when all is said, a comparatively feeble part to withstand even the lightest of end-on collisions, while the fuel tank is equally unable to resist the shocks that it may meet at any moment.

The car I am at present driving avoids these disabilities. The engine being oil-cooled, the "radiator" has no other function but to complete the appearance, while a five-gallon fuel tank, sufficient for 400 miles, is lodged without difficulty behind the dash. Apart from convenience, this also avoids the necessity for a vacuum or pressure feed to the carburetter. I have not yet experienced a collision, but I feel happy in the thought that it would take something more than a light blow to put my car completely out of action. B.B.

Communal Motoring.

I was rather interested in the letter of your correspondent, "Co-operate," but I think that there will be a few snags in the proposition. In the first case, as stated in his letter, the majority of the members would be comparatively poor men, in which case they would nearly all have only Saturday available for their outing. Now, a fairly decent car will cost at least £250, as, in order to cater for the non-driving members, four-seaters will probably be required, and, if the entrance fee is to be £5, the driving member would have a chance of driving only once per year.

It appears to me that this would be rather expensive, as, for his day's run, he would pay £5, plus his subscription of £1, plus his wife and two children at 10s. each, plus, say, 10s. for fuel—a total of £8.

It appears that the depreciation on these cars would be very high, owing to the varying standard of driving of the members, and a communal car would not always have the same care expended upon it by the users as if it were their own property. Thus, it would seem that the non-driving members' subscriptions, at the least, would be fully utilized in maintaining the cars.

The driving members' subscriptions could thus be used in buying additional cars, but at a yearly subscription of £1 it would be about 50 years before a car was available once per week, and then the poor man might always be unlucky and get the 50-year-old model!

I would like to point out that the flying clubs are receiving a substantial subsidy from the Government, and, even so, with their limited flying membership, it already appears as if the majority will very seldom be able to obtain a machine, and then only at the rate of 30s. per hour, and, after all, a light plane is not so much more expensive than a sound car.

GUY R. NORRISH.

B43

OUR READERS' OPINIONS (contd.).

Wanted, a New Headgear.

May I appeal to the manufacturers of modern headgear to give us something more appropriate for light car driving? Helmets are suitable only for motorcyclists and firemen; a cap may make an excellent form of adornment for a dustman, but is low and unbecoming when worn by the driver of a car, whilst anything more absurd than a "soft felt" on the head of a man who is doing 50 m.p.h. in a touring car I cannot imagine.

Why not a white "bowler" with an extended peak to keep off the rays of the sun? It could be well padded and would form an excellent medium of protection in case of accident.

CHAPAUD.

Unsatisfactory (?) Service.

With reference to that part of "Fairplay's" letter regarding the supply of a pint of Castrol C oil, it is not quite clear to me why, if "Fairplay" required only a pint of oil, he should expect to obtain this at "bulk price." If "Fairplay" desires to take advantage of bulk prices he should buy his oil in bulk. The price of a quart of Castrol C is 2s. 5d., therefore why on earth should "Fairplay" expect to be served with a pint for 1s.? I agree with the garage proprietor in question, who is stated to have said that those men who sold it for 10d. were fools, and I would even go further and say that, in view of the need for putting a stop on price cutting, they had no right to sell it at this cut figure.

KENYON SECRETAN.

[When selling loose oil there is a considerable wastage, unless costly containers are installed, and even with the aid of these it takes some time to supply so small a quantity as a pint.—Ed.]

Lubricant for Speedometer Drive.

I notice in your answers to queries column that it is suggested that the best way to lubricate a speedometer cable is by oil injections. Having had extensive experience in the manufacture and testing of speedometers, I suggest that this is an error.

Expert says Grease is Best. Fairly thick grease is the only satisfactory lubricant. Price's Belmoline is recommended. This is easily packed in after removal of the cap and washer, and although rather messy, it pays in the long run.

Lubrication is not the only work grease has to do when applied to instrument drives of this type. A cable driving a speedometer revolves, on the average, fifteen hundred times per mil., and it is apt to stretch and hit the walls of the outer casing. If effectively packed with grease, however, the cushion thus formed does a lot to prevent damage. If oil is used, it is usually thin enough to be impelled by centrifugal force past the washer (usually of the D type) and into the instrument head. Once there, it is not long before it reaches the dial, thoroughly disfiguring it and making the speedometer useless until it is cleaned.

As it is an expensive matter replacing cables, and even more costly to have the dial cleaned from oil, I trust the foregoing remarks will be appreciated.

SPEEDOMETER.

[We have never heard of a case of thick oil making its way from a speedometer driveshaft to the dial unless a very excessive quantity was used.—Ed.]

CONDENSED CORRESPONDENCE.

The "Tea Parlour," New Alresford, on the Farnham-Winchester Road, is recommended by "7 h.p.," who says that the proprietress is most obliging and that the food is very good.

P.G.T., of Merton Park, pays a tribute to the courtesy extended to him and the good service given by G.N., Ltd., East Hill, Wandsworth. A spare tappet rocker, ordered over the 'phone, was delivered by hand within two hours, whilst a very moderate charge was made for truing up a bevel shaft.

Mr. W. A. Ensor, Selly Oak Road, King's Norton, Birmingham, writes to say that in view of the evident demand for 1922 Coventry Premier handbooks he is willing to have copies made of the one in his possession. These copies will be available at cost price, and Mr. Ensor will be glad to hear from those readers who are interested.

B44

INFORMATION WANTED.

Le Zebra.

Will past or present owners of Le Zebra cars please let me have advice on general running and upkeep? I find that my petrol and oil consumption is rather heavy. G. BELL.
67, London Road, Retford, Notts.

Rover Eight.

I shall be obliged if any Rover Eight owner who has changed over from drip feed to central feed will let me have his experiences. WM. MILLAR.

4, Anderson Street, Bonnybridge, Stirlingshire.

Coventry-Premier.

Readers' experiences and opinions regarding the 1923 four-cylinder o.h.v. Coventry-Premier will be appreciated by me. R. H. CUBITT.

64, Hill Street, Peckham, London, S.E.15.

Enfield-Allday.

Information regarding the general running and reliability of the 1922-3 sports Enfield-Allday will be very acceptable to me. Where can spare parts be obtained?

35, Phoenix Yard, V. R. GOWEN COOKE.
Oxford Circus, London, W.1.

Jowett.

I should be glad of information from anyone who has fitted Gabriel Rebound Snubbers, or any make of shock absorber, to a Jowett car. SIDNEY CARTER.

Wayside, Marple Bridge, Derbyshire.

Eight h.p. Mathis.

I am anxious to obtain information as regards general reliability and upkeep of the 8 h.p. Mathis and also a handbook of same. H. SHILTON.

106, Eastern Esplanade, Southend-on-Sea.

Rover Eight.

What is the best type of spring gaiter for use on a Rover Eight? Should shock absorbers be fitted in addition? If so, what make is most suitable? Does any concern market a hub-cap mileage recorder for these cars? A. R. JOHNSTON.

1, Cromwell Road, Rosyth, Fife, N.B.

Aero-Morgan.

I am thinking of getting an Aero-Morgan with o.h.v. Blackburne engine. I should be much obliged if any of your readers could give me information on the following points:—Petrol consumption, speed when in good running order, S.S. tyres and ease of getting them on and off, hill-climbing, reliability, cornering at speed.

F. J. BUSH.
Easington Lodge, Banbury, Oxon.

Sthenos Carburetter.

I shall be glad if any reader will lend, sell or give me an instruction book dealing with the Sthenos carburetter fitted to a 1918 Grand Prix Morgan. Any hints on jet sizes, petrol consumption (at present only 20 m.p.g.), and so forth, will be much appreciated.

C. N. SIDGWICK.
10, Courtfield Gardens, Earl's Court, S.W.4.

A.V. Monocar.

The undersigned would be pleased to have readers' experiences of the speed and climbing capabilities of the A.V. monocar. Details with regard to the performance of the car, in view of its narrow track, unusual weight distribution and petrol consumption, would be appreciated.

Abbotswood, D. RONALD-MOORE.
Harrow Weald.

LIGHT CARS AT THE SHOW.

Our Special Olympia Show Numbers to be published on Oct. 2nd, 9th and 16th.

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**Always
something
up your
sleeve.**

THE "A.A." Badge is a veritable safeguard—ensuring the utmost pleasure from your motoring.

What is more conducive to a perfect holiday tour than the peace of mind inspired by the knowledge that "A.A." Road Assistance, Free Legal Defence, etc., etc., are ever at your command.

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CYCLE SHOW.
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68A. NEW HALL.**

If you are not a member, write and obtain a copy of the booklet "Always Ahead" from the Secretary, The Automobile Association, 29, Fannum House, New Coventry St., London, W.1

A.A. MEMBERSHIP IS NOW OVER 250,000.

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Grand Prix for Voiturettes. 280 miles.

1ST B. S. Marshall on a **BUGATTI**
Average speed 64 m.p.h.

Grand Prix for Light Cars.

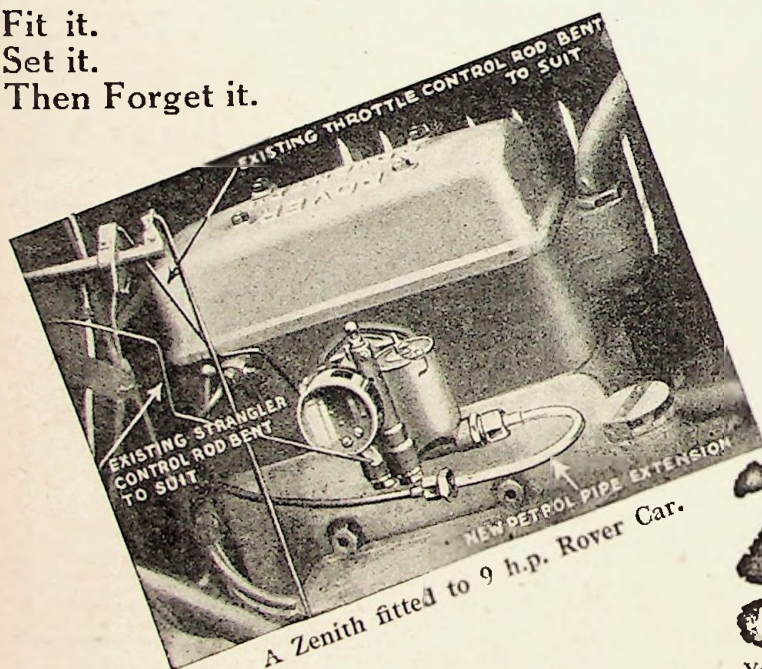
2ND R. C. Morgan on
a Thomas Special

4TH Marechal
on a Delfosse

For the second year in succession Mr. Marshall has won the Grand Prix and personally states that the **ENGLEBERT CHEVRON CORD** tyres greatly contributed towards his success.

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makes it easy and eco-
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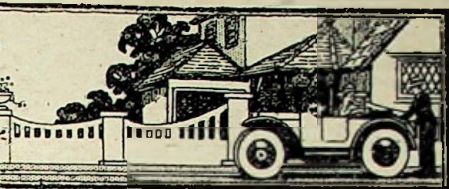
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Power and Easier Starting.
HAVE ONE on a MONTH'S TRIAL

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Telephone: Museum 9106/7/8/9. Telegrams: "Zenithcarburettor, London."

IDEAS FOR OWNERS

We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

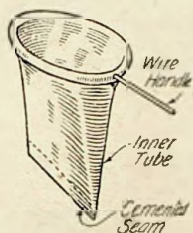


An Emergency Dipper.

It sometimes becomes necessary to fill a radiator while on the road, water being available, but no utensil in which to carry it. An old inner tube, if one is handy, may be utilized. A section cut from it will hold water if one of the ends is sealed with rubber solution, while the valve stem will serve as a carrying handle.

A good plan is to make a water-carrier of this type with a handle and rim of heavy wire, and to carry it in the car. Take the section of inner tube and punch a hole in it 2 ins. or 3 ins. from one end, and push the "handle" of the wire

The emergency dipper made from an old inner tube, as described in the accompanying paragraph.



through. Pass the tube through the ring part of the wire, curl the short upper part of the tube down over the outside of the ring, and cement it. With the sealing of the other end of the tube the dipper will be complete.

Saving the Differential.

Reduction of wear in every possible way should be the aim of every motorist. In this connection, how many give a thought to the part played by rear tyre sizes and pressures on the wear of the differential? The matter may seem insignificant, but it should not be overlooked. When the car is running in a straight line, both rear wheels are turning at the same speed, and, consequently, the differential is not in action. Should the diameters of the wheels be unequal, the difference is continuously being compensated for in the differential, and it is therefore called upon to do a great deal of unnecessary work, resulting in increased wear. Care should, therefore, be taken to see that rear tyres are the same size and inflated to equal pressures.

Misfiring at High Speeds.

Probably no trouble is more puzzling to the novice than the total or partial failure of the ignition system. It occasionally happens that one plug will spark satisfactorily when the engine is running slowly but will miss at high speeds. This may be due to faulty insulation somewhere in the system which breaks down under the increased voltage present when the engine is turning over fast, or it may be the distributor which is at fault.

In the latter case the trouble may not be apparent on inspecting the distributor, for the fact that the segments are clean cannot be taken as proof that it is working properly. A slight ridge at the edge of one of the segments will cause the carbon brush to jump at speed, although its effect will not be noticeable when the engine is ticking over. If such a ridge is found to be present it should be carefully removed with emery paper.

Re-wiring the Ignition System.

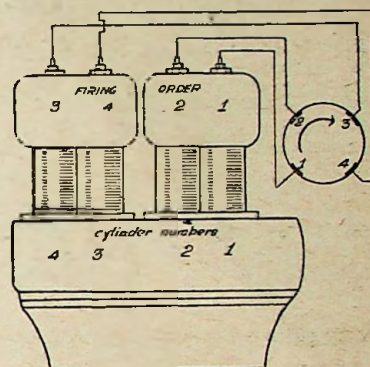
It is astonishing what a trouble most people make of wiring up the ignition system when this becomes necessary, and yet the matter is simplicity itself if carried out in the right way.

The first thing to do is to determine the firing order of the cylinders, if this is not known, and the easiest way of doing it is to observe the order of opening of one set of valves, commencing with No. 1 cylinder. The fingers should be

spanned over the tappets whilst an assistant slowly cranks over the engine; the sense of touch is more reliable in this case than that of sight. Four-cylinder engines fire in one of two orders—1, 3, 4, 2 or 1, 2, 4, 3.

The distributor cover of the magneto should now be removed and careful note made of the direction of rotation of the distributor whilst the engine is again slowly cranked over. Next crank the engine until the piston of the first cylinder is on the top of the compression stroke, and couple the sparking plug of this cylinder to the terminal of the distributor segment on which the distributor brush rests.

The terminal for the following segment in the direction of rota-



A diagrammatic representation of the ignition wiring system of a four-cylinder engine. This firing order is not universal.

tion of the brush is then connected to the next cylinder in the firing order, and so on for all the cylinders.

The essential point to remember is that the leads from the distributor segments are not connected to the cylinders in the order the latter are arranged in the engine, but in their firing order.



IN ANSWER TO YOUR QUERY.

Enclose stamped envelope, please, for reply by post. We do not answer queries over the telephone.

G.V.G. (Wakefield).—Provided you possess a suitable drill you can no doubt fit a set of bumpers to your car. Little or no dismantling of other parts should be necessary.

E.S. (Bourne).—A material which is sometimes used for stopping minor leaks in radiators is "ropy" paint. This should be applied when the radiator is empty and the surface is perfectly dry.

F.K.N. (Stockton Heath).—Your car should be capable of pulling a light two-wheeled trailer loaded with a tent and so on. It is most important that you arrange for a properly stayed coupling at the rear end of the car chassis to prevent damage. Do not take the load of the trailer through the bodywork.

E.C.R. (Dulwich).—No passport is necessary when going to Jersey with your car, and no duties are required.

R.I. (Hythe).—You should not exceed one or two drops of thin oil twice a month for the armature bearings of a magneto.

T.A.G. (Ilfracombe).—As you have no experience of re-metalling big-ends, and apparently no facilities, it will be much better to entrust the job to a reliable engineering concern.

IN ANSWER TO YOUR QUERY (contd.).

Cleaning Aluminium.

K.L. (Newark).—Any good metal polish is suitable for aluminium. Apply vigorously and finish off before the polish has dried.

Track Rod Setting.

M.M.J. (London, N.W.3).—You will find an adjustment point on the off side of the track rod of your Clyno car, by means of which you can regulate its length.

Shock Absorber Lubrication.

C.N.P. (New Brighton).—There is no necessity to lubricate the bearings on the arms of Hartford shock absorbers; they are designed to obviate the need for such attention.

Filling Gearbox.

N.K. (Bridgwater).—If oil is used your gearbox may require replenishment about every 500 miles; grease will necessitate an examination about every 1,000-1,500 miles. Use whichever is advised by the makers.

Hill-climbing Powers.

H. LE C. (Banbury).—The fact that your car can climb Sunrising Hill at an average speed of 15 m.p.h. points to the fact that it is in good condition for a touring model. Your complaint that it is slow hardly seems justified.

The average gradient of Sunrising is about 1 in 10, and the steepest point approximately is 1 in 6½. It should not be overlooked that the average speed is much reduced by the two bends.

