

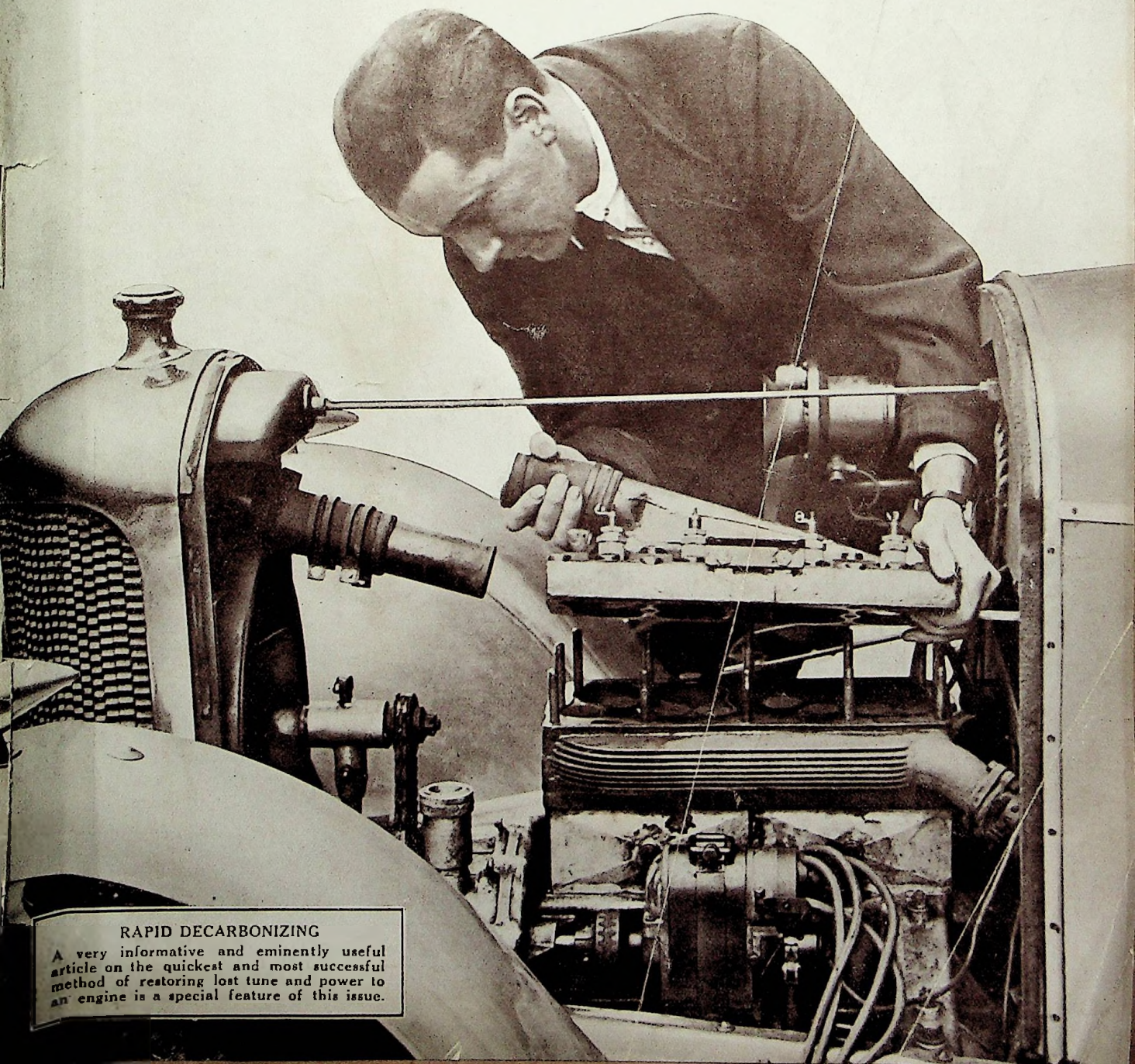
The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

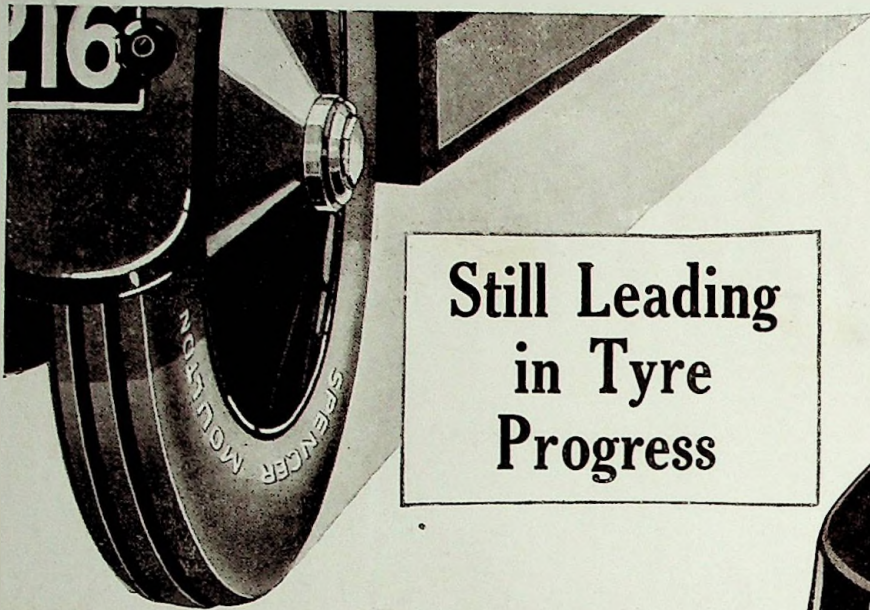


Vol. XXI No 529
Friday Jan. 12, 1923
*Registered at the G.P.O.
as a Newspaper*



RAPID DECARBONIZING

A very informative and eminently useful article on the quickest and most successful method of restoring lost tune and power to an engine is a special feature of this issue.



Still Leading
in Tyre
Progress

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

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

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

SPENWOOD and SPENCER MOULTON CORD TYRES

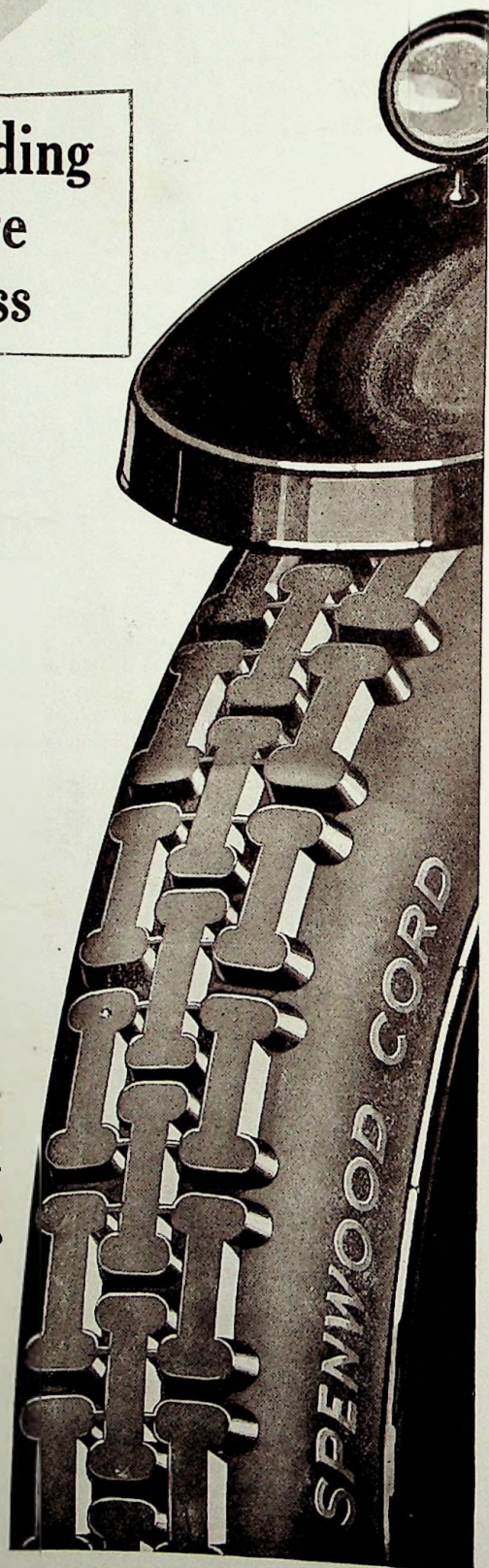
GEO. SPENCER-MOULTON & Co., Ltd.,
and WOOD-MILNE, Ltd.

Head Office - Sales Dept.:

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

Wires: "Spemoul, Parl, London."
"Wudmiln, Parl, London."

Telephone: Victoria, 9576



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

**DEFERRED
PAYMENTS
OVER
EIGHTEEN
MONTHS**

**YOUR
PRESENT
MACHINE
IN PART EX-
CHANGE**

THE Morgan continues to uphold its pre-eminence among light cars, and its appeal to those seeking comfortable motoring at the lowest possible cost is indeed stronger than ever. Allen-Bennett's resources and facilities afford an additional reason why you should decide to favour them with your order. Extended payments to suit your own convenience, and generous terms have always been a special feature with Allen-Bennett's. We are sole Surrey distributing agents and can supply retail anywhere in the United Kingdom.

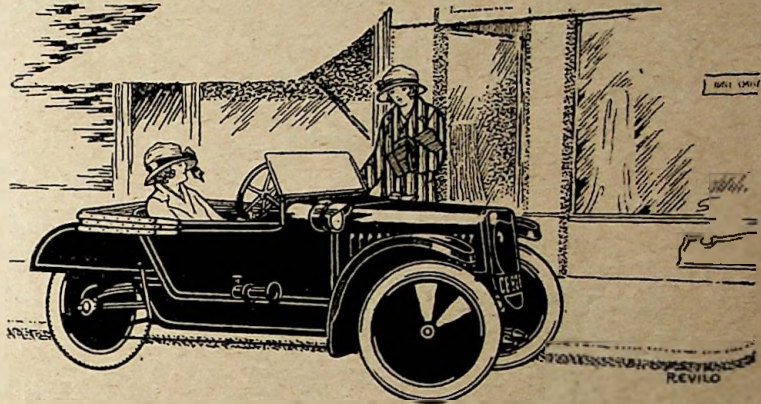
We specialize in Morgan repairs and hold a complete range of spare parts.

MORGAN

- Standard £128
- Grand Prix £155
- De Luxe, A.C. £148
- De Luxe, W.C. £158
- Family, A.C. £153
- Family, W.C. £163

All fully equipped. Dynamo lighting £10 extra. Extended payments over 12 or 18 months.

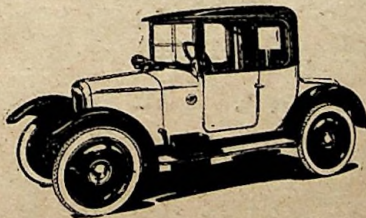
J.A.P. or Blackburne Engines' M.A.G. or Anzani £5 extra.



As official Rover agents, Allen-Bennett's offer you advantages that are both exceptional and decisive in the fullest sense of the word. Allen-Bennett's are light car specialists and Rover enthusiasts. Allen-Bennett's, therefore, are able to offer you in unusual ways to get the utmost possible pleasure and service from this "King of Little Cars." Our terms of payments are again as helpful as you can wish; why not call at the Allen-Bennett showrooms this week-end, they are open to-morrow and every day of the week until 7.0 p.m.

ROVER

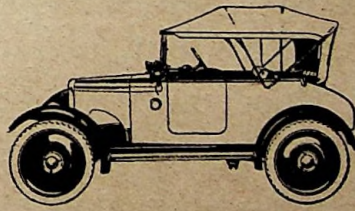
ROVER



Coupe De Luxe, self-starter, clock, speedometer, etc.

£240

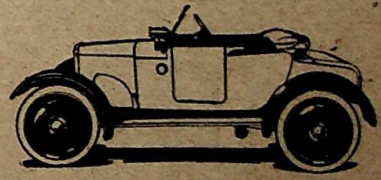
Self-Starter £15 extra.



Family 4-seater.

£190

De Luxe Model



Standard.

£180

£20 extra.

Allen-Bennett
Motor Company Limited.

9-10-11, ROYAL PARADE,
: : WEST CROYDON. : :

'Phone: 2450-2451.

'Grams: "Track, Croydon."



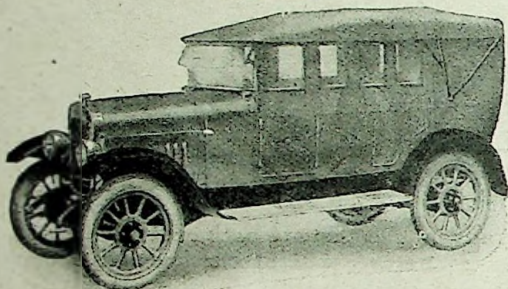
TO THE
READER

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

AY

Every part is accessible

The Proved Light Car



THE owner-driver is able to make easily any adjustments required on the *proved* McKenzie—Carburetter, Magneto, Valves, Plugs, etc., all are instantly available for inspection on lifting the bonnet. Great thought has been expended on placing these and similar parts in a handy position, a point which has brought much praise to McKenzie design. Built to satisfy the special requirements of the owner-driver, every feature conducive to pleasurable motoring is embodied in the McKenzie.

If you have not yet made yourself acquainted with the *proved* McKenzie, send for our illustrated catalogue, it will enlighten you as to the progress that has been made in 10 h.p. design in the last few years, and we feel too that it will convince you that

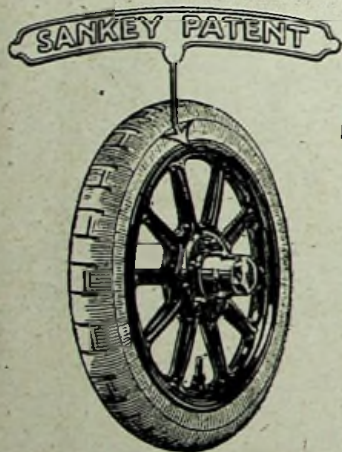
THE MCKENZIE IS THE CAR FOR THE DISCERNING OWNER-DRIVER.

10.5 h.p. All-Weather Four-Seater.	10.5 h.p. All-Weather Two-Seater.	10.5 h.p. Coupe Complete	£425
Price	£395	Price	£368

Electric Lighting and Starter to all Models.

LONDON — EXETER TRIAL
held Dec. 26th, 1922, one McKenzie entered
GOLD MEDAL AWARDED.

MCKENZIE MOTORS, LTD., BATH PASSAGE, BIRMINGHAM.
Established 1923. D.P.



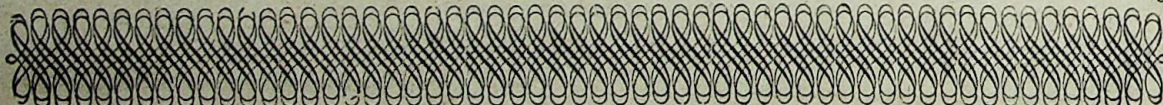
THERE are many steel spoked wheels, but only one with rims and sides made in one piece. It bears the name plate "Sankey Patent"—your safety guarantee!

SANKEY

ALL-STEEL

wheels

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



Lagonda

Makes Molehills Out of Mountains

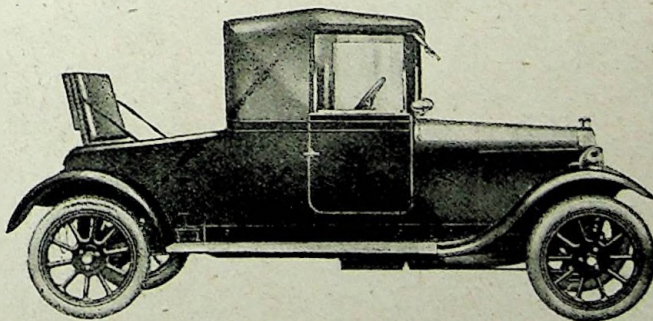
Once again the 11 h.p. Lagonda has demonstrated its wonderful hill-climbing ability and consistent reliability. The two Lagonda Cars entered in the M.C.C.

LONDON-EXETER-LONDON

Trial held on December 26th and 27th, 1922, put up a fine performance, and were awarded

1 GOLD MEDAL
1 SILVER MEDAL

Open Two-Seater, "K" Model, less Starter, Dickey Seat and Clock	£265
Open Two-Seater, "K" Model, fully equipped	£275
Open Two-Seater, All-Weather, "K" Model, fully equipped	£287
Four-Seater, All-Weather Model, Type "L," fully equipped	£325
Coupe, with Double Dickey Seat, Type "M," fully equipped	£340



Full particulars from—

LAGONDA, LTD.,
195, HAMMERSMITH ROAD,
LONDON, W.6.

Telephone Hammersmith 523.
Telegrams—"Lagonda, Hammer, London"
Head Office & Works : STAINES.

TO THE
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There is only
one **BEST** in any
class of product

In Motor Spirit there is

PRATT'S PERFECTION

**ON TOP
IN ALL
ROAD
TESTS**



ANGLO-AMERICAN OIL COMPANY, LTD., 36, Queen Anne's Gate, London, S.W.1.

PRATT'S Guarantee

The Proprietors of "Pratt's" are the only distributors of Motor Spirit who guarantee to deliver only No. 1 grade spirit into Kerbside and Garage Pumps that display a "Pratt's" Globe or a No. 1 label.

This guarantee is published in order that Motorists may have complete confidence that Pratt's Perfection Spirit can be obtained from Kerbside Pumps in the same high-grade quality as that supplied in sealed Green Cans.



The 10.5 h.p. CALCOTT

Two-Seater worthily upholds the CALCOTT tradition of mechanical excellence, combined with grace of outline and careful finish.

It appeals to the owner-driver who appreciates comfort and elegance, allied with reliability and economy, while few light cars offer the same ease of control or response to the driver.

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

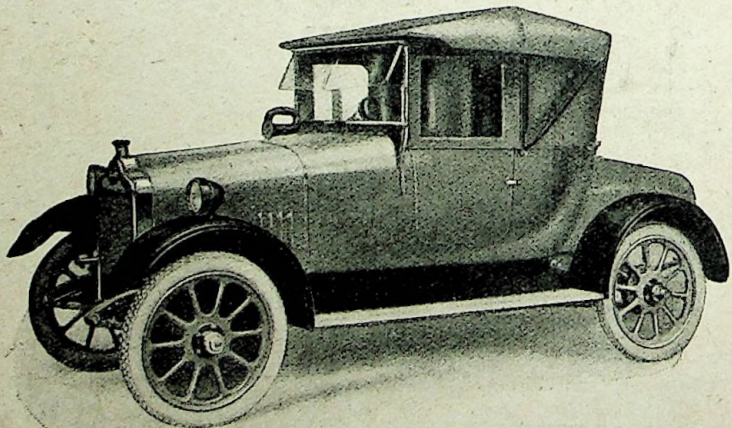
Price £325

representing the best value in its class.

All CALCOTT Cars are fitted with Dunlop Tyres

Illustrated particulars from
CALCOTT BROS., LTD., COVENTRY
Established 1885.

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



H.P.

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

LONDON—EXETER—LONDON

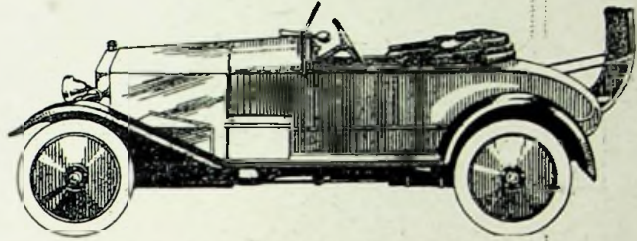
including White Sheet, Salcombe & Peak Hills

Ⓒ This gruelling trial—run under the worst conditions—only half the competitors finished without loss of marks.

3 GOLD, 1 SILVER MEDALS



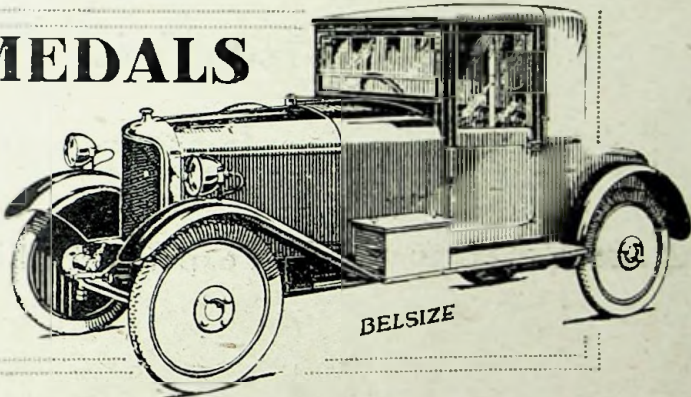
SPORTS
 £225
 REGENT
 £240
 4-SEATER
 £260



3 GOLD MEDALS



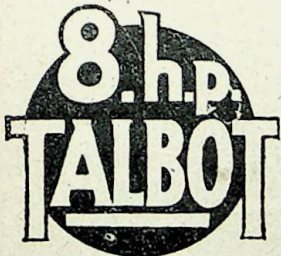
2-SEATER
 £210
 4-SEATER
 £235
 COUPE
 £260



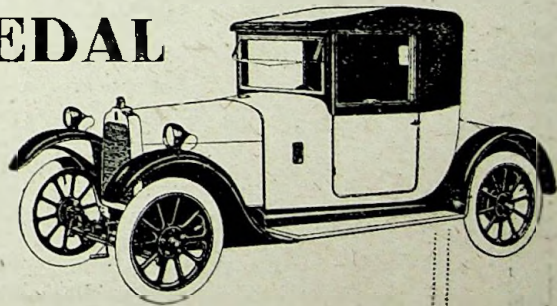
9 h.p. Oil-cooled

1 STARTED AND GAINED

GOLD MEDAL



2-SEATER
 £295
 2 SEATER DELUXE
 £320
 COUPE
 £395

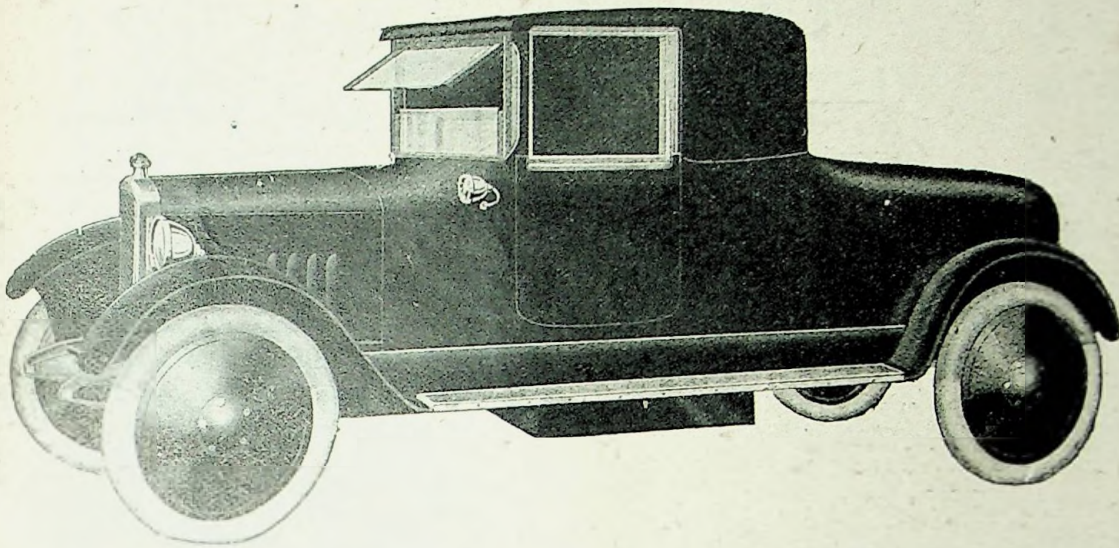


Water-cooled.

Avail yourself of our SERVICE AFTER SALE.
 Our unique experience is at your disposal always.
DEFERRED PAYMENTS ARRANGED
 Cars and Motorcycles taken in part exchange.

GORDON WATNEY & CO. LTD.,
 31, Brook St., Bond St., W1. Phone: Mayfair 2965-2966,
 Grams: Gordonalmo, London.

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



The 12 h.p. **AUTOCRAT** 1923 MODEL

Two Gold Medals

First introduced in 1910, the Autocrat has always been a Car of quality and recommendation, and until recently it has never been entered for any of the numerous trials. On the two occasions only when the Autocrat has been run in such tests, it has easily gained Gold Medals, the last occasion being the London-Exeter Reliability Trial. The Car in each case was a Standard Model.

Customer's Opinions

Favourable opinions continue to reach the makers daily. The following is a letter received this week:—

Rowley Hill, Staffs.	Waterfall Lane, Staffs.
Mucklows Hill, Worc.	Furnace Hill, Worc.

I have tested the 4-seater Car to-day as arranged, and it has proved highly satisfactory in every detail. I have tested it on the above hills, which are the worst in the Midlands. I am very pleased, and shall have one of your Cars through Messrs. —.

The **AUTOCRAT LIGHT CAR COMPANY,**

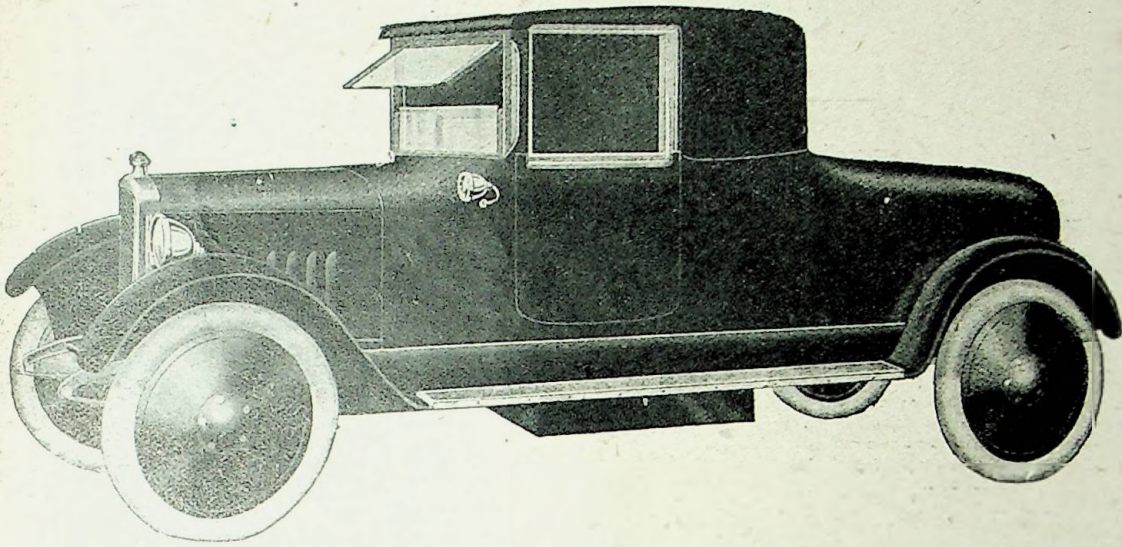
Spring Road, Reddings Lane, Hall Green,
BIRMINGHAM.

Telephone—Acocks Green 179 Telegrams—"Autocrat, Birm."

Autocrat
The Aristocrat of Light Cars

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READER**

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The
AUTOCRAT LIGHT CAR COMPANY,

Spring Road, Reddings Lane, Hall Green,
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Telephone—Acocks Green 179 Telegrams—"Autocrat, Birm."

Autocrat
The Aristocrat of Light Cars

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

-CLYNO- CHARACTERISTICS

SECOND to NONE in appearance, road performance and economy.

EQUAL to CARS
of
TWICE its PRICE in finish, material and workmanship.

THE ACME OF COMFORT in steering, controls, accessibility, springing and bodywork.

OUTSTANDING INDIVIDUALITY making ownership a pleasure, but only possible in high-class vehicles as it cannot be obtained by cheap mass production methods.

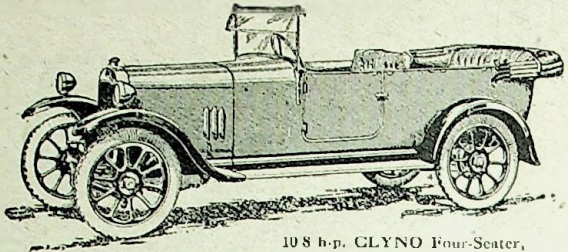
VALUE for MONEY is radiated from every part of the Clyno and is the unanimous verdict of all.

Bear these **FACTS** in mind and before deciding on your new car **SEE & TRY** a Clyno.

The **CLYNO ENGINEERING Co. (1922), Ltd.**, Pelham Street, **WOLVERHAMPTON.**

Telegrams: **CLYNO, WOLVERHAMPTON.**

London Showrooms: Autocars Ltd., 15, Woolstock Street, W.1. 'Phone: M1yfair 2631.



10.8 h.p. **CLYNO Four-Seater,**

£275

Revised Prices for 1923.

Standard 2-Seater, double dickey **£265**

.. 4-Seater, sliding seats ... **£275**

Electric Starter on above models, £10 ext. a.

De Luxe 2-Seater, all-weather ... **£298**

.. " 4-Seater, all-weather ... **£325**

The De Luxe specification includes starter, clock, speedometer, electric horn and best quality leather upholstery.

The above prices represent the finest value obtainable in high-class Automobiles.

Pronounced "BRYCO"



PISTON RINGS

The Factory behind BRICO Rings—

To feel the Thrill of added Power—

In your engine, to feel it respond to the slightest acceleration, to know that it is working its hardest—that every ounce of power is yours to make use of, that will be your pleasure—if you equip your engine with BRICO Piston Rings, because they are the finest Piston Rings made, and keep a close, tight fit between the piston and cylinder wall, giving the highest compression and engine efficiency. With BRICO Piston Rings in your engine, the entire force of the explosion is converted into driving power and all waste is eliminated.

If you want to get the most out of your engine **GET BRICO RINGS NOW.**

There's a **BRICO Ring for every Engine** in stock at all Dealers, Agents and Garages. Let BRICO Rings "ginger up" your Engine.

Don't just ask for — Ask for a BRICO a Piston Ring — and get the BEST!

THE BRITISH PISTON RING CO., LTD., COVENTRY.

is the home of specialisation



H.P.

"The GWYNNE "8" has few rivals in the small car market" says

— "THE LIGHT CAR and CYCLECAR." —

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

Lively and Powerful "Small Four."

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

Sensible Seating and Economy in Use.

"We were at once struck with the usefulness of the third rear seat, which was ideal for two children, one child and luggage, or one child and one adult. For the family man nothing could be more suitable."

"The hood, of course, covers all the occupants, and the rear passengers are adequately protected, even in the worst weather."

No Skidding.

"Frequently at 15 or 16 m.p.h. we effectively locked the rear wheels, the car pulling up without a trace of side-slip."

Delightful Steering.

"The steering is literally finger-light and in contrast with other small cars."

Passes Everything.

"In traffic we were able to make rings round a number of other small cars."

Surprising Acceleration and Speed.

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

Easy Starting.

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

Some Hill Climber.

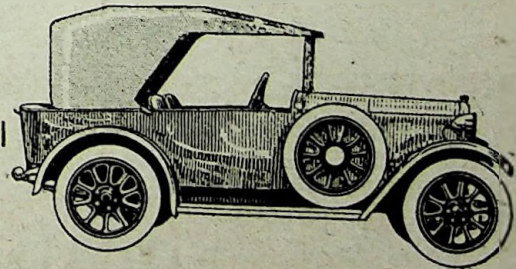
"It would be presumptuous on our part to discuss the hill climbing abilities of the GWYNNE, in view of the unflinching ascents made by the car during the Exeter run, such hills as Peak, Salcombe, and White Sheet being negotiated with power in hand."

SWEEPING SUPERIORITY.

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

The Car in question had just returned from its successful run in the London—Exeter competition, in which it scored Premier Award and Gold Medal. Space does not permit us to reproduce all the eulogistic comments they made on the "Gwynne Eight," but a reprint of the complete article will be gladly sent on request.

Send for illustrated catalogue giving full specification.
 Price with 3 seater body 158 Gns.
 Or with self-starter 208 Gns.
 Model de Luxe, 2-seater with dickey. Complete with all-weather equipment, clock and speedometer, upholstered in leather... .. 250 Gns.



(Made by Gwynne's.)

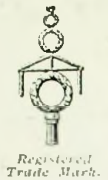
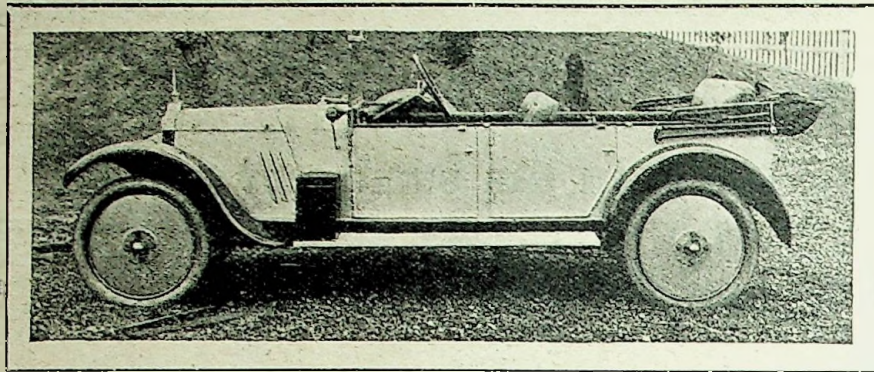
THE SERVICE MOTOR COMPANY, LIMITED,
 94, Great Portland Street—London, W.1.

'Phone—Mayfair 3025/6.

'Grams—"Serautoco," 'Phone, London."

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



The All British
Standard
Light Two and Four-Seaters, 8 h.p.



PRICES:
8 h.p. (Rating 9.5 h.p.) 2-Seater £275
8 h.p. (Rating 9.5 h.p.) 4-Seater £405

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

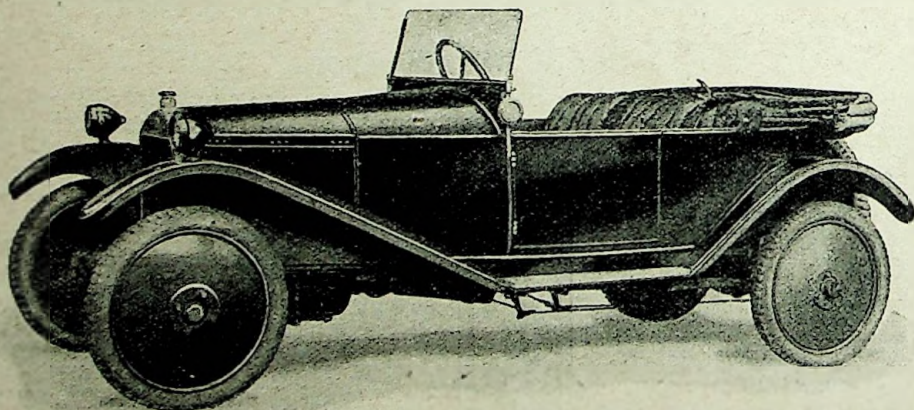
Cars of Quality.

“STANDARD” Light Cars are easy to manage. They run lightly and at small cost. Climb well, and have ample speed for ordinary use. Roomy, comfortable, and weatherproof. Plenty of luggage room.

COUNT THEM ON THE ROAD.

LONDON—EXETER TRIAL.

The Super Nine WEBB Gained



Standard Model
£220

GOLD MEDAL

All-weather Model
£240

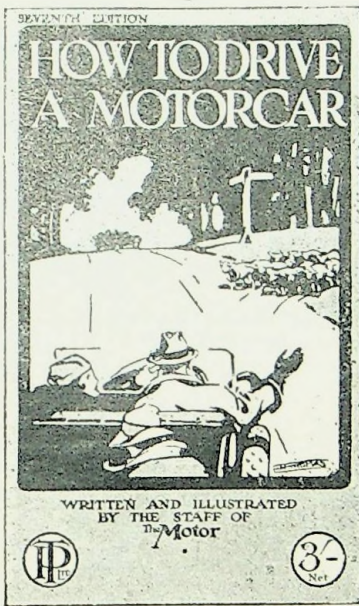
V. P. WEBB & CO., LTD., STOURPORT, WORCS.

Distributors for Yorkshire—POTTER'S MOTOR AGENCY, Leeds.
Distributors for Kent—L.S.T. ENG. Co., Chatham.
Distributors for Leicestershire and Rutland—SIBSON'S GARAGE, Leicester.
Distributors for Northumberland and Durham—SNOWDEN MOTORS, 84, Percy Street, Newcastle-on-Tyne.

Distributors for Oxfordshire—OXFORD MOTORS LTD., 68, St. Giles, Oxford.
Distributor for South Wales—ALFRED CHASTON, Motor Depot, Blackwood, Mon.
Distributors for Hampshire—THE LONDON MOTOR & CYCLE CO., 58-60, Albert Road, Southsea.

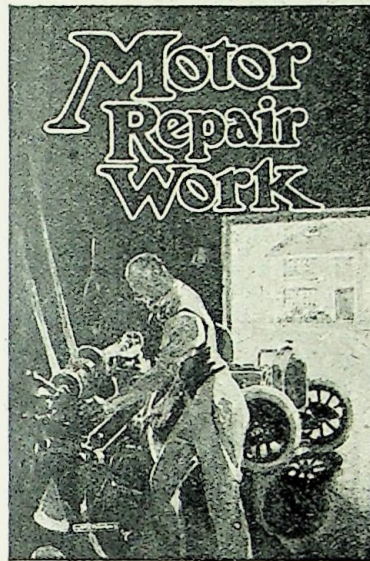
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7th Edition. **3 -** Post Free.

Written by a driver who, having handled practically every make of car on the market, has succeeded in making plain the inner secrets of efficient driving. A volume no motorist should be without.



3rd Edition. **1 9** Net. 1/11 Post Free.

A thoroughly practical handbook dealing with the home repair of motor vehicles. It incorporates the latest workshop practice, clearly illustrated, and with its assistance the owner-driver of limited mechanical ability can carry out satisfactory repairs to his car in his own garage.

1st Edition. **3/-** Net. 3/3½ Post Free.

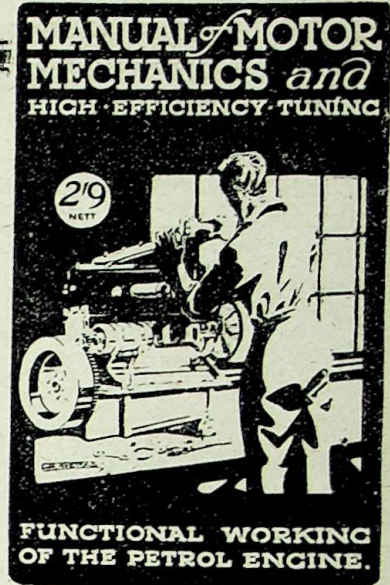
The principles, construction, maintenance and use of electrical appliances on the modern car presented in a clear and concise form, and well illustrated. A practical guide of great utility and a standard reference for all motorists, it imparts a thorough understanding of all electrical fittings

Send for Booklet giving particulars of many other books on motoring.

TEMPLE PRESS LTD.

7-15, Rosebery Ave., London, E.C.1

Wholesale Agents:
E. J. Larby Ltd., 30, Paternoster Row
London, E.C.1



4th Edition **2 9** Post Free.

The only handbook of its kind dealing in simple language with the secrets of engine tuning for speed, power and economy, and the tuning of carburettors of any make and for any purpose. The functional working of an internal combustion engine is also dealt with in a concise manner.



CHEMICO SPECIALITIES

"CHEMICO"

(G. S. B. 211)



THE CARBIDE THAT'S ALL CARBIDE.

CLEAN. DUSTLESS. WASTELESS. SCIENTIFICALLY COATED - ECONOMICAL, HIGHEST IN REPUTATION AND ALWAYS RELIABLE. CLEANSED, COATED AND PACKED UNDER THE CLOSEST SUPERVISION.

2 lb. Tins, 1/5; 4 lb. Tins, 2/8;
7 lb. Tins, 4/3; 14 lb. Tins, 8/-

"CHEMICO" HAND SOAP.

