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The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

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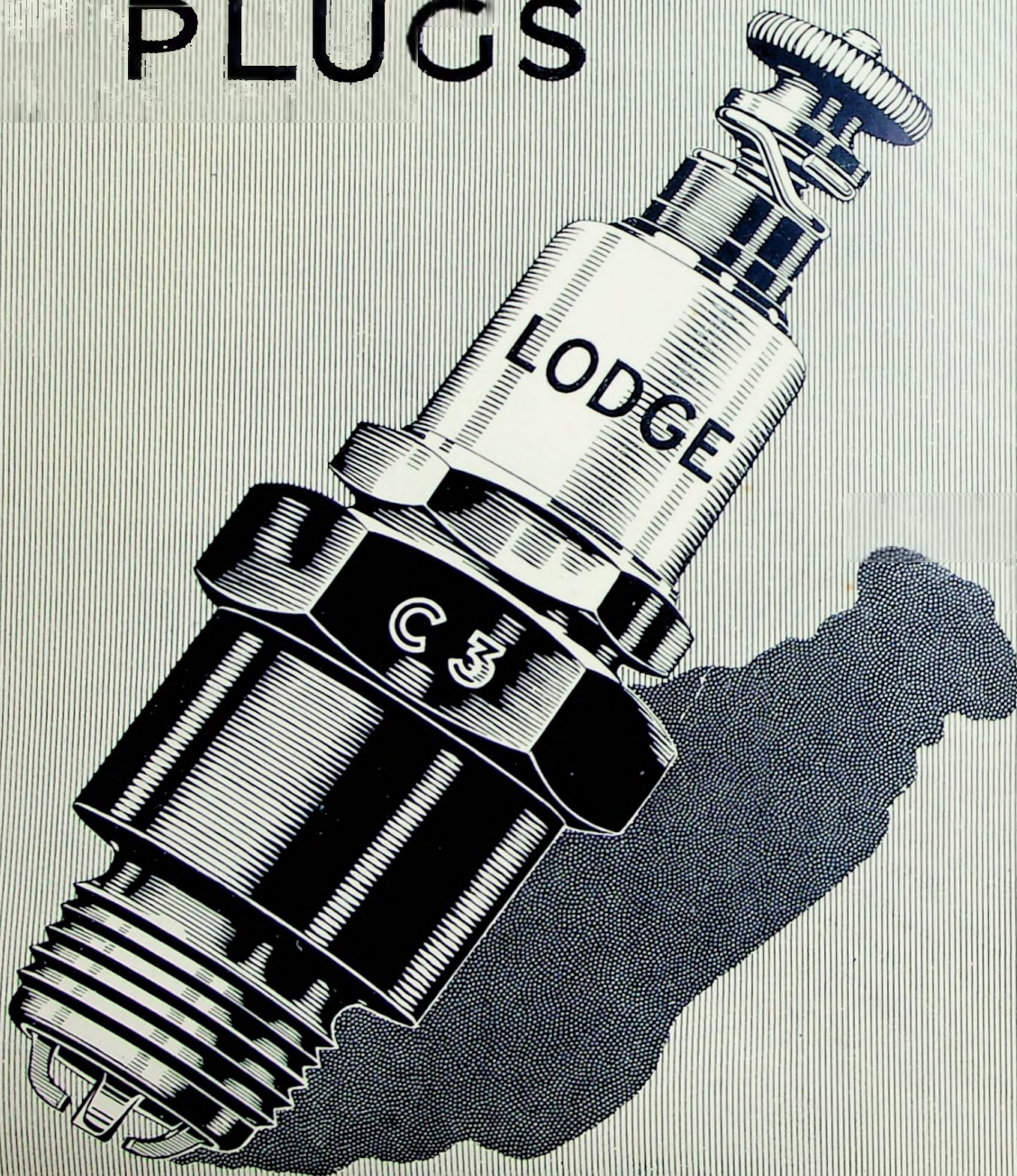
Vol. XXVII No. 682
Friday, Dec. 18, 1925
Registered at the GPO
as a Newspaper



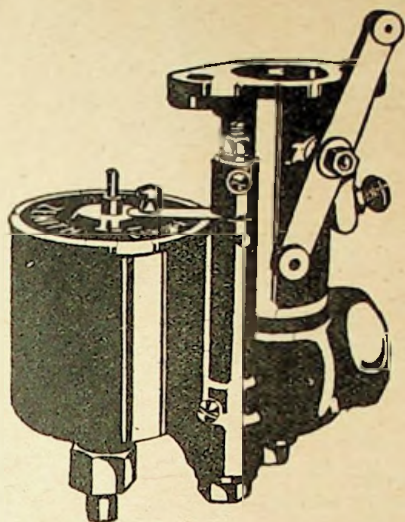
WHO INVENTED MASCOTS?

This gruesome figure-head, the history of which is said to date back to the days of piracy on the high seas, forms part of the novel exterior decoration scheme of The Star Inn, Alfriston, near Eastbourne.

LODGE PLUGS



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



The ZENITH
 Carburettor
 D O E S
 Save Petrol,
 Reduce Costs,
 Increase Power
 and give
 Higher Efficiency

You Can Save the Cost of all Your Christmas Presents

by taking advantage of the month's trial offer of the

ZENITH CARBURETTER

To enable you to definitely prove to your own satisfaction that the Zenith does do what it claims, we offer you a month's trial on your own car, under your own supervision and your own driving; could

you have a better test? You will find that the economy of the Zenith alone will mean a big thing to you in the twelve months, added to the better running and pulling power. So why not try it at our risk?

Write to-day for details, stating the year and make of your car.

THE ZENITH CARBURETTER COMPANY, LIMITED,
 40/44, NEWMAN ST., OXFORD ST., LONDON, W.1.
 Telephone: Muscum 9106/7/8/9. Telegrams: "Zenicarbur, Phone, London."

**HAVE ONE ON A
 MONTH'S TRIAL**

The "NEW NOTE" in Motor Horns

Produced by the
Manufacturers of
the World famous
AMPLION
Loud Speakers.



The New
SPARTON
SOS

A "no-trouble" warning signal—no oiling, no cleaning, nothing to get out of order, and having a very loud high frequency note.

Your dealer will gladly demonstrate.

SPARTON SOS
£5 : 12 : 6

SPARTON SOS JUNIOR
£3 : 17 : 6

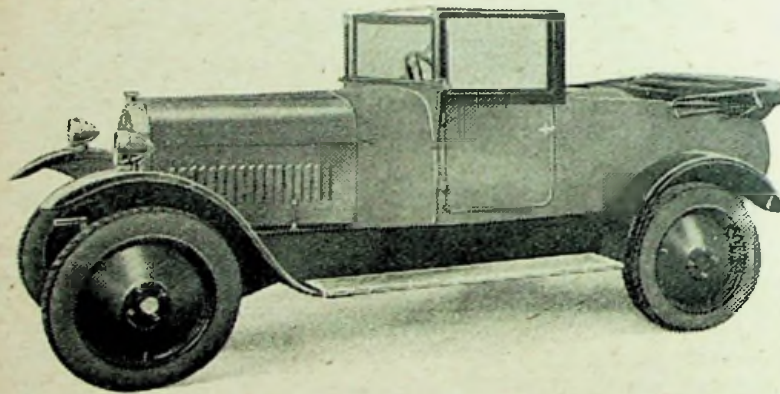
Illustrated Leaflets from

**ALFRED GRAHAM
AND COMPANY (E. A. Graham)**
St. Andrew's Works,
CROFTON PARK, S.E.4

Showrooms: 25/26, Savile Row,
London, W.1, & 79/82, High Street,
Clapham, S.W.4. Manchester: 10,
Whitworth Street West, Dean-gate
End. Glasgow: 101, St. Vincent Street.

ESTABLISHED 1911

Price
£
159



Price
£
159

CHUMMY MODEL.

*Messrs. G.W.K. Limited wish
Owners of their cars and Agents
A Very Happy Xmas and
a Prosperous New Year.*

G.W.K. Limited, Cordwalles — Works — Maidenhead.

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

WHAT'S ALL THIS ABOUT?



Merely a Jowett at SIWA, 500 miles from Cairo. Referring to this latest Jowett achievement, "The Light Car" says—"wherever human beings were met, the greatest enthusiasm was displayed."

If you are jaded with the usual stories about cars, read our "EAST from SIWA," which is a refreshing story of an epic journey across an uncharted portion of the Libyan desert.

Then read our Catalogue, THIS FREEDOM, which "The Outlook" describes as follows—"its breeziness is like a whiff of the broad highway, leaving one with the impression that the manufacturers thoroughly enjoy the privilege of making motor cars, and are proud of their achievements."

Both these publications are free on request.

Meanwhile, here are the Jowett prices for 1926.

2-Seater - £150. Light 4 - £160. Full 4 - £167. Saloon - £200.
All models complete with Dunlop Balloon tyres, and starter.

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.



Beatonson
best of all Rear Screens

is a rear screen that will not be bullied. The blustering old wind can't move it, can't bend or break it—it's fixed rigid there to protect your rear seat passengers and able to do so better than any other rear screen in existence. But to you, the owner, the BEATONSON is very tractable; to enter or leave the car you just "persuade it"—it sways easily, does not need to be dismantled. Moreover, it can be fixed at any desired distance from the passengers, and gives a wide and ample vision.

To fit it to *your* car would be the work of a moment—your garage man could do it while you wait; and as for storage—well, it requires none, but just folds away on the back of the front seat.

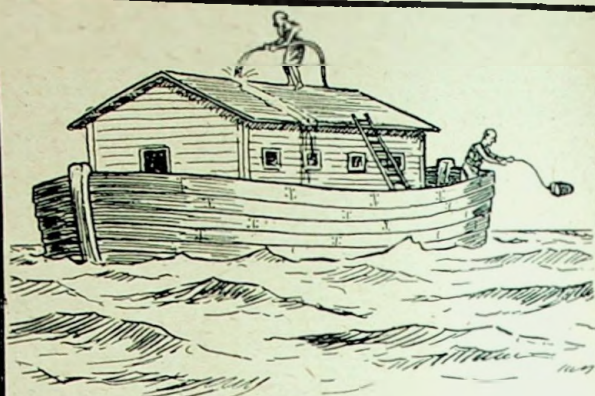
So have details of "the best of all rear screens"—for if you are to fit a rear screen at all (and you *must*) it must be the BEATONSON. Price £7:15:0 or with Triplex £12:5:0.

G. BEATON & SON, LTD.

ESTABLISHED 1881.

Victoria Rd. Willesden
London, N.W.10. 'Phone: W'den 3540

AGENTS FOR TRIPLEX GLASS.



NOAH doubtless used

to clean his ark with water and, at the same time, bitterly complain of the drudgery.

THE present-day man, however, can clean his car quickly, cheaply and efficiently by using

ATOMIST

The "WATERLESS" Car-Cleaner.

Removes Mud and Grease
WITHOUT WATER!

Polishes in the same operation.
Costs 2d. per clean.

- Small Tins - 2/-
- Sprayers - 3/6 Medium - - 3/6
- Large - - 5/6

Complete outfit 5/6 from your garage, or post free from us.

GIVE IT A TRIAL. YOU WON'T COMPLAIN OF DRUDGERY.

For those who prefer a cleaner and polish in solid form, we recommend

ATOMIST PASTE

Removes stains and marks and imparts a finish which is so hard that light mud and dust may be removed with a duster. The finish lasts for weeks.

Large tin 4/6 Lasts months.

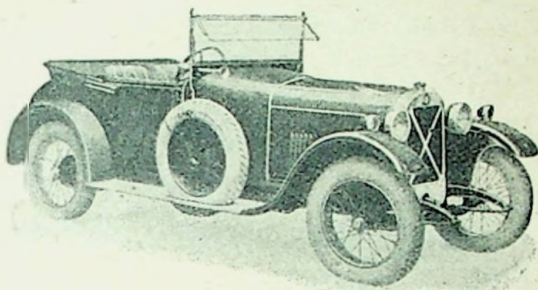
T. F. STEELE & Co., Ltd.,
14, Harp Lane, LONDON, E.C.3

S.M.S. Ltd.,
17a, MOTCOMB ST.,
BELGRAVE SQUARE,
LONDON, S.W.1
SLOANE 4838.



Sole Concessionaires
for the U.K. and
British Dominions.

A LIGHT FAST TWO-SEATER WITH EVERY COMFORT.



DE LUXE MODEL
With All-Weather Equipment.
£175.

Read an Owner's Opinion.

Portland,
Dorset.

29th November, 1925.

" incidentally I have covered 18,000 miles without any mechanical breakdown, and it seems just as good as new, and keeps up an extraordinarily good average speed."

Yours truly,
(Signed) E. A. AIRY, Lt.

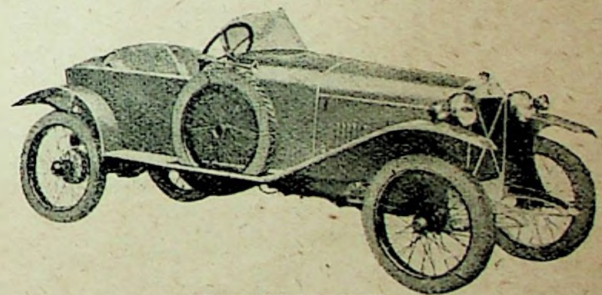
¶ All models are complete with Self-Starter, Speedometer and Clock.

The Highest Possible Price given for your old car or motorcycle in Part Exchange.

Deferred Terms over long periods arranged.

Absolute privacy guaranteed.

May we send you catalogues?



SPORTS MODEL.
£165

Sole London Distributors
and
Showrooms,
where all models
may be inspected
and trials arranged.

Gordon Watney & Co Limited

PART EXCHANGE HOUSE.

31, Brook St., Bond St., London, W.1 'Phone: Mayfair 2965/6

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.

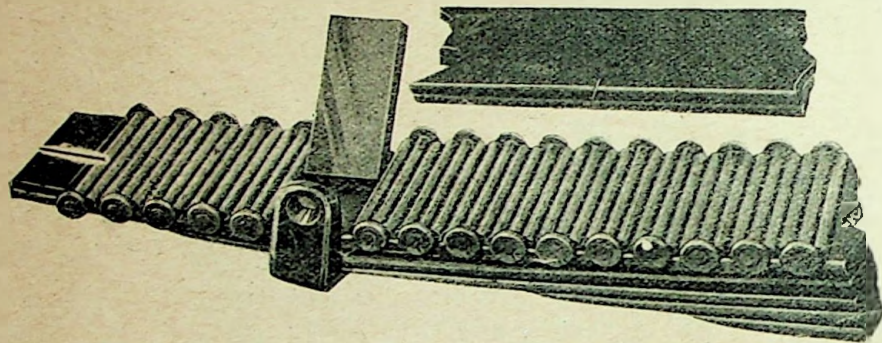
Big Car Comfort at Light Car Cost

THE PERFECT SHOCK INSULATOR.

A BRITISH INVENTION.

A row of roller bearings placed between the second and third longest leaves of any type of car springs.

Any motor mechanic can fit them to existing springs.



Extract from "The Light Car and Cyclecar," March 13, 1925.

"We tried the effect of swerving the car violently from side to side when travelling fast on a wet road, but failed to produce anything more than a slight tendency towards skidding, which seemed automatically to be corrected instantly. Driving the car up the kerb at various angles had no ill-effect beyond causing the doors to fly open, due to chassis distortion."

Delighted Light Car Users say:

"I have tested the car and find springing vastly improved and that on corrugated and badly cambered roads one can take liberties in driving that one would have been afraid to risk before your fitment was installed." F.W.R.

"The beautiful gliding motion of my C—— is a surprise to my friends. Your claims re speed and petrol consumption are quite true. Rough and pot-holey roads, there are none now. The comfort for so small an outlay is hardly believable." E.H.L.

"I have been motoring now for over 20 years, but have never tried any appliance which has had such beneficial results, and shall highly recommend your Neverskid Shock Absorber." C.G.

"I have tried the car on all sorts of roads and in all sorts of weather, and can conscientiously say that all you claim for your absorbers is justifiable." R.M.G.

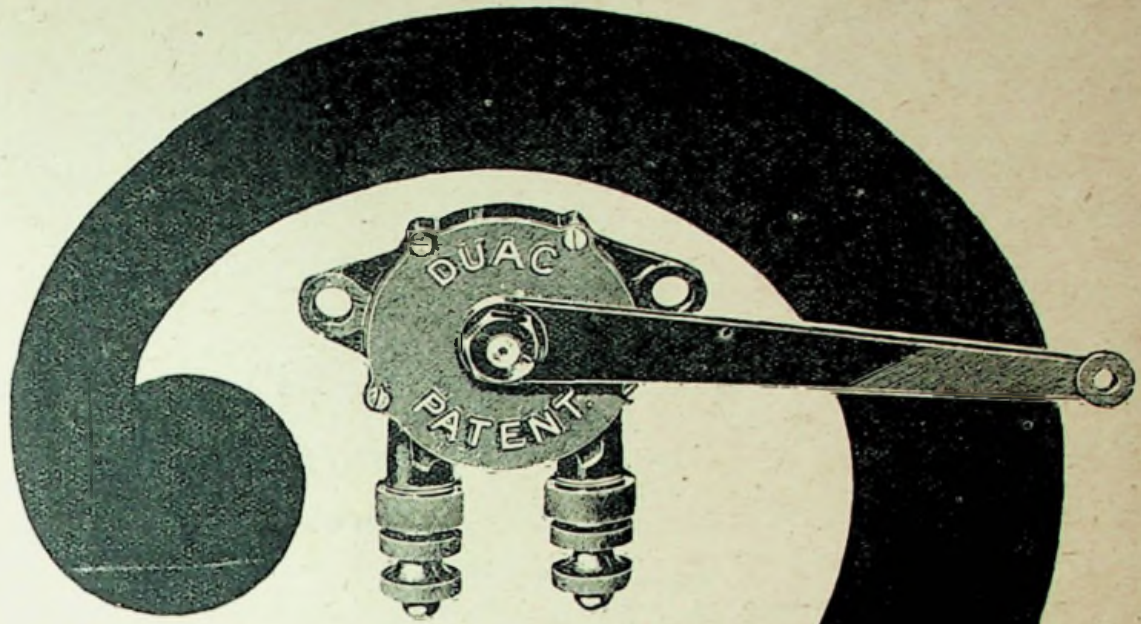


137, VICTORIA ST.,
S.W.1

Phone:
VICTORIA 7555

Sole Manufacturers of Neverskid Fittings—General Engineers & Merchants, Ltd., 137, Victoria St., S.W.1

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



**HAS IT EVER OCCURRED
TO YOU**

that to get perfect Dual Action in a Shock Absorber it is essential that both Initial and Rebound actions must be **independently** adjustable? By this method only can one be assured of smooth and comfortable travel at either 5 or 50 M.P.H. Further, to eliminate harshness, the checking act on must be progressive. Both these qualities are embodied in the wonderful

DUAC
"TAKES THE JAR FROM THE CAR"
DUAC

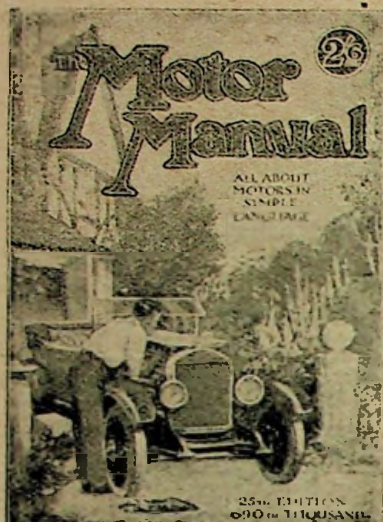
SHOCK ABSORBER

It is so simple in construction that one glance at our illustrated Booklet will convince you; moreover, it is durability itself.

Write to
F. HARRISON CARTER LTD.
DUNSTABLE.

Makers of the Carter Gearcase, 1892.





**25th
Edition.**
(690th Thousand.)

EVERY recent development in motor-car construction and motoring is dealt with in this new edition of "The Motor Manual." It has been largely re-written, completely revised, re-illustrated and brought up to date, and contains a very large amount of new and practical information.

It is an indispensable handbook for every motorist who wishes to understand his car from A to Z, and how to maintain it in completely efficient condition.

2/6

NET.

Obtainable from all principal Booksellers and Book-stalls or direct from the publishers, 2/10 post free.

TEMPLE PRESS LTD.,
7-15, Rosebery Avenue, London, E.C.1.
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4

**A BIGGER TYRE
for the same price**
Important concession to users

of 700 x 80 or 26 x 3 tyres



THE
STEPNEY
REINFORCED TYRE
27 x 3.75

which fits the 700 x 80
or 26 x 3 rim,

is now supplied at the
same price as the
ordinary 700 x 80 tyre.

PROMPT DELIVERY.

27 x 3.75 Stepney Cord Cover, £3 13s.
Inner Tube, 11s. 6d.

STEPNEY TYRES LIMITED,
LLANELLY, WALES, and Stepney Rubber Works,
WALTHAMSTOW, LONDON, E.17.



**4 fold quality
spanner sets.**

4-task Spanner sets in ordinary compass and weight; jaws accurately cut, strongly shouldered, snug to the hand—and as indifferent to wear and time as a high-grade hardened and tempered STEEL tool should be. From your Agent.

	Blued.	Plated.
5/32 to 1/2 in. across flats	9d.	1/3
1/2 to 7/16 in.	1/6	2/6
1/2 to 7/16 in. Whitworth	2/6	5/-

If difficult to buy locally, order from us.

TERRY

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



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

CLYNO

CARS

The 11 H.P. 4-DOOR SALOON £245

EQUIPMENT.

Electric Self-starter; Speedometer; Eight-day Clock; Bulb Horn; Spare Petrol Can and Holder; Electric Lighting (five lamps); Spare Wheel and Tyre; Petrol Gauge (F.W.B. Models); Set of Tools.

PRICES.

2-Seater £162 - 10
 2-Seater with F.W.B. £170
 Occasional 4-Seater £172 - 10
 Occasional 4-Seater with F.W.B. £180
 4-Seater £182 - 10
 4-Seater with F.W.B. £190

With F.W.B.

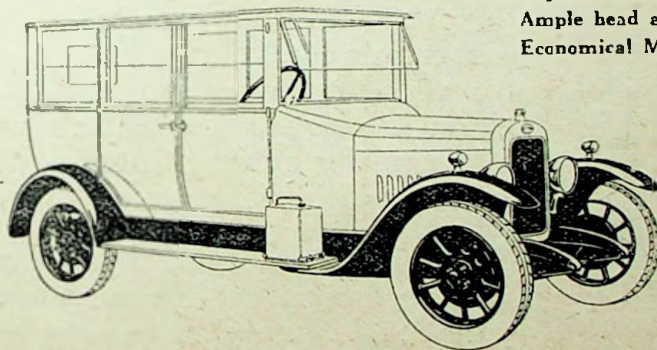
"Royal" 2-Str. £210
 "Royal" 4-Str. £215
 4-Door Saloon £245

ALL CLYNO CARS have an atmosphere of pronounced quality and individuality; that is one reason why the 11 h.p. 4-Door Saloon is proving such an *irresistible attraction to the discriminating motorist.*

Fitted with an engine that develops over 25 brake h.p., it is just as much a car for Touring as for Town work.

The following Clyno Saloon Car features are worth remembering:

- 4-Wheel Brakes.
- Phenomenally Light Steering.
- Easy Gear Change.
- Superb Suspension.
- Right-hand Gear and Brake Control.
- 4 Wide Doors.
- Winding Windows.
- Adjustable Front Seats.
- Ample head and leg room.
- Economical Maintenance.



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

London Showrooms and Export Dept.: ROOTES, LTD., 141, New Bond Street, W.1.
 Rootes Service Works: Lodge Place, St. John's Wood Road, N.W.8.
 Manchester: Lookers, Ltd.

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



2/6
NET.

Of all principal book-sellers and bookstalls, or direct from the publishers 2/9 post free.

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

Wholesale Agents:
E. J. Larby, Ltd., 30, Pinner Road, E.C.4

A Complete Guide to the Adjustment, Repair and Overhaul of the Car.

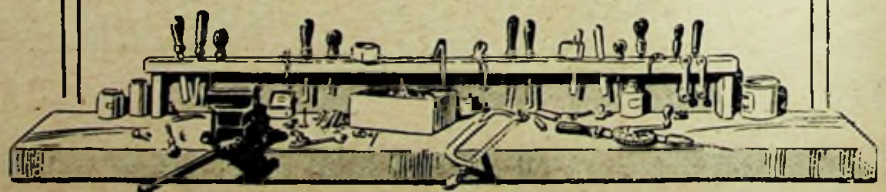
4th Edition.

GREATLY ENLARGED.
RE-WRITTEN, AND
RE-ILLUSTRATED.

THE owner of a modern car can effect important economies in maintenance charges and save considerable time if he is in a position to carry out any simple repair, adjustment or overhaul. In "The Motor Repair Manual" the car owner will find detailed instructions on the subject.

There are sections on the lathe and its uses, descriptions and illustrations of tools, and how to use them, various mechanical processes and workshop practice, how to construct a serviceable motor house cheaply, the fitting up of a repair shop and the provision of its tool outfit, and many new practical hints relating to car equipment.

The book is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.



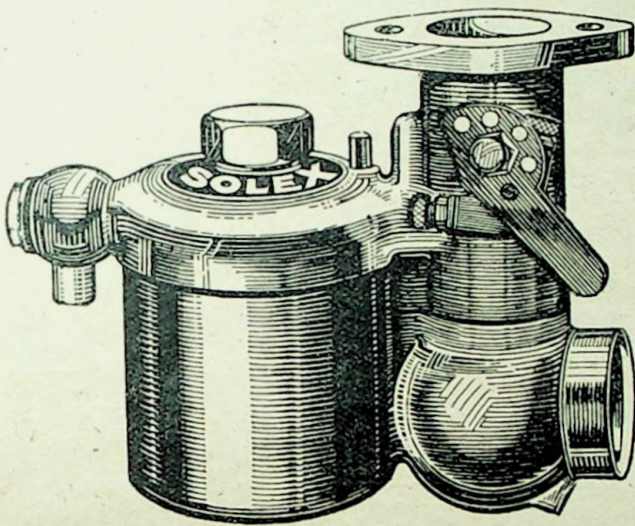
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

Transform Your Car

by fitting the

NEW "M" TYPE SOLEX

THE New "M" Type Solex Carburettor will revolutionise the performance of your car, improve its consumption, add to its power and speed, better its acceleration and slow running, and still maintain that inherent simplicity which has gained for Solex the merited title of "The No-Trouble Carburettor."



There is a new Solex model suitable for every make of car on the road, and as we are so positive of the improved results obtainable we offer the opportunity to all motorists to fit a New "M" type carburettor on 30 days' FREE trial. Write for details.

SOLEX LTD
(LICENCEES)

115, SOUTHWARK STREET,
LONDON SE1

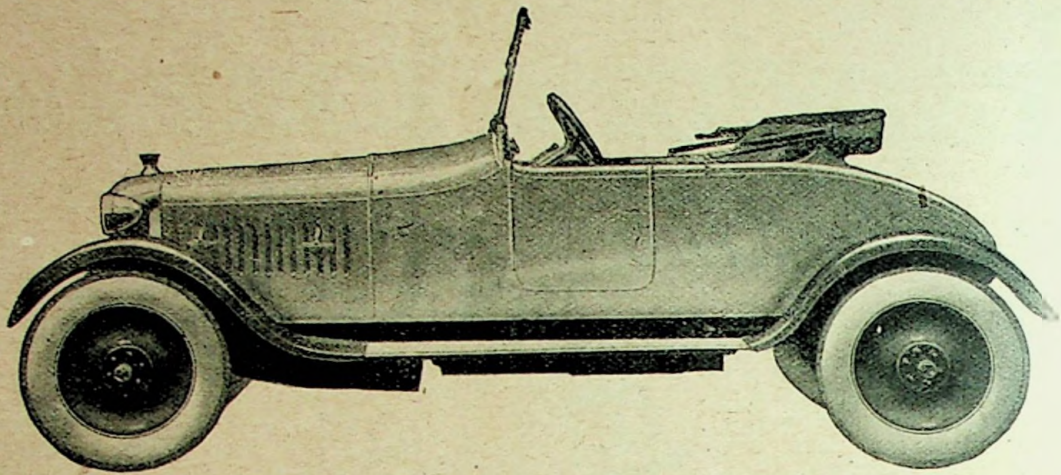
Telephones - City 5222, Central 5172, and Hop 2734
Telegrams - "SOLEXCARB, BOROH, LONDON."

GORDON RICHARDS, Director.

SOLEX

THE NO-TROUBLE CARBURETTOR

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



AC

'SOVEREIGN' MODEL
Full All-Weather Equipment

£250

With Dunlop Balloon Tyres

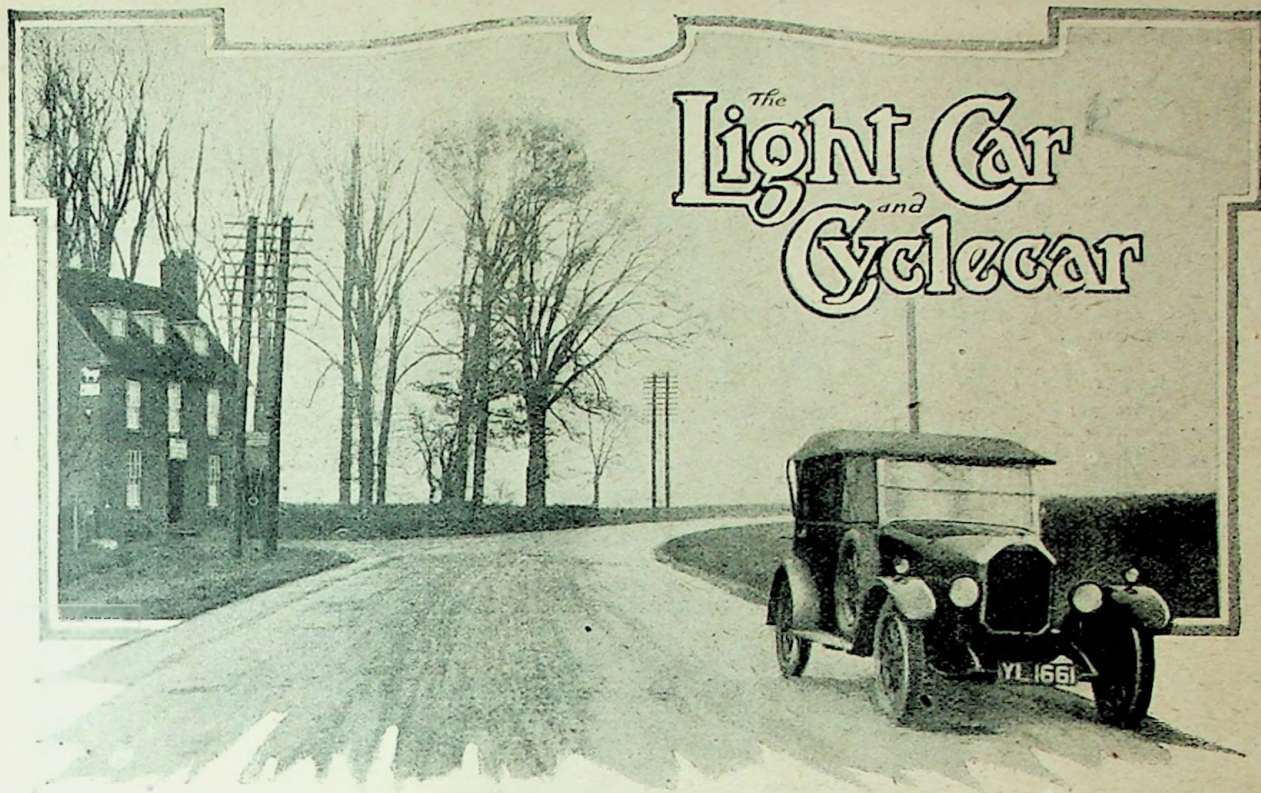
GUARANTEED FOR 12 MONTHS

Nothing else like it in Quality and Price.



THAMES DITTON, SURREY, ENGLAND
Full range of A-C Cars at 55/56, PALL MALL, LONDON, S.W.1

We can supply reliable second-hand A-C Cars.



THE BEND AT
"SOUTHOE BELL."

An erstwhile danger spot in the one-time "30-mile skid" section of the North Road. The frozen surface has of late almost approximated the conditions which used to exist, and the curve must be taken carefully when there is a hard frost. The car is a 9-20 h.p. Humber, of which a road test report is in course of preparation.

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, December 19th, 1925.

London	20	Edinburgh	4.6
Newcastle	4.6	Liverpool	4.21
Birmingham	4.21	Bristol	4.30

Protesting Against the Raid.

A resolution protesting against the contemplated raid on the Road Fund is to be addressed by the Essex Motor Club to the Chancellor of the Exchequer, Mr. Winston Churchill. The example might well be followed by other clubs. We comment on the matter under "Topics of the Day."

Caution on Christmas Day.

The R.A.C. road guides are being given a whole day's holiday on Christmas Day, and, in consequence, a number of traffic points will be uncontrolled. The Club asks motorists to bear this in mind and to drive with special caution. Christmas Day, December 25th, is the only day throughout the year on which the R.A.C. road guide service is suspended.

Next Week.

The complete list of car competitors in the London-Exeter trial, with their numbers, will be given in our next issue, whilst we shall also publish a map of the most interesting part of the course, together with particulars showing just when and where spectators may see the competitors. This issue is being published two days early on account of Friday, our normal publishing day, being also Christmas Day. Topical interest will be lent to it by a number of Christmas features which we are sure will make a special appeal to readers. We have in course of preparation an "On the Road and in the Making" article dealing with the Humber Nine.

Two Days Early Next Week.

Next week's issue of *The Light Car and Cyclecar*, dated December 25th, will be on sale on Wednesday, December 23rd; that is, two days earlier than usual. Advertisements for that issue must reach the manager by first post on Monday next, December 21st.

This Week.

The varied contents of this issue will make a wide appeal, and amongst the interesting articles which are included we would direct the attention of readers to test-run reports of the De Dion-Bouton and Sports Tourer A.C., incorporated with the latter being a description of how the car is made at the Thames Ditton works; the new 13 h.p. Clyn is also dealt with. Our centre pages are devoted to a description of the fastest cyclecar in the world, Mr. H. Beart's Morgan, which has attained the phenomenal speed of over 100 miles an hour on Brooklands track. The principal sporting event of the week-end was the London-Gloucester-London trial, which is described and illustrated, whilst technical readers are catered for in an article entitled, "Plain Facts About Brakes."

In Parliament.

Many subjects of interest to motorists have come before the House of Commons recently. A résumé, to which we direct the attention of our readers, will be found on another page.

An Old-fashioned Christmas.

There is every indication that the cold weather will continue, and that, although there may be a temporary break, motorists will have the pleasure (!) of experiencing a typical old-fashioned Christmas.

Standardized Parts.

Pursuing its good work of issuing provisional standards in connection with the dimensions of motorcar parts, the S.M.M. and T. have just issued details of provisional standards for impulse-starter couplings, and unions, nipples and nuts.

A Concession for the Horse.

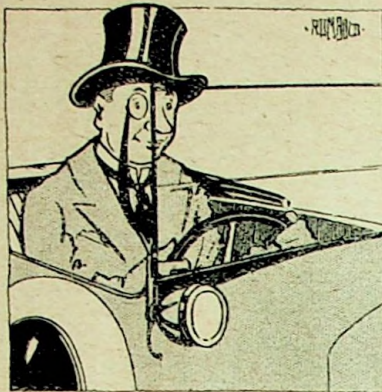
So slippery have the main roads of the country become that in certain districts where there are very wide gravelled footpaths no action is being taken against the drivers of horse-drawn vehicles who use the path so as to enable the animals to obtain a better grip.

Clyno Production.

We hear a lot in these days of general trade depression and so on, and it is all the more encouraging, therefore, to note that, according to a statement issued by the Clyno Engineering Co. (1922), Ltd., that they are at present producing as many Clynos in one week as were produced during the whole of 1923.

Radiator Lamps.

There are nervous owner-drivers who, despite the guarantees of safety given with the better-known makes of radiator lamp, hesitate to leave one under the bonnet for any length of time. They may be interested to know that, in a closed garage, freezing may be guarded against if the lamp is placed on the work-bench within a few feet of the car, where it serves to maintain throughout the garage a temperature which can be regarded as quite safe—provided, of course, that doors and windows are a good fit and tightly closed.



LIGHT CAR LIMERICKS—No. 51.

When Reggie descended on Reading,
To act as best man at a wedding
For a bachelor gay
'Twas a dangerous day

Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor and marked "Limerick No. 51" 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. 50, see this week's "Around the Trade."

100 m.p.h. Bugatti.

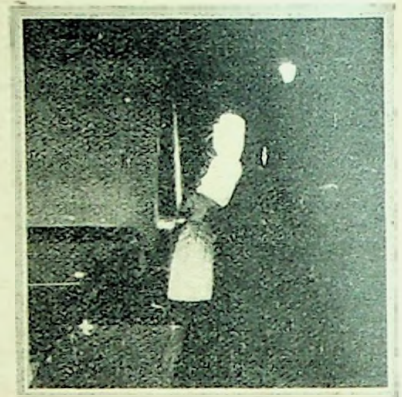
An accompanying photograph shows the new 1½-litre four-cylinder Grand Prix type Bugatti which, it is claimed, is capable of 100 m.p.h. and which sells at the relatively low price of £600. It follows very closely the lines of the famous straight-eight Grand Prix chassis. The gear ratios are: top, 4 to 1; third, 5 to 1; second, 6.5 to 1; and first, 7.5 to 1, ratios which should make for an extremely lively performance on the track. The gear lever, as can be seen in the photograph, passes through a slot in the body side, the aperture being masked, as it were, by a leather flap. The body is similar to other Grand Prix Bugattis, and is of the type which one would expect to see on such a fast vehicle. The sole concession for racing Bugattis in this country is held by Malcolm Campbell (London), Ltd., 42-43, Sussex Place, South Kensington, London, S.W.7, to whom inquiries should be addressed.

Cheaper A.C.

An announcement of considerable interest has been made by A.C. Cars, Ltd., High Street, Thames Ditton, Surrey, to the effect that the four-cylinder 12-24 h.p. Sovereign model has been reduced to £250. The car carries a 12 months' guarantee.

The White Glove.

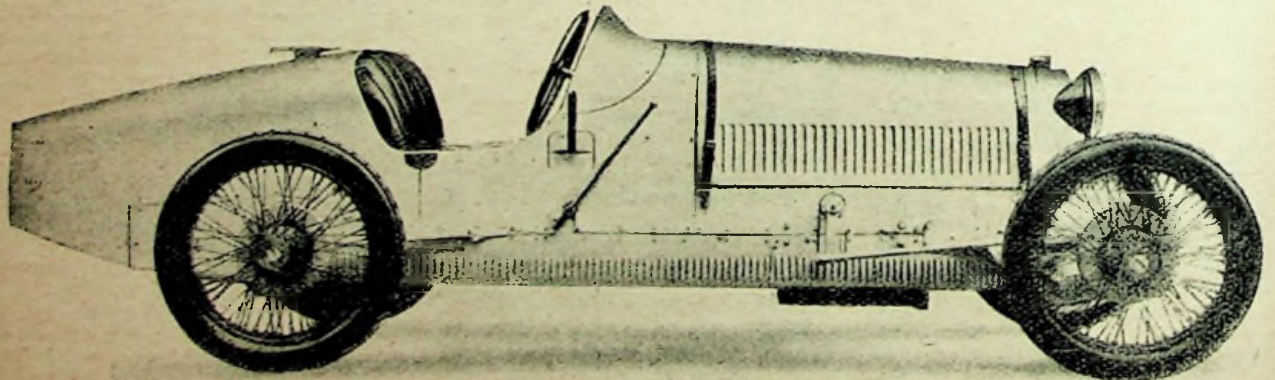
The Automobile Association is using its best endeavours to persuade car drivers to follow the example set by the police and A.A. scouts in wearing white gloves for driving. The photograph on this page shows how clearly a white-gloved hand is shown up by the lamps of an overtaking car. "They should be worn by every car driver, bus driver, lorry driver and motorcyclist," says Mr. Stenson Cooke, secretary of the A.A.