Weak Acid.

W.P. (West Bromwich).—Your statement that the lights become dim when they are switched on and when the dynamo is not charging indicates either that the batteries are slightly run down or that the electrolyte is weak.

Dirty Carburettor.

I.H.M. (Warwick).—Because you have cleaned out the petrol filter occasionally, it is not safe for you to assume that the carburettor is absolutely free from dirt, as it often finds its way through gauze. Removal of the plugs below the jets, and cleaning of the float chamber periodically are well repaid.

Noisy Fan.

A.C.B. (Stapleford).—The clicking of which you complain probably comes from the fan. As this is mounted on ball bearings, it would seem that one or more of the balls are broken and giving rise to the noise in question. We suggest that you dismantle the fan before investigating any other part of the engine.

Oil Level Indicator.

T.B.C. (Axminster).—The correct oil level in the rear axle of your 9 h.p. Rover is approximately in line with the top of the worm. An overflow valve is provided, controlled by depressing or pulling up the near-side bolt which holds the cover plate of the oil-filling aperture. The overflow should be kept closed while pouring oil in, but opened for testing purposes. Tightening up the wing-nut on the bolt in question automatically closes the valve.

Flickering Lights.

C.W.B. (March).—As you are satisfied that the flickering of the lights is not due to faulty connections, the next step is to inspect the wiring for fractures or defective insulation.

Brake Adjustments.

E.C. (Wymondham).—No independent adjustments are provided for the rear-wheel brakes of the Austin Seven; the sliding of the cable over the adjusting segment of the hand brake balances the braking effect on the front wheels.

Changing Engine.

H.W.W. (Atherton).—In view of the serious nature of the recent engine failure we think you will be well advised to accept the makers' offer to fit a new engine at such a reasonable figure. Do not forget to notify the licensing authorities of the change, giving them the number of the new unit.

Fuel Splashing.

B.T. (London, N.1).—We think that the following suggestion should help you to overcome the trouble you experience due to benzole splashing out of the funnel on to the scuttle dash when filling the tank. Place a piece of clean rag, such as an old handkerchief, flat on the gauze filter and then pour the fuel off of the can in the usual way. The liquid will flow through into the tank more slowly, and you will therefore be pouring into a few inches depth of fuel instead of on to the flat gauze, and splashing will be obviated.

CLUB ITEMS AND SPORTING EVENTS.

ENFIELD CLUB SPEED TRIAL.

Torrents of rain prevented this event being held last Saturday at Essendon, Herts.

BELSIZE-BRADSHAW L.C.C.

The next rally of the Belsize-Bradshaw Light Car Club will take place on September 13th, members meeting near the "Windmill," on Wimbledon Common, at 2.45 p.m. During the afternoon it has been proposed to hold a "mystery run." A picnic tea will be taken.

R.A.C. PERMITS.

R.A.C. permits have been issued for the North London M.C.C. London-Yarmouth-London trial on September 12th, for the Southport M.C. Southport Speed Trials on the same date, and for the Kent A.C. Speed Trials and Sutton Coldfield and North Birmingham A.C. invitation run on September 19th. The Kent A.C. and Liverpool M.C. have open permits, the other two being closed.

MORGAN CUP.

The winner of the Morgan Cup, which was the premier award of the trial held by the Morgan Club on August 23rd, is W. J. Burch, who obtained 94 out of a possible 100 marks; a bronze medal has been won by G. Burton, who gained 78 marks.

On September 20th the club will hold a social run to Littlehampton, for which members will meet at Marble Arch at 10.30 a.m. The club's reliability trial for the Dame Cup has been fixed for October 11th.

B.A.R.C. AUTUMN MEETING.

A large entry has been received for the autumn meeting of the Brooklands Automobile Racing Club, which takes place to-morrow (September 12th). For the eight races on the programme over 90 entries have been received, including the following light cars:—A. V. Jackson (Alvis), Capt. H. E. Hazlehurst (Salmonson), F. Williams (Hortman), H. S. Eaton (Gwynne), P. L. Denham (Bugatti), F. B. Mafford (A.M. Halford), H. Aldridge (Alvis), V. Gillow (Riley), W. Barnato (Wolsceley), V. S. Balls (Amblecar), H. L. Barnett (Isage), H. W. Purdy (Alvis), G. Duhler (Bugatti), J. D. Benjafield (Salmonson), R. C. Morgan (Thomas Special), J. C. Noel (Wolsceley), F. C. G. Eneland (Austin), J. G. P. Thomas (Thomas Special).

FORTHCOMING EVENTS.

September 12.

B.A.R.C. Open Meeting.
Southport M.C. Championship Meeting.
Southport Beach.
Worcestershire M.C. Reliability Trial.
Bristol M.C. and L.C.C. Members' Trial.
A.C.U. (S. Midland Centre). London-Yarmouth-London Trial.
J.C.C. (Yorkshire Centre). Short Cut Competition.

September 13.

Rochdale and District M.C. Car Reliability Trial for Rochdale Cup.
Middlesex County A.C. Village-seeing Competition.
Belsize-Bradshaw L.C.C. Rally.

September 18.

Essex M.C. Cripples' Outing.

September 19.

Kent and Sussex L.C.C. Speed Trials, Bexhill.
Kent A.C. Speed Trials, Littleton-on-Sea.
B.M.C.R.C. Championship Races, Brooklands.
A.C.U. (Wessex Centre). Kickham Memorial Trial.
J.C.C. (Yorkshire Centre). Greenwood Cup Reliability Run.
Sutton Coldfield and N. Birmingham A.C. Invitation Run.

September 21-26.

Motor Cycle Show, Olympia.

September 26.

J.C.C. 200-Mile Race, Brooklands.

October 9-17.

Olympia Motor Show.

DISABLED DRIVERS' M.C.

In spite of very bad weather an enjoyable run was held by the Disabled Drivers' Motor Club on Saturday last, September 5th, when the disabled employees of the British Legion Poppy Factory were entertained by the club. Tea was taken at the Royal Foresters' Hotel at Ascot and the outing was voted a complete success.

YORKSHIRE CENTRE J.C.C.

The Yorkshire Centre of the Junior Car Club is holding a short-cut competition to-morrow, September 12th. The meeting place is at Pivo Lane Ends, Adel, where members will assemble at 2.30 p.m., the first competitor leaving at 2.45 p.m. The course will be from 50 to 60 miles in length, and competitors will choose their own route and speed. Tea will be taken at the Spa Hotel, Ripon.

COLWYN BAY SPEED TRIALS.

Below are given the results of the speed trials held by the Liverpool Motor Club at Colwyn Bay on Saturday last; a report of the event appears on another page.

Standard Touring Cars, 3,500 c.c.
T. H. Shorthose (1,496 c.c. Bugatti).
Miss V. Cordery (2,690 c.c. Invicta).

Standard Touring Cars, 2,250 c.c.
T. H. Shorthose (1,496 c.c. Bugatti).

Standard Touring Cars, 1,500 c.c.
T. H. Shorthose (1,496 c.c. Bugatti).

Standard Sports Cars, 2,250 c.c.
E. P. Paxman (1,498 c.c. Frazer-Nash).
G. Farric (1,990 c.c. Bugatti).

Standard Sports Cars, 1,500 c.c.
H. H. Brayshaw (1,496 c.c. Alvis).

A. Braid (747 c.c. Austin).

Standard Sports Cars, 1,100 c.c.
A. Braid (747 c.c. Austin).

C. M. C. Turner (950 c.c. Gwynne).

Any Car, Unlimited.

H. H. Davenport (1,496 c.c. Frazer-Nash).

J. A. Joyce (1,496 c.c. A.C.).

Any Car, 1,500 c.c.

B. H. Davenport (1,496 c.c. Frazer-Nash).

J. A. Joyce (1,496 c.c. A.C.).

Many Cars, One Magneto

The BLIC

Seven Gold Medals.

LONDON-EDINBURGH TRIAL.

"We have pleasure in notifying you that the 7 h.p. cars in LONDON-EDINBURGH Trial used **BLIC** MAGNETOS exclusively. THE AUSTIN MOTOR CO., LTD."

IMPORTANT NOTICE.

THE BRITISH LIGHTING & IGNITION Co., Ltd., are able to supply Spares and repair BLIC and other Magnetos at their Birmingham or London Depot.

Simple, robust,
small and light—
efficient, dustproof.

THE BRITISH LIGHTING and IGNITION CO., LTD.

(Proprietors: Vickers Limited)

CHESTON ROAD, ASTON, BIRMINGHAM.

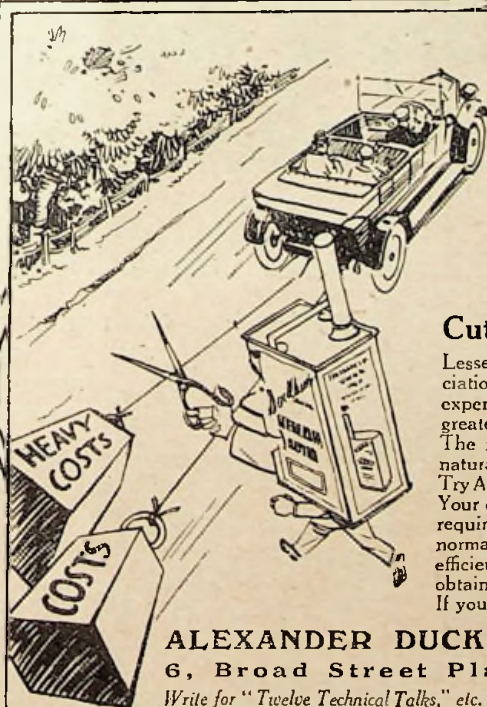
Telegrams: "Vicksmag, Phone, Birmingham."

Telephone: East 340 (5 lines), Birmingham.

London Depot: 2, GREYCOAT ST., WESTMINSTER, S.W.1.

Telegrams: "Vicksmag, Phone, London."

Telephone: Victoria 5730 (2 lines), London.



DUCKHAM'S

Adcol

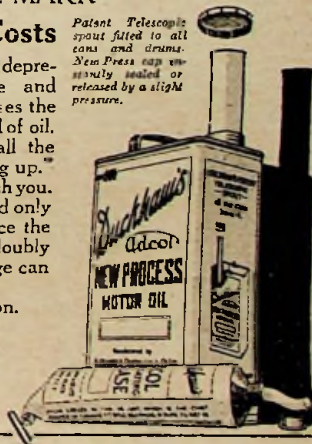
New Process OIL

TRADE MARK

Cuts Heavy Running Costs

Lessen internal friction and prevent rapid depreciation, sluggishness, constant trouble and expense. Adcol New Process Oil possesses the greatest lubricating efficiency of any brand of oil. The new process of refining extracts all the natural ingredients which cause "gumming up." Try Adcol in your car, the results will astonish you. Your engine will always start very easily and only require decarbonisation after at least twice the normal mileage, and in every way will be doubly efficient. Even if not in stock your garage can obtain Adcol quickly for you. If you have difficulty, send for sample gallon.

Patent. Telescopic spout fitted to all cans and drums. New Press cap universally sealed or released by a slight pressure.



ALEXANDER DUCKHAM & CO., LTD.,
6, Broad Street Place, London, E.C.2.

Write for "Twelve Technical Talks," etc. Illustrated by W. Heath Robinson.

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

AROUND THE TRADE.

B. S. Marshall's win in the Boulogne Grand Prix was achieved with the aid of Wakefield Castrol oil and Englebert tyres.

Mr. James Thom, who is very well known in the motoring world throughout India, Burma, Ceylon and the Far East, has joined Rootes, Ltd., who handle the sole world's export trade of Clyno cars.

Accordion flexible canvas paint for renovating old canvas hoods can be obtained in buff, khaki, brown, grey and black at 9s. 6d. for a quarter-gallon tin; this size is suitable for two-seater cars. The manufacturers are the Avondale Manufacturing Co. (Dept. 3), Avondale Works, Chippenham, Wilts.

Gazolex auxiliary water carburettors are, we learn, now being used in all parts of the world. A booklet has just been issued by the makers, the Gasolex Manufacturing Co., 50a, Kingsbury Square, Aylesbury, giving maintenance hints for these fittings, and readers are invited to apply for free copies.

Manufacturers of petrol gauges should communicate with the secretary of the Institution of Automobile Engineers, Watergate House, Adelphi, London, W.C.2, as the Institute proposes that these fittings shall be demonstrated and discussed at the first informal meeting of the session, which will be held on October 27th. The plan is to give the manufacturer or his representative a few minutes at this meeting in which to explain the points of his device and then to give members present an opportunity of asking questions or criticising the device, to which, of course, the demonstrator will be expected to reply.

Messrs. Henry Jones, 778, High Road, Tottenham, London, specialize in the supply and repair of all-weather equipment.

In a booklet published by Shell-Mex, Ltd., it is claimed that "of those petrols which are derived from British sources, the Shell Co. distributes more than all the other petrol distributing companies combined."

Owing to pressure of business in England, Sir Eric Geddes, chairman of the Dunlop Rubber Co., Ltd., has had to abandon his proposed visit to the company's rubber plantations in the Malay Peninsula. Mr. E. J. Byrne, the company's rubber adviser, will take Sir Eric's place, leaving England early in October.

The revised prices of Englebert tyres have just been published. 700 mm. by 80 mm. covers cost £3 13s. and tubes 11s. 6d., the price for 710 mm. by 90 mm. being £4 7s. and 14s. respectively. Englebert Chevron cord balloon tyres, 715 mm. by 115 mm., now cost £4 3s. for the cover and 18s. for the tube, 730 mm. by 130 mm. being listed at £4 19s. and 19s. respectively. Special wheels for balloon tyres can be supplied at 13s. 6d. if of the disc type, or £1 6s. 3d. if of the spoke type.

RESULT OF LIMERICK No. 36.

The winner of last week's limerick competition is Mr. J. Simons, 46, Church Street, Lavenham, Suffolk. Although several other readers submitted lines embodying the same idea, none, in our opinion, was so aptly expressed as Mr. Simons's line, which is given below:—

Now Doolittle Donald from Deal
 Couldn't muster the price of a meal;
 Near a pawnshop he stopped—
 Carburetter he popped—
Silly ass! I'd have popped the spare wheel!

Among other commendable attempts were:—"And his Sol-ex-pence proved a good deal!" and "That act put a *whoa* to his wheel."



Your Sight needs Protection

—not only from the elements but from the many other dangers.

If your screen or goggles are of ordinary glass you are inviting trouble, therefore, always insist on *Triplex*—the only safe glass.

Triplex safety glass spectacles and goggles may be had from all Opticians, Garages, Stores, etc. Spectacles, 10/6 to 21/-. Goggles, 8/6 to 42/-. Anti-glare and anti-dazzle tints, 1/- per pair extra. Write for illustrated list, mentioning "The Light Car and Cyclecar."

Get Triplex and be Safe

THE TRIPLEX SAFETY GLASS CO. LTD., 1, Albemarle St., Piccadilly, London, W.1

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

We can offer the following
Used Cars at Bargain Prices.

CITROEN, 7.5 h.p., Clover Leaf 3-seater, 1925, starter and lighting, speedometer, mirror, original balloon tyres, very low mileage, taxed Dec., indistinguishable from new £125

Another £120

ROVER, 8 h.p., Chummy, 1924 model, dynamo lighting, all weather screens, re-coachpainted, taxed Dec., an exceptionally nice car, thoroughly reliable £79

ROVER, 8 h.p., Chummy Model-de-Luxe, 1923/24, clock, speedometer, original tyres, exceptionally low mileage, all-weather curtains complete, finished royal blue, leather upholstery, appearance and mechanical condition equal to new .. £79

LAGONDA, 2-seater coupe, 1920, double sunken dickey, starter and lighting, good tyres, electric horn, taxed Dec., very good condition £60

ROVER, 8 h.p., 1921/22, 2-seater, special sports body, almost new tyres, spare wheel, "V" screen, a sporty and attractive car £49

WOLSELEY, 1922/23, 7 h.p. 2-seater, dynamo lighting, speedometer, very fine and economical car .. £69

CALCOTT, 2-st., 1921/22, 11.9 h.p., starter and lighting, clock, speedometer, double sunken dickey, excellent mechanical condition, taxed, £79

All used Cars are carefully
examined before being offered
for Sale.

KIRK & CO.

22, PRAED ST., PADDINGTON, W.2

Phone: Paddington 6049.

1 minute from Edgware Road and Paddington Station.

Buses No. 7, 107, 15, 27, 127, 36 and 136 pass the door.

LIGHT CAR SPECIALISTS

Any of the following cars supplied at
short notice:—

AUSTIN
ROVER
STANDARD
MORGAN

SINGER
CALTHORPE
CALCOTT
CITROEN

CLYNO

We are in a position to offer very attractive
terms for Hire Purchase of both New and
Second-hand Models.

Exchanges entertained. We shall be glad to
quote you our highest price for your present
Car or Motorcycle. Open until 8 every night,
including Saturdays. Sundays until 12.30.

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

MORGAN-DE-LUXE, 1923, 8 h.p.,
J.A.P. dynamo lighting, speedometer,
very fine mechanical condition, sound
tyres, very low mileage, re-coachpainted,
superb condition, taxed Dec. £74

TALBOT 8/18 h.p., 2-seater, double
dickey, 1922, starter and lighting,
clock, speedometer, superb light car,
taxed £97 10s.