The most perfect hand soap yet invented. Cannot injure the most sensitive skin. Gets the grime out and the grease off. Clears everything in the Factory, the Garage, the Workshop, and the Household.
4d. and 7½d. per Tin.

"CHEMICO" CAR POLISH.

Makes the dirtiest, shabbiest and dullest coachwork as clean and lustrous as new. Removes grease, dirt, stains, tar spots, etc., as if by magic. Leaves a hard glass-like surface which once clean can easily be kept so.
In Bottles 2/-, 3/9 and 7/- each.

THE "CHEMICO" PATCH.

IS THE BEST OF THE BATCH.

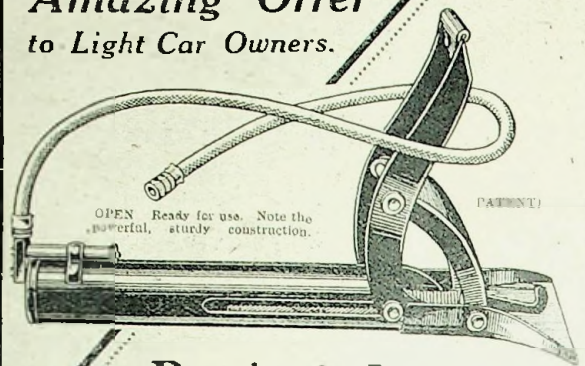
Greatest resilience and adhesiveness. Beautifully made of the finest rubber. Fudless endurance.

THE "BLOW OUT" PATCH.

The only emergency patch that's worth while. No solution but a marvellous grip. Saves time and tyres.

THE COUNTY CHEMICAL CO LTD
CHEMICO WORKS
BIRMINGHAM

Amazing Offer to Light Car Owners.



During January only You can Buy a

GAMAGE Foot Pump AT A SALE PRICE

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

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

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

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

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

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

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

Offered during the Sale only at

21/-

Ordinary Price 27/6
Carriage 9d. extra.

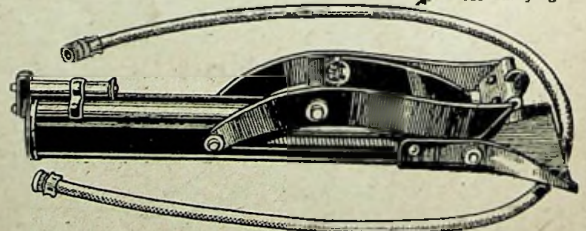
This Pump will last for years, give no trouble and take all the drudgery out of tyre inflation. It will be a pleasure to keep your tyres inflated to the correct pressure - this alone will save the cost of the Pump many times over. Remember, at the end of the Sale, which will not be long, this offer will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

Write now for a copy of Gamages Winter SALE LIST

Full of Bargains from many Departments. The Tyres, Accessories, and Motorists' Clothing will interest you.

Sent Post Free on request.

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

The Rhode "Occasional Four" at £235

is first and foremost a Two-seater, but it is more, for it offers really comfortable accommodation for the occasional one or two passengers, and—all under the hood.

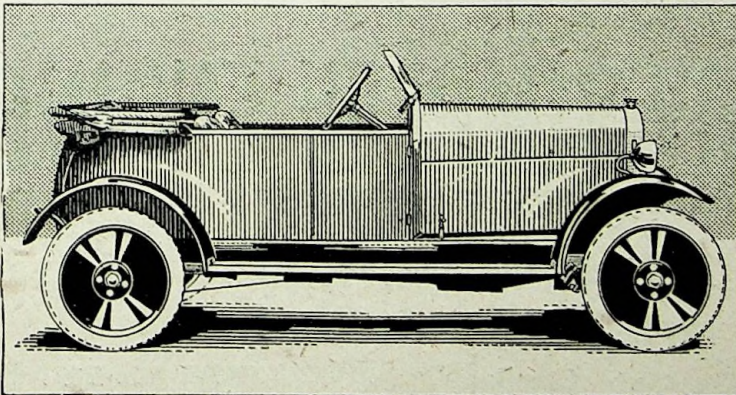
For the family man, who must study economy in purchase and "after cost," it is an ideal car. As a Two-seater it will do everything he asks of it — for two on tour it provides altogether exceptional luggage room, and—when the kiddies or a friend must share the trip, they need no longer be "perched up" on an uncomfortable and unprotected "Dickey."

Its petrol consumption averages 45/50 m.p.h. — its oil consumption is negligible, and it is made by the originators of the "Occasional Four" in a British factory, with British brains, British labour and British Capital only.

Other Models:

OCCASIONAL FOUR with BROLT STARTER ...	£250
OCCASIONAL FOUR ALL-WEATHER SALOON ...	£265
With Starter ...	£280
SPORTS MODEL ...	£270
With Starter ...	£285
COUPE with Starter ...	£325

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Rhode Motor Co.,
Tyseley, BIRMINGHAM.

London - - Mebes & Mebes,
14, Gt. Portland St., W.

The role of the

RHODE

There are some cars which are very like the supernumerary of the Stage — they appear before the Public without a "speaking part," and exercise little, if any, influence, beneficial or otherwise. They're there, that's all! Some people are induced to buy them by over zealous salesmen, but they have no "vogue" because they have no "mission."

Not so THE RHODE, for, in the promotion of economy, it occupies the very centre of the Stage, commands the attention of the audience, and really leads!

Its influence is all for the reduction of the cost of Motoring and the promotion of the comfort and convenience of the Motorist, and—

It has and will make Motoring possible and, what is more important still—pleasurable—to thousands of men and women to whom the more expensive 4-seater would remain a dream.

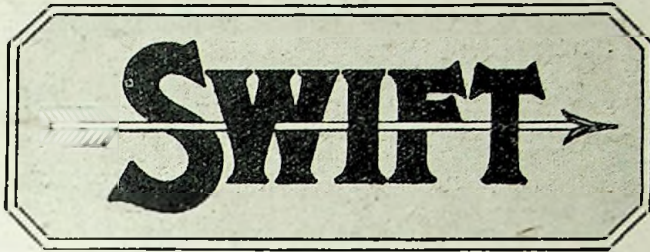
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LONDON TRIAL—
Gold Medal.**

**LONDON - GLOUCES-
TER-LONDON—
2 Silver Medals.**

TO THE
READER

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 in a reliability Trial.

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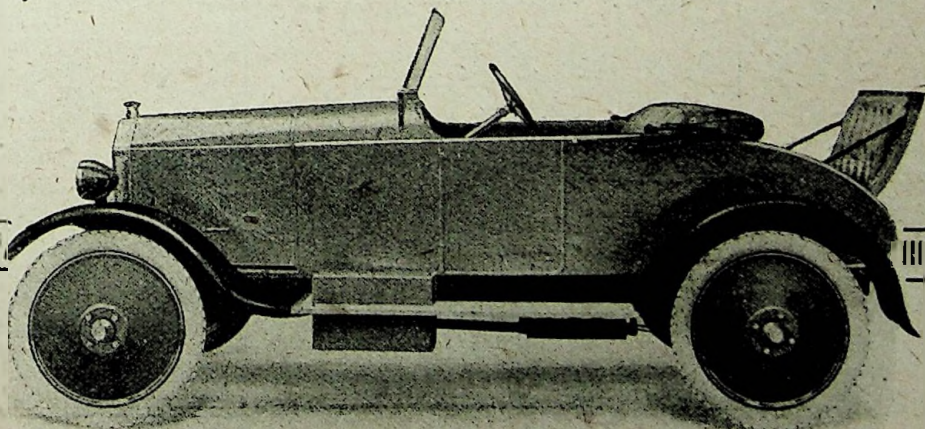
4 CYLINDER WATER-COOLED. SELF-STARTER, ELECTRIC LIGHTING AND UPHOLSTERED IN REAL LEATHER.
 2-SEATER with Dickey, or TAX £9
£275 "CHUMMY" Model
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 132-135, Long Acre, London, W.C.2.

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Irish Depot: 15-17, South King Street, Dublin.



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 READER

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A CONVINCING TESTIMONIAL:—The Easting Two-Panel Screen

from Lord POWERSCOURT.

POWERSCOURT,
ENNISKERRY,
IRELAND.

December 22nd, 1922.

Easting Windcreens, Ltd.
Dear Sirs,

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

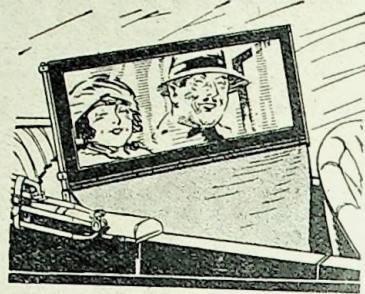
I selected it from among all the windcreens exhibited at the recent Motor Show for several reasons which I will now enumerate.

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

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

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

Yours truly,
POWERSCOURT.



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

PRICE COMPLETE, £4-10-0

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

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

The Motor Manual 26

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PRINCIPLE of operation of the engine; Alternative types of prime mover. Lubrication, Carburation, and Cooling, with descriptions of popular carburetters. Ignition, Lighting and Starting. Transmission. Control Devices. Brakes and Silencers. Steering and Springing. Wheels, Tyres and Rims, Accessories and Equipment. What to do with a New Car. Maintenance of the Car. Workshops and Garage. Steam Cars, Electric Cars. Formulae Tables. Law and the Motorist. Touring Hints, etc., etc.

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The 9/20 H.P. "Princess" at £225 complete has many £1,000 car features.

Durability. It is built to give many years useful service. Efficiency and durability have been the first considerations.

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Expensive Materials. It includes in its construction the best possible materials and all that is newest in engineering practice. Steel Channel Frames, Tubular Steel Cross Members, Ball Bearings throughout, Nickel Steel Connecting Rods, etc. Examine it in detail, everywhere, you will find the best obtainable



in the road surface, leaving it unaffected by anything that may happen to the springs.

THE STEERING (Ball Bearings again) is not equipped with a sector worm wheel but a full circle. It is wonderfully light to handle.

Big Car Features
The limits of our space enable us to quote but a few of the many special "Princess" features, but we will be very glad to send our catalogue which describes this wonderful car in detail; which tells you about its Rear Axle Differential, possessing many unique features in itself—about its gearbox with its positive lock on all gear positions, etc.

No Winter Worries. THE ENGINE, despite its normal rating of 9 h.p., develops 22 h.p. The cylinders are air-cooled, obviating the many troubles of water-cooled systems.

Flexibility. It can tick over at 120 revolutions and accelerate quickly to 5,000 revolutions. So wonderful is the balance, that, although a 2-cylinder, it will pull the car at 14 miles per hour in top gear, and accelerate smoothly and without effort, to 50 miles per hour.

Unique but Practical. There are many unique features which will appeal to the practical mind.

Radius and torque rods are fitted to front and rear axles respectively. The front axle is held by radius rods, and is free to rise and fall with variation

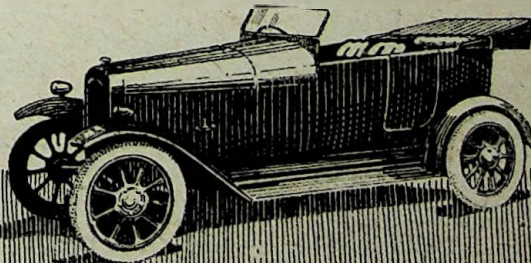
The Bodywork is in keeping with the chassis, and is of the shell type with one door to ensure rigidity and strength. **Exceptional Bodywork.**

The standard three or four-seated body is cleverly designed to enable the single door to give access to all seats without disturbing the other occupants, but any preferred type of open body will be supplied at same price.

Send for our illustrated catalogue, which gives fullest information about this £1,000 type car for £225. **£1,000 Service for £225**

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Phone: Streatham 2010. Grams: "Jayemahoka, Phone, London."



Woodwright

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K.L.G.

CONSISTENT performance alone ensures permanent reputation. In the coming year every care will be taken to secure that the manufacture of "K.L.G." Plugs shall be maintained at the same, or if possible, an even higher, pitch of perfection as in 1922.

THE ROBINHOOD ENGINEERING WORKS, LIMITED,
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K.L.G.



A DANGEROUS CORNER

Serving the double purpose of a pictorial road guide and a danger sign, this photograph shows the right-angle turning in Welwyn, Herts., on the North Road. Both roads join eventually at Biggleswade, and if this town be the venue of the motorist, the Baldock road will be found the better.

Notes, News and Gossip of the Week.

Clerkenwell 6000.

For the benefit of readers and business men who may have overlooked the paragraph which appeared in a recent issue, we would reiterate the information given—namely, that the new telephone number of our offices is "Clerkenwell 6000"—seven lines.

An Innovation.

An interesting innovation will form part of the informal meetings held at the various centres of the Institution of Automobile Engineers. This will take the form of a frank discussion and criticism of motor accessories or other proprietary articles which will be provided for the purpose.

The procedure suggested is as follows: The inventor or manufacturer will be invited to appear before what may be termed the "critics' circle," and will fully set forth the merits of the exhibits. Criticisms by members of the Institution will then follow. It is pointed out that no small amount of sportsmanship on the part of the inventor or producer will be needed in order to carry through the idea, but the Institution has no fears that accessories, etc., will not be available.

No. 529. Vol. XXI.

LIGHTING-UP TIMES

for Saturday, January 13th, 1923.

London ...	4.44	Edinburgh ...	4.35
Newcastle ..	4.33	Liverpool ...	4.49
Birmingham	4.48	Bristol ...	4.54
Dublin ...	5.22		

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

Moon.—New Moon January 17th.

Across the Desert by Aeroplane.

An interesting commentary on the trans-Sahara Citroën-Kegresso expedition is provided by the news that in February another attempt, this time by aeroplane, will be made to cross the desert from north to south. It will be recalled that such a flight was attempted in 1920 and led to the tragic death in the desert of General Loperrine. During the forthcoming attempt caterpillar-wheeled cars will supply posts along the route.

Interest in Wireless.

Passing the Humber works at Stoke, near Coventry, recently, we noticed that a wireless aerial had been erected between one of the factory chimneys and a water tower. Other Midland car manufacturers are taking a keen interest in wireless development, and some striking demonstrations are promised.

'Ware Poor Petrol!

It has come to our notice that several owner-drivers are suffering at the present time from bad running of their engines, due to inferior petrol having been filled into the tank. It would seem that unscrupulous dealers in various parts of the country are not averse from mixing good-quality spirit with so-called fuel that is little better than paraffin, and, as a result, difficult starting, poor slow running, and rapid carbonization are incurred. It is as well to make known the fact that the best known petrol-supplying concerns, such as Shell-Mex, take particular care that their spirit is not liable to be mixed in any way with inferior fuels when it is in the hands of retailers, and we therefore advise all motorists to ask definitely for the particular brand of spirit they desire.

To the Scottish Show by Road.

The Scottish Motor Show will be held in Glasgow from January 26th to February 3rd inclusive, and the Automobile Association has instituted special arrangements for distributing en route road information which should prove invaluable to those travelling North by car. Special maps indicating the best available routes under normal weather and other conditions will be placed in all the A.A. roadside telephone boxes, to which members have access.

The Hunting "Note."

The latest production of Desmo, Ltd., Desmo House, Broad Street, Birmingham, is a special model sports horn, which emits a note similar to the huntsman's horn. It is of the bulb variety, and is supplied in black and nickel, all nickel, all brass, or black and brass, retailing at 15s.

Rail-less Trolleys.

Rail-less trolley traction, a type of control for mechanically propelled vehicles which is of more than ordinary interest to motorists in view of the increased scope for manoeuvrability which it offers, formed the subject of an interesting paper which was read before the Institution of Automobile Engineers on Wednesday last by Mr. C. W. J. Taffs, B.Sc.

Where Should the Wheel be?

In this country conventional three-wheeler design places the single wheel at the rear, whereas on the Continent the single wheel is located in front, even heavy commercial lorries being built on this principle. The constructor of a British machine with a single front wheel claims that, given a fairly long wheelbase, this layout produces a more stable vehicle than the other, and is fond of demonstrating his theories by whirling his machine round and round in a small circle without capsizing. His contentions may be true, but it is to be feared that the unconventional appearance (to our eyes) would prevent the design from becoming popular. After all, A. W. Wall produced a machine on these lines some years ago, and promptly found it dubbed the Roc Egg.

An Advantageous System.

Readers are reminded that, when buying or selling goods advertised in the small advertisement columns of this journal, the approved deposit system is a safeguard to both buyer and seller. Full particulars appear in the classified advertisement section in every issue.

LIGHT CAR-ICATURES.



COUNT L. ZBOROWSKI.

On track and road, the Count has showed
A vast amount of verve,
And served to prove that on the move
He's minus "nerves"—not "nerve."

The British Empire Exhibition.

In view of the large demand for space, particularly in the engineering and electrical sections, the authorities of the British Empire Exhibition have found it necessary to recommend the extension of the machinery hall by the addition of 70,000 sq. ft. of space. Motorcars and motorcycles, horse-drawn vehicles, etc., will figure in this section.

A Warning.

Motorists are advised by the Automobile Association to drive carefully through the villages of Harrietsham and Lenham, on the Folkestone Road.

West Derbyshire Club's Activity.

A programme containing nearly 70 social and sporting events has been drawn up for 1923 by the secretary of the West Derbyshire Motor and Motor Cycle Club (E. F. Hurt, South Darley, Matlock). Car owners in Derbyshire are requested to send in their names for membership at once and obtain inclusion in the 1923 Year Book now in print. They are reminded that only by united action can the club attain its objects of better and safer roads, comradeship of the road, and closer co-operation with the R.A.C., A.C.U., A.A., and the police.

Seven cups, a lady's motorcycle, a motor watch, and a silver mascot are among other trophies up for competition in 1923.

Wallington Motor Club Dinner.

The second annual dinner of the Wallington Motor Club took place at the Greyhound Hotel, Craydon, on Saturday, December 16th. The toast of "The King," proposed by the chairman, Mr. Wilfred Hiscox, was accorded musical honours. Mr. W. Collins Sanford then proposed the toast of "The Club," and mentioned the wonderful support they had received during the past season.

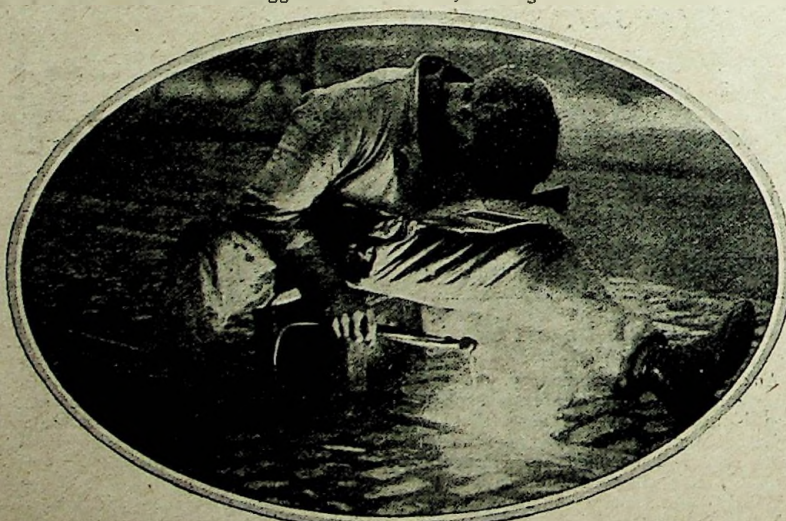
After an excellent musical programme, the awards won during the past year were presented by Mrs. Cato Worsfold. "The Chairman" was proposed by Mr. J. C. Sanford, and "The Visitors" by Mr. P. A. Gilbert-Wood, J.P. Dr. Cato Worsfold, M.P., who responded, mentioned his liking for the club colours—"Black and White"—re-marking on the fact that there was plenty of "spirit" about them!

Judge and Fair Play.

A correspondent sends us the following extract from a police report published in an evening paper:—"Summing up, his lordship said the jury should banish from their minds any prejudice which they might entertain against motorists or motoring. They had all, he supposed, been bespattered by the mud of a motorcar, and they might have a certain degree of envy towards the apparent opulence of those who drove in such vehicles. 'You and I would do well in this case,' said his lordship, 'to leave outside the court any prejudice which any one of us might feel, and to remember that a motorist is pursuing a perfectly lawful avocation, and that he is entitled to the same consideration as a pedestrian claims.'"

Next Week.

The articles on driving methods that have recently appeared in this journal have aroused considerable interest, and next week we shall publish an interesting addition to the series. Dealing with the best methods of handling a car in confined spaces, "Manoeuvring Without Mishap" explains the proper practices to adopt to prevent scarred and damaged wings, broken running boards, etc. Among the other features of the issue is an impression of one of the latest French "small fours," the Renault, on the road.

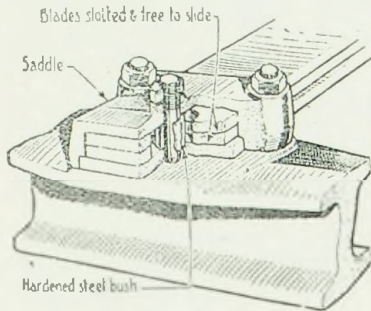


A WELCOME SIGHT.

As the result of widespread complaints from motorists who have had their tyres ruined by knife-edged tramlines, improvements are being effected. An acetylene welder at work.

Safety with Quarter-elliptic Springs.

Whilst quarter-elliptic suspension is admirably suited to the light car, there are one or two important considerations which have to be taken into account when this system is adopted. Safety, the absorption of axle torque and rigidity may be mentioned as the prime considerations. The accompanying sketch should prove of interest in that it shows clearly how the front springs are mounted on the A.C.—a typical example of a light car suspended on the quarter-elliptic principle. In this case no fewer than three of the leaves are clamped to the axle, although one only is what might be termed rigidly secured thereto. The



How safety is provided for in the suspension system on the A.C.

two upper leaves are free to slide, and in the unlikely event of the master leaf fracturing there is no possibility of the axle parting company from the springs.

A Radiator Aerial.

We have in our office a four-valve wireless receiving set, which works quite efficiently when it is coupled up to use the hot-water pipes as an aerial and the cold-water pipes of the building as an earth. Surely this is a freak? Marconi House concerts are delivered by the loud speaker with about the same volume of sound as is obtained by a medium-sized gramophone. The human body has also been used as an aerial, the signals being clear, if on the faint side.

Essex Motor Club's Dinner.

The dinner held by the Essex Motor Club on Saturday evening last at the Holborn Restaurant was one of the most enjoyable functions we have attended this year. Mr. Sidney G. Cummings was in the chair, and the proceedings were characterised throughout by a spirit of conviviality that was wholly enjoyable. The speeches were short and very much to the point, and those made by various executives of the club gave every indication that 1923 will be a busy year for the Essex M.C.

A Yorkshire Beauty Spot.

In the village of Askrigg is a very interesting-early Jacobean Hall, still complete with its antique balustraded balcony, a coign of vantage whence the sport of bull-baiting could be viewed. It was built by a Wm. Thornton in 1678, and with its nail-studded doors, its mullions, gables and balcony, forms a direct connection with bygone days. Opposite this house, and near at hand, is the stone in which was fixed the ring to which bulls were tethered while being baited for the amusement of the people.

The Sahara Conquered.

"The Citroën motorcars provided with caterpillar wheels, which left Tuggurt on December 18th, have successfully crossed the Sahara. They reached the River Niger on January 4th, and on the morning of the 7th the last stage of the journey from Bourem to Timbuctoo was accomplished in 27 hours without a stop. The travellers, all of whom were in good health, were accorded an ovation by the population of Timbuctoo and the cars arrived in perfect condition. The 2,000 miles of desert have, therefore, been crossed in 21 days, in comparison with the six to twelve months taken by camel." Such is the brief radio message that announces what is undoubtedly an epoch-marking achievement. To cross the arid wastes of the Sahara in self-propelled vehicles at the first attempt is undoubtedly a very fine feat, and all credit is due to the manufacturers of the Citroën car, of the Kegresse caterpillar attachment with which it is fitted, and last, but not least, to the intrepid adventurers who handled the cars. The last 27 hours of the journey were undertaken without a stop, which in itself shows that all the members of the expedition must have been in a very healthy condition, and this fact pays a further tribute to the efficiency of their machines. They have been faced with innumerable difficulties, among which were violent, hot sandstorms. In the Tanesruft, the Land of Thirst, Nature seemed to resent the intrusion of man-made things that moved over the soft, treacherous ground without difficulty and put nearly 100 miles a day behind them. When nearing the River Niger danger of another kind was experienced, for the district abounded in hostile nomadic tribes. However, the party was well armed, and no casualties were recorded. The full story of this remarkable trip will be published in next week's issue of this journal.

Dogs that Motor.

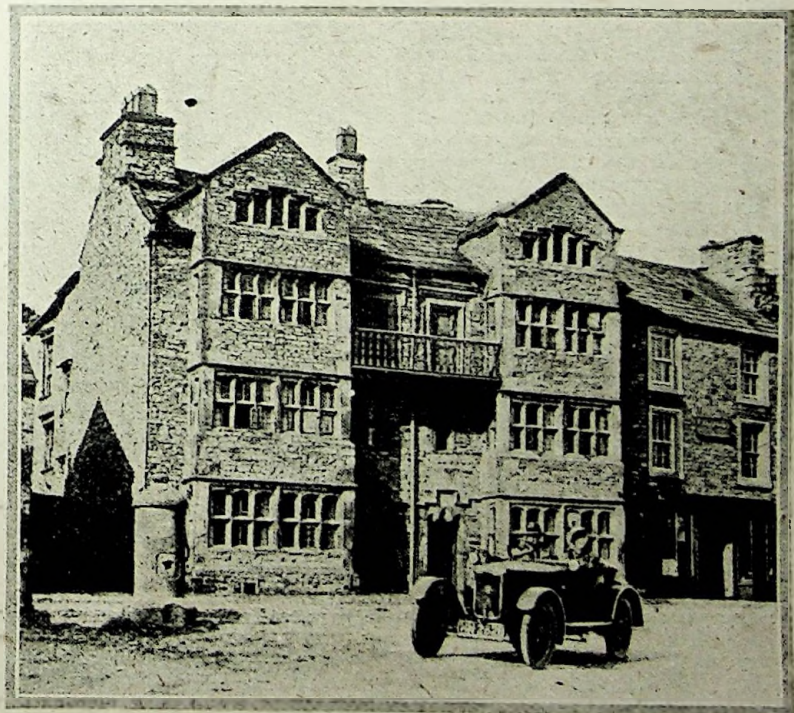
Our front cover picture and the article on "Dogs That Motor" which appeared in our previous issue have created a considerable amount of interest, and we have received a number of interesting dog stories from readers. The accompanying is a happy snapshot of Mrs. Robert



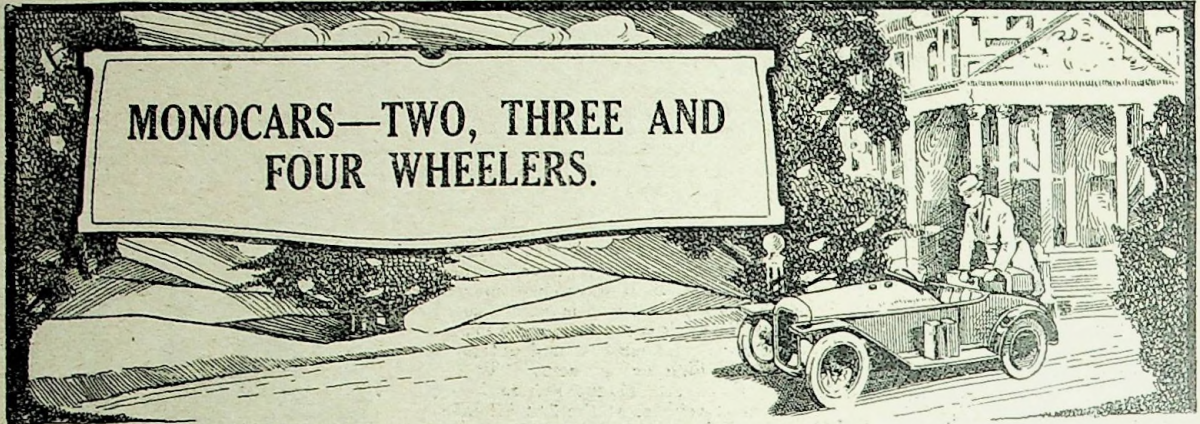
Another "Dog that Motors." Mrs. Britton's 12-month-old spaniel.

Britton (Manchester) with her spaniel. Although only 12 months old, he makes a bee-line for the car directly he hears the engine started up.

Another interesting little story is provided by a reader from St. Neots, who owns a cute little terrier named Judy. In ordinary circumstances, and when pursuing her own canine way, Judy is deaf to all whistling or calling, but the faintest toot on the horn of her mistress's G.N. is sufficient to send her scampering at full speed towards the car. In one bound she alights nimbly in the hood, and there waits expectantly for the joys of a run on the open road.



IN YORKSHIRE. — The stone pillar in the foreground of this picture of a Jacobean Hall, Askrigg, Yorkshire, was used for the early sport of bull-baiting.



A Practical and Authoritative Article Setting Forth Clearly the Particularized Advantages of Each Type.

HOW many owners of light cars have been converted to the movement by reason of having experienced the discomfort of riding a motorcycle in all weathers?

And how many more there are who would gladly exchange their motorcycles for cars if they were not deterred by thoughts of the increased running costs and upkeep of the car as compared with the motorcycle?

There are thousands of persons in this country alone who are compelled to use a motor vehicle in the course of their occupations (such as country doctors, surveyors and commercial travellers) but who do not feel justified in using a vehicle weighing 8 to 10 cwt., when a motorcycle weighing 2 to 3 cwt. will convey them quite as effectively at about one-third or less of the running cost. The problem of obtaining the cheapest possible passenger transport is clearly centred round the question of reducing the weight of the vehicle itself to as low a limit per passenger carried as is possible.

In spite of this fact there are very few monocars on the road at the present time. The reason is not far to seek.

So soon as a monocar is produced, the manufacturer is inundated with queries as to why he did not make it a little wider, to accommodate a passenger.

This he eventually does, and, of course, the chassis and components are stiffened up to take the extra weight and probably the track is widened a little to give more body room.

Consequently more power is required, and this, again, demands heavier and stronger transmission, and, in due course, what originated as a cleanly version of the motorcycle emerges as a light two-seater.

It is quite as convenient (and probably safer) to give an occasional passenger a lift on the back of a monocar as it is on the carrier of a motorcycle.

The monocar designer is faced with the problem of how many wheels to give his car, for there is much to be said for both the three and four wheelers, and the two-wheeled car is quite a feasible proposition, as proved by Mr. A. V. Roe, who has recently been experimenting with the little runabout of his own design, illustrations of which appeared in this journal recently.

Dealing first with the four-wheeler, this type is superior to the three-wheeler, from the point of view of comfort over bad roads, owing to its not having a

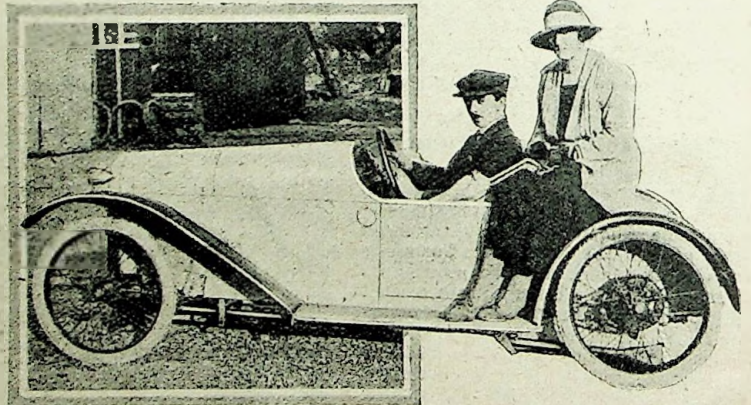
third track, and it is more comfortable and probably safer on tramlines.

Until such time as all cars are fitted with front-wheel brakes, the four-wheeler must obviously be superior to the conventional single rear wheel type of three-wheeler as regards brakes, for in the latter case both brakes must act through the rear wheel, and, of course, this possesses only half the effective area of contact with the ground compared with the four-wheeler.

The Four-wheeler.

Perhaps the greatest advantage of having four wheels is the greatly increased locker space behind the driver, for a great deal of valuable room is occupied by the central wheel of the three-wheeler, and appearance would certainly be spoiled if large "saddle-tank" lockers were fitted on each side of the single rear wheel. Luggage strapped on the tail is not very satisfactorily situated.

One objection to the four-wheeler is that there is more likelihood of punctures occurring through



THE PROBLEM OF THE PASSENGER.

Why should it not be considered as conventional to carry an occasional passenger on the back of a monocar as it is on the carrier of a solo motorcycle?

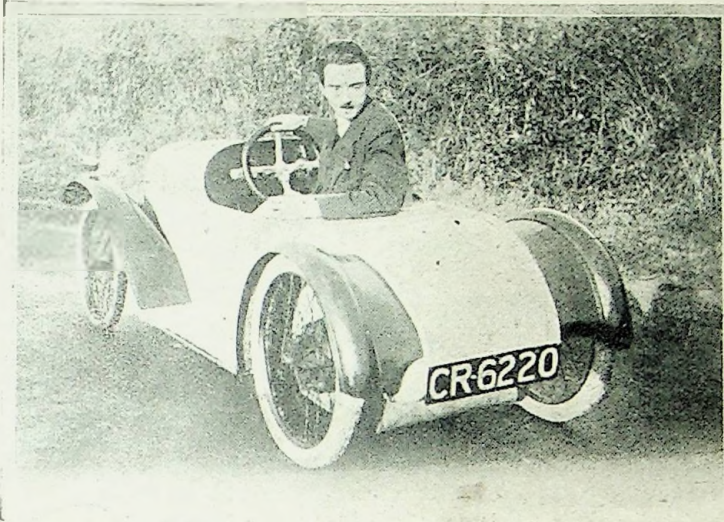
having an extra tyre, although the writer is of the opinion that two tracks are less likely to produce punctures than are three, especially in view of the extra load on the central wheel of the three-wheeler.

Probably the greatest objection to the four-wheeled monocar is the present system of taxation, the minimum annual tax for this class of vehicle being £6.

MONOCARS (contd.).

This leads us to the three-wheeler with its tax of £1.

This type of vehicle has proved very satisfactory in actual practice, in spite of a certain amount of prejudice against its main features, one of the chief objections being the heavy strains imposed upon the rear wheel when cornering, and also the disadvan-



LUGGAGE ACCOMMODATION.—One big advantage of the four-wheeled monocar is the ample room for luggage at the rear.

tage of having three separate tracks.

This latter feature is more noticeable over very bad roads, but perhaps when road surfaces improve this objection will become of little importance.

In wet weather, the single rear wheel is more apt to skid, especially on stone setts, and this can become rather worrying when running between tram-lines.

Apparently appearance is the only reason why a monocar has never been produced having its wheels arranged as on the Scott Sociable, which follows ordinary motorcycle combination practice, and another alternative, which considerably lessens the load on the single wheel, is the three-wheeler having the single central wheel in front, as on the Bramham two-seater and the Harper runabout.

The heavy side loads imposed on the single wheel when cornering could be considerably reduced in this layout by arranging the wheel to bank over when turned, exactly similar to a motorcycle front wheel; in fact, this is precisely what happens on the little Harper.

Having the single wheel in front also gives the same amount of locker room behind the driver as on the four-wheeler, and it is rather surprising that more has not been seen of this class of vehicle.

The three-wheeler is at a disadvantage when compared with the four-wheeler as regards accessibility and detachability of the central wheel in the event of punctures. This point is rather strongly impressed upon the mind of the writer, for he had the misfortune to contract three separate punctures in the rear tyre of a three-wheeler recently.

The advent of A. V. Roe's little runabout opens up a fresh channel for thought relative to the design

of the monocar and provides for development.

It is not fair to describe this vehicle as an enclosed motorcycle, for, in addition to being fitted with a miniature car body complete with doors, hood, and adjustable windscreen, it differs from the motorcycle in that the driver sits in a well upholstered seat having a high back, in the same position as the driver of a car, instead of sitting astride the frame as on a motorcycle.

From experience the writer is able to say that this machine is quite easy to balance, and in view of having only a single track and in addition being fitted with long quarter-elliptic leaf springs to the front and rear axles, it is delightfully smooth in riding.

For use when crawling through traffic and for starting and stopping, a pair of small wheels is fitted at the rear to save the necessity of putting the feet out on to the ground.

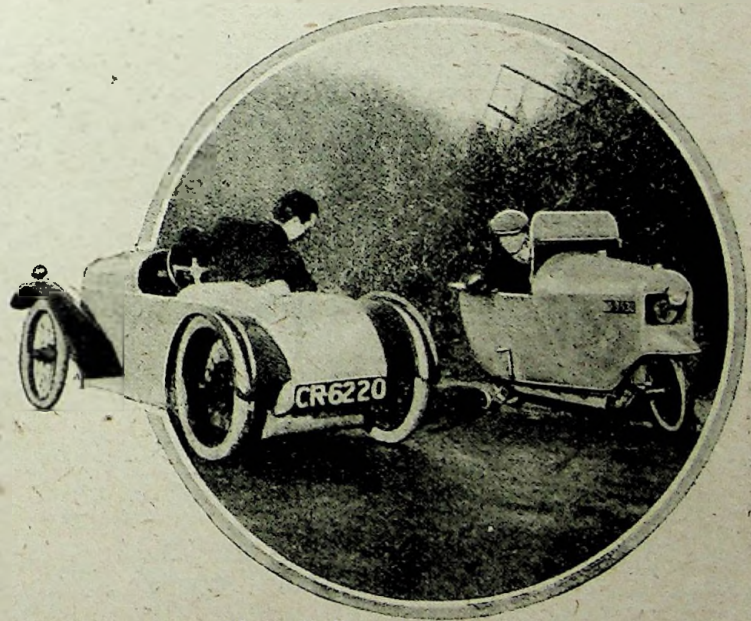
These wheels are connected to a long lever placed conveniently near the driver's hand, enabling him to raise them clear of the ground when under way and to lower them at will.

The advantages of this little machine are fairly obvious, comprising motorcycle tax, less liability of punctures, light weight with its attendant advantages of increased mileage per gallon of fuel (exceeding 150 miles per gallon) and better hill-climbing and acceleration, and also more comfortable riding, owing to its single track.

The writer was at first inclined to have apprehensions on the score of side area presented to wind by the body, but

after prolonged tests in very gusty weather his fears were proved groundless.

In fact, Mr. Roe has ridden past cross-roads steering with only one hand when a gusty wind was blowing at right angles to the path of the vehicle, and the velocity of the wind was measured and recorded by an anemo-graph as being 50 miles per hour.



COMPARING ADVANTAGES.—Mr. A. V. Roe's little two-wheeled monocar is in direct contrast with other types. It is thoroughly practicable and easily controllable.

This stability is probably due to the very low-build of the whole machine, and although the pressure of the wind can be felt, it is easily counteracted.



A Critical Causerie of Light Car Comment.

Forgetfulness.

MODERN engines run so silently that one is not surprised to hear of them having been left running by mistake for several hours on end. In the middle of a dance the other night mine host amused everyone by announcing that he would be pleased if the owner of car No. — would kindly go out and switch off his engine, as the police objected to it running unattended. I also remember the case of a man who went into the Olympia Show one evening and on returning some hours later discovered to his amazement that his car had been running all the time, although in the roar of the traffic outside he did not realize his oversight until he tried to restart.

A somewhat similar occurrence happened recently in Birmingham. Somehow or other the electric horn of a car which was standing in the street became switched on. For half an hour the car hooted merrily and defied the efforts of passers-by to switch it off. At last the owner was discovered and solved the problem by cutting the wires.

