

# The Light Car and Cyclecar

Founded 1912  
The only Small Car Journal

3<sup>D</sup>

Vol. XXVII No. 687  
Friday, Jan. 22, 1926  
*Registered at the GPO  
as a Newspaper*



#### PRACTISING FOR A MATCH.

Netball is a game which is steadily gaining popularity and which can be played in any convenient open space. The owner of this light car finds that his portable posts are very popular in the park at week-ends.



## 40 Cars in Stock for Immediate Delivery

# LIGHT CAR

## SPECIALISTS

### AUSTIN

7 h.p. Chummy .. £149

### CLYNO

Saloon .. .. £245  
Tourer .. .. £190  
Two-seater .. .. £170

### CITROEN

7 h.p. Cloverleaf .. £145  
11.4 h.p. All Steel ..  
Saloon .. .. £245

### WOLSELEY

11/22 h.p. Tourer .. £235

### JOWETT

Full Four-seater .. £167

### LEA FRANCIS

10 h.p. Cars from .. £210  
12 h.p. Sports Tourer £325

*All Makes  
of Light Cars  
Supplied on  
Deferred  
Terms*

You want  
the best Light Car—  
We have it!

Your choice! With so many excellent light cars on the market, even the expert is often nonplussed to make the final selection. It is our business to act as a guide in these matters. As Agents for the best light cars now on the road, we know the merits of every one of them—we know what they can *not* do as well as what they *can* do. You can be sure of fair comment, expert advice, and civility at the  
NORMAND GARAGE.

FREE SERVICE UP TO SIX MONTHS.  
GOOD PRICES IN PART EXCHANGE.

Low Deferred  
Payment Terms  
**3¾%**

Our "Service Guarantee" is unique.

WRITE FOR PARTICULARS—

# NORMAND

## GARAGE LTD.

489, Oxford Street, W.1  
(Near Marble Arch). Telephone: Grosvenor 3256/7

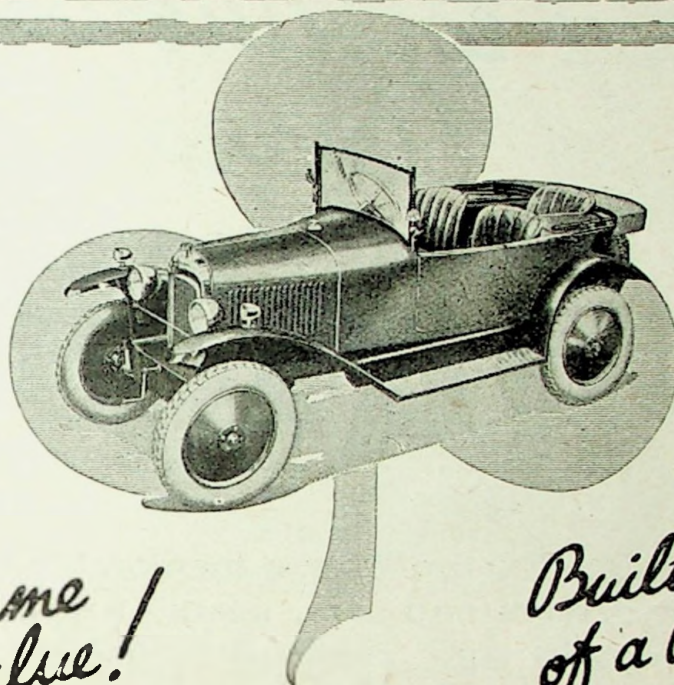
92, Gloucester Rd., S.W.7  
(5 doors from station). Telephone: Kensington 8940/1

## TRIAL RUNS—ANY TIME—ANYWHERE

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



# CITROËN



*Supreme  
Value!*

*Built on lines  
of a Big Car*

**£145**

7.5 H.P. 3 SEATER  
CLOVERLEAF

ORDER *now* for immediate delivery of this highly popular Citroën model, which has proper seating accommodation for three full-sized persons, all of whom are protected by the hood and side curtains for winter motoring. It is delivered ready for the road, with complete equipment including Electric Lighting and Starting, 5 Wheels and 5 "Comfort" Tyres, Speedometer, Wind-screen Wiper, Driving Mirror and Licence Holder. The 4-cylinder water-cooled engine is noted for *proved* reliability and economy.

**IMMEDIATE delivery can be secured by ordering NOW**

CITROËN CARS, LTD.

Citroën Building, Brook Green,  
Hammersmith, London, W.6.

West End Showrooms,  
60, Piccadilly, London, W.1.