A night photograph showing how plainly a white glove shows up in the beam of a headlamp.

D'Yrsan Price Reductions.

D'Yrsan, Ltd., 33, Kimberton Street, Knightsbridge, S.W.1, announce that their sports de luxe and touring de luxe models have been withdrawn and that the shell racing model with aluminium body has been reduced to £150. A similar model, but with a steel body, costs £140, whilst the standard touring type with French body has been reduced from £145 to £129 10s. Lighting and starting equipment is not included in the foregoing prices, a charge of £24 being made for Ducellier and £16 10s. for Lucas.



THE QUINTESSANCE OF SPEED.

A side view of the latest 100 m.p.h., 1½-litre Eugatti. It is modelled on the lines of the famous 2-litre straight-eight, and sells for £600. A descriptive paragraph appears above.

Eastbourne Road Landslide.

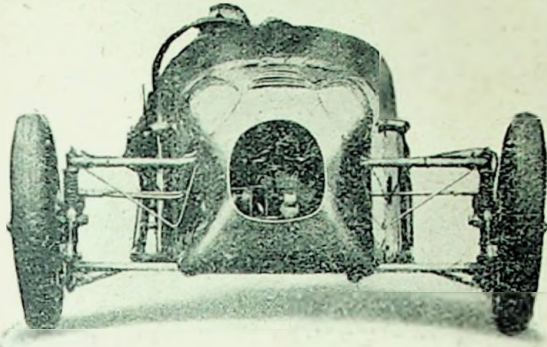
A landslide on the main Eastbourne road, between Nutley and Maresfield, blocked over half the roadway, and, as the point in question is particularly dangerous, drivers are specially warned to exercise great care. The road is being rapidly repaired.

Concession to Foreign Buyers.

In order that foreign buyers at the British Industries Fair may be offered every possible facility, the Government has decided that holders of official invitation cards may obtain a visa to their passports to England without any charge being made.

J.C.C. Dinner.

The number of members and guests present at the Junior Car Club's dinner at the Connaught Rooms, London, last Tuesday, totalled more than 500. As usual with J.C.C. social functions, a very cheery spirit prevailed, and there were few present who left before the very end of the proceedings—1.15 a.m. The dinner was followed by speeches delivered by Prof. A. M. Low, the Hon. Sir Arthur Stanley (in the chair) and Lt.-Col. J. T. C. Moore-Brabazon; the presentation of 200-Mile Race prizes and a very enjoyable carnival dance.



THE 100 M.P.H. MORGAN.

The record-breaking three-wheeler which is described this week in our centre pages. The two pipes projecting from the cowl-ing lead to a special carburetter air intake.

Increased Penalties for Drunkenness.

An important alteration affecting motorists was made in the Criminal Justice Bill, in Committee of the House of Lords on Tuesday last. Earl Russell moved an amendment to ensure that a motorcar driver convicted of drunkenness should automatically have his licence suspended for 12 months, with the proviso that the driver might apply to the justices who made the order to reconsider it after three months, or, with leave of the Court, after a shorter period.

The Lord Chancellor said the Home Office and the police were of opinion that the adoption of the amendment would not be in the public interest. The clause at present increased the

Increased French Taxes?

"No more loans; the Budget must be balanced by taxes," said M. Loucheur, the Finance Minister for France, in the introduction to his financial proposition for 1926. The French motorist will contribute his quota as a result of increased taxes on both petrol and cars.

A.-C.U. Competition Rules.

A sub-committee of the General Council of the Auto-Cycle Union has recently entirely redrafted the competition rules of the Union. The new rules were passed by the General Council on December 4th and will take effect on January 1st, 1926.

Dundee Sets an Example.

Statutory authority dealing with the question of red rear lights on all kinds of vehicles in use within the city boundaries having been obtained by the Corporation of Dundee, cyclists, amongst others, are now obliged to carry a red rear light within the boundaries of the city.

London-Exeter—A Record Entry.

The wonderful entry of 427 vehicles in the Motor Cycling Club's classic trial from London to Exeter and back will make this the biggest trial which has ever been held. The start is from the Bridge House Hotel, Staines, on Monday evening, December 28th, the competitors arriving in Exeter at breakfast time on Tuesday, December 29th, and returning to Staines, where they arrive the same evening. Next week we shall give the complete list of the car entries and full details of the route, so that readers who wish to watch the competitors pass or who are keen to see the performances on the observed hills may know exactly when and where to take up their positions. The entry is actually made up as follows:—

Solo motorcycles	...	145
Motorcycle combinations	...	113
Three-wheeled cyclecars	...	17
Cars	...	152

The total, as we have already remarked, is 427, and with the half-minute intervals between the motorcycles and one-minute intervals between cars, the procession will be 71 miles in length.



WHAT DOES IT MEAN?

This constable has the unenviable job of controlling the traffic in Cirencester, where five roads intersect. Perhaps this accounts for

the ambiguity of some of the signals he gives, one of which is shown above.

The Skidding Season.

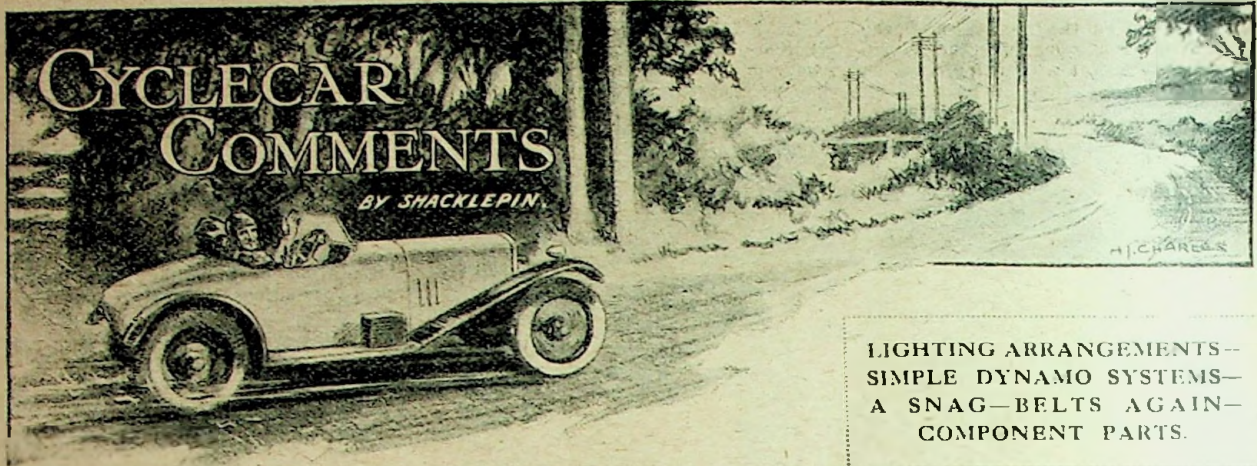
The roads at this time of the year alternate between a greasy and ice-bound surface, and skidding is one of the bugbears of motoring. Devices such as Neverskids are very much to the fore, and in this connection our readers may be interested to know that the Neverskid Shock Absorber, Ltd., the central offices of which are at 137, Victoria Street, London, S.W.1, have opened a service station near the head office, where the device can be fitted within 48 hours.

penalties for driving when drunk from 40s. to 50s. Drastic action often defeated itself, and automatic penalties, if too severe, were apt to prevent convictions. The amendment was carried by 47 votes to 37.

Magnetos and Snow.

No better test of the weather-proofness of the magneto can be undertaken than to drive a car against a head-on snowstorm, for snow has a habit of penetrating to the remotest nooks and crannies. Many small cars require better protection for the magneto.

Ask for your copy next week on
WEDNESDAY
instead of
FRIDAY.



LIGHTING ARRANGEMENTS—
SIMPLE DYNAMO SYSTEMS—
A SNAG—BELTS AGAIN—
COMPONENT PARTS.

A RECENT paragraph by "Focus" in "Rich Mixture," headed "Dark Days," draws attention to a subject which intimately concerns cyclecar owners. It is that of the most suitable, most easily managed and most economical form of illumination for the car. These are very dark days. If one resides in or near the Metropolis, or, for the matter of that, in or near any of our large cities, overhead fogs may turn day into night, necessitating switching on the lamps of the car when, by all that is right and just, they should be enjoying a well-earned rest.

In the old days we used to struggle cheerfully with acetylene, and it must be admitted that if one looked after it with meticulous care the average "wet" system worked quite well: but it was a nuisance at the best of times, and those of us who could afford the initial cost of them went in for dissolved acetylene cylinders.

These were about as near perfection as one hoped to get in the way of acetylene lighting, but they were inconvenient in that they had to be changed from time to time, and one was, therefore, not a lot better off than if electric lighting were used, an accumulator of ample capacity being employed to supply the combined head and side lamps and made easily detachable for recharging purposes.

Electric lighting in these conditions was satisfactory up to a point, but to work really well it was essential to have two accumulators, one being on charge whilst the other was in use. Moreover, one was tied more or less to one's base, as it were, especially if, as the Irishman said, driving after dark was the order of the day.

Frankly, I think the only solution to the problem is to banish all ideas of economy and to fit a really good dynamo lighting set: combined head and side lamps can be used, of

course, and there is no need for a starter motor. This means that both dynamo and accumulator can be on the small side, which helps one to a considerable extent to keep down the weight and the cost.

In these enlightened times we are so accustomed to flooding a room with light by merely depressing a knob that to have to employ anything more troublesome on a car meets with our instant displeasure, so I am all out for a really good system of electric lighting for the cyclecar. We may be able to put up with economical forms of hood, scanty mudguarding and so on, but we cannot afford to take the risk of being stranded with a lighting set which will not work.

A suggestion which was put to me by a reader of these notes a few days ago centred in the feasibility of using cycle electric lighting sets for the cyclecar. These, as my readers are probably aware, consist usually of a dynamo driven direct off the front-wheel tyre, and my friend thought that even if a larger dynamo were used, the same system might be employed satisfactorily on a car.

Frankly, I cannot conceive why any cyclecar owner should wish to go to such extremes of economy, and with becoming severity I passed on this view to my friend.

"What possible objection can you see," he asked, "to a scheme which is the essence of simplicity, and which must work quite as well as any other system?"

Well, if anyone can see the advantage of such a primitive form of drive, compared with that which employs a short length of Whittle belt and a thoroughly protected position for the dynamo, I am at a loss for further argument. There is one other point which my friend overlooked—the dynamo feeds direct, as it were, to the lamp, and if one stops the machine one's lamps go out. Need more be said?

It will be recalled that a short time ago I commented upon the bad luck experienced by a friend of mine, who runs an Aero Morgan, in constantly losing dynamo belts through breakage. It is rather a coincidence that the day following that on which my remarks were published the belt for which my friend had such great hopes broke, and this, like its predecessors, was lost.

Utterly miserable about it, he resorted to a second plain, flat, 4-in. leather belt, the ends being overlapped and secured by a bifurcated rivet. Since then some 250 miles have been covered, mostly at a fairly high speed, and still the belt is in position. Yet more strange is the fact that only one adjustment has been needed, all the stretch having seemingly taken place during the first 100 miles. This seems to have solved definitely his trouble, and the cost was only 1s. 6d.!

Enthusiasts who have overhauled or reconstructed their orthodox-engined G.N. cyclecars, and who are anxious to obtain more speed will be interested to learn that the Vadum Co., 37-39, Beaconsfield Road, Willesden Green, London, N.W.10, can supply complete o.h.v. conversion sets for £9. This concern deals largely in G.N. cyclecars, and usually has a number of second-hand models requiring overhaul which are offered at proportionately low prices. One of these bought now and overhauled during the winter would prove a useful machine next season.

Another concern from which I have heard recently is Messrs. Walter and Worth, 32, Craven Street, Strand, London, W.C., and I pass on the information to all my readers who may be interested that front and rear axles, springs, chains, and so forth are carried in stock by this firm; in fact, the home constructor will find, probably, that he can obtain all the parts he needs under one roof.

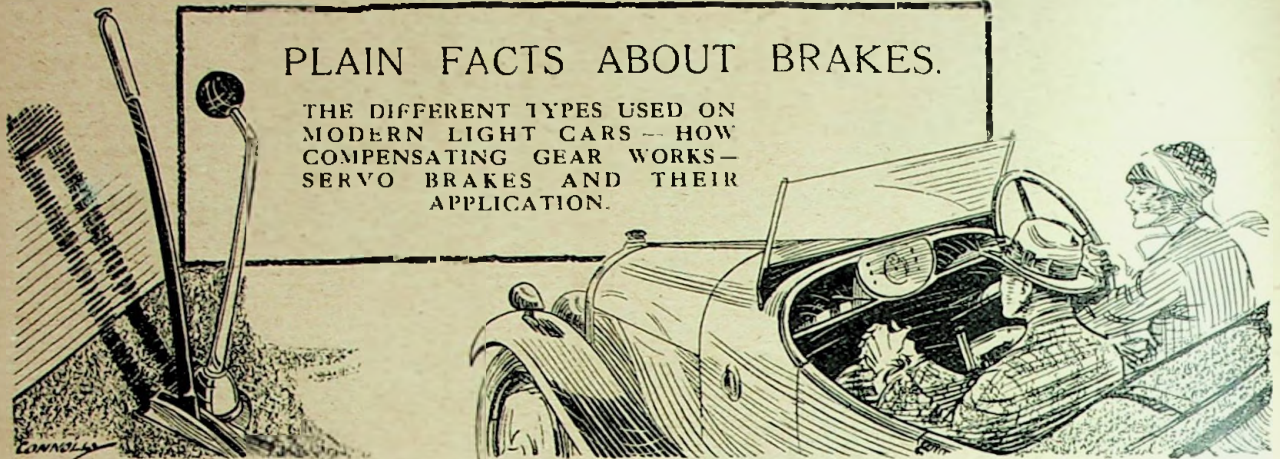
A SIMPLE DIAGNOSIS.



The Expert: "Hum—just as I thought—no petrol."

PLAIN FACTS ABOUT BRAKES.

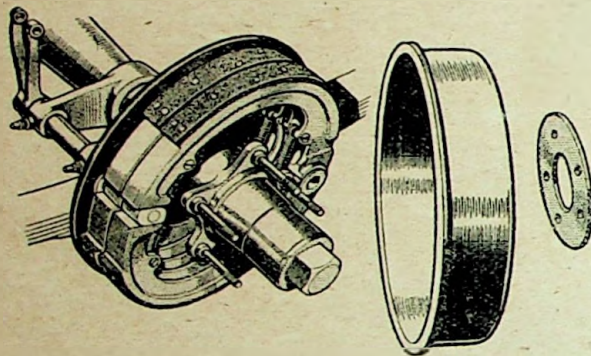
THE DIFFERENT TYPES USED ON MODERN LIGHT CARS — HOW COMPENSATING GEAR WORKS — SERVO BRAKES AND THEIR APPLICATION.



TO obtain the best results from any working part of a car it is advisable that the driver should not only understand the principle which underlies its operation but should also be familiar with its construction. This applies with particular force to the braking system, which is one of the most important features of the car. Upon its efficiency depends the safety of the driver and

shoes, and, of equal importance, a return spring which pulls the brakes off directly the pedal or lever is released. It is also of prime importance to make sure that oil cannot leak on to the brake drums—a condition which only too often occurs in the case of old cars.

The most common practice is to employ only two shoes per drum, but occasionally we find that where no transmission brake is fitted each rear-wheel drum may house four distinct shoes, the pairs being either side by side or in the shape of four short shoes all in the same line. In cases where front-wheel brakes are fitted, two shoe brake drums all round are now very common practice.



A form of assembly employing side-by-side, independently operated brakes, both working within the same drum.

Metal-to-metal Brakes.

Metal-to-metal brakes, in which the drum is of steel and the shoe of cast-iron or bronze, have been used in the past, but have given place almost universally to a steel drum and fabric-lined shoes pressing against it. The disadvantage of the metal-to-metal brake is that it is often noisy and too fierce, and may easily be abused by a driver who is not familiar with the finer points of car control. Apart from other considerations, however, it has been shown that a cast-iron shoe may score the steel drum, especially if grit be allowed to enter, and that the cost of renewing both shoe and drum, or of having the drum skimmed and cleaned up, is far greater than going to the additional expense of fitting friction linings in the first place.

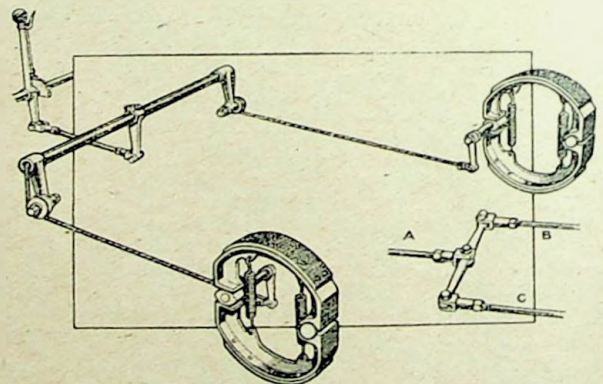
passenger and that efficiency can be maintained to the best advantage only by a thorough knowledge of the particular form of brake or brakes fitted. A brief review, therefore, of the more common types of light car brake should not be without interest.

Braking systems may be divided roughly into two groups—those which employ drums rotating with the road wheels, the drums housing stationary brake shoes and brake-operating mechanism, and those known as transmission brakes, which, as their name implies, are arranged so that the braking effort is applied to the propeller shaft.

Internal-expanding Brakes.

Rear or front-wheel brakes nowadays are nearly always of the internal-expanding type; that is to say, the shoes, which are lined with a friction material, are expanded inside and against the drum, so that the necessary retarding effect is obtained. On some makes of car external-contracting brakes are still popular, but these nearly always take the form of a friction band and not a contracting shoe. Owing to the difficulties of construction, transmission brakes are very seldom of the internal-expanding order, but it is not uncommon to find separate external-contracting shoes instead of a single contracting band.

The essentials of smooth and certain brake operation are an ample friction area, rigid construction, an operating cam which gives a well-defined movement to the



Two methods of brake compensation. The main sketch shows the sliding-cable method, whilst inset is a whiffle-tree. A is connected to the lever or pedal, B and C to each of the brake arms.

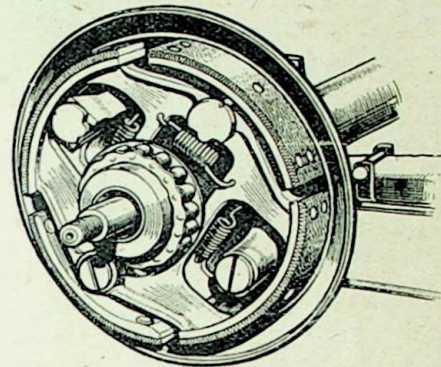
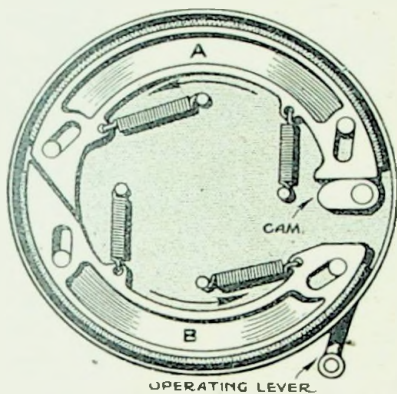
One concern is employing with the greatest success metal shoes with fabric insets, the latter being arranged diagonally. The combination of metal and fabric friction material provides a means of braking which is remarkably smooth and very powerful.

To ensure that the brakes of a car were applied with equal force, it was customary, until recently, to introduce some form of compensating gear, but nowadays it is becoming increasingly common to rely upon accurate adjustment in the first place and thus do away with a certain amount of complication.

The most common form of compensating gear is known as a whiffletree, this taking the form of a beam pivoted in the middle on a pin secured to the end of the brake-operating rod, the extremities of the beam being connected by secondary rods or wires to the brake-operating arms.

A more modern form of brake compensation employs a hollow cross-shaft fitted with a bell-mouthed bush at each end, through which passes a continuous cable, one end of which is connected to the off-side brake-operating

(Below) Showing the principle of a simple form of servo-assisted brake operation. Application of shoe A forces shoe B against the drum.



(Above) Two separate brake assemblies, the shoes, however, being in line. This system is used on the Rover Nine.

arm and the other end to the near-side arm. The cable is, of course, free to move in the tube and round the pulleys at the extremity of the cross-shaft drop arms.

Servo Brakes.

A development in light-car braking systems which is long overdue is that of the servo-operated system, more particularly with regard to its combination with front-wheel braking. In its most simple form, servo-braking mechanism consists merely of means whereby the brake shoe assembly of a transmission brake rotates en bloc when that brake is applied, the rotary movement caused being conveyed by suitable linkage to the front-wheel brake levers.

It will be seen, therefore, that the front-wheel brakes are applied automatically and that the force of their application is in direct proportion to the amount of force exerted by the transmission brake through the medium of the operating pedal. Servo mechanism generally necessitates the introduction of an internal-expanding transmission brake for the most simple working, and is therefore one of the exceptions which proves the rule previously mentioned with regard to the construction of transmission brakes.

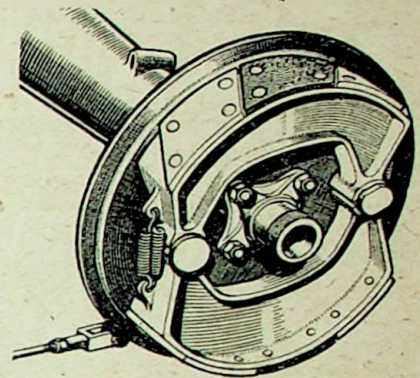
The principle may sound somewhat complicated, but actually it is quite simple, and in its most common form the assembly incorporates a connecting rod between the brake-shoe assembly and a lever attached to a cross-shaft, the last-named carrying a second lever, which transmits the drag of the servo-brake to the operating arms of the front-wheel systems.

As the servo-brake assembly oscillates, the ordinary means of expanding the shoes cannot be used, the actual method employed being to transmit the necessary movement by means of one spur wheel actuated by the pedal, engaging with a spur wheel concentric with the brake-shoe assembly which operates the cam. This, in brief, is how the servo mechanism of the Imperia light car

works, and it is worthy of note that this was one of the first light cars to be equipped with this form of brake operation.

Where unit construction of gearbox, clutch and engine is used, the controlling pedals being mounted on brackets cast integral with the gearbox, the extra mechanism necessary in connection with servo brakes is very easily adapted and the unit loses none of its compactness. On

INTERESTING FORMS OF BRAKE CONSTRUCTION.



Combined metal and fabric-lined shoes as used on the A.C. Note the channels between the linings for ejecting water, dirt and so on.

the score of expense, however, the system has its drawbacks, compared with front-wheel brakes, which are operated in the usual straightforward manner. Nevertheless, it is more than probable that the servo principle will make headway, and may in time become the standard form of braking equipment for small cars.

Another interesting form of servo-operated assembly is that in which the partial rotation of one internal-expanding shoe exerts a wedging action on a second shoe and presses it against the drum. Both shoes are housed within the same drum, and the braking effort of the second shoe depends entirely on the amount of force applied to it by the pressure applied to the first shoe.

Brake adjustment naturally plays a most important part in the satisfactory functioning of the mechanism, but even good brakes will not give long and lasting service if they are used brutally—especially if the driver is one who habitually drives "on his brakes."

In the hands of the average owner rear-wheel brake shoes should last for at least 12,000 miles before relining is necessary, and cases have been known where 20,000 miles and more have been covered with the first set of linings. Obviously, however, it is all a question of whether the car is driven mostly in traffic or not. One that is used almost entirely in the country will subject its brakes to far less wear than one which is used almost exclusively in town.

Lubricators are generally supplied so that oil or grease may be fed to the brake-shoe pivot pins and brake camshafts, and it is most important that these should not be neglected. Many a binding brake shoe has been traced to the partial seizure of a brake camshaft or pivot shaft which permitted the brake to be applied but which caused it to "hang up" against the comparatively weak return action of the spring.

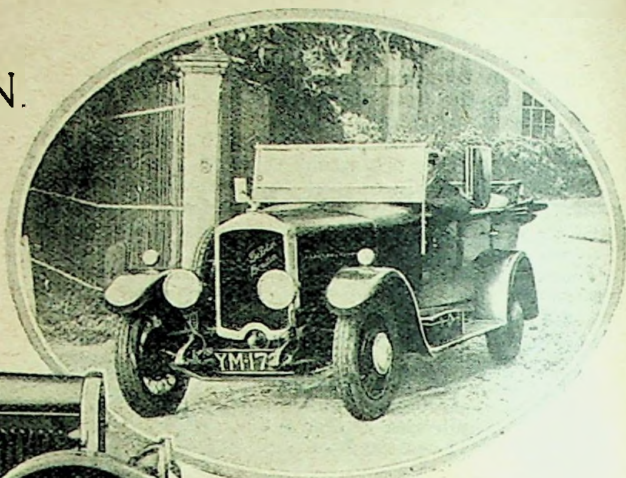
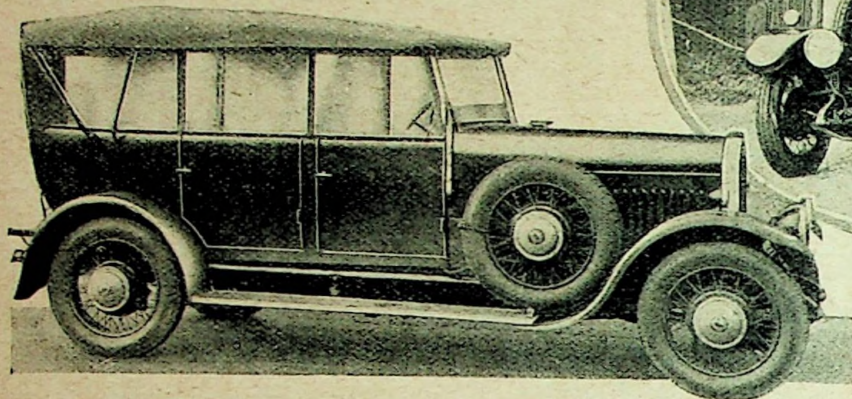
Leakages of oil from the back-axle casing on to the brake drum have been mentioned, and it may be stated here that such a condition nearly always can be avoided if care is taken never to overfill the back-axle casing or, where lubrication can be fed to the hub bearings by the hub caps, not to overload the bearings with grease. When the brake drums become oily, despite any of these straightforward means of prevention, it is far better to have a new oil-retaining washer fitted at once in the back axle than it is to carry on in the forlorn hope that the trouble will cure itself.

Road Tests of 1926 Models.

:: THE ::

10-20 H.P. DE DION-BOUTON.

A FRENCH LIGHT CAR WITH A 1,328 c.c. ENGINE, PARTICULARLY ROOMY BODYWORK AND A PERFORMANCE WELL UP TO THE AVERAGE—STURDINESS AND COMFORT ARE FEATURES.



Weighing 18½ cwt. and seating five in comfort, this English-bodied model is one of the largest light cars on the market.

DE DION-BOUTON cars are made by one of the longest-established firms of motorcar builders in the world, whilst Count de Dion, who gave his name to the concern, was a pioneer motorist and originator of one of the most successful early motor vehicles—the famous De Dion tricycle.

The concern re-entered the light car field last summer with a 10-20 h.p. four-cylinder model, which was fully described in *The Light Car and Cyclecar* dated July 24th, 1925. We then gave our brief impressions of the performance of the car gained from a short run in the London district, and we are now able to supplement that information by publishing our opinion of the capabilities of the latest model fitted with English de luxe coachwork and costing £350 complete. A similar chassis with a French body costs £295.

Taking over the car from the London showrooms at 10, Great Marlborough Street, London, W.1, we found that it was a very big improvement upon the car with French bodywork which we tried previously, and which was exhibited at the Motor Show. The English-bodied model seats five in comfort. It has a really excellent hood, windscreen and rigid side curtains, whilst the finish and appearance are particularly striking.

Coachwork Details.

The body has four doors, real leather upholstery, and a front seat adjustable both for its position endways and for the rake of the squab, whilst none of the refinements which are expected in a car of this class has been omitted.

Seated at the wheel, the driver finds that the controls are particularly well placed, whilst everything likely to add to his comfort has been provided. There are, for example, two horns, one an electric motor-driven model and the other of the bulb type, and an electric windscreen wiper, whilst on the fascia board are mounted a Smith clock and speedometer, two convenient cubby holes and the switchboard of the Duocel electric lighting equipment.

Throttle and ignition controls are mounted on the steering column just beneath the wheel, whilst the brake and gear levers are central and well within the reach of the driver. The hand brake—of the push-on type—is interconnected with the foot brake, both controls operating the same set of shoes in all four wheels. At first the push-on hand brake is a little difficult to become accustomed to, and we believe it to be, so far

B16

as light cars are concerned, exclusive to the De Dion-Bouton. As with the brake pedal, it needed, in our opinion, undue force for its operation, and it would seem that the various brake take-off springs could be made appreciably lighter with advantage.

The clutch pedal has a very short travel, and is particularly easy to operate, whilst the accelerator—to the right of the brake pedal—is not tiring in use, and has a very comfortable "feel." The electric-starter switch undoubtedly needs some alteration, as, with the present arrangement, we found it distinctly difficult to operate. The pedal is placed almost touching the petrol tank, so that one can get only the extreme toe of one's shoe on to it, whilst the spring is exceedingly strong. It could be made much more convenient without much difficulty.

Behaviour in Traffic.

In the London traffic we found that the 10-20 h.p. De Dion-Bouton was a very nice car to handle. The driver sits well above the wheel, can see the tips of both front wings, and soon feels quite at home with the car.

Our introduction to it was on a frosty and very foggy night, when driving was as difficult as it possibly can be, but the driving position and the controls of the De Dion-Bouton inspire perfect confidence. After being in use for two or three hours in the foggy London streets, the car was taken for a 30-mile run into the country, although the dense fog had put an almost entire stop to motoring in many districts through which we passed. There is no denying the fact that, given a first-rate four-wheel braking system, a reliable windscreen wiper and headlamps which can be fairly readily tilted well downwards and adjusted to the left, fog is robbed of much of its terror.

The Four-wheel Brakes.

We have remarked already on the fact that rather undue strength is called for in the operation of the brakes, but the exercise of it certainly brings about an extremely gratifying result, for we found that the car could be pulled up in an extraordinarily short distance, whilst even on ice-bound roads no tendency to skid was noticeable.

The steering of the car which we tried was sensitive and gave a feeling of complete control. In our opinion, it would be still further improved if the spokes of the steering wheel were formed differently so that the sharp

edges which at present characterize them were eliminated.

Gear-changing we found was sheer joy. So simple has it been made that an absolute beginner who had never driven a car before could learn to make completely silent changes up or down with no more than five minutes' instruction. Double clutching is entirely unnecessary, and it is impossible to make a "crash" even if the gear lever is moved from top to third at 25 m.p.h. without making the slightest endeavour to speed up the clutch shaft.

Similarly, when changing up it is quite unnecessary to wair in neutral—although if one is in the habit of doing so, the gearbox appears not to have the least objection. At the other end of the scale it is equally amiable, for one may slam the gear lever from one position to another as rapidly as it is possible to move it and still obtain a dead quiet change.

The gear ratios provided are 21.6, 11.8, 7.6 and 4.9 to 1, these giving speeds of about 10 m.p.h. in bottom, 20 m.p.h. in second, 32 m.p.h. in third and 46 m.p.h. in top. In obtaining these figures, we did not press the engine unduly, as the car had previously covered only a very small mileage. We should say, however, that 50 m.p.h. would be the absolute maximum on top gear.

Marked Flexibility.

The 1,328 c.c. four-cylinder side-valve engine proved well up to its work, and, despite the fact that the car weighed 18½ cwt., was able to propel it up nearly all main-road hills in top, whilst it would also accelerate well on the same gear from speeds so low as 6 m.p.h. or 7 m.p.h. The engine of the particular car which we tried was somewhat on the "rough" side, the gearbox also being a trifle noisy under load. Both these features were much more noticeable with the hood erected than when it was folded, and cannot be regarded as a serious objection to the car. At the same time, if smoother running could be obtained we have little doubt that the popularity of the car would be naturally increased.

We should imagine that this De Dion-Bouton would be an almost perfect car for use on very rough roads as it is extremely sturdily built, whilst the suspension is very well carried out by long half-elliptics in front and massive cantilevers at the rear. These allow the

car to be driven fast over bad roads without any appreciable discomfort being experienced, even by the occupants of the rear seats, whilst there is complete freedom from rolling on corners, and the car holds the road well at its maximum speed. This is one of the very few light cars which gives the impression that shock absorbers would be of little use, the suspension system when uncontrolled being beyond reproach.

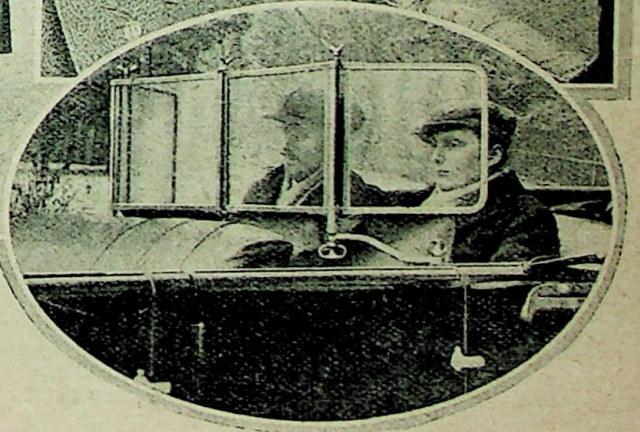
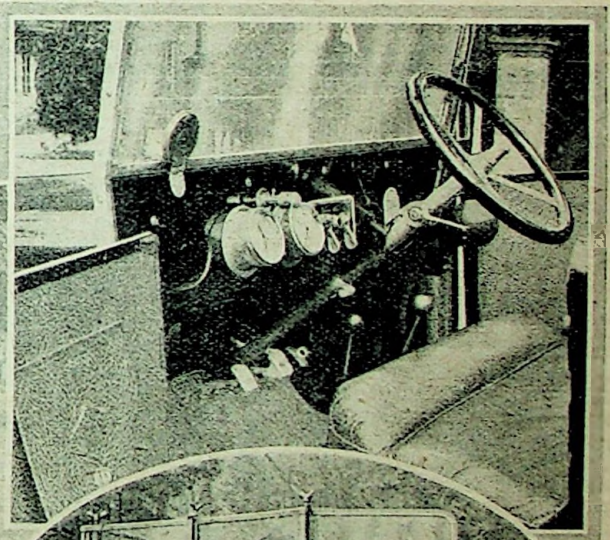
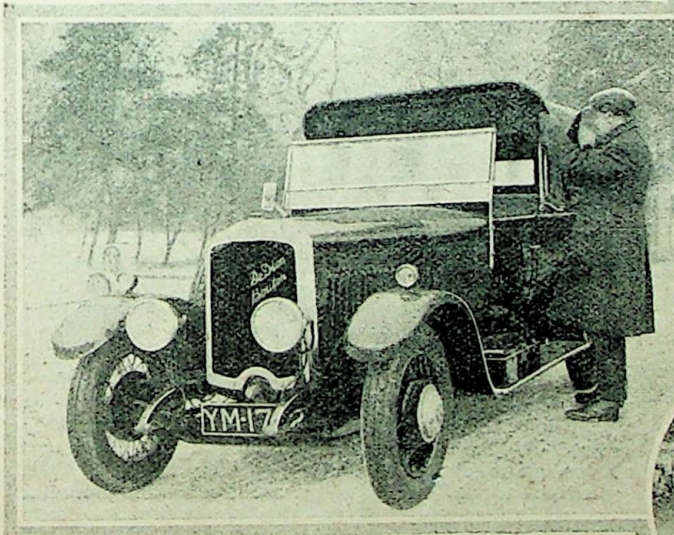
We were unable to test the capabilities of the De Dion-Bouton on any of the very well-known freak test hills, but with the aid of non-skid chains it made a most impressive second-gear ascent of the notorious Slimy Tunnel Hill near Nettleden with plenty of power to spare. This hill has often been the *piece de resistance* of sporting trials.

Satisfactory Consumption.

Whilst the car was in our possession it covered a trifle more than 200 miles, and during this period the oil level in the sump did not become appreciably lowered. No water had to be added to the radiator and the petrol consumption averaged 36 m.p.g. So far as economy is concerned, the car is therefore very satisfactory, particularly in view of the fact that it is of such an exceptionally roomy build.

Items of interest in the specification include a Solex carburetter, Bosch magneto, Ducellier dynamo, switch-board and starter, C.A.V. lamps, Exide battery, Rudge-Whitworth wire wheels and Dunlop (French) 715 mm. by 115 mm. balloon tyres. The track of the car is 3 ft. 11 ins., and the wheelbase 9 ft. 2 ins., whilst, in addition to the equipment which we have mentioned, the de luxe model has Wefco spring gaiters, a dashboard lamp, driving mirror, M.E. rear windscreen and a luggage grid.

Alternative models on the same chassis are a saloon (French), £375; English two-seater, £350; and English de luxe coupé, £395.



PARTICULARLY WELL EQUIPPED.

The hood and side curtains of the English-bodied De Dion-Bouton are of a convenient type, whilst a rear screen is part of the standard equipment. The layout of the controls and instruments is neat and workmanlike.



STARTING UP IN COLD WEATHER.

THE CAUSES OF DIFFICULT STARTING.—HOW OIL AFFECTS THE QUESTION.—ASSISTING THE FUEL TO VAPORIZE.—THE USE OF METHYL ETHER.

AMONGST the hundred thousand newcomers to motoring in this country since last winter must be many to whom the bugbear of a bad-starting engine has proved a source of annoyance during the past few weeks.

It is not easy to say why some engines never seem to have this habit, while others of the same make appear to be incurable. The older hands know sufficient of the subject to indicate successful treatment, but the dozen or so hints given below should be worth something in the saving of labour and temper to the others.

The causes of bad starting are easily given. In cold weather lubricating oils become more viscous, or thick, and the engine becomes harder to turn. At the same time, the fuel becomes more difficult to vaporize into a suitable mixture. Thus the engine will not fire, or, perhaps, fires once and no more, and the owner tries in vain to discover a position of the throttle that will cause the engine to run properly.

A closer examination of this mystery is rather instructive. Small throttle openings, by utilizing the pilot jet, give a rich mixture, and are, therefore, suitable for starting under normal conditions. For hard pulling, however, as in ordinary running, the throttle must be opened wider.

Flooding the Carburetter.

When the engine is sticky, as in cold weather, the small opening is unsuitable, as the load on the engine is too great, but if the throttle is opened wider the mixture is not rich enough to maintain running conditions. The mixture may be enriched temporarily by flooding the carburetter, in which case the engine will fire with a wide throttle, but tends to peter out, unless flooding is again resorted to, this process being continued until the engine is warm enough to keep running.

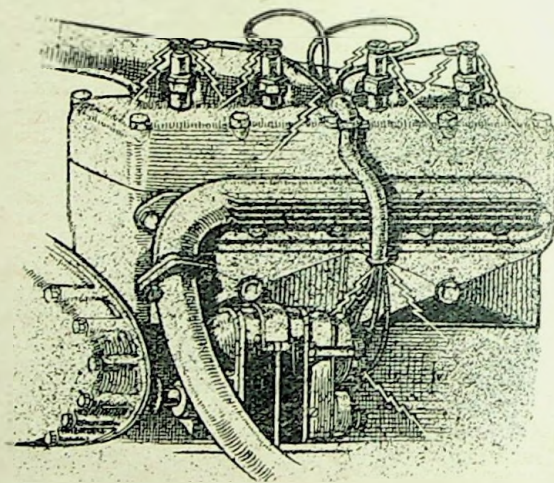
There are four principal methods of improving starting, and they may be classified as follow:—

- (1) By reducing the starting effort required.
- (2) By ensuring a good spark.
- (3) By ensuring a suitable mixture.
- (4) By artificially maintaining a high temperature.