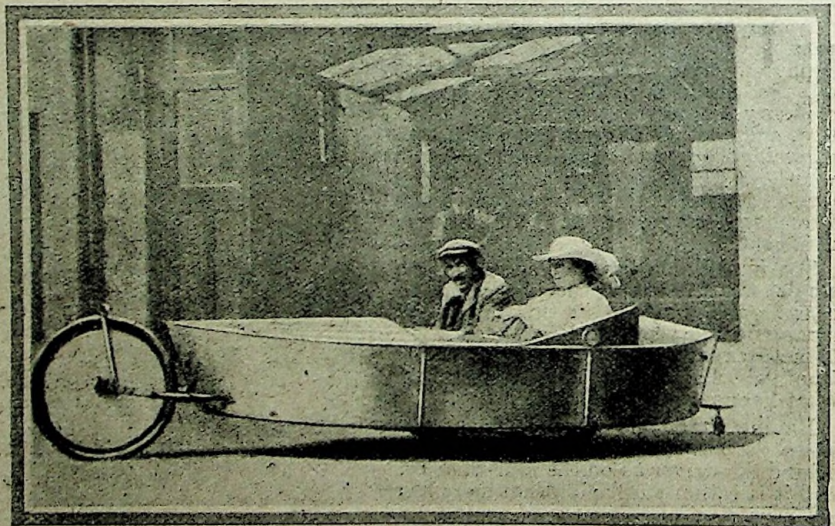
Hotted-up Engines.

HAVING recently lost the use of my right thumb during two or three days because of a back-fire experienced when trying to start an A.B.C. light car that had been "hotted up" considerably, I am tempted to say a few words about "warmed-up" engines in general and the A.B.C. in particular. Why it should be so I cannot venture to explain, but one comes across far many more cases of really privately super-tuned twin-cylinder engines than "fours" that have been treated in the same way. Air-cooled units, too, seem to get more attention than do the water-cooled types, possibly because the majority of motorists who buy twin-cylinder engines are in general greater enthusiasts. Certainly from the point of

view of carrying out jobs, such as fitting fresh pistons, raising the compression, and generally increasing the power output, the twin is a nicer lay-out for the amateur to handle: there are no heavy pieces to carry about the workshop, and one can get at the various vital parts with a fair amount of ease.

Regarding Back-fires.

PERSONALLY, I think it is very interesting to carry out small alterations to an engine; one learns a great deal thereby, but at the same time it makes the car rather dangerous for a stranger to handle. Everyone knows that it is always as well to be more careful when swinging a twin than it is when turning over a four-cylinder unit; and on the occasion when this A.B.C. back-fired it did so in circum-



AN
AMPHIBIAN.

Constructed by an Army officer, this cyclecar is capable of 30 m.p.h. on the road and 6 knots in calm water.

stances which would not have produced the same results had it been a four-cylinder job. What is more, the kick was so fierce that it bent the starting-handle considerably.

This risk of back-fire, to my mind, is one of the big drawbacks of the twin. I would rather swing an

RICH MIXTURE (contd.).

85 mm. bore four-cylinder unit than I would a twin-cylinder engine made up of cylinders the same size. The twin is the more dangerous, for its flywheel is lighter. The kick given by any one piston of either engine would be the same; in one instance one would have the help of a large flywheel to absorb the shock, but where the light car engine is concerned practically the whole force of the back-fire is taken by one's hand on the handle, with the disastrous results aforementioned.

Anyway, good advice is always to let the enthusiastic amateur start his own "hotted-up" engine (if he knows enough to be able to make it faster, he ought to know enough to make it start easily), and never, in any circumstances, put a thumb round the starting-handle. Had I done so on this occasion, I should now be nursing a cracked bone.

The A.B.C. Itself.

A PART from this difficulty of starting (which is probably not quite so pronounced on "unhotted" models), this A.B.C. fills me with more than a little admiration. It pulls like blazes straight away from dead cold and has "pick-up" that is truly meritorious. Its four-speed gearbox, of course, makes it what it is, a very lively little hog-bus, but what is important is that it stands up remarkably well to very hard driving. Equipped with high-compression Specialloid pistons, the car above mentioned just touches 60 m.p.h. on the flat with two up, but it will stay at 45 m.p.h. all day up hill and down, a feat made possible by its very useful third speed.

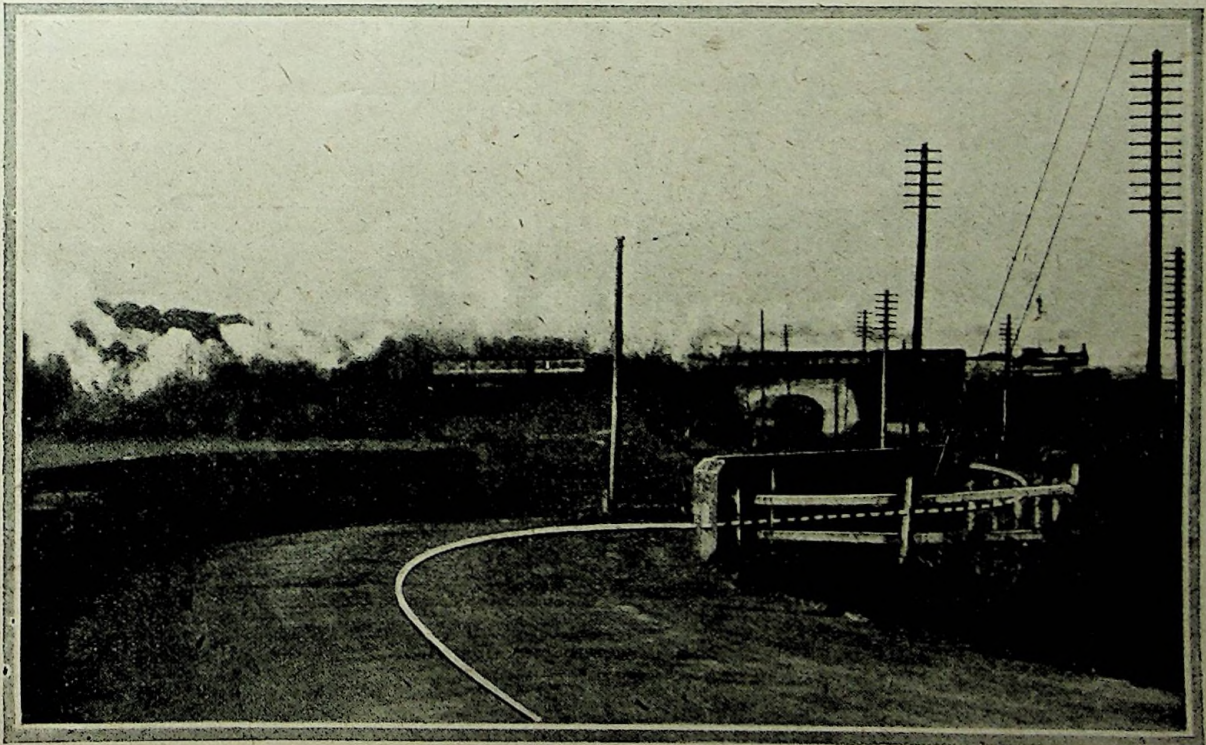
The suspension is fairly good, the steering light and responsive, and the brakes are excellent.

The 750 c.c. Four-cylinder.

I SHOULD not be surprised to find other people following Sir Herbert Austin's lead by producing a 750 c.c. water-cooled four-cylinder miniature before long. Opinions are still divided on the merits of the air-cooled twin and water-cooled four, but the whole thing eventually boils itself down to one of price. Generally it is said that the small air-cooled job must be put on at a price to compete with the sidecar combination or give way to the miniature four.

An Elusive Neutral.

IT is sometimes quite difficult for one whose whole life is almost spent steeped in an atmosphere of petrol vapour to adjust his thoughts to run in parallel with those of the beginner and to understand his troubles, and only the other day I had quite an interesting experience of this type. A fellow was complaining that he could not get a clean gear change "up" on his car, no matter whether he made a long or short pause between gears. As I happened to know my particular car fairly well, I advised him to count six with the clutch out when changing at 18 m.p.h. He still had no success, and so we went out together. The car seemed to me quite normal to handle, and it quickly became evident that it was the driver, and not the mechanism, that was at fault. Then the seeker after driving knowledge took over the wheel, and the trouble soon came to light. Instead of waiting with the gear lever in *neutral* when changing from second to top speed, he paused the requisite length of time with the clutch pedal fully depressed only, and without disengaging second gear. The upshot was that when he tried to snick in top, what actually took place was an ordinary slam change between the gears, with results as expected. S.S.



SHOULD BE STRAIGHTENED.

The locality depicted herewith is on the main London-Salisbury road and is encountered after a fast stretch across the Plain. Local inhabitants say that there have been at least ten serious accidents on the S bend every year for some time past owing to a treacherous angle on the camber. The line shows the acute double bends.



... THE ...
YELL HOUNDS OF DARTMOOR.

DRIVING over Dartmoor at night is at most times an eerie experience, especially when in the near neighbourhood of "The Abbot's Way."

As the gruesome legend has it, "He passes at whirlwind speed astride a dark horse, from whose red-hot nostrils comes a stream of fire, yelling on a spectre-pack of white hounds."

Some say that they are headless, and that their blood-curdling baying emerges from a phosphorescent ball in the place where the head should be. Others describe them as huge coal-black beasts with eyes and tongues of fire.

By those light carists who have driven over these wastes at night hearing the roaring of the wind, the wailing cry of night birds, and the sound of a rushing stream, this legendary bit of folk-lore can well be believed.

The Light Car and Cyclecar

Topics of the Day

Conducted by EDMUND DANGERFIELD.

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The . . .

LIGHT CAR & CYCLECAR

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

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

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Why Not More Monocars ?

IF automobilism of to-day be viewed from a broad standpoint there are many causes to be found for wondering why the present range of types is so emphasized as actually is the case. There are four main patterns of passenger-carrying vehicles—the solo motorcycle, the sidecar combination, the three-wheeled cyclecar, and four-wheeled cyclecars and cars. Motorcycleists can be divided into two classes—those who are keen on the sport of motor cycling and those who own machines to take advantage of them as time-saving means of transport.

It would seem only natural, therefore, that those who at present use motorcycles because of the facilities for personal transport which they offer should desire something with a similar road performance but which does provide adequate personal protection. We have for long past furthered the cause of the monocar, and the article published in this issue dealing with the various types now manufactured clearly shows the practical advantages of the various patterns. We are inclined to think that the chief drag on the development of the monocar in the past has been a vicious circle of over-development. No manufacturer has been sufficiently strong to refuse to pander to the requests of those who wish to carry an extra passenger in comfort, but without paying extra cost. The "flapper-bracket" of the motorcycle should certainly have its equivalent on the true monocar; but so soon as a single-seater machine is made to provide conventional accommodation for a passenger it loses its individuality and particularized appeals.

Rapid Decarbonization.

BY reason of the fact that a large number of motorists make their debut to automobilism on the types of machines that are dealt with specifically in this journal, there must be several of our readers who have never yet undertaken the task of decarbonizing their engines. To the expert and even to the enthusiastic amateur decarbonizing presents no difficulties; but newcomers to motoring may have qualms about taking their engines to pieces for fear that they may make some mal-adjustment when re-assembling. We make no apology for dealing with the process of decarbonizing at what may appear to be considerable length, but this simple operation is very often the first serious work which the new motorist undertakes on his car. Once he has succeeded and gloried in the benefits that accrue from a cleaned engine he develops the desire to do more, all of which is beneficial both to himself and to automobilism in general.

The Principles of Wireless.

IN this issue we publish the first of a series of instructive articles on wireless, a series that will be of direct interest to a large section of our readers. We have no hesitation in stating that it was but a comparatively short time ago that we ourselves took up this subject with any degree of seriousness, but, fascinated by its possibilities and being certain of its increased scope, we are confident that a very large proportion of motorists will find the articles which we now publish of maximum value.

A great deal that is written on the subject nowadays is of far too technical a nature to be of any value to the real amateur. Therefore we are making every endeavour to explain the principles and functionings of a radio set in the simplest possible manner. We strongly urge those who at present have not come into direct contact with "Radio," as it is known, to give the matter their earnest consideration, for it is a subject that is full of more than ordinary interest to those who have anything in the nature of a mechanical bent.

WET-WEATHER MOTORING.

Do Not Grumble. Make the Best of Things. This Article Tells You How.

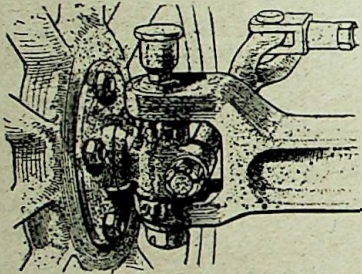
THE driver who complains about the discomforts of wet-weather driving is usually the one who takes no steps to make himself comfortable under such conditions.

It is slightly ungenerous to turn on the manufacturer and blame him for any lack of weatherproofing when, as a matter of fact, it should have been obvious to the owner at the time he purchased the car that it would not be proof against rain, wind, and snow.

If questioned, the manufacturer very rightly would point out that he had provided in his design such protection as he deemed sufficient, or as was possible within the price of the vehicle, and that the prospective purchaser should either have taken it or left it.

Thus, having purchased a car with his eyes wide open, it is for the owner himself to look ahead and anticipate the inconvenience which will be caused under adverse weather conditions, and to make him

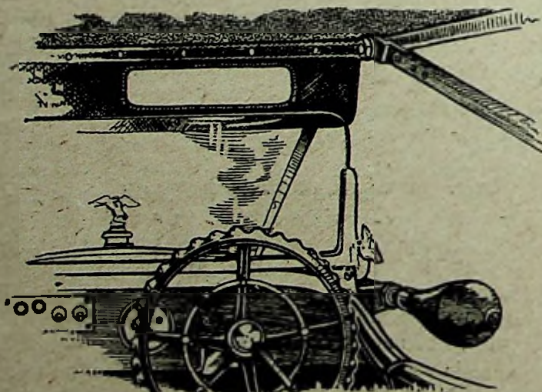
Force out moisture and grit at the end of a wet journey by giving two or three turns to the greasers.



self as comfortable as he possibly can when the time arrives.

Driving Difficulties.

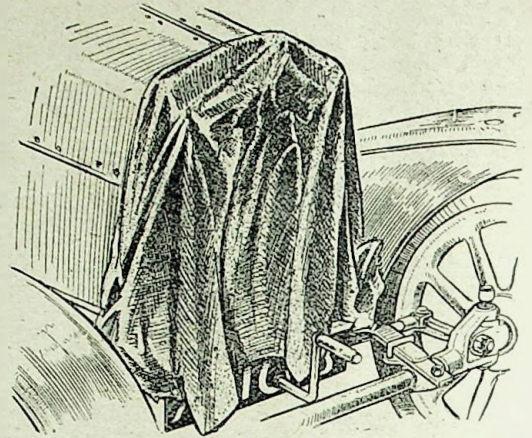
If every car were fitted with all-weather equipment the present article might terminate here; but, actually, such equipment is not universal. In the first place, because it costs money; and, in the second place, because many drivers are just as happy with



How draughts may be prevented and a clear view ahead obtained. The flap between hood and screen can be made and fitted by the owner-driver.

a glass screen and Cape-cart hood as they are with sliding side panels or saloon bodies.

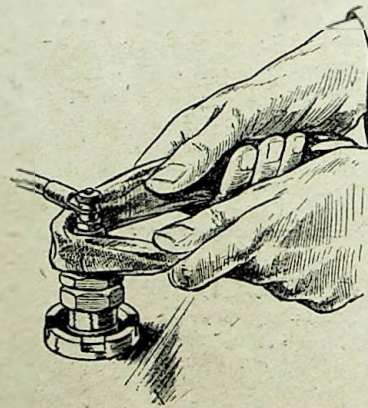
Wet-weather driving may be regarded under several headings, the first of which centres in the



Take advantage of the heated radiator at the end of a run by drying the rug which is generally slightly damp.

important question of visibility. A divided screen solves the problem easily, but is a luxury which does not figure on every small car. If the screen be tilted, then both driver and passenger are seriously inconvenienced by the wet and rain which blow into the interior of the car. If the screen be kept vertical the wind and rain will be excluded, but vision will be difficult.

The solution is a screen wiper, of which there is a multitude of different makes on the market, the majority operated by hand, a few worked mechanically either by a diminutive electric motor or through



Eliminating the possibility of a "short" by wiping the porcelain of the plugs.

the influence of the partial vacuum in the induction pipe.

On many cars the hood and the glass screen do not make a joint. This should be remedied by fastening a strip of flexible waterproof material along the front edge of the hood so that the pressure of the head-wind will force it up against the glass. If the gap be very wide it is not altogether a disadvantage, for a letterbox slit may be cut in this flap, and the driver is then able to dispense with screen wipers, whilst still obtaining a clear view ahead.

The Question of Clothing.

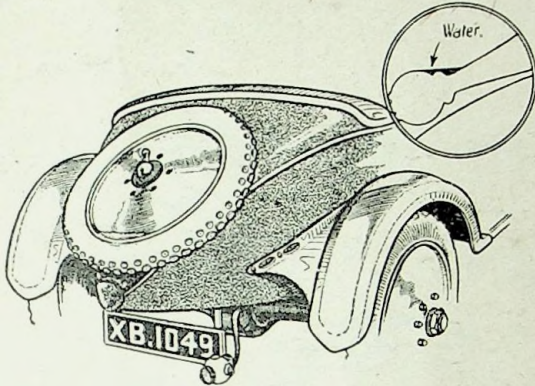
Preparations with which the glass is rubbed are also to be recommended. Nowadays they take the form of chemically treated dusters or gloves, which are merely applied to the glass when it is wet. Finally, a side mirror is essential in wet weather, for it permits the driver to obtain a view of overtaking traffic, which convenience is denied him without a reflector if the hood be up.

The second important consideration for wet-weather driving is the choice of suitable clothing. For headgear the majority of motorists favour a

WET-WEATHER MOTORING (contd.).

peak cap, but it cannot be denied that this is not proof against the wet, and that, once it has become thoroughly soaked, it takes a long time to dry.

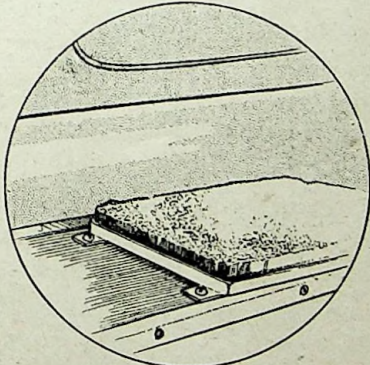
On the other hand, the waterproof cap with ear-flaps is considered old-fashioned. An alternative is the soft felt Homburg, the brim of which may be turned down to shield the eyes.



Carried on the tail, a spare wheel looks sporting, but the puddle of water which collects at the lower edge of the disc may damage the inner fabric of the tyre.

As the driver's right arm usually is exposed, a loose-fitting but serviceable mackintosh worn over the ordinary outdoor overcoat and fitted with storm-cuffs will prove invaluable.

A third aspect of the condition under discussion is presented by the effect of continuously bad weather on the mechanism of the car. The most vulnerable points are sparking plugs, magneto, and carburetter.



A running-board step mat pays for itself many times over and is not an expensive item.

The first-named may give trouble if the car has been standing out in the rain for some considerable time, and it is a wise precaution to wipe the porcelain before attempting to start up. Once on the move, however, the heat of the engine itself will prevent any recurrence of the trouble.

The Weatherproof Magneto.

Modern magnetos are so well waterproofed that, as instanced by the Morgan, it is possible to place them in an exposed position without any chance of trouble arising. Only once in the writer's experience has the ingress of moisture into a magneto caused the engine to "pack up," and this was on an occasion when it was necessary to travel 80 miles through a blinding snowstorm. Fortunately, the journey was practically completed before the symptoms of disorder became evident.

Little trouble may be expected from the carburetter when on the move, but should the engine show signs of petering out owing to moisture having found its way into the float chamber, thence to the jet, the clutch pedal should be depressed and the accelerator

pedal "ticked" very smartly, in order, if possible, to draw out the moisture and thus effectually clear the carburetter.

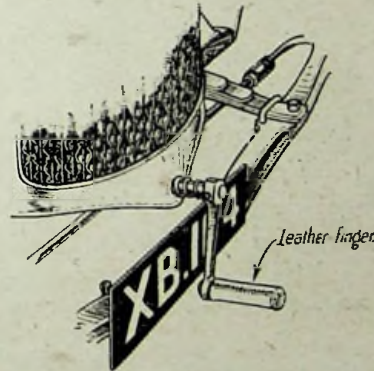
After a wet, muddy journey it will be found that the steering connections are liberally coated with fine, moist grit, and as this is a prime cause of wear, should it find its way into the bearings, the hose should be directed upon this part of the car's controlling mechanism, even if every other part be neglected.

In wet weather the grease cups over the steering heads should be kept well filled and screwed down more frequently than in dry weather, in order to prevent the possibility mentioned above from arising.

A Few Hints and Tips.

In conclusion, one or two useful tips may be given. A running board mat or boot-scraper will save a considerable amount of dirt inside a car. If leaving the car in the rain for any length of time, tip up the seat cushion. This will protect both the seat and the squab, providing a dry compartment for both driver and passenger when desired.

A leather cover for the starting handle, which can be slipped on and off, will save wet or soiled gloves. Such a cover can easily be made at home, and will repay its first cost many times over. If the hood leaks, do not regard it as a natural evil, but obtain a reliable hood paint and cure it. A slit in the fabric may be made good by the use of Mend-a-tear,

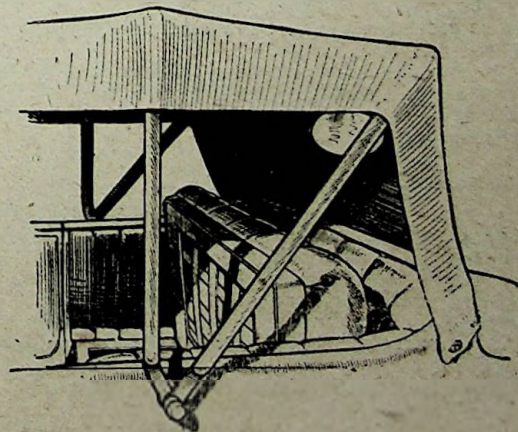


To save gloves and prevent soiled hands. A leather finger which can be slipped over the starting-handle grip.

whilst a sound job will result if the whole be given a coat of hood paint.

At the end of a run arrange the rug carefully over the radiator. The former is certain to be damp, and there is no harm in utilizing the otherwise wasted heat thrown out by the latter.

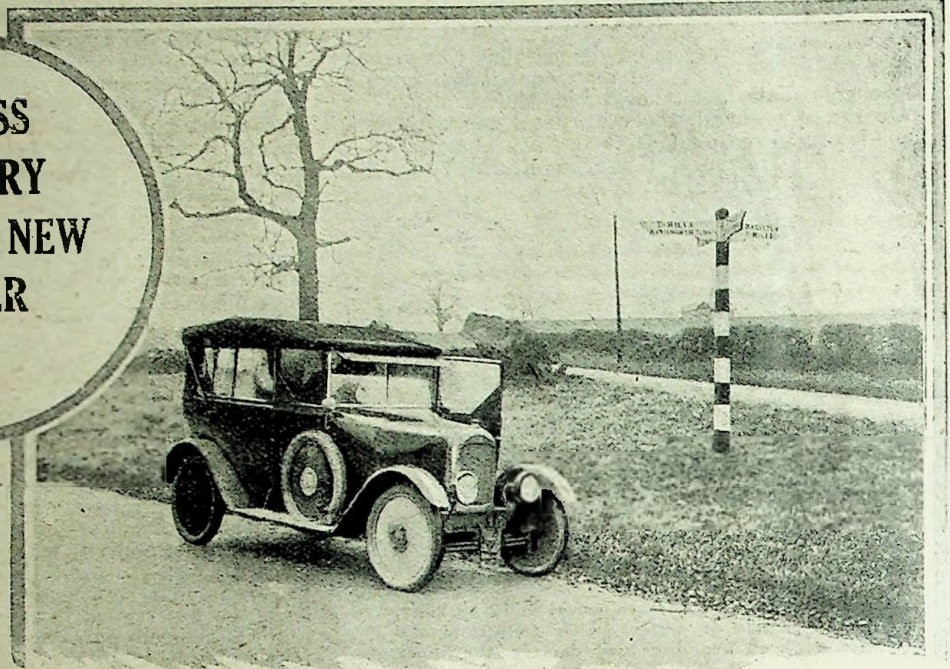
Do not fill up the tank during a torrential down-pour. A little water may cause quite a lot of trouble.



If it be necessary to leave the car in the rain for any length of time tip up the seat and keep both it and the squab dry.

ACROSS COUNTRY ON THE NEW SINGER TEN.

A 1923
Production
Shows
Its Mettle.



FOR ALL WEATHERS. — Here is shown the Singer with full all-weather equipment erected. The car is completely enclosed and weatherproof.

A SHORT holiday and an objective for a journey recently gave us an opportunity for testing the new 10 h.p. o.h.v. Singer four-seater over several hundred miles of fairly heavy country.

The Fosse Way, from the Midlands down to Sidmouth, although straight, is by no means level, but despite the hills, heavy rains, and head-wind the first stretch from near Warwick to Bath, a distance of some 80 miles, was covered before lunch, after a not very early start.

At first we battled along with front side curtains only erected, but as the rain did not abate the hood was put up, and eventually the rear side panels followed suit.

Unlike many cars, the Singer can be converted from an open to a closed vehicle without disturbing the passengers by the unearthing of the side panels. In this case they are carried in the sides of the single-shell body, and it does not take long to erect the single front and double-panel rear screens.

The latter can be converted into a V-shape rear screen, for use when the car is opened up, but in the winter-time the more cosy arrangement is to enclose the body completely.

Economical and Speedy.

The filling of the tank at Bath showed that the petrol consumption was in the neighbourhood of 40 m.p.g., whilst the speedometer, on favourable stretches of road, indicated that 45 m.p.h. was not the limit of the car's speed. On second gear it will attain 30 m.p.h. by speedometer, whilst on first speed a gradient of 1 in 5 is taken quite comfortably.

The second section of the run south-west included Radstock, the skirting of Shepton Mallet, and so through Ilchester and Ilminster to Honiton. Often from one side of a valley we could see the Fosse Way winding up over the other side, and on several occasions amused ourselves by taking the steep and

disused short cuts instead of the more modern and easier detours.

On one part of the road the driver of an American car refused to move over to let us pass. We followed for a mile or two, bespattered with his mud, until he eventually gave way, only to overtake us on the next hill. Being geared on the high side, we passed him on the level and continued merrily to a prearranged tea stop at Honiton, where the local hotel were preparing for a Boxing Day dance.

In the "Peak" District.

Sidmouth was reached shortly after lighting-up time, close on 160 miles having been covered since 10 a.m. Here a little oil was decanted, with the aid of a funnel, into the engine, but the oil level indicator, which consists of a screwed cup, was not removed, owing to the fact that, if the level were high, the oil would have squirted out on to the fingers, and in the course of screwing the cup up again a certain amount would have been lost.

Next morning the car was started at 4 o'clock and proceeded to climb Peak Hill shortly before the arrival of the London-Exeter competitors. No trouble was experienced on the hill, the cool running of the engine, which is assisted by a fan, being notable.

Scaling Salcombe Hill.

After more observations on Salcombe Hill, which did not cause the little car any discomfort whatever, a start home was made in the early afternoon, heavy rain still prevailing. A good average can be put up on the car in hilly country if the fast second speed be engaged fairly early, which is truly a simple enough matter, as the gear change is fool-proof.

In Wiltshire the dryness of the o.h.v. rockers made itself audible and was quickly cured by filling the rocker cups with oil, which soon found its way down the wicks to the bearings. These cups are of

IN BRIEF.

Engine - Four-cylinder, water-cooled, 63 mm. by 88 mm. (1,096 c.c.). Rating, 9.7 h.p. Tax, £10.

Gear Ratios : 4.16, 7.7, 14.25, and 18.5 reverse.

Price : £294 complete.

Manufacturers :
SINGER AND CO., LTD.,
Coventry.

Triumph of the Amazing 'A-C'

First Stock-car Trial, under R.A.C. Observation



THIS test was undertaken to demonstrate reliability, fuel and oil consumption during 48 hours' continuous running of the engine of a new 'A-C' car, selected at random from the stock of any 'A-C' Agent. The entrant—S. F. Edge—supplied a list of 47 firms stated to have 'A-C' cars in stock. A standard 12 h.p. model was chosen haphazard from one of these, and remained under official observation until the conclusion of the trial.

SUMMARY OF THE TEST.

The first and third periods of 12 hours' running took place on the road, the second and fourth upon the track at Brooklands. The engine ran continuously for 48 hours 9½ mins., but the car was never at rest for more than 11 mins. 10 secs. over the whole 48 hours. Over a total distance of 1,436½ miles, the car maintained maximum road speed allowed, and the track speed averaged 41.4 m.p.h. The fuel consumption was 29.20 m.p.g.

THE 'A-C' YOU ARE GOING TO BUY POSSESSES EXACTLY THE SAME CAPABILITIES.

'A-C' PRICES
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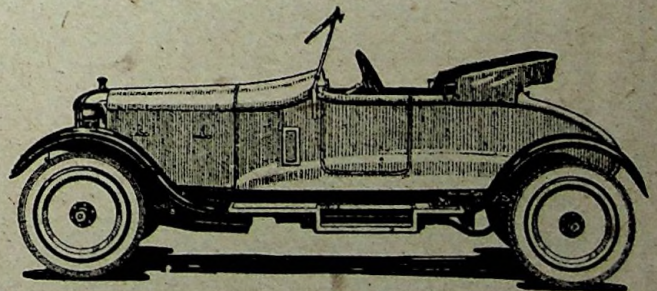
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TO THE
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Brief Chassis Specification :

Engine—Four cylinder monobloc, 62 mm. bore, 90 mm. stroke, thermo-syphon cooled, detachable head, overhead staggered valves operated by single camshaft fitted with undercut cams.

Tax, £10.

Lubrication—By pump and troughs, connecting rods fitted with dippers, an oil gauge and removable filter are fitted to the oil sump.

Ignition, magneto.

Solex or Zenith Carburettor.

Transmission—Ferodo-faced cone clutch, propeller shaft enclosed.

Three-speed Gearbox.

Back Axle—Semi-floating type—bevel drive.

Springs—Front, half elliptic. Rear, quarter elliptic, 5 detachable wire wheels.

Tyres—710 x 85 mm.

Standard 2-seater - 220 Guineas.

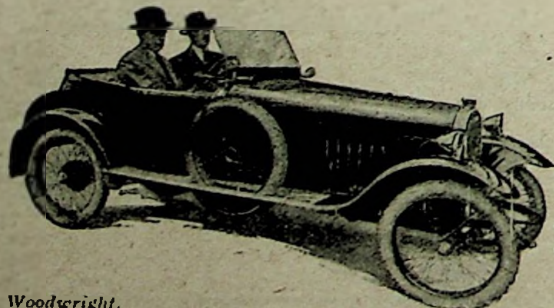
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LONDON - - - S.W.1.

ACROSS COUNTRY ON A SINGER (contd.).

generous proportions, and one can pour oil into them direct once the o.h.v. cover has been removed.

It was seven o'clock in the evening when we started on the last 100 miles on our return journey, the rain having given place to moonlight, and the omens being favourable for a fast run home.

Apart from losing our way on the Plain, good pro-



These two photographs reveal a degree of comfort typical of the whole car. As the sidescreens are carried in the walls of the single shell body, their erection does not disturb passengers, whilst

gress was made so far as Melksham, at which place we ran into snow, had to raise the top panel of the screen and cut down speed to 18 m.p.h. Snow continued off and on until Cirencester was reached, where a late supper and petrol and oil were obtained with some difficulty. Here we again joined the Fosse Way, and the next 50 miles were reeled off quite comfortably.

A Powerful "Small Four."

The most surprising feature of the car is the power of the small o.h.v. engine, which runs smoothly, hangs on to its work courageously and will turn over at high speed. The suspension of the four-seater, when loaded with two up and luggage, is adequate,

the car is stable on corners, holds the road well and steers nicely.

The body is a single-shell, entry to the rear seats being provided by means of the rear door and folding forward tipping near seat. The cushion of the driver's seat is removable to disclose the tool drawer, and the seat is adjustable for length.

On the older model Singers, one experienced some difficulty in getting into and out of the body when the hood was erected. This fault does not exist on the 1923 car, ingress and exit being facilitated by a wider door and greater headroom. The side brake is another improvement on that used on the older Ten, for it gives greater leverage and requires less effort to operate.

The transmission is silent, the box being built in one unit with the engine, an open shaft equipped with two flexible couplings taking the power to a semi-floating spiral bevel-driven axle fitted with a torque tube.



— access is gained to the rear seats by a neatly folding front near-side seat. The body is deep, affords good protection, and has one door only.

The equipment includes both bulb and electric horns, Jaeger speedometer, five 26-in. by 3-in. Dunlop cord tyres, five Rotax lamps, positively driven generator, starter, and complete set of tools. The car, like its counterpart the two-seater with double dickey body, costs £291 and is made by Singer and Co., Ltd., Coventry.

SOLVING THE DAZZLE PROBLEM.

A Simple Anti-dazzle and Anti-fog Dipping Device.

EVERY winter introduces the dazzle problem, and although the best brains in the country have been concentrated on a practicable cure, so far, at any rate, one's night driving is rendered far from a pleasurable recreation, owing to the lack of a definite policy on the question. Cutting down the power of the beam does not represent a solution, as, no matter how weak the light, within reason, of course, if the beam be allowed to stray, the dazzle effect produced is quite as bad as with the most powerful of headlamps.

Mr. Lionel Rapson, of the Rapson Tyre and Jack Co., Ltd., Burlington Road, New Malden, Surrey, has come to the rescue with a neat and simple dipping attachment, of which the price is not the least attractive feature. The device, which is made to fit existing

brackets, comprises auxiliary adjustable head and side lamp sockets. These are permanently set at the desired angle, and when the lamps are given a tilt of 10 degrees, the top of the beam is practically horizontal, the best use thus being made of the light to illuminate the road ahead. Other road users are not blinded by the direct rays, as the concentrated beam comes well below the eyes of the cyclist or motorcar driver.

This anti-dazzle fitment proves invaluable for fog driving, as, by tilting the brackets still farther, say to 25 degrees, reflected rays are also entirely avoided, whilst the full beam of the lamps is available immediately beneath the front wheels.

A complete set of fittings for four lamps can be supplied for £2.

THE SURVIVAL OF THE FITTEST.

Performances as Reflected by Awards in the London-Exeter.



UNUSUALLY SEVERE CONDITIONS.

In forming any conclusions prompted by the accompanying results, due consideration must be given to the severe weather conditions with which the competitors were burdened during practically the entire run. The above photograph was taken on the return journey.

IN many quarters reliability trials like the London-Exeter are regarded as joy-rides which are more a test of man than machine. This criticism cannot be directed against this year's "Exeter," which was characterized by severe weather conditions and two new test hills, the surfaces of which were in an execrable state. Thus the machines may be said to have passed through a very trying ordeal, and great credit is due to those which gained gold medals.

It is interesting to note that of the motorcyclists 173 started and only 66 gained "golds," whereas in the car section 111 started and 64 were awarded golds.

The three-wheeled cyclecars distinguished themselves by gaining the highest percentage of golds, 10 starting and 6 qualifying for this award. In fact, the three-wheelers made the best showing of any class of automobile entered in the trial.

Gold Medals.

H. F. Smallwood, 12 h.p. Palladium.
T. A. McKenzie, 10.5 h.p. McKenzie.
T. P. Manifold, 8 h.p. Talbot.
W. Whately Smith, 9 h.p. Belsize-Bradshaw.
A. W. Brittain, 10 h.p. B.S.A.
O. Wilson-Jones, 9.5 h.p. Salomon.
H. H. Vaughan-Knight, 10.8 h.p. G.W.K.
A. H. Jones, 12 h.p. A.B.C.
W. G. Brownsort, 11.9 h.p. A.-C.
W. E. Bliss, 10-15 h.p. Fiat.
V. A. Bruce, 11.9 h.p. A.-C.
F. King, 11.9 h.p. Lagonda.
H. Collyer, 10 h.p. Swift.
W. J. Barker, 10.40 h.p. Enfield-Allday.
W. H. Bedford, 12 h.p. Autocrat.
E. Magee, 10.3 h.p. A.B.C.
H. J. Gearing, 10.3 h.p. A.B.C.
C. M. Harvey, 10.4 h.p. Alvis.
D. G. Prentice, 10-50 h.p. Alvis.
G. C. Griffith, 11.8 h.p. Crouch.
R. G. Jackson, 10.8 h.p. G.W.K.
C. Dickinson, 8 h.p. Gwynne.
C. M. O'Connor, 8 h.p. Rover.
W. G. Bennett, 8 h.p. Rover.
S. A. Wenmoth, 8.3 h.p. Derby.
S. E. Longman, 9 h.p. Webb.

S. C. H. Davis, 12 h.p. Palladium.
I. C. Best, 10 h.p. Decmster.
F. Begley, 10-30 h.p. Enfield-Allday.
H. Woolen, 9 h.p. Stoneleigh.
P. A. Hopkins, 9 h.p. Stoneleigh.
W. Paddon, 11.9 h.p. Horatman.
D. J. G. Dickson, 8 h.p. K.R.C.
E. G. Opperman, 10 h.p. Corona.
A. Farrar-Hockley, 10 h.p. Rhode.
E. Hillary, 8.7 h.p. G.N.
C. R. Collier, 10 h.p. Matchless.
R. B. Pullin, 8.7 h.p. G.N.
F. E. Salter, 8 h.p. Tamplin.
J. W. M. S. Standing, 9 h.p. Belsize-Bradshaw.
A. J. Dixon, 10 h.p. Singer.
A. Gruzeller, 9 h.p. Belsize-Bradshaw.
H. E. K. Sawtell, 10 h.p. Morgan.
D. Rhodes, 5-6 h.p. Scott Sociable.
C. O. Broome, 10 h.p. Morgan.
F. S. Spouse, 8 h.p. T.B.
A. O. Maskel, 8 h.p. T.B.
H. W. Haines, 8 h.p. Morgan.

Silver Medals.

C. Abbott-Brown, 9.8 h.p. P.A.S. Singer.
O. D. Michaelis, 9.5 h.p. Hillman.
D. S. Parsons, 8.9 h.p. Bayliss-Thomas Junior.

W. H. Gates, 11.9 h.p. Lagonda.
J. C. Stafford, 10.3 h.p. A.B.C.
E. C. Orton, 8.3 h.p. Derby.
J. Hamilton Rosa, 10.5 h.p. McKenzie.
R. C. Empson, 10.5 h.p. Cluley.
S. A. McCarthy, 8 h.p. Morgan.
R. D. Smith, 8 h.p. Morgan.

Bronze Medal.

H. Thompson Barron, 10.4 h.p. Charron-Laycock.

No Award.

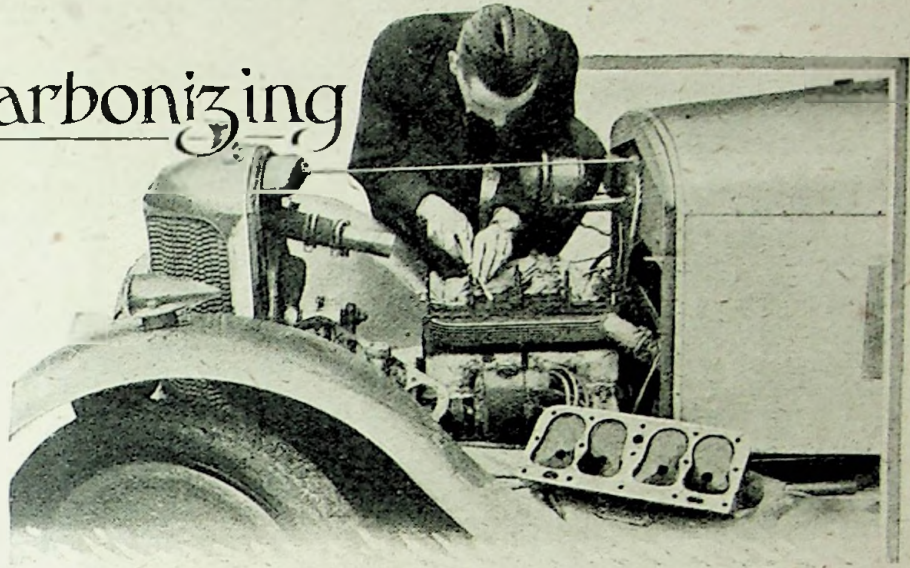
A. F. Elliott, 12 h.p. A.B.C. outside late limit.

Disqualified.