*Send for the Citroën Book 18*

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

KC61

A1



## LONDON-EXETER RUN

*Highest Number  
of Awards*  
secured on

**PRATTS**

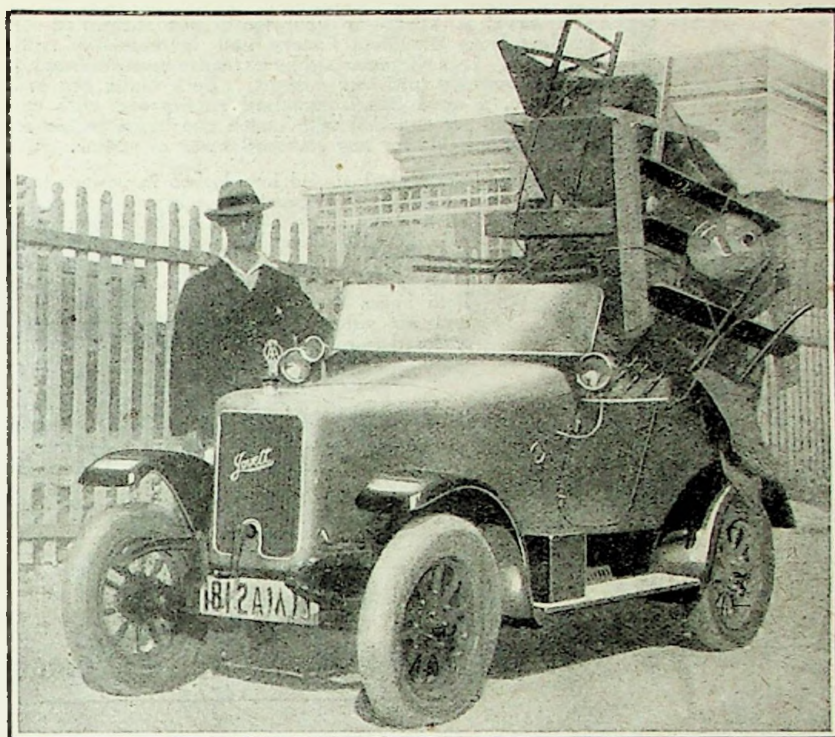
London-Exeter, ever a memorable test for drivers and cars, again proved the *superiority* and *consistent reliability* of Pratts. In all classes the majority of the awards went to competitors using Pratts—the spirit that delivers full power all the time under all conditions. Follow their lead—*insist on Pratts.*

*On Top in all*  *Road Tests*

D.A. 648.



## ANOTHER "MISCHIEVOUS" LOAD.



Fortunately, it was only for 4 miles, from the owner's home in Alexandria, down to the beach camp. Not bad for a 1924 car, with an overseas mileage of 16,000 odd.

We cannot legislate for such loads, but it surely speaks volumes for the real sturdiness of the little 7 h.p. Jowett.

We ourselves keep calling our cars "little," but don't forget there's legroom in all Jowetts for 6ft. 1in. passengers, and our latest, the Saloon, is roomier than many a bungalow boudoir.

Our catalogue, "This Freedom," will only cost you a P.C. It will show you how to reduce your motoring costs by pounds.

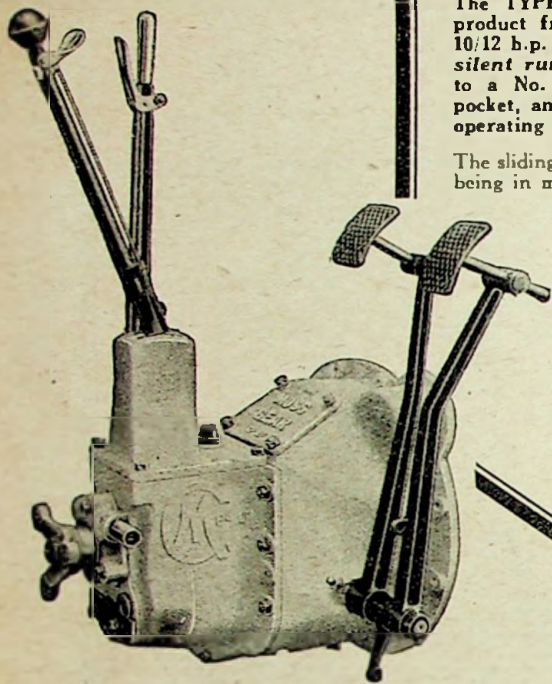
2-Seater, £150. Light 4, £160. Full 4, £167. Saloon, £200. Each complete with Electric Starter and Dunlop Balloon Tyres.