BELSIZE-BRADSHAW, 1922, 2-
seater, dynamo lighting, excellent
condition, taxed Dec. .. £64

COVENTRY-PREMIER, 1922, 2-
seater, double sunken dickey, dynamo
lighting, speedometer, re-coachpainted
new hood, very nice condition £59
Another £55

ROVER, 8 h.p., 2-seater, 1922, re-
coachpainted, all-weather curtains
complete, good tyres .. £59
Another £55

MORGAN, 1921/22 model-de-luxe,
M.A.C. engine, speedometer, very
smart, excellent mechanical condi-
tion, taxed £49 10s.

BELSIZE-BRADSHAW, 2-seater,
1922, dynamo lighting and starting,
speedometer, taxed, thoroughly over-
hauled, a very nice car .. £69

Kirk & Co. invite inspection.



Crouch

"Best in the long run"

THE attributes of the Crouch
are precisely those assets
which you seek. Strong, sturdy
yet delightfully flexible. Hand-
somely designed, sumptuously
upholstered, equipped and finished,
the Crouch is as economical in petrol
consumption as it is surprisingly
light on that expensive item—Tyres,
whilst its price appeals to all.

11/27 h.p.
2-Seater & dickey

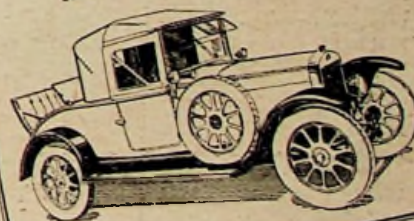
£215

Other Models:

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

11/27 h.p. Specification.

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



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

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



Get a CLYNO from Allen-Bennett's
The Leading Clyno Specialists . . .



CLYNO SALOON . . . £265

With a Clyno Car you get all the advantages of remarkably low prices, marvellous values, and a specification that leaves you with absolutely nothing wanting for motoring in luxury, combined with economy in the fullest sense. Yet the Clyno avoids all suggestion of "mass production" and is a car that anyone can be proud to own. Allen-Bennett's have pleasure in recommending it and will be glad to supply you with a Clyno—taking your present car (or motorcycle outfit) in exchange, if desired.

REALLY CONVENIENT TERMS
—PAYMENTS OVER 18 MONTHS.

1926 Models and Prices

Two-seater	£162 10
do. (4-wheel brakes)	£170
Occasional 4-seater	£172 10
do. (4-wheel brakes)	£180
Full 4-seater	£182 10
do. (4-wheel brakes)	£190
Royal 2-seater (4-wheel brakes)	£220
Royal 4-seater (4-wheel brakes)	£230
Four-Door Saloon (4-wheel brakes)	£265

All Models have starter, speedometer, clock, all-weather equipment, draught windscreen, five lamps.

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

Croydon 2450-1

(Open till 7 p.m. every day—including Saturdays.)

WHY NOT INDEPENDENCE

A Few Examples:

1921 A.B.C. Sports	£63
1922 Amicar 2-str.	£85
1923 Austin "7" Chummy	£98
1922 Baysiss Thomas 2-str.	£85
1922 Belsize - Bradshaw 2-str.	£68
1924 Belsize - Bradshaw Coupe	£78
1923 Belsize - Bradshaw 4-str.	£95
1921 Calthorpe Coupe	£78
1923 Citroen 2-str.	£85
1921 Citroen 4-str.	£85
1922 Rhode Chummy 4-str.	£85
1921 Morgan G.P.	£48
1923 Rhode Sports	£98
1921 Rover "8" 2-str.	£48
1922 Rover "8" 2-str.	£65
1923 Rover "8" 2-str., dickey	£75
1923 Rover Chummy 4-str.	£78
1924 Rover "8" 4-str.	£98
1921 Swift	£68
1920/1 Standard 2-str.	£8
1922 Talbot - Darracq 2-str.	£98
1923 Wolseley "7"	£85
1921 Wolseley 2-str.	£98

We also have a few bargains just over £100, including—

1922 A-C 2-str.	£115
1924 Austin "7"	£110
1922/3 Talbot	£115
1923 Standard 2-str.	£110
1925 Arles Sports	£115

Many others, always over 60 odd in stock.

BE INDEPENDENT OF TRANSPORT DISPUTES.

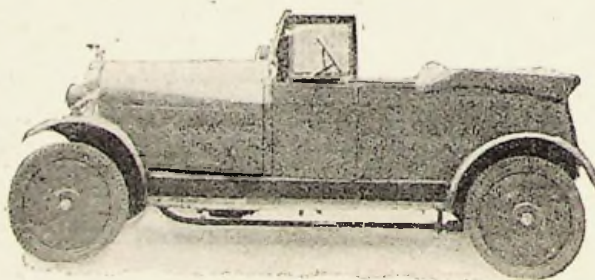
BUY

A REAL, SOUND, RELIABLE CAR

UNDER £100

All the Well-known Makes in Stock. Terms from One-tenth Down.

ANOTHER EXAMPLE.



1922/3 RHODE CHUMMY.

£8 10 0 down and 10 equal payments, or cash £85.

Send for Lists and Terms.

Our ever-changing stock demands **FRESH LISTS EVERY TWO DAYS**

THE CLEARING HOUSE FOR SMALL CARS.

Benmotors, 30/32, High St., Wandsworth, S.W.18.

BATTERSEA 1509.

TERMS.

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

Just state the sum you wish to deposit, we do the rest. Any new Cars. Immediate deliveries.

EXCHANGE.

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

SPECIAL NOTE.

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

All cars guaranteed good mechanically, and open to A.A. and R.A.C. examination willingly.

Hours 8.30 a.m. to 7 p.m.

Except Sundays.

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

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 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. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

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

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

DEPOSIT SYSTEM.

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

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

CLOSING TIME.

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

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

NOTICE.

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

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

A.B.C.

A.B.C., 1922, sports, good tyres, overhauled, fast, bargain, £68. Below.

A.B.C., 1922, 3-seater, starter, Triplex screens, new tyres, 80 guineas. Below.

A.B.C., 1924, sports, Ranson tyres, small mileage, absolutely as new, £105. Below.

1925 super-sports, in stock, beaten aluminium body, Rapsons, 75 m.p.h., new improvements, £275. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. 'Phone 2818-19. 668-u638

A.B.C., late 1922, Regent model, 2-seater, sunk dickey, polished aluminium bonnet, very handsome car, 4-speed, dynamo lighting, starter, tyres excellent (1 practically as new, 2 new), disc wheels, spare wheel, hood, windscreen, Smith's trip speedometer, 4 lamps, electric horn, bulb horn, aluminium number plates, etc., tax paid, £10 10s., insurance policy to July 14th, 1926, 58 guineas; another, 48 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 668-487

A.B.C., 1924, super-sports, £275 model, special stream-line 2-seater body, pneumatic upholstery, concealed hood, tax paid, condition as new, £150 or near offer. 8 Otley Rd., Leeds. 668-495

A.B.C., 1923, 2-seater, dickey, mileage 6,600, splendid condition and well kept, bargain, £69; appointment. 50 Malvern Rd., Hornsey. 668-u672

A.B.C. sports 2-seater, dickey, 1922, fitted with C.A.V. dynamo lighting, speedometer, 8-day clock, electric Klaxon, spotlight, painted light blue, Al. bonnet, engine in good order, taxed, sacrifice £65. Furness Shop, 179 Bethnal Green Rd., London, E.2. 668-u670

A.B.C. sports 2-seater, guaranteed splendid order, all equipment, £60; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1927. 668-583

A.B.C. 1922 2-seater, dickey, dynamo, taxed December, speedometer, clock, bargain, 68 guineas. 68 Malden Rd., Chcam. 668-u686

A.B.C., 1922, Regent model, 2 doors, dickey seat, dynamo lighting, taxed, 4 speeds, all-weather side curtains, as new throughout, £68; cash, exchange, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 'Phone, Museum 5391. 668-572

A.B.C., 1921, 2-door, dickey, fully equipped, re-coachpainted, engine overhauled, condition guaranteed, taxed 1925, £69. 187 St. Margaret's Rd., Twickenham. 'Phone, Richmond 1590. 668-u729

A.B.C.s and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 668-637

A.B.C. Remarkable bargain, 75 guineas, 1923 model A.B.C., special sports, 2-seater, very fast and sound throughout, fitted with twin Zenith triple-diffuser carburettors, special 5-lamp lighting set, large diameter steering wheel, oil controller, 2 Triplex adjustable windcreens, 2 dash lamps, speedometer, electric horn, spring gaiters, and various extras, special body with sports-type wings. Car is capable of a remarkable performance, has handsome appearance (aluminium bonnet, body red, wings black), and is tidyp mechanically, tax paid, 75 guineas, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney, Clissold 5018. 668-u768

A.B.C., 1922, taxed, genuine condition, many extras, 60 guineas, near offer. A. Priest, 48 Sheen Lane, East Sheen, S.W.14. 668-u752

A.B.C. 1922 Regent 2-seater, dickey, taxed, insured July, electric horn, extra air, etc., perfect, 65 guineas. 675 Holloway Rd., N.19. 668-u799

A.B.C., 1921, Surbiton model, 2-seater and double dickey, good tyres, spare wheel, taxed, a particularly nice car, £58, cash or deferred. Naylors, 406 Garratt Lane, Earsfield, S.W.18. 'Phone, Wimbledon 2041. 668-676

A.B.C. Edwards offer 1924 4-seater, fully equipped, clock, speedo, exceptional condition, 90 guineas. Exchanges or deferred. 175 Gl. Portland St., W.1. Mayfair 6977. 668-749

A.C., 1925 Royal 4-seaters. A few shop-soiled cars available at the reduced price of £295; also one 2-seater at £290. Manufacturers' equipment and guarantee. Calhoun and Co., Ltd., 65 Gt. Portland St., W. Telephone, Langham 2172. 668-438

A.C., 12hp, 1923, Royal 4-seater, grey, blue leather upholstery, speedometer, clock, mirror, rear windscreen, all-weather curtains, excellent throughout, fully equipped, £197 10s. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 668-509

A.C., 2-seater, 1921, light blue, good tyres, in first-class order, £88, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 668-u641

A.C. 1921 sports 2-seater, dynamo and starter, £115, fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 668-562

A.C., 40 guineas, offers, 1914, 2-seater and dickey, sound condition, dynamo lighting. Seen and tried Rutland Garage, Ferry Hill, Witley, Siftken. 15 Longton Ave., S.E.25. 668-u706

A.C. 1921 11.9hp 2-seater, self-starter, exceptionally smart, £87 10s. Benbridge, Vicarage Rd., Hampton Wick. 668-u702

A.C. 2-seater, double dickey, first-class order, £100; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1827. 668-585

A.C. sports, 1921, 11.9hp, 2-seater, polished aluminium, very fast, good tyres, 2 new in wrappers, lately completely overhauled at cost over £20, many accessories, any examination, trial, £125 lowest. Barrington, Marconi Station, Carnarvon. 669-u711

A.C.s and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 668-640

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

A.C. bargains at Newnham's.
1925 Royal, 2-seater, latest type, clutch, etc., £335.
Another model, similar to above, small mileage, £295.
1925 any-weather 2-seater, as new, grey, £265.
1924 any-weather, light blue, exceptionally good condition, £195.
Newnham Motor Co., 243-5 Hammersmith Rd. W.6. Phone, Riverside 3161. 668-687

A.C. 1921 2-seater, overhauled A.C. works, taxed year, excellent tyres, very carefully used, blue; deferred terms, £90. London Car Exchange, 27 Queen's Mews, Bayswater (near Whiteleys). Park 924. 668-u791

ALBERT, 1925, 11.9hp, touring, very small mileage, particularly nice condition, £115. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 668-688

AMILCAR.
Sole British concessionaire for Amilcar spares and cars.
Vernon Balls,
25 High St., Finsbury, S.W. 6. zzz-834

AMILCAR, Grande Sports, 1925, done small mileage, and as new, £185, real bargain. Exchanges, extended payments, etc. Cummings, 101 Fulham Rd., London, S.W. 668-478

AMILCAR, Boon and Porter, Ltd.
The Amilcar specialists.
1925 latest model Super Sports 2-seater, finished cream, fully equipped, taxed, very small mileage, complete with hood and V-type screen, fully guaranteed, £195; several others; exchanges and deferred. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 668-610

AMILCARS and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 668-639

ARIEL 9, 1923, chummy, 3-seater, maroon, side curtains, complete, speedometer, dashboard, windscreen wiper, etc., perfect order, £79 10s. After 6 p.m. 46 Sunnyside Gdns., Upminster. 668-u658

ARIEL 1923 occasional 4-seater, starter, etc., as new, £82 10s. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 668-545

ARIEL 9, 1924, 3-seater, fully equipped, excellent condition, 95 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W. 6. Phone, Riverside 3527. 668-528

ARIEL 9, 1924, 4,000 miles, new tyres, reclaskids, side curtains, etc., £100. White, Millikin, 24 Warren Rd., Chingford. 668-u753

ARIEL, chummy, 9hp, 1923 (June), all-weather equipment, everything on, clock, speedometer, etc., offers, used week-ends. 518 High Rd., Balham. 668-u797

AUSTIN 7, 1924, good condition, speedometer, licensed, mileage 4,600, any trial, £105. Jack Pruett, Weston-super-Mare. zzz-186

AUSTIN, 7hp, 1924, electric lighting and starter, scarcely soiled, grand all-weather model, absolute bargain, £105. Fryer, Dove Walk, Uxolxeter. 668-165

AUSTIN 7, 1923, overhauled, taxed, nice condition, bargain, £87 10s. Cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 668-469

AUSTIN 7, latest 1925 family model, balloon tyres, shock absorbers, Cowey Trip speedometer, licence paid, Triplex windscreen, small mileage, absolutely as new, cost over £160, real bargain, £155, any trial. Colmore Depot, 51 Colmore Row, Birmingham. 668-479

AUSTIN 7, 1924, very small mileage, insured, £110. Write, 32 Fernwood Ave., S.W.16. 668-u222

AUSTIN 7, 1924, 7hp, chummy model, in new condition, taxed year, clock, speedometer, etc., 107 guineas. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 668-545

AUSTIN, 1924, 7hp, electric starter, fully equipped, tax paid, in excellent condition, £105. Griffiths, Harrison and Co., 1 Albemarle St., London, W.1. Phone, Regent 3440-1. 668-569

AUSTIN 7, 1924 (late), self-starter, shock absorbers, speedometer, tax paid, very well kept, £110. Jackson's Garage, Guildford. Phone, 345. 668-370

AUSTIN 7, 1925, family, as new, all equipment, run under 1,000, taxed, insured April 1926, £135, selling on medical advice. Herbert, Myrtles, Ringstead Rd., Sutton, Surrey. 668-u669

AUSTIN 7, 68 guineas, 1923, chummy, paint poor, all on. Ewers, Newton Rd., Burton-on-Trent. 668-542

AUSTIN 7, 1924, chummy, electric starter, tax paid, £110. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 668-578

AUSTIN 7, late 1923, taxed December, excellent condition, several extras, £97. Hardy, 92 Mayfield Ave., West Ealing. 670-u710

AUSTIN 7s, choice of 2 1924 models, £100 and £110; cash, deferred, exchanges. D. Raillon and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 668-u741

AUSTINS and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 668-638

AUSTIN 7, 1924, tax paid, speedometer, shock absorbers, £90. Harvey, St. Thomas' Hospital, S.E. 668-u786

AUSTIN 7, 1924, electric starter, tax fully paid, £108. Strickland, 49 Warrior Square, St. Leonards-on-Sea. 668-u757

AUSTIN 7 coupe, 1925, like new, taxed, insured, £155; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 668-664

AUSTIN 7, 1923 chummy, mileage under 5,000, tax paid, speedometer, faultless, £85; exchanges considered. 2 Ravenscourt Square, Goldhawk Rd., Hammersmith. Phone, Riverside 353. 668-k815

AUTOCRAT, 1924 sports model, 9.8hp, polished aluminium 2-seater body, taxed 1926, perfect condition throughout, any trial, £125, no offers. Box No. 2415, c/o "The Light Car and Cyclecar." 668-208

A.V.s, thoroughly overhauled and in perfect condition. Runabouts Bicar and Monocars in stock. About 20 to choose from. Inspection invited. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 668-450

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

A.V. monocar, 6hp, absolutely as new, many improvements incorporated, £25; deferred terms and exchange. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 668-584

AVERIES-PONETTE, £29; exchanges, deferred payments; 1914, small 4-seater, 9hp, 4 cylinders, shaft drive, wire wheels, dynamo lighting, just returned from Devon tour, taxed September. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 668-703

BAYLISS-THOMAS, 10hp, October, 1923 (new engine and back axle fitted April, 1924), 4-seater body, excellent condition, self-starter and electric lighting, several extras, including luggage carrier, Michelin balloon tyres on rear and Dunlop cords on front 5 wheels, 2 spare tyres, engine just overhauled by makers, licensed to June 1925, price £150. Box No. 278, care of "The Light Car and Cyclecar." 16 Bennett's Hill, Birmingham. zzz-532

BAYLISS-THOMAS, 12-27hp, 5-seater, maroon, used for demonstration runs, list price £300, our price £270, makers' guarantee. Mebes and Mebes (Est. 1895), 144 Gt. Portland St., W.1. Museum 4244. 668-505