O. Clark, 8.7 h.p. G.N.
Kaye Don, 11.9 h.p. A.-C.
A. J. Smith, 10-15 h.p. Calthorpe.
J. A. Brown, 12 h.p. Alvis.
S. H. Richards, 10 h.p. K.R.C.
W. Laffan, 9 h.p. Belsize-Bradshaw.
F. Pownall, 12 h.p. A.B.C.
A. Payne, 10 h.p. Unit.
N. Norris, 11.9 h.p. Crouch.
S. E. A. Watson, 10.5 h.p. Surrey.
W. A. Ridley, 10 h.p. New Hudson.

Rapid Decarbonizing

The Quickest Way of Restoring Power and Tune to a Small-car engine. Practical Advice of Real Value.



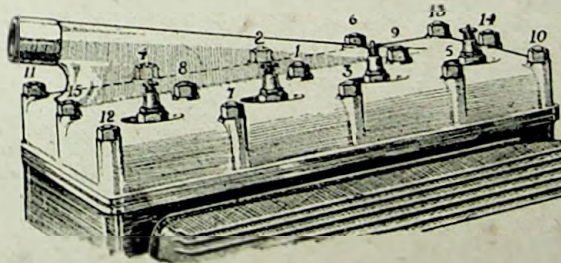
IT is surprising what a great deal of difference is made to the behaviour of a car by the presence or otherwise of an undue amount of carbon in the cylinders. Merely scraping away accumulated deposit from off the cylinder heads and piston tops makes an astonishing and very gratifying improvement—a difference that is all the more marked by reason of the fact that the loss of tune in the engine is gradual, while its return to concert pitch follows almost immediately after the work has been carried out.

In these days it is necessary for all motorists to study economy, and decarbonization of a small-car engine is a job that can be tackled by anybody without fear. It does not take up a great deal of time; in fact, for the purpose of obtaining illustrations to accompany this article we removed the head of a 1,500 c.c. Anzani engine, took photographs during the process, and had the car running again within 57½ mins. of starting work. This, moreover, was with the tool kit provided as standard by the makers of the A.-C. The actual scraping away of carbon would have taken possibly an extra hour, but as this particular engine did not require decarbonizing that part of the work was not carried out. However, it is quite clear that, given ordinary luck with threads and water joints, it should be possible to decarbonize any detachable-headed light car engine in well under 3 hours.

There is, of course, a right and wrong way of going about the operation, and the following is the proper procedure. The first thing to do is to be sure there is a box spanner which will fit the cylinder-head holding-down nuts, and also a set spanner of the same size. Carbon is dirty stuff and is very apt to work its way into the pores of the skin and stay there for several days despite repeated washings. Therefore, it is as well to smear the hands with some such preparation as Peldo cream or even household soap, digging it well into the nails before tackling the job at all. The engine is then started up and run until it is comfortably warm, during which time the bonnet is removed and a box in which to put all the nuts is

When inclement or seasonable weather suggests temporarily forsaking the open road, why not prepare the car for days when dry surfaces and sunny skies demand power and speed to spare? This article tells how such work may be most expeditiously carried out.

obtained and placed on the running board. It is a good plan to cover the wings with some old sheeting or newspaper in order to prevent them from being scratched. The water is let out of the radiator, care being taken to see that it has somewhere to drain away so that it does not form a messy puddle on the floor, and the top water joints loosened. On the particular engine illustrated in these photographs there are two top rubber water joints with a thick brass tube connecting them. It is only necessary to undo the innermost of the two water clips, when the tube will slide up inside the top rubber jointing. If the rubber connection sticks to the metal it should be eased by inserting an ordinary tableknife and gently working it round the joint, using the back of the knife and not the cutting edge. Plug wires are then disconnected, and if there is a holder which contains them and clips them to the cylinder head this should be removed. If there is no holder the leads should be marked 1, 2, 3, and 4, which is very simply carried out by wrapping the requisite number of turns of thin copper wire round each lead.



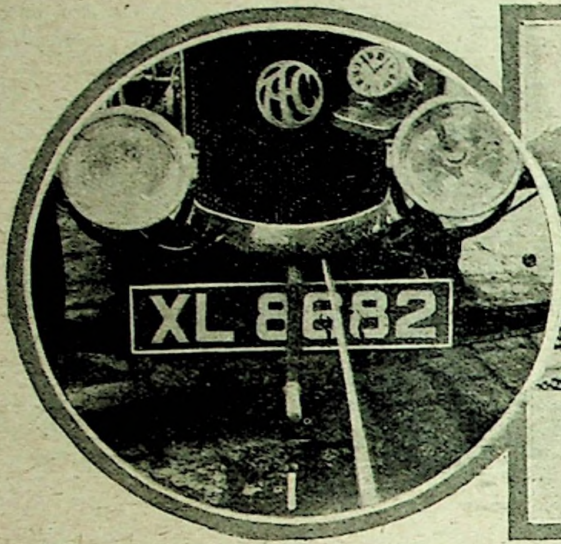
The order in which the cylinder-head holding down nuts are dealt with is most important. This sequence is recommended.

Then comes the loosening of the cylinder head. On no account should one nut be slacked right off before the others are touched. The best way is to begin on the centre nut and slack it back about one-sixth of a turn, using the box spanner. On some engines it is not possible to get a box spanner on all the nuts, and in such instances the close-fitting set spanner should be used, but on no account should the end of this spanner be hammered, for the violence of the blows is apt to crack the delicate coring of the cylinder head, with disastrous and costly results.

Starting with the centre nut the others should be slacked off in radial order, as it were; that is, first of all those nearest the centre nut are operated on, gradually spreading outwards until those at the edges are dealt with. After all the nuts have been slacked back about half a turn each they can be fully loosened in any order and taken off and put in the box.

On most detachable heads it will be found that at least one recalcitrant stud comes out instead of the

DECARBONIZING AGAINST THE CLOCK.



By following the methods outlined in this article, a 1,500 c.c. engine had its head removed and replaced and was running again within 57½ minutes of draining the radiator (1).

nut coming off its top, but this does not matter greatly, although, in parenthesis, it is as well to remark that a piece of rag or cotton waste should be stuffed into the hole after the head has been removed to prevent any carbon falling down and jamming the thread when the stud is replaced.

Breaking the Head Joint.

On the Anzani engine there are two aluminium end-plates and rubber washers which make a water joint between the cylinder block and the head. These have to be removed before the head can be lifted; they are both held by a couple of studs, and it is advisable to mark them so that they go back in the same positions as they originally were fitted.

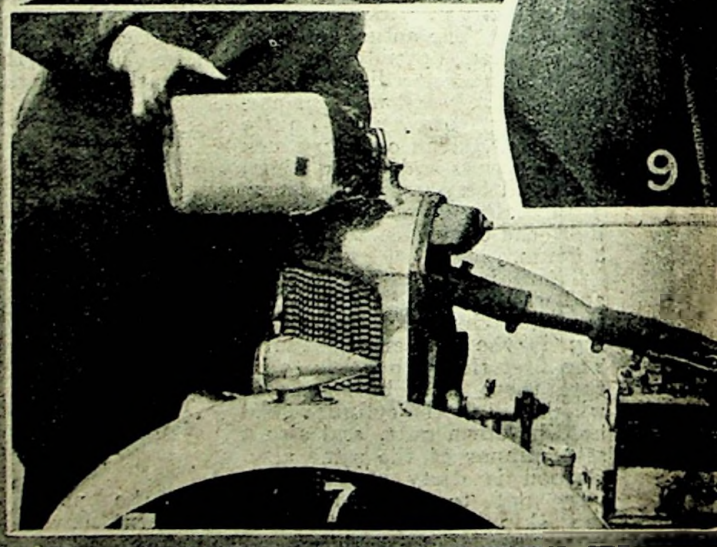
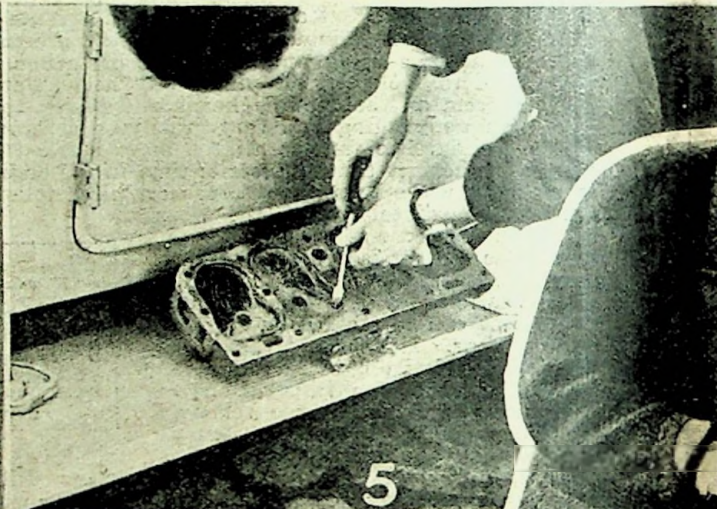
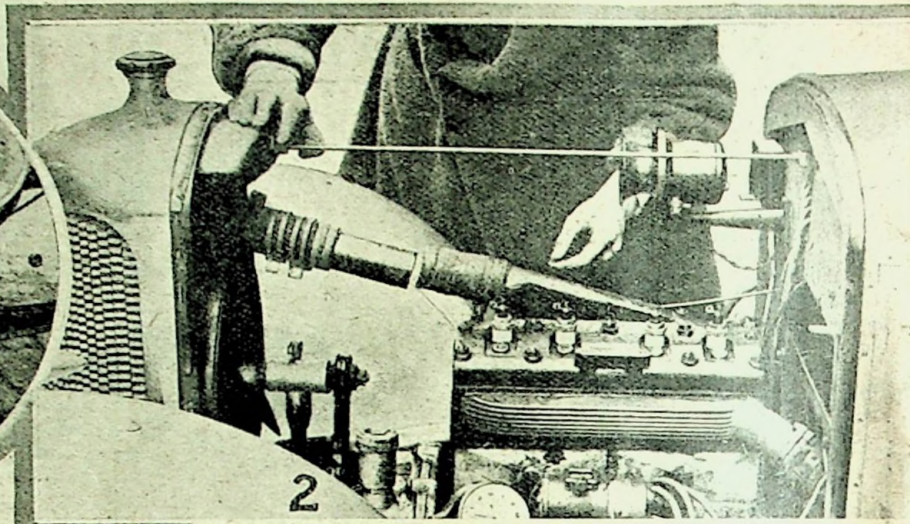
The nuts are now all off the head, and the next operation is to lift the head off the block. The sparking plugs should have been left in situ and a few brisk turns of the starting handle will more than probably suffice to break the joint and loosen the head so that it can be raised. If it has stuck on the copper asbestos gasket the plug leads can be connected up again and the engine started up with the throttle set in the slow-running position, when it will more than probably be found that the pressure developed on the firing strokes will do what is necessary.

Where Care is Needed.

When lifting the head great care should be taken to see that it is raised squarely, and under no conditions should a screwdriver or any other metal instrument be inserted at the joint in order to assist matters, for this causes irreparable damage to the cylinder faces, while it naturally ruins the gasket and makes it unsuitable for further use. In the ordinary course of events one gasket should suffice for three or four decarbonizations.

When the head has been partly lifted it may be found that the gasket has stuck to the cylinder block at one end and has carboned on to the head at the other. The head should be held with one hand and the gasket gently prised away from it by means of the table-knife worked in the other hand. Then the head can be lifted right off, and when it is on a bench the sparking plugs should be removed and, if they are

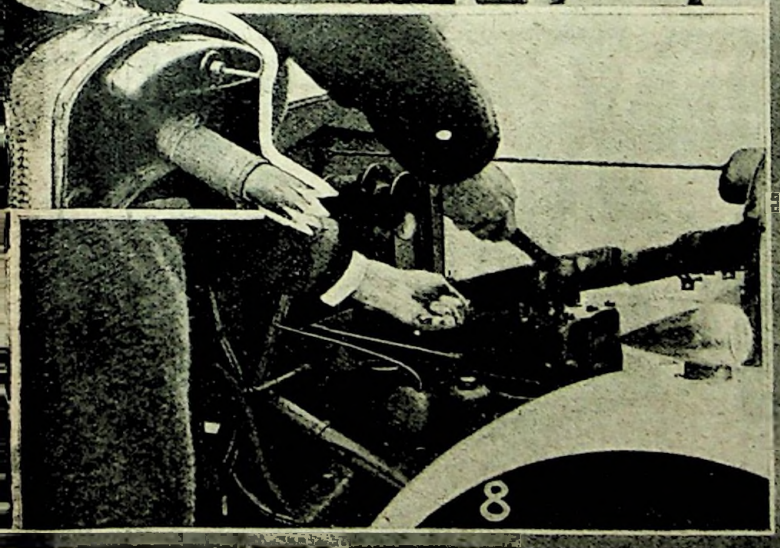
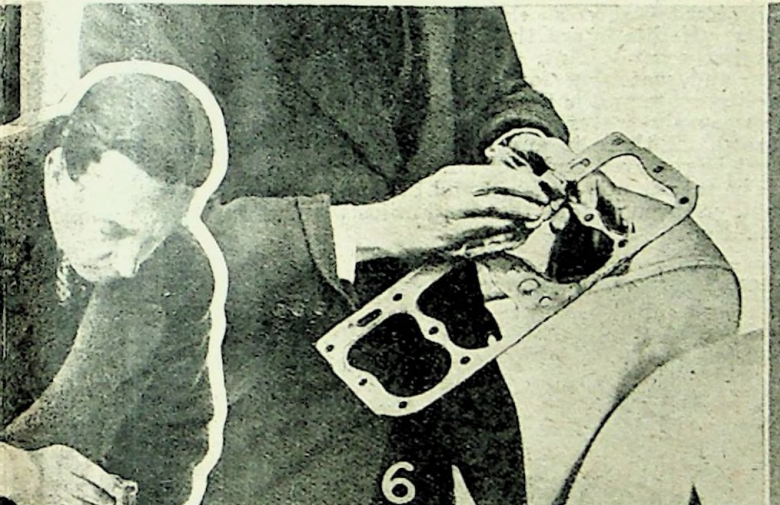
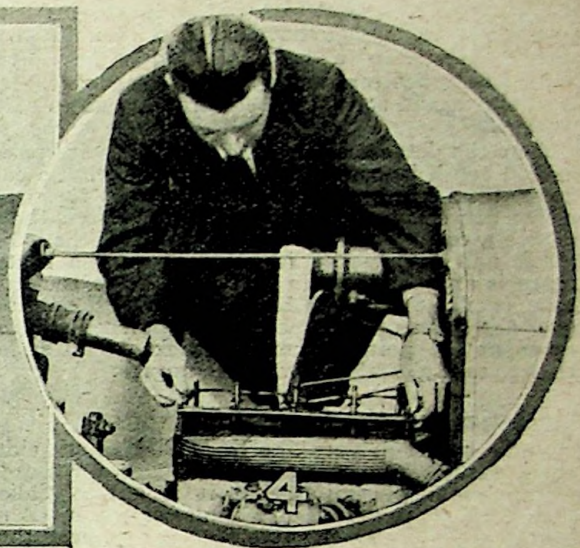
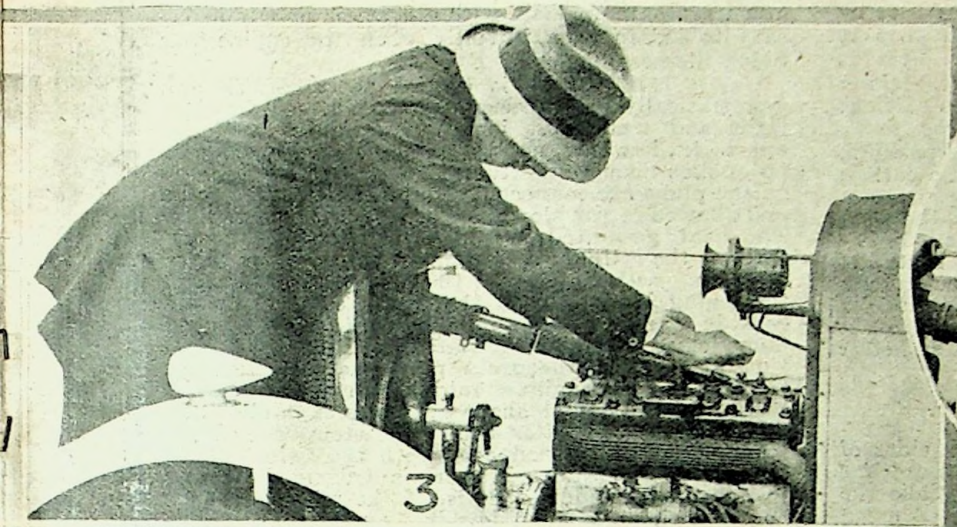
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HOW IT IS DONE.

The first step is to remove the plug leads and the others being eased in radial order (3); gasket; while Nos. 5 and 6 illustrate scraping never be followed—bitting the sparking

THE PROCEDURE PICTORIALY PORTRAYED.



The centre picture (No. 9) shows how compression leaks can be traced after the engine has been assembled. If the joint is poor, bubbles will be seen coming up through the water in the radiator.

dirty, placed in a tin of paraffin to soak, which softens the accumulated carbon on them to a certain extent. The gasket is now prised off the studs—sometimes a delicate operation, as it is apt to stick in the threads, and care must be taken to lift it square and not to tear or enlarge any of the holes. Then the starting handle is turned to bring two pistons to the tops of their strokes, the bores of the other two cylinders are stuffed with rag, and with a screwdriver or similar instrument the carbon is scraped off.

When Aluminium Pistons are Fitted.

Most modern light car engines are fitted with aluminium pistons, and it is therefore better for the screwdriver not to be too sharp, otherwise it will cut into the aluminium and scrape that off as well as the carbon. Care should be taken also not to chip any of the edges of the valve heads, and it is advisable to see that both valves of the cylinder that is being scraped are closed while there are any loose carbon chips flying about. For rapidity it is best to start with a fairly broad scraper (a carpenter's old 1-in. wood chisel is an excellent tool), and finally to finish off with a small screwdriver.

Probably the head presents more difficulties as regards the actual removal of carbon than do the pistons and the face of the cylinder block, and the main point to be borne in mind is that to restore utmost efficiency to the engine absolutely all the carbon must be scraped from that part of the head which comes above the valve ports when the head is in position. This makes for freer gas flow and absence of pinking.

Reassembling the Unit.

After all the carbon has been removed (we make this statement rather baldly, perhaps, for actually the process is quite the most tedious part of the operation) the cylinder head should be wiped over with a rag damped with paraffin and scrupulous care taken to see that every trace of dirt is removed. The gasket can also be wiped on each side with a paraffined rag, being laid on a flat bench during the procedure, and any carbon that may have stuck to its edges may be broken away with the thumb and finger. If the

top water joint (2). After which the centre nut is eased off slightly. Photo 4 emphasizes the care that should be taken when lifting the head and polishing the gasket. No. 8 is a practice that should be avoided with a hammer. Such methods are liable to end in disaster.

RAPID DECARBONIZING (contd.).

gasket is old and feels brittle it is a good plan to bring it to a red heat either with a blow-lamp or by putting it in a good hot fire, and then to drop it immediately into a bath of cold water. This is known as annealing and it softens the gasket, making it pliable again so that it acts properly as an efficient washer.

Then the detached head is cleaned off with paraffin, an old tooth brush being used to get all the carbon away from the sparking-plug threads; these accessories are cleaned and replaced (very often the plug makes a convenient holder for handling the cylinder head) and the gasket is replaced on the head. If there is any difficulty in getting it down the studs a tube (such as a small box spanner) which just fits over the studs on the head should be used to press it down at the points where it sticks. This is better than pressing aimlessly with the fingers.

Gold-size on the Gasket.

Some owner-drivers like to gold-size both sides of their gaskets, and this certainly makes for a quicker compression-tight joint; but it is apt to make the head difficult to get off on a future occasion. A much better and equally effective plan is to smear the top face of the cylinder block and the face of the head with ordinary household carbolic soap. This stops leaks effectively and does not glue the head on to the cylinder.

Greater care, if possible, should be used when tightening up the head nuts than was displayed at their removal. The centre nut should be screwed down moderately tight first of all, and then, working radially outwards again, all the nuts should be given a turn until they are half tight. When the outside

nuts have been done it will be found that the centre nut is quite loose on its thread again, and so the same process is repeated until all nuts will stand as much pressure on them with a spanner as was necessary to loosen them initially when the engine was being disassembled.

Unless this process is carried out carefully and systematically it is useless to expect a compression-tight and watertight joint. It is quite a simple operation, however, and the veriest novice need have no qualms about undertaking it. When the head is on the plugs are connected up and the engine started and allowed to run slowly for not more than a minute. The heat generated should be allowed to "soak" through the cylinder block (this is before the radiator is refilled with water) and the nuts given their final tightening home. Then the water connections are remade (carbolic soap again helps to effect a good non-sticking joint), the radiator filled up (not forgetting to see that the drain plug has been replaced tightly), and the engine should be started and allowed to run fairly fast for about five minutes to allow the oil to circulate. After this it is stopped and the starting handle turned over with the switch off to test for compression. If there is a decided leakage in any one cylinder—that is, if the mixture can be heard hissing out—it will probably mean that there is a piece of carbon stuck underneath one of the valve seats. If this is not the case the gasket may not be making a good joint, and by removing the radiator cap and watching for bubbles rising through the cooling water while the engine is running any leakage between the water jackets and the cylinders can be traced. If there is any leak it means that the head must be removed and refitted.

The task is now finished and the car can be run for another three or four thousand miles without further attention.

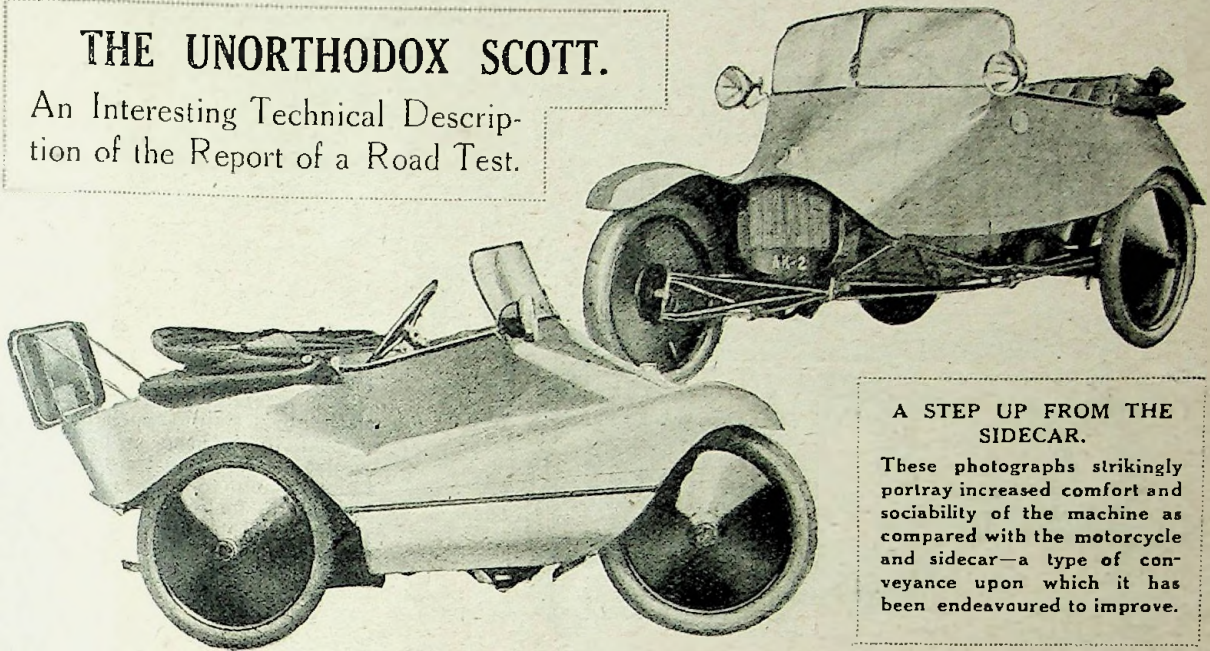


**THE SAHARA
CONQUERED**

— The Citroen-Kegresse Trans-Sahara expedition reached Timbuctoo, after an epoch-making journey across 2,000 miles of desert, on Sunday last. The above photograph graphically portrays one of the scenes en route.

THE UNORTHODOX SCOTT.

An Interesting Technical Description of the Report of a Road Test.



A STEP UP FROM THE SIDECAR.

These photographs strikingly portray increased comfort and sociability of the machine as compared with the motorcycle and sidecar—a type of conveyance upon which it has been endeavoured to improve.

IN considering the claims of the Scott Sociable, one must remember that its designer intended it to be regarded in the light of an improvement on the sidecar outfit rather than in the nature of a makeshift car. If the vehicle is considered according to its designer's ideal, it has many points to recommend it, while even when considered from the other point of view, there are certain features that are worth attention.

Ingenious Tubular Chassis.

The Sociable is of unorthodox design, and utilizes a water-cooled, two-cylinder, two-stroke engine built in one unit, with a three-speed gearbox and an enclosed shaft drive to the off rear wheel. The chassis and body framing are formed by a triangulated assembly of four standard size tube units joined with pivoted eye-bolts to which the two-seater body is attached. Suspension is effected by coil springs,

steering is by wheel, and both brakes are internal-expanding.

The 1923 model has been improved in certain

SPECIFICATION IN BRIEF.

Price £168. Tax £4.
 Engine: 5.6 h.p. twin, two-stroke, 578 c.c.
 Gears: Unit, three-speed, ratios 4.8, 8.8 and 16.7.
 Clutch: Metal to metal, combined cone and expanding rim.
 Brakes: Internal expanding.
 Address: The Scott Autocar Co., Lidget Green, Bradford, Yorks.

notable respects. First the hand-starter has a greater leverage than was formerly the case, and now turns over the engine twice, thus making for much easier starting. The arrangement of the magneto and dynamo has been altered so that the failure of the dynamo does not put the ignition out of order (it being possible to drive the magneto even if the dynamo is removed), the centrifugal water pump has been simplified, and, lastly, the cylinders are now cast in one with their water jackets. To start the car from cold, the driver sits in his seat, slides back the bonnet on the off side, and thus

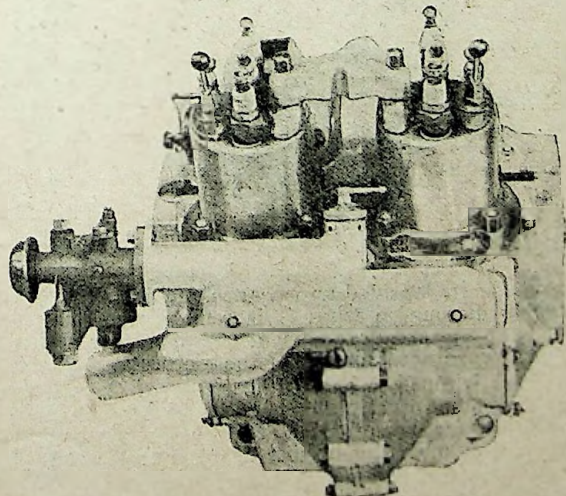
displays the engine, the cylinders of which are then doped by means of a can conveniently located under the bonnet, all this being done with the right hand lying over the off side of the body.

The throttle and ignition levers, which are mounted inside the shell of the body, are then set, and with the gear-change lever in the neutral position, the driver pulls once or twice on the starting hand lever, the motion of the hand being somewhat similar to that made when rowing. The engine then fires, and when the bonnet has been slid back and automatically locked in position, the car gets away in the orthodox fashion, with the exception that it is practically impossible to make a bad gear change, as the three-speed box is of the constant-mesh dog clutch type and the gear control mechanism is interlocked with the clutch.

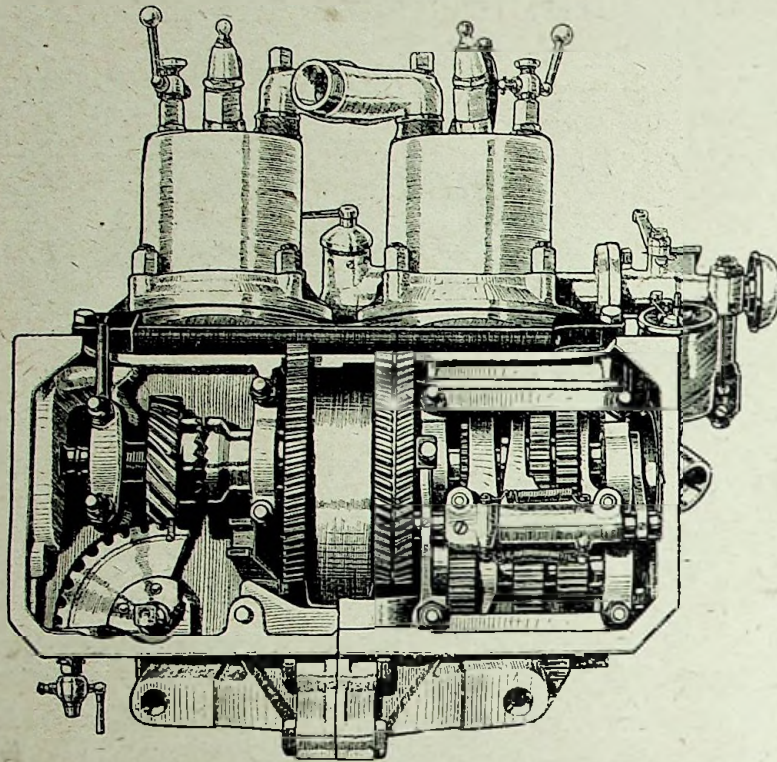
Capable of 45 m.p.h.

A maximum speed of 45 m.p.h. is claimed for the car, but, owing to the fact that a brand-new engine was fitted to the vehicle under review, this speed was not attained during the few hundred miles over which the car was tested, although, at the same time, it was possible to cover some 30 miles in the hour.

It will be noted from the photographs that the mudguards are formed by the sides of the body, arm-rests being incorporated on the inside of the overhanging shell. There is thus more room in the hull than one would imagine would be the case at first sight, whilst



The induction and exhaust side of the engine, which is of the two-cylinder two-stroke type. It can be reached easily while sitting in the driving seat.



A UNIQUE
POWER UNIT.

This very clear line drawing shows the lay-out of combined engine and gearbox at a glance. The hand starter mechanism is seen on the left; on the right is the gearbox, of which the crankshaft acts as the main shaft.

the provision of a number of pockets and also a shelf in the dash is useful for carrying small articles. The spare wheel is accommodated under the detachable cushion, thus leaving the back of the car free for luggage. The hood is sealed by a detachable platform, which can be removed and set to act as a back rest, should it be necessary to find accommodation for a third passenger. Finally, it may be noted that the hood can be erected and locked in position on the windscreen whilst the vehicle is in motion, the V-fronted screen being a fixture.

Unconventionality Passes Unnoticed.

It takes quite a few miles to realize that one is not travelling on a conventional type of four-wheeler, for the steering is light and positive, the springing is satisfactory, and the car holds the road well. It is only when one harshly applies the brake on the single driving wheel on grease that a slight tendency to swing is noticed, a somewhat similar tendency being felt when the power is suddenly taken off. The most remarkable feature of the car is its manoeuvrability, for, like the sidecar, it will turn round to the left in practically its own length, for which reason it can be manoeuvred much more quickly out of a tight corner without a reverse than can the ordinary car with a reverse. The small overall dimensions of the vehicle enable it to be stored in a minimum of space, and on this feature alone it scores over the average light car.

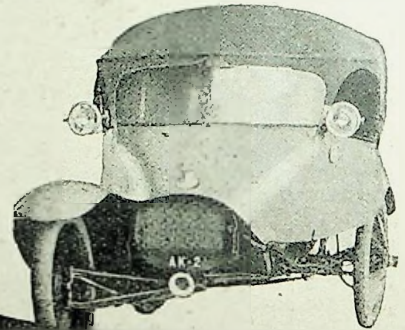
The weight, too, has been reduced to 5½ cwt., and as each engine has to develop 12 h.p. on the bench before being passed out, the car should climb anything on its 16.7 to 1 bottom gear. As a matter of fact, on a journey from Bradford to the Midlands

top gear was practically used the whole-time, and although the engine was driven hard, the cooling arrangements were such that the power was well maintained. Lubrication follows that usually adopted on two-stroke engines, in that the oil is fed direct into the petrol tank, which, holding 2½ gallons, is snugly located under the single front mudguard.

Ideal for Owner-driver.

The petrol filler cap, when removed, forms a cup, into which the oil is poured, two cupsfuls being the recommended amount for each gallon of spirit.

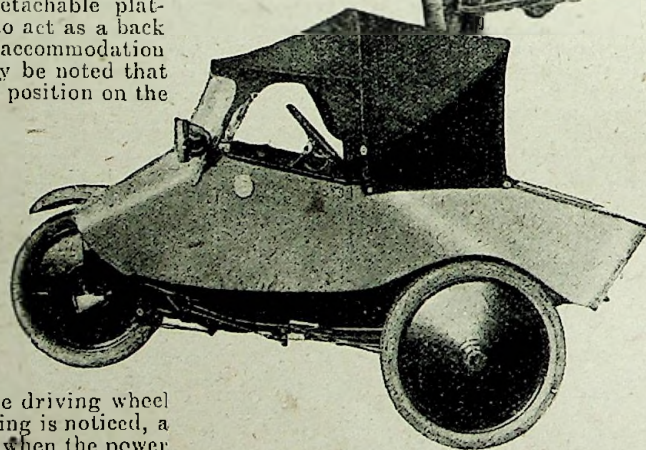
The machine positively bristles with novel points, such as would appeal to a keen owner-driver, whilst at the same time it is considered now to have reached an absolutely foolproof stage. The patent detachable wheels, the curving form of the body allowing instant cleaning, the minimum of grease cups requiring attention, and self-contained and removable power plant are a few features of interest on the car, the worst feature of which will, to many people's



*

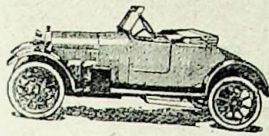
A cosy wet weather outfit. Note how the hood meets the V-shaped wind screen at the front.

*



minds, be its lopsided appearance. This, however, is largely discounted when it is remembered that the car is an upward development of the sidecar and not a downward development of the motorcar.

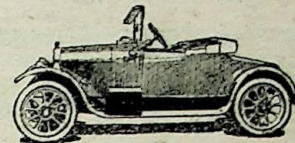
There is much to be said in favour of the particular method of construction used in the Scott Sociable, while the fact that it does actually provide complete protection and side-by-side seating accommodation for driver and passenger at a cost that is lower than that of a powerful sidecar combination should make it of distinct appeal to many economy motorists who desire to purchase a comfortable mount that is full of interesting features.



SEVEN TWO-SEATER



TEN COUPE (Fixed Head)



TEN TWO-SEATER

You can buy a
WOLSELEY⁹⁹
 out of income

Do not be tempted to buy a second-rate car because you feel you cannot afford a better.

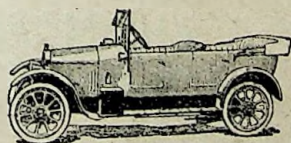
Select one instead from the unrivalled Wolseley range, and pay for it while you run it. You will thus secure a really efficient high-grade car, backed by a substantial guarantee and a splendid system of service—one that will give you perfect satisfaction.

Wolseley Motors, Limited, or any of their Officially Appointed Dealers, will be pleased to arrange gradual payments for any of the Wolseley models.

There is a Wolseley Car to suit every pocket and any requirement

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TEN LIGHT FOUR-SEATER

Dunlop Tyres
 fitted as standard



TEN SPORTING MODEL

TO THE
 READER

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



No Car of 10 h.p. has such excellent features



as the

"TEN"

WITH its long wheelbase, four-speed gear box, and perfectly finished coachwork—to mention but three of the outstanding features of its specification, the 10 h.p. ALVIS stands out prominently as the World's BEST Light Car, the finest investment for the money it is possible to make. The fact that motorists throughout the country have recognised it as such is amply proved by the fact that although it was decided last year to concentrate on the production of the 12.40 h.p. Models only, the demand for the 10 h.p. ALVIS was so insistent that it is re-introduced in improved form for 1923.

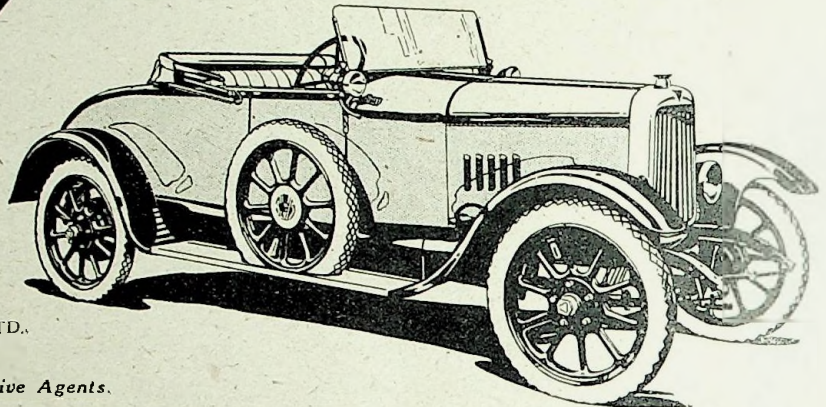
Two-Seater **£397**
with All-Weather Curtains
and Double Dickey Seat.

Four-Seater **£430**

Catalogues upon application.

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

There are still a few openings for live Agents.



A Combination of Comforts

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

SILVER CUP

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

GOLD MEDAL

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

**RICHMOND
TROPHY**

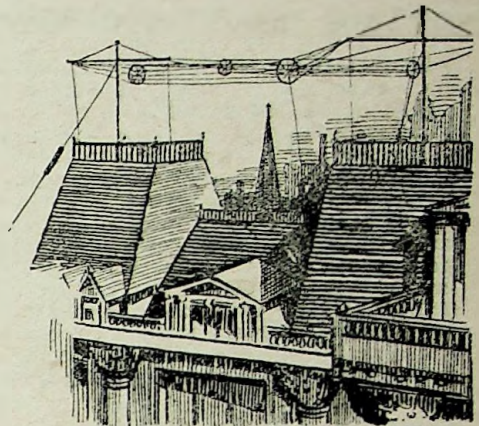
Price 168 Gns.

SCOTT' AUTOCAR COMPANY, BRADFORD, YORKS.



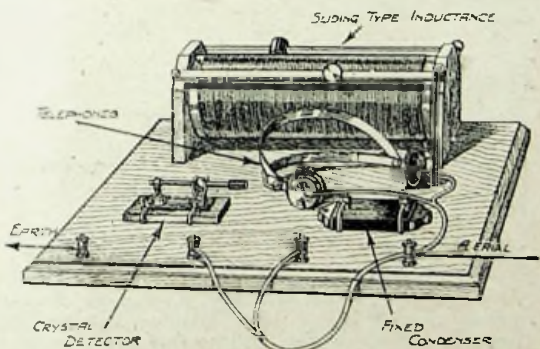
WIRELESS AND THE LIGHT CAR.

What Can be Received
— How Much It Costs
— Range of Crystal and Valve Sets — Broadcasting and Experimental Licences.



THE rapid strides which have been made during the past few months in the development of wireless telephony and the commencement of broadcasting regular programmes from London, Manchester, Birmingham and Newcastle, to name only those broadcasting stations in this country, have been responsible for the enrolment of thousands of novices and amateurs alike into the wireless circle. It may be said, too, that the vast majority have taken the step without knowing very much about the subject, and yet their efforts have been crowned with success right from the start. Before going any farther let us see why wireless is really worth while.

In the first place, what do we get? The concerts



A crystal receiving set with sliding type inductance coil. The telephony range of such a set is approximately 20 miles with an out-door aerial.

that are sent out nightly from the four present British broadcasting stations are of a most entertaining nature. The humorous programmes are as good as those put on at music-halls, and their items are very varied. Late evening news is sent out, market reports are issued, and the Air Ministry weather reports form a very interesting item. All this can be obtained every night by one's own fireside, no matter where one lives. In other words, those who dwell in the very heart of the country are kept in closer touch with the centres of business and of amusement than they would be if their demesne were in Hyde Park.

With Four Valves.