**JOWETT CARS. IDLE, BRADFORD.**

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



## Insist on this remarkable box



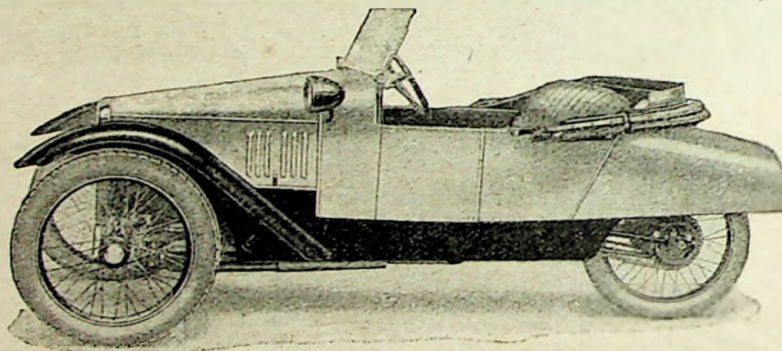
The TYPE R Three- or Four-speed Box illustrated here is the latest product from the Moss factory and is eminently suitable for cars of 10/12 h.p. It is characterised by *extreme compactness, perfect rigidity, silent running and low weight.* Both Units are arranged to bolt up to a No. 4 or 5 S.A.E. standard engine end with or without starter pocket, and are supplied with clutch and brake pedals attached to clutch, operating suitable for any standard make of engine.

The sliding gears are locked and inter-locked in position to prevent two speeds being in mesh together, and operate on a ground splined shaft which corrects all torsional stress, etc., set up by hardening and thus ensures a particularly silent box. Ball Bearings are fitted throughout except on the lay shaft, which is of the fixed type, the lay shaft gears running on renewable Phosphor-Bronze bushes. Both boxes are oil-tight, fitted with oil filler and drain plugs, and are arranged for positive speedometer drive by neatly enclosed spiral gears.

THE MOSS GEAR Co., Ltd.,  
Aston Manor - Birmingham.

**MOSS UNITS**  
FOR SERVICE AND SATISFACTION.

A car you  
would be proud  
to own.



Built for  
Comfort and  
Economy.

## SETTING A NEW STANDARD OF VALUE.

The Omega Three-wheeler marks a distinct advance in economical motoring. Built on sound lines BASED ON MANY THOUSANDS OF MILES ACTUAL ROAD TEST under the worst possible weather conditions, the car has proved that for reliability, speed, comfort and general roadworthiness we have evolved one to satisfy the most discerning critic. All controls are neatly and conveniently arranged in body, and the hood and side curtains are proof against the worst weather. Fitted with 980 c.c. Twin J.A.P. Engine, electric lighting, well upholstered, and with quarter elliptic springing front and rear, we confidently claim that the Omega offers the last ounce of value in specification coupled with absolute reliability.

PROMPT DELIVERY CAN NOW BE GIVEN.

PRICE as illustrated  
**£110** At  
Works.  
Other models from £95.

**OMEGA**  
**THREE-WHEELER**

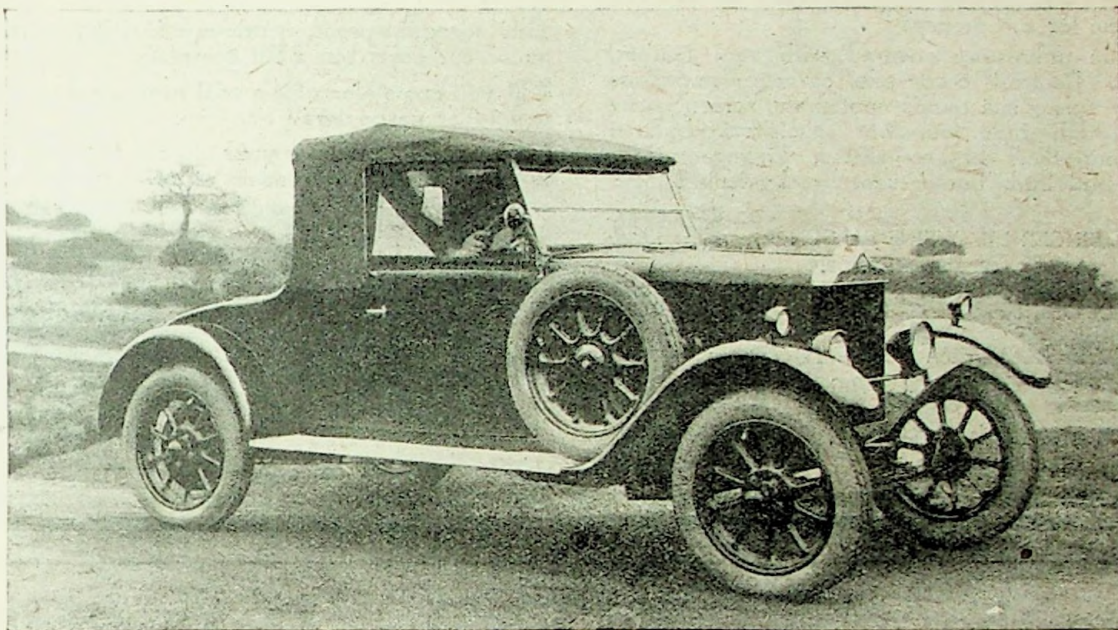
Write to-day for full  
particulars.