BELSIZE-BRADSHAW, 1923, starter, clock, speedometer, new Dunlop balloons rear, recent repairs, first-class condition, taxed 1926, £70; exchanges, deferred Ealing Car Agency, Bolleau Rd. Ealing 3265, (Opposite North Ealing Underground). 668-u681

BELSIZE-BRADSHAW, 2-seater, electric starter and lighting, very smart lot and reliable, best offer, must clear. Yates, 30 Harvey Rd., Leytonstone Rd., Essex. 668-u724

BELSIZE-BRADSHAW, 2-seater, £7 and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 668-u719

BELSIZE-BRADSHAW 1923 coupe, S.S. dicky, £75; cash, deferred, exchanges. D. Raillon and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 668-u743

BELSIZE-BRADSHAWs and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 668-641

BELSIZE-BRADSHAW, 1923, 9hp, 2-seater coupe, taxed, very nice condition, £100. Newnham Motor Co., 243-5 Hammersmith Rd., W. 6. Phone, Riverside 3161. 668-689

BELSIZE-BRADSHAW, 1924, 2-3-seater, dicky, starter and lighting, very good condition throughout, £100. Cartwright, Waverley Hotel, Skegness. 668-u795

BELSIZE-BRADSHAW, late, 2-seater, starting and lighting, taxed and ready to use, £54. Will deliver 50 miles. 31a Hydecliffe Rd., Balham. Phone, Streatham 3440. 668-715

BLERIOT-WHIPPLETS, 1923 and 1924 2-seaters, full equipment, £30 and £35; deferred terms and exchange. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 668-586

BLERIOT-WHIPPLET, Blackburne engine, just overhauled, spare wheel, hood, windscreen, speedy, £28. 9 Park Avenue, Bush Hill Park. 668-u667

BLERIOT-WHIPPLET, 2-seater, 1920-21, electric lamps, spare wheel, etc., good running order, but requires painting, £15; another, 1921, at £17 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 668-u748

BUCKINGHAM, 2-seater, 1922, aluminium body, dynamo, spare wheel, taxed, £28, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 668-u645

BUCKINGHAM, £35; exchanges, deferred payments; 1922-23 Buckingham 2-seater, dicky, dynamo, detachable wheels, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 668-697

BUGATTI, special 1914 engine, winner Brooklands, fitted comfortable 2-seater, hood, side screens, dynamo, speedometer, etc., new Dunlops, first-class mechanical condition, guaranteed 60 m.p.h., bargain, quick sale, £65. Allen, 609 Clive Court, Maida Vale. Phone, Paddington 655. 668-n811

CALCOTT 1923 10.5hp 2-seater, double dicky, dynamo lighting, starter, all-weather equipment, splendid condition, taxed for year, £105. Williams, Simpson, opposite Olympia, London. 668-u695

CALCOTT, 2-seater de luxe, taxed December, 135 guineas. Blaxtons, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 668-626

CALCOTT, 2-seater, dicky, self-starter, dynamo lighting, tools, tax paid, perfect condition, £45. 21 Pennant Mews, Earl's Court. 6684 Western. 668-745

CALTHORPE, 1922, 10hp, 2-seater, double dicky, Hartfords, many extras, specially tuned, fast and thoroughly reliable little car, £80. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 668-609

CALTHORPE, 1922, 4-seater, excellent condition, must sell, £85, bargain. 50 Studley Avenue, Ilfshams Park, Chingford. 668-1468

CALTHORPE, 1924, 10.5hp, 2-seater with dicky, painted blue, upholstered black, subject to examination and reasonable trial, a real bargain at £130. Allcars, 4 Parade, Leamington Spa. 669-456

CALTHORPE, 1922 model de luxe 2-seater, with double dicky seat, dynamo and starter, splendid order throughout, £70; exchanges or extended payments. Cummings, 101 Fulham Rd., London, S.W. 668-476

CALTHORPE, 10hp, 2-seater, extremely smart, 5 wheels, dynamo lighting, recently overhauled, any trial, £65. 63 Worcester Rd., E.17. Phone, Walthamstow 940. (Appointment.) 668-u616

CALTHORPES and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 668-643

CALTHORPE, 1922, 4-seater, de luxe all-weather, Auster rear screen, perfect running order, £87 10s. or exchange good 2-seater. 45 Northcote Rd., Clapham Junction. 668-u778

CALTHORPE. A great bargain! 1922 Calthorpe de luxe 2-seater, double dicky, taxed Decon bar, self-starter, dynamo lighting, speedometer, and many extras, red antique leather upholstery, in splendid mechanical condition, open to A.A. or R.A.C. inspection, fine appearance, £75 or deferred. Harold Simons, 201 Mare St., Hactree, E.9. Clissold 5018. 668-u770

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALTHORPE specialist. Exchanges. Deferred payments. Magnificent 1922-23 Vee-front 4-seater all-weather saloon, £110; 1923 Calthorpe de luxe all-weather 2-seater, dickey, 4 speeds, £99. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 668-694

CALTHORPE, 1921, 4-seater, dynamo and self-starter, open to any examination, must be sold, £60. 67 Feralea Rd., Balham. 668-712

CALTHORPE, Edwards offer 1922 10hp all-weather coupe 2-seater, fully equipped, excellent condition, 89 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-750

CARDENS! Cardens!! Cardens!!! We have the largest stock of second-hand 2-seaters in the motor trade, £16 to £30, and a dozen to choose from; deferred terms, £10 down. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 668-587

CARDEN, 1921, 2-seater, hood, screen, lamps, cheap; exchanges, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town station). 668-538

CASTLE 3, 3-wheeler, dynamo, 4-cylinder engine, 2 speeds, reverse, etc., £50; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 668-588

CASTLE THREE, 10hp, 4-cylinder, good condition, £40. H. Mee, Nottingham Rd., Leicester. 668-u472

CITROEN for sale, owner ordered abroad, 7.5hp coupe, new June, 1924, run 5,000 miles, perfect order, tyres unpunctured, Jeanon's gaiters, speedometer, wiper, shock absorbers, £105; can be tried. Major Cairns, Thorpe Lea House, Egham. Telephone, 28 Staines. 668-t558

CITROENS, F.O.C.H., Ltd., have several new and second-hand bargains. 5 Heath St., Hampstead (near Tube). Weekdays till 8.30, Sundays 2.30. 668-571

DITROEN, 7.5, 1925 model, excellent condition, bargain £87. seen 5 p.m. Garaged, 171 Church St., Nottingham Hill Gate, W. 8. 668-u657

CITROEN, 7.5hp, clover-leaf 3-seater, registered July 2nd, under 1,500 miles, taxed December, insured May, several extras, bargain £135. Palmer, 5 Cambridge Green, Eltham, S.E. 9. 668-u656

CITROEN 1925 7hp 2-seater, dynamo and starter, fully equipped, licensed, £110; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 668-568

CITROEN 1925 coupe 7, absolutely new condition, £120. 27 Riding-house St., W.1. 668-548

CITROEN 1925 7hp 2-seater, taxed and insured, as new, £105. 95 Richmond Rd., Twickenham. Phone, 217 Richmond. 668-u677

CITROEN, 7.5hp, late 1924 (September), 2-seater, balloon tyres, spare unused, speedometer, dash lamp, etc., splendid condition, taxed and insured, 87 guineas. 8 Mervyn Rd., West Ealing. 668-u682

CITROEN, 1924, 11.4hp, 4-seater, balloon tyres, all-weather equipment, in fine condition, £122 10s.; deferred terms. Bartlett's, 93 Gt. Portland St. 668-602

CITROEN, 1925, 7hp, cloverleaf model, very little used, small mileage, absolutely like new, fully guaranteed, balloon tyres, self-starter, brand new last month, tax paid, £129 15s. Wilkins, Simpson, opposite Olympia, London. 668-u687

CITROEN, 1925, 11.4hp, 4-seater English body, only used few times, small mileage, absolutely like new, fully guaranteed, brand new last month, £139 15s.; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 668-u691

CITROEN, 7hp, late 1924, 2-seater, starter, electric horn, lighting, balloon tyres, excellent condition throughout, tax paid, bargain, £89 10s. Wilkins, Simpson, opposite Olympia, London. 668-u693

CITROEN, 1923, £70, 7.5hp, 2-seater, fully equipped, overhauled May this year, excellent condition throughout, owner going abroad. Capt. D. J. Bryceson, 15 Ashchurch Park Villas, Shepherd's Bush, W.12. 669-u705

CITROEN, 11.4hp, 4-seater, small mileage, side curtains to open with door and many other extra fittings, in perfect running order, £95. Romney, Gravel Lane, Wilmslow, Cheshire. Tel., Wilmslow 187. 668-u701

CITROEN, 1922, 11.4hp, 4-seater, self-starter, speedometer, lighting, taxed December, splendid condition, exchanges, deferred, £75. 456 High Rd., Chiswick. Phone 558. 668-u709

CITROEN, 7.5, late 1924, Dunlop cord tyres, aluminium pistons, Tecalmit greasers, speedometer, clock, and many other extras, appearance like new, fully taxed and insured, 92 guineas, any trial. Phone owner, H. Born 3089. 668-u728

CITROEN, 10.9hp, 4-seater, fully equipped, excellent condition, owner-driven, £100; after 5 p.m. Drinsey Nook, Nottingham Rd., South Croydon. 668-u723

CITROEN, 10hp, 4-seater, new condition, terms £7 and 10 payments of £7, or cash £70; six others to £125. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 668-u716

CITROEN, 1924, 7hp, 2-seater, lighting, starting, very nice condition throughout, £80, exchange or terms. Chester, Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (4th turn right from Marble Arch.) Always open. 668-612

CITROEN 7 1923 2-seater, taxed, £75; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 668-u738

CITROEN, 1925, starter, balloon tyres on rear, perfect condition, £72 10s. Black and Finch, Ltd., 222 Gt. Portland St., London, W.1. Phone, Museum 2271. 668-631

CITROEN and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 668-642

CITROEN, 11.4hp, 1925 demonstration model, painted dark blue, full makers' guarantee, only done a very small mileage, £225; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing Dist. Station, Ealing 2983. 668-523

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN, 1922, 11.4hp, 4-seater, self-starter, lighting, clock, speedometer, rear screen, etc., paintwork and tyres as new, mechanically perfect, taxed, £77; exchanges, extended payments. Mcara and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 668-653

CITROEN, 1924, 7.5hp, full equipment, £105. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 668-659

CITROEN 7.5, coupe, 1925 (June), brown, perfect condition, bargain, £115. Streatham 2014. French's, High Rd., Balham. 668-667

CITROEN, £48: 10.4hp, right-hand steering, 2-seater, dynamo lighting, detachable wheels, spare, new hood, taxed December, bargain, any trial. 406 York Rd., Wandsworth. 668-u802

CITROEN, 1923, 7hp, 2-seater, starter and lighting, tyres as new, spare wheel, full equipment, tax paid, in splendid condition, £75; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 668-674

CITROEN, 1924, English tourer body, balloons, taxed, magnificent condition throughout, £150; deferred terms. London Car Exchange, 27 Queen's Mews, Bayswater (near Whiteleys). Park 924. 668-u789

CITROEN. Edwards offer 1925 model 11.4, English coupe, fully equipped, balloon tyres, indistinguishable from new, 215 guineas. Below. 668-459

CITROEN, 1924, 11.4, English 4-seater, fully equipped, balloon tyres rear screen, superb order, 135 guineas. Below. 668-459

CITROEN, 1924, model, 11.4, de luxe English 2-seater, sunk dickey, fully equipped, excellent condition, 115 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-751

CLEMENT-BAYARD, 8hp, £35, good condition, 45 m.p.h., 40 m.p.g., 5 new tyres, taxed to end of year. R. Kindersley, Brightwell Manor, Wallingford, Berks. 668-u183

CLULEY, 1923, 11.4hp, 2-seater and dickey, dynamo and starter, excellent order, fully equipped, licensed and guaranteed, £125; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 668-506

CLULEY, latest model, 2-seater, fullest equipment, shop soiled only, £220. Smith and Hunter, 90 Gt. Portland St. Museum 8136. 668-707

CLYDE, 8hp, White-Poppe engine, 2-3-seater, dickey, electric lighting, smart, reliable little car, photo., £40. Wait and Co., Ltd., Leicester. 668-459

CLYDE, 8hp (£6 tax), 2-3-seater, 3 speeds and reverse, new Dunlop cord back tyres, White-Poppe engine, guaranteed perfect order, £25. Wait and Co., Ltd., Leicester. 668-460

CLYNO 1925 Royal 4-seater, £230 model, any trial, as new, private owner, £165. Hill, 60 Marchmont St., Russell Sq., W.C.1. 668-u704

CLYNO. Edwards offer 1925 de luxe 4-door saloon, most fully equipped, leather upholstery, balloon tyres, every accessory, superb condition, cost £345, our price 245 gns. Below. 668-676

1924 Clyno 4-seater, fully equipped, starter, clock, speedometer, all weather equipment, excellent condition, 115 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-760

COVENTRY-PREMIER, 1922, dickey, £45; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 668-u740

COVENTRY-PREMIER 3-wheeler, late 1921, 8½hp, 2-seater, dickey, spare wheel, discs, new tyres, Broils electric lighting, Bonniksen speedometer, clock, mat, hood, side screens, many tools, spares, splendid condition, taxed December 31st, ill-health, bargain, £55 cash. Smith, Hampton House, Ednall Lane, Bromsgrove, Worcestershire. 668-u771

COVENTRY-PREMIER, 1922, 2-seater, double dickey, 8hp, just overhauled, spare wheel, dynamo lighting, bargain, taxed, £55. Smith, 345 High St., Stratford. 668-u772

COVENTRY-PREMIER, 1922, 8hp, 2-seater, very good condition, £50. Newham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 668-690

COVENTRY-PREMIER, 1922, 8hp, 4-wheeler, 2-seater and double sunken dickey, dynamo lighting, good tyres, spare wheel, condition as new, £55; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 668-675

COVENTRY-PREMIER, 1922, 2-seater, double dickey, dynamo lighting, speedometer, very small mileage, excellent condition throughout, recently overhauled, appearance as new, £55, exchange cheaper car or motorcycle. 7 Riverdale Terrace, Petersham Rd., Richmond. 668-u800

CROUCH, 1922, 2-seater, sports, sound, £28, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 668-u646

CROUCH. Mebes and Mebes (Est. 1893) have to offer a 12-50hp all-weather 4-seater, current model, Anzani engine, list price £295, slightly soiled, reduced price £260. Your present car as deposit and balance over 12 or 18 months. 144 Gt. Portland St., W.1. Museum 4244. 668-500

CROUCH. Finchley Motors offer 1921 2-seater, just overhauled, fully equipped, bargain, £25. 152 High Rd., East Finchley. Phone, Finchley 2538. 668-466

CROUCH, 1922, 10hp, 2-seater and double dickey, dynamo lighting, spare wheel, side curtains, tax paid, very smart little car, £65, cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 668-670

CROUCH. Edwards offer 1923 11.9 all-weather coupe, 2-seater, dickey, 4-cylinder engine, starter, excellent condition, 99 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-752

DERBY, 1924, Coventry-Climax 9hp 2-seater, dickey, all-weather equipment, Smith's self-starter, electric lighting, speedometer, Klaxon, mirror, mat, 6,500 mileage, taxed, insured, £125; inspection invited, trial run. Owner, 131 Waro Rd., Hertford. 668-u798

ENFIELD-ALLDAYS, 10hp, registered 1920, 2-seater and double dickey, starter, lighting, clock, speedometer, good condition, 55 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. Phone, Riverside 3327. 668-529

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ERIC CAMPBELL, 1924, de luxe, 10hp, 2-seater, double dickey, electric lighting and starting, clock, speedometer, spring gaiters, boot cover, just repainted and re-upholstered, 55 m.p.h., 40 m.p.g., convincing trial run gladly given, £160 or offer. Box No. 2135, c.o. The Light Car and Cyclecar. 668-505

ERIC CAMPBELL, 1924, chummy model, dynamo lighting, excellent condition, fully equipped, licensed and guaranteed, £105; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 668-564

ERIC CAMPBELL, Edwards offer 1925 model 8-20, chummy, equipped, starter, speedometer, all-weather equipment, excellent condition, 107 guineas; exchanges or deferred. 175 Gl. Portland St., W.1. Mayfair 6977. 668-755

ERIC LONGDEN, Edwards offer 1923 model, 9hp, 4-cylinder sports 2-seater, aluminium body, fully equipped, speedo., etc., good order, 80 guineas; exchanges or deferred. 225 Hammersmith Rd., W.6. Phone, Riverside 5327. 668-550

FIAT, 1925, 10-15hp, enclosed-drive saloon, all-weather, almost new, balloon tyres, antique leather upholstery, etc., list price £385 our price £285; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2250. 668-655

G.B., 1922, 3-wheeler, dickey, Coventry-Victor engine, Unifed gears, Magdyno, speedometer, differential, 4 Sankey detachables, 60 m.p.g., 40 m.p.h., tax £4, £45. Hall, 68 Barrow Rd., Streatham. 668-u673

G.N., 1921, dynamo, speedometer, spare wheel, good order, £52, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 668-u642

G.N.s. F.O.C.H., Ltd., have several bargains. 5 Heath St., Hampstead (near Tube). Weekdays till 8.30, Sundays 2.50. 668-512

G.N. 1920 2-seater, in really good order, £22 10s; exchange combination or car, cash adjustments. Youngs, Ltd., Kilburn. 668-486

G.N. 1922 racing Vitesse, overhead camshaft engine, speedometer, Harlford, electric lights, 80 m.p.h., £80. 24 Brackley Rd., Beckenham. Ravensbourne 1737. 668-u622

G.N.s. thoroughly overhauled and repainted, guaranteed, from £35. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 668-451

G.N., 1921, fine condition, new hood, well shot, smart, fast, £35. 44 Oaklands Ave., Thornton Heath. 668-u225

G.N., late 1922, dickey, dynamo, fully equipped, recently repainted, insured to March 1925, perfect condition, any trial, £48. 314 Stanstead Rd., Catford, S.E.6. 668-u476

G.N., 1921, 2-seater, excellent condition, £50. Dicker, Dentist, Northgate, Darlington. 668-u479

G.N., 1924, perfect condition, good tyres, overhauled, dynamo lighting, etc., owner going abroad. Seen at 29a Plevna Crescent, St. Ann's Rd., Tottenham, N18. 668-u480

G.N., 1920, with aluminium body, no wings, pointed tail, chassis recently overhauled, long flex exhausts, with Argus silencers, 4 tyres (good), spare (medium), engine recently returned from Godfrey, London, after complete rebuild, floating big-end, aluminium pistons, Godfrey o.h.v. set, mechanical oiling, magneto just overhauled, new Capac carburettor, 4 n.p. lamps, new accumulator, very fast, and magnificent hill-climber, engine cost £50 to rebuild, first £45 secures quick sale. C. Dixon, 6 The Drive, Roundhay, Leeds. 668-u617

G.N.s. Vadam Co. have best cars at lowest prices. Below.