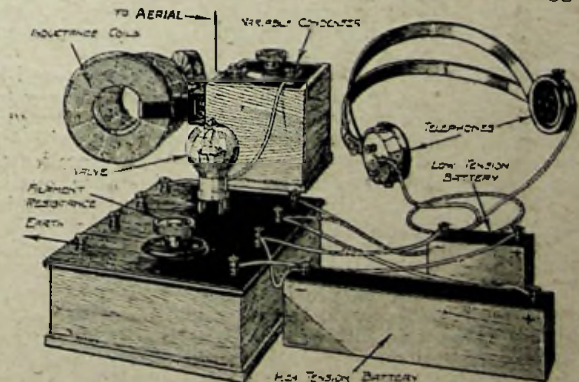
With a "four-valve" set and a good aerial one has the choice of four concert programmes every night from 5 p.m. to about 10.30 p.m. To get one or the other one merely "tunes-in" by moving a plugged coil or turning a knob. Naturally, the more expensive the set the better the results, and the wider the range of accurately selective tuning. A good "loud-speaker" reproduces the music or speech with greater tonal accuracy and better volume than a gramophone. Wireless, too, seems to be devoid of the drawbacks one naturally associates with "mechanical music,"

and on a "valve" set there is no need to wear headphones at all.

Apart from the results obtained, however, which are exceedingly useful and entertaining, a big proportion of the fascination of wireless lies in the various improvements that the owner of a set can effect from time to time. Frankly, so soon as one owns even the cheapest 20-mile range crystal receiver set one becomes as badly infected with radio-rabies as ever one was with motor-madness when one first owned a car or motorcycle. The same enthusiastic desire for improvement is there, and, curiously enough, the same people who used to discuss surface-carburettors and petrol intensifiers ten or fifteen years ago are now all equally full of "tuned anode" circuits, radio-frequency amplification, reactance, regenerative systems and similar (at present) curiously sounding wireless expressions. The whole subject is most interesting.

To Be Treated Non-technically.

Apart from the fascination and pleasure of manipulating even the most simple of receiving sets, it is up to every mechanically or electrically inclined amateur to make himself au fait with the principles underlying wireless. Whilst many may prefer to buy a receiving set and to connect up according to instructions, the keener enthusiast prefers to know "how it works," and to this end he studies the available literature on the subject and also glories in trying out new things for himself. In most cases the literature is of a more or less highly technical nature, and unless one be something of an electrician the wriggly



Complete single-valve receiver. Such a set costs about £6, and has a range of approximately 60 miles.

lines, dots and dashes which go to make a circuit can convey absolutely nothing to the brain of the wireless enthusiast in embryo.

One of the primary objects of this new feature in *The Light Car and Cyclecar* is to explain in as simple a manner as possible, without employing strictly technical terms, all there is to know concerning the

WIRELESS AND THE LIGHT CAR (contd.).

principles of wireless telephony and the construction and operation of wireless receiving apparatus.

Frankly, we have found the best way of taking up wireless is to buy a fairly cheap set to start with. First of all learn how to twiddle the knobs, and then find out what everything does. The process is like starting motoring again. One starts on a second-hand car, learns to drive it, pulls it to pieces to see the works, so to speak, and one is then in a position either to select a new model with discrimination, or the old car can be tuned up and made of greater use. There is this difference, however, wireless sets are made entirely of components, and several of these are interchangeable, so that one can go on building and improving should one be so inclined.

Crystal and Valve Receivers.

There are two distinct types of receivers, known respectively as the crystal and the valve, and whilst the former does not require the use of batteries, the latter needs both a high-tension and a low-tension supply, and is for several other reasons more expensive both in initial cost and subsequent upkeep. The crystal type of receiver being simple in construction and operation and withal reasonable in first cost, why, it may be asked, are valves necessary? It is simply a question of the range over which wireless telephony signals can be detected. If one is fortunate enough to live within 20 miles of a broadcasting station the crystal receiver will give excellent results, but outside this range valves alone can be depended upon to reproduce with sufficient strength.

To give some idea of the districts within the range of a two-valve set the accompanying map has been prepared, from which readers will be able to see at a glance their telephony range from the four broadcasting stations.

Although in particularly favourable circumstances a crystal will pick up telephony signals over a much wider range, less disappointment will result if 20 miles be taken as the maximum. A freak result recently reported showed that even 180 miles was not outside the range of a crystal receiver, but this was purely a freak and was probably due to the signals being re-radiated from an adjacent aerial.

The Initial Outlay.

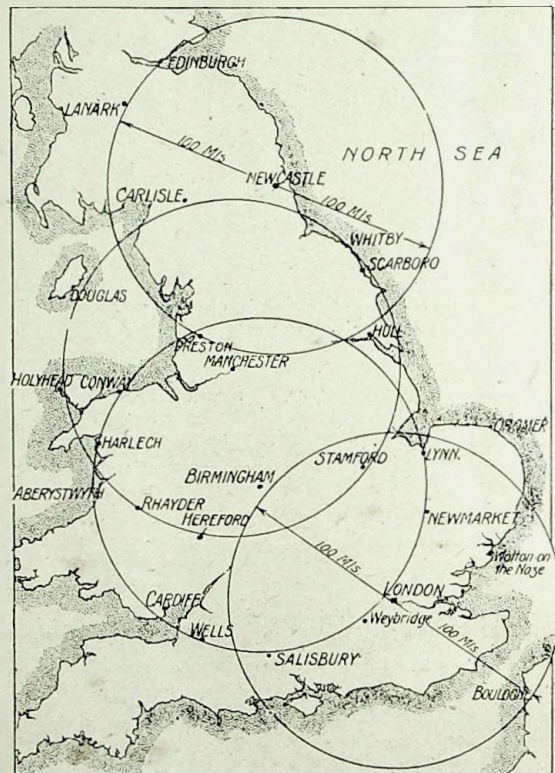
A complete crystal receiving set of the simplest type consists of an inductance coil, crystal detector, fixed condenser and head-phones, and the whole, apart from the head-phones, can be purchased at from 25s. to 50s., according to the finish of the component parts. Regarding the head-phones, these vary considerably in price—from 14s. to 50s. per pair—and it may be said at the outset that it is false economy to trust to the cheaper type of instrument. The strength of the signals received with a crystal set will of course, depend on the distance between the broadcasting station and the receiver. If, for instance, one is within two or three miles' range the reception should be very strong indeed, but at the maximum range of 20 miles one should not look for or expect too much, even with a good out-door aerial.

Even if one be satisfied with the results obtained from the crystal alone, the introduction of valves is almost certain to follow, and he who started with a humble crystal set may find himself operating a five-valve receiver within a few weeks of initiation.

Let us now consider the range of valve sets. It is impossible to give any definite figures, as much depends upon the duty allocated to the valves, but for the moment it can be taken that the average range of one valve is 60 miles, whilst that of two is about 100 miles. If one goes a step further and introduces a third valve it might be said that all those stations which have regular broadcasting programmes, including, of course, those on the Continent, come within range, although as previously mentioned it de-

pends upon the circuit adopted, the efficiency of the aerial and local considerations.

As to the price of valve sets, this varies according to finish and the market in which they are purchased, but it will be found that a single-valve set comes out at at least about £6, two-valve £10, and a three-valve at £15. Anyone who is prepared to build their own apparatus will find that these figures can be reduced considerably. We have now obtained, therefore, an idea of what can be received and what the cost of the reception will be.



A two-valve receiver is capable of picking up telephony signals over a range of about 100 miles, and the circles encompass those districts which come within range of the four British broadcasting stations.

There is a very important question, however, which the wireless amateur must not forget, and that is in connection with licences permitting the use of receiving apparatus. At the present moment broadcasting licences are issued, but, as these are intended only to cover sets passed by the Postmaster-General and bearing the trade mark of the British Broadcasting Co., such a licence is of no practical use to the enthusiast who takes it upon himself to construct his own set. He can, however, obtain what is termed an experimental licence. Even in this case the components comprising the receiving set must be built up from the raw material, although up to the present exactly what constitutes raw material has not been clearly defined. This question of licences should not be lightly passed over, as failure to comply with the law on this point renders one liable to a fine of £100. Further information on this subject will be given when the position is settled.

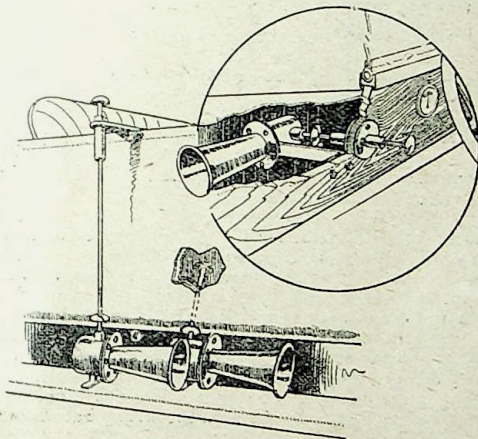
The broadcasting licence which is issued can be obtained from any post office, and costs 10s., but in the case of an experimental licence, without which no set not bearing the trade mark of the British Broadcasting Co. may be used, is a little more difficult to obtain. In the first place, application must be made to the Postmaster-General, when a form will be supplied, on which full particulars of one's set and the nature of the experiments it is desired to carry out must be given.

SPICE OF NOVELTY.

Some of the Latest Inventions and Novelties.

Operating Handles for Horns.

There must be quite a number of light car owners who have mechanical horns fitted to their cars who, although appreciating the efficiency of these accessories, find that, when attached in the usual position on the off-side top rail of the body, the warning note is too close to be pleasant. Bearing this point in mind, Mr. H. W. Stevens, Clarendon Works, Trowbridge, has introduced a variety of extensions for the operating handle of mechanical horns, which he hopes shortly to place on the market. Thus, the horn may be attached to the running board, and may be operated by means of a push rod held *in situ* by a

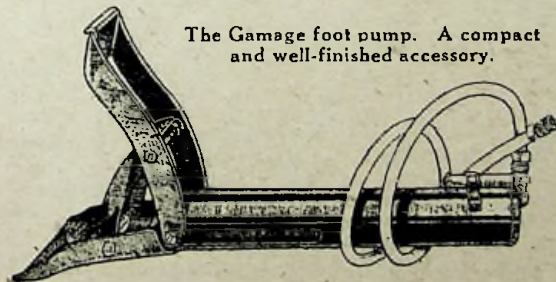


Neat operating handles to enable one to fix the mechanical horn on to the running board or under the bonnet.

metal plate screwed to the top rail; or, again, the warning device may be fitted on the scuttle in front of the screen, the operating rod passing through the wooden base of the screen.

A Useful Foot Pump.

It is seldom that one gets the opportunity to purchase a really reliable foot pump for the sum of 21s., but such a useful accessory is being offered by A. W. Gamage, Ltd., Holborn, London, E.C. 1. The pump is sturdily constructed, and is specially built to withstand the hardest usage, whilst it is so designed that

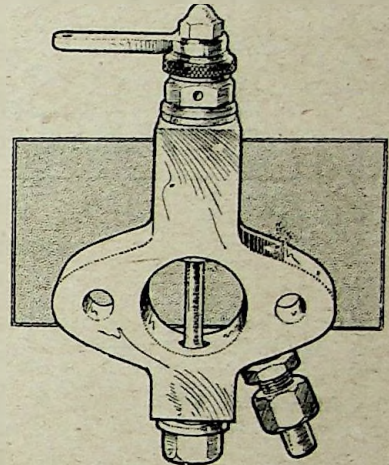


The Gamage foot pump. A compact and well-finished accessory.

there is very little possibility of the working parts becoming deranged. Moreover, when not in use it can be folded into a very small space, when it can be fitted into the box which is supplied with it. A spiral spring-type gauge is fitted, which makes it quite unnecessary for a special tyre gauge to be carried. It might be mentioned that the usual price of this accessory is 27s. 6d.

The Loton Power Intensifier.

A scientific apparatus which has been designed for the purpose of obtaining automatically humidified fuel is marketed by Brown and Co. (Loton), Ltd., 56, Renshaw Street, Liverpool, under the name of the Loton power intensifier. The device consists



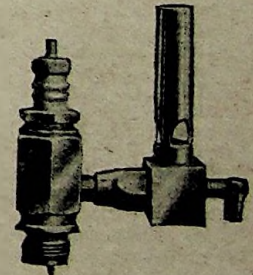
The Loton moist-air admission valve, which gives increased mileage and power, and obviates carbon deposit.

of a moist air admission valve fitted between the carburettor and the engine, the operation of the valve being controlled by the same movements that control the carburettor throttle. The valve and throttle are interconnected in such a manner that both are closed together, while the valve is fully open when the throttle is half-way and the valve is partly or wholly closed when the throttle is fully open. A primary setting controls the actual amount of moist air admitted throughout the range of the carburettor throttle movement. Priced at three to four guineas complete with filter, tap, and copper pipe, the manufacturers offer to refund one's money should the device not prove satisfactory.

Sparking Plug and Explosion Whistle.

The latest device to emanate from the A.B.C. Patents Co., 39, Regent House, Regent Street, London, W.1, takes the form of a combined sparking plug and explosion whistle. Attached to the side of the sparking plug is the whistle, which is operated

The combined sparking plug and explosion whistle, which acts as a warning device and automatically cleans the sparking points of the plug



by a Bowden cable from the driver's seat. The principal advantage is that each time the whistle is blown the escaping explosive gas automatically cleans the sparking points of the plug and, in addition, gives a very high and pleasant note to warn the public. The whole mechanism may be fitted to any machine in a few minutes by an amateur.



OUR READERS' OPINIONS

We welcome at all times letters sent us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

THE DAZZLE PROBLEM.

Urgent Need for a Defined Policy.

At this time of the year the motoring Press gives due publicity to letters on the dazzling headlight problem, and yet despite the urgent need for the formation of a definite policy regarding the question sometimes we

Getting down to the Problem. switch off and at others we do not, our actions being dictated by the policy adopted by the other person.

I feel convinced that the switch-off policy is suicidal, and for one of your correspondent to write: ". . . Switch off your headlights and let me see not guess where I am going" rather inclines me to the view that he at least has had very little experience of night driving. In my case it is this switching-off business that does the damage, and although I switch off in response as a matter of courtesy,

the road ahead becomes oblivion, and it is not only once that I have found the ditch.

I certainly do not disapprove of the practice of switching off for motorbus drivers, for I consider them to be most considerate, and rarely, if ever, do they fail to acknowledge the courtesy. When, however, headlight meets headlight there is no doubt that safety lies in staying the hand from the switch.

It is ridiculous even to suggest that one road user would knowingly put another road user in danger of his life, although one reads such suggestions between the lines of most letters published on the subject of headlight dazzle.

Would it not be better to get down to the problem rather than to suggest that everyone is in the wrong but oneself?

Wimbledon.

P.G.T.

DIRECT ACTION.

With reference to Mr. Chas. F. Vaughan's opinion of "Dazzling Headlights" in *The Light Car and Cyclecar*, dated December 29th. Here is my experience, also my remedy for Chas. F. Vaughan and those

Receiving the Approval of the Law.

whom he considers ought to be applauded for breaking the rules of the road and the laws of the country.

I am a motorist of 20 years' standing, so contend that I must be one of the blinders, and not only a butterfly rider.

I have had drivers of heavy vehicles make straight for me, head on. On the first occasion I just said a few words—then passed on.

On the second occasion I braked to avoid a smash, and allowed the offender to pass. I then turned round and followed him until I ran across a man in blue, when I had him pulled up. I explained matters to the officer, and he asked me if I wanted him to report it, but the culprit acknowledged his deliberate law-breaking method, and said how very sorry he was, so I let it go at that; but he received a warning from the authorities.

Now, on the third occasion I was returning home shortly after 10 o'clock one Sunday evening—just myself and the better-half—in a two-seater. The highway on which I was driving was the main Whalley-Preston road, which is 9 yds. or 10 yds. in width. I was doing a moderate 12 miles an hour, as I was killing time, so that my brother, who was well behind, could catch me up.

A "chara" came along in the opposite direction and kept well on his legal side of the road until he got about 20 yds. off me, when he suddenly cut right across on to his wrong side, compelling me to come to a standstill. Of course, all the joy-riders in the "chara" cheered, or, in Mr. Chas. F. Vaughan's opinion, gave the driver what was due to him—applause.

B42

Anyhow, I thought otherwise, because, had I been travelling even at a speed of 18 miles an hour, I could not have avoided a serious smash, so I simply turned round, passed the "chara," and told the driver I wanted him further on. I ran back quite six miles to Whalley, went to the constable and mentioned the affair to him. The "chara" driver came up and commenced to apologize, and said he was very sorry and did not know whatever made him do it, as he knew how very serious such a procedure was. He admitted he was at fault, also that he had plenty of room without cutting over. He said he had not had his job long and seemed terrified in case he lost it. However, the sergeant took his name and address, with full particulars, and told him that, because he had the heavier vehicle, he supposed he was quite safe, and all other lighter traffic on the road must ease off. He also said it was becoming common practice among drivers of heavy vehicles, and the police were determined to put a stop to it.

However, I asked the sergeant in question not to let the case go any further, as I did not wish the man to lose his situation and be put to a lot of expense; but he (the sergeant) told me it was my duty to take the matter forward, as it would be a kindness to other road users, also an example to the drivers of heavy vehicles who adopt Chas. Vaughan's method of compelling the blinders to switch off. However, I let it slide.

The law compels one to have lights to show other users of the road that one is coming along. Therefore one must have lights of sufficient power to see where one is going. If others would adopt my method of dealing with this class of driver all motorists would be safer on the road.

Wigan.

WILLIAM BOLTON.



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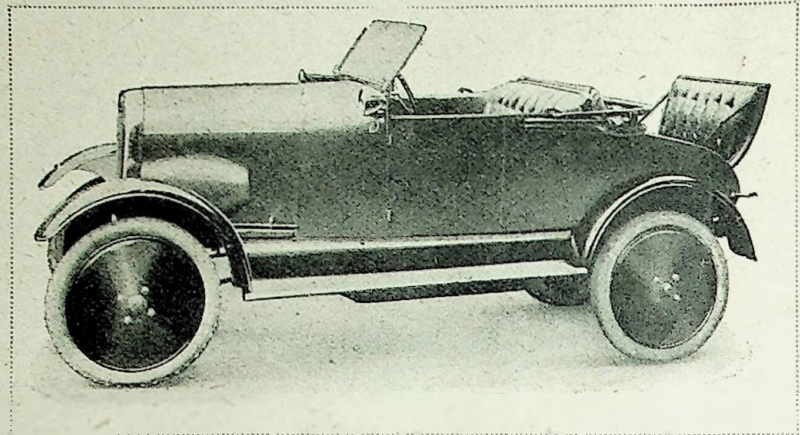
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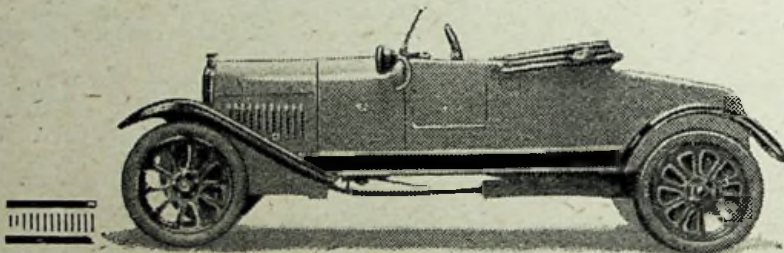
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TEN



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CONDENSED SPECIFICATION.

4-cyl. 10 h.p. Water-cooled.	Tyres: 700 x 80 mm.
Friction Disc Transmission,	Spare Wheel and Tyre.
4 speeds and reverse.	Full Equipment.
Dynamo Electric Lighting.	Dickey Seat.
Wheels: Pressed Steel.	

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Two-Seater ..	245
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"UNIT" SERVICE CAR

With 10 h.p. 4-Cyl.
Water-Cooled Engine.

Send to-day for full particulars of this wonderful value in Light Cars.

ROTARY UNITS, LTD., Wooburn Green, Bucks.

*Grams: "Rotary, Wooburn Green." *Phone: Bourne End 153.

OUR READERS' OPINIONS (contd.).

Three-wheeler Types.

I was greatly interested in the letter from Mr. Wm. A. Weaver respecting the development of the three-wheeler. I have the pleasure to respond to his request for opinions of actual road users of the type having the single wheel in front of the chassis, also of the respective merits of front-drive and rear-drive types. My experience covers a period of over 12 years, during which time I have designed and tested many different types, including the orthodox, with single rear driving wheel, the tricycle type with two rear wheels driving, and the single front-wheel-drive type.

My experiments prove conclusively that the latter type is the one approaching nearest to perfection in design. Obvious advantages of this type are the amount of space available for seating accommodation, an "occasional four" shell body being easily mounted on a chassis of 7 ft. 6 in. wheelbase, and the weight distribution, which is almost ideal, making the car as safe to handle as a four-wheeler. Much more flexible springing can be employed without affecting the stability of the vehicle; incidentally, the single wheel is farther away from the passengers, thus ensuring additional comfort. The wear on the front-wheel driving tyre is extremely small, due to its being relieved of braking strains. The stresses, too, due to centrifugal loading when cornering, are considerably less, as the centre of mass of the vehicle is much nearer the back axle.

A feature that will greatly appeal to every motorist is the extreme ease of steering, the effort required being hardly more than is necessary to steer a bicycle.

Well-known advantages of front-wheel drive include higher tractive efficiency, great tractability, and, with due consideration given to weight distribution, freedom from skidding. Incidentally, for a given load on the driving wheel a front-wheel drive vehicle will operate with less wheel spin.

It is interesting to note that for a given load the single front-wheel-drive type requires less space in which to turn complete circles. This type of three-wheeler possesses remarkable road-holding qualities; the writer's machine will run "hands off" at speeds exceeding 60 m.p.h.

With regard to the recent correspondence respecting the rear-engined car, many of the advantages claimed are equally applicable to cars with the engine placed at the front when used in conjunction with front-wheel drive, particularly with regard to the saving in transmission losses, lessened cost of production, great saving of weight, and reduction of stresses throughout the chassis.

H. STANHOPE.

Climbing Alt-y-Bady.

Following up the letter in your issue of December 22nd, signed "James Allday," from the point of view of "the man in the street," and whilst in no way attempting to depreciate the climb made by him, I do not consider his performance up this notorious hill on a four-cylinder water-cooled 9.5 h.p. car a fair comparison with the little 8.9 h.p. twin air-cooled Stoneleigh, which is undoubtedly an excellent hill-climber in the hands of the average type of owner-driver.

The point originally raised by "S.S." under the heading of "Rich Mixture" refers, I take it, to the small twin air-cooled cars, and not to those of the four-cylinder water-cooled type.

With the usual disclaimer.

J. CURRIE.

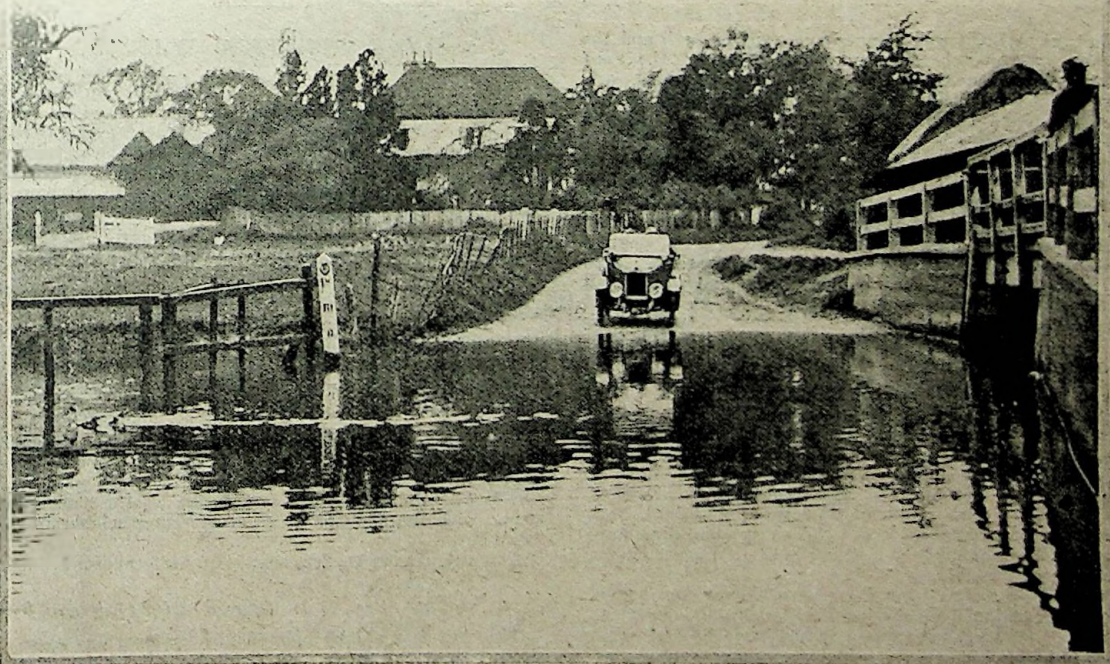
A Simple m.p.g. Recorder.

A knowledge of the exact quantity of petrol in the tank and the precise number of miles per gallon one's machine will run are desiderata to every motorist, especially the small car driver. By these means he can check the golden promises of optimistic dealers and, incidentally, save himself from being stranded from his favourite mixture many miles from a source of supply.

Some expensive and complicated devices are on the market, but the most accurate and simplest means adaptable for most cars seems overlooked. It is a small copper or brass tube leading from the bottom of the tank to its level on the dashboard, and there turned up a little so as to allow of a sufficiently thick glass gauge to be inserted, covered at the top, except for a small air aperture, and graduated according to individual experiment.

The height of petrol in the tube, of course, gives the exact height in the tank, and is not liable to fluctuation from vibration, as must be any device taking the height from the top of the petrol in the tank. A pint of petrol is poured into the empty tank, and the reading marked on the glass tube in any way most convenient. Then another pint, and so on. If 40 m.p.g. is realized, every five miles should expend the amount from one mark to another, and so on proportionately. Even when the tank and dashboard are not nearly on the same level, there will be a sufficient rise or fall for accurate calculation, and the cost of the adjustment is but trifling.

H. S. SCHULTESS YOUNG.



SHALL WE TAKE THE PLUNGE? — From almost every part of the country reports are being received of heavy floods, and the photograph shows a typical watersplash with the driver of a Swift on the wrong side!

OUR READERS' OPINIONS (contd.)

Wireless and the Automobile.

We have read with interest your Editorial notes on "Wireless and the Automobile"; also your contributor's article on the same subject.

There is no doubt that you have prophesied correctly regarding the likelihood of motor picnic parties being desirous of receiving wireless concerts, news, etc., while enjoying their *al fresco* outing, and to this end we hope to contribute before long.

At the present moment nothing definite has been decided, but particular attention is being given to the matter, and in due course we hope to have the pleasure of announcing our plans through your columns.

As you are aware, we have what is probably the largest business—at any rate, in this country—in wireless loud-speakers and other radio devices, while, as manufacturers of the Graham electrical autoborn also, we are in a unique position to handle this "automobile-cum-wireless" proposition.

Your contributor mentions in his article the wonderful performance of Mr. S. F. Edge at Brooklands some months ago, when he drove a car for two 12-hr. stretches at a very high speed; and we think it is only right to state that the idea of using wireless germinated with Col. S. Janson, of the Spyker Co., in conjunction with Capt. Gordon Aston.

These gentlemen asked us to carry out the experiment, and we mention their names to give them the credit, which is their due, for a very novel "brain-wave" that has had such far-reaching results.

May we be permitted to offer our congratulations on the foresight you have displayed in encouraging the consideration of so interesting a development as "Wireless and the Automobile."

FOR ALFRED GRAHAM AND CO.,
W. H. LYNAS.

Danger of Left-hand Drive.

As a proof of the danger of the left-hand drive I should like to bring to your notice an accident in which I was recently involved. I was proceeding up a moderately steep incline. In front of me was a slow-moving

An Unfortunate Experience. car, and coming down the hill on the opposite side of the road was a rather high cart with a Ford car following it. There was room for me to get by the car in front, but I changed down, intending to follow until we had passed the vehicles on my right. Just as I got level with the cart the Ford car suddenly swung out from behind it and crashed straight into me.

My car (an A.B.C.) was jammed between the kerb and the Ford, and was severely damaged. The driver of the Ford said he did not see me coming as he was close behind the cart. I do not doubt the truth of this; but is it not criminal practice to draw out from behind a slow-moving vehicle when you cannot see if the road is clear—especially at night?

Unfortunately this type of driver is only too common, and the abolition of the left-hand drive would at least give him less scope for his dangerous tactics.

It may interest the makers of A.B.C. springs to know that one of mine was bent back through an angle of over 90 degrees without breaking at a place where the spring is three leaves thick. A headlamp was thrown over 30 ft., and was picked up intact—bulb and glass uninjured.

Alvechurch, near Birmingham.

J. D. JEVONS.

Averaging 27 m.p.h.

I see in your issue of December 15th a letter from Mr. Cecil Audrey regarding the Lagonda on test, and I think my recent experiences may interest your readers. I set out at 12 noon on December 22nd for Paignton, S. Devon,

Capabilities of the Modern Light Car. my intention being to stay the night at Warminster. The weather was such that, with a little persuasion, I would have "trained" it, particularly as my wife and two children were passengers. The Lagonda is only six weeks old; nevertheless, the performance was A1.

The route I chose was from Haslemere, Surrey (my home), to Petersfield, Alton, Winchester (for lunch), Salisbury, to Warminster. Distance, 89 miles; actual time on the road, 3 hours 3 minutes.

From Warminster to Paignton, via Ilminster, Honiton, Exeter, Dawlish, Teignmouth and Torquay, is 98 miles. With lunch in Exeter the time on the road was 3½ hours.

B36

You will see that the average speed was much higher than that mentioned by your correspondent, viz., 24.6 m.p.h., and I certainly did not take any risks, nor, fortunately, had I any stops on the road. (Total average being over 27 m.p.h.)

It may also be of interest to you to hear that on the first day I did not change gear once, except, of course, in starting off from home and from Winchester after lunch, and on the second day my first change was at the toll-bridge at Teignmouth.

Petrol consumption was 6 gallons for the 187 miles, but with oil I was more generous, as the engine was new.

I think you will agree that the above is a very creditable performance, and, taking into consideration the rough weather, which repeatedly swerved the car to the off side of the road, could only with difficulty be equalled by any other car of double the power. My car is a K model two-seater with dickey.

May I add the usual disclaimer? N. G. BECKWITH.
South Devon.

Weight Distribution and Stability.

I was interested to read the views expressed in *The Light Car and Cyclecar*, dated December 29th, re fitting the engine at the rear and its effect on steering and general stability.

Your correspondent states that the most important objection (to putting engine behind) is the disproportionate distribution of weight over the four wheels, and, further on, gives an instance of a car having the engine in the centre (the best position for even distribution of weight over the four wheels), which in practice proved very unstable at speed. This would tend to prove that other factors besides weight distribution had a disturbing effect on the stability of the car.

The Rear-engined Car. My experience, as the result of manufacturing cars with engines at the rear, is that, provided the weight is not too far behind the rear axle, the stability with the engine behind is in every way equal to cars having the engine in front.

The best proof is an A.V. single-seater car, which was designed and built with a 697 c.c. engine well behind the rear axle. Without any experiments or alterations at all, world's records were made for the mile at 70.89 m.p.h. and the five miles at 69.62 m.p.h. on August 2nd, 1922. At this speed the car could be steered with one hand easily, although the car was fitted with our standard direct steering. The same car, absolutely unaltered, but fitted with a larger engine, lapped Brooklands at well over 80 m.p.h. With the larger and heavier engine the car was not so stable; this, undoubtedly, could have been corrected, but financial reasons did not permit of any further tests.

F. AVEX.
Teddington.

INFORMATION WANTED.

1915 Bebe Peugeot.

I have a 1915 Bebe Peugeot, the engine of which gets very hot and is very prone to boil. As far as I can tell everything is in order—the timing is correct and the water pump is working. I have cleaned out the radiator with Boilerine tablets, but it still gets hotter than it should. Perhaps someone who has experienced similar trouble will be able to help me.

25, Sidney Street, Cambridge.

G. E. BEALL.

The Deemster.

Will owners of Deemster cars please inform me as to their durability, general reliability, and mileage per gallon?

Harringworth, Kettering.

GEORGE SIDLEY.

A.A. or R.A.C.?

As a G.N. owner, I am uncertain as to whether I should continue as a member of the A.A. or join the R.A.C. Both organizations ask the same subscription (two guineas), and the R.A.C. appears to give practically all the benefits of the A.A., with the addition of a get-you-home scheme in case of breakdown.

Can any of your readers supply any information? A. B.

Brolt Lighting on Jowett.

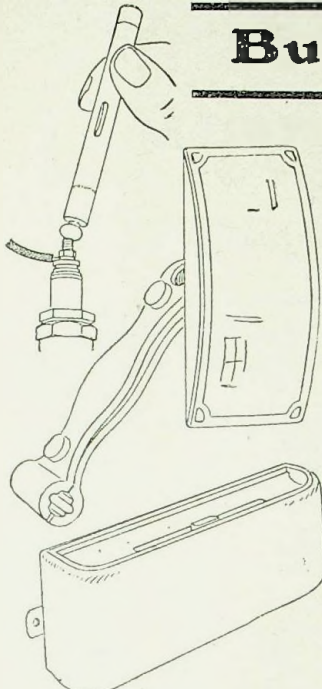
The writer would be pleased to hear from any owner of a Jowett light car fitted with Brolt lighting and ignition and residing within 30 miles of Preston.

1, East View Terrace,

Lytham Road, Fulwood, Preston.

W. GASKELL.

Buy your accessories by post.

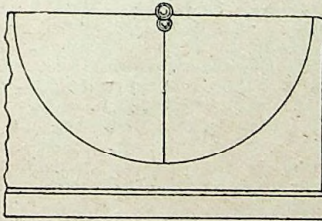
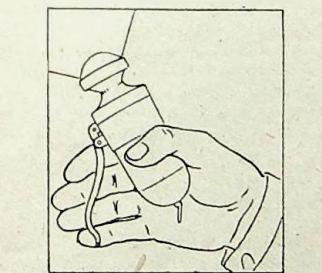
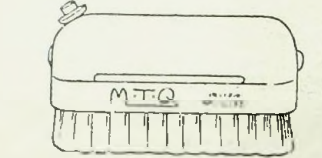


SUNBEAM PLUG TESTER.
Enables one to diagnose condition of spark at plug, also to detect short circuits and leaks. Easy and simple to use. Price, each 8/6
Packing and postage, 6d. extra.

STADIOSCOPE MIRROR.
Handsome, oblong, convex mirror of new design. Exceptionally attractive. Easily adjusted ball and claw joint. Size 6in. x 3in. Nickel-plated finish. Price, each 21/-
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MAHOGANY ASH TRAY.
An exceedingly neat and handsome little ash tray for the car, with nickel-plated fit-out well for cleaning and flap lid. This is one of the most attractive ash trays we have ever had the pleasure of offering. Price, each 22/6
Packing and postage, 9d. extra.

"MYSTIC" WIND-SCREEN CLEANSER.
A chemically treated pad of felt. Simply rub it over the screen and the glass stays clear. Avoids continual wiping. Gives clear vision and safety in rain, snow or fog. Lasts 12 months. Price, each 4/6
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MUTAX BRUSH.
For cleaning upholstery, etc. Back of brush consists of reservoir for petrol, which flows down the bristles as the brush is used. Cleans upholstery, clothing, etc., in a few minutes with a minimum of trouble and expense. Price, each 12/6
Packing and postage, 1s. extra.

AUTOMATIC ELECTRIC TORCHES.
Entirely self-contained. Generate their own current. No battery replacements, each 30/-
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For use in wet or misty weather. Glass in front of driver easily kept clear under worst weather conditions. Nickel, black or brass. For single screens, each 12/6
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The ever-popular watch pattern. Well made and neatly finished. Reads up to 16 volts. Price, each 6/6
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A specially cheap and efficient line of jacks. Strong, safe, easy and simple, each 12/6
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An extremely handy receptacle for small articles of all kinds. Strongly and neatly made. Capacious yet not cumbersome. Brass finish. Price, each 25/6
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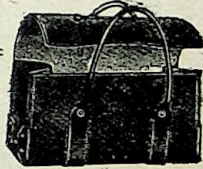
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Smaller model, to carry 3 lamps only, 2s. each. Postage, 9d. extra.

EUSTON STEP MATS.
A neat mat of ribbed and corrugated black rubber. Effective and long wearing. Will not crack or break away. Size, 12 1/2 in. x 7 1/2 in. Without frame, each 5/-
Packing and postage, 6d. extra.
Aluminium frame to fit this mat, extra 5/6
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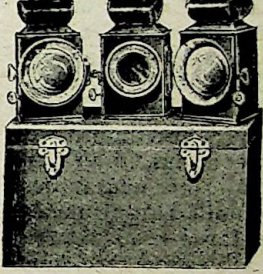
FIBRE MATS.
Plain fibre mats, each, from ... 7/6
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METAL TOOL BOXES.
Special line in heavy gauge pressed steel. Bolts to footboard. Enamelled black inside and out. 22in. x 9in. x 7in., each 30/-
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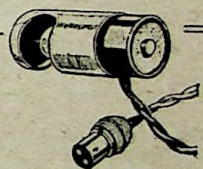
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We serve you as well by post as if you called at our Showroom.



TOOL BAGS.
Hide tool bags made of strong and durable yet thoroughly flexible black hide. Fibre foundations. Exceedingly strong and handy, each 10/6
Packing and postage, 1s. extra.



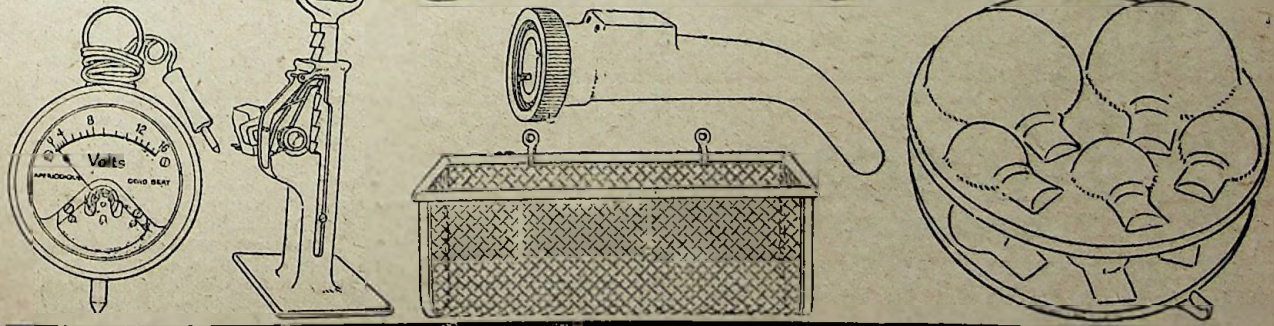
EMERGENCY LAMPS.
This set of lamps will get you safely home in the event of failure of your electric lighting system. Packs compactly into strong wooden box 6 1/4 in. x 8 in. x 14 in. This box may be screwed down to footboard and the lamps carried ready filled and trimmed. Price per set 37/6
Carriage, 1s. 6d. extra.



WEBSTER MAGNET LIGHT.
"Sticks where stuck" and gives light just where you want it. The electro-magnet base clings securely to any iron or steel surface, plain or painted. Repairs, adjustments and tyre-changing at night time are made easy, quick and sure. Four models, 6 and 12 volt, for single and double contact plugs. Supplied complete with 15/-
12ft. flex, each 15/-
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West End Showrooms: **2, Conduit Street, Regent Street, W.1.**
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RAPSON CORDS

The most amazing achievement ever recorded—
1922—NO BURSTS!



1923 RESOLUTIONS!
No Bursts! No Punctures! No Tube Troubles! No Skids! Greater Comfort! Guaranteed Mileage! At Half Pre-War Costs!
ON RAPSON CORDS!

The Dawn of a "Pneu" Era!

The new Rapson Cord Tyre has made good with a vengeance! It is to-day as near 100 per cent. efficient as any pneumatic is ever likely to be. During 1922 not a single wall burst has been reported—yet thousands and thousands of Cords have been sent out under our "Unconditional" mileage guarantee. Lionel Rapson has fulfilled his promise. It has taken him just three years to produce a perfectly trouble-free tyre, and the trade of the Empire is now at his feet. The Rapson Cord is the *only* all-British pneumatic on the market positively guaranteed against everything to cover a given minimum mileage. No foreign maker offers the same value. From now on it will pay British motorists to be patriotic. **ADVANCE. BRITAIN!**

TREMENDOUS PRICE REDUCTIONS.