The first is, practically, confined to unsticking the pistons. The readiest way of doing this is by swinging the engine long enough to achieve the desired result. If it requires too much work to do this, it is of great assistance to inject paraffin through the plug holes on to the cylinder walls.

Paraffin has the property of thinning the lubricating oil, and quickly reduces the starting effort to something within the capacity of the carburetter, as explained above. A more lasting cure is to use an oil which does not gum up the engine so badly in cold weather.

Old oil, especially where benzole is used in the fuel, gets very gummy, and owners who have not recently changed their oil may find much benefit by so doing. Some oils contain vegetable constituents, and as these are sometimes bad for starting in cold weather, motorists whose engines suffer from this particular evil should try a pure mineral oil, especially those from which the waxy constituent has been removed by special processes. These oils remain liquid at very low tempera-



If the car is kept in a damp garage condensation on the plugs and wires will allow a leakage of current and starting will be difficult. Dampness is very harmful to a magneto.

tures. One of the above methods should cure a gummy engine.

Although ignition troubles are often suspected as the cause of bad starting, it is seldom that they are in any way to blame, for the engine that fires in warm weather should fire equally well in cold if it can be turned fast enough. If the weather is dry and frosty, the ignition may be passed over at once, but in damp weather it will be found that all the cold surfaces are covered with dew.

In this case it is necessary to prevent any leakage of high-tension current through the damp surfaces by carefully wiping the porcelain insulators, high-tension leads and so forth with a dry rag. It was at one time common to suggest heating the plugs in an oven, the idea being that this helped to prevent similar con-

denation inside the body. If plugs, when removed, show signs of condensation across the points, this may be tried, but it is seldom necessary.

The principal cause of starting troubles is that next to be discussed, viz., the fuel difficulty. In warm weather the mixture to be fired is composed of vapour of petrol—or whatever fuel is used—and air. When the engine is cold, and particularly if it has a long induction pipe, the petrol does not readily vaporize, but even if it does, is still ready to condense again into liquid on any cold surface.

An added trouble is that the very act of vaporizing requires heat, and, consequently, the mixture is actually reduced in temperature to a lower level even than that of its surroundings. Those who have seen a dentist producing low temperatures by vaporizing ether in a current of air will readily grasp the idea.

Vaporized, however, the petrol must be, and our efforts are therefore directed to breaking up or "atomizing" the spray, or applying heat.

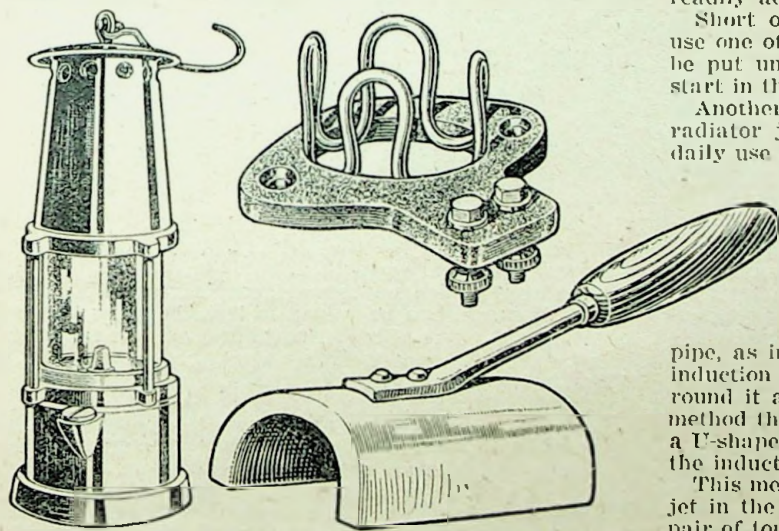
The most simple way of atomizing is by the use of a strangler in the intake, a fitting that is standardized on the majority of present-day cars. Where no strangler is fitted, the same effect may be obtained by stuffing a rag into the carburettor intake while the engine is being turned and before switching on.

In this way a very strong suction on the jet is obtained, which, however, greatly increases the proportion of petrol, and for this reason the engine should not be allowed to run with the strangler in operation.

An Easy-starting Mixture.

Mention of ether, which is one of the most readily vaporizable of liquids, calls to mind a very effective method of starting in the coldest weather, much favoured by doctors. This is to carry a bottle comprising one-third ether and two-thirds petrol; some of the mixture being put into the float chamber before turning on the main fuel supply.

The ether used is that sold at chemists as *methyl ether*, and in order to save the trouble of mixing, it

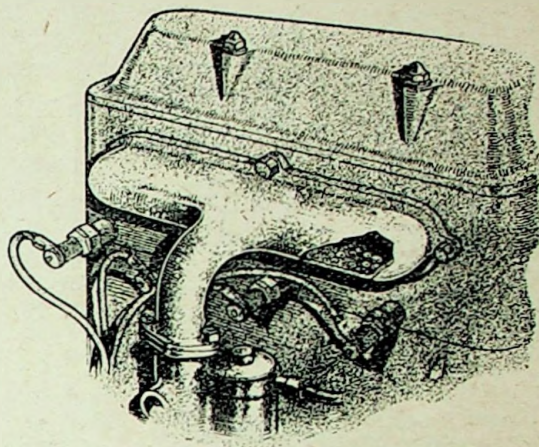


Three aids to easy starting are depicted above. On the left is a safety warming lamp; top (right), an electric mixture-heater, and bottom (right), an "iron" for heating long induction pipes.

may be used neat if desired. A drop or two may be injected directly into the cylinders with beneficial results.

Two warnings are necessary. One is to beware of the very inflammable nature of the ether and the other is that hand-starting by the use of ether should only be attempted with the ignition retarded, otherwise the first explosion may cause the engine to turn in the reverse direction and a broken wrist may result.

In the absence of ether, ordinary petrol may be injected into the cylinder, and will assist both to ease the pistons and to produce an inflammable mixture. As there can be little atomization by this method, it is not so effective as where ether is used. It is thus merely an additional method of enriching the mixture. Several types of spark plug are available which incorporate a device for injecting liquids without removing the plug.



The effects of cold on carburation. Hoar frost settles on the outside of the induction pipe and the fuel forms into globules which do not readily vaporize.

Perhaps the most effective method of ensuring easy starting is the fourth and last of our series, viz., by the application of heat. It is a radical cure, in that it restores the conditions under which a start is possible, instead of changing the method to suit new conditions. It is, however, a matter of preparation to apply heat, and, consequently, is not so convenient as the more readily adopted methods described above.

Short of maintaining a heated garage, it is best to use one of the safety lamp types of heater, which can be put under the bonnet overnight to ensure an easy start in the morning.

Another well-known tip is to pour hot water into the radiator just before starting. Where a car is not in daily use and the radiator is emptied to avoid cracking the water-jackets by frost, the use of hot water in this way becomes a simple matter. Like the other methods under this heading, however, it is not available after the engine has been standing in the street, away from home.

An alternative method, especially recommended where there is a long induction pipe, as in certain two-cylinder engines, is to heat the induction pipe. This may be done by wrapping a cloth round it and pouring boiling water on the cloth, but a method that is usually effective and less messy is to get a U-shaped piece of metal made so that it can rest over the induction pipe.

This metal yoke may be heated over the fire or a gas jet in the house and placed in position by means of a pair of tongs, or it may be fitted with a handle. After a minute or so it is generally easy to make a start.

There is also an electric heater of a type suitable to be placed in the induction pipe for the purpose of assisting in starting, known as the Instarter. Current is taken from the battery for heating, and there is an alarm to provide against the possibility of leaving the current on.

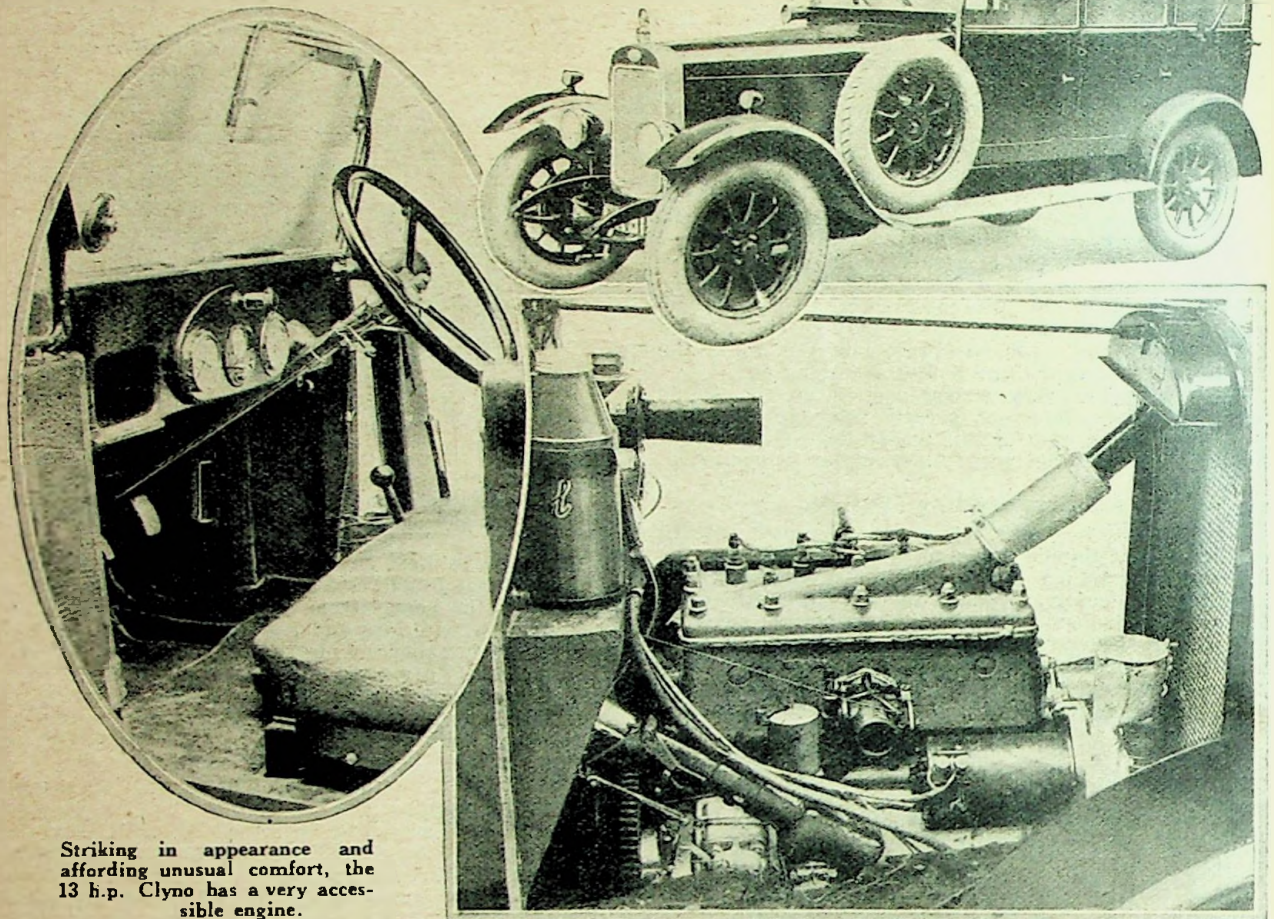
The foregoing leaves out of account the faults of old engines, where the conditions may be affected by leaky valve stems or joints or weak magnets, the remedy for which is obvious. The mixture must not be diluted in any way if easy starting is to be obtained.

If the novice tries the above hints he should find that his difficulties will vanish.

C.E.H.
B19

THE LATEST 13 H.P. CLYNO FOUR-SEATER.

COACHWORK IMPROVEMENTS SINCE THE MOTOR SHOW — IMPRESSIONS GAINED DURING A BRIEF DEMONSTRATION RUN.



Striking in appearance and affording unusual comfort, the 13 h.p. Clyno has a very accessible engine.

WE had an opportunity last week of taking a short run in one of the latest 13 h.p. four-seater Clyno cars. This model is now fitted with a larger and better-finished body than the car exhibited at Olympia, providing exceptionally roomy accommodation and very complete equipment.

As the photographs show, the side curtains are of the most up-to-date type, which restrict visibility to a minimum, the hood is arranged so that it can be raised and folded with particular ease, whilst a rear screen is fitted as standard. The back seat is amply wide for two and the front seat is also roomy and can be adjusted over a wide range.

The car, it will be seen, has a very good appearance, but we are of the opinion that the lines of the rear side are spoiled by the position of the spare wheel, which, we think, could be carried with greater advantage at the rear.

During the short run, entirely in traffic, which we had in the car, it was noticed that it ran very sweetly, was well sprung and had really excellent brakes. In all, there are six brakes, the foot brake expanding shoes in front and rear-wheel drums, whilst the hand brake operates a separate set of shoes acting on the rear wheels.

The controls fall comfortably to the hands, the steering being light and positive, whilst the hand brake and gear lever, situated on the right, are easily operated,

but are well out of the driver's way. Only three forward speeds are provided.

The acceleration on second gear is very good, and about 25 m.p.h. can be gained in it without the engine showing any signs of becoming ill-at-ease. In top gear the engine will pull well down to about 6 m.p.h. or 7 m.p.h., and we understand that the maximum speed is about 50 m.p.h.

As one of the photographs shows, the power unit is very accessible, whilst large fillers are provided for the petrol tank and the sump; they are both on the same side of the engine, and so can receive attention by lifting only one side of the bonnet.

Dunlop balloon tyres (28 ins. by 4.95 ins.) are fitted, and these, with the half-elliptic front springing and single cantilever rear suspension, give very comfortable riding. On rough roads, however, the impression is given that shock absorbers would be desirable.

The general equipment of the car is extremely comprehensive; so much so, in fact, that lack of space prevents our giving it in detail. A few of the items, which cannot be seen in the photographs may be mentioned. These include spring gaiters, petrol gauge, motor-driven electric horn, automatic screen wiper, Calometer and a driving mirror. The electric lighting and starting equipment is of the 12-volt type by C.A.V., the starter being particularly powerful.

The price of the car illustrated is £260.

On the Road and in the Making

THE

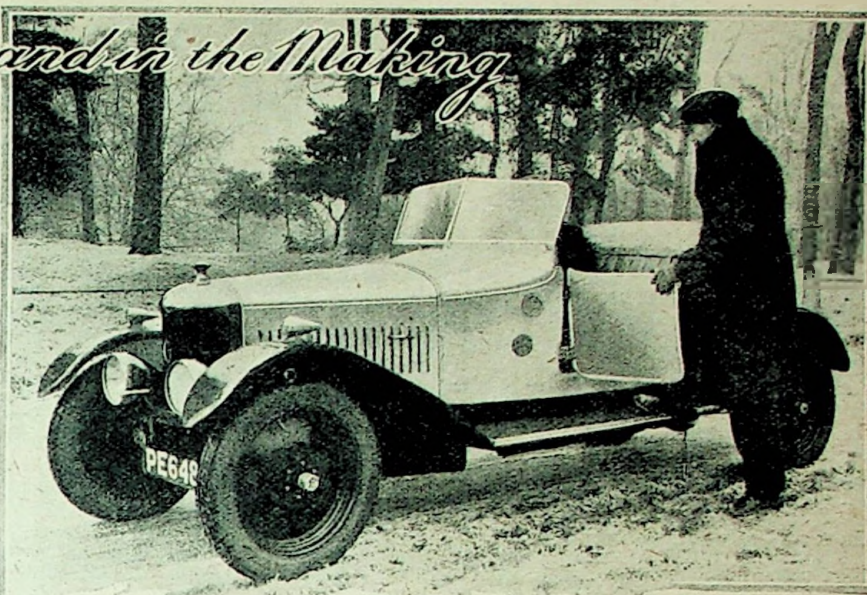
60 M.P.H. A.C.

A Car Which Admirably
Conforms to the Require-
ments of a Sports Tourer
—How A.C.s are Made
at Thames Ditton.

A WEEK-END during which the thermometer drops so low as 20 degrees below freezing point is not the most suitable over which to test an open sports car, and when we add that our initial journey from the works of A.C. Cars, Ltd., Thames Ditton, had to be made in one of the densest fogs that the metropolitan area has experienced in its extensive annals of real "pea-soupers," that the road surfaces were more suitable for toboggans than motorcars, and that, finally, these climatic conditions gave way to a rapid thaw, turning hard, slippery roads into veritable quagmires, it will be obvious that our luck was dead out.

There was only one thing to do—make the best of it; so, stifling any leanings which we may have had towards a fire and an armchair, we persevered, and thereafter managed to form a tolerably accurate impression of the 12-40 h.p., four-cylinder 60 m.p.h. sports tourer A.C.—the go-between of the standard model and the pukka 70 m.p.h. sports model—which sells for £375.

Apart from its polished aluminium body and red wings, there is little to distinguish the car under discussion from the standard type, unless it be the V windscreen and such a comparatively minor detail as the



inclusion of Hartford shock absorbers at the front, but its performance is naturally far livelier, due to the "hotting-up" of the engine, and it really substantiates the title given to it.

A Side-by-side Three-seater.

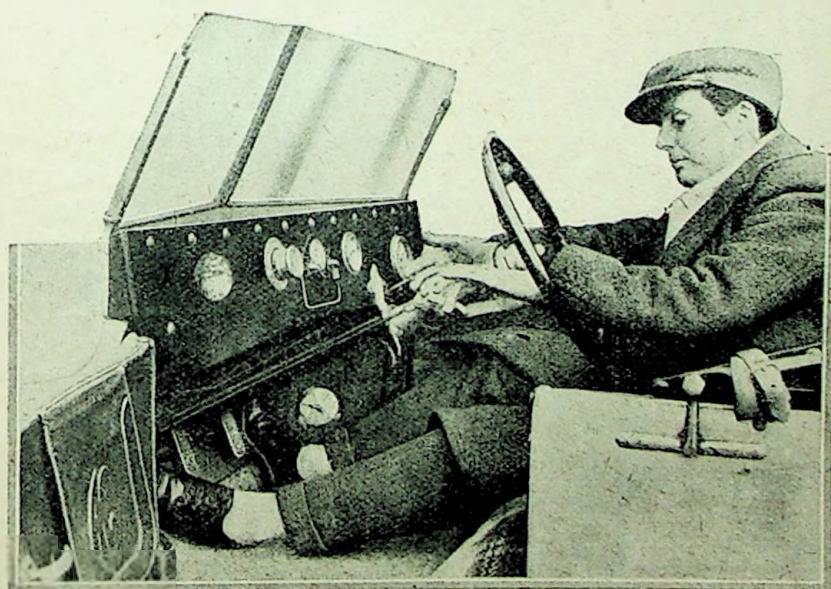
The controls follow standard A.C. practice, the chassis details are much the same and the body adheres in general outline to the mouldings of the standard touring type, so that whilst three adults can be seated comfortably side by side in the front seat, the effect of the car is not tubby. This is avoided by cleverly upswept scuttle lines and by extending the body sides over the running-boards. There is, of course, a roomy dickey.

Summing up, it may be said that the general appearance of the car is well in keeping with that which is usually associated with a sports model of this type.

One of the principal characteristics of the A.C. is the mounting of the gear-box as part and parcel of the back axle, or, perhaps one could say, with equal accuracy, en bloc with the rear end of the torque tube. Many years of practical experience with this form of construction have convinced the makers that it is a sound idea, and certainly it works well in practice.

The final drive employs an overhead worm, the tail end of the worm shaft carrying the disc for the hand-operated brake. For the rest, the car has a four-cylinder three-bearing A.C. engine, 69 mm. by 100 mm. (1,496 c.c., £12 tax), thermo-siphon cooling, no fan, forced-feed lubrication to crank-shaft journals and big-ends, a Solex carburetter, M.-L. magneto and Lucas starting and five-lamp lighting set.

However admirable a V windscreen may be on a sports model, on the one in question it was too far away from the occupants of the front seat for comfort, and was, possibly, a contributory factor to the formation of a noticeable draught which swirled round the feet of both driver and passengers. Naturally, this draught made itself very evident under the weather conditions mentioned in our opening paragraph.



HANDY
CONTROLS.

Coaxing the engine into life, when starting from cold, by means of the strangler and slow running lever. The photo conveys an excellent impression also of the interior equipment of the car.

Brake and gear levers are on the right. The latter would be improved if the reverse trigger were longer, whilst, on the car in question, lack of adjustment of the clutch stop made protracted pauses in neutral necessary—an annoyance with a sports car, of which an essential is a "snappy" gear change. The action of the clutch was extremely good, but it was addicted to emitting a squeal if engaged too viciously.

The hand-brake lever fell readily to the hand, and the brake itself, which operates the disc on the tail shaft, was well up to its work, but the foot brake, which acts within drums on the rear wheels, was not so definite in action as one could desire on a car capable of such high speeds and excellent acceleration. Front-wheel brakes, of course, are available at an extra charge.

The engine is distinctly lively, and it is also very flexible; it will tick over sweetly with the car travelling at 8 to 10 miles per hour in top (4.5 to 1), or, by way of contrast, will rev. up with refreshing celerity to 43 m.p.h. in second (7.9 to 1). Higher speeds are attainable in second, but the engine then becomes somewhat rough, and an easy "40" in that gear should satisfy the most meticulous owner of a car of this type.

Delightful at High Road Speeds.

The maximum speed we attained in top gear was 55 m.p.h., when dictates of safety—suggested by the very treacherous road surface—made higher speeds a game only for a confirmed and very optimistic gambler. There seemed to be an ample margin of power, however, to secure the extra 5 m.p.h. which are guaranteed. At high road speeds the car is delightful to handle, there is no suggestion of vibration, and it holds the road in a very reassuring manner.

With its bottom gear of 14.7 to 1, this A.C. proved to be a fast "stunt" hill-climber, and we found that a very rapid get-away could be made on a really steep hill, the clutch taking up its load decisively and without hesitation.

A rug thrown over the radiator at the end of the first day's run was deemed sufficient protection against frost, but on entering the garage in the morning we found a coating of ice on the water in the spare can, an indication that the engine must have been really cold

when we shut the air strangler, switched on and, with optimism which was at once rewarded, pressed the starter knob.

By manipulating the strangler with the right hand and the slow-running lever with the left, as shown in one of the illustrations, the engine required little coaxing before it was running evenly and sweetly.

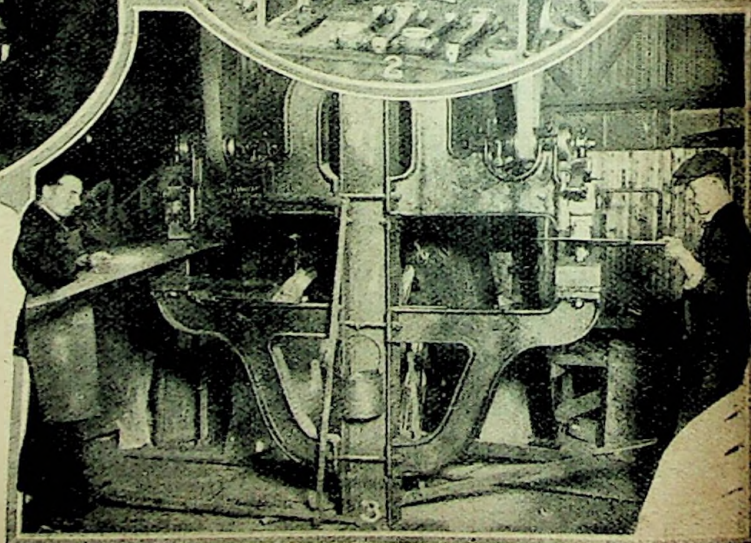
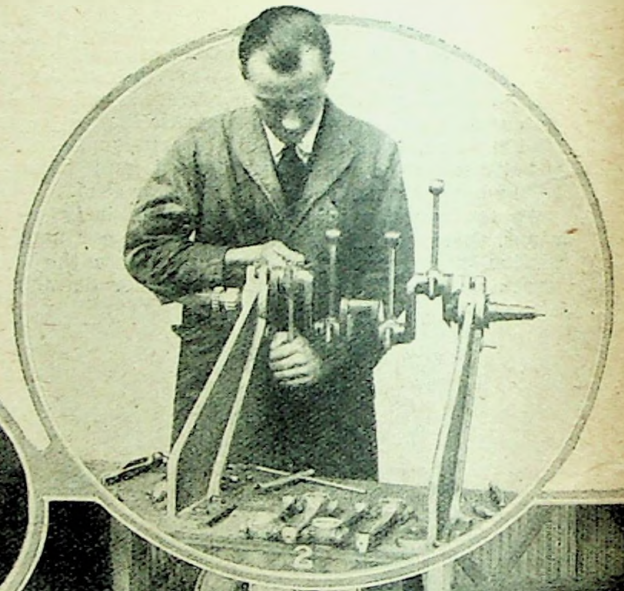
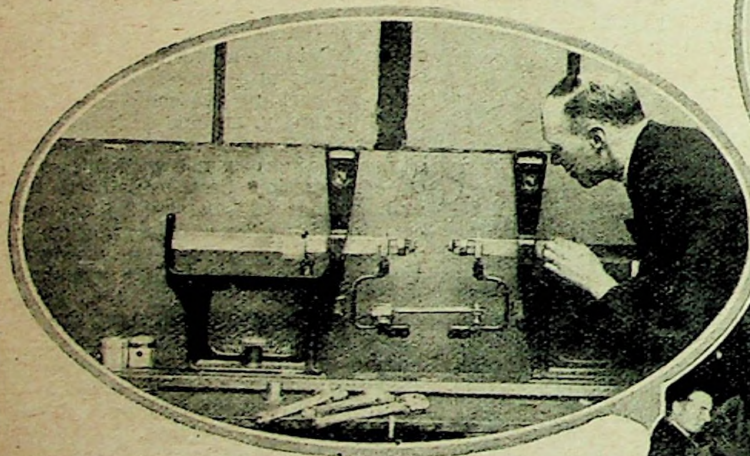
Steering is really delightful, and was as easy at the end of our test as at the beginning. Although an ignition lever is fitted, we had no real occasion to use it, for we soon discovered that maximum advance seemed to be the right position to suit the engine under all conditions.

Comfortable Riding.

Why, we venture to ask, is the electric horn switch attached to the rim of the steering wheel? Here, like some inanimate Scarlet Pimpernel, it evades one's fingers when the wheel is locked over, often just when it is most urgently required. A matter of personal taste, perhaps, but we should prefer to find it on the top of the steering column or at the side of the body.

The suspension is good, not harsh at low speeds, and ideal at high m.p.h. As already mentioned, the springing is assisted at the front by Hartford shock absorbers, whilst at the rear Weed Levelizers serve effectively to damp out rebound. The riding is undoubtedly further improved by the Dunlop balloon tyres.

From the point of view of maintenance, the A.C. has many points to commend it. Gearbox and back axle both draw on the same supply of lubricant, whilst the forward spherical joint of the torque tube also is fed from that source. Greasers are fitted only where a



(1) The twin weighing machines which are used to ensure that every connecting rod of a set of four weighs exactly the same. The rod rests on bushes having point contacts. (2) Each big-end is bedded with great care to the crank pin, to which it will be permanently coupled. Note the special bench bracket for supporting the crankshaft. (3) One of the giant panel-beating machines. The sheets are fed under a hammer which delivers some 2,000 blows per minute.

liberal supply of lubricant is required, oil-less bushes figuring largely in the specification.

It is pleasant to observe that the petrol tank holds 64 gallons, but the need for a petrol gauge is evident. Overfilling is too easy when the filling orifice projects at an angle from the dash, and the splashing of petrol into the lap of one's passenger may be annoying—even disastrous. The sump holds one gallon and the cooling system three gallons, both constituting examples of thoughtful provision for the convenience of the owner-driver.

Summed up, the car represents a big advance in a field which is making an increasing appeal to private owners who, in ever-growing numbers, are looking for cars with touring comforts, semi-sporting performance and good appearance. This specification the sports tourer A.C. fulfils admirably, but much is expected for 1927 in these days, and we trust that the minor points of criticism which we have mentioned will receive the earnest and well-considered attention of the makers.

How A.C.s are Made.

As our readers are probably aware, the A.C. works at Thames Ditton, Surrey, date back to the beginning of the economical motoring movement, when three-wheeled "Sociables" were the first productions. The works remain very much the same outwardly, but now boast of modern machinery, whilst almost immediately after the war a special body-building shop, a few hundred yards distant from the main works, was opened. Here body-building, panel beating and so forth are

carried out on a large scale. The works tackle the whole job of production with the exception of castings, drop forgings and so on, which are "imported" from outside firms specializing in the work.

One of the first departments which we visited was the pattern shop. Pattern making is an art in itself, and we examined with particular interest a number of patterns which show the care exercised in this initial but very important operation.

The engine is, of course, of A.C. design; it is assembled from start to finish and tested in the works. Particular attention is directed towards accurate workmanship, this being exemplified by the care which is taken in balancing connecting rods and pistons. Each one of these components is supplied to the erecting shop conforming to certain very narrow weight limits, and each set of four for any particular engine is then rebalanced, so that individual power units shall be balanced as accurately as is possible.

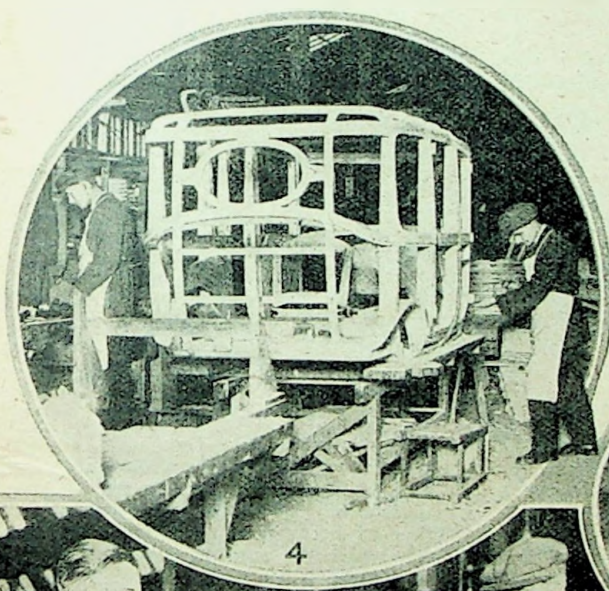
Ensuring Accuracy.

The actual machine employed for this operation is one which is being used only in a few modern high-class motorcar factories and consists really of two separate weighing machines, each of which supports one end of the con. rod. To insure absolute accuracy, the con. rods rest on bushes having point contacts, the whole machine is set with spirit levels and no con. rod is passed until it is in a state of perfect equilibrium on these combined scales, the readings of which must agree with readings taken for the master rod of any set.

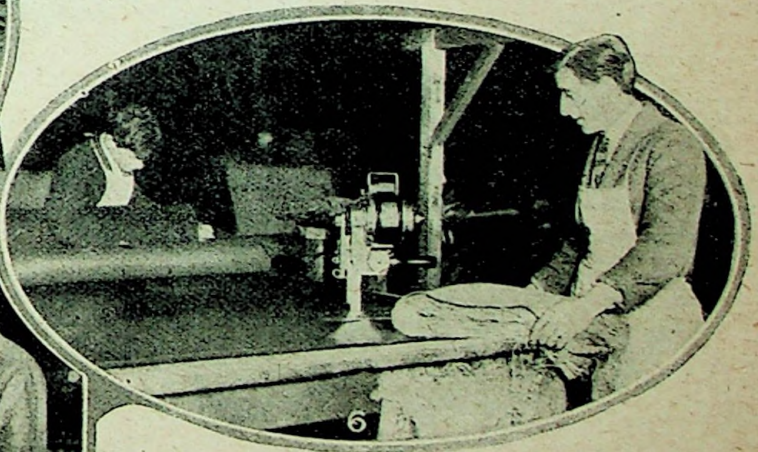
The same care is exercised in balancing the crankshaft, each shaft being mounted in bearings having diminutive rubber bedplates, so that the whole shaft will "quiver" as the result of bad balance when it is revolved at a high speed. An adjustable needle acts as a detector and shows which is the heavy side of the crankshaft, accurate balance gradually being obtained by subjecting the bobweights to individual grinding operations.

The crankshaft is carefully bedded in each of its three bearings in the crankcase itself, whilst the big-ends receive similar treatment. On these operations depends much of the smooth running of the engine.

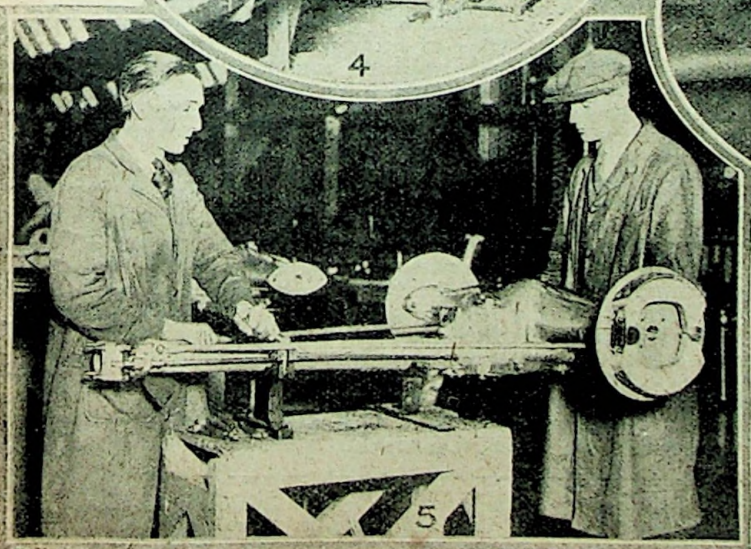
There are, of course, experts for every job in the



4



6



5

(4) Here is the practically completed framework for a four-seater saloon body. The skeleton shows at a glance the enormous amount of detail work which is involved. (5) A back axle, gearbox and torque tube (inverted) ready for the final test previous to being passed into the erecting shop. (6) In the hood and upholstery department. The portable electric machine in the foreground will cut through a couple of dozen thicknesses of material.

engine assembly shop, and when each unit is complete it goes straight to a test bed, where skilled craftsmen, who form part of an independent department, judge of its capabilities. They have the power to accept or reject and also superintend the final tuning-up, ready for assembling in the chassis.

The back axle and torque tube units are assembled in a separate shop, and, as the assembly proceeds, the parts are subjected to no fewer than four separate tests of accuracy. The running-in process then follows.

To ensure accuracy in the gearwheels, an elaborate viewing department has been established, one of the most interesting machines in which is the Parkson patent gear tester, the object of which is to ensure absolute uniformity of production.

The machine consists, in brief, of a master gearwheel, with which the production wheel is meshed, having been set to the predetermined centres which are fixed by the design of the gearbox. The master wheel is rotated by hand, when any irregularity, such as a slight ovality of the production wheel, is reflected in the swing of a pointer moving round a dial graduated in divisions which represent thousandths of an inch. Here it may be mentioned that on every car turned out there are no fewer than three thousand viewing operations. Camshafts are tested for uniformity by another ingenious machine, each camshaft being compared with a master shaft.

The A.C. works is one of the few up-to-date factories where the conveyor system of erection on mass-production lines is not employed, each chassis being treated individually and as an entirely separate job. At present the erecting shop is capable of turning out about 40 chassis a week.

Whilst operations are going on in the main works, the body shop is busy producing all types of two-seater,



There are no bonnet fasteners of the usual kind. "Lift and pull" is the formula to be followed for obtaining access to the engine. Hartford shock absorbers are fitted at the front, as can be seen in this photo.

four-seater and sports body, up-to-date machinery being employed for cutting and shaping the frame members. Much of the panel beating is done by hand, but four automatic machines are used for shaping the larger, gracefully curved panels. Each machine consists of a small anvil, immediately above which is a rectangular hammer with a very small travel and capable of delivering about two thousand blows per minute. The operator

feeds the flat sheet of aluminium between the jaws thus formed, but it would not be correct to say that the machine does the rest. Constant practice, resulting in the exact handling of the sheet, so that the correct contour is obtained in a minimum of time, is the essential part of the process. It may truthfully be said that the men who operate these machines are artists.

No better example of their skill is provided than the racing bodies which have figured on A.C. chassis. Here elaborate panel beating is necessary so as to obtain real streamline formation, and the success which has attended the efforts of the panel beaters can be judged by examining these racing machines at close quarters.

The Finish.

Painting and varnishing are done by hand, and considerable attention is given to each individual body. The result can be gauged by the excellence of the workmanship which characterizes the finish of every A.C. leaving the Thames Ditton Works.

Few motorists realize what an immense amount of work is involved by upholstering a car and fitting it with all-weather equipment.

The provision of a second step on the rear near-side wing makes entry to or exit from the dickey seat easy and comfortable.



The A.C. works has a special department for dealing with this branch of the construction of a car, and men who have served a long and careful apprenticeship may be seen engaged on the hundred-and-one operations which are necessary. The equipment includes a number of sewing machines—beside which the average domestic sewing machine would look rather like a Lilliputian—immense cutting-out tables, and, amongst other items of portable machinery, an electrically operated cutter, which will work its way like lightning through a couple of dozen thicknesses of material such as that which is used for backing.

This machine is not constructed on the scissors principle, but has a kind of rough-toothed hacksaw blade, which works up and down with amazing swiftness and thus saws its way through the material.

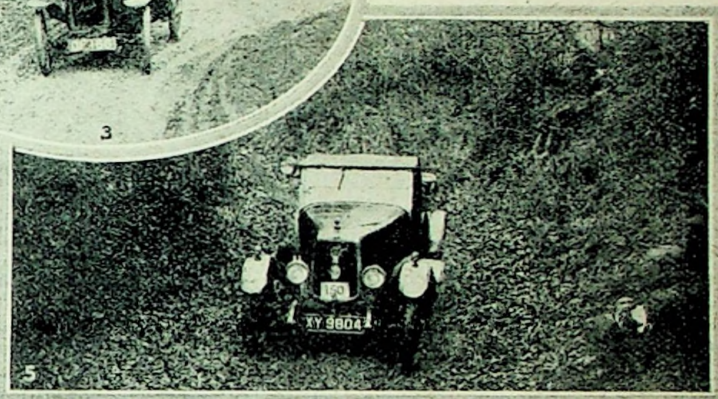
From the foregoing it will be seen that every job necessary in the construction of the A.C. is looked after by an expert craftsman, who has been engaged in the task of perfecting himself in that particular operation for many years, and therein lies the secret of the success of the A.C. Unquestionably, it is a car which is a tribute to British brains and workmanship.

The next article of the series "On the Road and in the Making" will deal with the 9-20 h.p. Humber.

THE LONDON-GLOUCESTER-
LONDON.



FAVOURABLE WEATHER
CONDITIONS MAKE THE
COURSE FAR EASIER.



(1) Mrs. R. Urquhart-Dykes (Alvis) at the top of Stancombe. (2) H. F. S. Morgan and (3) W. J. Milton (Austin) on the same hill. (4) The check in Cirencester—beneath the shadow of the fine old Cathedral. (5) F. J. Chessum (Alvis) on Stancombe.

NEARLY one hundred entries of cars and three-wheelers were received for the reliability trial from London to Gloucester and back held on Saturday last under the organization of the South Midland Centre A.C.U.

The officials had chosen what would have been, under unfavourable weather conditions, quite a stiff course, including a number of observed hills of appreciably severe gradients. Excellent weather was experienced throughout the run, however, and consequently all the observed hills, with the possible exception of Stancombe, troubled the competitors but little.

The trial started at 7 a.m. in semi-darkness, although by the time the car drivers were being sent off on their 240-mile journey it was unnecessary to use lamps, a precaution adopted by a large number of the motorcycleists for the first few miles.

From the starting point, at the Pytcheley Autocar Co.'s premises, the route led along the main Bath road to Maidenhead, thence via Pinky's Green, Quarry Hill, Marlow, Beacon Hill, Lane End, Gusset Hill Wood, Middle Assender, Bix Hill, Nettlebed and Dorchester to Oxford. Probably the worst ascent on this section was that known as

Beacon Hill, where a thick carpet of leaves covered the half-frozen ruts which edged the sides of the ascent.