G.N., 1922 (late), o.h.v. Frazer-Nash, polished aluminium body, double windscreen, black leather hood, dickey, shock absorbers, 3 tyres, almost new, taxed 1926, £57.

G.N., 1921, reg., blue, very good order, taxed, £27.

G.N., 1922, coupe de luxe, French grey, black wings, dickey, taxed, £47.

G.N., 1921, reg., black leather hood and side curtains, taxed, £29.

G.N., 1921, Legere, polished aluminium body, red wings, taxed, £42.

G.N., 1921 (late), excellent order, £29, and others.

G.N.s. Vadam Co., G.N. specialists and repairers, 37 Beaconsfield Rd., Willesden Green, N.W.10 (near Bus Garage). Phone, Willesden 692. Open Saturdays. 668-465

G.N.-VITESSE, 1920, aluminium body, very fast, overhauled, new tyres, tubes, good as new, dynamo lighting, speedometer, £50. William Meyer, Fleet, Hants. 668-u699

G.N., 1921, Legere model, polished aluminium body, £45, and others; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 668-589

G.N. 2-seater, dynamo lighting, new hood, side screens, D-section wings, spare wheel, Ace discs, special body with door, not an ordinary G.N., but a special one in most luxurious condition, just had complete chassis overhaul, painted maroon, body re-upholstered to match, nickel fittings at cost of £55, receipts shown; exchange 1925 solo, Scott preferred ride 100 miles. Stewart, 40 Wilmot St., Derby. 668-u754

G.N. 1922 Vitesse 2-seater, aluminium body, overhead camshaft, guaranteed 75 m.p.h., 6 new tyres, etc., £115. Black and Finch, Ltd., 222 Gl. Portland St., London, W.1. Phone, Museum 2271. 668-650

G.N.s. Earle, Ltd. Below are a few of our bargains.

G.N., 1922, touring, dynamo lighting, electric horn, dickey seat, yellow body, aluminium bonnet, tyres good, taxed for the year, £42.

G.N., 1922, fitted with Frazer-Nash o.h.v. heads, dynamo lighting, maroon body, electric horn, taxed, £55.

G.N., 1922, touring model, dickey, dynamo, electric horn, painted blue, £44.

G.N., 1922, touring model, dickey seat, dynamo lighting, in first-class mechanical condition, grey finish, taxed for the year, £50.

G.N., 1921, dynamo lighting, spare wheel, in very nice condition, £26.

G.N.s. Earle, Ltd., The Vale of Health, Hampstead. Phone, Hampstead 5287. Open till 9 p.m., Friday and Saturday. Book to Hampstead Tube Station. 668-555

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N., 1922, dickey, dynamo, full equipment and extras, very smart appearance, engine recently overhauled, 46 guineas. 2 Market Place, Romford. 668-u761

G.N., 1922, dynamo, full equipment, recently completely rebuilt by ourselves, mechanical condition and appearance as new, guaranteed, insured till May £65. Godfrey Motors, Manor Rd., Richmond. See displayed advert. 668-668

G.N., 1921, Legere model, £45. Elec. Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 668-660

G.N., £55, exchanges, deferred payments. 1920-21 G.N., 2-seater, dynamo, spare wheel, speedometer, shock absorbers, repainted saxe-blue, smart, good condition. Seabridge, 55 Hansler Rd., East Dulwich, Sydenham 2452. 668-701

G.N., 1923, perfect order, trial, £50. Box No. 2505, c.o. The Light Car and Cyclecar. 668-u725

G.W.K., pre-war, completely overhauled, everything perfect, regular use, £25; seen Birmingham. Write, Ball, Finstall. 668-u727

G.W.K., 1921, 4-seater, perfect mechanical condition, taxed, £35; exchanges, deferred. Ealing Car Agency, Boileau Rd., Ealing 3265. (Opposite North Ealing Underground). 668-u680

G.W.K., late 1922, 4-seater, all-weather equipment, dynamo lighting, splendid condition, £68. Owner, 2 Ealington Rd., Leyton. 668-u676

G.W.K., 1915, 10hp, fully equipped, excellent condition, 25 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. Riverside 5327. 668-532

G.W.K., 1922, 2-seater, double dickey, tax paid, starter, excellent condition, £57; exchange motorcycle, car. Newnham's Showrooms, Heath Rd., Twickenham. 668-755

GWYNNE 8, chummy, 1923, good condition, done 8,000 miles, new tyres, 4-seater wanted. A.S., 55 Harford St., Trowbridge, Wilts. 668-u722

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £100. Chaimy, Gwynne Specialist, 1 Hammeremith Rd., Kensington. Phone, Western 5568. 668-929

GWYNNE 8, June, 1923, chummy, starter, speedometer, electric lighting, Ealing all-weather equipment, excellent condition and appearance, good tyres, £110. Balshaw, 22 Acresfield, Bolton. 668-u111

GWYNNE, 7.5, 1923, chummy 4-seater, starter and lighting, repainted, overhauled, as new, bargain, £100. Cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 668-467

GWYNNE, 1923, 2-seater, special sports body, cream, with cherry wings, perfect running order, very fast, 95 guineas. Box No. 2504, care of "The Light Car and Cyclecar." 668-u221

GWYNNE, 1925, 4-seater demonstration car, reduced price and guaranteed, also second-hand models, deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 668-556

GWYNNE, chummy, late 1923, little used, excellent order throughout, recently overhauled, balloons, £95. 41 Gresley Rd., N.19. 668-u683

GWYNNE 8, 1923 chummy model, dynamo, taxed, £95. Elec. Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 668-657

GWYNNE 8, chummy, 1923, no starter, taxed, insured, good condition, £85. 61 Curzon Rd., Muswell Hill. 668-u800

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a, Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 704-g326

HILLMAN, Cass's Motor Mart, Ltd. (Est. 1911). 1914 9hp coupe, dickey, starter, dynamo lighting, taxed and insured December, excellent condition, £65. 3 Warren St., W.1. Museum 623. 668-624

HORSTMAN, 1921, 4-seater, 11hp, 3 speeds and reverse, dynamo lighting, 8-day clock, speedometer, rear screen (4-panel), taxed year, spare wheel, etc. This car has been thoroughly overhauled at makers within the last few months and coachpainted, absolutely perfect throughout, £65. Teddington Garage, 160 High St., Teddington. Kingston 2562. 668-u746

HORSTMAN, £62; exchanges, deferred payments; 1920 Horstman, 4-seater, 11hp, lighting, starter, spare wheel, speedometer, rear screen, nice condition. Seabridge, 55 Hansler Rd., East Dulwich. Sydenham 2452. 668-699

**Light Car
Cyclecar**

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2s. net. 2s. 3d. post free.

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

HUMBER, 1925, 8hp, chummy body, slightly shop-soiled, great bargain, £210, cash or deferred terms. Harrods Garage, 139 Draycott Ave., Chelsea. Phone, Western 1. 668-560

HUMBER, 1914, 2-seater, all new tyres, taxed, side screens, new hood, in magnificent condition, £47 10s. 27 Queen's Mews, Bayswater (near Whiteleys). Park 924. 668-u790

HUMBER, 8-18, chummy model, in splendid condition, recently overhauled, fully licensed, any trial or examination, £160. Bonnet, 75 Parkgate Rd., Chester. 668-u805

HUMBERETTE, latest type made, water-cooled, oversizes, stored 3 years, £22 10s. 68 Malden Rd., Cheam. 668-u685

JOWETT specialists. Main agents. Immediate delivery new and second-hand cars, spare parts, overhauls, bodywork, etc. Westminster Bridge Garage, Jowett Service Station, 5 Lambeth Palace Rd., S.E.1. Phone, Hop 5279. zzz-545

JOWETT, 2-seater, 1923, £85. Paulton's Garage. Telephone, 1355 Wolverhampton. zzz-398

JOWETTS, F.O.C.H., Ltd., the London depot and service station, hold a large stock of new and second-hand Jowetts, 5 Heath St., Hampstead (near Tube). Weekdays till 8.30, Sundays 2.30. 668-515

JOWETT, £45, 1920, double dickey, speedometer, new tyres, taxed, 97 Hampton Rd., Bristol. 668-u624

JOWETT, 1925, 4-seater, taxed, insured, starter, Dunlop balloons, extra air inlet, all accessories, cost £195, mileage 5,100, first-class condition, £150. Hirst, P.O. Suddenden, Halifax 670-u275

JOWETT, £75, 1922, 2-seater, dickey, taxed, good tyres, trial: exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone, 305. 668-619

JOWETT, 1924, 2-seater, dickey, taxed, £95; another, 1924, mileage 5,000, £107, both fully guaranteed. R. G. Gamble, 16 Gipsy Hill, Crystal Palace. 668-576

JOWETT, R. G. Gamble, South-East London Service Depot. Repairs, spares, all B.M.B. replacements stocked, and suitable accessories for the Jowett. Consult the specialist; he will help you. 16 and 22 Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 668-575

JOWETT 4-seater, latest type, on balloons, cost £190, our price £120; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 668-u739

JOWETT, 1924, full 4-seater, balloon tyres, only run 7,000 miles, has been carefully looked after, tax paid, £125. Jackson's Garage, Guildford. Phone 545. 668-571

JOWETT, 1925, 7hp, 2-seater and dickey, starter, balloon tyres, speedometer, etc., taxed 1925, as brand new, £150; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 668-654

JOWETT, 1925, 7hp, 2-seater, balloon tyres, very small mileage, £135. Newnam Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 5161. 668-691

LAGONDA, 1921, 11hp, coupe and dickey, starter, etc., £77 10s. Bartlett's, 93 Gt. Portland St. 668-599

LAGONDA, 1924, 4-seater, dynamo and starter, excellent order, £165; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 668-561

LAGONDA coupe, 1922, 11hp, 2-seater and dickey, lighting and starting, taxed year, excellent condition, £75. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 668-544

LAGONDA, £62; exchanges, deferred payments. 1920 4-seater, 4 doors, 11hp, lighting, starter, side curtains, spare wheel, speedometer, good condition. Seabridge, 55 Hanbury Rd., East Dulwich, Sydenham 2452. 668-698

LAGONDA coupe, 1921, starter, dickey, £80; deferred terms. 27 Queen's Mews, Bayswater (near Whiteleys). Park 924. 668-u788

LAGONDA coupe, 1922, fullest equipment, taxed year, perfect order, £90. Below. 668-599

LAGONDA saloon, 1925, in beautiful condition, licensed, scarcely used, £290. Below. 668-599

LAGONDA coupe, 1925, small mileage, many extras, taxed year, perfect throughout, £245. Smith and Hunter, 90 Gt. Portland St. Museum 8136. 668-708

LEA-FRANCIS, 8-9hp, 1923 chummy model (5011), in good condition, £100. Main, 36 Parade, Leamington. 669-u788

L.S.D., 5-wheeler, 1923, 2 speeds and reverse, D.A. lighting, J.A.P. engine, £58. Rivers, St. Elliotts, Crowborough, Sussex. 668-u526

MARSEAL, 1923 model coupe, lighting, starting, clock, speedometer, licensed, in splendid condition, £72. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-443

MARSEAL, 1922, aluminium body, red wings, wheels, all new tyres, very smart little car, taxed year, £60. 27 Queens Mews, Bayswater (near Whiteleys). Park 924. 668-u794

MATCHLESS, family model, 3-wheeler, dynamo lighting, interchangeable wheels, repainted as new, price £39, must be sold. 67 Fernlea Rd., Balham. 668-716

MATHIS 1923 saloon, chummy, in perfect condition mechanically, very nice appearance, starting and lighting, £95. Black and Finch, Ltd., 222 Gt. Portland St., London, W.1. Phone, Museum 2271. 668-634

MATHIS, 11.3hp, 6-cylinder, 1924 (July), mileage 7,000, English 4-seater body, painted sage blue, f.w.b., Hartford shock absorbers all round, Confort tyres, electric lighting and starting, rigid side screens, speedometer, clock, electric horn, screen wiper, in A1 condition, original price £385, accept £185, bargain. Owner, 12 Lansdowne Avenue, Slough. 668-u760

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

MAXWELL, 1924, 2-seater, small mileage, new condition, 100 guineas. 51 Upper Richmond Rd., East Putney. 668-u639

MERCURY, 1920, 10hp, 2-seater, dickey, dynamo lighting, 5 lamps, 5 detachable wheels, just repainted and overhauled, in perfect condition, new hood, licensed to end of year, £60 or near offer. S. Marshall, 68 Church Rd., Hanwell, Middlesex. 668-u809

MORGANS, James and Co. (Sheffield), Ltd., 261-7 Eccleall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-441

MORGAN, 1923, de luxe, 8hp, water-cooled, speedometer, tax paid year, £82 10s. On view, Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-458

MORGANS, new and second-hand; cash exchange, deferred. Olympia Garage, Wakefield. Phone 735. 669-1275

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, 245 Lower Clapton Rd., E. 5. Clissold 2408. zzz-840

MORGAN, June, 1924, de luxe, 8hp w.c. J.A.P. dynamo lighting, speedometer, insured, carefully used, small mileage, £90. Apply, Owner, Haberland, 19 Frogna Avenue, Wealdstone, Middlesex. 668-694

MORGAN-J.A.P. runabout, 1919, 2-seater, in good condition, £35. Simister, Jordangate, Macclesfield. 668-189

MORGAN Service Depot, North Yorkshire. Officially appointed repairers by Morgan Motor Co. Spare stockists. New and second-hand models. North Riding Haulage Co., Ltd., Clarence St., York. zzz-187

MORGAN. Allmotors, Ltd., offer 1923 special Aero, dynamo, 2 horns, mascot, dash cowl, o.h.v. Anzani engine, highly plated and polished everywhere, small mileage, big allowance in part exchange, deferred, £115. 337 Putney Bridge Rd. 668-498

MORGAN, 1921, Grand Prix, actual car driven by Mr. Morgan in Six Days Trial, 10hp M.A.G. engine, 4-speed gear, disc wheels, aluminium dashboard, hood, windscreen, Stewart trip speedometer, mechanical horn, petrol can carrier, aluminium number plates, etc., tax paid, 55 guineas; also 2 other Morgans. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 668-489

MORGAN, 1925, Aero, o.h.v. Anzani, pneumatic upholstery, dynamo lighting, horn, ventilators, discs, hood, taxed, black, small mileage, new condition throughout, £115. Stockwell, Hilltop, Chaldon, Caterham. 668-u620

MORGAN, £45, 1921, G.P., taxed, good tyres, appearance as new; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone, 305. 668-618

MORGAN, 1924, de luxe J.A.P., water-cooled, 700 by 80 tyres, speedometer, dynamo lighting, red finish, £100. Below.

MORGAN, 1925, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £85. Below.

MORGAN, 1921, de luxe, water-cooled M.A.G., electric lighting, speedometer, £70. Below.

MORGAN, 1924, 8hp, de luxe, Blackburne engine, water-cooled, Lucas dynamo lighting, finished grey, £105. Below.