W. J. GREEN, Ltd.,  
Omega Works, COVENTRY.

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



*The All British*  
**Standard**  
 "COVENTRY" 2-SEATER  
**£225**



## As Cosy as a Coupe.

**T**HE Standard 11 h.p. "Coventry" 2-Seater is as cosy as a coupe, as light in running costs as it is easy to handle. It appeals to the eye. It is a pleasure to own. Your motoring is so comfortable that every trip convinces you of your wise selection.

Choice of three colours. Leather upholstery to match. Standard Patent side screens. Instrument board and tray in natural walnut. Scuttle ventilator. Equipment includes driving mirror, speedometer, clock, dash lamp, ash tray, screen wiper, electric horn, hood envelope, spring gaiters, etc.

Price, completely equipped, **£225**

11 h.p. "Knowle" 4-Seater, **£225**. Dunlop Cord Tyres (Balloon or Standard).

|| All Standard Open Cars are now finished in the Zofelac Cellulose Process. Colours: red, blue and fawn.

Write for full particulars:  
 The Standard Motor Co., Ltd., Coventry.  
 London Showrooms: 49, Pall Mall, S.W.1  
 Agent: everywhere.

**"Count them on the Road."**

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



# SINGER

## A Four-Wheeled Drawing-Room for £280

WHEN you see the Singer Limousine Saloon you will join the many who say—"How can it be done for the money?"

Pneumatic upholstery covered with real leather, cloth, or Bedford cord—pile carpets—numerous pockets—spring silk blinds—automatic screen wiper—really high-grade four-door coachwork—balloon tyres—four-wheel brakes—sliding luggage grid—electric and bulb horns—roof lights—dash light—

everything, in fact, which you could reasonably expect on a £500 car.

This draught-proof, rattle-proof, high efficiency motor car costs but £280 complete.

Will you come along for a trial run, or may we send you fuller particulars?

Generous allowance for your old car, and convenient financial terms arranged in strictest confidence.

10/26 H.P. SINGER LIMOUSINE SALOON .. **£280**

### OTHER MODELS.

10/26 h.p. De Luxe Four-Seater .. **£225**  
10/26 h.p. De Luxe Two-Seater .. **£225**

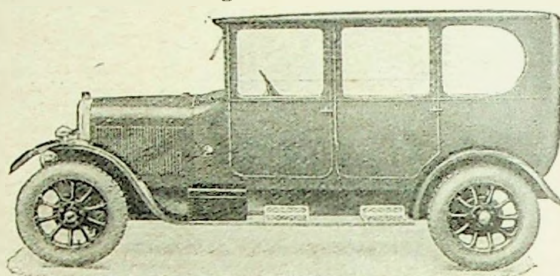
SOLE LONDON DISTRIBUTORS—

**H. B. COOK, LTD.,**

202, Gt. Portland Street, London, W.1.

\*Phone—Mayfair 3314 (3 lines).

\*Grams—"Runabout, London."



Woodwright

Note the  
specification  
—then  
consider  
the price

**Bayliss  
Thomas**

Full details of all  
models gladly sent  
on request.

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

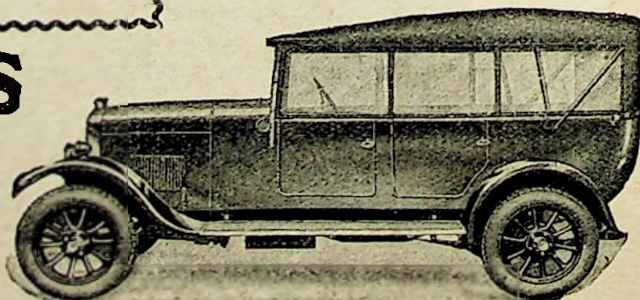
\*Phone: 277-8 Acocks Green. Wires: "Monarch, Haymills."

### 10-22 h.p. TOURING FOUR-SEATER

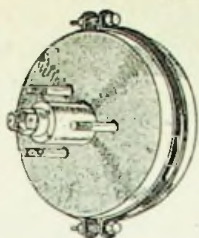
O.H.V. 1247 c.c. engine,  
Lucas electric lighting  
and starting, extremely  
comfortable body with  
three wide doors,  
Dunlop cord balloon  
tyres, rigid side screen  
opening with doors,  
self-starter, speedo-  
meter, spare wheel and  
tyre, windscreen wiper,  
grease gun, electric  
horn, 1 gallon tin of  
Castrol, inspection  
lamp and complete kit  
of tools.