From Oxford, main roads continued to be followed through Faringdon, Lechlade and Fairford to Cirencester, where a time check was held. The competitors did not have to stop here, but were checked in by watch. From there onwards the course became rather more winding, and when Five-mile House was reached a turn to the left had to be taken in a roundabout way through Winston and Cawdele Green to Stancombe Hill. The lanes from Five-mile House were narrow, with a somewhat slippery surface, and several small hills had to be ascended and descended during the ten miles to Stancombe. The hill itself is winding, with a fairly sharp gradient in places, which, with a generous supply of fallen leaves, made a somewhat tricky surface for the un-knowledgeable driver to tackle.

Generally speaking the performances were fair. The Alvis driven by F. J. Chessum was spitting badly on the lower reaches, and in consequence was comparatively slow, but higher up the trouble evidently righted itself, as it was quite fast on the top bend. This Alvis had a rather curious all-weather

arrangement, a hood being erected above the front seats and a tonneau cover over the rear. H. H. Haywill, in a smartly painted Jowett, made an easy climb of the hill.

One of the best ascents of the day was made by V. G. Wallgrove (Riley four-seater), who, although baulked by the competitor preceding him, made a fine restart and continued up the hill at speed. The car did quite a big skid on the top hair-pin, but it did not seem to upset the driver in the least. Another Riley, driven by J. Havers, practically emulated Wallgrove's performance, although he did not appear to be quite so fast. One of the two women drivers—Mrs. R. Urquhart-Dykes, who is becoming an experienced competitor—drove her Alvis in a confident manner and appeared to be enjoying the fun.

An unusual procedure was adopted by H. N. Edwards, for he arrived at the lower hair-pin with his engine merely ticking over and eventually came to a standstill. Upon engaging first gear, however, he revved up and went away quite merrily. The little Austin Seven driven by Wallace J. Milton thoroughly upheld the reputation of this wonderful little car; it climbed without a falter,

steadily and fast. All the Morgans did well, but perhaps the star ascent was that of F. Hall, who, in a somewhat ancient-looking vehicle, showed remarkable acceleration and power, although the steering gear seemed a little uncertain.

R. C. Aleroft, whose Alvis was suffering from an overdose of lubricant, made full use of his Klaxon horn in his endeavour to move the preceding competitor, who eventually banked him. The car was fitted with Parsons chains, however, and made an excellent restart, although the engine was only firing on three cylinders. The Darracq driven by F. H. Dujre appeared to be geared rather too high, as he stopped low down

on the hill, had wheel-spin and experienced some difficulty in getting away.

From the top of Stancombe 14 miles of narrow, twisting lanes continued via Sheepscombe and Portway Hill to the main road into Gloucester, where a lunch stop of 1 hr. 27 mins. was allowed. It was decided that, after the congestion last year in the Cotswolds, where most of the competitors ascended the hills in the dark, it would be better to get all the "sticky portion" over before lunch, so only one hill that could be called at all serious was included, this being Stockhall. It is a fairly steady rise for rather less than half a mile, with a fairly good surface, and accounted for practically no failures.

Several fast climbs were made, notably those of F. Hall (Morgan), who had to cut out as he overtook another competitor. Milton's Austin Seven was steady, fast and comparatively quiet, while the Rileys were all good and took matters easily.

From the top of Stockhall the course lay to the left and then right (immediately before Winchcombe was reached) to Andoversford and on to the main London-Oxford road to a check at Witney. Several of the competitors were late and were by this time driving in the dark, but as the remainder of the run was over main roads no serious difficulties were experienced and making up time was easy.



THE subject of traffic conditions in London is again occupying the attention of Members of Parliament. Major Glyn asked the Home Secretary if his attention had been drawn to the serious congestion in the vicinity of Albemarle and Dover Streets, London, with the consequent ill-effects on Christmas trade, and if he would direct the Commissioner of Police to institute one-way traffic until Berkeley Street was reopened for traffic. Sir W. Johnson-Hicks replied that he had consulted the Commissioner of Police, but was advised that under present conditions it was impracticable to make these two thoroughfares into one-way traffic streets.

In reply to Mr. Day, Col. Ashley, Minister of Transport, stated that he had referred the question of the proposed St. Paul's Bridge to the London Traffic Committee. He hoped to receive their recommendations as soon as they had had time to study the wider problem of Thames bridges as a whole.

Questioned by Lt.-Col. Horlick as to whether he had given consideration to the gyratory system of dealing with traffic at any of the more important street crossings in Central London, Col. Ashley said the matter had, at his request, been engaging the attention of the advisory committee for some time past. They had recommended, as the result of a detailed examination of the traffic conditions in Parliament Square and neighbourhood, a trial of the system used there. He proposed to commence the experiment immediately after Parliament rose. The question of trying similar experiments at other congested crossings was under consideration.

In answer to Mr. Morrison, Col. Ashley said that he understood negotiations were still in progress between the local authorities and other public

bodies and undertakings affected by the proposed widening scheme from Tottenham to Walthamstow, via Ferry Lane. It was unlikely that the work would be commenced this winter. He also said that certain improvement schemes on main roads were being held over owing to the fact that the sums available for grants from the Road Fund had been fully allocated for the current financial year.

The question of the abolition of toll-gates was raised by Mr. Penny, who was told by the Minister that while he was prepared to receive applications from local authorities, for contributions toward freeing the highways and

bridges, no decision had been taken as to the measure of assistance that could be given from the Road Fund.

Sir Burton Chadwick, replying to Mr. Groves, said that the Weights and Measures (Amendment) Bill, introduced on November 25th, contained provisions allowing the Board of Trade to make regulations enabling local authorities to test petrol pumps within their areas. He feared that time would not allow the Bill to be proceeded with this session. In that event he hoped to reintroduce it early next year.

Mr. Day asked if the Minister of Transport would consider the introduction of season tickets for motorists using London parking stations. The Home Secretary, who replied, said that he could not entertain the suggestion.

Captain D'Arcy Hall asked if Col. Ashley proposed to take any action in the immediate future towards making the maintenance of main roads a national charge. Col. Ashley: "The answer is in the negative." In reply to Mr. Clayton, who asked if any part of the Road Fund was allocated for research in the construction of roads, the Minister stated that authority for expenditure from the Fund on research work was only conferred by the Roads Improvement Act of last session. No allocation of moneys for the purpose had yet been made, but he was considering what steps usefully could be taken.

THE AMAZING ELDRIDGE.

TAKES TWO-LITRE RECORDS WITH 1½-LITRE MACHINE.

HAVING collected nearly all the 11,500 c.c. international class records with his famous little single-seater "special" at Monthéry, Mr. E. A. D. Eldridge decided to attempt records in the two-litre class with the same car.

For this it was necessary to load up the car so as to bring it up to the prescribed weight limit for the new class. This was done by bolting up two massive bars of steel—about 5 ins. in diameter—longitudinally in the frame. Curiously enough, with this extra burden, the car seemed to be faster than ever.

Starting just before dark on Saturday, December 12th, Eldridge obtained all the two-litre class records up to 10 miles. Incidentally he broke his own 1,500 c.c. class records recently obtained over the same distances with the same car! The fastest lap was made in 46.74 secs., an average speed of very

nearly 200 k.p.h., equivalent to 125 m.p.h.

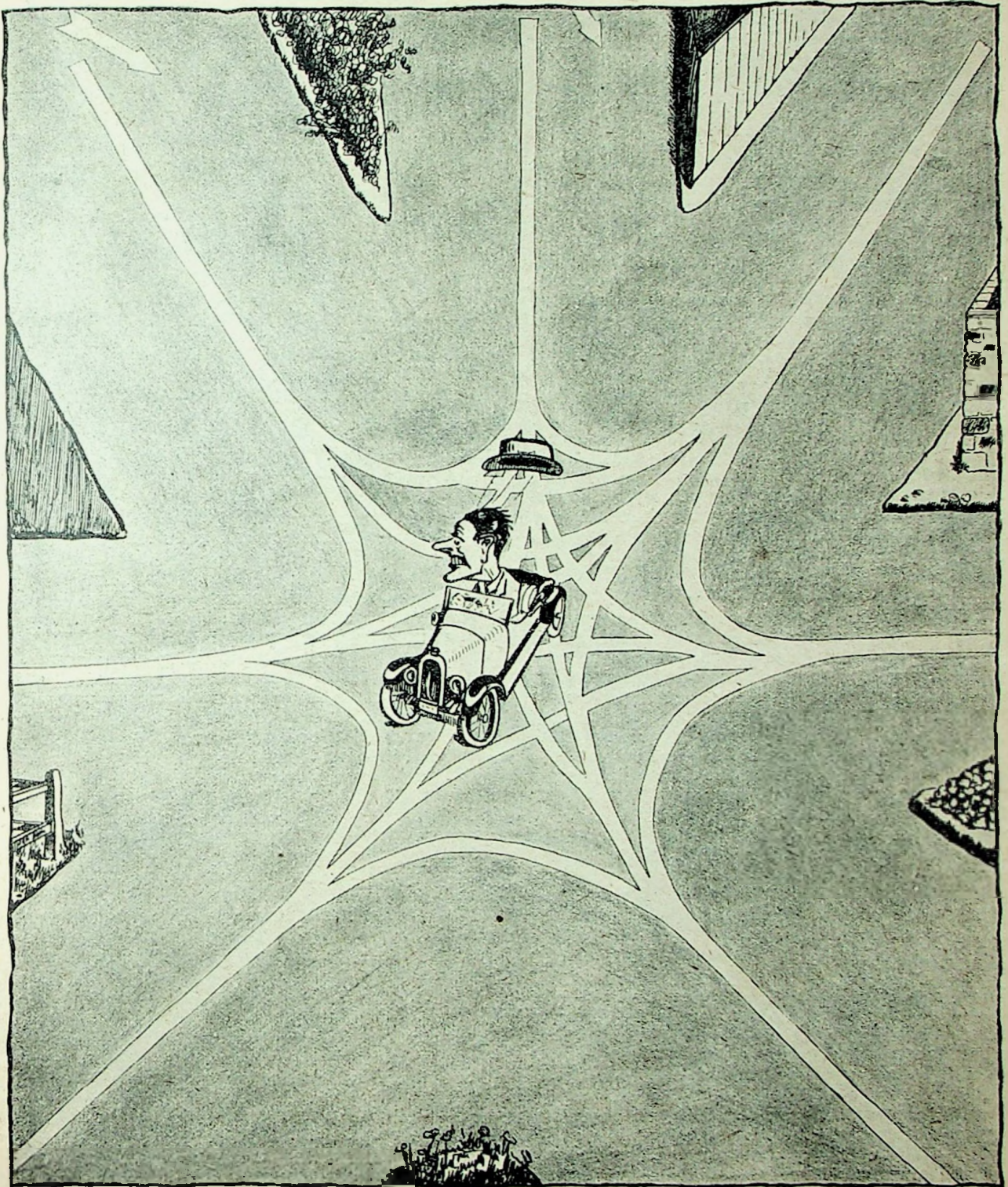
The engine was the same British Anzani with which the previous records were obtained, as the interesting new overhead-valve model upon which Eldridge has been working for some time past was not quite ready.

It is interesting to note that the speeds obtained on the track are rapidly approaching those of the famous old Fiat; that is to say, a 1½-litre car has accomplished very nearly as much as one of 2½ litres did a year ago!

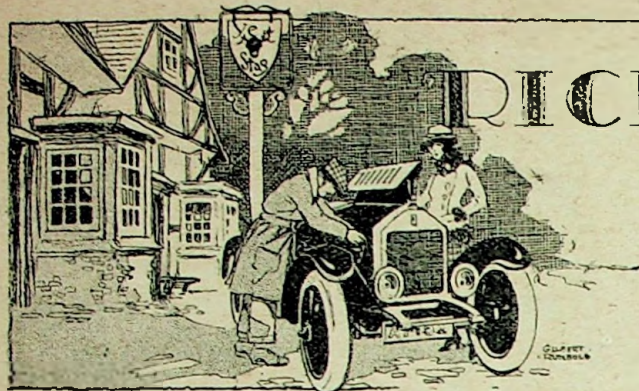
The two-litre records obtained were as follow:—

	mins.	secs.	
5 kiloms. ...	1	31.73	= 196.228 k.p.h.
5 miles ...	2	27.83	= 195.955 k.p.h.
10 kiloms. ...	3	3.66	= 196.014 k.p.h.
10 miles ...	4	55.92	= 195.782 k.p.h.
			121.654 m.p.h.
Fastest lap...		46.74	= 196.270 k.p.h.

CONFUSION WORSE CONFOUNDED.



When white safety lines first made their appearance it was impossible to deny their utility, but to-day, apart from familiarity having bred contempt of them, they are often so badly arranged that they bewilder rather than assist a driver.



RICH MIXTURE

Light Car Comment —
— and Advice.

By *Fous*

Baffling Symptoms—

THE owner of an 11.4 h.p. Standard, 1924 vintage, told me of a rather extraordinary experience he had the other day when, for no apparent reason, the engine started to thump and misfire in a most alarming manner. The change from perfectly sweet running to the symptoms which I have mentioned was so sudden that the alarm felt by the driver was hardly greater than his bewilderment, and he stopped at once to investigate. Believe me, he spent fifteen minutes exactly going over the engine externally, but could find nothing wrong. He switched on, pressed the starter, and away it went as though nothing whatever was the matter. All went well for a matter of 30 miles or 40 miles, when, without the slightest warning, the symptoms again developed.

—And the Cause.

THIS time my friend noticed that the thumping and misfiring started when he had shifted his position in the driving seat, during which he suspected he caught his knee in the air strangler cord which hangs from the steering column. Slowing down he tried the tension of the cord, and it certainly felt as though the strangler must be shut. He then slipped the gear lever into neutral and switched off the engine. As the power unit came to rest the string became taut and the cause of the trouble was manifest. The particular type of air strangler takes the form of a hinged flap—not a butterfly—and unless the return spring is of sufficient strength, the suction of the engine will keep it hard shut, if it be pulled, as was done in this case, by accident into the closed position, when the engine is running fairly fast.

Wood or Brick?

IT appears that quite a number of light car owners are fighting shy of wooden garages because they fear that their life will be short. The price is attractive compared with brick work, which in some cases they cannot really afford, and so the problem arises, shall the smaller amount be invested in a wooden garage which will serve its purpose for only a limited number of years, or shall the owner "plunge" and build a brick structure? I am afraid that a lot of these people are suffering from lack of observation, otherwise they would see all round them wooden structures which have already lasted the life of the average man, and which look as though they have plenty of useful years still in front of them.

B28

I was told by a temporary-building expert that even if a good wooden garage was given no attention beyond the initial coat of creosote it should last for 30 years; but if the owner goes to the trouble, and it is very little trouble, of painting the exterior of the garage, say, once a year, with a good creosote, the inside wood being protected with a coat of white flat, the life of the building should be extended almost ad infinitum. Whitewash is, of course, a substitute for flat, and is much cheaper, but it has the disadvantage that it flakes off and makes the interior of the garage unsightly.

Pleasing Ignorance.

THE originator of the saying, "Ignorance is bliss," must have been a motorist. I am convinced that those who can drive, but know practically nothing about "the works," derive the greatest pleasure from motoring, provided they are not of a nervous disposition.

The knowledgeable driver becomes suspicious of the least sound which appears to be abnormal, and gets quite worried if it cannot be traced. The trusting owner who does not possess any mechanical sense just carries on and is perfectly happy; not for him is the mental torture of jagged nerves combined with a "knock-hunter's ear."

Having driven a friend's car for a few days, I returned it to him with thanks. Of course he asked what I thought of it. Knowing him sufficiently well to be brutally candid, I gave a catalogue of the adjustments required. He was genuinely surprised, and stated that in all the 10,000 miles he had driven the car he had noticed nothing wrong with it. He is still running the car in the same condition, and swears he cannot detect anything wrong. Lucky soul! I was in agony all the time I drove it.

Where Railway Travellers Score.

THE other day I had to undertake a long railway journey—a rarity with me, for I believe that with a £10 tax, £12 insurance premium and the other overheads charged to a car whether it is idle or at work, cheap motoring can best be achieved by using the car all day and every day for long and short journeys alike. But on this particular journey I was compelled to go by rail, and a quite entertaining experience it proved to be. For some reason the folk whom one meets in railway carriages are so extraordinarily true to type—or, at least, true to the popular conception of them. On this journey, for example, I en-

countered an actor complete with astrakhan collar, an American with true Harold Lloyd glasses, and the inevitable country clergyman, of massive proportions, who walked into the restaurant car at tea-time, protested that he was "extremely hungry" and ordered *one boiled egg*.

The railway traveller who is interested in types of that most complicated animal, the human being, certainly has a pull over those of us who travel in solitary state by road.

Pocket Lamps.

SINCE inspection lamps became such a common fitment use of the portable electric torch has declined, but during the winter months it is still advisable to carry one in the car. If all the lights fail the inspection light plugged into the dash fails also, and the driver's only means of making it work is to connect it directly to the accumulator—a task which is not always easy in the dark.

An electric torch is a boon in these emergencies, and, personally, I would never be without one. It is useful, too, for revealing the name or number on a gate when one is making a call at night, casting a beam round the wheels after the car has been standing for a time, and looking on the floor for odd articles of clothing, such as gloves, when one is alighting.

Motoring by the Fireside.

WITH opportunities for driving woefully curtailed by the shortening days many car owners restricted to week-end runs must long for a hind

"Where falls not hail, or rain, or any snow,

Not ever wind blows loudly,"

for, indeed, when one has become a motorist the English winter seems intolerably tedious. No one is at such a loose end in the winter as the car

owner whose car is his one enthusiasm. This is where a diary, or at least a record of a season's runs, proves so useful, for on the long evenings one can go over in memory all the jaunts and, before the fire, recapture the pleasures of the road. An album of photographs greatly adds to the interest of such a diary, and to those who are not versed in camera work I suggest that now is the time to obtain proficiency in this delightful pursuit. Practice in developing and printing during the winter will be well rewarded when the season opens again.

A Constant Overflow.

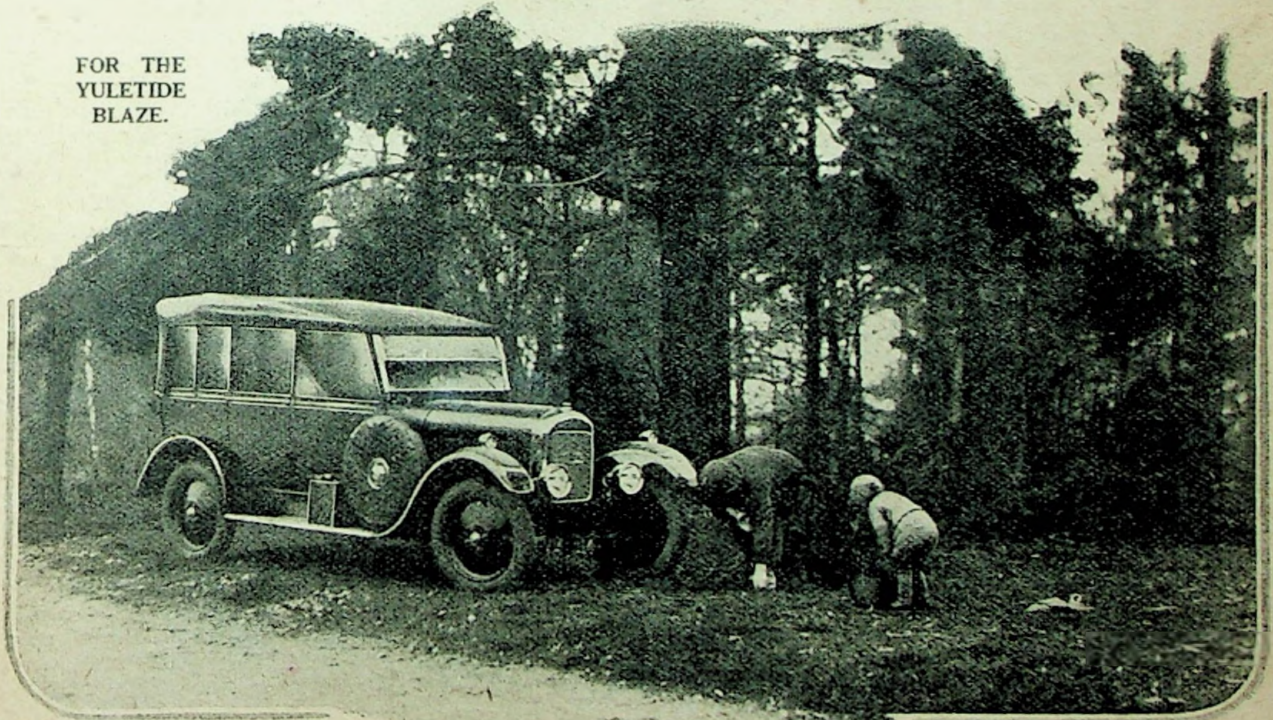
ONE or two readers have written me, recently, complaining of the manner in which water escapes from the radiator via the overflow pipe. Some cars are bad offenders in this respect. I know of one which, in hilly country, will lose nearly a quart in a hundred miles, the fault lying in the shape of the radiator top, which, on rough roads or on gradients, causes the water to be thrown up the filler orifice and so out of the vent pipe.

Manufacturers might pay attention to this point, and also to the whole question of providing adequate reserves of water. Experience during the past season reveals that many small cars require water replenishments far too often.

Deceptive Hills.

EVERYONE is familiar with the rather annoying and paradoxical fact that he can scale one hill quite easily, whereas another of exactly the same gradient may make the engine labour, and may even call for a change to a lower gear; but how few realize the important part which is played in hill-climbing by the condition of the surface of the road.

FOR THE
YULETIDE
BLAZE.



Gathering fir cones with the aid of a Singer. They provide an even more cheerful Christmas fire than the proverbial Yule log, whilst they have the merit of being easily collected and are very portable.

There is a certain hill with which I am very familiar; it has an average gradient of about 1 in 9, the steepest gradient being about 1 in 8, and is just under a mile in length. Up to within the past few weeks the surface of the first half-mile has been very bad, causing the back wheels of an ascending car to dither considerably. No matter what the weather conditions were, I noticed that with the same car a change down was nearly always necessary within five or ten yards above or below a certain spot. Following repairs to the road surface, however, the approach is now of billiard-table smoothness, and, hey presto! the point at which the essential gear change must be made is at least 150 yards farther up the hill.

A Forlorn Hope.

ROAD-RACING in England continues to be a lively and pleasant topic for after-dinner club speakers, but it still appears to be as far off as ever. It is amazing to me that the British Government is not alive to the possibilities which road-racing presents. It is not as though it was confined to, say, one other foreign country; it is a world-wide practice, yet we stand aloof. No wonder the foreigner chuckles and observes "Where ignorance is bliss," and so on. When will the Government realize that in these days making motorcars is a stern business, and that deliberately to sacrifice the commercial advantages which are to be obtained from road-racing is to jeopardise the industry in this country in a manner which can be gauged only by those intimately concerned on the manufacturing and selling side?

Away with Level Crossings.

THE recent level-crossing disaster at Fenny Stratford cannot be attributed solely to the presence of the level crossing itself. Nevertheless, this tragedy emphasizes once more the undesirability of roads and railways crossing in any other way than by bridges or subways. After all, if the level crossing had not been there the accident would not have occurred. Apart from the

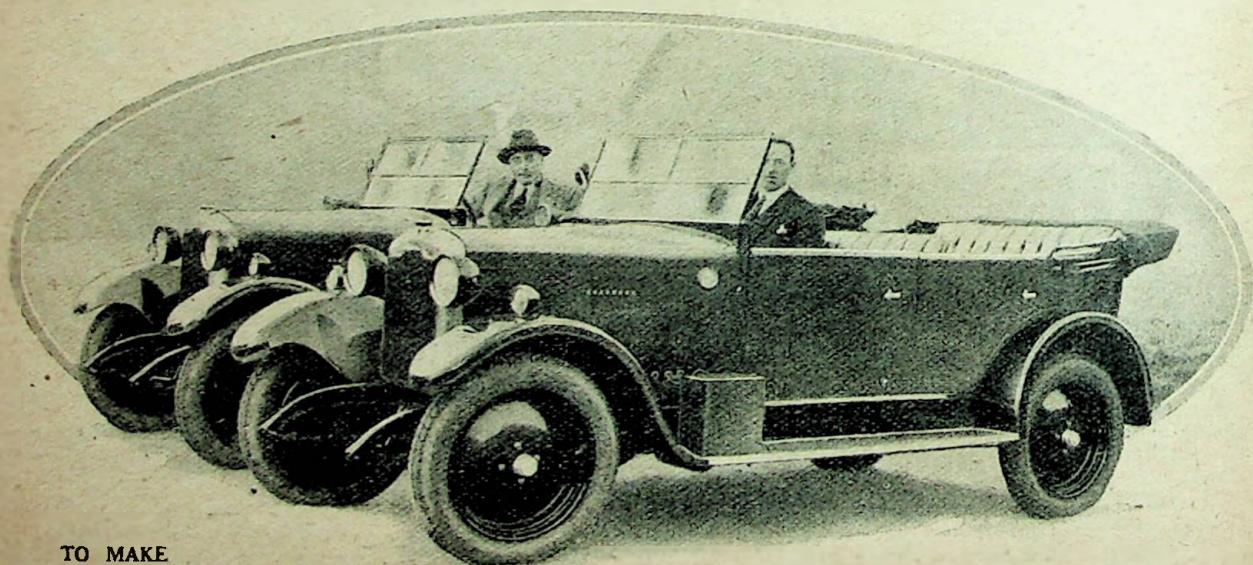
risks, however, the system is all wrong; minor delays are caused to railway traffic and very great delays to road users. It is only too common an experience to have the gates of a level crossing shut in one's face, to have to wait several minutes before the expected train arrives, and, very likely, to be still further held up because, just as the first train is leaving, another one in the opposite direction is due.

It would, perhaps, be too much to suggest that legislation should be introduced for the abolition of level crossings, but surely it should not be impossible to prevent the building of any new ones. In the course of time bridges might be built to replace existing level crossings, and in the end this bugbear of every road user might be entirely eradicated.

Odd Uses for Headlamps.

HEADLAMPS can be used for more purposes than merely revealing the presence of objects ahead. When daylight is fading, an overtaking motorist can often make his presence known by means of his headlamps to lorry drivers who cannot hear his horn, a sudden switching on being, as a rule, very effective. Also, when the trees and hedges are bare of foliage, lights, even in the daytime, can be used to give warning of one's approach to other drivers at cross-roads.

The most curious use of headlamps of which I have heard came to my notice the other day. A friend of mine was taking a field-road across country at sundown, when he was surrounded by a herd of huge and menacing bullocks. They lowered their heads, and presented to him an affrighting circle of formidable horns. The hooter and shouting proved ineffective, and the position was beginning to look decidedly ugly when the driver accidentally switched on his headlamps. The effect was magical. The herd immediately dashed off panic-stricken, and from a far corner of the field watched my friend as he pursued his journey in peace. Most animals are afraid of "fire" in any form, as any big-game hunter knows only too well.



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The Rover Nine "Super" model will make its first appearance in an important competition on the occasion of the London-Exeter in which D. H. Noble and W. H. Chadwick have entered these two cars.

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Blow to Balloons.

ONE of the principal effects of the increasing cost of tyres is likely to be a falling off in the popularity of balloon tyres among motorists who must keep a close eye on running costs, for balloon tyres do not give, in our experience, better—or even as good—mileages as the normal pressure variety, whilst they cost more to buy, and seldom can be re-treaded. It may be argued that the use of balloon tyres reduces repair bills by insulating the working parts of a car from road shocks, but it is difficult to convince economically minded motorists of this when the difference in upkeep cost of a set of balloons and a set of normal pressure tyres is so high as it is.

Another effect of the increasing tyre prices will be that greater attention will be paid to securing the best possible mileages, whilst retreading worn covers is likely again to become an important branch of the tyre business. In addition, attention will be directed to heavy-section tubes, tyre liners, patches and gaiters, which have fallen into disuse during the era of very cheap tyres which we have enjoyed for the past few years, whilst owner-drivers will be even more careful to keep their tyre pressures at the correct figure and to carry out frequent examinations of their tyres with a view to finding gashes which need to be stopped and flints to be extracted.

Let Every Club Follow Suit.

AT the recent annual general meeting of the Essex Motor Club an important resolution, which, we hope, will inspire every other club executive in the kingdom, was proposed, seconded and carried unanimously. It was to the effect that a strong protest should be addressed in the name of the club to the Chancellor of the Exchequer, Mr. Winston Churchill, in respect of his contemplated raid on the Road Fund. Everyone expects large and influential bodies such as the Royal Automobile Club and the Automobile Association to register their protests, but the Essex Motor Club is to be congratulated on taking the first step towards what we hope will be a united front on the part of all motoring organizations.

It is essential that Mr. Churchill should be made to appreciate the fact that the feeling which his threatened raid has engendered is not only one

which it is the duty of all the big motoring organizations to express automatically, but that motorists all over the kingdom feel very keenly that a gigantic injustice is threatened, and this can be done effectively in the manner indicated. From past experience we know that ministerial pledges are very much like the proverbial pie-crust, but seldom have they been given with such fervour and directness as was the case when the Road Fund was instituted.

We urge every motor club to follow the example of the E.M.C., and we trust that the wording of their protests will convince the Chancellor of the Exchequer that motorists, who represent nowadays a very large proportion of the community, really mean what they say. After all, the main issue of a general election has centred in a subject of less importance than the threatened raid on the Road Fund. *Verb. sap.*

Foreign Competition

IN a recent issue of *The Light Car and Cyclecar* a contributor drew attention to the fact that we are handing over to France the bulk of the market for the 1,000 c.c. four-wheeler, and it now becomes evident that foreign competition is going to be a very big factor in the future, not only with regard to the 1,000 c.c. car, but over the whole range of light car production. With the activities of French designers and builders our readers are familiar, but it is not so well known that both Germany and Belgium have entered the field with a determination to make good. Canada, too, is turning out small cars and finding a ready market for them in various parts of the world, whilst America also is becoming a convert to the light car. Our only weapon of defence in the home market is a very lenient import duty, but it is by no means an unclimbable barrier.

Why, it may be asked, cannot John Bull establish himself in the Continental markets and thus obtain a *quid pro quo* which would balance matters satisfactorily? The answer lies in the fact that these markets are guarded by duties which are far higher than that ruling in Great Britain; so high, in fact, that the British car has no chance in them. It is, of course, more than unfortunate, but there it is. The public should understand the position lest they form hasty conclusions.

Topics of the Day



FROM time to time during the past Brooklands season a quiet, unassuming young man was wont to appear on the track with a Morgan cyclecar and proceed to lower existing speed records and to establish others. continuing the process until, before the track closed for the winter, he had attained the amazing speed of 107 m.p.h. The driver in question was Mr. H. Beart, and his Morgan, although unlike any other Morgan in external appearance, does not differ very greatly in its general layout from the standard Aero type.

Recently we had an opportunity of examining the machine in detail at the Croydon works of Messrs. H. Beart and Co., where it is in "dry dock" for complete overhaul in readiness for next season's activities.

The chassis frame has been strengthened somewhat to withstand the strains to which it is subjected at high speeds, and the rear quarter-elliptic springs each have seven leaves of graduated thickness. A single Hartford shock absorber is mounted over the rear wheel by means of a bracket on the top of the bevel box and a stirrup secured to the fork ends.

The Front Suspension.

The difficulty of fitting shock absorbers to the front suspension has been overcome in an ingenious manner. The standard bronze sliding axles are replaced by others of cast-steel, on each of which is a forward-projecting bracket to take one arm of the Hartford. Below the lower cross tube of the suspension assembly on each side is another steel bracket which takes the other arm. These brackets are free to swivel on bronze bushes so that the dampers move with the wheels.

To strengthen the assembly and to compensate for any added stresses which may be set up by the tightly adjusted shock absorbers, the standard tubes on which the sliding axles move are replaced by hardened and ground Uhas steel pins screwed into position and arranged for pressure-gun lubrication.

Spring-loaded ball joints are used for the steering track-rod connections, and the steering is geared down by the ingenious use of Ford epicyclic steering reduction gear fitted to the top of the column. This arrangement has been familiar to Morgan owners for some time, but has not been generally adopted owing to lack of knowledge as to methods of fitting and as to how it would behave in practice. That Mr. Beart uses the gear for record breaking is sufficient proof of its suitability and reliability, whilst, as will be seen in an accompanying sketch, the method of fitting is both neat and simple.

Sun and Planet Gearing.

The steering-column casing is cut and slotted to receive the casing which houses the internal toothed ring or annulus. Meshing with this annulus are three pinions mounted on a triangulated plate secured to the end of the column itself the lower end of which carries a forged steel drop arm slightly longer than the standard fitting. A pinion on the end of a short shaft on the steering wheel meshes with the three planet pinions, the whole assembly being held in place by a cover which screws on to the annulus casing. The actual reduction obtained with this system is 4 to 1.

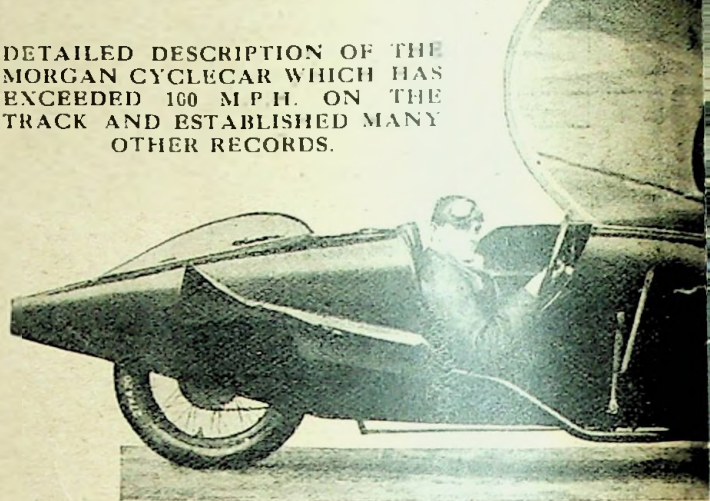
In passing, it may be mentioned that Messrs. H. Beart and Co. specialize in fitting the gear to standard Morgans of any type.

To return to our description. The front wheels are fitted with Dunlop 26-in. by 3.75-in. tyres on well-base rims; a 27-in. by 4.20-in. Dunlop tyre is used on the rear wheel. The latter, incidentally, does not carry brakes of any kind; in fact, the only brakes fitted are on the front wheels and they are controlled by a hand lever fitted outside the body. There is no foot-operated brake control.

Mounted with the brake lever is the gear lever. It

THE WORLD'S FAST THREE

DETAILED DESCRIPTION OF THE MORGAN CYCLECAR WHICH HAS EXCEEDED 160 M.P.H. ON THE TRACK AND ESTABLISHED MANY OTHER RECORDS.

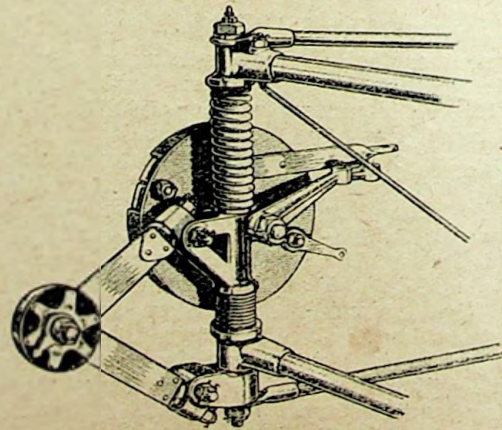


is connected to the two sliding dogs by rods working in conjunction with spring-loaded selector mechanism, which obviates the possibility of a gear jumping out at high speed. To facilitate changing up a push-button switch is fitted to the top of the gear lever and connected to the magneto, thus to change gear there is no need to slip the clutch or alter the throttle opening, pressure on the button whilst the lever is moved from one position to the other allowing the engine to slow down momentarily and cut-in again the instant the gear is "home."

The gear ratios used for record breaking are: top, 3.33 to 1 and bottom, 5.95 to 1; it is possible to exceed 60 m.p.h. on the lower ratio. At 100 m.p.h. the engine speed is about 4,300 r.p.m., as shown by the revolution indicator which is driven from the bevel-box counter-shaft.

Mounted over each chain and in the lid of the bevel-box are copper pipes which lead from a drip-feed lubricator on a pressure-fed oil tank in the body, so that a constant supply of lubricant is fed on to the chains and bevels—an important point when maximum efficiency is required.

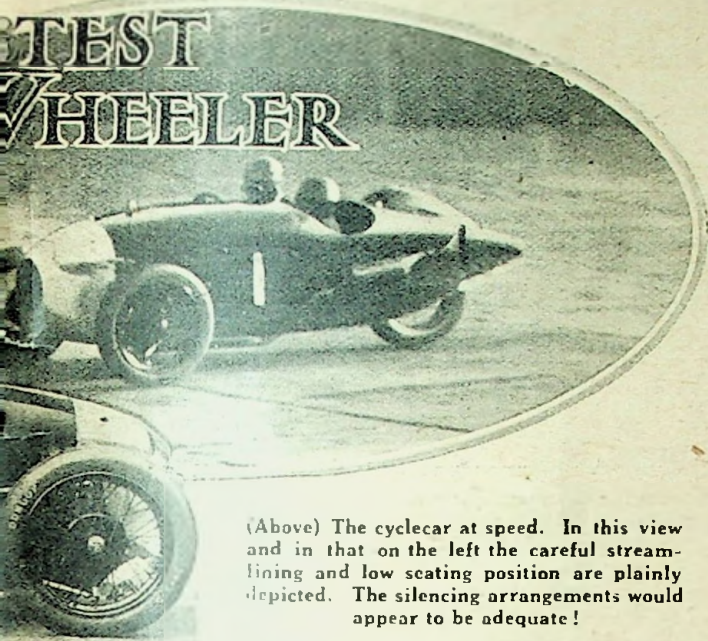
Turning next to the engine, we find that, contrary



Special sliding axles and swivels are used to mount the Hartford shock absorbers on the front suspension. The front wheels run on Timken roller bearings.



Mr.



(Above) The cyclecar at speed. In this view and in that on the left the careful streamlining and low seating position are plainly depicted. The silencing arrangements would appear to be adequate!

to what might be expected, this is somewhat of a veteran, having been in use since 1924. It is a water-cooled o.h.v. Blackburne with a bore and stroke of 85 mm. and 96.8 mm., which gives a capacity of 1,098 c.c.

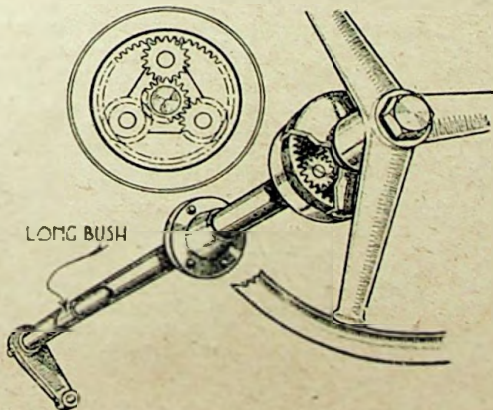
For record breaking a higher compression ratio than standard is used, the increase being brought about by using specially machined cylinder heads. It is easy to convert the engine to lower compression, when the machine is to be used for hill-climbing or other competition work, by refitting the standard heads. No alterations to the valve gear have been made, but, of course, Blackburne racing cams are used.

The magneto is an M.L. and the carburetter a "mouse-trap" type B. and B., the throttle of which is controlled by a Bowden foot accelerator.

The induction pipe is arranged with a water jacket for heating the mixture, but as, in practice, it has been found that no increase in efficiency results from a heated mixture, the pipes to the jacket have been disconnected. It is doubtful, in any case, whether any appreciable heat could be imparted to the gas at the very high speed at which it is passing through the inlet pipe when the engine is running at over 4,000 r.p.m.



Beart.



The epicyclic steering reduction gear is fitted just below the wheel with a long bush at the lower end of the column. A diagram of the gear is shown inset.

To ensure that the carburetter has an ample supply of air upon which to draw and to ensure also that the air is at atmospheric pressure a very clever device is in use. Reference to a picture of the machine in a news page in this issue shows a pipe projecting from each side of the cowling. Each of the two pipes is led to the side of a metal bowl set on edge, as it were, just behind the carburetter air intake.