The World's Best Cord Tyre now cheaper than non-guaranteed ordinary pneumatics.

GUARANTEED MINIMUM MILEAGE, 5,000

	£	s.	d.		£	s.	d.
815 x 105	5	3	3	710 x 90	3	7	0
810 x 90	4	5	0	28 x 3	2	19	6
760 x 90	3	18	9	26 x 3 1/2	2	17	6
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Orders should be placed with local dealers, preferably Rapson Stockists.



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London Office and Showrooms—177, Oxford Street, W.1.

AROUND :: THE TRADE.

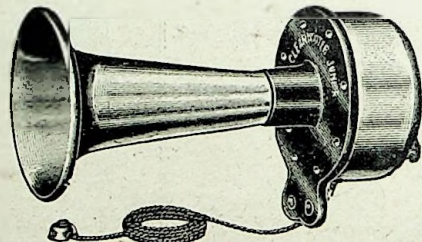
Goddards, Ltd., Crown Works, Vicarage Lane, Ilford, Essex, have recently issued their 1923 catalogue of portable motor garages and buildings.

The success attained by the Stoneleigh three-seated utility car in the Scottish Six Days' trial has been repeated on its first appearance in a Southern competition. For the London to Exeter trial two Stoneleighs were entered; both of them were awarded gold medals.

With reference to the notices appearing in our issues dated December 15th and 29th regarding the Engo-Flator, the illustration reproduced in the last-named issue was the large car model. The light car type is listed at 30s. with complete equipment, and not £3 3s., as stated.

The Westminster Fire Office, a very old-established house dealing with general insurance, is now making a speciality of motor vehicle insurance, a comprehensive policy being a feature of this department. Prospectuses and schedules of premiums will be forwarded upon application to the chief offices, 27, King Street, Covent Garden, W.C. 2.

In accordance with the terms of their advertisement, the Streatham Engineering Co., Ltd., 47, Streatham Hill, London, S.W., have returned half the remittances of the customers whose letters were the first to be opened on each of the dates named. December 28th, W. B. Atkinson, 3, Hubert Place, Lancaster; 29th, C. Clayton, The Woodland, Waltham Cross; 30th, F. C. C. Kennedy, Eversley Cottage, King's Worthy, Hants.



The Clear Hooter Junior, the latest production of Clear Hooters, Ltd., Highgate Square, Birmingham. It is priced at 25s., complete with cable and switch.

Messrs. Andrew Page and Son, of 68, Albion Street, Leeds, have recently been appointed sole distributors for the Midlands and North for the Security auto-theft signal. The signal consists of a bright red shackle with a steel spike, and is secured by a Yale lock to the off-side front wheel. This spike has a threefold value. It attracts attention, prevents high speed, and leaves a perfectly distinct track dug in the road wherever it goes.

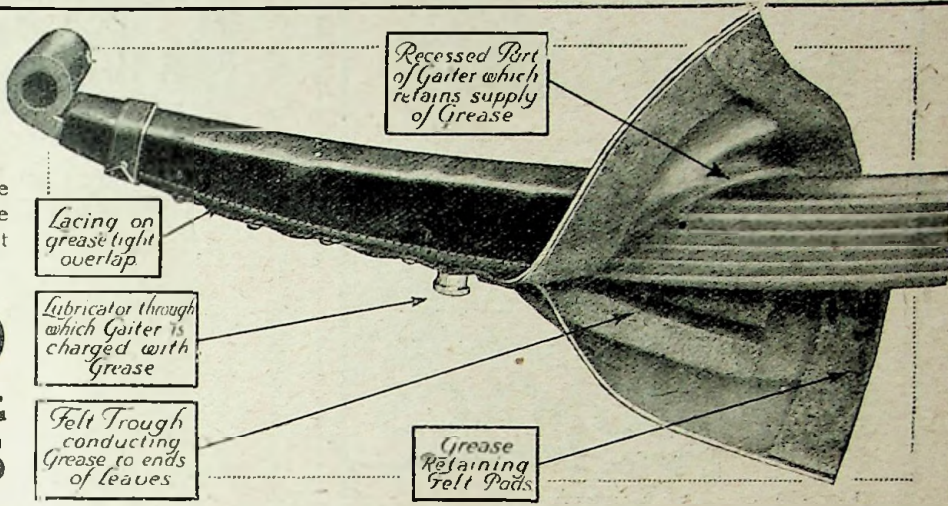
We have been afforded the opportunity by the London Factors and Agents, Ltd., 38 and 39, Parliament Street, London, S.W. 1, of testing a preparation of theirs called the Starting Cap. A drop of "Cap" is placed upon the gauze supplied; this is then fitted over the air inlet of the carburetter. One pull up of the starting handle takes in the charge, whilst the second fires it, whatever the temperature, if there is any sign of a spark. Packed in neat tins, this preparation sells at the price of 2s.

The services of Capt. A. C. Burgoine, M.I.A.E., lately of the directorate of Research of the Air Ministry, have been secured by Lodge Plugs, Ltd., of Rugby, for their technical department. For some years past Capt. Burgoine has been responsible for technical research work on the equipment of aircraft engines, and is generally regarded as an authority on the subject of ignition apparatus. He will be available for consultation by manufacturers upon ignition problems.

**For
YOUR OWN
COMFORT—**

for the comfort of the passengers, and for the benefit of your car—fit the leaf-springs with

**DUCO
LEAF-SPRING
GAITERS**



TRAVEL THE ROUGH ROADS WITHOUT BOUNCE AND SHOCKS—

Send for illustrated Booklet, post free from—

Brown Brothers Limited

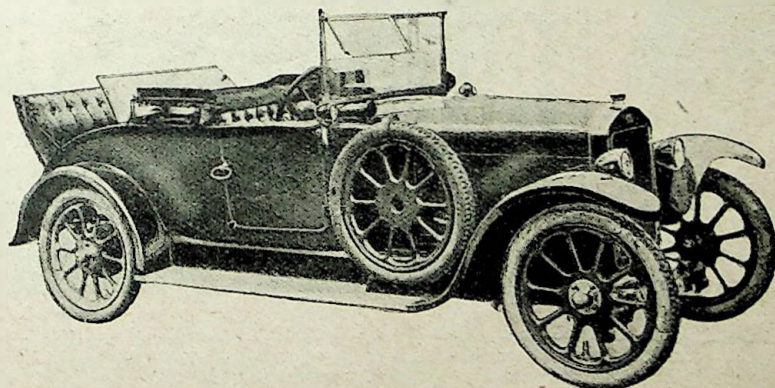
(with which is amalgamated THOMSON & BROWN BROTHERS, LTD.).
Head Offices and Warehouses, Wholesale only
GREAT EASTERN STREET, LONDON, E.C. 2.
118, GEORGE STREET, EDINBURGH.

West End Branch: 14-15, Upper Marylebone St., W.1. (Off Great Portland St.)
Branches: Aberdeen, Birmingham, Cardiff, Dublin, Dundee, Glasgow, Leeds, Manchester, Newcastle, Southampton.

provide the springs with perpetual lubrication. Duco Gaiters keep them constantly supplied with grease, promoting free and easy movement of the leaves—one on the other. Thus, by the entire elimination of friction, flexibility is maintained, and full riding comfort enjoyed—even when the roads traversed are of the worst possible kind.

Made to measure for all types of motor car springs. Duco Gaiters are supplied to take oil as the lubricant—instead of grease—if desired From 9/6 each.

ALL GARAGES SUPPLY DUCO GAITERS



A Novice wins Medals with his
£245 CROUCH
EFFICIENCY AND RELIABILITY.

Sole London and District Agents:

B. S. MARSHALL, LTD.,
17a, Hanover Square, W.1. Phone: Mayfair 5906-7.

**MEDALS WON BY
W. R. FRAYLING, Esq.,**
"Waldene" : : : Tamworth.

Inter-Club Reliability Trial, Sept. 3, 1922, Tamworth Club, 1st Award, W. R. FRAYLING.

Inter-Club Reliability Trial, Oct. 1, 1922, Tamworth Club, Team Prize, W. R. FRAYLING.

Burton M.C. & L.C. Club Speed Trial, Oct. 21, 1922, 1st Award, Light Car Class, W. R. FRAYLING.

Inter-Club Reliability Trial, Oct. 1, 1922, Tamworth Club, 2nd Award, W. R. FRAYLING.

**TO THE
READER**

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

Buy a MORGAN

—and be independent of buses, trams and trains. You will find it not only more convenient, but actually cheaper too, and you will soon begin to wonder how and why you ever did without it. Buy it through Homac's, the officially appointed repairers for the London District. They can give you prompt delivery of all the new models and the service they offer is unrivalled. Incidentally, they hold the largest stock of spares outside the MORGAN works.

DISTRIBUTING AGENTS

243, Lower Clapton Road, LONDON, E.5.

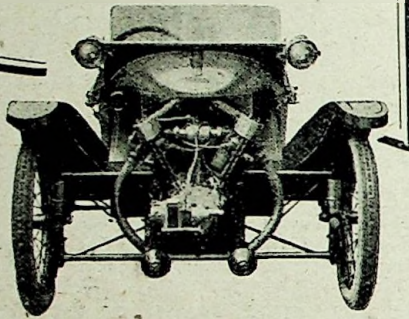
HOMAC'S

MOTOR AGENTS

Telephone: DALSTON 2438.

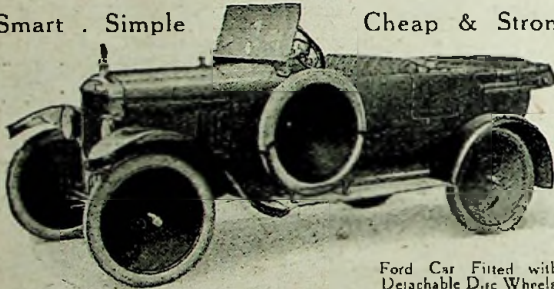
(H. W. Holmes & S. A. McCarthy.)

All Models complete with Hood, Screen, Lamps, Mats, Horn, Licence Holder, and Tools.



PRESSED STEEL DISC WHEELS

Smart . Simple Cheap & Strong



Ford Car Fitted with Detachable Disc Wheels. Dispense with creaking wood wheels.

PRICES ARE GREATLY REDUCED.

Conversion Sets :: Disc Wheels with Detachable Rims

Lynton WHEEL & TYRE Co., LTD., WARRINGTON.
Phone: 158 Warrington. Grams: "Lynton"

LODGE

SPARK-GAP TERMINALS

enable the plugs to continue firing despite soot or oil on the insulation.

Nothing further is claimed for them.

For ALL makes of plugs, and with either coil or magneto ignition.

Fitted in one minute simply by screwing on to cable (7 mm) in place of existing terminal.

No soldering required.

Give as good results as any other spark-gap devices, irrespective of cost.

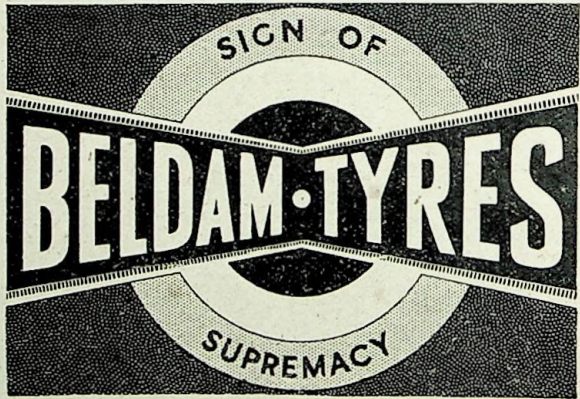
Price 1/6 each.

Of all garages and dealers in Motor Accessories.



Lodge Spark-Gap Terminal attached to Plug.

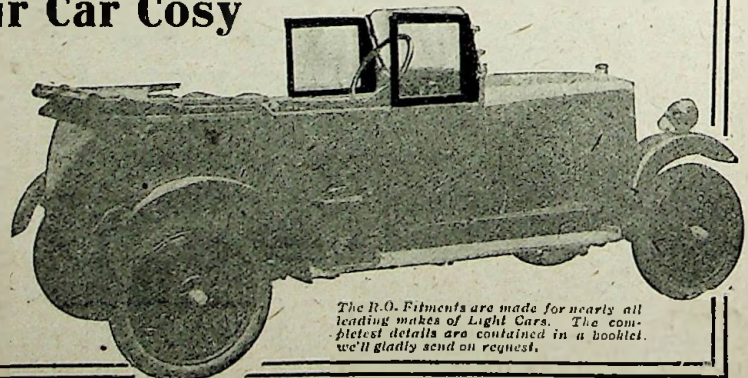
LODGE PLUGS LTD., RUGBY.



R.O. Make Your Car Cosy in Every Weather

The wonderful success of R.O. Side Screen and Coupe Fitments is due to their strength, appearance, and simplicity of fitting. R.O. Side Screens cost £2:16:0 per pair. The complete R.O. Coupe Fitment costs £4:10:0 to £5:0:0. The benefit you get makes these prices very cheap. Take advantage of it *at once*.

REC-OLDER CO., LTD.,
Cloment St. Parade, Birmingham.
Phone: Central 1252. Wires: "Plato, Wham."



The R.O. Fitments are made for nearly all leading makes of Light Cars. The complete details are contained in a booklet. We'll gladly send on request.

HELP THE MOVEMENT

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

BAMBERS

for
ROVER LIGHT CARS

NEW 1923 MODELS
IN STOCK.

2-seater, fully-equipped	...	£180
4-seater, fully-equipped	...	£190
2-seater De Luxe	...	£200
4-seater De Luxe	...	£210
2-seater Coupe, Self-starter	...	£240
(Self-starter, £15 extra.)		

Owing to the huge demand we have for Second-hand Motorcycles and Combinations, we are in a position to quote you the very best prices for your machine in part exchange.

DEFERRED PAYMENTS A SPECIALITY

Retailers anywhere in the British Isles. Distance no object.

2, Eastbank St., SOUTHPORT.

*Phone: 607.

Cheaper than Walking!

DERBY CAR

London—Exeter—London
RELIABILITY TRIAL

2 Entries

1 Gold Medal and 1 Silver Medal awarded

Price **£200**

Brief Specification :

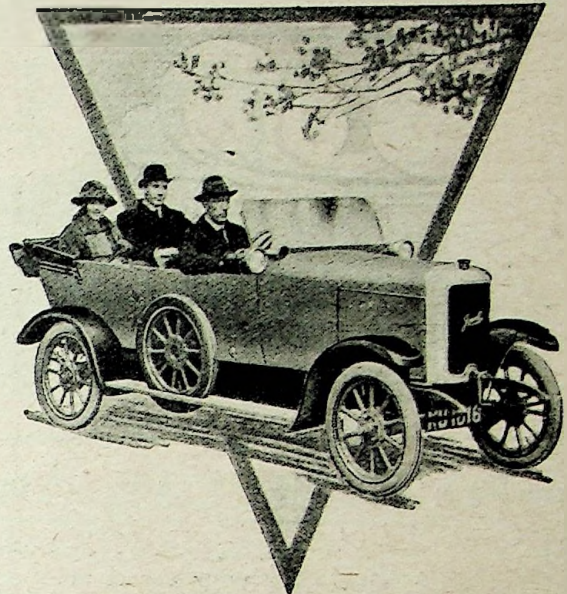
4-cylinder, Water-cooled, Chapuis-Dornier Engine. Self-starter, Dickey Seat, C.A.V. Lighting, Zenith Carburetter.

Petrol Consumption 50 m.p.g.

Address Enquiries to:

Orton & Co., BROADWAY, MILL HILL,
or 3, Macclesfield St., Shaftesbury Ave., W.C.

*Phone: Gerrard 7630.



The JOWETT Two-Seater is known as the roomiest on the market—
YES! but look at the Four-Seater, IT IS A REVELATION.

THE two-seater Jowett initiated the economy movement in 1910, and has demonstrated its power and reliability ever since. To-day the new four-seater Jowett is as big a step forward in economical motoring as its predecessor was in 1910. It has a roomy body, and will easily carry four adults at an average speed of 35 m.p.h. at a cost of 1/4d. per mile per person. May we send you a catalogue containing many interesting facts worth reading?

7 H.P. FOUR-SEATER, £245

Complete with dynamo lighting, five Dunlop wheels and cord tyres, speedometer, horn, beautifully upholstered in real leather, with black leather cloth hood, and metal framed side curtains.

7 H.P. TWO-SEATER, £200

As above, with roomy boot, which holds three suit cases, tin of petrol, oil, and all tools.

Double Dickey Seat, £5 extra, Electric Starter on both models, £15 extra

Write to Dept. F.

JOWETT CARS LTD., IDLE, BRADFORD.

Agents wanted—a few territories still open.

The
Jowett

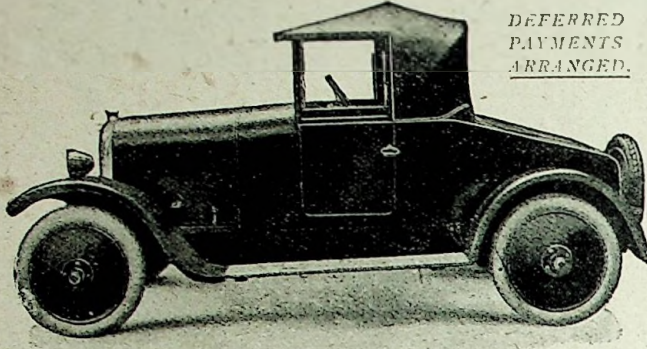
"The little engine with the big pull"

H.P.

10 THE READER

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

B51



DEFERRED
PAYMENTS
ARRANGED.

ROB ROY CARS.

Fuel Economy }
100% Speed Tests } Royal S.A. Trials,
Hill Climbing } June, 1922.

Prices from £195 to £470

AGENCIES TO APPROVED TRADERS.
STAND 23, SCOTTISH MOTOR SHOW.

The KENNEDY MOTOR Co., Ltd.,
Koh-i-Noor Works,
Shettleston - - GLASGOW.

The Coupe for Professional Men.

TO CYCLECAR OWNERS AND OTHERS

A cheap, reliable and fully guaranteed LIGHTING DYNAMO is now available for your car or motorcycle. IMMEDIATE DELIVERY.

WEIGHT, 4 lbs. 10 ozs.
DIMENSIONS, 6½" x 2¾"
OUTPUT, 4 or 6 volts,
7 amps.

— PRICE —

£5 : 0 : 0

Including Cut-out.



Full particulars of all
DYNAMOS and
ACCESSORIES
from Manufacturers:—
MOTOLITE DYNAMOS, Ltd.
Laudor Road Works,
Shepherd's Bush, London, W.12.
Phone: Hammersmith 2472.

A DICKY HOOD AT LAST.

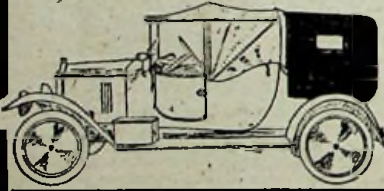
Keep your passengers dry in wet weather with the **WRYNAMS' DETACHABLE DICKEY HOOD**
(Patent applied for.)

Complete protection. Erected in less than a minute. Side and rear lights. Takes apart and folds up into small, neat case which can be stowed away anywhere. Sent post free, complete with case and all fittings, for

£5

Write now for descriptive pamphlet to the Sole Makers:

**WRYNAMS,
ROMSEY,
HANTS.**



THE MOTOR ELECTRICAL MANUAL

1st Edition.

An authority on all electrical matters concerning the car. Clearly written and well illustrated, it forms a standard reference for all motorists. Of great value to owner-drivers in explaining the working of motor car electrical equipment. Gives instruction on keeping electrical devices in efficient working order.

PRICE **3/-** NET.

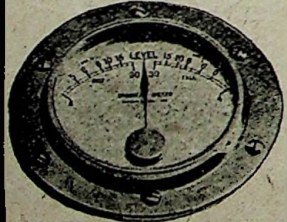
Post free, 3/3½

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

THE TAPLEY

GRADIENT METER

The standard instrument for the measurement of the gradients of the road.



FLUSH TYPE
—as illustration—
Vertical or Sloping.
£4 : 10 : 0

STANDARD TYPE
Bracket Mounting
Brass .. **£3 : 13 : 6**
Electro .. **£3 : 17 : 0**

Send for illustrated booklet.

TAPLEY & CO., Totton, SOUTHAMPTON.

CELLULOID

FIRST QUALITY
TRANSPARENT
FOR HOODS, SCREENS, ETC.

Samples and prices on application.

GREENHILL & SONS, LTD.

8, Water Lane, Ludgate Hill, LONDON, E.C.4.

COANS
ORIGINAL
NUMBER
PLATES



SOLID
ALUMINIUM CASTING
REGISTERED SIZE
SILVER POLISHED
NUMERALS
BLACK GROUND
EXPRESS SERVICE

LA.9916

SEND FOR BOOKLET
ROBT. W. COAN
The ALUMINIUM FOUNDRY
219, GOSWELL ROAD
LONDON, E.C.1

Telephone Nos.:
(City) 2191, 2192, 2193.
(Kingsway),
Barnes, London.

**COAN CASTS
CLEAN
CRANK
CASES**

Also write for Booklet on our "COMBINE" Step Mat and Scraper

New Grade, the "Special B," 15/- per pair.

ENGINES, GEAR BOXES, BACK AXLES

—OR ANY—

COMPONENT PARTS

TO CUSTOMERS' DESIGNS.

Quality and Output Guaranteed.

7/9 H.P. TWIN MOTORS,
Air or Water-Cooled,
FROM STOCK.

Gray Bovier Engines, Ltd.,
Kingsgate Place, Quex Rd.,
KILBURN, N.W.6.

Telephone—Hampstead 7418-9

BUTT
WELDED

SEAMLESS
STEEL

ORIENTAL



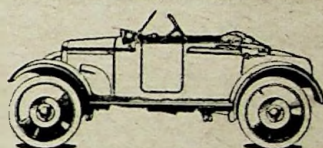
Oriental
Steel Tubes are de-
signed to meet the special
requirements of Light Car
construction. Of best quality
steel, thoroughly tested, light
and rigid, they are the best pos-
sible tubes for this purpose.

"ORIENTAL" TUBE
Co., Ltd., WEST BROMWICH
Wires "Tubes, West
Bromwich."
Phone: W. Bromwich,
45 and 166.

STEEL TUBES

CLOSE
JOINT

IF YOU WANT



**Rover, Marseal, Bleriot,
Coventry-Premier, Unit, G.N.
Bayliss - Thomas, Morgan,**

Cash,
Credit,
or
Exchange
Terms.

or any other light car, together
with Expert Advice and Service.

Call or Write—

THE SERVICE COMPANY, LTD.,
273-4, High Holborn, London, W.C.1

LONDON—EXETER
GOLD MEDAL Award

The "Autocar" says:—
"Particularly good were the
performances of the Little
Tamplin."
"This speedy little cyclecar."

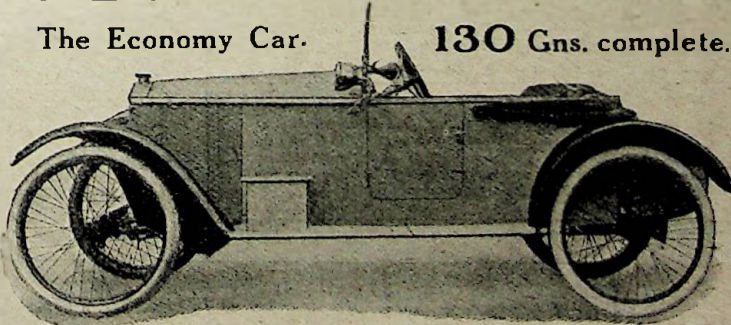
Standard engine and equipment used.

TAMPLIN MOTORS, Ltd., STAINES.

"TAMPLIN"

The Economy Car.

130 Gns. complete.



TO THE
READER

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

B53

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 15 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.

All advertisement orders are subject to acceptance in writing from the Head Office.

All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract.

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of series orders, current copy will be repeated if new copy is not received at the time of closing for press.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box _____, 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 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

[Addresses of Branch Offices and other Business and Editorial Notices will be found on the last page of this section.]

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Whether you are buying or selling an A.B.C. second-hand, it would pay you to conduct the business through George England (1922) Ltd., 11 Curzon St., Mayfair, W.1. None but guaranteed second-hand cars are sold. Terms to sellers most reasonable. zzz-744

A.B.C. Gordon Watney and Co., Ltd., 51, Brook St., W.1 (Phone, Mayfair 2965 and 2966), West End wholesale and retail concessionaires, have several second-hand 1921 and 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-55

A.B.C., 1922 Regent and 1922 sports model, choice of 2, prices from £160; extended terms from 10 per cent. down. Rey, 378-384 Euston Rd. Phone, Museum 7736. 529-201

A.B.C., 1921, sports, 2-seater, full equipment, original tyres, beautiful condition, 125 guineas; exchanges. Allber Garage, Thornett Rd., Earlfield, London, S.W. Phone, Latchmere 4388. 529-226

A.C. Let us quote you for your present A.C. in part exchange for a new 1923 model. Prices from £395. Authorized agents, Cathness and Co., Ltd. (late Alfred Wastnagle), 65 Gt. Portland St., W. 1. Tel., Langham 2172. 529-159

A.C., 1920½, 11.9hp, 2-3-seater, beautiful condition, £225, or exchange, others entertained. Frederick Disney, Russie, Kingston Hill. 529-w532

A.C., 1920, 2-seater, in exceptionally good condition, dynamo lighting, spare wheel, clock, speedometer, bargain, £200, exchanges or extended terms arranged. J. Smith and Co., Motor Agents Ltd., 52-54 Hampstead Rd., N.W. 1. Tel., Museum 5938. 529-223

A.C., 1921, aluminium, sports, splendid condition, 2 new tyres, electric horn, dynamo lighting, 2 spare wheels, disappearing hood, fast but economical, exceptionally smart, great bargain, £275, no offers, new price £550; seen by appointment. K. Bradbury, Junr., "Rosemary," Kent Gardens, Ealing. Phone, Ealing 61. 529-w566

A.C., 1921, 2-seater, all-weather, self-starter, dynamo, dieck, £60 extras, condition perfect, £275. Vivian, 53 Spenser St., Victoria St., S.W. 1. 529-244

A.C. Not a mistake. 9hp A.C. 2-seater and dieck, splendid running order. £75, any trial. 40 Linhope St., Upper Park Place, Upper Baker St. Padd. 2854. 529-w605

ASCOT, 1914, 2-seater, dynamo lighting, excellent condition, £95, exchange or hire-purchase. The Light Car Co., 531 Euston Rd., London, N.W. 529-285

A.V. monocar, 8hp, good condition, electric lights, fast, £40 or nearest. 62a Church St., Kensington. 529-e890

A.V., latest 1922 model, hood, screen, speedometer, 5 electric lamps, splendid condition throughout, £95. 72 Highbury Park, N. 5. 529-w605

AVIETTE, 1915, 8hp, chain and belt, engine wants little attention, any offer considered. Jarmain, Abbots Roding, Ongar. 529-w562

BABY PEUGEOT, 69 guineas, bargain, 1915, 4-cylinder, w.c. Particulars, Beall, 25 Sidney St., Cambridge. 529-w585

BEBE PEUGEOT, 3 speeds, exceptionally nice condition, £72 10s., extended terms from 10 per cent. down. Rey, 378-384 Euston Rd. Phone, Museum 7736. 529-202

BEBE PEUGEOT, 1915, 3 speeds, hood, screen, electric lamps, good tyres, perfect, 60 guineas. Bray, 3 Blenheim St., London, W. 1. Mayfair 5406. 529-219

BABY PEUGEOT, 78 guineas, exchanges. One of these famous little cars, de luxe model, 2-seater, dynamo lighting, hood, screen, spare rim, good tyres, smart; also another, de luxe model, acetylene lighting, smart, 69 guineas. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 529-551

BAYLISS-THOMAS, 1922, 10hp, 4-cylinder, 3-speed and reverse, Magdyno, double dieck, as new, used for demonstrations only, £250. Godfrey's, Ltd., 208 Gt. Portland St., W. zzz-357

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 51 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the West End wholesale concessionaires, have several second-hand 1922 models, carrying our guarantee, from £175. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-56

BELSIZE-BRADSHAW, 9hp, 4-seater, hood and screen, colour grey, upholstery blue, nickel fittings, wheels and tyres standard, dynamo lighting, with head and tail lamps, horn and tools, splendid condition, bargain price, £210; in London. Write, Box No. 411, care of "The Light Car and Cyclecar." zzz-5

BELSIZE-BRADSHAW, July, 1922, 2-3-seater, speedometer, fully insured and licensed 1923, any trial, lowest inclusive price £180. Apply, The Chappell Piano Co., 19 Ferdinand St., Chalk Farm. 529-w476

BELSIZE-BRADSHAW, 9hp, oil-cooled model, 2-seater, dynamo, speedometer, current model, quite new, showroom soiled only, £175 for quick cash sale. The Layton Garage, 30 Holywell St., Oxford. Phone 581. 529-194

BELSIZE-BRADSHAW, 1922, hardly soiled, £150. James, c.o. Bradmores, 482 Harrow Rd., Paddington. 529-126

BELSIZE-BRADSHAW, new 1923 model, 3-seater, ready for advertiser to take delivery, £185 or close offer; Wrexham district. Box No. 797, c.o. "The Light Car and Cyclecar." 529-w434

BELSIZE-BRADSHAW, 1921, perfect condition, £50 accessories, 11 instruments on dashboard, a sportsman's car, cheap, deferred payments. Dawson's Garage, 45 Market St., Paddington. Paddington 2522. 529-343

BLERIOT-WHIPPET, £50, 1920, excellent condition throughout, terms, exchanges. Midland Garage, 303 Broad St., Birmingham. zzz-972

BLERIOT-WHIPPET, 9hp, 1921 model, electric lighting, paintwork new, excellent order throughout, £70. The Rochester Auto Co., Ltd., Rochester. 529-w470

BLERIOT-WHIPPET, 9hp, 1920 model, complete and in very good running condition, £35. The Rochester Auto Co., Ltd., Rochester. 529-w471

BLERIOT-WHIPPET, £75, de luxe, spare wheel, speedometer, electric lighting accessories only, wants seeing, low mileage. 166 High Rd., Chiswick. 529-w536

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 kind

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

(continued).

BLERIOT-WHIPPET, F.O.C.H. have 1921 Bleriot-Whippet, bargain, 5 Heath St., Hampstead (near Tube). 529-134

BLERIOT-WHIPPET 1920 2-seater, detachable wheels, mechanical starter, just repainted grey and overhauled, perfect condition throughout, a bargain, £60. Weybridge Automobiles, Ltd., Weybridge. Phone 255. 529-546

BUCKINGHAM, October 1922, clover-leaf 3-seater, condition and appearance as new, tyres unpunctured, dynamo, full equipment. Spares, etc. trial, £135. H., 44 North Row, London, W.1. Phone, Mayfair 1096. 529-w607

BUGATTI, 1921, 11.4hp, 16-valve, small spotting 4-seater, in practically new condition, dynamo lighting, spare wheel, speedometer, upholstered pigskin leather, very attractive little car, guaranteed sound, £585; extended terms or exchanges arranged. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Road, N.W.1 Tel. Museum 9558. 529-222

BUGATTI, racing, fitted racing 2-seater body, will sell cheap; trial or examination. Box No. 810, c/o "The Light Car and Cyclecar". 529-500

CALCOTT, 1922, 10hp, 2-seater, dickey, as new, mileage 1,500, £215. Storer and Tait, 20 Bourdon St., Bond St., W.1. Mayfair 625. 529-191

CALCOTT, 99 guineas, exchanges; 1914 2-seater, dickey, 5 detachables, excellent tyres, hood, screen, electric and acetylene lamps, speedometer, smart, fast, powerful. Scabridge, 55 Hanter Rd., East Dulwich. Sydenham 2452. 529-352

CALTHORPE, special, fast, recently overhauled by makers, aluminium chassis, L and S, 6 wheels with v.2. tyres, special streamlined body, 2 seat and dickey, hood, screen, lamps, side curtains, tools, bargain, £220. Bayswater Agents, 170 Piccadilly, Regent 5448. zzz-989

CALTHORPE 1922 4-seater, all-weather, lighting, starter, shop-soiled only, genuine bargain, £520; deferred terms. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 529-170

CALTHORPE coupe, 1914, dynamo, excellent mechanical condition, £87 10s. extended terms from 10 per cent. down. Rey, 378-380, Tottenham Rd., Phone, Museum 7756. 529-205

CALTHORPE coupe, 1917, 10hp, dynamo lighting, upholstered Bedford cord, whole car in exceptionally good condition, £100. Hamilton, 69a Ferris Rd., East Dulwich. Phone, New Cross 1509 (before 7). 530-w480

CALTHORPE, 1921, de luxe model car, in new condition throughout, £260. King and Harper, 6 and 7 Bridge St., Cambridge. 529-146

CALTHORPE, 1921, 10hp, self-starter, dynamo, super sports 4-seater, with bulbous back, as new in every way, runs beautifully, very smart, owner will accept £165 cash. 69 St. Paul's Avenue, Willesden Green, London. 529-w554

CALTHORPE, 1921, 2-seater, starting and lighting, double dickey, many extras, first-class order, £195. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 529-341

CALTHORPE, 1922, brand new, 4-seater, 25 per cent. off list price. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 529-342

CALTHORPE, 129 guineas, exchanges, 1914-15, 4-seater, double screen, 5 detachables, one-man hood, electric lamps, smart. Scabridge, 55 Hanter Rd., East Dulwich. Telephone, Sydenham 2452. 529-347

CALTHORPE, 1920, 125 gns., semi-sports 2-seater, full electrical equipment, as new throughout. Short and Glass, Ltd., 362 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2362. 529-310

CALTHORPE 10hp 2-seater sports model de luxe, dynamo starter, all accessories, antique leather upholstery, disc wheels, polished aluminium bonnet, fast car, excellent condition, owner must sell, bargain, 180 gns. Parnell, 14 Poichester Rd., Bayswater, W. 2. 529-w599

CARDEN repairs and spares. Repairers to Carden Engineering Co. Works 4 minutes' run from Victoria. Immediate delivery of spares, such as layshalts, clutch plates, gears, bushes, etc. 15 per cent. off list prices. Send for particulars of many Carden improvements marketed by us. Reconditioned and guaranteed Carden in stock for sale from £50. Running adjustments while you wait by Carden experts. Lowest charges in London. Ravenscourt, 285 Battersea Park Rd., S.W.11. Telephone, Latchmere 4720-1. zzz-52

CARDEN, 1921, hood, screen, lamps, £50 cash, or £10 15s. deposit and 11 payments of £2 15s., less rebate. Service Company, 275-4 High Holborn, W.C. 1. zzz-957

CARDEN 2-seater, 1922 unit, 1921 chassis, drip-feed lubrication, electric lights, hood and screen, excellent condition, tax paid 1923, £50. Gas Co., Redditch. 530-w453

CARDEN, 1921, standard specification, splendid order, 57 guineas; exchanges or deferred. Edwards, 101 Gt. Portland St., W.1. 529-235

CARDEN, 6-9, 3-seater car, perfect running order, electric lighting, excellent condition, tyres as new, any trial willingly, price £125, or nearest offer. Write, Wm. N. Smith, Bolvedere, Peter St., Macclesfield, Cheshire. 529-501

CARDEN Official Repair Depot. The only one in London and district. Having taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co., Ltd., we have organized a special department to deal with this work. Only guaranteed spares supplied. Beware of imitations at reduced prices. Numerous important improvements for Carden cars. Send for particulars. Patentees and Sole Concessionaires:—The New Carden Light Car Co., Ltd., 22 Elytho Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-304

CASTLE THREE, F.O.C.H. have 1922 Castle Three, bargain, 5 Heath St., Hampstead (near Tube). 529-135

CHARRON-LAYCOCK, £295, extraordinary bargain, genuine 1922 10hp 2-seater, concealed double dickey, polished bonnet, clock, speedometer, self-starter, 2 horns, spring gaiters, full comprehensive insurance policy to August 30th, 1925; car was delivered August 31st, 1922, and cost when new £525; exchanges. Inspect at 17 Lancaster Mews, Lancaster Gate, Padd. 1146 529-267

CITROEN 1921 10hp 4-seater, speedometer, rear screen, condition as new, £165. 11 Gloucester St., Oxford. zzz-965

CITROEN 1921 4-seater, fullest equipment, in perfect order, £160. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 529-171

CITROEN 1921 4-seater, fully equipped, tonneau cover, perfect condition, £200, licence, insurance, etc. included. 8 Broadway Buildings, Reading. 551-w488

CITROEN, 1921, 2-seater, 10.5 lighting and starting, everything complete, practically new tyres, £160. Mason's Garage, Commerce Avenue, Letchworth. 529-w181

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

(continued).

CITROEN, as new throughout, self-starter, dynamo lighting, 5 detachable wheels, fitted touring body, open to R.A.C. or A.A. examination, not used since June last, £145. 5 Putney Bridge Rd., Wandsworth. 529-228

CLULEY, 1922 model, 2-seater, Lucas starter and lighting, 2 spare wheels, double dickey, excellent condition throughout, £275; terms, exchanges. Midland Garage, Broad St., Birmingham. zzz-975

COVENTRY-PREMIER, 1922, mechanically perfect and in beautiful condition, £110. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 529-172

COVENTRY-PREMIER 8hp 1922 2-seater (no dickey), dynamo lighting, small mileage. More than desirable condition, extraordinary bargain, £115 cash. The Layton Garages, 50 Holywell St., Oxford. Phone 581. 529-195

COVENTRY-PREMIER, 1922, clock, electric horn, hard and foot throttle control, special Brook dynamo lighting, mileage 5,000, exceptional condition, £150. Lansbury, Avenue Rd., Langrave, Luton. 529-w555

COVENTRY-PREMIER, F.O.C.H. have Coventry-Premier 3-wheeler, bargain, 5 Heath St., Hampstead (near Tube). 529-136

COVENTRY-PREMIER, 8hp, 1922, new in June, double dickey, dynamo lighting, insurance inclusive, mileage 3,000, £145 17s. 6d., excellent condition. Wilkins, Simpson, opposite Olympia, London. 529-w363

COVENTRY-PREMIER, 3-wheeler, late 1921, dynamo lighting, spare wheel, speedometer, dickey seat, cost over £255, accept £90, or exchange combination and cash. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 529-w548

COVENTRY-PREMIER 8hp 3-wheeler, 5 and reverse, new tyres (700 by 80), spare wheel, handsome appearance and fine condition, £80. Riley, 197 Fentiman Rd., Vauxhall, S.W.8. 529-w612

CROUCH, £50, 1919, excellent condition throughout, terms arranged. Mulard Garage, 305 Broad St., Birmingham. zzz-971

CROUCH, October, 1920, 9hp, water-cooled, 5 Sankey wheels, new tyres, overhauled makers 1922 cost of £25, several extras, any trial, bargain, £90, buying 4-seater. 104 Plasket Rd., West Ham. 529-w444

CROUCH 1925 2-seater, 4-cylinder, special Anzani model, purchased new December 15th, 1922, and complete with double dickey, lighting, and starting. This car, which is offered on behalf of a client, cost over £340, and is practically unused; must be cleared, and is therefore offered at the special cash price of £285. Appearance as new. Written guarantee regarding condition, which is perfect, given. The Layton Garages, 50 Holywell St., Oxford. Phone 581. 529-193

CROUCH, 1922, 8-18hp, 2-seater, double dickey, dynamo lighting, small mileage, as new, originally cost £285. This car has been exclusively used by our Mr. Tolady, the well-known Crouch racing driver, and is in the pink of condition, unrepeatabe cash price £175. The Layton Garages, 50 Holywell St., Oxford. Phone 581. 529-196

CROUCH, F.O.C.H. have a 1921 Crouch, bargain, 5 Heath St., Hampstead (near Tube). 529-135

DEEMSTER 1914 10hp 2-seater, detachable wheels, nearly new tyres, smart and reliable car, £90. Hamilton, 69a Ferris Rd., East Dulwich. Phone, New Cross 1509 (before 7). 530-w481

ERIC CAMPBELL, 1921, splendid condition, £150. James, c/o Bradmores, 482 Harrow Rd., Paddington. 529-125

ERIC-CAMPBELL, 1921, 2-seater, sports, 10hp, many extras, £135. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 529-340

ERIC LONGDEN, April, 1922, 8.9 twin Blackburne, water-cooled, 3-speed, reverse, dynamo, speedometer, spare wheel, 55 m.p.h., perfect throughout. Esmond, 58 Portland Place, London. 532-w437

G.N., 1922. A few slightly shop-soiled demonstration, touring, sporting, and racing models available, extremely attractive prices. G.N. Motors, 222 Gt. Portland St., W.1. Phone, Museum 2271. 556-266

G.N., 1922, never been registered, complete as per specification, all-weather hood, dickey seat, speedometer, etc., £185. Foster, 204 Capstone Rd., Bournemouth. zzz-814

G.N., exceptionally smart, dynamo lighting, speedometer, clock, aluminium dash, mechanical lubrication, most carefully used, mileage approximately 3,000, £115; exchange or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Crofton. Phone, Crofton 2450-2451. zzz-17

G.N.s wanted in exchange for 8hp Talbots. Balance by instalments. Warwick Wright, Ltd., 150 New Bond St., W.1. Phone, Mayfair 6504-5. zzz-180

G.N., 1922, all-weather, exceptionally good condition, engine in perfect tune, dynamo lighting, extra headlight, electric horn, etc., £165. Frank Ede, Thame. 529-w448

G.N., 1921, dynamo, detachable wheels, electric horn, oversize tyres, exceptionally nice condition, £90; extended terms from 10 per cent. down. Below.