**£ 2 3 5**

Such a specification and so reasonable a price make a combination of unique value, but a trial run will demonstrate beyond all doubt that superior performance, greater comfort and better finish are as much a part of Bayliss-Thomas supremacy as completeness of specification and equipment. You certainly won't find a better British "quality" car at the price, that's certain.

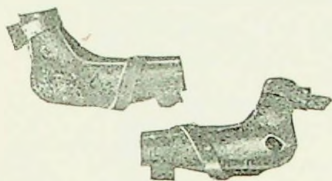






### RAMSDENS BRAKE SILENCERS

A permanent certain cure for noisy brakes, specially made for Morris Cars, not affected by heat or damp. Morris-Cowley type, 9 in. brake drums, 10/6 per pair. Morris-Oxford type, 12 in. brake drums, 12/6 per pair.



### RAMSDENS STEERING JOINT COVERS

prevent stiff steering and undue strain. Supplied in sets of 4 to fit either Morris-Cowley or Morris-Oxford Cars. Price 5/- per set.



### JEAVONS SPRING LUBRICANT

A specially prepared light lubricating oil for use with the Jeavons Lubricating Spring Gaiters. Supplied in handy cans. 1 gall. 6/-, ½ gall. 3/9, quart 2/3



### RAMSDENS DUST SHEETS

protect and preserve the finest coachwork. Made in two qualities from strong material so closely woven that dust cannot penetrate. Prices from 21/6

### RAMSDENS TYRE & WHEEL COVERS

Made from extra strong leather-cloths with leather base and of best workmanship throughout. For Morris-Cowley or Morris-Oxford wheels, 30/- each.

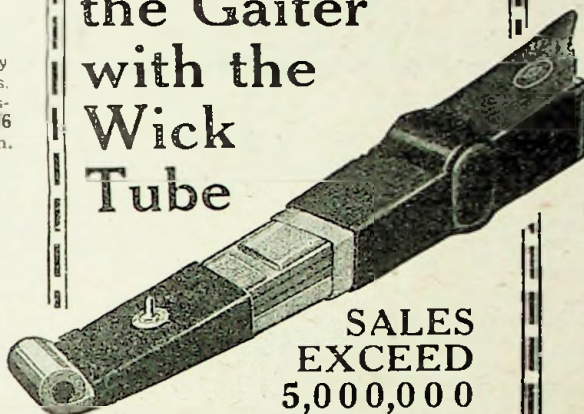
Write for FREE Descriptive Literature to Dept. L.

**RAMSDENS (HALIFAX) LTD., 147/9, GREAT PORTLAND STREET, LONDON, W.1.**  
Telephone—Langham 3122, 3123 (Two lines). Telegrams—"Jeavogaita, Phone, London."

**FACTORY — HALIFAX — ENGLAND.**



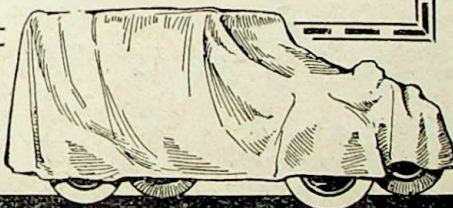
## the Gaiter with the Wick Tube



**SALES  
EXCEED  
5,000,000**

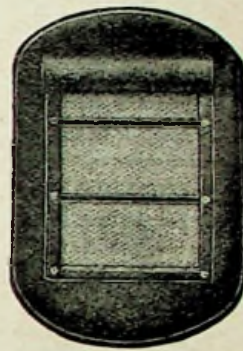
Jeavons have stood the vital test of usage on Cars of all makes on all classes of road and in all climates, and have proved their superiority in every country in the world. They will stand up to all your needs for perfect spring protection and lubrication. Just as essential for the commercial motor as for the private car.

Write for List No. 45L, also free descriptive literature of other high-class accessories by the makers of Jeavons, some of which are set out on this page.



### PARABOLITE HEADLAMP LENSES

make night driving safe by eliminating dangerous glare, increasing the spread of light and giving long range of vision. Sizes to fit all headlamps. Prices from 7/6



### FABRAM RADIATOR COVERS

Made with roll-up front, strong stays to prevent sagging and lined with specially prepared felt, possessing exceptional heat retaining properties. Prices from 15/-



### RAMSDENS TOOL BAGS

Well made of the best leather in various qualities and styles for car or garage use. Prices from 7/5



### BRAMMER BELTING

For Motor Car Dynamos, Fans, Speedometers, etc. Endless, flexible, non-slip, smooth running V belting, almost equal to a positive drive. Each link a complete unit. Prices from 2/6 per ft.