At high speeds it is found that the air in the bowl is almost exactly at atmospheric pressure, thus when tuning the carburetter questions of correct air supply may be left out of the calculations. Mr. Beart is of opinion that, at present, nothing will be gained by forced-induction devices on his car.

Petrol and Oil Supply.

With the present arrangements a petrol consumption, on the track, of 24-25 m.p.g. has been obtained during the season. This, of course, is a very good average for a racing machine of this type. There are two petrol tanks, one being fitted under the main frame tube and holding five gallons. Pressure-feed is employed, the usual hand pump being fitted. For sprint runs and hill-climbs this tank only is used, but for longer runs the second tank, carried in the body, is filled, the combined capacities of the two tanks being about 14 gallons.

Oil for the engine is carried in a large tank and supplied through two drip-feed lubricators, each of which is adjustable from the mechanic's seat.

A special radiator is fitted, the lower water pipes being led to the front of the water jackets instead of to the rear, as in normal Morgan practice. There is no special reason beyond convenience for this alteration. The filling orifice of the radiator is fitted with a small condenser, and it is found that no water is lost during even the most prolonged high-speed runs.

The body of the car is a very fine piece of work, special attention having been paid to streamlining. The underside is flat, the driver's and mechanic's seats being below the main frame tube. Including the aluminium cowl over the engine the complete body weighs 43 lb.

The track-holding qualities of the machine would appear to be proved by Mr. Beart's statement that it is possible to drive "hands off" at 90 m.p.h.

One Day's Records.

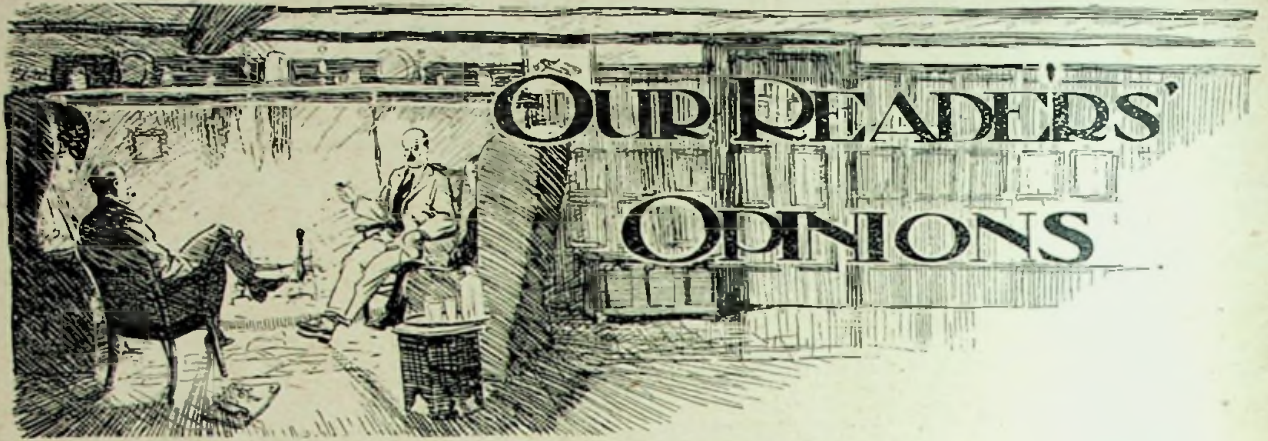
On September 18th last Mr. Beart secured the following records in Class 112:—50 miles, 33 mins. 0.69 secs. = 90.87 m.p.h.; 100 miles, 1 hr. 5 mins. 32.68 secs. = 91.54 m.p.h.; 50 Kiloms., 20 mins. 42.74 secs. = 144.84 k.p.h.; 100 Kiloms., 40 mins. 56.17 secs. = 146.57 k.p.h.; 1 hr., 91 miles 847 yds. = 91.48 m.p.h.

Although the cyclecar is intended primarily for use on the track, it has figured more than once in hill-climbs and speed events, whilst in a less complete and efficient form it ran in the J.C.C. 200-Mile Race of 1924—the last year in which three-wheelers were allowed to compete in that event.

An interesting point in connection with the machine is that no attempt has been made to cut down weight; in fact, probably it is heavier than other racing Morgans, Mr. Beart's opinion being that reasonable weight aids efficiency by helping the machine to hold the track and by tending to promote increased reliability.

Questioned as to his future intentions, Mr. Beart said that he would continue his attempts on the various records for which his machine was eligible, and mentioned, incidentally, that he might possibly be seen driving a Morgau with a new type of engine and other modifications next season.

We are not at liberty to give details of the proposed cyclecar, but we can say that, should it materialize, it will be one of the most interesting three-wheelers which has ever been produced in this country.



We welcome at all times letters sent to us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. To ensure publication in the next issue, letters must reach this office not later than Monday morning. We reserve the right to make any alterations or deletions which we deem necessary.

AVOIDING DOUBT AND DISAPPOINTMENT.

Users' and Manufacturers' Views on the Sparking Plug Question.

Eliminating Doubt.

I heartily agree with those of your correspondents who have written to complain about the lack of information respecting the choice of sparking plugs. As a novice, without the least mechanical instinct, I have to be guided in my choice of such things as plugs by accessory dealers and salesmen; if they tell me that such-and-such a plug is the best I meekly buy it. If, however, I could refer to a chart I should know what plug was suitable for my engine, and thus save many disappointments and much waste of money.

Choosing A Plug.

IGNORAMUS.

In Favour of Charts.

Allow me to join issue with Mr. N. Muscombe, who follows up the recent correspondence on sparking-plug recommendations in a very telling manner. I, like other readers, have had the bad luck to buy a complete set of plugs, only to find a few days later that they were of an absolutely unsuitable type for my engine, and that my money had been wasted. It is surely the duty of plug manufacturers to ensure that their customers are not disappointed in this manner, as, even although one knows that they are not wholly to blame for a mischance such as mine, the fact remains that one experience of this kind leaves a nasty taste in the mouth concerning the make in question.

Recommendations Needed.

HOTTED-UP.

Sparking Plug Types.

While most whole-heartedly agreeing with your correspondents that we need authoritative guidance in the choice of sparking plugs, pending its arrival, we can, I think, help ourselves. Assuming sound insulation and electrodes so constructed as to avoid overheating, the two main points on which plugs differ are gap and reach.

Correct Reach Important.

The first we can adjust for ourselves. Personally I find 20 thousandths most satisfactory, but it is a matter readily amenable to individual experiment.

The reach of a plug is beyond our control, but it is, in my opinion, a point of the highest importance. All recent research into flame propagation and allied phenomena point to the desirability of having a combustion chamber as nearly spherical as possible with the sparking points at the centre.

It is this approach to the sphere which gives the over-

head-valve engine its advantage, but whatever the shape of our combustion chamber, a piece of stiff wire and a steel scale will enable us to find the distance to the mid point of its depth, and it is wise to choose a plug which has a reach as near this distance as possible.

A. H. STUART, Ph.D., B.Sc.

Our correspondent assumes an engine with the plug in the centre of the head, but correct reach is of equal importance when the plug is situated in any other position. In the case of a side-valve engine with plugs over the inlet valves the longest-reach plug that can be used is one which gives safe clearance between the electrodes and the valve head when the valve is open; the minimum clearance should not be less than $\frac{1}{4}$ in. to allow for the possibility of valve bounce at high speeds.—Ed.

Facts About Sparking Plugs.

The recent paragraph by "Focus" regarding the choice of sparking plugs is true in every respect. To obtain easy starting, good slow running, rapid acceleration and maximum power from modern high efficiency engines it is vitally necessary that the correct type of plug should be used.

A Manufacturer's Views.

The present necessity for so many different types is undoubtedly due to the lack of any form of engine standardization. The plugs on some engines are situated in deep pockets, which require a plug with a long barrel; in others the cylinder head is thick, which necessitates a long reach in order to bring the sparking points flush with the inside face of the cylinder head.

Large variations in compression ratios, maximum r.p.m., position of plugs and so forth all call for special treatment in order to provide a sparking plug which will function properly when the engine is idling, rapidly accelerating or pulling under full load in top gear for long periods.

Such are a few of the conditions which the manufacturer has to overcome, but it can be taken as an established fact that no manufacturer, English or foreign, will to-day fit a plug as standard equipment unless it gives a satisfactory performance under both bench and road tests, which tests are usually much more severe than the owner-driver is ever likely to impose upon the plug.

The question of sales cabinets, as mentioned by Mr. I. J. Shorter, and recommendation charts as referred to by "Puzzled" and Mr. A. P. G. Willard, are to be found in the showrooms of nearly all good garages, but it is to be regretted that in so many instances the dealer does not trouble to use the car makers' and plug manufacturers'

OUR READERS' OPINIONS (contd.).

recommendation when called upon by the client, but offers any standard plug, as referred to in the letter from Mr. G. G. Sells.

With regard to competition results, "Focus" and "Hot-stuff" are no doubt aware that many of these events requiring specially tuned super-highly efficient engines, necessitate the use of freak plugs, which have no commercial value and cannot be obtained by the buying public, and, even if they could, these plugs would not function for five miles in 90 per cent. of the average touring cars in use.

Sparking-plug advertisements featuring competition successes usually illustrate the standard commercially produced plug, but in the majority of cases a special type of plug has been used, costing in some instances from 15s. to £1 each, and it would be better if all plug manufacturers, in competition work, gave a definite statement that standard plugs were used, the same as can be purchased from any garage, and, wherever possible, that particular plug should be illustrated. **A MANUFACTURER.**

* The preceding letter is from one of the best-known English plug-manufacturing concerns, which, in order to avoid any suggestion of advertisement, desires to remain anonymous.—Ed.

Sparking-plug Selection.

For a considerable number of years we have regularly issued charts showing the correct models of our sparking plugs that should be used for various engines. We have distributed these charts to all dealers in motor accessories, and asked that they should be placed in a convenient position where they can be referred to by their customers. It is evident, however, from the recent letters in your correspondence columns that this is not sufficient.

Charts Available.

We are always very pleased to receive recommendations from sparking-plug users as to how we can help them, and we will certainly arrange for these lists of cars, with the correct model of plug, to be published periodically.

LDGE PLUGS, LTD.

Springless Suspension—Then and Now—"The Evil Eye."

The Gnome Cyclecar.

I was very interested in "Shacklepin's" remarks in your issue of December 4th regarding the Gnome car. I am an owner of one of these little cars, and find that the springing

Satisfactory Suspension.

is better than that on some much more expensive light cars with high-pressure tyres. One can drive over uneven ground without very much discomfort.

The wheels do not leave the ground, as someone suggested, but the big balloon tyres equalize any unevenness due to road surface.

The engine seems quite powerful: I toured South Devon last September with a passenger and as much luggage as I could pack in.

I would suggest that the makers fit a normal type of magneto instead of the existing flywheel type, and also a hand-starter. **ATI3148.**

In "The Good Old Days."

I sometimes wonder how the people who ride about nowadays in rapid, reliable, comfortable cars, and grouse over a bit of rough road or some negligible trifle, would have cared to motor in the early days when cars were not the docile servants of the public that they are at present. There was no need to seek sensation by hunting freak hills, or driving from London to Exeter by night in the worst weather obtainable! One got all, and more, than one needed in pursuing one's lawful avocations, and it needed a vast amount of patience and optimism to avoid worrying oneself into an early grave!

Motoring 20 Years Ago.

I remember saying to a friend that I had had a breakdown, but now I had found out the trouble I should know what to do in future. "My dear lady," he replied, "if you find fifty ways of circumventing a car she'll promptly invent a 51st and have you," and I have certainly had ample proof of his dictum since.

Cars developed "whimseys" in those days. I had one with a rooted objection to the Bristol road, and all the time I had it we never got to Bristol and back without an involuntary stop; the car would cheerfully take its full complement of five passengers in any other direction, provided one did not include a stranger, when it usually made a point of coming to grief, and an aunt of mine, who disliked motors, proved an absolute Jonah in this respect, and declared the car objected to having her on board!

A cyclecar I had used to make a point of getting superfluous oil into its magneto and absolutely refusing to start when one was somewhere miles from home. It also developed

a knack of detaching its steering apparatus from the road wheels, and after being spilt out on two occasions I felt I had had enough, got it fixed up with wire and drove it very gingerly some 15 miles to the nearest garage to be repaired and sold.

I do not wish to return to the "good old days," although they had their compensations. A woman driver was a rarity and regarded with sufficient apprehension to be given a very wide berth—one's small car was not forced nearly into the ditch by lordly limousines, as occasionally occurs now, and there was a freemasonry amongst motorists which was very delightful and gave one a far higher opinion of the kindness of one's fellow beings.

I have been towed to a private garage by an absolute stranger, given tea by his wife, had my car overhauled by his chauffeur and despatched with a spare accumulator to get me home—driven home, or to my objective, when held up on the road, by people I never saw before, or since, and my pleasantest memories of those early days are of the immense amount of kindness and courtesy I received from all classes of my fellow motorists.

A DWELLER IN THE VALE OF AVALON.

Hindhead is Bewitched.

Your correspondent "A.B." asked last week whether Hindhead was bewitched, and I declare emphatically that it is. Last year I was trying to sell my Lagonda, and a friend who was about to buy it asked me if I would take him for a run in that direction, and on the very same hill where "A.B.'s" misfortune overtook him whilst climbing at about 28 m.p.h., the engine suddenly

peretered out. This was the first failure of any kind which I had had in over 10,000 miles, so, knowing there was plenty of petrol in the tank, I naturally assumed that I had had the bad luck to burn out the magneto. On examination, however, I found that the magneto was giving a perfectly good spark, that the plugs appeared all right, the jets were clean and everything seemed absolutely O.K.

After wasting a couple of hours making vain efforts to start the engine, we ultimately got a tow from a passing lorry to a garage, where a mechanic again went over all the parts which we had previously tested, without finding any trouble, reassembled everything and the engine started with the first pull-up of the handle. Naturally, by then my friend had given up all idea of buying the car, and I consequently had to sell it at a much lower price than he had originally offered me. Yes, Hindhead certainly is bewitched, otherwise how am I to account for my uncanny experience? **A. J. FOSTER.**

Another Coincidence.

TWO DAYS EARLY. — The next issue of *The Light Car and Cyclecar* will be on sale on Wednesday, December 23rd, instead of Friday, the 25th.

OUR READERS' OPINIONS (contd.).

Motoring by the Fireside.

Like Mr. J. E. T. S. Hilton, I thoroughly enjoyed Major Stenson Cooke's talks on motoring which have been broadcast recently, and should certainly like them to be continued.

Broadcast Instruction. A point which needs emphasizing, however, is that it is ridiculous to put these motoring talks on early in the evening, as many of us are unable to get home in time for them. If the B.B.C. can arrange for further motoring talks, would it not be possible for them to be broadcast at, say, 9.30 p.m.?
LISTENER-IN.

Driving in Fog.

Referring to the article, "When Fog Prevails," in your issue of November 20th, I notice your contributor advocates a spot lamp fitted on the near-side dumb-iron for fog driving.

Spot-light Positions. This would be far more useful fitted on the off-side dumb-iron and focused to the near-side kerb. It can then be used to pick out cyclists, in addition to being a useful fitting in fog. On a car I tried recently a spot-light was fitted under the off-side headlamp. The headlamps were switched on by the usual switch, and under the steering column was a handy turn-button, which cut out the headlights and switched on the spot-light. It is the finest dimming device that can be desired, as it gives a strong enough light to pick out any cyclists or pedestrians, and causes no inconvenience to other road users.

H. P. CARDIFF.

Electric Heater in Demand.

Your comments concerning methods for protecting engines from frost recall an idea which I once had, but on which, so far, I have never received an authoritative opinion. The idea in question takes the form of an electric heater connected with the water pipes of the engine and controlled by a thermostatic switch so that, immediately the temperature of the cooling water falls to, say, 33 degrees Fahr., the switch is closed and the heater comes into operation, taking its current from the battery of the car. What would be the disadvantages, and why should the cost be excessive?

Thermostatic Control. I appreciate, of course, that any form of electric heater takes rather a lot of current, and for this reason it seems as though the idea might not be workable, using the car battery. But in any case it should be quite simple to arrange to plug in the house current to a socket specially arranged on the heater. Why does not some enterprising accessory manufacturer put an accessory of this kind on the market?
E. L. ROBINSON.

Sidecar or Three-wheeler?

May I explain for the benefit of "Sceptical" that in motoring parlance a motorcycle with sidecar attached is usually referred to as a "combination" or "sidecar outfit," and that a cyclecar or runabout with three wheels is called a "three-wheeler." Also that a modern combination with suitable shock absorbers and steering damper, usually included in the standard equipment, is perfectly manageable at speeds in excess of 60 m.p.h.; to confirm this "Sceptical" has only to refer to the results of the T.T. sidecar race, held over the winding and mountainous Isle of Man course.

Now to enlighten "N.L.T." Without consulting catalogues for exact prices, I may mention the following makes of motorcycle that will attain 75 m.p.h. with a sidecar, and yet cost considerably less than £180: The 588 c.c. o.h.v. Norton, £82; the double-port 498 c.c. H.R.D., £104, and the flying model Coventry-Eagle, also the Zenith, £105. Add a £15 sidecar to any of these and not one will cost more than £120.

In cold print my ideal of a fast cyclecar seems impossible, especially so when dissected by Mr. R. M. V. Sutton. But I still maintain that a cyclecar can be built to be quite reliable and yet be capable of 75 m.p.h. for £200 or less.

If the Morgan can be marketed for about £150, with electric lights, front-wheel brakes, Moseley float-on-air cushions and be capable of 75 m.p.h., surely a four-wheeler on the same lines would not be so very much more expensive. And nobody can accuse the Morgan of being a mass-production job or of being only "fit for the scrap heap" after two years' usage.

B36

The Austin 7 sports model and similar inexpensive cars do not twist their front axles every time the front-wheel brakes are applied, and coachbuilding has become such an art that surely a non-rattling two-seated body on the Weymann principle could be produced quite cheaply.

I hope that this want for a really fast cyclecar will not fade away as the elusive £100 car has done. J.K.D.C.

Silencers and the Law.

On page 94 of *The Light Car and Cyclecar* of December 11th there is a paragraph entitled "Silencers and the Police." It is there stated that the demands of the law

"are that the engine should be fitted with an efficient expansion chamber." I beg to point out that the law does not so demand, but gives every latitude as to the device employed. All it requires is an efficient silencer. I think it would be useful if you were to print the material part of the Motor Car (Use and Construction) Amendment Order (No. II) of 1912, S.R. and O. No. 1696. "Article II.—Article IV of the Order of 1904 as amended by the Order of 1909 shall have effect as if there were added as para. (7) of that Article the following Regulation; that is to say:—

"(7) He shall not use any cut-out, fitting or other apparatus or device, which will allow the exhaust gases from the engine of the motorcar to escape into the atmosphere without first passing through a silencer, expansion chamber or other contrivance, suitable and sufficient for reducing as far as may reasonably be practicable the noise which would otherwise be caused by the escape of the said gases. Provided that this regulation shall apply only to a motorcar propelled by an internal-combustion engine."

It is to be observed that the test is the reasonable reduction of the noise and nothing else. A technical conviction on the ground that no expansion chamber was fitted is, therefore, bad, although there will usually be evidence that the car was noisy.

As your other journals have sometimes made similar observations I think the printing of the regulation would assist quite a number of readers.

In the case of the owner of a standard car or motorcycle who is prosecuted successfully on the ground that his machine has not a reasonably silent exhaust, the owner should return the vehicle to the makers on the ground that it is not properly adapted to the purpose for which it is sold. There could then be a pretty fight with the A.A. on one side and the S.M.M.T. on the other, which might go to the House of Lords, with much profit to the legal profession!
A. H. KING.

CONDENSED CORRESPONDENCE.

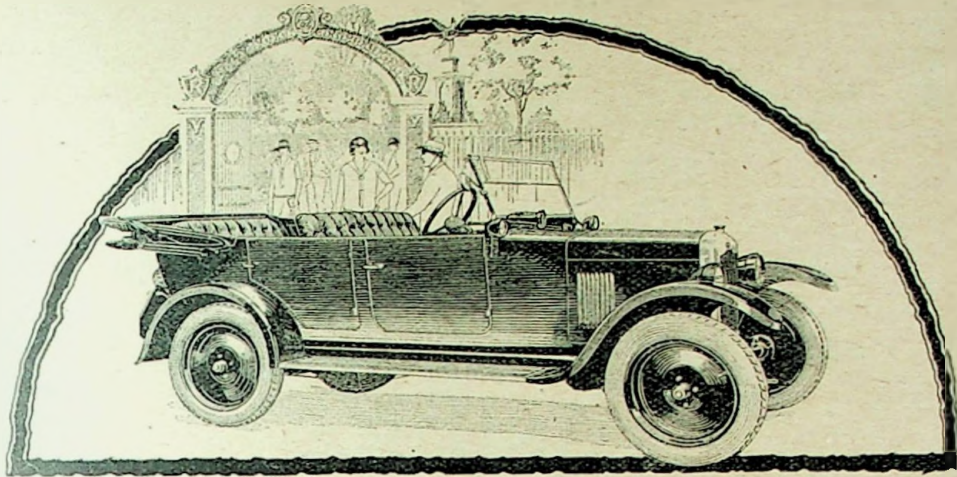
Mr. H. J. A. Cooper writes to point out to Mr. D. D. Stephens and other readers who may be interested that his club, the Twickenham Motor Club, caters especially for the socially inclined member. The subscription is 10s. per annum and there are no entrance fees for the various runs and competitions. The address of the hon. sec. is Westbourne House, Richmond Road, Twickenham.

Replying to "J.H.G.'s" recent letter, "In Praise of the Austin Seven," "Constant Reader" remarks that the windscreen does not obscure his vision, but suggests that it would be better if the two panels overlapped by 1/2 in. or so. He thinks that the braking power is ample and that it would be no improvement to fit the lamps on the mudguards instead of on the windscreen base as at present. He hopes shortly to take delivery of a 1926 model.

INFORMATION WANTED.

7.9 H.P. SWIFT.—An instruction book on this car not being available, hints as to how easy starting in cold weather may be obtained and opinions as to the most suitable brands of oil and petrol for economy and efficiency are requested.—F.E.G., 87, Gilfach Street, Bargoed, near Cardiff.

COSTS COMPARISONS.—What is the difference between the yearly running costs of a solo motorcycle and a small car of the two-seater and dickey or chummy type? Recommendations from personal experience with a suitable small car will be useful.—West Countryman, care of *The Light Car and Cyclecar*, 7-15, Rosebery Avenue, E.C.4.



In Australia—as in England—the 9/20 h.p. Rover is on top

Latest news to hand from Australia proves that the 9/20 h.p. Rover is more than equal to the hardest conditions overseas as well as at home. In the Eight Days Reliability and Touring Contest promoted by the Royal Automobile Club of Australia only four out of 30 cars secured full points for reliability. One of them was a 9/20 h.p. Rover (Sports Model). The other four were all cars costing hundreds of pounds (in one case £1200) more than the Rover. Here's a sample of the conditions: "The second day was absolutely the worst the writer (Mr. C. B. Bradley, of Sydney) has ever experienced. The thermometer showed 35 deg. all day, with alternate squalls of hail and snow. The route



lay across heavy mountain ranges and the surface in some parts was extremely bad." No wonder some of the cars found trouble! But the Rover finished the trial without the loss of a single point for reliability—the only "small" car to do so—in fact, one of the official examiners reported that the Rover was one of the only two cars in the whole contest to have no defects recorded on their examination cards! So hesitate no longer—a 9/20 h.p. Rover is the car for you. There are models from £185 to £285 (the De Luxe 4-seater illustrated costs £205). The Sports Model is £220—the finest value in British Sports cars. Write for full particulars. Do it to-day!

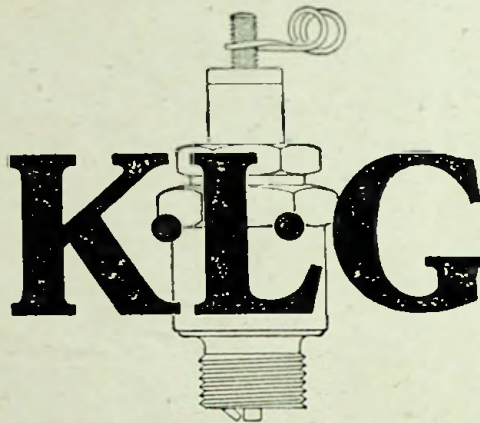
ROVER

THE ROVER COMPANY LTD., 61, NEW BOND ST., W.1, AND COVENTRY

ROVER SET THE FASHION TO THE WORLD

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

10 miles
 in **5** minutes!
 on a **1,500** c.c. car
 using



SPARKING PLUGS.

Details of performance :

Mr. E. A. D. ELDRIDGE, driving a 1,500 c.c. Eldridge Special at Montlhery on Saturday, Dec. 12th, 1925, broke the following World's Records (subject to official confirmation) :—

5 Kilometres	1 min. 31.73 secs.	Average 196.228 k.p.h.
5 Miles	2 min. 27.83 secs.	„ 121.760 m.p.h.
10 Kilometres	3 min. 3.66 secs.	„ 196.014 k.p.h.
10 Miles	4 min. 55.92 secs.	„ 121.654 m.p.h.

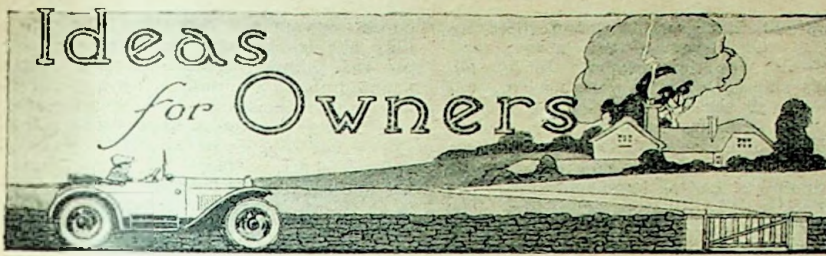
“Fit and forget.”

Sole Manufacturers :

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 “The Light Car and Cyclecar” when writing to advertisers. They will appreciate it.

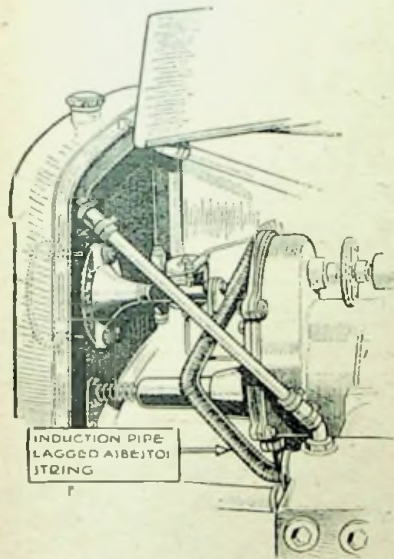


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

Heating the Air.

A supply of heated air to the carburetter is often beneficial, particularly in cold weather. A muff on the exhaust pipe may deliver too much heat, in which case the radiator can be used as the source of warmth. This idea may be carried out with advantage in the case of Jowett cars not having water-heated inlet pipes.

Two thin sheet-metal plates are required of any suitable shape, to fix one on each side of the radiator block. The front one is plain, but that at the rear



A device for heating the air before it enters the carburettor of Jowett cars not fitted with water-heated induction pipes.

has a hole in the centre and has fixed to it, by means of soldering or brazing, a trumpet-shaped pipe, which, in turn, is connected to the carburettor air intake. By this means air has to pass through the space between the plates and is heated en route. Asbestos lagging for the inlet pipe is desirable to preserve the heat.

Filling the Back Axle.

When verifying the level of the lubricant in the back axle it is not sufficient merely to remove the plug and glance casually through the orifice—especially if grease is the medium employed. In cold weather particu-

larly a small amount of grease often becomes wedged, as it were, in the filler neck and gives one the impression that the casing is full. A round stick slightly smaller than the diameter of the orifice should be thrust into the casing, so that, if the above condition exists, the grease will be forced into the casing and a better idea obtained of the actual amount of lubricant in circulation.

Temporary Fan Belt.

A good temporary substitute for a flat fan belt is a length of ordinary flat lamp wick of suitable width. The wick should be placed in position on the pulleys and cut off so that when pulled tight the ends just meet. Coarse thread or fine string may then be used to sew the ends together and the job will be complete. If the work is properly carried out the substitute should work quite well and last for a considerable time.

Leaky Tyre Valves.

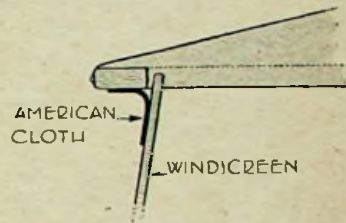
It sometimes happens that a tyre valve leaks slightly due to the plunger not seating properly. Grit is often the cause, or perhaps a worn plunger may be the source of the trouble. In these cases the leak is usually not great enough to prevent the tyre from being pumped to the necessary pressure. A good plan is to inflate the tyre and then give a sharp down stroke of the pump, followed immediately by a very sharp upward stroke. This will frequently dis-

lodge any grit from the valve, while if a worn plunger is the cause the sudden suction of the pump, aided by the air pressure in the tube, will force the plunger hard down on its seating and effectively seal the leak.

This, of course, is not an infallible cure, but it will very frequently be found effective and may well be tried before deflating the tyre and dismantling the valve.

Excluding Snow and Rain.

Cars fitted with single-panel wind-screens usually have no positive connection between the front of the hood and the top of the screen, with the result that snow and rain are sometimes blown into the interior of the car. Moving



How an American cloth strip can be fitted to the front hood stick to prevent rain or snow being blown over the top of the windscreen.

the screen forward to touch the hood may cause rattles to develop and often prevents the screen wiper from working.

A cheap cure consists of fixing a flap to the front of the hood so as to make rubbing contact with the screen. American cloth, folded double and tacked or stuck on to the front hood rail, will be found satisfactory; rubber strip is stiffer, but more expensive. Avoid too large a flap, which hangs down and obscures the driver's vision, and do not forget to provide for the free working of the screen wiper.



Queries of general interest will be answered under this heading whenever possible, but a stamped addressed envelope must be enclosed for reply. Telephonic enquiries cannot be answered.

J.M.S. (Llandudno).—Too low an air pressure is most probably the cause of the creeping of the beaded-edged tyres to which you refer. These are held by inflation pressure only, unless bolt valves or security valves are used, and we gather that these are not fitted.

K.N. (Swansea).—Yes, it is certainly possible to change gear either up or down without declutching, but it is not a practice to be recommended in the case of the average driver, as the judgment of gearwheel speeds has to be of a very high order to avoid damage.

J.J. (London, E.1).—If the three-wheeler in question weighs over 8 cwt. it will be taxed as a motorcar.

T.C. (Hereford).—In the designation of the horse-power of a car, as, for example, 9-20, the first figure usually denotes the maker's horse-power or Treasury rating and the second figure the brake horse-power.

G.S.S. (Loughborough).—The cable operating the front-wheel brakes of your Morgan can be adjusted by sliding the brake lever quadrant backwards or forwards on the propeller shaft housing to slacken or tighten the cable as required.

A.R. (Brixham).—As the oil-filter gauze is so badly choked you will probably find the quickest way to clean it is to boil the filter in a solution of caustic soda, after which it should be dried and wiped with an oily rag to prevent rust. Caustic soda dissolves the deposit.

IN ANSWER TO YOUR QUERY
(contd.).

J.G. (Matlock).—The fact that the side plates of both rear-wheel driving chains are worn on one side only is generally an indication that the sprockets are out of line. The wheel adjustment in the forks needs correction.

W.H.D. (Lincoln).—There is no cause for alarm because the new gudgeon-pin bushes are too small to take the pins since they have been fitted to the connecting rods. This is quite usual, and is due to the compression of the bushes when forced into the rods. You will have to reamer out the bearings slightly.

G.H.H. (Hawick).—The fact that changing down is very difficult, whereas upward changes are easily effected, points to maladjustment of the clutch stop. It is coming into operation too early and stopping the clutch even when the pedal is depressed slightly. Set the stop so that the braking action does not occur until the pedal is almost fully depressed.

F.H. (Bromsgrove).—Your suggestion will not work satisfactorily. An inner tube, even of the correct size, will not function properly in a well-base rim unless it is designed for that fitting, as the valve projects sideways, and an ordinary tube forced into place would soon give trouble.

W.B.F. (Kendal).—You need have no fear that a heating lamp underneath the bonnet will be likely to cause fire. The principle employed is usually that of the miner's safety lamp, in which wire gauze is used to prevent any possibility of the flame in the lamp coming into contact with explosive fumes.

W.H.W. (Wellington).—The drumming noise which you have discovered to be due to the petrol tank can be cured by strengthening ribs soldered on the outside. It is advisable, of course, to remove the tank and allow two or three days for drying before attempting any soldering operations. The strips could be made out of sheet metal, and we do not anticipate that you should have any difficulty in beating them out yourself; channel section would be the most rigid.

H.A.H. (Barnstaple).—The slipping clutch on your new Jowett is most probably due to the cone not sliding freely on the splined shaft. Take a long-spouted oilcan and pour a few drops at a time on to the cross-shaft carrying the clutch-operating arms, from which point the oil will drip on to the ball thrust and splined shaft. The shaft runs across the aperture in the flywheel housing. It is best to operate the clutch pedal slowly whilst oiling in order that the lubricant may find its way to the shaft more easily.

S.M.L. (Manchester).—The reason for the constant breaking of chains on your cyclecar appears to be due to the introduction of a new length of chain into an old piece. The worn links have doubtless stretched considerably, thus altering the pitch to a certain extent. The new section, of course, is not so worn, and the rapid change-over from old to new every time the chain goes round causes it to attempt to jump the sprockets; you cannot obtain proper adjustment when a chain is composed of two pieces in a different state of wear.

CLUB ITEMS AND SPORTING EVENTS.

LONDON AEROPLANE CLUB.

The inaugural private dance of the London Aeroplane Club will be held at the Suffolk Galleries, Suffolk Street, London, W.1, on Wednesday, January 15th, 1926, at 9 p.m. Tickets, which cost 10s. 6d., including buffet refreshment, may be obtained from Capt. F. G. M. Sparks, London Aeroplane Club, Stag Lane Aerodrome, Edgware, and the hon. secretary of the dance committee, Mrs. Elliott-Lynn, Ladies' Athenaeum Club, 19, Stratford Place, London, W.1.

MORGAN CLUB'S DINNER.

Some 120 members and friends attended the annual dinner and dance of the Morgan Motor Club on Friday, December 11th. The chair was taken by Mr. H. F. S. Morgan, and prizes were distributed by Mrs. Morgan, after which dancing was continued until midnight. Mr. H. Morgan has resigned the office of hon. secretary of the club, that position now being occupied by Mr. J. W. Barr Hamilton, St. Mary's Hospital, London, W.2.

FOR COMPETITIONS.

We are always willing to supply, free of charge to club secretaries and other responsible officials, useful and well-printed road notices to aid them in organizing their trials and other events. Specimen wording will be forwarded on request.

PORTSMOUTH DISTRICT JOWETT CLUB.

A whist drive and social was held by the Portsmouth and District Jowett Car Club at Kimbell's Café, Osborne Road, Southsea, on November 28th, when 84 members and their friends were present. Whist was commenced at 7.30 p.m., under the able direction of Mr. Pickford, who acted as M.C. During the interval the party adjourned for refreshments, and on their return they were entertained by songs and speeches by various friends.

Mr. Pickford spoke of the activities of the Club during the past season and of the vagaries of the weather at the monthly rallies, despite which a good number of members had taken part. He regarded the second year of a club's existence to be the most critical, and it was up to all to make a supreme effort to forge ahead in 1926. The hon. secretary, Mr. Plattford-Donne, thanked those present for turning up and making the evening a success, and also those who so kindly presented the prizes. It showed enthusiasm and gave him confidence, with the assistance of his committee, to work with energy for the future of the Club. He also spoke of the promised Reliability Cup of which he hoped to give full details later. The prizes were then presented by Mrs. Farrar.

The hon. secretary, Mr. Donne, 7, Aston Road, Southsea, is anxious to recruit new members, and all particulars will be gladly forwarded on application.

R.A.C. PERMIT.

A closed permit has been issued by the R.A.C. for the Rochdale and District Motor Club's reliability trial on February 28th.

BRIGHTON AND HOVE M.C.

On Saturday, December 12th, the Brighton and Hove Motor Club held its annual dinner and prize distribution at the Grand Hotel Café, Brighton. The president of the Club, Mr. W. Chater Lea, took the chair, and among the visitors were the Mayor and Mayoress of Brighton and the Mayor and Mayoress of Hove. In his speech the president drew attention to the prosperity of the club, and mentioned that its membership had, this year, increased by 54. It was a great pleasure, he said, to see the Mayors and Mayoresses of Brighton and Hove present, and in token of that pleasure he asked the Mayors to become vice-presidents of the Club. The presentation of prizes by Mrs. Chater Lea then followed, after which a dance took place.

FORTHCOMING EVENTS.

- December 19.
Ealing and District M.C.C. Annual Dinner and Dance.
- December 26-27.
Southport M.C. Coast-to-Coast Trial.
- December 28-29.
M.C.C. London-Exeter-London Trial.
- January 2.
Liverpool M.C. Regularity Trial.
- January 9.
Southport M.C. Race Meeting.
- January 13.
London Aeroplane Club, Dance.
- February 28.
Rochdale and District M.C. Reliability Trial.
- March 10-20.
Royal Automobile Club of Victoria (Australia), Alpine Contest.

KNOCK M.C.C.

The annual social and distribution of prizes, held by the Knock M.C.C. in Belfast on Friday evening, December 4th, was well attended, and the proceedings throughout were most enjoyable. Captain the Rt. Hon. Herbert Dixon, D.L., M.P., President of the club, occupied the chair, and prizes were distributed by Mrs. Dixon. These included the prizes won in the car class in the club's 12-hour night reliability trial. The premier award, the J. C. Holland Cup and replica, was presented to J. C. Munn, who, with a Trojan, completed the course without the loss of a single mark and was also dead on time at the secret check. John McConnell (Clyno), who had an error of 4 seconds at the secret check, received a silver vase, and H. Stanley Smith (Gwynne 8), who was third with an error of 6 seconds, was presented with a silver medal. During the evening there was music and dancing.

UXBRIDGE M.C.

On Wednesday, December 9th, the Uxbridge Motor Club held its fifth annual dinner at the Savoy, Uxbridge, the president of the club, Mr. Turberville Smith, taking the chair. During the evening, prizes won in the past season were presented. The assistant press secretary, Mr. C. H. Lawford, pointed out in his speech that the membership had increased from five in 1921, when the club was formed, to 113 at the present time. The evening was voted a great success by all present.

BRADFORD CLUB'S DINNER.

The annual dinner of the Bradford Motor Cycle and Light Car Club, held at the Midland Hotel, Bradford, on Friday last, was attended by 237 members and friends. Mr. J. E. Fearnley, the President of the Club, was in the chair. Excellent fare was provided, and after the toast of "The King," proposed by the President, "The Auto Cycle Union and the Yorkshire Centre" was toasted by Mr. T. W. Monkhouse, a vice-president of the Centre. During the course of an interesting speech he mentioned that the two bodies had been far from

TO CLUB SECRETARIES.