G.N., all aluminium sports model, dynamo, speedometer, exceptionally fast, £145; extended terms from 10 per cent. down. Below.

G.N., 1920, specially long chassis, 3-seater, dynamo, clock, speedometer, 2 spare wheels, exceptionally good condition, 100 guineas; extended terms from 10 per cent. down. Below.

G.N., 1922, dickey, etc., splendid order, £135; extended terms from 10 per cent. down. Rey (G.N. Agent), 578-584 Euston Rd., Phone, Museum 7756. 529-204

G.N., 1922 model, 2-seater all-weather standard, but painted primrose, many extras, guaranteed throughout, £150. The Rochester Auto Co., Ltd., Rochester. 529-w468

G.N., 1921 model, 2-seater standard, completely equipped, tyres and mechanical condition sound, any trial, £72. The Rochester Auto Co., Ltd., Rochester. 529-w469

G.N., 1922, splendid condition, dynamo lighting, dickey, spare wheel, speedometer, electric horn, shock absorbers, tyres as new, small mileage, £115. 88 Brampton Rd., St. Albans. 529-w535

G.N., 1922, practically unused, dickey, dynamo, many extras, £120, bargain. James, c/o Bradmores, 483 Harrow Rd., Paddington. 529-123

G.N., 1920-21, dynamo lighting, spare wheel, speedometer, etc., fine condition, £78, or exchange combination. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 529-w547

G.N., 1922, dynamo lighting, dickey, spare wheel, to standard specification, splendid condition, 20 guineas; exchanges or deferred. Edwards, 101 Gt. Portland St., W. 1. 529-237

THE BEST BARGAINS

in second-hand light cars and cyclecars are offered in these pages.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- G.N.**, 1920, dynamo lighting, £85. Below.
- G.N.**, 1921, gas and oil lighting, £72. Elce, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C. Phone. Avenue 5548 529-232
- G.N.**, exceptional, 1921 de luxe, dynamo lighting, spare wheel, speedometer, unsoiled condition, £85; exchanges. 24 Balliol Rd., North Kensington. 529-w573
- G.N.**, 1920, standard, in excellent condition, engine just overhauled, small mileage, very distinctive colour, really good, tax paid, reasonable offer considered. Phone Western 6517 for appointment. Soper, 6 Cornwall Mews West, S.W.7. Private owner. 529-w596
- G.N.**, 1921, dynamo, £95 cash, or £19 12s. deposit, 11 payments of 27 4s., 1920 G.N. dynamo, £90 cash, or £18 16s. deposit, 11 payments of £6 16s., less rebate. Service Co., 275-4 High Holborn, W.C.1. 529-288
- G.N. Cass's Motor Mart Ltd.**, 1921, 8hp, 5 lamps, horn, speedometer, hood, screen, just overhauled and repainted, bargain, £85; deferred terms, exchanges. 5 Warren St., W.1. Museum 625 529-296
- G.N.**, 78 guineas, exchanges, 1920, 2-seater, dynamo, speedometer, hood, screen, 5 detachables, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 529-350
- G.N.**, 1920 (late) special 3-seater model, C.A.V. lighting, oversize tyres, M.P. absorbers, recently painted, is in good mechanical order, £80. Gibbons, 30 Wharf Rd., City Rd., N.1. 550-w608
- GRADE** 1922 2-seater, 5 detachable wheels, hood, screen, 8hp, 45 m.p.h., watertight hull for travelling on water, recently described in this journal, 1,000 miles only, very smart, £50. Seen at 145 Widmore Rd., Bromley, Kent. 529-w441
- G.W.K.**, 1921, 4-seater, self-starter, 6 wire wheels, in splendid condition throughout, £135. 11 Gloucester St., Oxford. 529-966
- G.W.K.**, 1915 2-seater, hood, screen, horn, tools, electric and acetylene lighting, 5 detachable wheels, new tyres, recently overhauled, any trial, £92, owner buying new car. Allpress, Surveyor, Sudbury, Suffolk. 529-910
- G.W.K.**, 1922, new, shop-soiled 2-seater, bargain, with extras, £170. Below.
- G.W.K.**, 1921 4-seater, in exceptionally sound order, £120. Smith and Hunter, Agents, 77 Gl. Portland St., W. Phone, Langham 2363. 529-175
- G.W.K.**, de luxe, 2-cylinder, detachable wheels, oversize tyres, dynamo, exceptionally nice order, £82 10s.; extended terms from 10 per cent. down. Rev. 378-384 Euston Rd. Phone, Museum 7736. 529-205
- G.W.K.**, 1922 2-seater, dicker, new tyres, detachable wheels (5), perfect condition, £180. Carter, 185 Broadway, Cricklewood, N.W.2. 529-w475
- G.W.K.**, 1919, 2-seater, in exceptionally nice condition, spare wheel, speedometer, 5 lamps, £85. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W.1. Tel., Museum 5938. 529-221
- G.W.K.**, 1915, de luxe model, dynamo lighting, detachable wheels, £78 10s. Elce, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C. Phone, Avenue 5548. 529-230
- G.W.K.**, 1921 2-seater, with dickey, many extras, £150, or exchange combination and cash. Newham, 223 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 529-258
- G.W.K.**, late model 4-seater, in extremely good order, bodywork and upholstery like new, £115, cash or deferred terms. Autocars, Ltd., 15 Woodstock St., London, W.1. Telephone, Mayfair 2651. 529-309
- HILLMAN** cars. Official repairers, London district, Chester Motor Co., Ltd., 34a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 456-412
- HORSTMAN** 1921 wide 2-seater, dickey, starter, dynamo, 6 wheels, smart, bargain, £150, exchange cheaper car and cash. Ben-machree, Patcham, Sussex. 529-w458
- HORSTMAN**, 1915, 2-seater, dickey, electric lighting, starter, spare wheel, 85 guineas; exchanges or deferred. Edwards, 101 Gl. Portland St., W.1. 529-236
- HUMBERETTE** Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.
- HUMBERETTE**, Humber Service Depot Canterbury Rd., Kilburn, N.W.6. Phone, Willesden 1298-1299. Telegrams, "Humberonia, London." 529-999
- HUMBERETTE**, 59 gns., exchanges, water-cooled, 2-seater, 1914, hood, screen, lamps, tax paid, smart, pulls well. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 529-355
- JOWETTS**, Second-hand. You can't get them! See Kinsey's announcements under "New Cars." 529-357
- KINGSBURY JUNIOR**, unused, smart appearance, dark red finish, seen by appointment, £125 for quick sale. Goodhead, 3 Quarryndon St., Parsons Green, S.W.6. 529-w541
- KINGSBURY JUNIOR**, 1920, 8hp, 2-seater, 5 detachable wheels, dynamo lighting, speedometer, etc., £110. D. and S. Autocar Co., 33 The Parade, Golders Green. 529-318
- LAGONDA**, several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W.6. 529-96
- LAGONDA** 1922 model 4-seater, starter and lighting, mileage 1,000, fitted tonneau cover, many extras, spare unused, absolutely unscratched and as new; terms, exchanges. Midland Garage, 305 Broad St., Birmingham. 529-178
- LAGONDA** coupe, 1920, the property of a private client, £145, or near offer. See Smith and Hunter, 77 Gl. Portland St., W. Phone, Langham 2363. 529-176
- LAGONDA**, 1922 (September), 2-seater, complete with double dickey, dynamo lighting and starting, very small mileage, condition guaranteed, special cash price 200 guineas. The Layton Garages, 30 Holwell St., Oxford. Phone 551. 529-192
- LAGONDA** 4-seater, dynamo, excellent running order, licensed and insured, expert examination and trial, £120. Cornwell, Dentist, Sidcup. 531-w579
- L.S.D.**, brand new 1922, standard model, fully equipped, only shop-soiled, list £165, sacrifice immediate sale £125. 20 Granville Rd., Fallowfield, Manchester. 529-269
- MATHIS**, 1922, 2-seater, D. and H., used for a few trial runs only, £185; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 529-275

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- MERCURY**, 159 guineas, exceptional bargain, exchanges: 1920 Mercury, 2-seater, sunk dickey, 10hp, 4 cylinders, gate change, dynamo, clock, speedometer, 5 detachables, smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 529-349
- METEORITE**, 169 guineas, exchanges, exceptionally smart 1919 20 2-seater, dickey, dynamo, 11hp, 4 cylinders, 5 detachables, silent, flexible, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 529-348
- MORGAN** Service Depot. Officially appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Home's, 243 Lower Clapton Rd., E.5. Dalston 2408. 529-580
- MORGAN** specialists. James and Co. (Sheffield), Ltd., 263 Eccleall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. 529-537
- MORGAN**, 1921 M.A.G. de luxe, splendidly equipped, perfect condition, £110. 125 Adelaide Rd., N.W.5. 531-e796
- MORGAN**, Grand Prix Aero, dynamo lighting, electric and mechanical horn, perfect condition, as new, £98, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 530-184
- MORGAN**, 1922, Grand Prix, water-cooled J.A.P. engine, electric lighting, good condition, tax paid, £105. Kays, 8-10 Bond St., Ealing. 529-155
- MORGANS**, choice of 3, 1922 Popular, 1922 Grand Prix, M.A.G., dynamo, 1921 de luxe, extended terms from 10 per cent. down. Rey (Morgan Agent), 378-384 Euston Rd. Phone, Museum 7736. 529-207
- MORGAN**, £55, 8hp a-c. J.A.P., perfect running order, all worn parts renewed, genuine bargains. Howell, Arundel. 529-w463
- MORGAN**, family, w-c, fully equipped, spares, licensed, mileage 3,000, £128, offers. Dining Rooms, Redcliffe Rd., South Kensington. 529-w528
- MORGAN**, 1922, de luxe, w-c, tax paid, gas and electric light, complete, £125, any examination. Palmer, 45 Waterlow Rd., Highbury. 529-w551
- MORGAN**, 1915, Grand Prix, 8hp, w-c. J.A.P., fully equipped hood, screen, 5 lamps, etc., in splendid condition, guaranteed perfect, £80. Home's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 529-243
- MORGAN** for £50, 1922, de luxe, M.A.G., £115; 1920 ditto, w-c and dynamo, £100; 1919 G.P., £80; another £50; all in excellent condition. Bunting's Exchange, Wealdstone. Agents for Rovers, Morgans, etc. 529-220
- MORGAN**, 1922, Grand Prix, a.c., J.A.P., Renniksen, discs, electric and acetylene lighting, superb condition, 125 guineas. Below.
- MORGAN**, 1921, Grand Prix, M.A.G., dynamo lighting, discs, real leather upholstery, electric horn, exceptional condition, 115 guineas; exchanges or deferred. Edwards, 101 Gl. Portland St., W.1. 529-234
- MORGAN, F.O.C.H.** have 1921 G.P. Morgan, bargain, 5 Heath St., Hampstead (near Tube). 529-132
- MORGAN**, Grand Prix, J.A.P., water-cooled, electric lighting, condition equal to new, £65; trial by appointment. Also air-cooled model, electric lighting, perfect order, £60. Cooke, 35 Hoveford Rd., Cricklewood, N.W.2. 529-w435
- MORGAN** de luxe, J.A.P. w-c, fully equipped, discs, speedometer, side curtains, etc., bought new by present owner, January, 1922, condition perfect, best offer over £95. 34 Queen's Rd., Cheadle Hulme, Stockport. 529-w580
- MORGAN**, 1922, de luxe, w-c, Lucas dynamo lighting and every possible accessory; this car has been used twice, unsoiled condition, £150; exchanges. 24 Balliol Rd., North Kensington. 529-w571
- MORGAN**, June, 1922, Popular model, 8hp J.A.P. engine, with extra headlamps, extra springing and many other improvements and accessories, very little run, tyres unpunctured, in perfect order, any trial with pleasure, price £100 or near offer, Bristol district. Box No. 809, c/o. "The Light Car and Cyclecar." 529-w594
- MORGAN**, 1921, de luxe, water-cooled sports M.A.G. engine, dynamo lighting, speedometer, electric and bulb horns, spring gaiters, £120 lowest. 1 Ombersley Rd., Worcester. 529-w610
- MORGAN**, Grand Prix J.A.P. hood, screen, lamps, speedometer, clock, splendid order, £72. 8 Eastbrook Rd., near Sun-in-Sands, Blackheath. 550-w604
- MORRIS-OXFORD** de luxe, 1915, dynamo clock, speedometer, splendid order, £110; extended terms from 10 per cent. down. Rey (Morris Agent), 378-384 Euston Rd. Phone, Museum 7736. 529-206
- MORRIS-OXFORD** 1914 8.9hp 2-seater and dickey, owner-driven and condition maintained, D.A. lighting, repainted. Seen and tried at 55 Gresham Rd., Staines. £90. Tel., Staines 168. 529-w606
- PERRY**, 1914, 8hp, 2-cylinder water-cooled, coupe body, excellent condition, £120. Myson, 89 Cromwell Rd., South Kensington, London. 529-w450
- PEUGEOT**, 9hp, special sports model, 2-seater streamlined body, special Peugeot engine, aluminium pistons, twin carburetors, outside exhausts, Hartford shock absorbers, in first-class condition, very fast, magnificent hill-climber, suitable hill-climbs and competitions, £90. The Gables, Sylvan Hill, Upper Norwood. 529-w598
- PREMIER**, 1922, choice of 2, 4-wheeler, dickey, dynamo, excellent condition, £140; extended terms from 10 per cent. down. Rey (Premier Agent), 378-384 Euston Rd. Phone, Museum 7736. 529-208
- RHODE**, latest tip-up seats, in splendid order throughout, been carefully handled, £180, bargain. Wilkinson, Washington St., Worlington, Cumberland. 529-w466
- RHODE** 1922 models. Mebes and Mebes, (Est. 1893), The Original Light Car Specialists, sole distributors London, South and West of England, have several of these for disposal, all having been reconitioned and fully equipped, from £165. Deferred payments arranged. 144 Gl. Portland St., W.1. Phone, Langham 2230. 529-190
- RHODE**, latest model, occasional 4-seater, electric lighting and starting, painted grey, wheels and wings black, shop-soiled, a bargain, £242. Weybridge Automobiles, Ltd., Weybridge. Phone 236. 529-544
- RHODE**, 1922, occasional 4-seater, dynamo lighting, speedometer, spotlight, many extras, fitted aluminium pistons, guaranteed perfect condition, appearance as new, a bargain, £155. Allday, Shanklin Villa, Price's Rd., Weybridge. 529-543

PRIVATE OWNER
AND TRADER

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alike recognise the value of these pages for the disposal of their goods.

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

RHODE, 9.5hp, 4-seater, August, 1922, done 2,800 miles, dynamo lighting, side curtains, speedometer, extra air fitting, 2 horns, faultless, any trial, £200 or near offer, or exchange combination and £160. Heath, Reeded Barn, Babraham, Cambs. 529-w611

PILEY, 1922 model, 4-seater, complete with self-starter, dynamo lighting, 5 lamps, spare wheel and tyre, usual tools, hood and side curtains, excellent condition, nice steering, very flexible and easy in traffic, in tip-top condition throughout, price £325 spot cash. Box No. 9282, c/o "The Light Car and Cyclecar." zzz-663

RITZ 10hp 4-cylinder 2-seater, electric lighting, done only 6 months' work, £65. G. Poate, June Lane, Midhurst. 529-w446

ROVER 8hp light car, recently repainted and overhauled by makers and new hood fitted, in excellent order and condition, speedometer, clock, tools, etc., £135, a sound car, owner buying large car. Write for appointment. Sedgwick, Arnside, Colney Hatch Lane, Muswell Hill. 529-163

ROVER 8, 1922, 2-seater, dynamo lighting, mileage 1,500, full equipment, £140. Kays, 8-10 Bond St., Ealing. 529-154

ROVER, 8hp, 1922, 6 months' careful use, condition as new, quarter's tax paid, insured, sacrifice £125. Denham House, Windmill Rd., Headington, Oxford. 550-w439

ROVER 8s, choice of 5, 1921 and 1922, prices from £110; extended terms from 10 per cent. down. Rey (Rover Agent), 378-384 Euston Rd., 'Phone, Museum 7736. 529-209

ROVER, 8hp, 2-seater, 1921, excellent condition, speedometer, £105. Vivian Harche and Lase, Ltd., 23-24 Woodstock St. (off Blenheim St.) Bond St., W.1. Mayfair 6539. 529-145

ROVER, 1922, as new, fully equipped, £135; exchange combination and cash. James, c/o Bradmores, 482 Harrow Rd., Paddington. 529-124

ROVER, 1920-21 8hp, perfect condition, complete with speedometer, fully equipped, £95. Ratcliffe Bros., 200 Gt. Portland St., W.1. 529-120

ROVER, 1921, 8hp, overhauled and repainted, £115. Ratcliffe Bros., 200 Gt. Portland St., W.1. 529-121

ROVER, 1922, 8hp, complete with speedometer, mileage 1,500, £155. Ratcliffe Bros., 200 Gt. Portland St., W.1. 529-122

ROVER 8, 1921, dynamo, perfect order, £100. Box No. 798, c/o "The Light Car and Cyclecar." 529-w436

ROVER, 90 guineas, 8hp, November, 1920, Lucas dynamo, spare wheel and tyre, hood, windscreen, R.O. side screens, lamps, horn, speedometer, spare petrol can and carrier, toolcase, pump, jack, and tools, any trial; also a 1921 model at 100 guineas. Delancey St. Garage, Camden Town, N.W.1. 529-w529

ROVER 8, late 1921, full equipment, side curtains, very small mileage, £105; exchanges. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 529-w549

ROVER, 1922, speedometer, double dickey, £137. Elce, Ltd., 13-16 Bishopsgate Ave., Cannon St., E.C. 'Phone, Avenue 5548. 529-231

ROVER 8, late 1922, standard 2-seater, speedometer, late property of a prominent naval commander, absolutely as new, £125 guineas; exchanges; also Rover 8, 1920-21, standard 2-seater, speedometer, new tyres, in splendid condition, 95 guineas; exchanges. Allbar Garage, Thornsett Rd., Earlsfield, London, S.W. 'Phone, Latchmere 4388. 529-227

ROVER 8, 1923 model, practically new, £160. Fox, Leigh, Sherborne, Dorset. 529-w578

ROVER 8, 1922, used 4 times, £160, bargain. Peel, Charlton Ave., Weston-super-Mare. 529-w575

ROVER 8, exceptional, late 1921, original tyres, coupe attachment; this car in superb condition, £105; exchanges. 24 Balliol Rd., North Kensington. 529-w574

ROVER, 1920-21, dynamo, speedometer, fine condition, £125 cash, or £26 deposit and 11 payments of £9 9s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-141

ROVER, 1922, 8hp, new, complete with speedometer, £165, cash or deferred. D. and S. Autocar Co., 33 The Parade, Golders Green. 529-519

ROVER 8, 2-seater, dynamo, in excellent order, fit and ready for any run, tax paid, £105. Garage, 12 Cornwall Tce. Mews, N.W.1 (near Baker St. Station). 'Phone, Langham 2935. 529-w600

SALMSON 1922 2-seater with dickey seat, electric light, self-starter, clock, speedometer, total mileage approximately 2,500, £200. Foster, 204 Capstone Rd., Bournemouth. zzz-812

SALMSON, 1922 (December), electrically equipped, 100 miles only, forced sale, first deposit secured, £160. K.J. Motors, Bromley, Kent. 529-w442

SALMSON, £210, 6 months manufacturer's guarantee, 1922-1925 famous Salmson, French type speedy chassis with English wide model de luxe, 2-seater body, with double sunk dickey, panel fitting side curtains, closes up like a coupe, electric lighting and all accessories, mileage under 100; deferred payments. Grah, Hayes, Kent. 'Phone, Bromley 532. zzz-127

SALMSON, 1922 (August), de luxe, double dickey, trip speedometer, mileage 2,500, condition unscratched, mechanically and otherwise, spare wheel unused, Michelin tyres, taxed, reason for selling, £197 10s. Parker, 21 Cobble Sq., W.11. 631-270

SALMSON, 1923, de luxe, double dickey, solely used for demonstration purposes, mileage under 1,000, taxed, £230. K.J., Bromley. 'Phone 1727. 531-271

SCOTT SOCIABLE, 1922, perfect order, mileage 2,600, dynamo, spare wheel, etc., price £130. Welford, St. James St., Brighton. 530-929

SHORT-ASHBY, 1922, 8hp, 4-cylinder water-cooled, 2-seater and dickey, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers! Major, 18 Russell Gdns., Golders Green, London, N.W. zzz-768

SINGER, 1919, late 10hp, 2-seater, Rotax dynamo lighting, practically new tyres all round and in exceptionally fine condition, just been repainted and thoroughly overhauled, total mileage under 6,000, most carefully driven and exceptionally good machine, £145, or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. zzz-980

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

SINGER 1922 2-seater, new but shop-soiled, £240. Smith and Hunter, 77 Gt. Portland St., W. 'Phone, Langham 2365. 529-174

SINGER 1920 2-seater, starter, lighting, full equipment, excellent condition, £145; extended terms from 10 per cent. down. Rey (Singer Agent), 378-384 Euston Rd., 'Phone, Museum 7736. 529-211

SINGER 1914 10hp 2-seater and dickey, detachable wheels, side curtains, speedometer, etc. This car has been recently overhauled and is both smart and reliable, £78. Hamilton, 69a Ferris Rd., East Dulwich. 'Phone, New Cross 1309 (before 7). 530-w485

SINGER, 1922, 10hp, 2-seater, dynamo lighting, self-starter, double dickey, speedometer, etc., insurance inclusive, new in June, small mileage, condition better than new, £215. Wilkins, Simpson, opposite Olympia, London. 529-w360

SINGER. A-toucing offer, 10hp brand-new but very slightly shop-soiled, fully equipped and insured as per maker's specification, ready for road, this very special bargain cannot be repeated. £229 10s. secured. Wilkins, Simpson, opposite Olympia, London. 529-w562

SINGER, 2-seater, dickey seat, 5 detachable wheels, beautiful condition throughout, nickel-plated bonnet, any trial, £65. 5 Putney Bridge Rd., Wandsworth. 529-299

SINGER 10hp 2-seater, 1916 model, very good order, £80, or exchange combination, Newham, 225 Hammersmith Rd., W. 6. 'Phone, Hammersmith 1325. 529-269

SINGER, exceptional, 1920, 10hp, Rotax lighting and starter, speedometer, double dickey, handsome car, in unsoiled condition, £135; exchanges. 24 Balliol Rd., North Kensington. 529-w572

SINGER, late 1919, repainted, electric lighting, starter, luggage grid, extra air, Klaxon, petrol can carrier, speedometer, Dunlop Magnam cords, side curtains, £100. Woodside, Bradfield, Berks. 529-w532

SINGER, 1919, mileage 4,000 exceptional condition dynamo, starter, speedometer, clock, enamel hood, privately owned, £120. Luna Motor Co., Daleham Mews, Hampstead. 'Phone 4608. 529-w591

SINGER, Cass's Motor Mart, Ltd. 1917 coupe, 10hp, dynamo lighting, 5 wheels and tyres, tax paid, in splendid condition, bargain, £125; deferred terms; exchanges. 5 Warren St., W.1. Museum 623. 529-298

SINGER, 1922 (shop-soiled), 2-seater, £250; 1921 coupe, D. and S., £210; 1920 ditto, £160; 1920 2-seater, D. and S., £140; 1920 sports model, £125; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 529-274

SINGER, 1922, 2-seater, all-weather, only run 150 miles, £200; or exchange. 5 Stamford Brook Rd., Hammersmith. 529-355

SINGER coupe, 1922, with dickey, dynamo lighting, starting, centre gearbox, extensively equipped, whole as new, 200 gas. Terrace Garage, Turnham Green Station, S.W. 529-512

SINGER, 1919-20, 90 gns, dickey, full electrical equipment, any trial. Short and Glass, Ltd., 362 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2562. 529-511

SINGER 1921 10hp de luxe 2-seater, dickey, electric lighting, self-starter, perfect condition, 200 gns. Cole, 27 Redbridge Lane, Wanstead. 'Phone appointment. 529-w613

SINGER 2-seater, dynamo, double screen, round radiator, plated fittings, engine just overhauled and silenced by special method, tax paid, price £105, instalments if desired. May I silence your engine? No cure, no charge. Garage, 12 Cornwall Terrace Mews, N.W.1 (near Baker St. Station). 'Phone, Langham 2935. 529-w601

STANDARD 1914 2-seater, 9.5hp, with dickey seat, excellent condition throughout, £155. Foster, 204 Capstone Rd., Bournemouth. zzz-815

STANDARD, 1914, 9.5hp, in perfect condition, numerous spares and new hood, owner ordered abroad, bargain, £95. J. Poate, June Lane, Midhurst. 529-w447

STANDARD, 1923, new, 10hp, self-starter, dynamo, 2-seater all-weather body, 5 detachable wheels, owner will accept £260, reason selling explained. 69 St. Paul's Ave., Willesden Green, London. 529-w553

STANDARD, 1920, long wheelbase, 2-seater, all-weather, dickey, self-starter, dynamo, 2 spare wheels, as new, £210. Vivian, 33 Spenser St., Victoria St., S.W.1. 529-245

STANDARD, 1923 model, 8hp, 2-seater, dickey, lighting, starting, etc., sacrifice, £215. 102 Westwood Rd., Earlsdon, Coventry. 529-w577

STANDARD, 9.5hp, 2-seater with dickey, in good order throughout, £85; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 529-276

STELLITE, 1920, 2-seater and dickey, dynamo lighting set, electric horn, speedometer, luggage grid, etc., in first-rate condition throughout, bargain, £155. Cairness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 529-160

STELLITE, 1920, 2 horns, clock, speedometer, dynamo lighting, nearest £200. S., 26 Courtyard, Eltham. 529-w449

STELLITE, 1920, dickey, dynamo, exceptionally nice condition, £165; extended terms from 10 per cent. down. Rey, 378-384 Euston Rd. 'Phone, Museum 7736. 529-210

STELLITE 10hp 2-seater and dickey, detachable wheels, nearly new tyres, very smart and reliable, £75. Hamilton, 69a Ferris Rd., East Dulwich. 'Phone, New Cross 1309 (before 7). 530-w479

STELLITE, 1914, 2-seater, dickey, clock, speedometer, horn, Klaxon, brass lamps, spare wheel, tyres excellent, insured May, thoroughly sound, appearance as new, £105, or exchange with cash larger 2-3-seater. L., White House, Tankerton, Kent. 529-w593

STELLITE, Cass's Motor Mart, Ltd. 1919, 10hp, dynamo lighting and starting, clock, speedometer, 2 horns, 6 wheels and tyres, overhauled, repainted grey, splendid condition, bargain, £195, deferred terms, exchanges. 5 Warren St., W.1. Museum 623. 529-297

STELLITE, 1919, 2-seater, D. and S., in excellent condition, £145; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 529-277

STELLITE 10hp 2-seater, in perfect condition, £120. Smith Motors, Ltd., High Rd., Goodmayes, London. zzz-317

SWIFT, 8hp, shell body, seats 2 adults and 2 children, spare tyres and parts, electric light and acetylene, gears, engine and back axle all sound, £50. 86 St. James's Rd., N.7. Also 3½ Drummond lathe, cheap. 529-w544

THE BEST BARGAINS

in second-hand light cars and cyclecars are offered in these pages.

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- SWIFT**, 7-9, 2-seater, recently overhauled, new axle bearings, etc., £45, all on. Reynolds, 50 Stowe Rd., Shepherd's Bush. (Before 12 noon.) 529-w557
- SWIFT**, 1920, 10hp, 2-seater, dynamo and starter, excellent condition, £150; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., London, N.W. 529-284
- TALBOT**, 1923, practically new, shop-soiled, 2-seater, £270. Smith and Hunter, Agents, 77 Gt. Portland St., W. Phone, Langham 2365. 529-175
- TALBOT**, £225, genuine 1922, 8hp, 2-seater, self-starter, clock, speedometer and other extras, all-weather side curtains, magnificent condition, cost when new £355; exchanges. Inspect at 17 Lancaster Mews, Lancaster-Gate, Padd. 1146. 529-265
- TALBOT-DARRACQ**, new, shop soiled, 2-seater, dynamo and starter, £265; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., London. 529-282
- TAMPLIN**, 1921, £50 cash, or £10 15s. deposit and 11 payments of 7 15s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-289
- T.B.**, new 1921, perfect dynamo lighting, speedometer, spare wheel, new hood, mileage 5,000, purple, £95. 70 Station Rd., Harborne, Birmingham. 529-w564
- THURLOW**, 1920, 10hp, 3-wheeler, Sturmeys 3-speed, dynamo lighting, 3 lamps, clock, Cowey trip speedometer, Cowey horn, electric horn, ammeter, Cox Atmos. screen, new hood, good tyres, aluminium dash, perfect order, tax paid 1923, £95. Rowe, Jeweller, Spital St., Barford. 529-w484
- UNIT**, April, 1922. A very attractive 9.8 Coventry Climax-engined sporting model, fully equipped with dynamo lighting, etc., all-aluminium 2-seater body, red wings, wheels and upholstery, nickel-plated fittings, mechanically perfect and looks like new, photos, and any other details on request, final drive by spur gearing, tyres good, 2 new Kennishalls on front and unused spare, nearest offer to £220 secures. Apply, F.J.F. c/o "The Light Car and Cyclecar," 77 Rosbery Ave., E.C. 1. zzz-545
- UNIT** 1921, 9hp 2-seater, as new, only used 6 months, very fast, £105. Hamilton, 69a Ferris Rd., East Dulwich. Phone, New Cross 1509 (before 7). 550-w482
- WARREN-LAMBERT**, 1920, 2-seater, dynamo lighting, 10hp, sports, speedometer, £155. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 529-339
- WOLSELEY**, 10hp, late 1922, self-starter, dynamo, double sunken dickey seat; this car only delivered in July, all tyres as brand new, coachwork unscratched, £275. 69 St. Paul's Avenue, Willesden Green, London. 529-w555
- WOLSELEY**, 7hp, upused, shop-soiled, all-weather curtains, double screen, starter, £235. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 559-238
- WOLSELEY**, 195 guineas, almost new, 1922, 7hp, 2-seater, self-starter, etc., a genuine bargain. Inspect at 17 Lancaster Mews, Lancaster Gate, Padd. 1146. 529-266
- WOLSELEY**, exceptional, 1921, 10hp, de luxe 2-seater, sunken dickey, C.A.V. lighting and starter, clock, speedometer, spot lamp, unsoiled condition, £245; exchanges. 24 Balliol Rd., North Kensington. 529-w570
- LE ZEBRE**, 1921, electric light, self-starter, dickey seat, side curtains, new Michelin cables all round, repainted, £150. Foster, 204 Canstone Rd., Bournemouth. zzz-813

SPARE PARTS FOR LIGHT CARS.

- WHY** not build a light car yourself? Here is your chance. Carefully study the prices of the following unused parts: Charnel-steel frames, £4; front axles, complete with hubs, £2; steering gear, with connecting bar to fit axle, £2; pressed steel detachable disc wheels to fit axle, 15s. each, or 5 for £5 7s. 6d.; 6-gal. tanks, 10s., handsome bonnets, 10s., etc., etc. Send for particulars and requirements of other parts as soon as possible. 164 Brownlow Rd., New Southgate, London, N. 11. 529-w492
- S.N.** front axles, new, with steering arms and stub axles, perfect, £42 50s. secures. Stephens, 5 Wilson St., Perth. 529-w506
- HUMBERETTE** spares. Crown wheels, pinions, balance boxes. Wandsworth Motor Exchange, Ebner St., Wandsworth. 540-94
- K.J. (KINGSBURY-JUNIOR)** spares in stock. The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Minervant, Glasgow." Telephone, 220 Strentham. 636-489
- MERRALL-BROWN** spares and repairs. Merrall-Brown, 28 Cherley O'J 538-e31; Rd., Bolton.
- MORGAN** spare parts from stock for all models. Send your inquiry to Hull, Morgan Specialist, 91 St. Peter's St., St. Albans. Tel. 636-563-658
- MORGAN** spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 55. zzz-599
- MORGAN** spare parts depot. Spares for all models from stock. List free. Elce, Ltd., 13-16 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 529-233
- ROVER** spares. We carry a £3,000 stock of Rover parts. Correspondence invited on all matters pertaining to Rover cars. John Pollitt and Son (successors to the Rover Co., Ltd.), Renshaw St., Liverpool. 536-184
- ROVER** spares. Practically every part in stock; immediate delivery. Kays, 8-16 Bond St., Ealing. 537-361

NEW LIGHT CARS AND CYCLECARS

- A.B.C.** Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966). The Wholesale and Retail Concessionaires, can give immediate delivery of the 1923 types at further reduced prices: sports model, £225; standard model, £240; 4-seater, £265; deferred payments arranged and cars taken in part exchange. zzz-378
- A.B.C.** George England (1922), Ltd., 11 Curzon St., Mayfair, W. 1 (Phone, Grosvenor 2191), have fully-equipped A.B.C. repair works, stocks of spares, and are experts in tuning; sports model, £225; Regent model, £240; special featherweight 4-seater; super sports model, aluminium body, to specification. Write for gadget list. Deferred payments or exchanges. zzz-818
- A.B.C.**, sports, £225; standard, £240. Part exchanges; deferred payments; many second-hand cars. For details and trial write British Motor Trading Corporation, Ltd., 132-135 Long Acce, London. Regent 4626. 554-843

NEW LIGHT CARS AND CYCLECARS

(continued)

A.C.

- Caithness and Co., Ltd. (late Alfred Wastnage) for quick deliveries on A-Cs and the best service after purchase. Deferred payments. Part exchanges. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 529-155
- A.-C.** Cass's Motor Mart, Ltd. All models supplied. Empire, £395, and Royal £475, now in stock; deferred terms; exchanges. 245 Brompton Rd., S.W. 3. Kensington 2194. 529-232
- A.-C.** Immediate delivery of all models can be obtained at Autocars, Ltd., leading London agents and concessionaires for Surrey. Demonstrations any time; easy terms arranged. 84 Victoria St., S.W. 1. 529-324
- ALVIS** cars, North London agents. 2 and 4-seaters. Deliveries from stock. Official repairers and spare parts depot. Ewens, Golders Green Garage, Finchley Rd., Phone, Hamp. 6187. 555-161
- ALVIS** cars. A good resolution for the New Year. Buy an Alvis, the superlative car of undisputed quality. All models on view, including the 10-30hp 2-seater at £397, and 4-seater at £435. Your present light car in exchange. Deferred payments, 4 per cent. Sole Distributors South Bucks, and London agents, Mebes and Mebes, (Est. 1895), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 529-185
- AMILCAR** specialist and distributor, North and East Riding Yorkshire, S. Glover, North St., Ripon. Phone 172. 554-w472
- ARIEL** "Nine," the £255 all-weather car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 3-4-seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-24
- ARIEL**, 9hp, water-cooled, 3-4-seater, £255; easy payment terms arranged; modern cars taken in lieu of deposit. For particulars of this marvellous light car, write Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., London, S.E. 5. zzz-359
- ARIEL**, the new 9hp water-cooled 3-4-seater, price £235, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speckman, Ariel Garage Harpurhey, Manchester. 550-519
- AUSTIN**, 7hp, 2-4-seater, price £225; orders now being booked in rotation; deferred payments; your old car taken. Mann, Egerton and Co., Ltd., Norwich; and 379-381 Euston Rd., N.W. 1. zzz-550
- AUSTIN**, 7hp, £165, order now for early delivery, cash or deferred payments. Bound's Garage, 223 High Rd., Kilburn. zzz-390
- AUSTIN**. You can now see and try the new Austin Seven at our Showrooms. The price is £165, and there is a great demand. Book your order now for earliest deliveries, which can be obtained from F. G. Smith Motors Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-452
- AUSTIN** 7hp. Can give prompt delivery. Write for specification. George England (1922), Ltd., 11 Curzon St., Mayfair, W. 1. zzz-817
- AUSTIN**, Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. zzz-930
- AUSTIN** 7, £165 cash; wonderful value. Lamb's Ltd., 387 Euston Rd., London, N.W.; 151 High St., Walthamstow; 50 High Ltd., Wood Green. zzz-128
- AUSTIN**, new 7hp model, £165. Place your order now for early delivery. Deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 529-149
- AUSTIN**, Cass's Motor Mart, Ltd. All models supplied. 7hp model, £165, delivery February. 245 Brompton Rd., S.W. 3. Kensington 2194. 529-232
- BAYLISS-THOMAS** cars in Brighton, in stock at Wellford's, James St. 531-310
- BAYLISS-THOMAS**. The Westminster Bridge Co., Ltd., have opened new showrooms at 202 and 204 Westminster Bridge Rd., near the New County Hall. We are distributing agents for Bayliss-Thomas in all London south of the Thames and 25 miles' radius. We have always several of each model in stock. Deferred terms and exchanges. Demonstrations with pleasure. Service station and works opposite. zzz-99
- BAYLISS-THOMAS**. All 1923 models in stock: 10.5hp 2-seater with dickey, £295; 10hp 4-seater, £320; 9.9hp Junior, £260; exchanges. Mann and Overton's, Ltd., 10 Lower Grosvenor Pl., S.W. 1. Tel. Victoria 4634. 529-218
- BAYLISS-THOMAS**, Junior, £260 cash, or £54 16s. deposit and 11 payments of £19 12s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-408
- BELSIZE-BRADSHAW**, £235. C. A. Britten and Co., sole distributing agents for Liverpool and district; immediate delivery from stock. 31 Islington. Phone, 1329 North. zzz-140
- BELSIZE-BRADSHAW**, 9hp dynamo lighting, £210, speedometer 5 extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. zzz-658
- BELSIZE-BRADSHAW**, 9hp, £210; also supplied on our payment out of income system. Send for particulars, Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-705
- BELSIZE-BRADSHAW**, with 9hp oil-cooled engine, 2-3-seaters, £210; 4-seaters, £235; 2-3-seater coupe, £260; immediate delivery. Tom Norton, Ltd., Charles St., Cardiff. 551-a670
- BELSIZE-BRADSHAW**. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966), the wholesale and retail concessionaires, can give immediate delivery of the 1923 types at reduced prices. Standard 2-seater, complete, £210; and Standard 4-seater, complete, £235. Cars on show and demonstrations given. Deferred payments arranged and cars taken in part exchange. zzz-54
- BELSIZE-BRADSHAW**, 9hp, oil-cooled 2-3-seater, delivery from stock. County Garage, Caterham Valley, Surrey. 549-d512
- BELSIZE-BRADSHAW**, 9hp, oil-cooled, 2-3-seater, immediate delivery from stock, £255. O. W. and J. Mason, Ltd., 3 St. Luke's Pl. (top of Bold St.), Liverpool. Royal 5311. 537-d841
- BELSIZE-BRADSHAW**, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 273-4 High Holborn, W.C. 1. zzz-290
- BLERIOT-WHIPPET**, £155 cash, or £32 10s. deposit and 11 payments of £11 14s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-409
- B.S.A.** Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showrooms. Delivery anywhere. Complete repair depots and stocks of spare parts. 2 Parade, Leamington Spa. Tel. 113. 542-810
- B.S.A.** de luxe 2-seater, self-starter, brand new, £245. Barnett, Pembroke, Slater, 38 Knightsbridge, S.W. 1. 529-287

NEW LIGHT CARS AND CYCLECARS

(continued).