Maud's Motor Mart for second-hand Morgans. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676. 668-617

MORGAN, 1923, de luxe, J.A.P., exceptionally good condition, £72. 140 Sylvan Ave., Wood Green, N.22. 668-u618

MORGAN, G.P., 1925, water-cooled, M.A.G. engine, repainted, new tyres and chains, bargain, £67 10s. Cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chetnam Hill, 102. 668-475

MORGAN, Family, 1923, water-cooled J.A.P. engine. Riflemen Hotel, Beech St., Crewe. 668-u475

MORGAN, single-seater Aero model, late 1923, very smart, perfect condition, Blackburne, o.h.v. dynamo lighting, small mileage, £85. R. Casey, 16 Crescent Rd., Tunbridge Wells. 668-u224

MORGAN de luxe, 1924, w.c., 10hp Blackburne, Binks, Lucas dynamo lighting, tax paid, splendid condition, £95. 70 Deyncourt Gardens, Upminster, Essex. 668-u223

MORGAN, Aero, 1925, 10hp o.h.v., water-cooled, dynamo lighting, oversize tyres, speedometer, very small mileage, as new, £138. Taylors, 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-462

MORGAN, 1924, Grand Prix, 10hp Blackburne engine, water-cooled, dynamo lighting, louvres, speedometer, disc wheels, oversize tyres, as new, mileage about 5,000, £85. Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 668-628

MORGAN, 1924, Grand Prix, excellent condition, £85. 27 Ridinghouse St., W.1. 668-549

MORGAN, 1924 (July), Aero, Anzani, speedometer, clock, hood, discs, exceptional condition, lowest, £100. Below.

MORGAN, 1921, Grand Prix J.A.P., overhauled and in good order, £37 10s. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578. 668-547

MORGAN de luxe, 1923 (October), 8hp J.A.P., all-weather screens, oversize tyres, tax paid, £65. Hall, 91 St. Peter's St., St. Albans. 668-595

MORGAN, standard 8hp J.A.P., 1923, Watford speedometer, tax paid, small mileage, price £55. Below.

MORGAN, Grand Prix, 8hp J.A.P., 1920, dynamo lighting, discs, Binks carburettor, tax paid, £45. Hall, 91 St. Peter's St., St. Albans. 668-596

MORGAN, 1923, Grand Prix, water-cooled 10hp Blackburne, lighting, side screens, tax paid, excellent condition throughout, £82 10s. Wilkins, Simpson, opposite Olympia, London. 668-u689

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, G.P. 1924 model, o.h.v. Anzani, taxed, dynamo, £78, exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078.
668-665

MORGANS. 1925 Aero model, o.h.v. Blackburne, f.w.b., s.s. tyres, clock, speedometer, cost £170, £150. Below.
1924 Grand Prix, sports M.A.G., taxed year, £92. Below.
1925 G.P., M.A.G., dynamo, taxed, £75. Below.
1920 Aero, J.A.P., speedometer, taxed year, £55. Below.
1916 w.c. de luxe J.A.P., £40.
Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. 'Phone, Avenue 5548. 668-662

MORGAN, 1925, family, not done 5,000 miles, condition like new, speedometer, taxed for year, £80, or would exchange with cash for light car. Ridgley, Tertiers, High Wycombe. 668-u750

MORGAN, Grand Prix, overhauled, painted blue, condition perfect, exchanges, or sell £70; privately owned, Cobrian Motors, Portlaine Rd., Wandsworth Rd. Station. 668-u754

MORGAN, de luxe, 1924, Blackburne, w.c., almost new, Lucas lighting, speedometer, platform, clock, screen wiper, special hood, spring gaiters, side screens, mats, offers. 15 King Edward's Glens, Acton. 668-u774

MORGAN, 1925, de luxe, w.c., dynamo lighting, speedometer, inside brake, side screens, electric and bulb horn, many extras, excellent condition, £82 10s.; privately owned. Seen Central Garage, 256 High St., Lewisham. 668-u777

MORGAN, Family, £82 10s., late 1924, Lucas dynamo, speedometer, special water-cooled J.A.P., car both perfect in appearance and mechanism, any examination. Seen at 368 Hornsey Rd., N.19. 'Phone, 3294 Mount View. 668-u785

MORGAN, Grand Prix, M.A.G., 1922 model, spring gaiters, new hood, fully taxed, speedometer, magnificent hill-climber, £56. 368 Hornsey Rd., N.19. 'Phone, 3294 Mount View. 668-u784

MORGAN, 59 guineas, special 1922 model de luxe, w.c. J.A.P., discs, aluminium finish, making an extremely attractive car; expert examination invited. 368 Hornsey Rd., N.19. 'Phone, 3294 Mount View. 668-u785

MORGAN, J.A.P., 1922 model, splendid tyres, licensed, any trial, £45. 368 Hornsey Rd., N.19. 'Phone, 3294 Mount View. 668-u780

MORGAN, 1925-4 model, No. 7815, de luxe, Blackburne engine, clock, speedometer, December licence, almost as new, quick sale, £66. Apply, Flat 7, 56 Tollington Park, Holloway, N.4. 668-u781

MORGAN, late 1920, de luxe, M.A.G., nicely fitted and in excellent condition, special side screens, taxed December and insured, price £45. 368 Hornsey Rd., N.19. 'Phone, 3294 Mount View. 668-u782

MORGAN, 1925, Grand Prix, w.c. J.A.P., dynamo, unscratched, 600 miles, taxed, £95. 119 Tivoli Rd., West Norwood, S.E.27. 668-u756

MORGANS. Hpmac's have for disposal the following guaranteed Morgans:—
1924 de luxe, w.c. J.A.P., dynamo, unused this year, £97 10s.
1924 (October) de luxe, w.c. J.A.P., dynamo, speedometer, electric horn, tax paid, as new, £105.
1924 Aero, 10hp Anzani, dynamo, finished red, with plated tank, show model, outside exhaust, hood and speedometer, all new tyres, tax paid, £110.
1924 Grand Prix, o.h.v. w.c. Blackburne, Lucas dynamo, speedometer, £110.
Exchanges or deferred terms arranged on any of the above, Hpmac's Official Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. 'Phone, Chisold 2408. 668-533

MORGAN, Grand Prix, 1919, engine and chain completely overhauled, repainted and new hood, £45. Dickell, 260 Archway Rd., Highgate. 668-u668

MORGAN, Aero, 1919, mileage 2,000, F.W.B.s, S.S. tyres, speedometer, hood, cost £160, bargain, £150. 59 Munster Rd., Fulham. 668-u810

MORGAN, 1925 (April), standard, 8hp air-cooled J.A.P., mileage 5,000, taxed December, fully insured April, 1926, electric lighting, mirror, etc., splendid condition, £87 or near offer. Box No. 2506, c/o "The Light Car and Cyclecar." 668-u707

MORGAN, 1925, Grand Prix, 8hp w.c. Anzani engine, dynamo lighting, new tyres, mileage only 250, condition as brand new, £105. Below.

MORGAN, 1924, Aero, 8hp w.c. J.A.P., discs, speedometer, dynamo lighting, hood, many extras, a real snip, £98. Below.

MORGAN 1922 de luxe, 8hp w.c. J.A.P., dynamo lighting, good tyres, very smart, in beautiful condition, taxed for year, £68, cash or deferred. Naylor, 406 Garratt Lane, Earlfield, S.W.18. 'Phone, Wimbledon 2041. 668-677

MORGANS, exchanges deferred payments. 1919-20 2-seater, hood, screen, lamps, taxed, £59; 1922 G.P., water-cooled, 6 lamps, speedometer, taxed, smart, fast, £69. Scabridge, 35 Mansel Rd., East Dulwich, Sydenham 2452. 668-695

MORGAN, 1921, Grand Prix, in excellent order, M.A.G. engine, open to any trial, £49. 67 Portlea Rd., Balham. 668-717

MORGAN, Edwards offer 1924 model w.c. Blackburne, dynamo, speedometer, special wide body, excellent condition, 90 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6966. 668-754

MORRIS-OXFORD, 8-9hp, 2-seater, exceptionally well shod and in good running order, a reliable and cheap car, £52 10s., deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing Dist. Station. Ealing 2985. 668-527

NEW CARDENS! New Cardens!! New Cardens!!! Andrew's Motor Mart, 151 White Hart Lane, Barnes. 668-590

NEW CARDENS, 1924, family models, which accommodate two adults and two or three children under same hood, from £40 to £60. 'Phone, Putney 1827. Deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 668-591

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

NEW CARDEN, 1925, chummy, 2 speeds, reverse, hardly used, indistinguishable from new, taxed, £45. K.J. Motors, Bromley. 670-747

NEW HUDSON, 1922, dynamo, spare wheel, fully equipped, trial willingly, 55 guineas. 17 Market Place, Romsey. 668-745

NEW HUDSON, 1922, dynamo, spare wheel, speedometer, stored since December, £45. Smith's Garage, High St., Eltham, S.E.9. 668-u732

PRINCESS, £25, 9hp, believed 1923, 4-seater, dynamo lighting, detachable wheels, spare, original Dunlop tyres, speedometer, any trial photo, bargain. 406 York Rd., Wandsworth. 668-u801

RENAULT, 1925-4, 2-3-seater, very small mileage, lighting, starting, a.w. rigid curtains, excellent order throughout, £150; terms or exchange. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3555. (Fourth turn right from Marble Arch.) Always open. 668-615

RHODE, 9.5hp, 1925, occasional 4-seater, dynamo starter, speedometer, clock, dash lamp, gradient meter, windscreen wiper, spare petrol can and toolbox, stepmat, Hartford shock absorbers, new tyres, painted maroon, appearance as new, £120. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 668-507

RHODE, July, 1925, 9.5hp, occasional 4-seater, electric starter, speedometer, clock, screen wiper, tyre gaiters, recently repainted dark blue, overhauled by makers, appearance and mechanical condition perfect, all-weather equipment, £95. Colmore Depot, 31 Colmore Row, Birmingham. 668-480

RHODE, 9.5, 1922, chummy 4-seater, taxed, insured, splendid condition, bargain, £75. Cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 668-471

RHODE, 1922, 4-seater, only used week-ends, side curtains, clock, speedometer, dashlamp, windscreen wiper, spare wheels, dynamo lighting, maroon colour, like new, very fast, £98. Dairy, 8 Elfr Parade, Brixton. 668-u700

RHODES and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 52. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 668-644

RHODE chummy, 1922, dynamo lighting, overhauled, perfect condition, £65. Apply, between 6 and 8 p.m., 57 East Dulwich Rd., S.E.22. 668-u776

RHODE, 1922, chummy, taxed, splendid condition, excellent tyres, small mileage, £77 10s. London Car Exchange, 27 Queen's Mews, Bayswater (rear Whiteley's). Park 924. 668-u792

RHODE, Edwards offer 1923 all-weather saloon, starter, clock, speedometer, aluminium body, 2 spare wheels, excellent order, 110 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-765

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSON, 1921 2-seater and dickey, 4 speeds and reverse, electric lamps, etc., recently overhauled and repainted, £20; another at £17. Teddington Garage, 160 High St., Teddington. Kingston 2562. 668-u747

RILEY, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY, 1922 model, coupe body with double dickey seat, dust covers to upholstery, dynamo and starter, whole car in magnificent order and condition throughout, taxed; exchanges or extended payments, £145. Cummings, 101 Fulham Rd., London, S.W. 668-475

RILEY, 1925, saloon, on special sports chassis, fitted with F.W.B., pistol-type spotlight, petrol gauge, luggage grid, dimmer switch, internal light, stepmats, mechanical and external condition as new, total mileage 2,200, any trial or inspection, £390. 51 Upper Richmond Rd., East Putney. 668-u647

RILEY 1922 2-seater, double dickey, taxed for year, completely overhauled by makers, guaranteed, £145. Black and Finch, Ltd., 222 Gt. Portland St., London, W.1. 'Phone, Museum 2271. 668-652

RILEY, 1925, special sports 4-seater, aluminium body, with red wings, in absolutely new condition throughout, £395; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 331, 410 and 414 Euston Rd., London. 668-565

ROVER 8, 2-seater, late 1921, all-weather, Dunlop cords, dynamo lighting, speedometer, mirror, mat, mascot, taxed, excellent condition, £55. Smith, 166 Mitcham Lane, Streatham. 668-1383

ROVER, 1922, 8hp, 2-seater, dickey, 2 doors, good tyres, overhauled, £65. 51 Upper Richmond Rd., East Putney. 668-u645

ROVER, 8hp, 1925 model, electric light, self-starter, mechanically perfect, licensed to the end of the year, £65. Glover's, of Ripon. Tel. 172. 668-u220

ROVER, 8hp, late 1922, overhauled, repainted, £60. United Automobile Services, Ltd., The Triangle, Lowestoft. 668-442

ROVER 8, 4-seater, 1924, small mileage, new condition, bargain, £87 10s. Cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 668-472

ROVER 8, 2-seater, 1921-2, repainted, new tyres, taxed December, bargain, £52 10s. Cash, deferred or exchange. The Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 668-470

ROVER 8, 1925, £62 10s., self-starter, dickey seat, taxed December, smart and really sound. 16 Gipsy Hill, Crystal Palace. 668-577

ROVER, 1925, 8hp, chummy, £75; 1922 2-seater, dynamo and starter, £75; 1922 2-seater, £60; all fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 668-563

ROVER 8, 1923 model, exceptional order, £54; exchanges, deferred. Ealing Car Agency, Bolleau Rd. Ealing S265. Opposite North Ealing Underground. 668-u679

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER, 1921, in really tip-top condition, 45 gns. Clark's, 27 Ridinghouse St., W.1. 668-550

ROVER 8, 1923 (Sept.), chummy, starter, side curtains, taxed year, as now in every way, £80. Sprosen, Ltd., 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 668-546

ROVER 8, 1924, full 4-seater, condition as new throughout, speedometer, driving mirror, hood cover, tax paid to end of year, £90. H. Taylor and Co., 49-53 Sussex Place, South Kensington. 'Phone, Ken. 5558. 668-604

ROVER, 8hp, 1925 (July), 2-seater de luxe, dicky, specially finished, practically new, taxed December, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 668-579

ROVER, 1921, 2-seater, dynamo, repainted grey, 2 new tyres, smart, 42 gns. 68 Malden Rd., Cheam. 668-u684

ROVER, 8hp, 1921, 2-seater and dicky, dynamo lighting, speedometer, side curtains, mirror, aluminium plates, screen wiper, engine overhauled by makers, coachwork and upholstery like new, tax paid, bargain, £52 10s. Wilkins, Simpson, opposite Olympia, London. 668-u696

ROVER, 78 guineas!! 1924 Rover 8, de luxe, double dicky, all new tyres, taxed, very smart appearance; exchanges, deferred. 115 Elfric Rd., Wimbledon. 'Phone 1459. 668-u708

ROVERS and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 668-645

ROVER 8, 1924, 2-seater, dicky, starter, all-weather screen, equipped, splendid condition, £80; exchanges. Below. 668-622

ROVER 8, 1921, 2-seater, equipped, good order. £45. Alther Garage, Thornes Rd., Earlsfield, S.W. Latchmore 4388. 668-539

ROVER 8, 1924, 4-seater, in excellent running order, £89 10s., deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing Dist. Station. Ealing 2983. 668-524

ROVER 9, 1925, 4-seater, as new, £155; Rover 8s from £45; cash, deferred, exchanges D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 668-u742

ROVER 8, £45. 1921, 2-seater, dicky, smart appearance, good order throughout; exchanges. 325 High Rd., Chiswick. 'Phone 303. 668-622

ROVER 8, 1925, 4-seater, starter, balloons, taxed, scarcely used, perfect, £125. Ball, 16 New Bartholomew St., Birmingham. 668-u726

ROVER, 2-seater, 1922, 8hp, £6 10s. and 10 payments of £6 10s., or cash £65. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 668-u714

ROVER, 2-seater, 8hp, £5 and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 668-u715

ROVER, 4-seater, 1924, 8hp, £9 10s. and 10 payments of £9 10s., or cash £95. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 668-u717

ROVER, 8hp, 1921, 2-seater, good appearance and condition, dynamo, spare wheel, etc., £47 10s. 55 Eyot Gardens, Hammersmith, W.6. 668-u712

ROVER 8, £55; 1922, 2-seater, dicky, dynamo, splendid mechanical condition; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 668-621

ROVER 8, £65; 1925, chummy, good tyres, mechanically perfect; also 1925, with starter, £75; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 668-620

ROVER, 1924, 8hp, 2-seater and double sunken dicky, dynamo lighting, good tyres, spare wheel, taxed for year, indistinguishable from new, a bargain, £86 choice of 2. Below. 668-620

ROVER, 1925, 8hp chummy, dynamo lighting, Dunlop cord tyres, spare wheel, speedometer, taxed for year, in exceptionally nice condition, £69. Below. 668-620

ROVER 1922 8hp 2-seater, dynamo lighting, good tyres, spare wheel, thoroughly overhauled and in excellent mechanical condition, £55; cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 668-671

ROVER, 1925, chummy de luxe, leather upholstery, clock, speedometer, repainted, taxed for year, very fast, £75; also a 2-seater, dynamo, speedometer, repainted, £48. Martin, 10 Herbrand St., Russell Sq., W.O.1. Museum 6594. 668-669

ROVER 8, 1922 (November), repainted, taxed year, £65. Elce, Ltd., 11-15 Bishopsgate Ave., Canonville St., E.C.3. 'Phone, Avenue 5548. 668-661

ROVER 6hp 2-seater, 5 speeds and reverse, body modernized, hood, screen, etc., in running order, £8. Teddington Garage, 160 High St., Teddington. 668-u745

ROVER 8 2-seater, 1922, dynamo lighting, speedometer, good tyres, in first-class order, taxed to December, seen by appointment, £60, near offer. D., 102 Salford Rd., Tooting, S.W.17. 668-u755