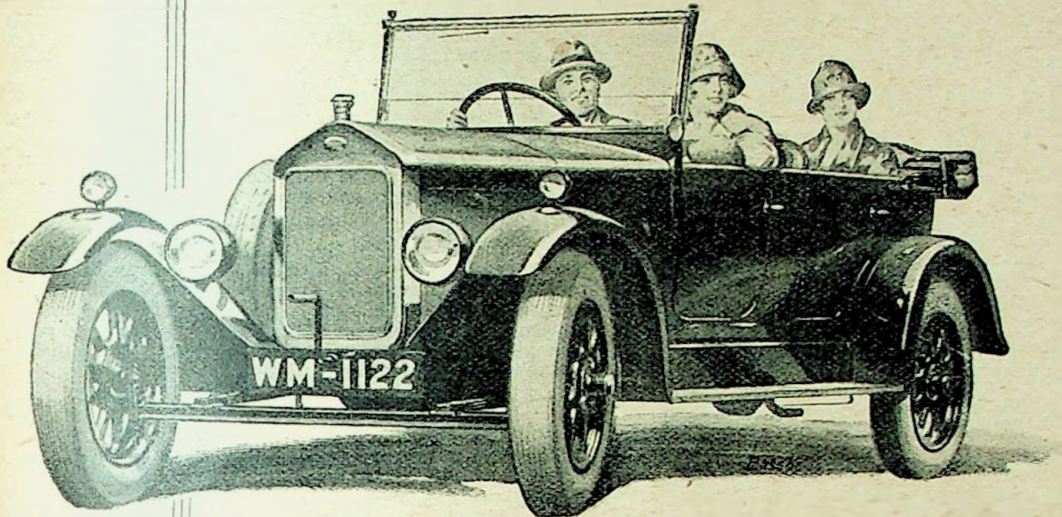
Reports and announcements intended for inclusion in next Friday's issue of "The Light Car and Cyclecar" must reach us by the first post on Monday morning.

uniting during the present year. That trouble, however, was now past and they were working in complete unison. Capt. A. W. Phillips, M.C. of the A.C.U. and Mr. J. D. Fell, a vice-president of the Centre, were very capable respondents.

In proposing "The Club," Mr. T. F. Bullus reminded those present that it was the unsportsmanlike action of spectators at hill-climbs which had caused the ban on these events, unless held on private property. Nevertheless, the club had had a wonderfully successful season. Mr. W. A. Dosener, the popular hon. secretary of the club, replied with an interesting speech. "The Donors of Trophies (1925) and Our Guests" was proposed by Mr. T. H. Wilson and responded to by Mr. J. Henworth. Mr. F. E. Cook and Capt. A. G. Frazer-Nash. The next toast was "The Press," proposed by Mr. H. G. Mitchell, with responses by Messrs. W. Finnelly, D. H. Smith and G. S. Davison.

During the evening there were a number of first-class musical items, and the prizes for the year were distributed by Mrs. Brady, of Settle, and Mrs. Snaford. Mrs. J. Hepworth and Mrs. E. S. Myers, of Bradford. The last toast of the evening was "The President," proposed by Mr. J. Conchar and responded to, amidst prolonged applause, by Mr. Fearnley.

*“Built up to a standard
not down to a price.”*



There is a subtle sense of satisfaction in owning something out of the common ruck—some article which has a distinct individuality, known at sight as a desirable possession.

The Wolseley owner experiences this in full degree. Built with unrivalled care and attention to detail, his car is a pride to possess and a delight to drive. He feels he has got “something better.”

Wolseley 11/22 H.P. £235

Finely finished and splendidly upholstered. Fitted with Four Doors. Specially effective All-weather equipment. Dunlop cord balloon tyres. Body painted brown or blue to choice.

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PRICES.

Two-Seater	£235
Four-Seater	£235
Two-Seater de luxe	£265
Four-Seater de luxe	£275
Light Saloon	£290

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

AROUND THE TRADE.

"Welding Makes a Better Job" is the title of an illustrated booklet which has been issued by R. Jenkins and Co., Ltd., Rotherham.

Our attention is called by Morris Motors, Ltd. to the fact that two vehicles manufactured by them were exhibited at the Brussels Motor Show.



Mr. J. G. Orford, an enthusiastic amateur who has secured many competition successes at the wheel of an Austin Seven during the past two years. He has obtained an award in every trial in which he has taken part with this make of car.

Rotax (Motor Accessories), Ltd., have recently appointed Mr. A. R. Epps, Tunbridge Road, Maidstone, and C. J. Lindsill and Co., Broad Street, Deal, as their battery agents in Kent.

David Moseley and Sons, Ltd., Chapel Field Works, Ardwick, Manchester, announce that the sustained high price of rubber has compelled them to raise the price of Moseley tyres by 20 per cent. and of Float-on-Air cushions by 10 per cent. Readers should note that these increases took effect on December 10th.

Heulys, Ltd., have converted the whole of the ground floor of their extensive garage at Upper Gloucester Place, London, N.W.1, into a giant showroom for second-hand cars. This new showroom is perhaps the largest of its kind in London, the wide selection of cars on view making a most imposing sight.

Messrs. Peto and Radford, 50, Grosvenor Gardens, London, S.W.1, are sending out ash-trays as Christmas gifts to the trade, and would be glad to hear from any dealers who wish to avail themselves of this offer. The ash-trays are moulded in Dagenite, the special composition used in the manufacture of Peto and Radford batteries.

In connection with the article which appears on our centre pages this week, Morgan owners may be interested to learn that Messrs. H. Beart and Co., 2, Empire Chambers, Kingston-on-Thames, Surrey, are official Morgan repairers and specialize in fitting Aero hoods, steering reduction gears and interconnected brake systems of their own design and manufacture.

RESULT OF LIMERICK No. 50.

The winner of last week's Limerick Competition is Mr. Edward Barker, 49, Skipton Road, Ilkley, Yorkshire. His winning line appears below:—

Since the Robinsons purchased a car,

Full of self-satisfaction they are;

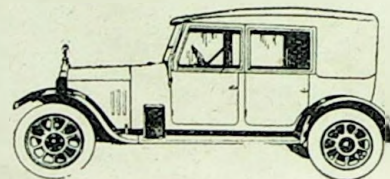
The Smiths and the Browns

Look with envious frowns

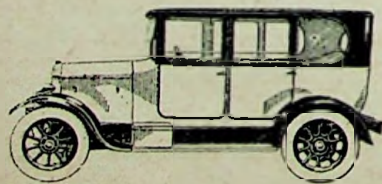
And wish their "dud" shares were at par.

Another clever line ran:—"And now read the 'ads' in *Light Car*."

*you are about
to buy a car—*



maybe you have narrowed your choice to three makes. The deciding factor will be the reputation and integrity of the Dealer. You want to know that you can come back after you have purchased the car and have willing service. Your confidence in us is based on your knowledge that we were established in 1889 and have been in the motor business since the "red flag" days. There is also the important consideration that we sell for Cash, Exchange, or Easy Payments, and the total first cost, including Accessories, Insurance, Tax, Licence, etc. can be paid as to one-fifth down and balance in 12 or 18 equal monthly instalments.



273-274
HIGH
HOLBORN
W.C.1.

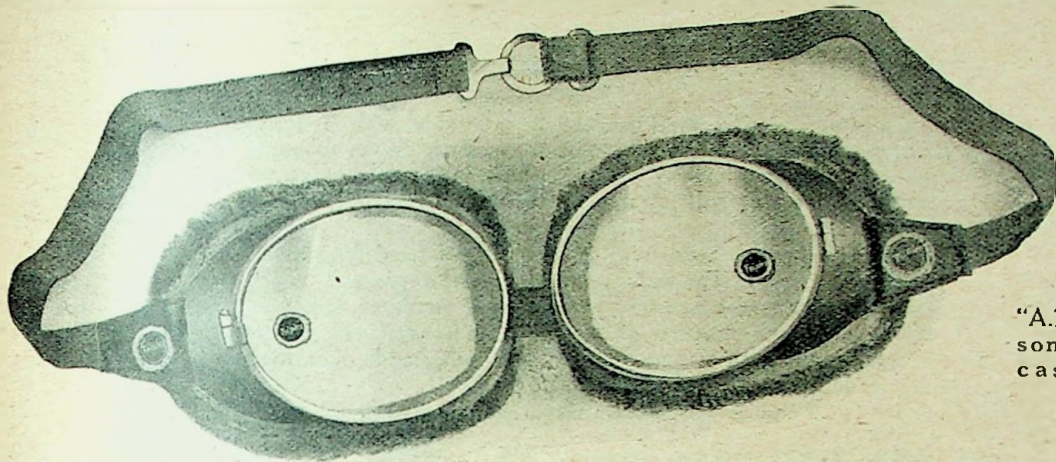


"WE SERVE — YOU SAVE."

R.H.

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

The IDEAL XMAS GIFT



"A.3" model, in handsome Leatherette case. Price 12/6

A pair of *Triplex Safety Glass* goggles makes an ideal Christmas gift and one which will be still more appreciated as time goes on. They are the sort that cannot splinter or fly in any circumstances. From all Stores, Garages and Opticians. Prices 8/6 to 42/-.

Get Triplex and be Safe

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

It Pays

WAKEFIELD
Castrol
MOTOR OIL

not only pays a big dividend of satisfaction but in use actually shows a big cash saving.



The amount spent on oil by the average motorist is comparatively small, a far larger item being the cost of periodical decarbonising and overhaul. But this last item is vitally dependent upon the first, for the quality of the lubricant used is reflected in the repair bill.

Only by the use of Wakefield CASTROL can you cut these costs to the minimum. Its maintenance of viscosity under working conditions renders it economical in use and minimises carbonisation, while the frictionless film it insinuates

between all moving parts reduces petrol consumption and prevents wear.

And with this economy comes improved performance. The same friction-reducing qualities that spell economy in touring use account for the overwhelming success of CASTROL in all tests of speed and reliability.

The Wakefield Recommendation Chart, to be seen at any garage, shows the correct CASTROL grades for the engine, gear, and chassis lubrication of your car. TRY CASTROL NOW, and compare results with previous performance.

C. C. WAKEFIELD & CO., LTD.,
All-British Firm. Specialists in Motor Lubrication.
Wakefield House, Cheapside, 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.

Why British Tar provides a natural NON-SKID road

A dangerous, skiddy road surface is inevitable with a finely divided aggregate. Hence the official recommendation to apply non-skid dressings to make them safe, which, incidentally, takes no account of the way grit interferes with binding material used in such roads.

The easier, cheaper, better way is to specify Tarred Macadam, incorporating British Tar with approved mineral aggregates, which provides a permanent non-skid surface as a result of approved practice in the construction of tar-macadam roads. This costs less money, and such a road, properly laid, withstands main road traffic as long as any road yet discovered.

For full information on this important subject write to the address below.

BRITISH TAR

for

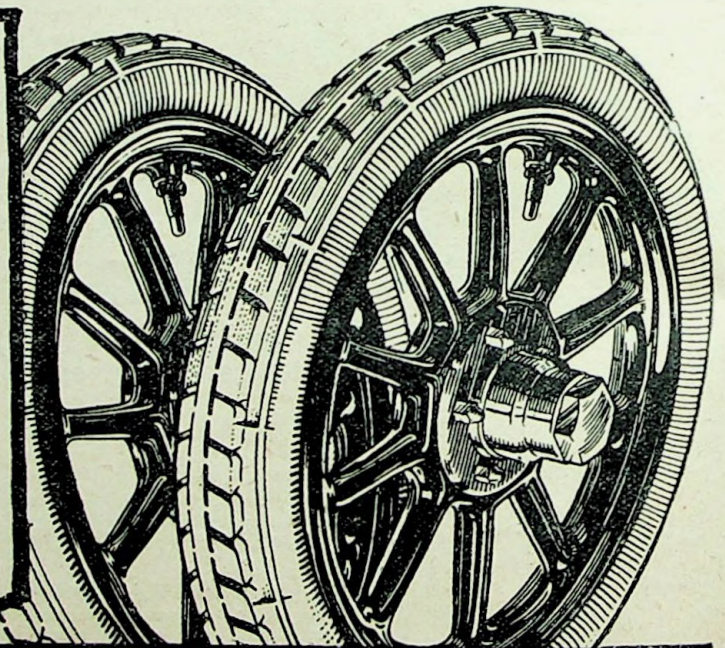
ECONOMICAL NON-SKID ROADS

THE BRITISH ROAD TAR ASSOCIATION, Victoria Station House, London, S.W.1.

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

and

STRAIGHT SIDE RIMS
WELL BASE RIMS
BEADED EDGE RIMS



SANKEY Patent All Steel WHEELS

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LONDON OFFICE: Mr. R. Jenkins, Ulster Chambers, 168, Regent Street, W.1

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Next Tuesday
December 22nd:

SPECIAL CHRISTMAS
FEATURES.

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MOTORISTS.

IMPROVED CHASSIS
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Systems which make the Task
Easier and Cleaner.

And all the News and News
Pictures.

Special Features in this week's issue (Dec. 15th):

SPECIAL ARTICLES FOR NEW MOTORISTS.

THE MODERN CAR AND HOW IT WORKS.

An Explanatory Treatise in which the Function of Every Chassis Part is Described in Simple Language.

FIGHTING JACK FROST.

Guarding against Starting Difficulties and Damage Due to Freezing.

CHRISTMAS GIFTS FOR THE MOTORIST.

Inexpensive and Utilitarian Presents for the Owner-Driver.

LEADING FEATURES OF GERMAN DESIGN.

As Revealed at the Berlin Motor Show.

IS SUPERCHARGING JUSTIFIED?

Prohibited in Next Year's Important Races.

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What will the British Public Say?

ROAD TESTS SHOWING PRINCIPAL
CHARACTERISTICS.

The 12-50 h.p. Alvis. The 33.6 h.p. Six-cylinder Delage Sports.

A 1,500 c.c. GRAND PRIX-TYPE BUGATTI.

A 100 m.p.h. Four-cylinder Touring Car.

TYRE THAT CANNOT LEAVE THE RIM.

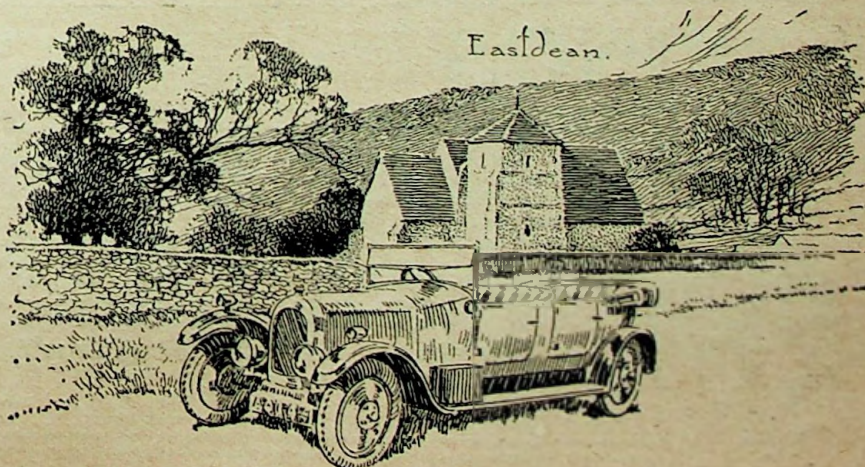
A New Rapson Invention which makes Creep and Detachment Impossible even in the case of Deflation.

A POSSIBLE SOLUTION OF THE FOG PROBLEM.

MORRIS CAR TOPICS.

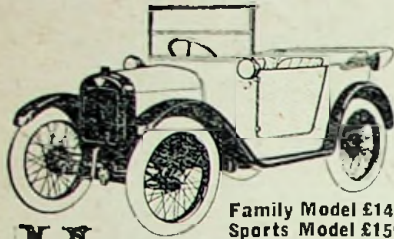
Some Suggestions on Tuning a Morris for Speed.

WIRELESS FOR THE MOTORIST.



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PROMPT DELIVERIES.
AUSTIN "7"



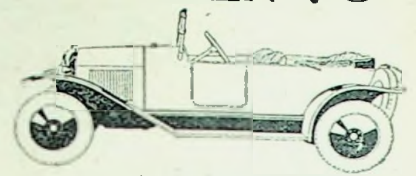
Family Model £149
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Tax £4 per annum.
Prices from £95. Dynamo Lighting inclusive.

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3-seater Cloverleaf, £145

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FREE TUITION AND AFTER SALES SERVICE.
243/247, Lower Clapton Road, London, N.E.
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Does your friend
ill-treat his Car?

DOES he leave it stand-
ing for hours in the
cold and then expect an
instant response to the
starter? He (and the car)
would thank you for a
Xmas gift in the form of a

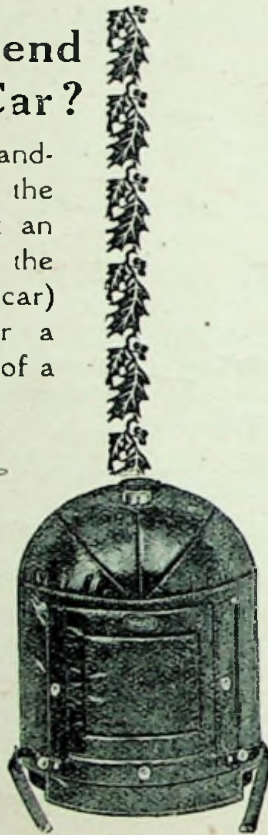
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RADIATOR COSY.

You know his car;
get to know the date
and horse power and
we can supply the
correct pattern.

	BROOKS	INDUSTRIA
Size	Model	Model
1	18/-	14/6
2	20/-	16/6
3	22/6	19/-

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Accidents of Travel and whilst
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Mileage Register, all about A.A. Service and
Facilities, Motor Law, Speed Limits and
Prohibition Orders, Steep Hills in Great Britain,
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Send details of your requirements. We quote by return.
REPAIRS AND REPLACEMENTS A SPECIALITY.

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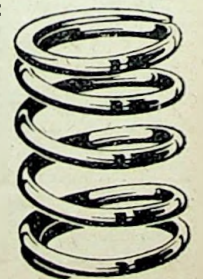
B'ham Office:—14, Warwick
Chambers, Corporation Street.
Telephone: Central 7850.

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

Telephone: 118 Smethwick.

Telegrams: Tenslon, Smethwick.

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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.

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WELLINGTON MILLS, BRADFORD.

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

Manchester Stockists:

Manchester Machinists Co., Ltd., 30, Queen Street, Deansgate.
Phone: 3820 Central.
S. E. Whiteley Ltd., Gartside Street. Phone: 7773 Central.

Guaranteed

Every M.C.L. Set

Every M.C.L. Set is covered by the following guarantee:—"Apparatus of our manufacture is guaranteed to be free from defective workmanship and material for one year from the date of sale by us." Another proof of M.C.L. reliability and evidence of our faith in its efficiency.

HART BATTERIES fitted as standard.



Car Electrical Equipment

Write for the Book of the M.C.L.

MIDGLEY CAR LIGHTING COMPANY, LIMITED,

Registered Offices ... 17-19, Cockspur Street, London, S.W.1

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

London Service Depot: S. A. Cutters, Ltd.,
18, Berners Street, W.1.

Easier Filling

The Gun Charger for the

'ENOTS' flexible GREASE GUN

So simple, yet so effective, it makes grease gun filling a cleaner and quicker job. No bother, no waste.

How to use it.—Push charger well down into grease, rotate in both directions and then withdraw slowly while rotating. Insert into Grease Gun Barrel, and screw Charger Cap on Gun Barrel. Now, holding Gun in one hand, withdraw Charger through slots in Cap as far as it will go, and unscrew Cap and the Gun is fully loaded. Made in four sizes. Prices 1/8 and 2/- according to size of Gun.



Ask your dealer or write—

BENTON & STONE, Ltd.

"Enots" Works, B'HAM.

London Depot: 173, Gt. Portland St., W.1.

Telephones: Mayfair 6414 and 6415.

To obtain maximum satisfaction from

your "Enots" Grease Gun, always pur-

chase "Enots" Grease. This

is put up in 5 lb. Round

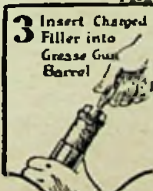
Green Tins specially for

use with the above

Filler. The price is

4/6 per 5 lb. tin

plus postage.



To obtain the Best Results
when having your
Engine Overhauled
Specify Laystall for
Special Motor Repairs

including
Crankshaft Grinding.
Cylinder Grinding.
Scored Cylinder Repairs.
Welding

for
Accuracy & Quality

LAYSTALL

SPECIAL MOTOR REPAIRS

EWER ST., SOUTHWARK.

LONDON, S.E.1. Telephone: HOB 6140 (7 lines)

Liverpool Branch: 55, FORTNEY ST., LIVERPOOL.

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

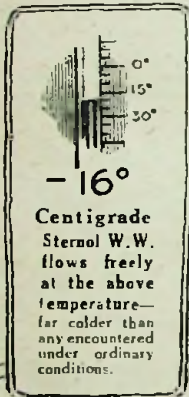


A Merry Xmas for your Car!

HOW does your car like the cold weather?

To avoid gumming up, hard starting and "obstinance" when cold, use Sternal W.W. Motor Oil—it has been proved to flow freely at an exceptionally low temperature.

Sternal W.W. also retains its body under extreme heat, and minimises carbon deposit. The ideal lubricant for all winter and summer conditions.



STERNOL

IN TWO GRADES **WW** HEAVY & MEDIUM
MOTOR OIL

Recommendation Chart on application to:—
STERNOL, LTD., Finsbury Sq., London, E.C.2

"WELLINGTON" LIQUID METAL POLISH

A
POLISH
THAT,
with a
minimum
of labour,
GIVES A
REAL
BURNISH
THAT
LASTS.



CLEANS
and
POLISHES
ALL
METALS
(including
Silver)
and
GLASS
(Windows,
Mirrors),
Motor-Screens
(Glass or
Celluloid).

TRY IT
and
PROVE IT.

In TINS, 3d., 4d., 7½d. & 1/3; also in ½, 1 & 1 Gallon Cans.

JOHN OAKLEY & SONS, LTD.,
WELLINGTON MILLS, LONDON, S.E.1.

A Special Garage at a Special Price

Thornbers are specialists in Portable Wooden Buildings and the garage shown is a thoroughly sound job at a keen cut price. It is a tenant's fixture, and can be moved at will.

THORNBER'S
OWNER-DRIVER'S
GARAGE

Size 15 ft. x 9 ft. **£15** CARRIAGE
x 7 ft. x 9½ ft. FORWARD.

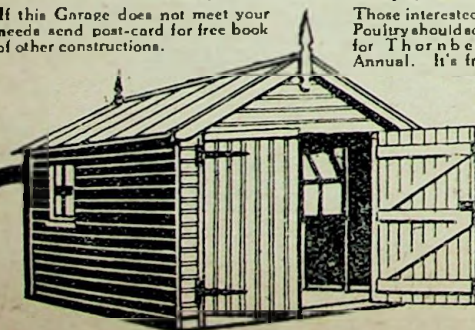
Wood Floor £4 extra

Thornbers Locjoint weatherboards defy all weather, and are used for the sides and ends. This Locjoint boarding (¾ in. thick) is on 3 in. x 1½ in. frame. 1 in. T. and G. Boards, on 3 in. x 1½ in. purlins form the roof. Best Ruberoid Felt, battens, barge boards and finials are sent loose for safe transit. Doors are strongly battened, securely held by bands, gudgeons, bar bolts, lock and key provided. Well framed window at each side, with 21 oz. clear glass. Top half to open. All bolt holes are bored and bolts supplied.

THORNBER BROS., 11, Mytholmroyd, Yorks.

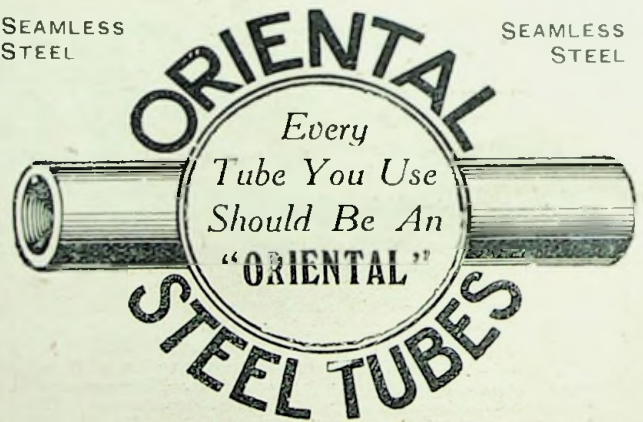
If this Garage does not meet your needs send post-card for free book of other constructions.

Those interested in Poultry should send for Thornbers' Annual. It's free.



SEAMLESS
STEEL

SEAMLESS
STEEL



It ensures that you've got the best technical product available and guarantees that your purchasing is commercially sound. Isn't that exactly what you are seeking?

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

TELEGRAMS
"Tubes, West
Bromwich."



TELEPHONE:
West Bromwich
44 and 45.

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

XMAS

We wish you the Compliments of the Season and make you **A WONDERFUL GIFT**

On all cars purchased between now and Jan. 2 we shall pay the licence from Jan. 1.

Our allowances in exchanges will be just as generous and our terms as simple as formerly.

To reserve your Selection SEND A DEPOSIT NOW.

ALL OUR CARS ARE GUARANTEED.

KIRK & CO.

22, PRAED ST., PADDINGTON, W.2.

Phone: Paddington 6049.

CITROEN, 5-seater tourer, 1924/25, English body, all-weather rear screen, beautifully equipped, balloons, taxed, extremely nice, £122 10

CITROEN, 7.5 h.p., 1925, Clover Leaf 3-seater model, latest body, all-weather, balloons, taxed, equal to new... £102 10
Another ... £97 10

CITROEN, 1924, 7.5 h.p., 3-seater, starter and lighting, all-weather equipment, superb condition, insured ... £86

MORGAN, Grand Prix, 1924, 8 h.p., J.A.P. dynamo lighting, speedometer, electric horn, almost new tyres, very smart, faultless condition, taxed ... £75

BELSIZE - BRADSHAW, 1923, 4-seater, all-weather, dynamo lighting and starting, clock, speedometer, electric and bulb horns, splendidly coach finished, taxed ... £75

ROVER, 7 h.p., 1924, 4-seater, dynamo lighting, speedometer, all-weather, exceptionally smart, £72 10

ALBERT, 1921, 4-seater, starter and lighting, speedometer, engine completely overhauled, re-coach-painted, taxed ... £69

BELSIZE - BRADSHAW, 1923, 2-seater and dickey, starter and lighting, full dash, almost new tyres ... £68
Another ... £62

SALMSON, 1922, 2-seater, dickey, dynamo lighting, spare wheel, good tyres, smart and fast, £60

MORGAN, 1922, model de luxe, M.A.C., water-cooled, dynamo lighting, taxed ... £57/10

A.B.C., late 1923, 2-seater sports, dynamo lighting and starting, full lamps, extremely smart and sporty ... £68

A.B.C., 1922, 2-seater and double dickey, dynamo lighting, clock, speedometer, mechanically sound, splendid condition, taxed, £54
Another ... £49

CALCOTT, 2-seater coupe, double sunken dickey, dynamo lighting, splendid body, first-class condition, taxed... £50

G.W.K., 11 h.p., 1922, 2-seater, double dickey with rear screen, dynamo lighting, all weather, taxed, genuine bargain ... £50

G.W.K., 10 h.p., 4-seater, dynamo lighting, completely overhauled and re-coachfinished, a bargain ... £46

MORGAN, 1921/22 model de luxe, 8 h.p. J.A.P., W.C. P. and H. lighting, speedometer, new tyres, nice condition, taxed ... £45

MORGAN, 1922, 8 h.p., M.A.C. dynamo lighting, spot light, speedometer, very carefully used, smart and mechanically sound, thoroughly reliable £54

MORRIS - OXFORD, 2-seater with dickey seat, good tyres, very sound mechanically, re-coach-finished, taxed ... £32

G.N., 1916, 2-seater, taxed, good running condition ... £14

A Few Examples from To-day's Stock.

- 1923 Amilcar, 2-str. ... £88
- 1922 Amilcar Spor (4) ... £68
- 1922 A.B.C. Chummy ... £68
- 1922 A.B.C. Regent ... £68
- 1921 A.B.C. Sports ... £58
- 1921 A.B.C., 2-str., do Luxe ... £68
- 1922 A.B.C. Sports (2) ... £68
- 1921 A.C. 2-str. (4) ... £95
- 1923 Ariel, Chummy ... £88
- 1923 Austin "7," Chummy ... £88
- 1923 Bayliss Thomas, 2-str. ... £95
- 1922 Belsize-Bradshaw, 2-str. ... £68
- 1923 Belsize-Bradshaw, 4-str. ... £88
- 1923 Calthorpe, 2-str. ... £95
- 1921 Citroen, 2-str. (2) ... £58
- 1921 Citroen, 4-str. (3) ... £75
- 1922 Citroen "7," 2-str. ... £65
- 1922 Citroen, 4-str. ... £85
- 1923 Clyno, 4-str. ... £98
- 1922 Coventry Premier ... £55
- 1923 Gwynne "8," Chummy (2) ... £98
- 1922 Hands, 2-str. ... £68
- 1922 Jowett, 2-str. (3) ... £78
- 1923 Rhode Chummy (4) ... £95
- 1922 Rhode Chummy, 4-str. ... £68
- 1921 Rover "8," 2-str. (2) ... £48
- 1923 Rover "8," 2-str. (3) ... £68
- 1923 Rover Chummy, 4-str. ... £75
- 1923 Rover "8," Chummy de Luxe (2) ... £78
- 1924 Rover "8" 4-str. ... £88
- 1923 Salmson, 2-str. ... £88
- 1922 Salmson, 2-str. (3) ... £68
- 1925 Senechal Semi-Sports ... £98
- 1923 Singer, 4-str. (C.P. Model) (2) ... £98
- 1922 Singer, 2-str. ... £78
- 1922 Talbot-Darracq ... £98
- 1922 Talbot (2) ... £98
- 1923 Wolsley "7" (2) ... £78
- 1921 Wolsley "10," 2-str. ... £85

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

- 1924 Citroen Coupe ... £105
 - 1924 Standard, 11'4", 2-str. ... £125
- Many others, always over 60 odd in stock.

* Cars marked thus have starters.

FOURTEEN DAYS

MORE OF **FREE INSURANCE**

DON'T MISS THIS OPPORTUNITY.

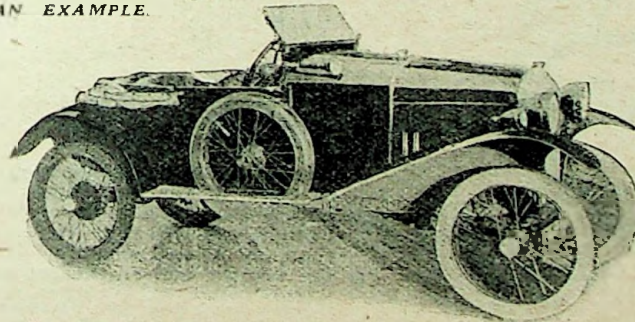
1. A full Comprehensive Policy for one year with every Used Car sold On or Before December 31st.

2. This represents a saving to you of from £9 to £12 according to horse-power.

IN ADDITION, NOTE OUR GUARANTEE.

3. To allow the price paid, against any other used car, should it not give satisfaction within 7 days of purchase, or to allow fair market value at any later date should you desire an exchange.

AN EXAMPLE.



(Choice of 4) 1922 4 AMILCAR ... £75

This, or any other, **YOURS** for **ONE-TENTH** of the Purchase Price **DOWN**

Get our Lists and Terms without obligation to purchase. Our everchanging stock demands fresh lists every two days.

THE CLEARING HOUSE FOR SMALL CARS.

Benmotors, 30/32, High Street - **WANDSWORTH, S.W.18.**
BATTERSEA 1509.

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

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 of almost any make.

Our experience in the Used Car Market permits our giving the very best allowance against any new car.

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.

“I’m glad
I got a

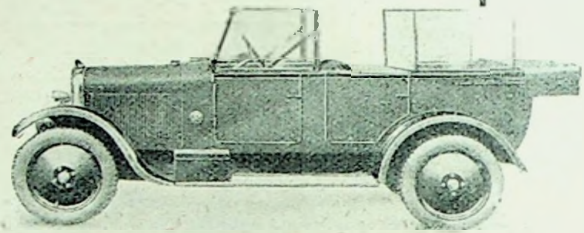


and specially
glad I got
it from



Quarter of a mile from
West Croydon Station. A
dozen bus routes pass
by or near. Open till
7 p.m. every day—in-
cluding Saturdays.

To be specially glad and specially satisfied is the experience of most people who buy (or Exchange) at ALLEN-BENNETT'S. The reason for this is simple; it is merely that Allen-Bennett's do everything they possibly can to please and to help their customers. They have always been noted as Specialists in Economy Motoring, and they have made an intensive study of the needs of those who must do their motoring on relatively modest means. Allen-Bennett's REALLY CONVENIENT TERMS — SPREAD OVER 18 MONTHS, undoubtedly offer the safest, fairest way of buying a car "out of income" that has yet been devised. For "alter sales" service, Allen-Bennett's have one of the most completely equipped service depots to be found anywhere.



SINGER MODELS.

10-26 h.p. De Luxe Four-Seater (as shown)	£225
10-26 h.p. De Luxe Two-Seater	£225
10-26 h.p. Saloon	£280

(All four-wheel brakes.)

also ALWAYS IN STOCK:—
AUSTIN, CLYNO, HUMBER,
RILEY, SINGER, STANDARD &
MORGAN

ALWAYS A BIG SELECTION
OF REAL BARGAINS IN USED
LIGHT CARS

EXCHANGES:

In any business transaction the only test that matters is that of actual experience. If you have a Car (or a Motorcycle) you desire to exchange, you will find that you cannot do better than try Allen-Bennett's. A fair bargain, with the utmost convenience to yourself is assured you—Allen-Bennett's will collect your old car, and deliver the new one to your door. Distance does not matter; and any difference in value can be spread over 18 months, if you wish.

The
ALLEN-BENNETT
MOTOR Co., Ltd.,
8-9-10-11, Royal Parade,
WEST CROYDON.

Croydon
2450-1.
968.

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

**SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE**

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application. Cheques, Postal Orders, etc. should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

Advertisement orders are subject to acceptance in writing from the Head Office. All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract. 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 or 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 telegrams relating to advertisements. 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 replicas 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 replicas. 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 1/2 per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 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 appearing shortly coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME

Copy for, and all matter relating to, advertisements must reach our Head Office first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of its being submitted and returned.

Head Offices:—7-15, Rosebery Avenue, London, E.C.1. Telephone, Clerkenwell 6000 (7 lines) Telegrams "Pressimus Holb. London." Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

IMPORTANT NOTICE.

Advertisements for the issue dated December 25th must reach us not later than first post Monday, 21st December.

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Phone repairs manager, Esber 540 and 641. 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. late 1922 sports, dynamo lighting, Duplop cords all round, windscreen wiper, taxed, perfect condition, £47 10s.; exchange. 67. First Ave., Mortlake. 682-6843

A.B.C.s. Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509.

A.B.C., special racing, with new 1,500 c.c. engine, guaranteed 85 m.p.h., £150 for quick sale. Gordon Enclaud, Ltd., 28 South Molton St., W. 1. 682-8888

A.B.C., 1926, super sports model, in stock, absolutely a revelation; any make of car taken in part exchange. Below.

A.B.C., 1922 sports, overhauled and repainted, dynamo lighting, many extras, as new, 65 guineas; or exchange motorcycle and cash. Below.

A.B.C., 1922 sports, overhauled and repainted, dynamo lighting, in good condition throughout, 56 guineas; or exchange motorcycle and cash. Below. Ward and Co., 51 Upper Richmond Rd., East Putney. Putney 2218-19, 682-8953

A.B.C., 1922, 2-seater and dickey, £55; fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 682-81

A.B.C. 1921, sports 2-seater, good condition, £63; exchange motorcycle, balance deferred. Nowham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 682-72

A.B.C. H. F. Edwards offer 1924 4-seater, completely equipped, excellent condition, 80 gns. Below.

A.B.C., 1923, 4-seater, completely equipped, excellent condition, 70 gns. Below.

A.B.C., 1922 Regent 2-seater, sunk dickey, fully equipped, cast-iron cylinders, excellent condition 52 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977.

A.B.C., 1921 2-seater and dickey, in very good condition throughout, fully equipped, taxed, £47 10s. K.J. Motors, Bromley. 68 44

A.B.C. Sprosen, Ltd., West End agents for A.B.C. Exchanges. Deferred payments. 1926 new super sports model in stock.

1925 2-seater, 2 doors, sunken dickey, many extras, absolutely as new, 62 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 682-941

A.B.C. 4-seater, 1924 model, small mileage, perfect condition, £87 10s. or near offer, seen by appointment. Morgan, High Rd., Whetstone, N.20. Tel., Barnet 2059. 682-25

A.B.C. 1922 10hp 2-seater and double dickey, dynamo, thoroughly overhauled, re-coachpainted, splendid tyres, exceedingly smart, £48, cash or deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimb. 2041. 682-8

A.B.C.s, choice of 2, special super sports, also special water-cooled, 4-cylinder, both exceptionally fast; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 682-977

A.C., £140; late 1924 2-seater, fully equipped and revarnished as new, one owner only, guaranteed mechanically sound. Cathmas and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 682-816

A.C., 1925, Royal 2-seater and dickey, 11.9hp, all-weather equipment, many other extras, balloon tyres, paint and upholstery and mechanical condition equal to new, taxed to end of year, £155 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-438

A.C., 1921, 2-seater, colour grey, plating re-nickelled, whole car in exceptionally nice condition, £80. H. Beasley, late Rey (Established 1900), 374 Euston Rd., Museum 7600. 682-806

A.C.s. Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 682-826

A.C., 1924, 12hp, 2-seater, dickey, any-weather, in new condition, new July, 1924, £150, deferred terms. Bartlett, 95 Gt. Portland St. 682-957

A.C., 1924, all-weather 2-seater, been carefully used, 2 spare wheels, will give any trial, any time, £150. 31a Hyndshorp Rd., Baltham. Phone, Streatham 3440. 682-854

A.C., 1922, 11.9, coupe, tax paid, balloon tyres, excellent condition, £140; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 682-905

A.C., 1922, Royal 4-seater, antique leather upholstery, painted blue, balloon tyres on rear, 2 spare wheels, good tyres all round, starter and lighting, side curtains, complete, taxed, numerous extras, very carefully used, and in beautiful order throughout, £125, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 682-889

A.C. coupe, terms, £15 and 10 payments of £15, or cash £150. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 682-966

A.C. H. F. Edwards offer 1925 Royal 2-seater, completely equipped, leather upholstery, excellent condition, 125 guineas. Below.

A.C. 1920 11.9 2-seater, completely equipped, starter, excellent condition, 70 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-27

A.C. cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone, 2625.

ALVIS, 1921, 10-40hp, semi-sports 2-seater, 65 m.p.h., in perfect condition throughout, taxed to end of year, £110 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-437

AMILCARS. Vernon Balls. Phone, 1995 Putney.

AMILCAR spares. Veruon Balls. London.

AMILCAR service.