## ROVER

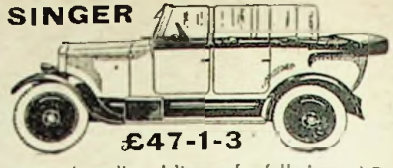


£40-0-0

secures immediate delivery of a fully insured 9-20 h.p. 4-seater Rover. Balance payable in 12 monthly instalments of £13-4-9. Cash Price £180

Pay while  
you Motor  
and

## SINGER



£47-1-3

secures immediate delivery of a fully insured De Luxe 10 h.p. Singer. Balance payable in 12 monthly instalments of £15-10-0. Cash Price £225

# Get it at Taylors

## UPON OUR LIBERAL "ALL-IN" POLICY TERMS.

Years ago it was the exception rather than the rule to purchase a car upon any other basis than CASH. To-day there is a tendency to make the most of one's capital, with the result that the Deferred System of Payment is popular among all classes.

The advantage of our "ALL-IN-POLICY" is that it enables you to purchase a car by making a small payment down followed by regular monthly instalments which may be spread over 3, 6, 12, 18 or 24 months. In addition we are prepared to include in the purchase price the cost of Insurance, which these days no motorist dare do without.

Each transaction is entirely financed by ourselves and in consequence is absolutely confidential.

You have only to call at our spacious showrooms occupying over 10,000 feet super, which are packed full of all the latest and best cars, to realise what a unique opportunity the House of Taylor offers you to examine, compare, try, and leisurely decide upon the car most suited to your particular needs. If you can't possibly call—don't forget that our Buyer's Guide is yours for the asking.

### BARGAINS IN NEW AND USED CARS.

We always have in stock an attractive assortment of carefully used cars which it is our consistent policy to offer at bargain prices. At frequent intervals we have demonstration models by leading makers which are always attractively priced.

1925, 10 h.p. SINGER de Luxe, 4-str. (new) .. £205  
1925, 11 h.p. STANDARD, Kington, 4-str. (new) £180  
1924, 10 h.p. SINGER, 4-str. .. £125  
1925, 9 h.p. ROVER de Luxe, 4-str. .. £155  
1922, 8 h.p. ROVER, 2-str. .. £58  
1924, 11 h.p. STANDARD, 2-str. and dickey £118

### ANY MAKE SUPPLIED

Liberal allowances made for cars or motorcycles taken in part exchange or accepted as a deposit. A good selection of guaranteed second-hand cars always in stock and attractively priced. Our terms are right, our prices are right, our service is second to none, and our deliveries are immediate.

H. TAYLOR & Co., Ltd.

49, 50, 52 & 53, Sussex Place,

South Kensington - S.W.7.

Telephone . . . . . Kensington 5358/9 and 5640.

Telegrams . . . . . "DYNAMETRO-SOUTHKENS."

## STANDARD



£46-17-3

secures immediate delivery of a fully insured De Luxe 9 or 4-seater 11 h.p. Standard. Balance payable in 12 monthly instalments of £16-13-4. Cash Price £226



## Like an extra Insurance

A Ber-kel Spring Bumper is like an extra insurance policy—but cheaper. It will protect your car in head-on collisions—take the shock of the impact in its Spring-bar sprung on springs. However carefully you may drive there is the ever-present risk of collisions through the faults of others. Protect your car—fit a Ber-kel.

### The BER-KEL BUMPER

can be fitted in 15-30 minutes without drilling. Obtainable direct from the manufacturers. Ask for prices, mentioning make and year of car.

### Richard Berry & Son

SPRINGING COMFORT SAFETY

Proprietors—J. Brockhouse & Co., Ltd.,  
ALMA STREET, BIRMINGHAM.

Telephone—Northern 48.

Telegrams—"Springs, Birmingham."

Unobtrusive  
& Efficient

# A new

## Shock Absorber

### The STOTT Antibounce

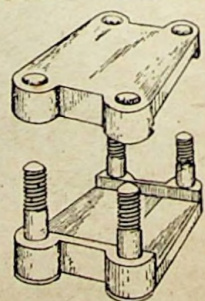
—is 50% to 75% cheaper than the ordinary type, and the most efficient because it checks rebound at the starting point—in the spring itself. The Stott Antibounce can be fitted in a few moments and requires no further attention—its efficiency remains as long as the springs. Obtainable direct from the manufacturers.

### Richard Berry & Son

SPRINGING COMFORT SAFETY

Proprietors—  
J. Brockhouse & Co., Ltd.,  
Mafeking Road,  
Smethwick.

Price from 11/6 per pair.  
1 1/2" wide. Mention make  
and year of car when  
ordering.