ROVER 8 1922 2-seater, dynamo, electric bulb horns, all-weather curtains, speedometer, clock, taxed, bargain, £65. 81 Sherrard Rd., Forest Gate. 668-u759

ROVER 8, 1921, taxed December, £10 down and 6 payments of £7. 668-620

ROVER 8, 1923, taxed, £16 down and 8 payments of £7. Harold Simons, 201 Maro St., Hackney. Clissold 5018. 668-u767

ROVER 8, de luxe, 1922, blue, 2-seater, very smart appearance and leather upholstery as new, aluminium pistons, 30 m.p.g., taxed, £70. 12 Northbridge Rd., Clapham Common. 668-u773

ROVER 8, 1921, taxed year, splendid little car, £45. 27 Queen's Mews, Baywater (near Whiteley's). Park 924. 668-u787

ROVER 8, taxed year, 5 new Dunlops, dynamo, speedometer, as new, £52 10s. 33 Normandy Rd., Brixton. 668-u796

ROVER, late 1922, 8hp, bodywork and tyres perfect, any examination, £65; no dealers. Yarrow, 24a Broadway, Winchmore Hill. 668-u808

ROVER, £52, exchanges, deferred payments. 1921 Rover 2-seater, dynamo, spare wheel, speedometer, taxed, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 668-696

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 8, 1923, chummy de luxe, dynamo, 5 wheels, tyres, side curtains, speedometer, clock, etc., £77 10s.; exchange Austin. 75 Duncombe Rd., Hornsey Rise. 668-u812

ROVER 8, 1924, 4-seater, 5 lamps, Hartfords, nicely equipped and as new, price £85. 31a Hydehothorpe Rd., Balham. 'Phone, Streatham 3440. 668-711

ROVER 8, saloon, self-starter, dynamo lighting, has not been in use this season, price £75, must be sold. 67 Fernlea Rd., Balham. 668-714

ROVER, 8hp, 1922, 2-seater, speedometer, licence, excellent condition, £60. Below. 668-714

ROVER, 8hp, 1924, 2-seater, dicky seat, licensed for year, particularly good condition and appearance, £95. Below. 668-714

ROVER, 8hp, 1924, 4-seater, recently repainted and new hood fitted, several accessories above standard, £95. Willways Garage, Broad Quay, Bristol. 668-u458

ROVER, 1925, 8hp, de luxe, very smart, one ownership throughout, leather upholstery, Lucas dynamo lighting, Lucas starter, 2 new Dunlop cords, spare wheel, hood, side curtains, windscreen, lamps, speedometer, 8-day clock, horn, mirror, windscreen wiper, mat, step mat, aluminium number plates etc., year's tax paid, 68 gns. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 668-764

ROVER, Edwards offer 1923 model 8hp de luxe 2-seater, starter, clock, speedometer, leather upholstery, dicky, excellent order, 89 gns. Below. 668-764

ROVER, 1924, 8hp 4-seater, fully equipped, excellent condition, 80 gns. Below. 668-764

ROVER, 1925, 8hp, chummy, fully equipped, excellent condition, 70 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-761

ROVER, 1922 model 8hp, 2-seater, fully equipped, clock, speedometer, 57 gns.; exchanges or deferred. Edwards, 23 Hammersmith Rd., W.6. 'Phone, Riverside 3327. 668-748

ROVER 8, 1925, 2-seater and dicky, dynamo, speedometer, taxed, exceptionally good condition throughout, £67 10s. K.J. Motors, Bromley. 670-746

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. 51 Brook St., London W.1. 'Phone, Mayfair 2966. 668-287

SALMONSON, 1925, 10hp sports 2-seater, fitted with Hartford shock absorbers, driving mirror, etc., tax paid end of year, splendid condition, very fast, £125. Taylors, 49-53 Sussex Place, South Kensington. 668-746

SALMONSON, £150. Grand Prix model, April, 1925, black-red flyings, 75 m.p.h., f.w.b., excellent condition, Hartfords, rev. counter, taxed, part exchange acceptable. 17 St. George's Rd., Golders Green. 668-u295

SALMONSON, 1924, 4-seater, fully equipped, excellent condition, mileage 3,000, £120. Wright, 4 Warwell Lane, South Yardley, Birmingham. 668-1951

SALMONSON, 1925, 10hp, 2-seater, spare wheel, hood, etc., standard specification, perfect, £130; exchanges. 243-247 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 668-534

SALMONSON, 1925, 2-seater, recently repainted and overhauled and in exceptionally nice running order, taxed, £87 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 668-525

SALMONSON, 1925, 2-seater, double dicky, speedometer, dynamo lighting, 2 horns, spare wheel, side curtains, many extras, perfect condition, just overhauled, paintwork red, like new, £90 or near offer. Ingren, Heathview Hotel, Blackheath. 668-u671

SALMONSON, 1924, English 2-seater, excellent condition, waxed 98 guineas. Clark, 27 Ridinghouse St., W.1. 668-551

SALMONSON, 2-seater, dicky, excellent condition, £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 668-u718

SALMONSON 1924 3-seater sports, starting, lighting, etc., £100. Elce, Ltd., 11-15 Bishopsgate Ave., Canonville St., E.C.3. 'Phone, Avenue 5548. 668-658

SALMONSON, Grand Prix demonstration model, only done 1,000 miles, a specially fast car, Hartfords and special unsprayed paintwork, £210 or near offer. H. K. Gibson and Co., Ltd., Goldsmith St., Nottingham. 668-u751

SALMONSON, Edwards offer 1925 model, 10-15, 4-door saloon, fully equipped, every fitment, f.w.b., balloon tyres, superb condition, cost nearly £400, our price 285 guineas. Below. 668-620

SALMONSON, 1925, 10hp, sports 2-seater, starter, clock, speedometer, excellent condition, 87 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-762

SINGER, 1925, 2-seater demonstration car, small mileage, £170. Sumner Bros., Barrack Sq., Coventry. 668-192

SINGER, 1924, 2-seater and dicky, in almost new condition, £140, cash or deferred terms. Harrods Garage, 139 Draycott Avenue, Chelsea. 'Phone, Western One. 668-501

SINGER, 10hp, 1921, 2-seater, dicky seat, dynamo lighting, speedometer, mirror, stepmat, good tyres, excellent condition, £57 10s. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 668-508

SINGER, 1924, 2-seater de luxe, new tyres, first-class order, £110. 51 Upper Richmond Rd., East Putney. 668-u644

SINGER de luxe 4-seater, August, 1925, as new, under 200 miles, tax paid, bargain, £175. H. Wright, Arlesey, Beds. 668-u517

SINGER, 1921, 10hp, good running order, tyres nearly new, leather upholstery, electric lighting, starting, recently overhauled, repainted, £53; private owner. Powells Garage, Hornchurch, Essex. 668-u477

SINGER 25, 4-seater de luxe, 3 months' use, many extras, excellent condition, tax paid, insured, owner going abroad, seen by appointment. Ladell, 72 Thicket Rd., Anerley. 668-u478

SINGER, £115, 1924 model, 10hp, 2-seater, repainted, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 668-484

SINGER 10hp 2-seater, dynamo lighting, spare wheel, in excellent order, £35. Wait and Co., Ltd., Leicester. 668-458

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £145; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 668-447

SINGER 10hp 2-seater, running order, £50; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 668-448

SINGER, 1925, 10hp, de luxe, 4-seater, balloon tyres, etc., bargain, £175; deferred terms. Bartlett's, 93 Gt. Portland St. 668-600

SINGER, 1924, de luxe, 10hp, 2-seater, dickey, etc., £130; also 1923, 10hp, de luxe, 4-seater, £97 10s., deferred terms. Bartlett's, 93 Gt. Portland St. 668-601

SINGER de luxe, 1924, 2-seater, dickey, dynamo lighting, starter, excellent condition, tax paid, £122 10s. Wilkins, Simpson, opposite Olympia, London. 668-694

SINGER, 1925, latest model 4-seater de luxe, only used few times, small mileage, absolutely like new, fully guaranteed, brand new in July, tax paid, £189 15s. Wilkins, Simpson, opposite Olympia, London. 668-698

SINGER, 1925, 10hp, 4-seater de luxe, all-weather screens, starter, equipped, splendid condition, taxed, £92, exchanges, deferred. Allbar Garage, Thornsett Rd., Earlsfield, S.W. Letchmere 4388. 668-540

SINGER, dynamo lighting, taxed, perfect condition, £50, exchanges, deferred. Ealing Car Agency, Balcan Rd. Ealing 3265. Opposite North Ealing Underground. 668-678

SINGER, 10, electric, 5 speeds, reverse, overhauled, repainted, £35; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 668-592

SINGER, 1924, 4-seater de luxe, mileage 3,000, exceptional condition, year's tax, £145. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 668-580

SINGER, 4-seater, 1923, de luxe, s.s., speedometer, new appearance, taxed, £120. Wynns, Norton Rd., Wembley. 668-675

SINGER, 10hp, and dickey, excellent condition, overhauled June, no reasonable offer refused; seen evenings. 5 Balacava Rd., Bermondsey. 668-673

SINGER, 1924, 2-seater de luxe, many extras, balloons, pneumatic upholstery, perfect condition, taxed, bargain, £125. London Auto-Sales, Pembroke Works, Pembroke St., King's Cross. 668-625

SINGER, 1920, coupe, 45 guineas, excellent order, starter, laid up 2½ years, owner leaving abroad. Perrins Garage, Ashford, Middlesex. 668-677

SINGER, 1922-1923, 10hp, 2-seater, double dickey, self-starter, dynamo lighting, speedometer and various extras leather upholstery, in tip-top mechanical condition, open to A.A. or R.A.C. inspection and of very smart appearance, taxed, £78, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 668-679

SINGER, 1916, excellent condition, dynamo lighting, £55; write, or see evenings after 7. Elmira, Wandale Rd., Mitcham. 668-674

SINGER, 10hp, 1924, 4-seater de luxe, blue, licensed, mileage about 5,000, as new, £150. Streatham 2014. French's, High Rd., Balham. 668-666

SINGER, 1923, 2-seater and double dickey, lighting, starting, a-w. rigid curtains, repainted maroon, car in excellent order throughout, including tyres, taxed December, £100; terms or exchange. Chester Michall, Storeliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 668-614

SINGER 10, 1919-20, 2-seater, dickey, dynamo lighting, thoroughly overhauled, tip-top condition, bargain, £47. A. Michie, 99 Gladstone Avenue, Wood Green, N. 22. 668-680

SINGER bargains at Newhams'.
1925, 10-26hp, 4-seater saloon, taxed, extras, £235.
1925, 10-26hp, blue 4-seater de luxe, very good condition, £175.
Another, similar to above, grey, mileage under 5,000, £170.
1924, 10hp, de luxe 4-seaters, blue and grey, choice of 3, £140 to £125.
1924, 10hp, 2-seater de luxe, many extras, taxed, £125.
1920, 10hp, 2-seater coupe, balloon tyres, excellent condition, £52.
Newham Motor Co., 245-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 668-692

SINGER, 1924, 10hp, 4-seater, starter and lighting, almost new tyres, spare wheel, all-weather equipment, taxed for year, condition as new, £125, cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W. 18. 'Phone, Wimbledon 2041. 668-672

SINGER, 1914, taxed year, excellent tyres, splendid condition, £35. 27 Queen's Mews, Bayswater (near Whiteleys). Park 924. 668-679

SINGER, 1923-24, 2-seater and double dickey, in excellent order, seen and tried any time, £90. 31a Hydethorpe Rd., Balham. 668-715

SINGER, 1924 model grey touring 4-seater, de luxe, starter, etc., £109; exchange motorcycle, cheaper car. Newham's Showrooms, Heath Rd., Twickenham. 668-731

SINGER, 1925, 4-seater, £205; small mileage, taxed, exchange motorcycle, cheaper car, balance deferred. Newham's Showrooms, Heath Rd., Twickenham. 668-730

SINGER, 1919, 2-seater, starter, spare wheel, £45; exchange motorcycle. Newham's Showrooms, Heath Rd., Twickenham. 668-732

SINGER, Edwards offer 1924 10hp 4-seater, fully equipped, leather upholstery, balloon tyres, excellent condition, 117 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-756

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. 222-756

STANDARD, 11.4, de luxe 2-seater with roomy dickey seat, late 1924, only done a few thousand miles and in perfect order, £140; exchanges, extended payments, etc. Cummings, 101 Fulham Rd., London, S.W. 668-477

STANDARD, 1920-1, 9.5, starter and lighting, repainted as new, bargain, £70; cash, deferred or exchange. Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 668-468

STANDARD de luxe, 1924, 2-seater, taxed year, mileage 6,900, owner-driven, fitted Rotaskids, spring gaiters, 2 horns and full equipment, condition excellent, price £145. Hawley, 16 Lisgar Terrace, near Olympia. 668-666

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

STANDARD, Safety first! Ernest Grimaldi, Ltd., offer late 1924 11.4hp Standard, 2-seater, in very good condition, year's tax paid, £155. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 668-598

STANDARD, £155, 1924, 11.4, 2-seater, all-weather, practically new, taxed. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 668-541

STANDARD, 9.5, 4-seater (June, 1923), rigid all-weather, starter, rear screen, hood, envelope, new tyres, taxed year, all accessories, superior condition and appearance, 95 guineas. 36 Forno Park Rd., Stroud Green, N. 4. 668-674

STANDARD, 1924, 4-seater, 11.4hp, excellent condition throughout, all-weather equipment, tax paid for year, £149 10s., exchanges, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 668-688

STANDARD, 1924, 11.4hp, 2-seater, dickey, in excellent condition, £155, deferred terms. Bartlett's, 93 Gt. Portland St. 668-603

STANDARD, 1925 (May), 11hp, 4-seater (Kenilworth), practically new, tax and insurance, £185. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 668-581

STANDARD, 1924, 11.4hp, all-weather 4-seater, £150; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 668-567

STANDARD, 4-seater de luxe, 1924 model, fine condition throughout, £125; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 668-665

STANDARD, 2-seater, 9.5hp, long wheelbase, £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. Another in stock. 668-670

STANDARD, 1924-25, 4-seater, 11hp, complete to makers' specification, aluminium bonnet, very small mileage and in excellent condition throughout, equal to new, guaranteed, £145; exchange cheaper car or motorcycle. 7 Riverdale Terrace, Petersham Rd., Richmond. 668-459

STANDARD, 1924, 11.4hp, 2-seater, aluminium bonnet, balloon tyres, perfect condition, £150. Below.

STANDARD, 1925, model de luxe, 4-seater, £235 model, almost new, taxed year, £190. Smith and Hunter, 90 Gt. Portland St. Museum 8136. 668-709

STANDARD, 1921, 11.4hp, o.h.v., 2-seater and double dickey, starter and lighting, good tyres, spare wheel, taxed for year, condition as new, £98, cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W. 18. 'Phone, Wimbledon 2041. 668-675

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. 222-755

SWIFT, 1925, 10hp chummy model, fully equipped, lighting and starting, side curtains, Hartfords all round, low mileage, owner-driven, taxed and insured to end of year, any trial or examination, £125. Westminster Bank, Shoburness, Essex. 668-613

SWIFT, 1922, 12hp, 2-seater, dark blue, self-starter, overhauled, perfect, 100 guineas. 51 Upper Richmond Rd., East Putney. 668-640

SWIFT, Cass's Motor Mart, Ltd. (Est. 1911). 1923 10hp chummy, starter, excellent condition, taxed December; terms, exchanges; £97 10s., bargain. 5 Warren St., W.1. Museum 625. 668-455

SWIFT, 1921 10hp, 2-seater, dickey, electric light, taxed for year, good condition, £60. 27 Priory Avenue, Hornsey, N.8. 668-664

SWIFT and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 668-646

SWIFT, 1924, 10hp, 2-seater, taxed, extras, good condition, £120. Newham Motor Co., 245-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 668-695

SWIFT, £39, exchanges, deferred payments. 1915 Swift, 2-seater, dickey, 10hp, dynamo lighting, spare wheel, good appearance, splendid condition. Scabridge, 55 Hansler Rd., East Dulwich. Sydenham 2452. 668-700

SWIFT 10, 1921, 2-seater, starter, overhauled, £59; exchange car, motorcycle. Newham's Showrooms, Heath Rd., Twickenham. 668-735

SWIFT, reliable old 2-seater, £22; exchange. Newham's Showrooms, Heath Rd., Twickenham. 668-734

TALBOT, 1923, 10-25, 4-seater, starting and lighting, recently overhauled and in first-class mechanical condition, 155 guineas; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2963. 668-526

TALBOTS and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 668-647

TALBOT, 1923, 8-18, 2-seater, dickey, perfect mechanical condition, £125. Black and Finch, Ltd., 222 Gt. Portland St., London, W.1. 'Phone, Museum 2271. 668-635

TALBOT, Edwards offer 1925 8-18 coupe, fully equipped, starter, clock, speedometer, leather head and upholstery, exceptional condition, 145 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-757

TALBOT, 8-18, 1923, 2-seater, excellent condition throughout, £130. Smith and Hunter, 90 Gt. Portland St. Museum 8136. 668-706

TALBOT-DARRACQ, 1922, 8-18hp, 2-seater and dickey, dynamo lighting, 5 lamps, starter, all-weather equipment, tax paid, insured, electric horn, finished blue, excellent condition throughout, bargain, £89 10s., cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 668-692

TALBOT-DARRACQ, 1923, chummy model, in splendid condition, £120. Black and Finch, Ltd., 222 Gt. Portland St., London, W.1. 'Phone, Museum 2271. 668-635

TAMPLIN, 1923, 2-seater, M.A.G. engine, electric lighting, fully equipped, 50 guineas; exchanges or deferred. Edwards, 223 Hammer-smith Rd., W.6. 'Phone, Riverside 3327. 668-551

T.B., 10hp, 1921, 3-wheeler, spare wheel, completely equipped, tax paid, bargain, £37 10s. Taylors, 49-53 Sussex Place, South Kensington. 'Phone, Kensington 8558. 222-766

WARREN LAMBERT, 1920, 2-seater, dickey, 10hp, 4-cylinder, dynamo, speedometer, clock, taxed, £45. 79 Frant Rd., Thornton Heath. 668-673

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Amateur Mechanic. 2/6 net. 2/9 post free.