Vernon Balls, 25 High St., Fatham.

zzz-50

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

B51

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued)

- ADLER**, 10hp, 1914, 2-seater, £30. Taylor, 37 Arkwright Rd., N.W.5. Hamp. 5977. 682-955
- ALVIS** cars from £95; 2-seaters, 4-seaters, saloons and sports, 1924 and later models, guaranteed for 6 months; special deferred payments and exchanges arranged. On no account purchase an Alvis until you have seen our stock. Henlys, Used Car Dept., 7-13 Upper Gloucester Place, N.W.1. 682-54
- AMILCARS**. Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 682-827
- AMILCAR**.
Boon and Porter, Ltd.,
Solo concessionaires,
Offer the following guaranteed used models—
1925 sports 2-seater, taxed, small mileage, £145.
1925 G. sports 3-seater, good condition, specially equipped, £210.
1925 sports 2-seater, finished blue, new condition, guaranteed, £180.
159-161 Castelnau, Barnes, S.W.15. (Close Hammersmith Broadway.) 682-921
- AMILCAR**, 1925, 8hp, sports 2-seater, mahogany boat-type body, very smart car, £120. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 682-913
- AMILCAR**, 1922, 8hp, 2-seater, dicker, sports model, dynamo, smart condition, fast, £59; exchanges, terms. Albor Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 682-895
- ARIEL**, de luxe 2-seater, June, 1925, 3,000 miles, condition indistinguishable from new, £150. Passy, Wincombe, Somerset. 682-796
- ARIELS**. Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 682-829
- ARIEL 10**. H. F. Edwards offer 1925 4-cylinder 4-seater, completely equipped, starter, speedometer, all-weather curtains, superb condition, 150 gns. Below.
- ARIEL 8**, 1924, chummy, completely equipped, all-weather curtains, superb condition, 75 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-35
- ARIEL 8**, 3-4 seater, new from makers August, 1923, fully equipped, carefully driven by owner throughout, £80. Walley, 13 Birmingham Rd., Kidderminster. 682-920
- AUSTIN 7**, 1923, repainted, reconditioned as new, £90, cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 682-841
- AUSTIN 7**, £105; sports, painted kingfisher blue, condition as new, mileage 7,500, a real bargain. Colmore Depot, 178 Belgrave Gate, Leicester. 682-794
- AUSTIN 7**, late 1925, 2-seater sports, electric starter, speedometer, shock absorbers, unused, motorcycle or sidecar combination part, exchange, balance cash or deferred. Colmore Depot, 51 Colmore Row, Birmingham. 682-820
- AUSTINS**. Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 682-828
- AUSTIN 7s**. Five 1924 and 1925 models in stock, all fully equipped and in perfect condition, taxed, prices from £105. Pickworth and Hull, Austin Specialists, 107 Gt. Portland St., W.1. Langham 1998. 682-935
- AUSTIN**, 7hp, sports body, one month old only, sage blue, black wings, mileage only 200, absolutely as new, privately owned, cost £190, sale price £145. London Car Exchange, 27 Queen's Mews, Queen's Rd., Bayswater (near Whiteley's). Park 924. 682-926
- AUSTIN 7**, 1924, self-starter, clock, speedometer, all-weather equipment, luggage grid, shock absorbers, in new condition, £100, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 682-894
- AUSTIN 1924** 7hp chummy, starter, excellent engine, £80. Bartlett's, 93 Gt. Portland St. 682-958
- AUSTIN 7**, 1925 model, chummy, shock absorbers, all-weather, equipped, beautiful condition, £110. Below.
- AUSTIN 7**, 1924, chummy, starter, speedometer, shock absorbers, all-weather screens, fully equipped, £95, another at £98; exchanges, terms. Albor Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 682-893
- AUSTIN**, 7hp, 1924, sports model, taxed, good condition, £110. Ratcliffe Bros., 200 Gt. Portland St., W.1. 682-870
- AUSTIN**, 7hp, 1925, small mileage, tax paid, fitted with automatic screen wiper, step mats, speedometer, mirror, and insured, £115. Ratcliffe Bros., 200 Gt. Portland St., W.1. 682-867
- AUSTIN 7**, 1925 (late), splendid condition and appearance, £77 10s.; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 682-110
- AUSTIN 7**, 1925, few weeks' use, otherwise brand new, £120. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 682-50
- AUSTIN 7**, 1926, chummy, starter, all-weather equipment; exchange cheaper car, motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3295. 682-64
- AUSTIN**, 7hp, 1924, chummy, self-starter, fully equipped, new condition, guaranteed, £95. Wilkins Simpson, opposite Olympia, London. 682-958
- AUSTIN**, 1924, sports, extremely nice order, £100; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 682-41
- A.V.** bicar, seating accommodation 2 adults 1 child, usual equipment; price only £28. A.V. Motors.
- A.V.** monocar, very fast and sporting, only £24. A.V. Motors.
- A.V.** type monocar, good condition, price £10. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 682-804
- BAYLISS THOMAS**, 1925 model, 4-seater, 11-22hp, rigid equipment, clock, speedometer, luggage carrier, Hartford, little used, new condition, cost £285, accept £150 quick sale. 49 Little Albany St., N.W.1. Museum 5515. 682-932
- BAYLISS THOMAS**, 1924, 4-seater, excellent condition, tax paid, £95. George Newman and Co., 369 Euston Rd., London. 682-902

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued)

- BAYLISS THOMAS**, 1923, 10hp, 4-seater de luxe, starter and lighting, paintwork and upholstery as new, tyres excellent, taxed, special price £75, cash or deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 682-6
- BELSIZE-BRADSHAW**, 9hp, 2-3-seater, 1923 model, Rotax dynamo lighting, in excellent condition, licensed and insured, £60. H. Pye and Sons, Clumber St., Mansfield. 682-g416
- BELSIZE-BRADSHAW**, 1923, 2-seater, £55; exchanges, deferred payments. D. Raiton and Co., 6 Chapel St., Salford, Manchester, Cent. 8539. 682-981
- BELSIZE-BRADSHAW**, £48, 1925, dicker, dynamo lighting and starter, speedometer, good condition, 136 Hampton Rd., Forest Gate. 682-929
- BELSIZE-BRADSHAW**, 4-seater, terms £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 682-967
- BELSIZE-BRADSHAW**, 1923, 2-seater and dicker, £60; fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 304-414 Euston Rd., London. Phone, Museum 3081. 682-85
- BLERIOT-WHIPPLETS**. Large number for immediate disposal, £16 to £30. Andrews Motor Mart, 151 White Hart Lane, Barnes. 682-955
- BLERIOT-WHIPPLET**, £29; excellent condition, small mileage, accessories Dunlop cords, new spare wheel and belt, detachable luggage rack, new weatherproof curtains, dynamo lighting, speedometer, spare, battery, bargain, owner going away. Lorie, 6 Bungalow, Staff College, Camberley, Surrey. 682-808
- BUCKINGHAM**, £35; exchanges, deferred payments. 1922-23 Buckingham 2-seater, dicker, dynamo, detachable wheels, good condition. Sea Bridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 682-861
- CALCOTT**, £255; late 1925, 10hp, 2-seater, slightly shopworn, not been used, sacrifice £210. Jenners Garage, Brixington, Kent. 682-956
- CALCOTT**, 10hp, 4-cylinder, 2-seater; exchange motorcycle. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3295. 682-67
- CALTHORPE**, 1923-4, 2-seater, double dicker seat, nice condition, £90 cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 682-842
- CALTHORPE**, 1922, 10hp, de luxe 2-seater, dynamo, starter, dicker, excellent condition, £87 10s.; exchanges, deferred payments. Parkers, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 682-812
- CALTHORPE**, 48 guineas, 1921, 2-seater, double dicker, starter, taxed, smart and exceptionally fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 682-879
- CALTHORPE**, 65 guineas, 1922-23, 4-seater de luxe, starter, all-weather equipment, in superb condition; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 682-877
- CALTHORPE Specialist**. Exchanges, deferred payments. 1922 de luxe 4-seater, all-weather equipment, starter, good condition £79. Exceptionally nice 1923-24 semi-coupe, all-weather 2-seater, dicker, lighting, starter, 4 speeds, £95; 1923 dicker, £88; 1920-21 4-seater, £69; Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 682-859
- CALTHORPE** de luxe, 1922, 4-seater, taxed, many extras, well equipped and attractive car, £69; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 682-115
- CARDENS**. Cardens. Thoroughly overhauled 2-seaters, side by-side seating, 7hp engine, 2 speeds, £20 to £30; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 682-994
- CHARRON-LAYCOCK**, 1921, 2-3-seater and large dicker, 2 spare wheels, tyres as new, very fully equipped, little and carefully used, £58. K.J. Motors, Bromley 682-685
- CITROEN**, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E. 18. Phone, Wanstead 2593. 682-770
- CITROEN**, £105, 1925, 7hp, 2-seater, balloon tyres, taxed. Arthur Stuart and Co., 16 Little Portland St., W.1. 682-848
- CITROEN**, 11.4hp, 1925, 4-seater, English body, grey, black wings, dynamo starter, speedometer, clock, mirror, mechanical windscreen wiper, Boyce thermometer, rear screen, dash lamp, toolbox on running board, hood envelope, balloon tyres, excellent condition throughout, taxed, £135. Mebes and Mebes (Established 1893), 144 Gt. Portland St., W.1. Museum 4244. 682-850
- CITROEN** 7.5hp 3-seater, balloon tyres, absolutely new condition throughout, fully taxed, insured to next August, new 4 months ago, will sell cheap. Don Foundry, Attercliffe Bridge, Sheffield. 682-858
- CITROEN**, 1925, 7.5, 3-seater, used for demonstrating, excellent condition, a bargain, £70, complete.
1925 (August) 7.5 Citroen 2-seater, blue, excellent condition, any trial, genuine bargain, £90 complete.
1925 11.4 Citroen, English body tourer, not yet licensed, ex-demonstrator, condition as new, a snip, £170, complete.
- CITROEN Specialist**, Old Welsh Harp Garage, Hendon. Phone, Hendon 1025. 682-804
- CITROEN**, F.O.M.H., Ltd. offer 1925-24 coupe, 7.4, new condition, bargain, £90. 5 Heath St., Hampstead (Tube Station). 682-781
- CITROENS**. Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 682-854
- CITROEN 7**, cloverleaf 3-seater, starter, all-weather equipment, 1926 model; exchange cheaper car, motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3295. 682-65
- CITROEN**, 1925, 7hp, 2-seater, fully equipped as new, spare tyre mounted, taxed, £87-10s. Herbert, 29 Oval Pl., S.W.3. 682-960
- CITROEN**, 1925, 7hp, coupe, small mileage, spare wheel unused, faultless, 110 guineas. Clark's, 225 Hammersmith Rd., W.6. 682-121
- CITROEN**, 1925, 2-seater, lighting and starting, excellent condition, paintwork as new, balloon tyres, taxed, £90; exchanges and deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 682-116
- CITROEN**, 10.4hp, 4-seater, terms £7 10s. and 10 payments of £7 10s. or cash £75. McCarthy's Motors, 49 Green Lanes, Newington, N.16. Clissold 6628. 682-968

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C.1.

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

CITROEN, 11.4hp, 4-seater, dark blue, new condition throughout, £105 quick sale. 49 Little Albany St., N.W.1. Museum 5515. 682-9939

CITROENS, Sprouen, Ltd., for Citroens; exchanges and deferred payments.

1924 (July) 7hp 2-seater, taxed, balloons, perfect condition, £75. 111 Gt. Portland St., W.1. Phone, Langham 1212. 682-938

CITROEN 1925 (very late) saloon, 11.4hp, painted blue, Bedford cord upholstery, complete in engine specification, mileage only 1,400, a real bargain, £190. Below.

CITROEN 1922 11.4 4-seater self-starter, lighting, clock, speedometer, rear screen, etc., paintwork and tyres as new, mechanically perfect, taxed, £75. Below.

CITROEN 1925 7hp 2-seater, fitted with clock, speedometer, lighting, starting, etc., and many other extras; spare wheel unused, excellent order throughout, bargain, 85 guineas. Exchanges, extended payments. Mears and Bishop, Ltd., 225A and 227 Hammersmith Rd., W.6. Riverside 2250.

CITROEN, 1925 model, balloon tyres, scarcely used, £105. Deleford's, North Row, Marble Arch. 682-972

CITROEN, 1924, 11.4hp, 4-seater, all-weather equipment, balloon tyres, paintwork, etc., superb, £110, deferred terms. Bartlett's, 93 Gt. Portland St. 682-960

CITROEN, 1925, 7hp, 2-seater, side curtains, new condition, £95. Bartlett's, 93 Gt. Portland St. 682-959

CITROEN 1924 7hp 2-seater, lighting, starting, very nice condition throughout, overhauled, £75. Chester Mighall, Stouelliffe St., Edgware Rd., Paid, 3555. (through turn right from Marble Arch). Always open. 682-968

CITROENS, choice of 5, 11.4hp, English tourists do luxe, 1925, 1924, 1923, taxed and as new, £165, £150, £120. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerard 5518-9. 682-905

CITROEN, 1924 (August), 7.5hp, 3-seater, starter and lighting, good tyres, whole condition as new, any trial, bargain, £82, cash or deferred. Below.

CITROEN, 1925, 7hp, 2-seater, starter and lighting, very smart and guaranteed mechanically, special price, bargain, £57. Below.

CITROEN, 1921, 10.4hp, 4-seater, starter and lighting, tyres excellent, reacquainted and overhauled, taxed, our price £47, cash or deferred. Naylor's, 406 Garrat Lane, Earlsfield, S.W.18. 682-10

CITROEN, 1924, 11.4hp, 4-seater, English body, rear and side screens, beautiful condition throughout, fully equipped, £110; exchanges, terms. Albur Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 682-898

CITROEN, 1921, 4-seater, French model, 10.4hp, 3 speeds and reverse dynamo lighting, spare wheel, speedometer, usual equipment, licensed, runs perfectly, good appearance, £25. Teddington Garage, 160 High St., Teddington. Kingston 2562. 682-916

CITROEN, 1925, English body 4-seater, now in May, very fully equipped and in exceptionally good order, mileage under 5,000 privately owned, £155. Royal Crown Hotel Garage, Sevenoaks. Telephone, Sevenoaks 30. 682-900

CITROEN, 7hp, 1925, fitted with Enots grease-gun lubrication, spring gaiters, Gabriel snubbers, Tecalmit petrol filter, tax paid and insured, small mileage, 95 gns. Ratcliffe Bros., 200 Gt. Portland St., W.1. 682-871

CITROEN, 1925, 7hp, 2-seater, dynamo lighting, tax paid, new tyres, in extremely nice condition; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 305. 682-872

CITROEN, 7.5hp, 1923, dynamo, starter, newly painted blue pretty and good, £65. Collins, 1 Coleraine Rd., Blackheath. 682-907

CLEMENT-BAYARD, 2-seater, 8hp, water-cooled, 4-cylinder, 3 speeds and reverse, lighting set, horn, usual equipment, all tyres as new, licensed, etc., splendid order, sporting appearance, £15. Teddington Garage, 160 High St., Teddington. Kingston 2562. 682-917

CULEY, H. F. Edwards offer 1922 10hp 2-seater, sunk dickey, starter, speedometer, leather upholstery, excellent condition, 65 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-26

CLYNO, do luxe 4-seater, shop soiled only, list price £210, accept £170. Jones Garage, Droitwich. 682-897

CLYNO, 1925, 2-seater do luxe blue, completely equipped, condition as new, £120. Colmore Depot, 49 John Bright St., Birmingham. 682-815

CLYNO, 1925, 2-seater do luxe, been used few times only, balloons, £110. 31a Hydethorpe Rd., Balham. 682-852

CLYNO, £135. Cost over £300. 1925, super-sports, 4,000 revs. on counter, blue, red wings, roller-bearing engine. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 682-991

CLYNO, 1925, £172 10s. model, 4-seater, starter, lighting, side screens, taxed, unpunctured, clock, speedometer, dash lamp, absolutely unspratched, guaranteed perfect, full equipment, any test, £117 10s. cash, bargain. 89 East Hill, Wandsworth. 682-911

CLYNO, 1926, 4-seater, 11hp, starter, all-weather equipment; exchange cheaper car, motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3295. 682-66

CLYNO 1924-25 2-seater, balloon tyres, condition and appearance as new, £97 10s.; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 682-109

CLYNO, H. F. Edwards offer 1925 11hp 4-door saloon, completely equipped, balloons, excellent condition, 175 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-29

CLYNO occasional 4-seater, as new; terms, £10 and 10 payments of £10, or cash £100; another at £80. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. 682-970

CLYNO, 1926, 4-seater, all-weather, l.w.b., taxed, mileage 150, otherwise brand new, £170. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 682-49

COVENTRY-PREMIER, 1922, 4-wheeler, 2-seater and dickey, painted grey, electric lighting, licensed to December, price £35. Box No. 3200, c.o. "The Light Car and Cyclecar." 682-x997

COVENTRY-PREMIER, 1922, 8hp, 2-seater, dynamo, tyres and condition excellent, £45; exchanges, deferred payments. Parker's Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 682-815

COVENTRY-PREMIER, 1923, 10hp, chummy (Singer), 4-cylinder, £75, Bartlett's, 93 Gt. Portland St. 682-961

COVENTRY-PREMIER, 1922, 2-seater, double dickey, dynamo, 3 speeds, reverse, balloon tyres, nice model, £55; another at £50; deferred terms, exchanges, many other makes. Andrews Motor Mart, 151 White Hart Lane, Harrow. 682-995

COVENTRY-PREMIER, 1922, 8hp, 2-seater and dickey, dynamo, guaranteed mechanical condition, £35; another, similar, £45, cash or deferred. Naylor's, 406 Garrat Lane, Earlsfield, S.W.18. Phone, Wimb. 2041. 682-11

COVENTRY-PREMIER, 1922, in excellent condition, taxed, £60. Jacksons of Croydon, Ltd., Park St., Croydon. 682-925

COVENTRY-PREMIER, 3-wheeler, 1921, in thoroughly good condition, dynamo lighting, £47 10s.; motorcycle in part payment considered. Long's Garage, Witney, Oxon. 682-g550

CROUCH, H. F. Edwards offer 1925 10hp 4-cylinder, 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 89 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-50

DEEMSTER, 1922, 9hp Anzani engine, 2-seater, dickey, starter, £77 10s. Bartlett's, 93 Gt. Portland St. 682-963

ERIC-CAMPBELL, 1924, 10hp, 4-cylinder 1,496 c.c. Coventry-Simplex engine (not to be confused with the 8hp chummy Eric-Campbell). A powerful do luxe model with clock, speedometer, electric lighting and starting, spring seaters and combined boot and hood cover, in excellent condition, does 50 m.p.h. easily, 40 m.p.g. in country.

ERIC-CAMPBELL (above). Room for 2 adults and child in front seat, also has a roomy dickey for two, starts easily and gets away in second gear on the flat; top-gear car in the country.

ERIC-CAMPBELL (above), lately been repainted and re-upholstered, well worth examination, private or trade, £155 or near offer. Box No. 2924, c.o. "The Light Car and Cyclecar," or phone Finchley 3367 after 7 p.m. zzz-775

ERIC-CAMPBELL, 1924, chummy, dynamo and starter, £95; 1923 sports 2-seater, aluminium body, red wings and wheels, perfect condition, £80; both fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 682-84

ERIC-CAMPBELL, 59 guineas, late 1923 super-sports 2-seater, dynamo, starter, new tyres, taxed, in unspratched condition, exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 305. 682-880

ERIC-CAMPBELL, H. F. Edwards offer immediate delivery of brand-new 1926 8-20, chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 139 guineas. Below.

ERIC-CAMPBELL, 1925 model, 8-20, chummy, completely equipped, superb condition, 98 guineas. Below.

ERIC-CAMPBELL, 1925, 10-22, 2-seater, with sunk double dickey, completely equipped, starter, clock, speedometer, double windscreen, all-weather equipment, leather upholstery, Rudge wheels, superb condition, 95 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-51

FIAT, luxurious English saloon, 10-15hp, big balloon tyres, splendid condition, pneumatic seating, Sorbo under carpets, folding table and accessories. The Depository, Arundel Terrace, S.W.13. 682-799

FIAT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-18

FRAZER-NASH, sports, 1925, 2-seater, aluminium body, Anzani engine, very small mileage, £195, used 6 months only. Hattou's Garage, South port. Tel. 1137. zzz-271

FRAZER-NASH, Sprouen, Ltd., for sports cars. Exchanges, deferred payments.

FRAZER-NASH, 1925, 2-seater, guaranteed 75 m.p.h., in perfect condition, taxed.

FRAZER-NASH, 1925, 3-seater, Anzani engine, mileage negligible, absolutely as new, taxed. 111 Gt. Portland St., W.1. Phone, Langham 1212. 682-937

G.N.-FRAZER-NASH, 1924-25, sports twin, live axle, mahogany panelled tail, wide concealed seat, practically new car; part exchanges, deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 682-992

G.N. Before deciding to purchase an ordinary second-hand G.N., write for particulars of rebuilt G.N.s in guaranteed condition. Godfrey Motors, Manor Rd., Richmond. Phone 3024. zzz-325

G.N., 1921, 2-seater, nice order, £24. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomble St., E.C. 5. Phone, Avenue 5548. 682-844

G.N.s Vadium for outstanding value in carefully overhauled G.N.s, with written guarantee for 3 months.

G.N., late 1922, Frazer-Nash o.h.v. engine, aluminium pistons, big Solar carburetor, Bosch magneto, Hartford shock absorbers, safety rebound leaves, new safety hub caps, Tecalmit chassis lubrication, dickey, very fast, overhauled, guaranteed, repainted, taxed, £49.

G.N., 1922, dickey, fully equipped, good tyres, taxed, £36.

G.N., 1922, sports, roller-bearing engine, polished aluminium bonnet, taxed, £37.

G.N., superb 1922-3, repainted, overhauled, taxed, guaranteed, £44.

G.N., 1921 models, from £16, taxed.

G.N.s Vadium Co., G.N. specialists and repairers, 57 Deaconsfield Rd. (near L.G.O.C. Garage), Willesden Green, N.W.10. Open Saturdays until 6. Deferred, exchanges. Phone, Willesden 692. 682-850

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- G.N.s.** Good second-hand cars always in stock. Overhauls. Conversions. Rebuilding. Special tuning. All spares stocked. Expert guaranteed work only. Bring your car to the southern agents and service, 1bc Eastgate Garage, Lewes. 690-4886
- G.N.**, 1921 lamps, etc., good condition, price £30. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 682-803
- G.N.**, £38; 1922, dynamo lighting, fast and sporty, excellent condition. Colmore Depot, 178 Belgrave Gate, Leicester. 682-793
- G.N.**, 1921, dynamo, speedometer, Klaxon spare wheel, tyre, good condition bargain, £30, offer. 67 Peel Rd., Wealdstone. 684-g803
- G.N.s.** 1 rls, Ltd., for rock-bottom prices and good value.
- G.N.s** of every description in stock, prices from £20 to £65.
- G.N.s** repaired, bought, reconditioned and sold. Earls, Ltd., The Vale of Health, Hampstead. Phone, Hampstead 3287. Open till 9 p.m. Friday and Saturday. Book to Hampstead Tube Station. 682-906
- G.N.**, 1921, just thoroughly overhauled and in exceptional condition, dynamo lighting, £35. South Ealing Garage. Ealing 2983. 682-881
- G.N.**, 1921, 2-seater, rickety, electric, good tyres, any trial or examination, £7 down, 10s. weekly for 12 months. Empire Motors, 525 High Rd., Chiswick, W.4. Phone 303. 682-879
- G.N.**, 1922, clock, speedometer, hood cover, good order, £33; or exchange motorcycle. Below.
- G.N.**, 1921, 2-seater, dynamo lighting, requires little attention, £20; or exchange motorcycle. Below.
- Ward and Co., 61 Upper Richmond Rd., East Putney. 682-g995
- G.N.**, £29; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, smart, good condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 682-860
- G.N.**, 1921-22, dynamo lighting, speedometer, clock, spare wheel, safety hub caps, sleep mats, good tyres, spare petrol can carrier, good condition throughout, taxed, insured to June, 1926, £29 10s. 19 The Drive, Walthamstow. 682-g936
- G.N.**, 1921, mileage only 8,000, flared wings, smart and fast, £40 or near offer. Phone, Richmond 875. 682-g921
- G.N.**, splendid 2-seater, 3 speeds, reverse, spare wheel, hood, screen, speedometer, 5 lamps, taxed, Christmas bargain, 29 guineas; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 682-23
- G.N.** Very special sports model G.N., streamlined body, with staggered seats, sports screen, painted red, blue wings, very attractive, £35; other G.N.s from £25; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 682-996
- G.N.**, Iegere sports, very fast, completely overhauled, electric lighting, 40 guineas. Baxter, 27 Borough Rd., Bridlington. 682-g940
- G.N.**, 1921, lighting, speedometer, excellent condition, £20; exchange motorcycle. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone, 3265. 682-112
- G.N.**, 1922 model, dynamo, dickey, painted navy, good tyres, splendid condition, £29, bargain. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 682-105
- G.W.K.**, 1922, 4-seater, all-weather equipment, mechanically perfect, little used, splendid condition, dynamo lighting, £55. Owner, 2 Eastington Rd., Leyton. 682-g902
- G.W.K.**, 1924 model, 2-seater, £115; also 1924 model, 4-seater, balloon tyres, 4-wheel brakes, £115, both excellent condition. W. G. Nicholl, Ltd., 50 Whitcomb St., Leicester Square. Regent 3116-7. 682-865
- G.W.K.**, 1921 4-seater, 4-cylinder, £25. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 682-111
- G.W.K.**, 1921, 2-seater, 4-cylinder, taxed, insured; exchange motorcycle; balance deferred. Newnham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3293. 682-68
- GWYNNE S.** second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone Western 3568. zzz-929
- GWYNNE**, 8hp, 2-seater de luxe, 1924 model, self starter, speedometer, all-weather equipment, balloons on rear wheels, repainted dark blue, fast and economical, £95 or near offer; exchange Aero Morgan or Austin 7. Fernside, Ollerbarrow Rd., Hale, Cheshire. 682-g924
- HILLMAN**, 1921, sports 2-seater, £85 fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 682-80
- HILLMAN**, 2-seater; terms: £7 and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Glaxoid 6628. 682-g971
- HORSTMAN**, genuine 200 miles racer. This car has been fitted up for road use, and is in splendid order and complete, bargain, £85; exchanges or cash terms arranged. Cummings, 101 Fulham Rd., South Kensington, S.W.3. 682-916

**Light Car
Cyclecar**

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Offices - 7-15, Rosbery Avenue, London, E.C.1.

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued)

- HUMBER** 8, chummy, 1923, first used 1924, exceptional condition, just decarbonized, expert examination invited, mileage under 6,000, privately owned, £120. 220 Boundaries Rd., S.W.12. Phone, Putney 5683. 682-g908
- HUMBER**, 2-seater, 1924, 8-18hp, in magnificent condition, painted brown and upholstered in brown leather, replete with many accessories, including shock absorbers, balloon tyres, etc., £145. Pass and Joyce, Ltd., 373-5 Euston Rd., N.W.1. (near Gt. Portland St. Station). The House for Used Cars. Museum 8820 (Private Exchange) 682-990
- HUMBER**, 1914, 9hp, 2-seater, a.c., mechanically perfect, £27; call Sunday. 5 Danemere St., S.W.15. 682-g922
- HUMBERETTE**, 9hp water-cooled, spare wheel, electric lighting, £25, privately owned. Fairweather Motors, Sanderstead Rd., Croydon. Purley 2270. 682-g856
- JOWETT**, 1923, 4-seater, starter, new tyres, electric horn, licensed, excellent condition, £95. Paulson's Garage, Wolverhampton. Phone 1335. zzz-963
- JOWETT** Service Station (London), main agents and specialists. All models, trial runs; reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279 zzz-93
- JOWETT**, 1925, 2-seater, all accessories, 5 lamps, aluminium number plates, in perfect order, accept £90. Write, E.L.L. co. J. W. Vickers and Co., Ltd., 24 Austin Friars, E.C.2. 682-797
- JOWETT**, F.O.C.H., Ltd., the London Depot and Service Station for new and second-hand Jowetts. 5 Heath St., Hampstead (Tube Station). 682-802
- JOWETT** 1924 4-seater, electric horn, starter and lights, mirror, speedometer, complete tool kit, mileage 4,400, insured, £140 or near offer; also Singer, 1916, 2-seater and dickey, electric light, speedometer, £30. 3 Norbury Rd., Reigate. 682-g861
- JOWETTS**, Year's insurance. See page 25. Benmotors, 30-52 High St., Wandsworth, S.W.18. Balcersca 1509. 682-832
- JOWETT**, R. G. Gamble, Crystal Palace, authorized agent, specialists in the Jowett. Many testimonials from satisfied customers.
- JOWETT**, new and guaranteed second-hand cars. Exchanges, hire purchase.
- JOWETT**, Repairs, spares, improvements and special accessories. Write for list.
- JOWETT** Service Depot, 22a Gipsy Hill, Crystal Palace. Phone, Sevenham 3579. zzz-124
- JOWETT**, Several used cars, in good condition, carrying our usual Jowett service. Jackson's of Croydon Ltd. (late Kincays of Croydon), Park St., Croydon. Phone 2025. 682-925
- JOWETT** light 4, full particulars lowest price. 82 Mickleton St., Coventry. 682-g903
- JOWETT**, 1924, 7hp, 2-seater and double dickey, balloon tyres, many extras, very nice order, one owner since new, 80 guineas. Exchanges, extended payments. Means and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2250. 682-946
- JOWETT**, 4-seater, 1924, balloon tyres, clock, gaiters, automatic spare wiper, any trial, our guarantee, £110. Lovatt's, 105 Streatham Rd., Mitcham. 682-931
- LAGONDA** coupe, registered 1921, little used, C.A.V. lighting and starting, very good order, room wanted, £45 immediate sale. 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 682-837
- LAGONDA**, H. F. Edwards offer 1926 model 12hp, 4-door saloon, completely equipped, i.w.b., painted blue, with card upholstery, brand-new condition, mileage 200, list price £370, our price 295 guineas. Below.
- LAGONDA**, 1924, 12hp, 4-door all-weather, completely equipped, pneumatic upholstery, winding windows, excellent condition. 175 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6577. 682-52
- LAGONDA** 1924 all-weather 4-seater. £145; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 682-79
- LAGONDA**, 4-seater tourer, good order, £35. Smith Motors, Goodmayes, Ilford. Phone, Ilford 1082. 682-22
- LAGONDA**, £65, 1923, coupe, double sunk dickey, starter, repainted; deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 682-990
- LAGONDA**, 1924, 4-seater, must sell, £155, genuine bargain. Eastmond, 29 Toronto Rd., Exeter. 682-g941
- LEA-FRANCIS**, fitted with special 2-seater body, double dickey, lighting, starting, in condition equal to new, bargain, £110. Wilson, 7 Eccleston St., Victoria 1366. 682-819
- LEA-FRANCIS**, 1925, 4-seater, 4-speed, taxed, insured, cost £285, offered at £200. Jacksons of Croydon, Ltd., Park St., Croydon. 682-924
- MARSEAL**, 1923, 10hp, 2-seater and dickey, aluminium sports body, starter and lighting, tyres sound, mechanical condition guaranteed, insured, £49 cash or deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 682-3
- MATHIS**, shop coiled only, 1926 model, 9hp, sports 2-seater, lighting, starter, all-weather fittings, etc., bargain, £120; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., South Kensington, S.W.3. 682-915
- MATHIS**, 1921, 9hp sports, splendid aluminium body, dickey, shock absorbers, Solex carburettor, spot light, excellent condition, bargain, £30. Harden, Westou Rd., Bridgwater, Somerset. 682-g862
- MORGAN** Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Clissold 2408 zzz-840
- MORGANS**, new and second-hand; cash exchange, deferred. We buy Morgans. Olympia, Wakefield. 684-a52
- MORGANS**, James and Co. (Sheffield), Ltd., 261-7 Ecclesall 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-481

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

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).**

MORGAN, Aero, 1925, o.h.v., Blackburne, f.w. brakes, balloon S.S. tyres, speedometer, flared wings, S.T. exhaust, electric lighting, Crystalline and red finish, small mileage, just overhauled, fast, cost over £200, sell £140; trial run, 12 Heath Hunt Rd., Hampstead, or 116 Wheelwright Rd., Erdington, Birmingham. 682-800

MORGAN J.A.P., 1921, lamps, horn, taxed, good tyres, excellent condition, overhauled, £57, or exchange combination, 27 Brandville Rd., West Drayton, Middlesex. 682-8202

MORGAN, 1923, Grand Prix, 10hp water-cooled Anzani o.h.v. engine, polished aluminium dashboard, discs to all wheels, Binks carburettor, Lucas dynamo lighting, wet-heat brake, 35-in. tyres, hood, hood cover, windscreen, Stewart trip speedometer, 8-day clock, 5 lamps, mirror, automatic windscreen wiper, dashboard lamp, 2 mats, horn, mascot, petrol can carrier, aluminium number plates, etc., tax paid, 68 guineas; another, 1924 Aero, dynamo, 75 guineas; another, very late 1922 Grand Prix, re-assured, 55 guineas; another, 1921 Grand Prix, 4-speed, 48 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week, Rowland Smith, 78 High St., Hampstead. 682-769

MORGAN, P.O.C.H., Ltd., have several. Bargains, 5 Heath St., Hampstead (Tuba Station). 682-780

MORGAN, 1925, de luxe model, extra wide body, dynamo lighting, clock, etc., splendid condition, £75. Elec. Ltd., 11-15 Bishopsgate Avenue, Cannon St., E.C.3. Phone, Avenue 5548. 682-845

MORGANS, Elec. Ltd., offer a selection of second-hand models at all prices. Write for special list. All machines thoroughly overhauled and guaranteed, exchanges, deferred terms. 11-15 Bishopsgate Avenue, Cannon St., E.C.3. Phone, Avenue 5548. 682-845

MORGAN, Aero Anzani, 1924, fast and very smart, flared wings, perfect condition throughout, fullest examination and trial, will deliver, bargain, £85. Austin, Garloch, Altherstone, Warwickshire. 682-2859

MORGAN 1924 de luxe, 8hp, water-cooled, dynamo lighting, tyres as new, exceptionally fast and as new throughout, taxed, £84. Below.

MORGAN 1925 de luxe, 10hp, water-cooled, dynamo, paintwork and upholstery perfect, guaranteed mechanically sound, taxed, £65. Below.

MORGAN, 1921, de luxe, 8hp, water-cooled, dynamo lighting, good tyres, beautiful order throughout, taxed, a suit, £49. Below.

MORGANS, Specialists, Naxos, Cash or deferred. Exchanges, 45 and 406 Garratt Lane, Earlfield, S.W.18. Phone, Wimb. 2041. 682-4

MORGANS, Home's have for disposal the following guaranteed Morgans: 1924 de luxe, w.c. J.A.P., dynamo, speedometer, unsoiled, £95.

1925 Aero o.h.v. Blackburne, s.s. tyres, straight-through exhaust, hood, speedometer, finished blue, low mileage, £120.

1924 de luxe, w.c. J.A.P., Lucas dynamo, £90.

1924 de luxe, w.c. Anzani, dynamo, speedometer, £85.

1924 de luxe, w.c. J.A.P., dynamo, speedometer, £80.

1923 de luxe, w.c. J.A.P., hood screen, etc., £60.

1918 Grand Prix, 8hp, w.c. J.A.P., fully equipped, overhauled, £45.

1919 sporting model, 10hp a.c. M.A.G., hood, screen, etc., £35.

Any of the above machines can be supplied on deferred terms. Home's, Official Agents, 247 Lower Clapton Rd., E.5. Phone, Clissold 2408. 682-576

MORGAN 1924 de luxe J.A.P., water-cooled, speedometer, dynamo lighting, £85. Below.

MORGAN, 1925, de luxe, water-cooled M.A.G., electric lighting, speedometer, finished purple, £75. Below.

MORGAN 1921 de luxe, water-cooled M.A.G., electric lighting, speedometer, £65. Below.

MORGAN 1923 family model, 10hp, M.A.G., water-cooled, speedometer, tax paid, £90. Below.

MORGAN 1925 de luxe, water-cooled, M.A.G., Lucas starter and lighting etc., speedometer, small mileage, £125. Below.

Maudslays Motor Mart. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676. 682-954

MORGAN, 1921, water-cooled, dynamo lighting, overhauled and new leather hood fitted tax paid, all accessories, £45. Empire Motor Co., Warrington, Manchester. 682-966

MORGANS, Sprosen, Ltd., for Morgans. Exchanges, deferred payments. 1924 de luxe, w.c. J.A.P., Lucas, dynamo, taxed, in perfect condition, £82 10s. 111 Gt. Portland St., W.1. Phone, Langham 1212. 682-942

MORGAN, 1921, de luxe model, small mileage, M.A.G. water-cooled, accumulator lighting, excellent condition, very good tyres, £48. Lovell's, 105 Stratham Rd., Mitcham. 682-929

MORGAN, 1924, Grand Prix Anzani engine, dynamo, disc wheels, first-class order, £85; deferred terms, Bartlett's, 93 Gt. Portland St. 682-962

MORGAN, Aero, 1925 (March), 10hp Blackburne, o.h.v., electric horn, hood, mileage approximately 5,000, any trial, £95. Williams, Clothorn Rd., Didsbury, Manchester. 682-925

MORGAN, 1922, de luxe J.A.P., w.c., dynamo lighting, £49. Tel., Upper Warrington 65, or write, Gaddes, Warrington. 682-905

MORGAN, 45 ans.: 1921, de luxe, w.c. J.A.P., very smart, perfect condition; also 1925 de luxe w.c. M.A.G., overhauled recently and like new 55 ans. exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 305. 682-875

MORGAN, 1924, de luxe, w.c. J.A.P., new Rapson on back, beautiful order, £85. South Ealing Garage, Ealing 2985. 682-884

MORGAN, 1924 (late), G.P., Anzani engine, dynamo, speedometer, disc, beautiful condition, £85. Below.