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



**£75 DOWN**  
BALANCE ON DEFERRED

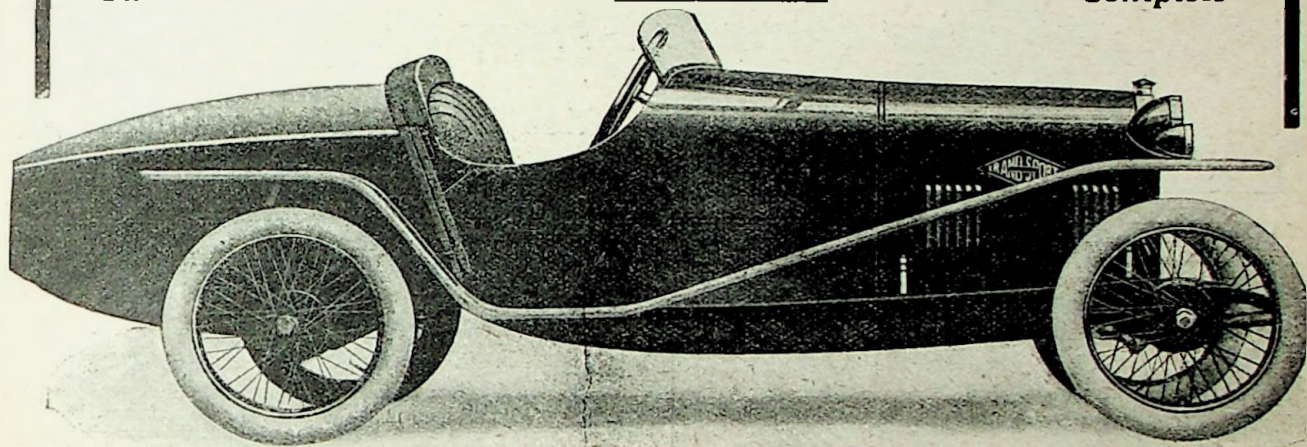
AND THIS  
"GRAND PRIX"



**IS YOURS**

70 m.p.h.  
Guaranteed

£285  
Complete



**TAXED=INSURED**  
AND  
**READY TO DRIVE AWAY**

HIGHEST Possible Price allowed for your OLD CAR  
or Motorcycle in Part Exchange.

**S.M.S. Ltd.**

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

\*Phone—SLOANE 4833.

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

**Gordon Watney**  
& Co Limited  
**PART EXCHANGE HOUSE.**

31, Brook St., Bond St., London, W.1

\*Phone:  
Mayfair 2965/6

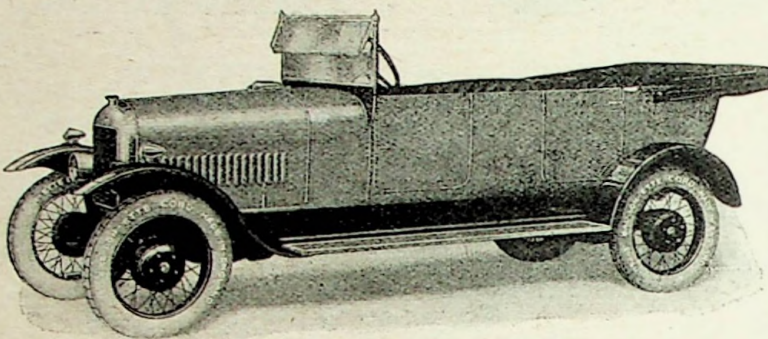
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to  
advertisements, the progress of the small car movement will be assisted.

BT



# The Disabled Driver's Car

All models  
have  
superior and  
roomy  
coachwork.



Trial runs  
gladly given  
at any time,  
including  
week-ends  
and during  
evenings.

**Prices complete from £159**

G.W.K. Limited (Established 1911.), Cordwalles Works, Maidenhead.

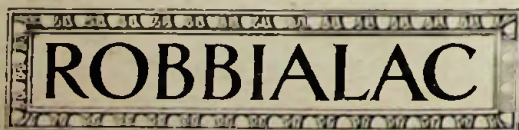


**Get £10 more  
for your old Car.**

It will pay you handsomely to give your old Car a coat of ROBBIALAC before selling it. A smart, newly painted body gives a buyer confidence and makes him more inclined to pay the price you ask.

And you can be certain of good results if you use ROBBIALAC, because this genuine enamel is specially made for amateur use so that the brush marks melt away as you paint, leaving a beautiful glass-like surface as smooth and perfect as that of a new model. Send at once for the free ROBBIALAC Leaflet on Car painting, and see how easily you can increase the value of your own car.

**Get a tin to-day.** Your local dealer stocks it in **Whitby Black** and all popular Cycle, Motorcycle and Car colours  
ROBBIALAC, DEPT A.2., WATTON RD., STRATFORD, LONDON, E.15



*The Perfect Enamel—test it how you will.*

## AUSTIN OWNERS

*Take the Tip!*

This letter was received from an Austin Owner asking our advice.

"I have had a little trouble with over-heating of my Austin 'Seven', and I think I am using an unsuitable Oil.

"The Oil is not of your manufacture, and as the makers recommend your Oil, I should be obliged if you would let me know the exact grade to ask for, taking into consideration the winter season."