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WOLSELEY cars. Moore's Presto, Croydon agents. Promptest delivery new models, with efficient service to follow; large stock second-hand cars to select from; deferred payments and exchanges arranged. North End, Croydon. Phone, 2624. zzz-500

WOLSELEY 7, June, 1923, for sale, £100, starter, dickey seat, all-weather, other extras. Mills, North Benfleet, Wickford. 668-u621

WOLSELEY, 1923 model, super-sports 10hp. This car is in splendid order and condition, fitted with magnificent Brooklands type 2-seater body, hood, V screen, dynamo lighting and numerous extras, exceptionally smart and specially tuned for rapid acceleration and speed, bargain, £145; exchanges or extended payments. Cummings, 101 Fulham Rd., South Kensington, S.W. 668-474

WOLSELEY, £150, 1924 10hp 2-seater, taxed, extras, like new. Arthur Stuart and Co., 16 Little Portland St., W.1. 668-483

WOLSELEY 7, 1923, 2-seater, dynamo lighting, many extras, taxed year, very nice order throughout, £80, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 668-573

WOLSELEYS and 60 odd others. Terms from one-tenth down. Exchanges. Let us forward lists. See page 32. Denmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 668-648

WOLSELEY, 11-22, 4-seater de luxe, 1924, year's tax, cost £385, cash price 200 guineas. Blaxton's, 21 Swallow St., Piccadilly, W. 1. Gerrard 3518-9. 668-625

WOLSELEY. £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details. "Motoring Out of Income." Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C. 2. Holborn 5972. 668-627

WOLSELEY, 10hp, de luxe, 1921, dickey, repainted sax, overhauled, beautiful condition, self-starter, £110. D. F. H., 20 Bath Rd., Maidenhead. 668-u730

WOLSELEY, 2-seater, 10hp, de luxe, starter, new condition, £11 10s. and 10 payments of £11 10s., or cash £115. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628. 668-u721

WOLSELEY 10, de luxe, 2-seater, December, 1924, luggage grid, etc., specially painted March, excellent condition, £190. 9 Woodfield Rd., Redland, Bristol. 668-u715

WOLSELEY, 1923, 10hp, 2-seater de luxe, dickey, complete equipment, tax, etc., beautiful condition throughout. £115. Vivian, 33 Spenser St., Victoria St., S.W.1. Vict. 8677. 668-615

WOLSELEY. Edwards offer 1924 11hp, de luxe 4-seater, equipped, starter, clock, speedometer, leather upholstery, superb condition, 155 guineas. Below.

WOLSELEY, 1923, 11hp, 2-seater and dickey, equipped, starter, clock, speedometer, excellent condition, 109 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 668-765

WOLSELEY, 10hp, 1921, perfect order, repainted last year, starter, one owner, seen any time, £100 or near offer. Dunham, 65 Victoria St., St. Albans. 668-744

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G.W.K. London Service Dept, 107 King's Rd., Chelsea, S.W.3. Phone, Kensington 410. Spares and repairs. 673-155

KINGSBURY JUNIOR and Rob Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W.2. 679-190

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ZEBRE. All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W. 668-817

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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

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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 Dorking. zzz-606

AUSTIN 7. Immediate delivery of 1925 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-478

AUSTIN. Ratcliffe Bros., Austin 7hp, 1925 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-520

AUSTIN For immediate delivery. Normand Garage, Ltd., will arrange part exchange; deferred payments. Write for our service guarantee. Normand Garage, Ltd., Authorized Agents, 92 Gloucester Rd., S.W. 7 (5 doors from station). Phone, Kensington 8940. zzz-804

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AUSTIN. Western Motor Works, Chislehurst. Authorized agents. Delivery from stock; distance no object; exchanges, cash, or purchased on deposit system if desired. Sidcup 160. zzz-875

AUSTIN, 7hp. Immediate delivery 1925 models. Jackson's Garage, Guildford. Phone, 345. zzz-132

AUSTIN. Expert advice; easy deferred terms; second-hand cars and motorcycles taken in exchange. Youngs, Ltd., The Parade, Kilburn, N.W.6. zzz-137

AUSTIN 7, latest type 2-seater Sports model, actually in stock at the new reduced price £159. Motorcycles taken in part exchange, balance deferred payments. Colmore Depot, 31 Colmore Row, Birmingham. 668-481

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AUSTIN, 7hp, Burghley model, sports, immediate delivery, supplied solely by Wilson Motors, Austin agents, 7 Eccleston St., S.W. 1. Tel., Victoria 1366. Call and view, or write for illustrated pamphlet. 670-461

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NEW LIGHT CARS AND CYCLECARS

(continued).

AUSTIN. Mebes and Mebes (Est. 1893), authorized agents, can offer immediate delivery of a 7hp model from stock and early delivery of all other models; deferred terms and exchanges. 144 Gt. Portland St., W.1. Museum 4244. 668-504

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NEW LIGHT CARS AND CYCLECARS

(continued)

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GWYNNE. Membership and Co., Ltd., for deferred payments, exchanges. Reliance Motor Works, 405 King St., Hammersmith. Riverside 740. See our showrooms. zzz-537

HUMBER. Ratcliffe Bros., Humber 8hp 2-seater and chummy models; immediate delivery; write for payment out of income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-521

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HUMBER. Official agent, Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. zzz-930

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(continued)

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RENAULT. Members and Co., Ltd., for deferred payments, exchanges. Reliance Motor Works, 405 King St., Hammersmith. Riverside 740. See our showrooms. zzz-536

RENAULT. F.O.C.H., Ltd. Noted for exchanges, service, deferred terms. 5 Heath St., Hampstead (near Tube). Weekdays till 8.30. Sundays 2.50. 668-517

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NEW LIGHT CARS AND CYCLECARS

(continued).

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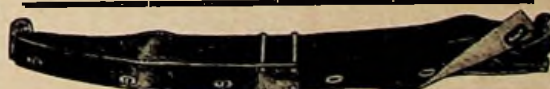
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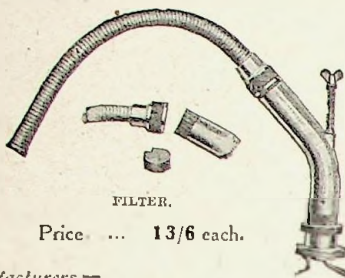
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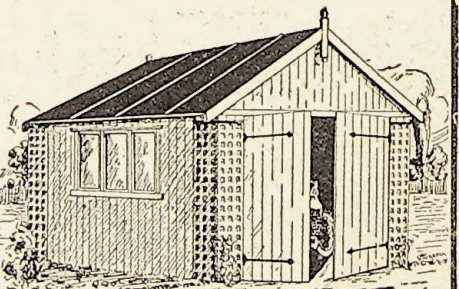
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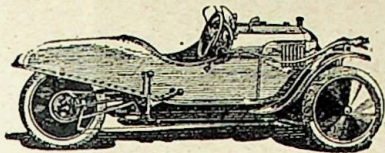


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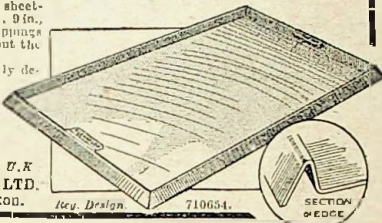
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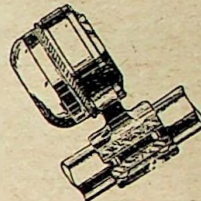


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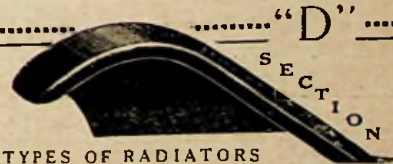
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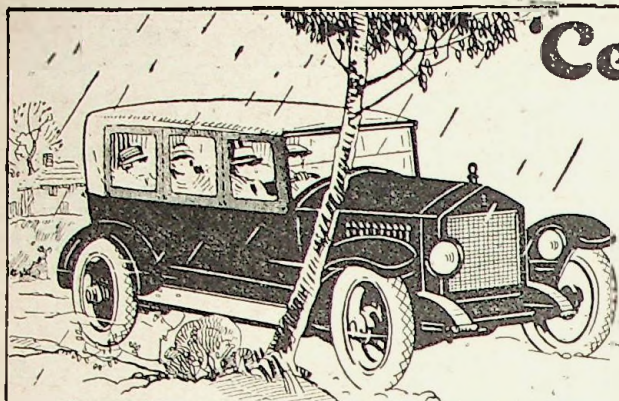
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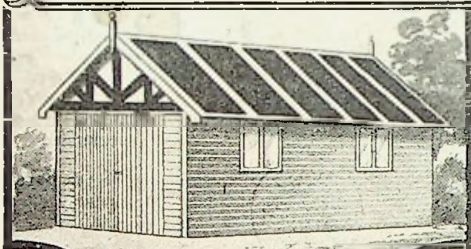


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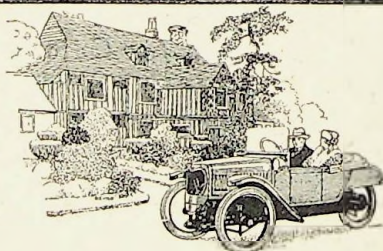
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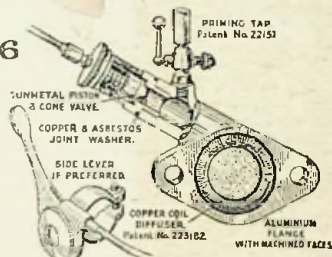
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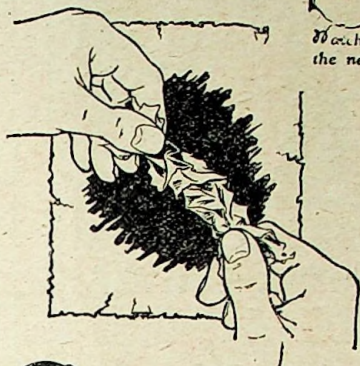
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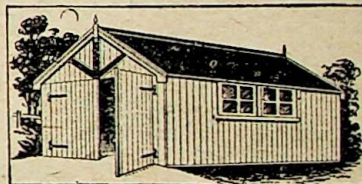
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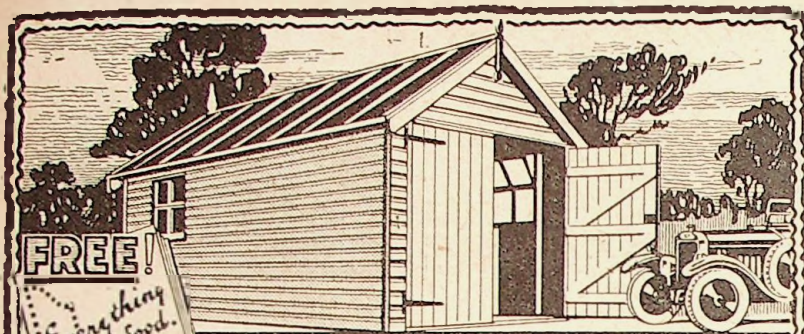
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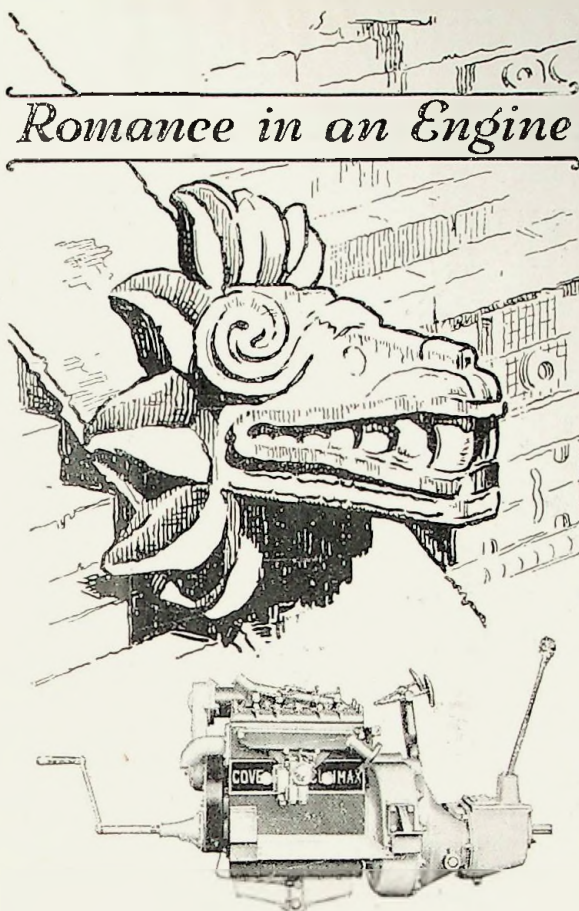
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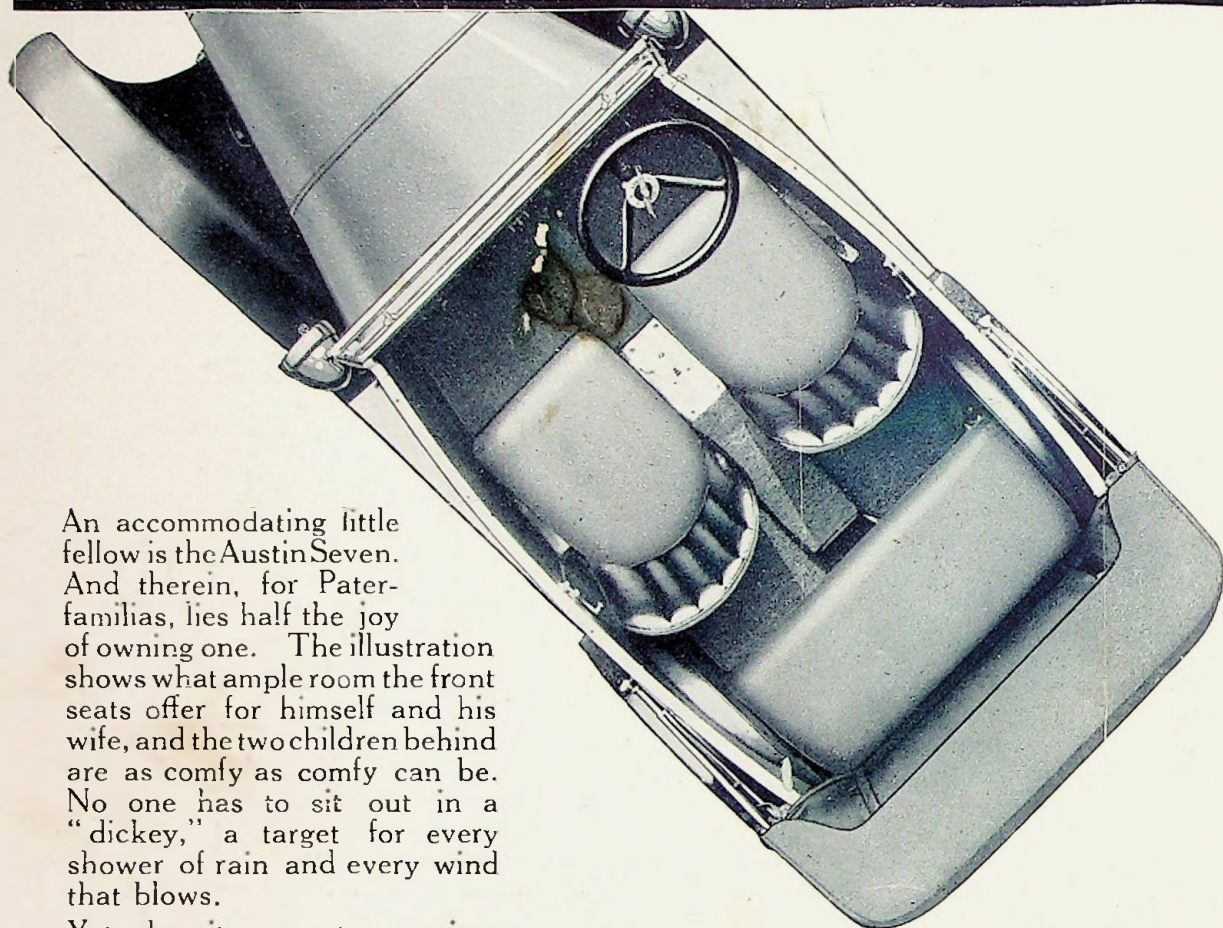
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