MORGAN, 1924, standard, 8hp J.A.P., speedometer, little used, new condition, £55; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 682-892

MORGAN, Aero, 1926, brand new super-sports J.A.P., Lucas dynamo lighting, flared wings, 700 by 80 tyres, electric horn, full makers' guarantee and equipment, finished carmine, unregistered and unused, must sell, licence suspended, first £119 10s. secures. E.R.E., 39 St. Julian's Rd., Kilburn, N.W.6. 682-936

MORGAN, 1925 fitted latest J.A.P., dynamo lighting, speedometer, taxed, low mileage, indistinguishable from new, £78. K.J. Moore, Bromley. 684-44

MORGAN, £75; 1923 Anzani, water-cooled G.P. Morgan, dynamo, speedometer, discs, excellent order. Bartlett, Saffron Walden, Essex. 682-944

MORGAN, special racing, 1925, w.c. o.h.v. J.A.P., splendid running order; no reasonable offer refused. Haydens, Uplands, Loughton, Essex. 682-954

MORGAN, £32 10s.; de luxe, 1919 electric, splendid condition, 35 Normandy Rd., Brixton, S.W.9. 682-995

MORGAN, 1918, family, a.c. M.A.G., dynamo lighting, self-starter, Binks carburettor, foot accelerator, side screen and curtains, £30. Ball, Melita, Lion Rd., Bexley Heath. 682-6945

MORGAN, August, 1924, Aero, many extras, very small mileage, new condition, bargain, £85. 77 The Vale, Acton, W.3. 682-81

NEW GARDENS Half a dozen 1924 Family models in stock, in condition absolutely equal to new, 7hp engine, 2 speeds, electric lighting, starter, over-size tyres, £40 to £60; deferred terms and exchange. Andrews Motor Mart, 151 White Hart Lane, Barnes. 682-938

RENAULT, 8.5, 1924, 2-seater and dickey, been carefully driven for 5,400 miles, condition as new, spare wheel unused, clock, speedometer, curtains, 12-volt lighting, starter and horn, genuine, £140. Box No. 3286, c/o "The Light Car and Cyclecar." 682-906

RENAULTS, Sprosen, Ltd., for Renaults; exchanges, deferred payments. 1924 2-seater, sunken dickey, balloons, taxed, small mileage, many extras, 95 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 682-939

RENAULT, 1925 model, 8.5hp, long chassis, 2-seater coupe, excellent condition, £235; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 682-901

RENAULT, 1924, 8.5hp, clover-leaf, 4-wheel brakes, excellent condition, £135; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 682-899

RHODE, 1923, light 4-seater, dynamo lighting, all-weather equipment, tyres, paintwork, upholstery and mechanical condition excellent, £52. 67 Fernlea Rd., Balham. 682-855

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSON, 1921, 2-seater and dickey, 9hp J.A.P. engine, 4 speeds and reverse, hood, screen and electric lamps, in good running order but requires slight attention, to be cleared at £10. Teddington Garage, 100 High St., Teddington. Kingston 2562. 681-503

RICHARDSONS, We have 2 in stock, 8hp, dickey seat, good order, £22 and £24; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 682-997

RILEY, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY, 88 guineas, the week's bargain, 1922, guaranteed, 4-seater, 11hp, self-starter, dynamo lighting, adjustable seats, leather upholstery, speedometer, bulb and electric horns, tyres as new, luggage carrier, etc., paintwork and mechanical condition excellent, tax paid, exchanges. 4a County Grove, Camberwell New Rd. Phone, Brixton 3692. 681-850

ROVER, 1925, 9hp, de luxe, 4-seater model, slightly used condition, almost equal to new, mechanical condition guaranteed, £155. Taylor, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-91

ROVER, 1923, 8hp, 2-seater de luxe coupe, d., l. and s., leather upholstery, speedometer, clock, condition throughout as new, taxed December, £85, or exchange. A. Green, Water St. (back of No. 9 Blackfriars St.), Salford. Tel., 2191 Cent. zzz-456

ROVER, 1924, 8hp, 4-seater, finished Nilo blue, black wings, upholstered in leather, self-starter, speedometer, clock, dashlight, in excellent condition, £85. John Pollitt and Son, 37-41 Renshaw St., Liverpool. Tel., No. 2944-5 Royal. 684-798

ROVER 8, 1921 (December), 2-seater, dynamo, spare wheel, new rear axle and brake linings, perfect, extra ab. taxed and complete, full comprehensive private and business policy until September, 1926, genuine bargain, £40. Write, Baxter, 7-8 Dyers Buildings, E.C.1. 682-796

ROVER, super bargain, 1921, 8hp, brown with black wings and wheels, Lucas dynamo lighting, 2 tyres excellent, 2 new Dunlop cords, spare wheel and tyre, hood, side curtains, Easting side screens, windscreen, lamps, horn, etc., tax paid, 28 guineas. Open 9 till 9, 7 days a week, Rowland Smith, 78 High St., Hampstead. 682-770

ROVER 8, 1923, 2-seater, £48. Elec. Ltd., 11-15 Bishopsgate Avenue, Cannon St., E.C.3. Phone, Avenue 5548. 682-846

ROVER 8, 1925, 2-seater, double dickey seat, starter, clock, speedometer, balloon tyres; this car is brand new, unregistered, and has not been used for demonstration work, list £165, our price £125, cash, deferred exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 682-859

ROVER 8, 1921, dynamo lighting, head and side lamps, good tyres, in excellent condition, bargain, £32 10s. Longroy, Oswestry. Phone 128. 682-865

ROVERS, Year's Insurance. See page 25. Demotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 682-850

ROVER 8, 1923, 2-seater, dynamo lighting, roomy dickey, kneeer, speedometer, side curtains, excellent condition, £43; another, late 1922, exceptionally good condition, £58; also several others. 65 Salon Rd., Brixton. 682-945

ROVER 8, 1921, 2-seater, taxed, good condition, £55; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 682-38

ROVER 8, 1921, 2-seater, dickey, dynamo, repainted, good tyres, £59; exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 682-894

ROVER 8, 1924, 4-seater, small mileage, any trial, insured till June, £85. Turner, 107 Mitcham Rd., East Ham. 682-884

ROVER 8, 1921, 2-seater, perfect, £30. Gordon England, Ltd., 28 South Molton St., W.1. 682-887

ROVER, 53 guineas, 1921, 2-seater, dynamo lighting, taxed, in exceptionally good condition; also 1922 2-seater, unscratched, genuine bargain, 38 guineas; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 305. 682-874

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- ROVER 8s**, 1923, 2-seaters, really exceptional condition, choice of 2, £50. Below.
- ROVER 8**, 1923, saloon coupe, starter, very small mileage, £80. Below.
- ROVER 8s**, 1924, 4-seaters, starter, new tyres, choice of 2, £90. Below.
- ROVER 8**, 1924, 2-seater, starter, sunken dicky, original tyres, only done 4,000, £90. All the above are in guaranteed condition. South Ealing Garage, Rover 8 Specialists, 2 mins. South Ealing Dist. Station. Ealing 2985. 682-882
- ROVER**, 44 guineas, 1923 (late), 2-seater, dicky seat, taxed, repainted and in perfect condition. Below.
- ROVER**, 68 guineas, 1924, full 4-seater, leather hood and upholstery, many extras, condition like new; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W. 4. Phone 305. 682-875
- ROVER**, 8hp, 1922, 2-seater, good condition, £47 10s. Haldiffe Bros., 200 Gt. Portland St., W. 1. 682-866
- ROVER 8**, 1922, 2-seater and double dicky, dynamo lighting and spare wheel ready for road, genuine bargain, £36. 31a Hydethorpe Rd., Balham. 682-857
- ROVERS**, Sprosen, Ltd., for Rovers, Exchanges, deferred payments, 1924 8hp 4-seater, rigid side curtains, many extras, small mileage, taxed, £75. 111 Gt. Portland St., W. 1. Phone, Langham 1212. 682-940
- ROVER 8**, 1920, 2-seater, in perfect condition, just had £20 overhaul, £60, or no reasonable offer refused. Also 1921 Crouch, in parts, less front springs and body, £10 the lot. Owen, Beals Barn Farm, Wadhurst, Sussex. 682-937
- ROVER 8**, February, 1925, and beautifully kept since, £100. Deleford, North Row, Marble Arch. 682-975
- ROVER**, 1924-25, 8hp de luxe, 2-seater, sunken dicky, self-starter, speedometer, tools, taxed, only 4,000 miles, £62 10s., deferred payments. 21 Pennant Mews, Earl's Court, 6684 Western. 682-985
- ROVER**, 1925, 8hp, 4-seater, Lucas lighting, speedometer, dash lamp, small mileage, as new, £110. Mauder, 100 Gt. Portland St., London, W. 1. 682-955
- ROVER 8**, 1922 model, taxed, good tyres, all-weather, excellent condition, £42, choice of several. Below.
- ROVER 8**, 1923, balloon tyres, taxed, exceptionally nice, £52. Makin and Harrison, 327 High Rd., Chiswick. Phone, 558. 682-106
- ROVER 8**, 1923, chummy, fully equipped, excellent condition, 65 guineas; exchanges or deferred. Clark, 223 Hammersmith Rd., W. 6. 682-119
- ROVER**, 1924, 8hp, 4-seater, excellent condition, £80; exchanges and deferred terms arranged. 5 Putney Bridge Rd., Wandsworth, Putney 2728. 682-118
- ROVER**, 1922, 2-seater, dynamo lighting, a-w. curtains usual accessories, condition excellent, smart, taxed, £35. Herbert, 19 Oval Place, S.W. 8. 682-961
- ROVER**, 8hp, 2-seater; £5 and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 682-972
- ROVER**, 1924, 8hp, 4-seater; terms, £9 and 10 payments of £9, or cash £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 682-973
- ROVER 8s**, several, £45 to £65; exchange motorcycles, balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3295. 682-71
- ROVER 8**, Finchley Motors offer 1924 2-seater and double sunken dicky, dynamo and starter, taxed, only one owner, superb condition, bargain, £80. 132 High Rd., E. Finchley. Phone, 2338. 682-63
- ROVER** 1922 8hp 2-seater, £45; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 682-78
- ROVER 8**, 1924, 4-seater, rear screen, clock, speedometer, tax paid and fully equipped, completely overhauled and offered with a 3-months' guarantee, any trial, £90. Empire Motor Co., Withington, Manchester. 682-964
- ROVER 8**, 1923, 2-seater de luxe, dynamo, speedometer, clock, leather upholstery, spare wheel, practically new tyres, very good appearance and condition. £58; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 682-999
- ROVER**, 1925, 9hp, de luxe, 2-seater and double dicky, starter and lighting, clock, speedometer, guaranteed done 100 miles only, positively brand new, £135. Below.
- ROVER**, 1925, 8hp, chummy, dynamo, spare wheel, tyres as new, very smart, £57, choice of 2. Below.
- ROVER**, 1922, 8hp, 2-seater, dynamo, spare wheel, almost new tyres, mechanically guaranteed, taxed, £39; another, £42. Below.
- ROVER**, 1924, 8hp, 2-seater, dynamo, as new, £64; choice of 2. Below.
- ROVER** specialists, Exchanges, cash or deferred. Naylor, 45 and 406 Garrat Lane, Parisfield, S.W. 18. Phone, Wimbledon 2041. 682-2
- ROVER 8**, late 1924, 4-seater, speedometer, clock, mileage 3,000, excellent condition, taxed and insured May next, £90. Richards, 103 Isledon Rd., Holloway. 682-950
- ROVER 8**, 1924, 4-seater, like brand new, £75; exchanges. Norringtons, 116 Hampstead Rd., N.W. 1. Museum 9078. 682-39
- ROVER 8**, late 1922, specially finished maroon and completely equipped, clock, speedometer, all-weather equipment, screen wiper, steering, driving mirror, dash lamp, small mileage, taxed and condition perfect, the finest Rover 8 offered to-day, £44. 164 Revestoke Rd., Wimbledon Park, S.W. 18. Phone, Wimbledon 1185. 682-914
- ROVER 8**, 1921, 2-seater, taxed, all in very good order, paintwork rough, will deliver 60 miles, £32. 31a Hydethorpe Rd., Balham. 682-855
- ROVER 9**, 1924, 4-seater, de luxe, £150; exchanges, deferred payments. Exchanges, D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cont. 8539. 682-979
- SALMSON**, Apply to the London Distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. 682-285

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- SALMSON** 2-seater, dicky, excellent condition; terms, £7 10s. and 10 payments of £7 10s., or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 682-974
- SALMSONS**, Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 682-855
- SALMSON**, 1924, English 2-seater body, starter and lighting, excellent condition, 88 guineas; exchanges or deferred. Clark, 223 Hammersmith Rd., W. 6. 682-120
- SALMSON**, 1924, sports 2-seater, excellent condition, fast, balloon tyres, 85 guineas, Exchanges and deferred terms arranged. 5 Putney Bridge Rd., Wandsworth, Putney 2728. 682-117
- SALMSON**, 1925, 10hp, special sports, blue, all makers' equipment, original tyres, unscratched, £90. 164 Revestoke Rd., Wimbledon Park, S.W. 18. Phone, Wimbledon 1185. 682-913
- SALMSON** 1924 sports 2-seater, complete with lighting, starter, etc., beautiful order and specially tuned, bargain, £75; exchanges, any terms, etc., arranged. Cummings, 101 Fulham Rd., South Kensington, S.W. 682-914
- SALMSON**, K.J. Motors, Bromley, offer 1925 sports, painted blue, shock absorbers, fully equipped, taxed, £95; also 1924 2-seater, fitted special all-weather accessories and lavishly equipped with accessories, taxed, £98. 684-43
- SALMSON**, H. F. Edwards offer 1924 10hp, de luxe English body, 2-seater, sunken double dicky, completely equipped, excellent condition, 95 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 682-35
- SALMSON**, 1925, 10hp, semi-sports 4-seater, starter and lighting, English body, all-weather equipment, clock, speedometer, recently overhauled, taxed, £79; cash or deferred. Naylor, 45 and 406 Garrat Lane, Parisfield, S.W. 18. Phone, Wimbledon 2041. 682-5
- SALMSON** 1924 sports with comfortable seat in tail, Hordley, starter, tax, £80. Denman, 4 Denman Pl., Piccadilly Circus. Reg. 986. 682-963
- SALMSON**, Sprosen, Ltd., for Salmsons; exchanges, deferred payments, 1922, delivered 1925, 2-seater, dynamo lighting, clock, speedometer, in excellent condition, £65. 111 Gt. Portland St., W. 1. Phone, Langham 1212. 682-945
- SINGER** 2-seater, really exceptional condition, 5 good tyres, bargain, £20. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 682-107
- SINGER** 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition, guaranteed, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-787
- SINGER**, 1925, saloon, as new, mileage 2,000, £235. Sumner Bros., Barracks Sq., Coventry. zzz-524
- SINGER**, 1924, 10hp, 2-seater de luxe, dynamo, starter, dicky, as new, £155; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 682-813
- SINGER**, 1924, 4-seater, blue, usual equipment, and in very good condition, £115. Colmore Depot, 49 John Bright St., Birmingham. 682-814
- SINGER**, £100, 1924 model, 10hp, 2-seater, taxed, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W. 1. 682-847
- SINGERS**, Year's insurance. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 682-851
- SINGER**, 110 guineas, 1924, 10hp, 4-seater de luxe, fully equipped, splendid condition throughout. Vivian, 35 Spencer St., Victoria St. S.W. 1. Vic. 8677. 682-928
- SINGER**, Safety first! Ernest Grimaldi, Ltd., authorized Singer agents, offer one only 1925 Singer 4-seater de luxe, shop-soiled only, £195; offer cannot be repeated. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W. 1. Museum 3931. 682-950
- SINGER**, 1924 25 de luxe, all-weather 4-seater, everything in nice order, balloon tyres, £98. 31a Hydethorpe Rd., Balham. Phone, Streatham 3440. 682-858
- SINGER** coupe, 1921 model, overhauled and repainted, starter, lighting, speedometer, tax, silent and attractive, £55; exchange Family Morgan, cash adjustment. 56 Vineyard, Richmond. Phone 2546. 682-904
- SINGER**, 1924, 4-seater de luxe, starter and lighting, all-weather equipment, taxed, insured, smart paintwork (blue), numerous extras, good tyres, electric windscreen wiper, beautiful order throughout, £120, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5591. 682-890
- SINGER**, 1924, 10hp, de luxe 4-seater, starter, all-weather equipped, excellent condition, equipped, £110; exchanges, terms. Allher Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4382. 682-897
- SINGER** winter bargains at Newhams!
1926 10-26hp 4-seater de luxe, maroon, f.w.b., as new, £210.
1925 10-26hp 4-seater de luxe, absolutely as new, £170.
1925 10-26hp 4-seater de luxe, excellent condition, £160.
Another, slightly earlier, £155.
1924 10hp 4-seater de luxe, in particularly nice order, £115.
1924 10hp 4-seater de luxe, good condition, £90.
Full list of over 60 second-hand cars sent on request. Newham Motor Co., 243-5 Hammersmith Rd., W. 6. 682-911
- SINGER** 2-seater, dicky, dynamo lighting, good condition, £25. 15 Hoppers Rd., Winchmore Hill, N. 21. 682-924
- SINGER**, 1925, 2-seater, pneumatic upholstery, taxed, insured, new condition, £150. Below.
- SINGER**, 1925, 4-seater, speedometer, good tyres, splendid condition, taxed, £77 10s. 49 Little Albany St., N.W. 1. Museum 5515. 682-951
- SINGER**, 1925, 10-26hp, 4-seater de luxe, pneumatic upholstery, Triple screen, luggage grid, small mileage, practically new, taxed, £175. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 682-954
- SINGER**, 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Tiften and Hillier, 110 Woodvale, Honor Oak, S.E. 25. zzz-944
- SINGER**, 1920, 10hp, 2-seater and dicky, starting and lighting, etc., rigid side curtains, leather upholstery, excellent order, £40; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W. 6. Riverside 2250. 682-947

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**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

SINGER, 1923, de luxe, 4 seater, as new. £95; 1922 Singer coupe, taxed, £65; deferred payments, exchange. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 682-980

SINGER coupe, 1922, separate gearbox, overhauled, repainted, new batteries, tyres equal to new, starter and every equipment, £85. Empire Motor Co., Withington, Manchester. 682-965

SINGER, 1924, de luxe 4 seater, in perfect condition throughout, rigid a-w. curtains, full equipment, £115; exchange or terms. Chester Mighall, Stonehill St., Edware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 682-969

SINGER de luxe, late 1924, 4 seater, small mileage, perfect condition, many extras, £120. Naini, Glastonbury Rd., Purley. 682-952

SINGER 10hp 1921 2-seater, dickey seat, self-starter, lighting, side curtains, overhauled throughout, guaranteed, bargain, £49 10s. Wilkins, Simpson, opposite Olympia, London. 682-937

SINGER 1925 4-seater, good order throughout, all-weather equipment, £78; exchange. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 682-40

SINGER 1919 2-seater, 10hp, starter, lighting, £42; exchange motorcycle, balance deferred. Newham's Showrooms, Heath Rd., Twickenham, Richmond 3295. 682-69

SINGER 1926 4-seater, 10hp, starter, all-weather equipment; exchange cheaper car, motorcycle, balance deferred. Newham's Showrooms, Heath Rd., Twickenham. Phone, Richmond 3295. 682-70

SINGER, 1921, 10hp, 2-seater, terms £5 10s. and 10 payments of 45 10s. or cash £50. Motorists' Motors, 49 Green Lanes, Newington Green, N.16. Cannon 6628. 682-975

STANDARD, 11.4, 1924 model, 2-seater, starter, fully equipped, £115. Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1. Baker St. Station. Phone, Langham 2935. zzz-94

STANDARD, 1922, 11hp, new 2-seater body, £95. DeGruchy, New Wansstead. 682-593

STANDARD, 1924, 11.4hp, 4-seater, in really good condition, £129. Tankard and Smith, 252 High Rd., Tottenham. 685-795

STANDARD, 1926, 11.4, 4-seater, in 1925 condition, £145; extended terms. Below.

STANDARD, 1923, 11.4, 2-seater, in very nice condition, £97 10s.; extended terms. H. Bessing, late Rey (Established 1900), 374 Euston Rd., Museum 7609. 682-805

STANDARD, 11.4hp, 2-seater, owner-driven, excellent condition, late 1923, first offer over 275 miles, 126 Westbourne Grove, W.11. 682-806

STANDARD, 1924, 11.4hp, all-weather 4-seater, dynamo and starter, £100; fully equipped, licensed and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 682-86

STANDARD, new (shop-fitted), Piccadilly saloon, £215; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 682-87

STANDARD, 1924, 11.4, 2-seater, new condition, taxed, £110. Below.

STANDARD, 1925, 11.4, 2-seater, all-weather, splendid condition, £90. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 682-51

STANDARD 1925 11hp Piccadilly saloon, balloon tyres, perfect condition, taxed December, £195. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 682-933

STANDARD, 3-5 seater, as brand new, £98. Delofords, North Row, Marble Arch. 682-973

STANDARD 1925 2-seater, 11.4; this car has been used few times only, everything as new, sacrifice, £125. 67 Ferulea Rd., Balham. 682-856

STANDARD, 1924, 11.4, 2-seater, double dickey, starter, clock, speedometer, beautiful condition throughout, £98; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 682-896

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-19

STANDARD, 1923, 11.4hp, 2-seater and double sunken dickey, starter and lighting, lavishly equipped, all-weather side screens, tyres as new, guaranteed mechanically, taxed, £89; cash or deferred terms. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimb. 2041. 682-7

STANDARD, Hydethorpe Motors, of 31a Hydethorpe Rd., Balham, offer the following Standards for sale or exchange; deferred terms. Phone, Streatham 3440.

STANDARD, 1924, 2-seater de luxe, blue, in excellent order, £98

STANDARD, 1923 (October), 4-seater all-weather, 11.4, paintwork, tyres, upholstery perfect, £88.

STANDARD, 1923, 2-seater, 11.4, 5 new Dunlop cords; this car genuine bargain £88. 682-851

STONELEIGH 3-seater, 1923-24, dynamo lighting, really good condition, any trial, £38. Lovatts, 105 Streatham Rd., Mitcham. 682-930

STONELEIGH, 1924, 3hp 2-seater, chummy model, in perfect condition, just overhauled, genuine offers, £65. G. H. Johnson, Cross of the Hill, Stratford-on-Avon. 682-951

SWIFT, 1923, 10hp, 2-seater, excellent order, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone, Wansstead 2393. zzz-772

SWIFT, £45, 1921, 4-cylinder, electric lights, good tyres, spare wheel, Colmore Depot, 178 Belgrave Gate, Leicester. 682-792

SWIFTS, F.O.C.H., Ltd., have several from £20. 5 Heath St., Hampstead (Tubo Station). 682-779

SWIFT, 1923, chummy, 4-seater, 2-piece windscreen, rear screen, Harford shock absorbers, in new condition throughout, £110, cash, deferred, exchange. Backley Motors, Rochdale Rd., Backley, Manchester. Phone, Chesham Hill 102. 682-840

SWIFT, 1921, 10hp, special 3-seater elover-leaf, dynamo lighting and starter, nearly new Dunlop cord tyres, price £75. C. 96 Blythe Rd., W.14. 682-854

SWIFT, 1923-24, 10hp, chummy, lighting and starting, all-weather equipment, in tip-top condition externally and mechanically, 80 guineas, 51 Upper Richmond Rd., East Putney. 682-892

SWIFT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-20

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

SWIFT, fine 2-seater, water-cooled, spare wheel, hood, screen, speedometer, lamps, taxed, cheap; exchange motorcycle, weekly payments. Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 682-24

SWIFT, 1921, 10hp, 2-seater and double dickey, starter and lighting, almost new tyres, exceptional condition, any trial, taxed, genuine bargain, £55, cash or deferred. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone Wimb. 2041. 682-9

SWIFT 10, 3-5 seater, in new condition throughout, thoroughbred, £96. Delofords, North Row, Marble Arch. 682-974

SWIFT, 1921, 10hp, 2-seater, double dickey, starter, lighting, speedometer, hardly used, guaranteed condition, £90. Maudes', 100 Gt. Portland St., London, W.1. 682-956

SWIFT, £60, 1921, like new, leather upholstery, double sunk dickey, new hood, rigid side curtains, starter, deferred terms. Denman, 4 Denman Place, Piccadilly Green, Regent 986. 682-989

SWIFT, 35 guineas, 1920, 2-seater, dynamo lighting, spare wheel, taxed, good tyres, any trial; exchange motorcycle, 325 High Rd., Chiswick, W.4. Phone 503. 682-878

SWIFT, 1914, 7-9hp, 2-seater, 3 speeds and reverse, electric lighting and full equipment, all tyres perfect, been carefully used and in splendid order throughout, £15. Teddington Garage, 160 High St., Teddington. Kingston 2562. 682-915

TALBOT 1923 10-25hp (£9 tax) 2-seater and sunk-in dickey, condition throughout equal to new, taxed, £165 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel. 2191 Cent. zzz-439

TALBOT, 1923, 8-18, many extras, including Hartfords, excellent mechanical order, bargain, £100. Wilson, 7 Eccleston St. Victoria 682-818

TALBOT, £95, 1923, 8hp, 2-seater, taxed. Arthur Stuart and Co., 16 Little Portland St., W.1. 682-849

TALBOTS, Year's insurance. See page 26. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 682-855

TALBOT, H. F. Edwards offer 1924 10-23, 4-door saloon, completely equipped, painted wine colour, with cord upholstery, superb condition, 250 guineas. Below.

TALBOT, 1924 8-18, 2-seater and dickey, completely equipped, superb condition, 125 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-54

TALBOT, 1923, 8hp, 2-seater and double dickey, in exceptionally nice condition throughout, taxed, £95; exchange or terms. Chester Mighall, Stonehill St., Edware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 682-967

TALBOT, 1925 10-23, 2-seater, magnificent little car, hardly used, cost £350, sale price £225. London Car Exchange, 27 Queen's New, Queen's Rd., Bayswater (rear Whiteley's). Park 924. 682-927

TALBOT, 8-18 coupe, dickey, late 1922, 6 wheels, drop head, excellent condition, numerous extras, expert examination, could be seen London, £135, near. Searle, Laurel Farm, Pulham St. Mary, Norfolk. 682-934

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. 682-57

WOLSELEY, 1921, 10hp, 2-seater, tax paid, excellent condition, £80, deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 682-900

WOLSELEY, 1925, 11-22hp, 2-seater, balloon tyres, very small mileage, equal to new, £180. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 682-912

WOLSELEY, H. F. Edwards offer 1924 10hp de luxe 2-seater and dickey, completely equipped, leather upholstery, superb condition, 125 guineas. Below.

WOLSELEY, 1925, 10hp 2-seater, sunk dickey completely equipped, starter, clock, speedometer, excellent condition, 104 guineas. Below.

WOLSELEY, 1925, 7hp 2-seater, completely equipped, starter, excellent condition, 72 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 682-36

WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-21

WOLSELEY 10, 3-5 seater de luxe, late 1923, and very carefully kept, £105. Delofords, North Row, Marble Arch. 682-976

WOLSELEY, 11-22hp, 1924, 2-seater de luxe, condition as new, taxed, £140. Ratcliffe Bros., 200 Gt. Portland St., W.1. 682-868

SPARE PARTS FOR LIGHT CARS.

A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 684-2287

CALTHORPE spares, every part in stock. Trade supplied. Repairs and overhauls. Mann, Egerton and Co., Ltd., 1a High Rd., Kilburn, N.W.6. Telephone, Maida Vale 2047. 692-440

GARDEN and New Garden spare parts supplied solely by us. (Trade supplied.) Overhauls and repairs a speciality. Andrew's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 682-1

DEEMSTER official service depot, overhauls and repairs by ex Deemster staff. All parts made to

DEEMSTER original jigs, patterns and drawings.

E. J. HARRISON, having purchased goodwill of Deemster depot, has the only service to offer these facilities.

E. J. HARRISON, Deemster Depot, 6 Queen Anne Mews, Cavendish Square, W.1. Langham 2253. zzz-539

C.N. spares. Every part in stock; trade supplied; overhauls and tuning, results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Utley Rd., Leeds. Phone, Headingley 480. Wire, "Trubie, Leeds." zzz-497

C.W.K. London Service Depot, 107 King's Rd., Chelsea, S.W.3. Phone, Kensington 410. Spares and repairs. zzz-761

KINGSBURY JUNIOR and Rob Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W.2. 692-480

L.S.D. spares. Any part supplied. The One-Tree Motorcycle Co., Huddersfield. Phone 1920. 682-848

SPARE PARTS FOR LIGHT CARS

(continued).

- DEEMSTER** service.
- ELEPHANT MOTORS, LTD.**, are the actual Deemster manufacturers, and can supply owners and garages with all parts from stock at lower than Deemster official prices, with the guarantee that all goods are genuine to Deemster standards, made by Deemster specialists, and passed by our Deemster technical inspection department.—Many Deemster improvements are now available. Elephant Motors, Ltd. Below.
- BELSIZE-BRADSHAW** service.
- ELEPHANT MOTORS, LTD.**, have undertaken the manufacture of these parts, and a complete range of replacements is now available. Elephant Motors, Ltd. Below.
- ELEPHANT** replacement service for Singer, Calthorpe, Calcott, Alldays-Enfield, Marsal, Meteorite, Mercury, A.C., G.N., Duplex, etc., etc., Elephant Motors, Ltd. Below.
- ELEPHANT** service for lamps, horns, dynamos, accumulators, magnets, carburetors, Ferodo, Whittle belting, wings, spare wheels, tyres, etc., at lower prices than elsewhere.
- ELEPHANT MOTORS, LTD.**, Elephant House, 97-101 Newington Causeway, London, S.E. 1 (1 minute Elephant Tube Station). Telephone, Hop 7076-7-8. 682-60
- LONDON MORGAN SERVICE DEPOT**, officially appointed by the Morgan Motor Co. Overhauls and repairs a speciality. All spares in stock. Hounslow, 245-7 Lower Clapton Rd., E.5. Phone, Clissold 2408. 682-971
- SALE.** Aero Morgan wings, not flared, manna pair, with brackets, excellent condition, 55s. 15 Drovo Rd., Biggleswade. 682-926
- MAUDES'** for Morgan spares. All spares in stock. Trade supplied. Repairs a speciality. Maudes', 100 Gt. Portland St., London. zzz-808
- MORGAN.** Metropolitan Area Service Depot, Elce, Ltd., oldest and largest firm (pre-war) handling Morgan runabouts. Specially appointed distributors of spare parts, all models; enormous stocks. List free. 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 682-118
- ROVER 8**, breaking up, all parts for sale. D. Raillon and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 682-985
- SCOTT SOCIABLES.** Scott Sociables. We are the only expert repairers and spare parts specialists in the South. Satisfaction guaranteed. Welford St., St. James St., Brighton. 682-771
- ZEBRE.** All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W. zzz-580

SPARE PARTS—Wanted.

- COMPLETE** engine unit wanted for Rover 8 car, 1921 make. Full particulars to Monk and Co., Contractors, Irlam, Tol., Irlam 55. 682-992
- WANTED,** cylinder block for Coventry-Simplex engine, 1922, 10.8hp, O.E. type, 66 mm. bore, 109.8 stroke. Saunders, Brockwell, Cheshamfield. 682-928
- WANTED,** 2-seater, double dickey, 1925-4. Wolsley or Singer preferred. Particulars to Box No. 5287, care of "The Light Car and Cyclecar." 682-959

NEW LIGHT CARS AND CYCLECARS.

- A.B.C.** cars.
- A.B.C. Motors, Ltd.**, Walton-on-Thames, Surrey. zzz-209
- A.C.**, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-308
- A.C.** Guildford and district agent, Jackson's Garage. Phone 345. Immediate delivery 1926 12hp Royal 2-seater. £353. zzz-451
- A.C.** Manchester sole agents, Graham Bros., 13-15 Peter St. Wide range of models in stock. 689-99
- A.C.** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-72
- AMILCARS.**
- Vernon Balls. Phone, 1995 Putney.
- Amilcar spares.
- Vernon Balls, London.
- Amilcar service.
- Vernon Balls.
- 25 High St., Fulham. zzz-29
- AMILCAR.**
- Boon and Porter, Ltd.
- Sole concessionaires for these famous little sports cars. Immediate deliveries of Grand Sport models, in many distinctive finishes.
- 159-161 Castelnau, Barnes, S.W.15. 682-920
- 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**
- 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
- AUSTIN 7s.** Moss's Agencies for Austin 7s. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-775
- AUSTIN,** 7hp, latest model all-weather, £149, immediate delivery; exchanges and deferred payments arranged. Taylor's, Ltd., 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-200
- AUSTIN** distributors for West Hants and East Dorset. Imperial Motors, Ltd., 187 Old Christchurch Rd., Bournemouth. zzz-651
- AUSTIN.** Car Mart, Ltd., are London Distributors and can give earliest deliveries of all Austin 7 models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-814
- AUSTIN.** Ratcliffe Bros. Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum zzz-985
- AUSTIN 7.** Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-461
- AUSTIN.** Jackson's Garage, Guildford. Phone 345. Immediate delivery from stock 1926 models. zzz-452
- AUSTIN 7.** Immediate delivery 1926 models, blue or grey. Crow Bros., Guildford. Phone 434. 687-823
- AUSTIN 7hp** Burghley sports model 2-seater. The prettiest sports car on the road. Call or write for pamphlet to Wilson Motors, Austin Agents, 7 Eccleston St., S.W.1. Victoria 1566. 683-519
- AUSTIN.** F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station). 682-782
- AUSTIN.** In stock, 1926, 7hp, electric starter, speedometer, £149; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Duansgate, Manchester. 682-809
- AUSTIN 7,** immediate delivery, family model, new 1926 improved type, electric starter, speedometer, balloon tyres, shock absorbers, colour blue or grey, £149; sports 2-seater, £159; any motorcycle or sidecar taken part exchange, balance cash or deferred; distance immaterial. Buy from the city where the Austin is made. Colmore Depot, 31 Colmore Row, Birmingham. 682-821
- AUSTIN 7s.** Immediate delivery. Cash, exchange or easy payment. Maudes', 100 Gt. Portland St., London, W.1. 682-951
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- AUSTIN 7.** Finchley Motors, authorized agents. Exchanges, deferred payments. 152 High Rd., N. Finchley. Phone 2358. 682-89
- AUSTIN.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 682-89
- AUSTIN 7s.** Ealing Car Mart. From stock. Exchanges; convenient terms. Spring Bridge, Ealing Broadway. Phone 3265. 682-115
- CALTHORPE.** Jackson's of Croydon, main agents. Specialized repairs, Park St., Croydon. Phone 2025. zzz-856
- CALTHORPE,** 1926 model 4-seater full equipment, new car, owner unable to take delivery, £25 under list price. Jackson's of Croydon, Ltd., Park St., Croydon. Phone 2025. 682-922
- CITROEN.** Expert advice; easy deferred terms. Second-hand cars and motorcycles taken in exchange. Young's, Ltd., The Parade, Kilburn, N.W.6. zzz-158
- CITROEN.** Ratcliffe Bros Citroen 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-967
- CITROEN.** Immediate delivery 1926 models. Jackson's Garage, Guildford. Phone 345. zzz-453
- CITROEN.** Purchase from Godfrey's, Ltd., authorized agents, and ensure good service; deferred payments, exchanges, specially motorcycles, 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-462
- CITROEN,** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-831
- CITROEN** cars. Mears and Bishop, Ltd., specialize in these good cars, being large direct contracting agents. Immediate delivery from stock of 11.4hp and 7hp models. Exchanges arranged in any part of the country, delivery and collection by us at our expense. Let us know your requirements. Deferred terms if desired. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., London, W. 6. Three minutes from Hammersmith Broadway. Phone, Riverside 2250. 682-948
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- 49 Green Lanes, Newington Green, N.16. Clissold 6628. 682-976
- CLYNO** cars. South London. Titjen and Hillier, authorized agents, 110 Woodvale, Honor Oak, S.E. 23. Bydenham 2432. 1926 cars from £162 10s. Repairs and service after purchase; exchanges and deferred terms. Call and inspect the latest models. zzz-170
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- CLYNO.** F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station). 682-783
- CLYNO.** Sole city agents, Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. zzz-498
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(continued).

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RENAULT, 1926 cars; exchanges and deferred terms. East Cheshiro Agents, Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-809

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- SINGER**, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-838
- SINGER**. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Godfrey's, Ltd., 366 Enston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-466
- SINGER** 1926 models, immediate delivery. Jackson's Garage, Galdford, Phone 545. Official agents. zzz-456
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- STANDARD**. Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-815
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- STANDARD**. Ratcliffe Bros. Standard 11hp 1926 models for early delivery; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8605. zzz-991
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- ARCHIE SIMONS AND CO.** have private purchasers waiting for your car, therefore we are cash buyers for any amount and any make. Write, phone or call 6-7 Warren St., W.1. Museum 2578-9. zzz-534
- GWYNNE** 8 cars wanted for cash or in part exchange for new cars of any make. Chaucery, 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-453
- G.N.s** wanted, spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 682-772
- AUSTIN** wanted, 7hp, 1925, state lowest price for cash. Fryer, Dove Walk, Uxtoxeter. 695-432
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- GEORGE NEWMAN AND CO.** will give spot cash on sight for any make of new or second-hand car, 369 Euston Rd., N.W.1. zzz-537
- MORGANS** wanted, spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 682-775
- GWYNNE** wanted in exchange for new cars or motorcycles. Alderton, Reigate, Surrey. Phone, 154. zzz-49
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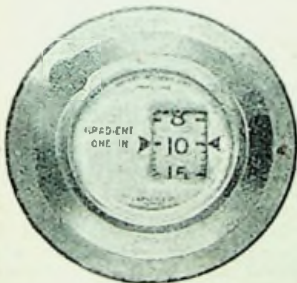
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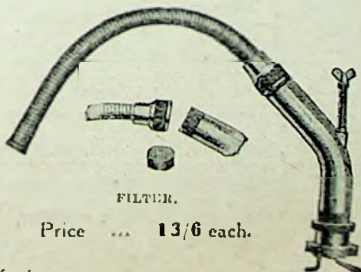
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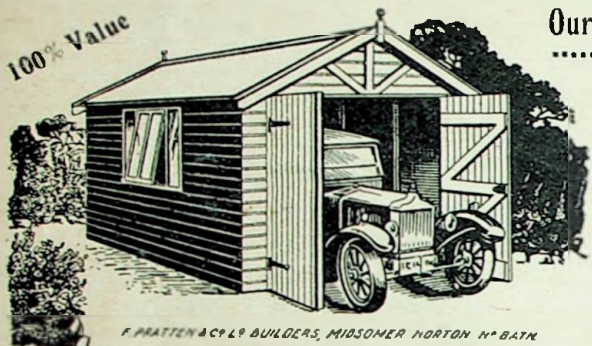
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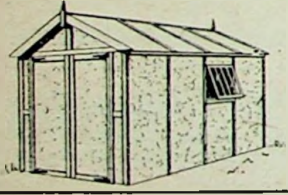
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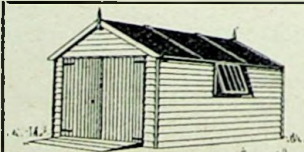
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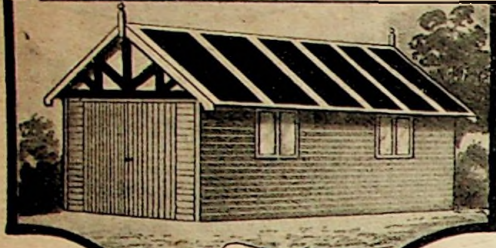
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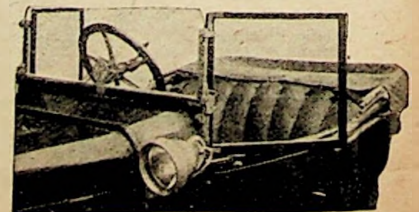
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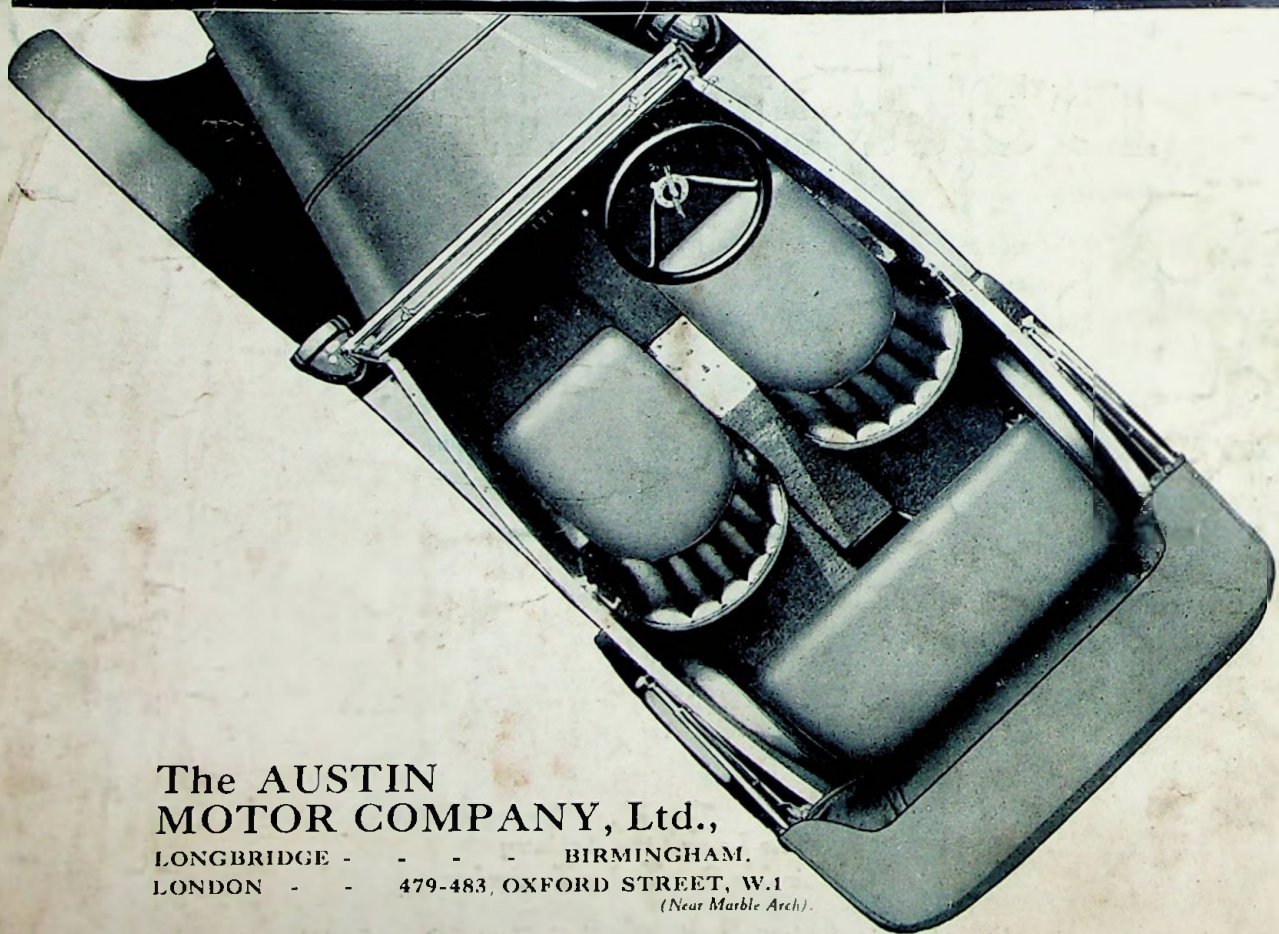
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