BUCKINGHAM, 10hp. The value for money light car. Call and see the latest model 2-seater, with double dickey, price £185. Book your order now for early delivery with the Lancaster Motor Co., 158 Norwood Rd., West Norwood, S.E. 27. Phone, Streatham 2541. zzz-721

BUCKINGHAM, Mebes and Mebes, (Est. 1895). The Original Light Car Specialists, sole district agents, can offer immediate delivery of this famous all-British light car from stock, at list price £185; four present car in exchange; deferred payments 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 529-187

BUCKINGHAM, £185 cash, or £38 8s deposit and 11 payments of £14, less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-529

CALCOTT, 10hp, all-weather, 1923 models, £325, immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-704

CALCOTT, 10.5hp, brand new, but slightly shop-soiled, self-starter, dynamo lighting, dickey, all complete, special offer £239 10s. Wilkins, Simpson, opposite Olympia, London. 529-w557

CALCOTTS, 1923 10.5hp models, brand new, just arrived; cash or easy payments; your old Calcott or any motorcycle or car taken in part payment for a new Calcott. We specialize in exchanges and allow best prices. Direct authorized agents, Wilkins, Simpson, opposite Olympia, London. 529-w558

CALCOTT, 1925, 10.5hp, just arrived, £325, inspection invited of this very smart model; cash, easy payments, or exchanges. Wilkins, Simpson, opposite Olympia, London. 529-w559

CALCOTT, Smith and Hunter, authorized agents, can give earliest delivery of all models, special 2-seater, all-weather, £325, 77 Gt. Portland St., W. 1. Phone, Langham 2365. 529-169

CALTHORPE, All models, including new all-weather, in stock. Deferred payments. Your old car taken. Mann, Egerton and Co., Ltd., 379-381 Euston Rd., N.W. 1; and Norwiche. Sole distributors for London and the Home Counties. Calthorpe Service Depot, 1a High Rd., Kilburn. zzz-530

CALTHORPE, Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow. Moore's, Presto Motor Works, Ltd., North End, Croydon. Phone 2624. 555-117

CALTHORPE, 1922, 10hp 2-seater and 4-seater, all-weather, at special end of season reduced prices, respectively £325 and £340; new and fully guaranteed, part exchanges and deferred payments. Surrey Agents, Lancaster Engineering Co., 39 Eden St., Kingston. zzz-294

CALTHORPE, 1923 models, cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-524

CALTHORPE SERVICE DEPOTS, 200 Deansgate, Manchester.

CALTHORPE 10-15 standard 2-seater, 285 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 2-seater, 325 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 4-seater, 340 guineas. In stock at Colmore Depot.

CALTHORPE 12-20 2 or 4-seater, 410 guineas. Early delivery from Colmore Depot.

CALTHORPE cars are always available from Colmore Depot, for cash, exchanges or easy terms.

BIRMINGHAM: 49 John Bright St.

LIVERPOOL: 24 Paradise St.

LEICESTER: 62 High St.

MANCHESTER: 200 Deansgate. Distributors for Lancashire. zzz-654

CALTHORPE, Smith and Hunter, authorized agents, have all models in stock; standard 2-seater, 285 guineas; 10.5hp de luxe model, all-weather, 325 guineas; all-weather 4-seater, 340 guineas; coupe 400 guineas; deferred payments. 77 Gt. Portland St., W. 1. Phone, Langham 2565. 529-167

CALTHORPE, 1923 models, for immediate delivery; best allowances on second-hand cars or motorcycles in part payment. Newham Motor Co., 225 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 529-247

CALTHORPE agents, cars for delivery from 285 gns. Denman Motor Agency, 4 Denman Place, Piccadilly Circus, Regent 986. 529-538

CHARRON, 8.5hp, clover-leaf body, electric starting and lighting, £275, Puttock's Garage, Guildford. 529-297

CITROEN, 7.5hp, 10hp, 11.4hp

CITROEN, The Leighton Garage.

CITROEN, Earliest delivery of all 1923 models.

CITROEN, Personal service at any time a feature. Deferred payments arranged a speciality.

CITROEN, Satisfaction guaranteed. We are genuine authorized agents. Telephone, Hampstead 1365. Princess Mews, Belsize Cres., Hampstead. 551-653

CITROEN, 7.5hp 2-seater, and 11.4hp 4-seater models in stock; deferred payments; your old car taken. Mann, Egerton and Co., Ltd., Norwiche; and 379-581 Euston Rd., N.W. 1. zzz-259

CITROENS, 1923, with English bodywork. All models from Jackson's Garage, Guildford. Phone 545. zzz-709

CITROEN, 7.5hp, 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. Phone 88. zzz-580

CITROEN.

CITROEN, See W. H. Jones, Citroen specialist.

CITROEN, For all new models. Any second-hand cars taken in part payment; deferred terms arranged; also trade inquiries invited. 1 and 2 Williams Mews, Devonshire St., W. 1. Mayfair 901. 551-978

CITROEN, Caithness and Co., Ltd., for Citroens; quick deliveries and the best service after purchase. Deferred payments and part exchanges. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 529-156

CLULEY, 1923, immediate delivery from the authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-706

CLULEY, "The Cream of Coventry's Light Cars." 2-seater with double dickey, D and S, £350; 2-seater coupe, V front, with double dickey seat, D and S, beautiful carriage, £450; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., London. 529-285

NEW LIGHT CARS AND CYCLECARS

(continued).

CLYNO, "The Light Car Supreme." 11hp 4-cylinder water-cooled, dynamo lighting, 2-seater with double dickey, detachable wheels, complete, £265; cash or deferred payments. Official Service Agents and spare Part Stockists, Kays, 8-10 Bond St., Ealing. 557-560

CLYNO, 10.8, light cars from £265, with dynamo and dickey. Call for demonstration run. Agents, R. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 529-545

COVENTRY-PREMIER, 1923, new 4-cylinder model, with overhead valves, 2 and 4-seaters, delivery from stock, 250 guineas. Wrexham Motor Co., 39 Chester St., Wrexham. 530-46

COVENTRY-PREMIER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-525

COVENTRY-PREMIER, 1923 models, in stock, 250 guineas; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-705

COVENTRY-PREMIER, 10hp, 1923 model, 4-cylinder, overhead valves, just delivered, 250 guineas; deferred terms and exchanges arranged. Eagles and Co., 275 High St., Acton, London. zzz-229

COVENTRY-PREMIER, Godfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4-seater, 250 guineas; immediate delivery; gradual payments, exchanges. 208 Gt. Portland St., London, W. Phone, 1500 zzz-555

COVENTRY-PREMIER, 1923, 4-cylinder, 2 and 4-seaters, 250 guineas, in stock. Authorized agent, Saxon Jeffries, 255 Deansgate and 27 Lower Mosley St., Manchester. Tel., 4978 Central. See also Singer and Jowett columns. 557-452

COVENTRY-PREMIER, H. R. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 250 gns.; unique credit system, £22 cash secure delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-647

COVENTRY-PREMIER, 1923, 2 or 4-seaters, immediate delivery; cash, exchange or deferred payments. Midland district agents, wholesale and retail, Frank Whitworth, Ltd., 139 New St., Birmingham. 530-119

COVENTRY-PREMIER, 1923. In stock, 2 or 4-seaters, just arrived, 250 guineas; cash or easy payments; any motorcycle or car taken in part exchange; best price allowed. Wilkins, Simpson, opposite Olympia, London. 529-w555

COVENTRY-PREMIER, F.O.C.H. for immediate delivery; cash, exchanges, deferred terms. 5 Heath St., Hampstead (near Tube) Phone, Hampstead 3752. 529-139

COVENTRY-PREMIER, 1923 2 and 4-seater models in stock, 250 guineas; exchanges, deferred payments. Parker's 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 529-148

COVENTRY-PREMIER, 1923 4-seater model for immediate delivery, complete with dynamo lighting set, spare wheel, 250 guineas; exceptional exchange or extended terms offered. Authorized agents, J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W. 1. Tel., Museum 5938. 529-224

COVENTRY-PREMIER, 1925, 4-cylinder models, for immediate delivery; best possible allowance on second-hand cars or combinations in part payment. Newham Motor Co., 225 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 529-243

COVENTRY-PREMIER, 250 gns. cash or £50 8s. deposit and 11 payments of £18 5s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-530

COVENTRY-PREMIER, 1923 models, 2 and 4-seaters, 250 guineas; deferred payments if desired. Kingsway Motor Co., Waldorf House, Aldwych, Regent 691. 529-325

CROUCH cars. Immediate delivery; motorcycles accepted; deferred payments. Lamb's, Ltd., 387 Euston Rd., London, N.W.; 151 High St., Walthamstow; 50 High Rd., Wood Green. zzz-129

CROUCH, 8-18hp, 1923, all-weather coupe, royal blue, as standard specifications, only done 100 miles, carrying maker's guarantee, list price £245, great bargain at £215; also another model open car, at £200. Mebes and Mebes (Est. 1895), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 529-188

CROUCH, The super light car. Place your order for one of these truly remarkable cars with the Layton Garages, The Crouch Specialists, who can supply all models from stock for cash or on a unique 12 months' hire purchase plan. Exchanges also effected. Inquiries invited and treated with every courtesy and consideration. The Layton Garages, 90 High St., Oxford. Phone, 581 Oxford. 529-307

DEEMSTERS, early delivery. Debnam Motors, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. 552-802

DEEMSTER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-626

ERIC CAMPBELL, F. G. Smith Motors, Ltd., The Essex County Agents, High Rd., Goodmayes, can give immediate delivery of these speedy, smart and comfortable 2-seaters from stock. Cars, complete with dynamo lighting set, detachable wheels and full equipment, £300; with starter, £315. Phone, Uford 1082. zzz-377

ERIC LONGDEN, Mann and Handover, sole concessionaires for London and Home Counties for Eric Longden cars. Two-seater sports touring, 9.8 4-cylinder Alpha engine, all-aluminium body, dynamo lighting, hood, screen, spare wheel, tyre and tube, consumption 50 miles per gallon, 70 miles per hour, 265 guineas; deferred payments; delivery 14 days. 116 Gt. Portland St. Museum 2878. zzz-814

G.N. We are authorized agents. Immediate delivery; exchanges; deferred payments. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-967

G.N. light cars. Sussex agents and service agents. The Eastgate Garage and Works, Lewes. 543-52

G.N. car, 1922, brand new, £195, accept combination part exchange. Robins, 38 Cowgate, Peterborough. 529-w478

G.N. Rey's, authorized agents for G.N. cars. Exchanges and extended payments arranged from 10 per cent. down. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7756. 529-197

G.N., shaft drive, £195 cash or £40 11s. deposit and 11 payments of £14 15s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-531

G.N. Autoveyors, Ltd., offer immediate delivery from stock; demonstrations any time and deferred payments arranged. Authorized agents, 84 Victoria St., S.W. 1. 529-323

GRAHAM-WHITE, £100; new, 2-seater, simple and strong; deferred terms £10 per month includes tax and insurance; no deposit. Showrooms, 12 Regent St., W. 549-161

THE BEST BARGAINS in second-hand light cars and cyclecars are offered in these pages.

NEW LIGHT CARS AND CYCLECARS

(continued).

G.W.K., 2-seater, £285; 4-seaters, £295; early delivery. Tom Norton, Ltd., Charles St., Cardiff. 531-h858

G.W.K. All models in stock. Main distributors for London, Herts, Essex, Cambs, Norfolk and Suffolk. Service Depot, 1a High Rd., Kilburn. Mann Egerton and Co., Ltd., 379-381 Euston Rd., N.W. 1; and Norwich. zzz-531

G.W.K., 1923 models, standard 2-seater, £200; 4-seater, £225; de luxe, including self-starter, speedometer, all-weather fittings, mats, 2-seater, £250; 4-seater, £260; coupe, £500. Surrey Agents, County Garage, Caterham Valley. 'Phone, 191 Caterham. 536-d471

G.W.K., startling reduction, £200 cash, or £41 18s. deposit and 11 payments of £15 2s., less rebate. Service Co., 275-4 High Holborn, W.C. 1. zzz-532

GWYNNE 8 cars, 198 gns. Contracting agents, The Denman Motor Agency, 4 Denman Place, Piccadilly Circus, Regent 986. 529-537

HANDS. Mann and Handover, the only authorized agents for Hands cars on Gt. Portland St., W. 2-seater, dynamo lighting, self-starter, double dickey, 4-cylinder, water-cooled, £275; deferred terms or exchanges with pleasure; demonstration any time; immediate delivery. 116 Gt. Portland St., Museum 2878. zzz-42

HANDS. 1923 models for immediate delivery. Standard 2-seater with double dickey, 260 guineas; 4-seater 280 gns.; coupe, 350 gns. Deferred payments arranged. Demonstrations. Potter's Motor Agency, 50a Grove House Lane, Claypit Lane, Leeds. 'Phone 22578 534-188

HANDS. Sales and Service.

HANDS. All 1923 models stocked, a trial run will convince any intending purchaser. Deferred terms to suit your own pocket. Sole London and Kent Distributors Cecil Motor Co., 69 Gt. Queen St., Kingsway, W.C.2 Regent 1207. zzz-388

HANDS. Official agents. Immediate delivery of all 1923 models. Standard 2-seater, 260 guineas; 4-seater, 280 guineas; coupe, 350 guineas. The above cars complete with dynamo lighting, starter, clock and speedometer (inclusive). Trial run with pleasure. Deferred payments arranged. Telephone, Hornsey 495. Wright's Motor Works, High St., Hornsey, N. 8. 554-217

HORSTMAN, latest 11.9 Anzani-engined models

HORSTMAN, the car which looks and runs like a £600 car, but costs—below.

HORSTMAN coupe, £599.

HORSTMAN 4-seater, £357.

HORSTMAN 2-seater, £356.

HORSTMAN special super sports model, £500.

HORSTMANS do over 50 miles per hour and 40 miles per gallon. We are the sole London agents for the new models; exchanges and deferred terms a speciality. Edwards and Parry, Horstman Service Depot, 4 Blenheim St., New Bond St., W. 1. Mayfair 2666. zzz-834

HUMBER. Orders for 8hp models booked for rotational delivery; deferred payments; your old car taken. Mann, Egerton and Co., Ltd., 379-381 Euston Rd., N.W. 1; and Norwich. zzz-4

HUMBER. 8hp, £275, order now for early delivery, cash or deferred payments. Bond's Garage, 223 High Rd., Kilburn. zzz-391

HUMBER. Cass's Motor Mart, Ltd., are now booking orders for 8hp £275 model. Delivery February. 243 Brompton Rd., S.W. 5. Kensington 2194. 529-294

JOWETT. F.O.C.H., main agents. Demonstrations daily of these wonderful 2 and 4 seaters, £7 tax; cash, exchanges, easy payments; trade also supplied. 5 Heath St., Hampstead (near Tube). 'Phone, Hampstead 3752. 529-137

JOWETT. Sole distributors Hants, Dorset, and Lo.W. Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. zzz-317

JOWETT cars in Brighton, in stock at Wellford's, James St. 531-311

JOWETT. We are authorized agents. Immediate delivery; exchanges; deferred payments; all-weather 2-seater, £225; 4-seater, £245. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-968

JOWETT. The Westminster Bridge Co., Ltd., have opened new show-rooms at 202 and 204 Westminster Bridge Rd., near the New County Hall. We are distributing agents for Jowetts in all London south of the Thames, Kent, Surrey and Sussex. We have always several of each model in stock. Deferred terms and exchanges. Demonstrations with pleasure. Service Station and Works opposite. zzz-100

JOWETT. Jones Garage for this famous car. All models, demonstrations given. 2-seater, water-cooled, £220. Motorcycles taken in exchange. Broadway, Muswell Hill, N. 10. zzz-638

JOWETT. 1923 models in stock; 2-seater, £220; 2-seater with dickey, £225; 4-seater with long chassis, £245; self-starter £15 extra to all models. The car of proved reliability. Distributing agents for Lancashire, Saxon Jellies, 255 Deansgate and 27 Lower Mosley St., Manchester. 'Phone, 4978 Central. 340-8880

JOWETT.

JOWETT. 2 and 4-seaters.

JOWETT. Trial runs with pleasure from the original London agents.

JOWETT. The W. C. Gaunt Co., 198 Piccadilly, W. 1. 'Phone, Gerrard 713. 541-179

JOWETT. 1923 models, for immediate delivery; best possible allowance on second-hand cars or motorcycles in part payment. Newnham Motor Co., 223 and 245 Hammersmith Rd., W. 6. 'Phone, Hammersmith 1325. 529-249

JOWETTS. Sole agents for Croydon, Sutton and South London districts. Place your order now before the New Year rush. John R. Kinsey and Co., Ltd., 350-352 Lower Addison Rd., Croydon. 529-358

LAGONDA cars, 11hp. Below.

LAGONDA. Latest models. Immediate delivery. Below.

LAGONDA. All prices reduced. Below.

LAGONDA coupe, £340. Below.

LAGONDA 4-seater, £325. Below.

LAGONDA K model 2-seater, £275. Below.

LAGONDA. The above cars complete with dynamo, starter, clock, speedometer and spare wheel. Below.

LAGONDA. Sole authorized agents for Long Acre and district and county of Herefordshire. Demonstration runs at immediate notice. T. H. Wright, Ltd., 12 Upper St. Martin's Lane, W.C. 2. 'Phone, Regent 5070; 529-268

NEW LIGHT CARS AND CYCLECARS

(continued).

LAGONDA. 1923 models: cash, exchange or deferred. Hallfax Motor Exchange, Horton St., Halifax. zzz-527

LAGONDA. £275 cash, or deposit of £57 15s. and 11 payments of £20 15s., less rebate; exchanges entertained. Service Co., 275 High Holborn, W.C.1. zzz-881

LAGONDA cars. West End. A good resolution for the New Year, buy one of these famous all-British light cars from the Lagonda specialists, who take a personal interest in every car supplied, and the agents that have taken delivery of the largest number of these cars from the factory during last season. Our experience gained is at your service. All models on view and for immediate delivery. Your present Lagonda or other light car in exchange. Deferred payments at 4 per cent. Mebes and Mebes, (Est. 1895), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. 'Phone, Langham 2250. 529-186

LAGONDA. F.O.C.H., main agents. Trial runs daily. Immediate delivery. Cash, exchanges, deferred payments. Trade also supplied. 5 Heath St., Hampstead (near Tube). 'Phone, Hampstead 3752; 529-140

LAGONDA. 1923 types combine such unique features that all models command a leading position. We shall be glad to discuss this car with prospective purchasers in detail and can supply all models for cash or exchange or by our unique system of 12 months' purchase. May we have the pleasure of your inquiry. The Layton Garages, 90 High St., Oxford. 'Phone, 581 Oxford.

LAGONDAS. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. zzz-314

MARSEAL, 1923 models; cash or deferred. Challenge Motors Ltd., Haig Ave., Southport. 538-d211

MARSEAL. Immediate delivery of 1923 models, prices from £215. Vaughan Engineering Co., Vaughan St., Leicester. 542-w91

MARSEAL. 2-seater, £215; 9.8hp, 4-cylinder, water-cooled. J. Koopers, Slater St., Liverpool. 545-m429

MARSEAL light cars. District agents, The Eastgate Garage and Works, Lewes, Sussex. 543-51

MARSEAL, 1923 models, 9.8hp, 4-cylinder, C.A.V. starting and lighting; 2-seater, £215; 4-seater, £255; coupe, £275. Dundas Garage, Jesmond Rd., Newcastle-on-Tyne. 531-n663

MARSEAL. Immediate delivery of 1923 models of this wonderful car, from £215; demonstrations; deferred payments. Potter's Motor Agency, 50a Grove House Lane, Claypit Lane, Leeds. 'Phone 22578. 534-187

MARSEAL 1923 models. "The car everlasting." Demonstrations and deferred payments. Sole agents for Croydon and 6 miles radius, including Streatham, Brixton, Clapham, Wimbledon, etc. Quick Service Motor Co., 123 Church St., Croydon. Croydon 2000. 547-380

MARSEAL 1923 models. Cash or deferred payments. Lancashire and Yorkshire Motors, Ltd., 255 Deansgate, Manchester. 530-6507

MARSEAL coupe, now ready for immediate delivery, £275. Holloways, Shoreham-by-Sea, near Brighton. zzz-976

MARSEAL. 9.8, 2-seater, £215, includes C.A.V. lighting and starting; cash or deferred payments. Belgrave Service Station, 80 Prince of Wales Rd., Norwich. 529-w454

MARSEAL. 4-cylinder, 3-speed, C.A.V. starting and lighting, polished aluminium body, tax £10, £215 cash, or £44 17s. deposit, 11 payments of £16 5s., less rebate. Sole London agents, Service Co., 275-4 High Holborn, W.C. 1. zzz-411

MATHIS. Smith and Hunter, authorized agents, new models earliest delivery; 2-seater £157 10s., 3½-seater £365. 77 Gt. Portland St., W. 1. 'Phone, Langham 2365. 529-168

METEORITE. We are sole London agents. Immediate delivery; exchanges; deferred payments; 2-seater, £450; 4-seater, £465. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-966

MORGAN specialist, Hall. Distributor for South Herts., Luton, Dunstable and Bucks. Early delivery all models. Trade inquiries invited. Several guaranteed second-hand Morgans to select from. 91 St. Peter's St., St. Albans. 563-657

MORGANS. Allen-Bennett Motor Co., Ltd., sole Surrey agents. Earliest delivery of all models; second-hand Morgans always in stock. We specialize in these wonderful machines; repairs executed by Morgan experts; all spares in stock; cash or extended payments. 9-11 Royal Parade, London Rd., W. Croydon. 'Phone, Croydon 2450. 'Grams, "Track, Croydon." zzz-605

MORGANS. 1923 models, prices from £128, complete. Write for catalogue and arrange demonstration. Deferred payments if required. Spares in stock. Repairs. Potter's Motor Agency, 50a Grove House Lane, Claypit Lane, Leeds. 'Phone 22578. 534-189

MORGANS. 1923 models for early delivery, your second-hand motorcycle taken as part payment; should extended payment be required, your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine £128 de luxe £148, family £155. Grand Prix with 8hp J.A.P. or 10hp Blackburne engine £155, de luxe water-cooled, £158, family water-cooled £165. M.A.G. water-cooled engine, £5 extra, Anzani water-cooled overhead valve engine with aluminium pistons and oil pump £5 extra; tuition free. 'Phone, Central 5168. Wauchopps, 9 Shoe Lane, Fleet St., London. 539-683

MORGANS. Immediate delivery, all models and spares; exchanges. Chaston, Blackwood, Mon. Tel. 66. zzz-358

MORGANS. Barker's Motors, official Morgan agents and service depot. Delivery of all models; cash or deferred payments; spare parts, repairs, etc. 194 Balham High Rd., S.W. 12. 'Phone, Latchmere 4441. 'Grams, "Pushfully, Bal., London." zzz-716

MORGAN. Rey's, authorized agents for Morgan cars; exchanges and extended payments arranged from 10 per cent. down. A. P. Rey, 378-384 Euston Rd. 'Phone, Museum 7756. 529-199

MORGAN. All models, immediate delivery, motorcycles accepted in part payment; deferred payments. Lamb's Ltd., 587 Euston Rd., London, N.W.; 151 High St., Walthamstow; 60 High Rd., Wood Green. zzz-150

MORGAN, 1923, de luxe model, 8hp w.-c. J.A.P., Lucas dynamo lighting, brand new, immediate delivery from stock, £168; exchanges or deferred. Homac's, Morgan Service Depot, 245 Lower Clapton Rd., N.E. 'Phone, Dalston 2408. 529-242

MORGAN. As one of the largest agents, we can give early delivery of all models. Deferred payments. Trade enquiries invited. Spare parts and guaranteed repairs. Lists free. If required, patented compression motor and is simple and efficient. F. G. Beddington, Farrier St., Worcester. 'Phone 370. Telegrams, "Compression." 529-w888

PRIVATE OWNER
AND TRADER

B60

alike recognise the value of these pages for the disposal of their goods.

NEW LIGHT CARS AND CYCLECARS

(continued).

MORGAN, 1923. Standard Popular, £155 cash, or £28 4s. deposit and 11 payments of £10 4s., less rebate; other models on similar terms. Service Co., 275-4 High Holborn, W.C. 1. zzz-924

NEW GARDEN. The cheapest all-British light car. 2-seater, £128 guineas; family model, 158 guineas, or on deferred terms at £10 per month; guaranteed for 12 months. Give us a ring and we will send a demonstration car to your door, or write for full particulars. Patentees and sole concessionaires: The New Garden Light Car Co., Ltd., 22 Hylle Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-510

PALLADIUM Light Twelve. Standard 2 and 4-seater, 365 and 375 guineas; de luxe 2 and 4-seaters, 428 guineas; coupe and all-weather models by quotation; 100 per cent. efficiency. London-Land's End, London-Exeter Trials; 1 car entered, 1 gold medal. The 4-seater that is really a 4-seater de luxe; specification includes 4-cylinder engine (69 by 100), 4-speed gearbox side change, 760 tyres, spiral bevel axle, luxurious coachwork, with high finish, double-folding green, self-raising bonal, plated fittings, elaborate equipment, silent, fast and economical. Call at works and inspect production and models. Palladium Autocars, Ltd., Felsham Rd., Putney, S.W.15. Phone, Putney 2440. 529-864

RHODE. Scottish Distributors, D. McNeil, Ltd., 144 Buchanan St., Glasgow. 533-101

RHODE cars for immediate delivery; exchanges or easy payments arranged. P. W. Surphoe, Poole Hill, Bournemouth. Phone 1795. 533-881

RHODE. Immediate delivery offered of 1923 Rhode all-weather saloon, 4 seats, price £265 complete. Sole district agent A. J. Rice, 153 London Rd., Brighton. Write for catalogue. zzz-824

RHODE, 9.5hp. At it again, Mebes and Mebes, (Est. 1895). The Original Light Car Specialists, sole distributors for London and the South and West of England, have pleasure in announcing that the two Rhode cars entered in the London-Gloucester-London Reliability Trial were successful in securing 2 silver cups, also London-Exeter-London, gold medal. As in the past, so in the future. "Keep your eye on the Rhode." All models on view and for immediate or early delivery. Your present light car in exchange; deferred terms 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2250. 529-189

RILEY, 1925, 2 and 4-seaters, all-weather, in stock. Immediate deliveries, exchanges and deferred payments. Authorized West End agents, Pickworth and Hill, 107 Gt. Portland St., W. 1. Langham 529-240

ROVER, 8hp, standard model, £130; 8hp, 4-seater model, £190; 8hp, 4-seater De Luxe model, £210; 8hp, 2-seater De Luxe, £200. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-718

ROVER cars at 1923 prices: Standard 2-seater, £180; 4-seater, £190; De Luxe 2-seater, £200; De Luxe 4-seater, £210; deferred payments. Your motorcycle or car taken in part exchange; prompt delivery. Official agents, Eagles and Co., 275 High St., Acton, London, W. zzz-755

ROVER, 1923 models for immediate delivery at the reduced prices: 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater, standard brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra. Extended payments spread over 18 months. Your motorcycle accepted as first payment. Demonstration car sent to your address with pleasure. Catalogue post free on request. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, London Rd., West Croydon. Phone, Croydon 2450-51. zzz-741

ROVERS, 1923 models, immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment down, remainder in equal monthly payments. 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater standard, brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra; tuition free; delivery Rovers works or London. Write for list. Phone, Central 5168. Wanchope's, 9 Shoe Lane, Fleet St., London, E.C. 539-682

ROVERS, 1923. Immediate delivery of all models. Jackson's Garage, Guildford. Phone 345. zzz-707

ROVER, 8hp, 2-seater, £180; 4-seater, £190. The North Wales Motor Exchange, Wrexham. Phone 283. Can give immediate delivery. zzz-990

ROVER, 8hp, 1923 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations daily. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-235

ROVER, 8hp. Authorized agents. Cash or deferred payments. Taylor's, 52 Sussex Place, S.W. 7. Phone, Kensington 7250. zzz-570

ROVER, 8hp. Fowler and Bridgen, authorized Rover agents, 130 Euston Rd., King's Cross. Museum 4827. zzz-439

ROVER, 8hp. All models in stock. Deferred payments. Your old car taken. Mann, Egerton and Co., Ltd., Norwich; and 379-381 Euston Rd., N.W. 1. zzz-532

ROVER, 8hp, 2 and 4-seaters, in stock, from £180; deferred payments arranged. Olford and Sons, Ltd., 94 Gloucester Rd., S.W. 7. zzz-157

ROVER. Godfrey's are authorized agents. Immediate delivery of all 1923 models. Gradual payments, exchanges, free tuition. 208 Gt. Portland St., London, W. Phone, 1500 Langham. zzz-354

ROVER 8hp cars for immediate delivery. Standard 2-seater, £180; 4-seater, £190. Deferred payments if desired. Your motorcycle or car taken in part payment. Official Agents and Spare Part Stockists, Kays, 2-10 Bond St., Ealing. 537-359

ROVER, 8hp, 1923 models from £180; extended payments arranged. Second-hand cars taken in lieu of deposit. Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., London, S.E. 5. zzz-338

ROVER, 1923, 4-seater, £190, in stock, cash or deferred payment. Bond's Garage, 223 High Rd., Kilburn. zzz-392

ROVER, 1923, 8hp, 2-seater, £180; 4-seater, £190; in stock; cash or easy payments; motorcycles or cars in part payment. Wilkins, Simpson, opposite Olympia, London. 529-w555

ROVER coupe, 1923, 8hp, just arrived, immediate delivery, £240; inspection invited of this nice coupe; any motorcycle or car taken in part exchange. Wilkins, Simpson, opposite Olympia, London. 529-w564

ROVER. F.O.C.H. for immediate delivery; cash, deferred terms, exchanges. 5 Heath St., Hampstead (near Tube). 529-158

ROVER cars, 8hp, all models from stock: 2-seater, £180; 2-4-seater, £190; 2-seater model de luxe, £200; 2-4-seater ditto, £210; self-starter £15 extra to all models. Jarvis, Ltd., 205 Edgware Rd., London, Tel. 2512 Padd. 541-144

NEW LIGHT CARS AND CYCLECARS

(continued).

ROVER. Rey's, authorized agents for Rover cars; exchanges and extended payments arranged from 10 per cent. down. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7736. 529-200

ROVER, 1923, new 8hp light car, just delivered, owner going abroad, sacrifice, £175. Write S., Box No. 799, c/o "The Light Car and Cyclecar." 529-164

ROVER 8, 2-seater, with dickey, £182 10s.; 4-seater, £190; cash, deferred or exchange. Ward and Co., 51 Upper Richmond Rd., E. Putney. 530-183

ROVER, 1923, 8hp, coupe, with starter, etc. in stock for immediate delivery, painted maroon, £240; best allowance on second-hand cars or motorcycle in part payment. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 529-250

ROVER, all 1923 8hp models for immediate delivery; second-hand cars or motorcycle accepted in part payment; balance by deferred terms if desired. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 529-251

ROVER. Barnett, Pembroke, Slater, Ltd., authorized agents. All models in stock. 38 Knightsbridge, S.W. 1. zzz-286

ROVER £180 cash, or £38 14s. deposit and 11 payments of £15 10s., less rebate; other models similar terms. Service Co., 275-4 High Holborn, W.C. 1. zzz-895

ROVER 8, 4-seaters, actually in stock, £190, exchanges, deferred. Agents, R. B. Clack and Co., 7 Exhibition Rd., S.W. 7. 529-302

ROVER 3 cars. Cash or deferred payments. Write F. G. Smith Motor, Ltd., High Rd., Goodmayes. Phone, Uford 1022. zzz-315

SALMONS. The Motor Marketing Co., distributors for Berkshire, are now looking orders for spring delivery; open to appoint sub-agent. Wantage Rd., Reading, Berks. zzz-145

SALMONS, brand-new unused model de luxe, shop soiled only, complete with dicky, electric lighting, etc., listed at £245 10s., price for immediate delivery, £190. Apply, Manor Motor Co., Ltd., 95 Mace St., Chelsea, Kensington 7710 and 5829. 529-935

SALMONS. K. J. Motors, Bromley, concessionaires in Kent and Surrey for earliest delivery new models. Cash, exchange, deferred payments. Bromley 1727. zzz-273

SALMONS, 1922, with English body and dicky, dynamo lighting, brand new, shop-soiled only 170 gns; opportunity for cash. Terrace Garage, Turnham Green Station, S.W. 529-315

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SINGER, 1923, 2 and 4-seaters, all-weather, with dicky, latest new model, delivery from stock, 280 guineas. Wrexham Motor Co., 59 Chester St., Wrexham. 530-45

SINGER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-523

SINGERS, 1923. All models for quick delivery. Jackson's Garage, Guildford, official agents. Phone 345. zzz-708

SINGER, 1923, all-weather models, 2 and 4 seater models, 280 guineas. In stock. Authorized agent, Saxon Jeffers, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 537-439

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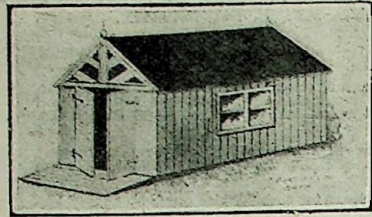
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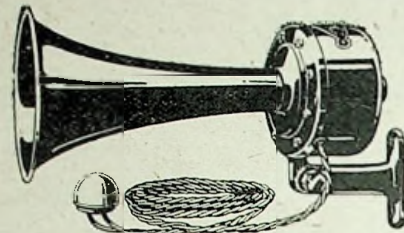
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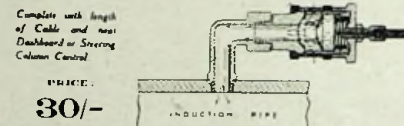
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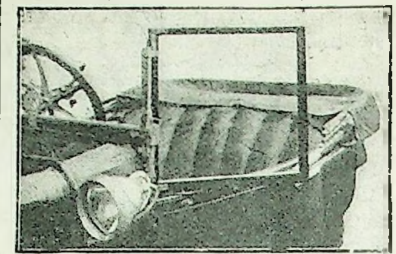
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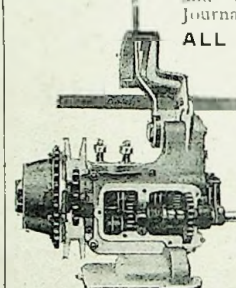
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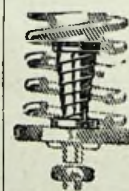
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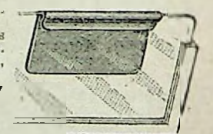
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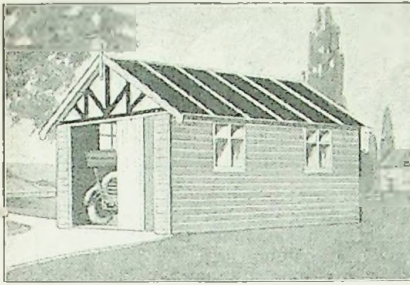
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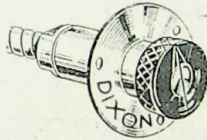
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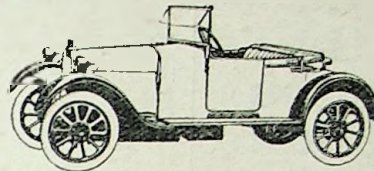


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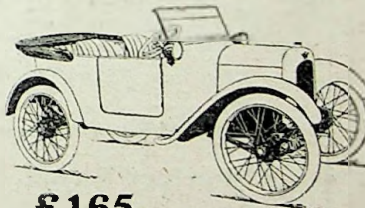
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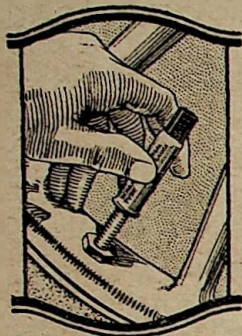
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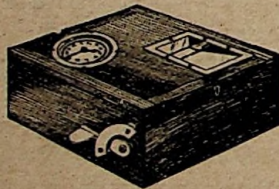
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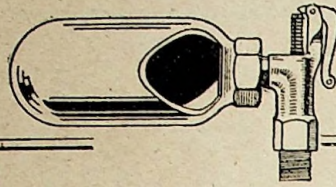
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Its loud, penetrating, pulsating note is heard above all other noises, yet it can be modulated to suit all purposes.

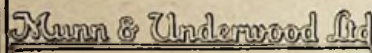
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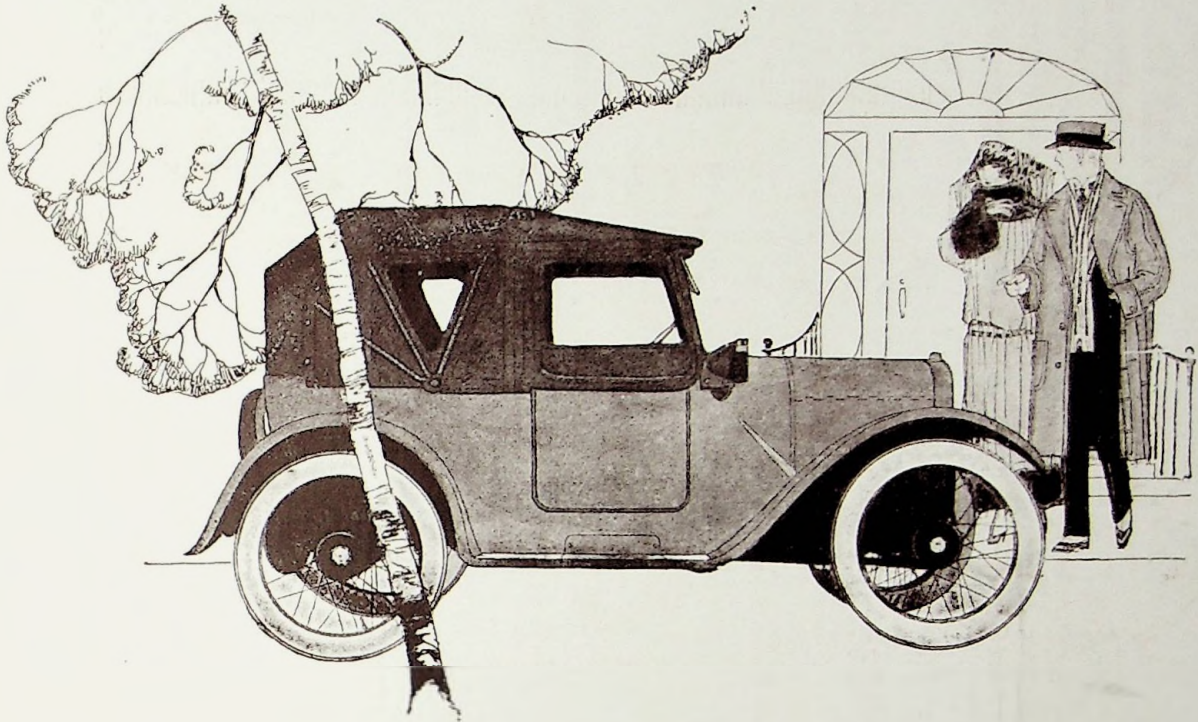


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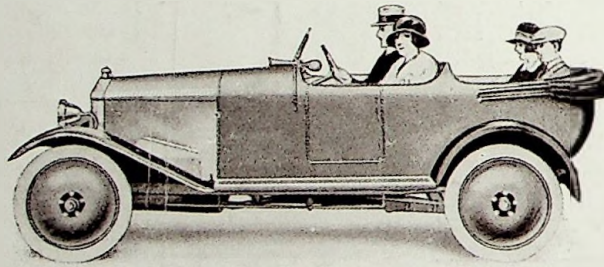
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