These two letters are but one more proof of the special suitability of Sternal W.W. Heavy for Austin Cars. A testimonial alike to the quality of the Oil and the sound judgment of the Austin Company in exclusively using and officially recommending it for all their models.

We advised Sternal W.W. Heavy—with the following results.

"I received your letter in reply to my query of your Oil to use in my Austin 'Seven'.  
—I thank you for your courtesy in replying so promptly. I filled up at once with your Oil, and the car has run splendidly since."

# STERNOL

IN TWO GRADES **WW** HEAVY & MEDIUM

**MOTOR OIL**

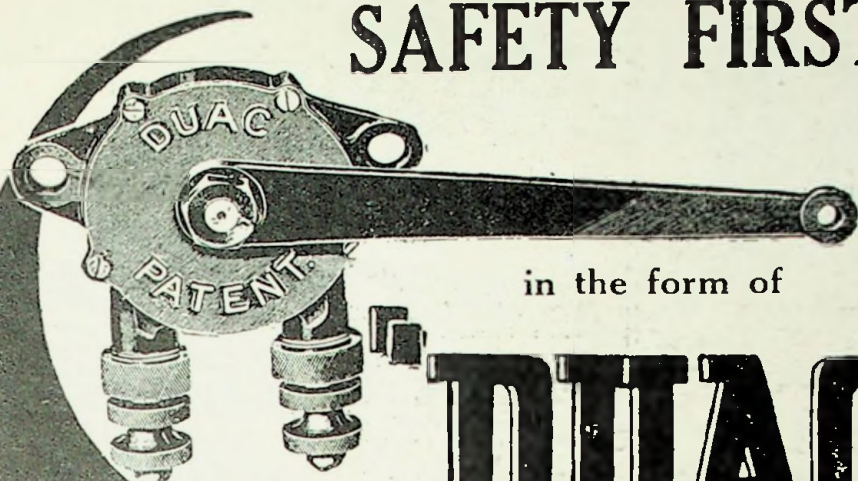
The Austin Oil Contract has been held by Sterns Ltd. for six consecutive years (including 1925) in face of all competition.

**STERN LTD., FINSBURY SQUARE, LONDON, E.C.**

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



# SAFETY FIRST!



in the form of

# DUAC

## SHOCK ABSORBERS

is "real safety" from uncontrollable skidding. Moreover the DUAC is a gift that can literally be handed from father to son, and will give the same sterling service to both. DUACS are sold complete in every respect, there are NO EXTRAS and the cost of fitting is proportionately low. The additional mileage you will get from your tyres and

the marvellous stability on greasy surfaces, coupled with luxurious travelling comfort, must be tried to be appreciated. Only the most durable materials, irrespective of cost, are used, by far the largest part being of Manganese Bronze — RUSTLESS. Perfectly manufactured, as befits such an efficient attachment, by the firm responsible for the Carter Gear-case as far back as 1892, the DUAC is a high-class production throughout at an extremely attractive price.

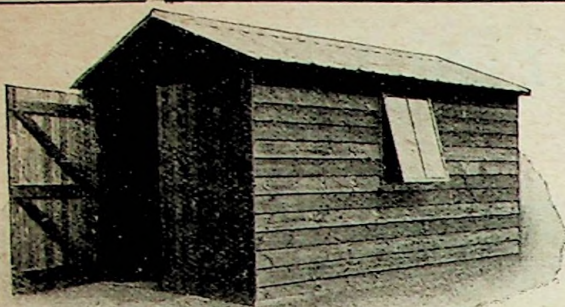
Don't hesitate to get your DUAC'S now. You cannot make a wiser selection. Moreover, you are safeguarded by our 14 Days' Free Trial and 12 Months' Guarantee Offer.

Write to :

## F. HARRISON CARTER, LTD., DUNSTABLE

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





## An inexpensive Motor House by Boulton & Paul

**T**HIS is a substantial building which we can thoroughly recommend. It maintains the reputation we have obtained for quality—nothing is skimped. The wide projecting eaves, Italian pattern iron in place of ordinary corrugated iron, with a heavy moulding finishing the verge of roof, etc., give this Garage a good appearance.

It is cheap only because we manufacture by mass production, and in comparing prices with other cheap houses we draw attention to the fact that *we pay carriage*, do not send out our work unpainted, and our buildings are all made by our men accustomed to the best-class workmanship.

We import our own timber direct, buying only high-grade brands, and always have a very large stock of seasoned material on hand.

### B. 216 MOTOR HOUSE

#### CASH PRICES:

Size 14' 0" x 8' 0" x 6' 6" high  
to eaves, for two-  
seater . . . £19:0  
Size 16' 0" x 8' 0" x 6' 6" high  
to eaves, for four-  
seater . . . £21:15

CARRIAGE PAID to Stations  
in England and Wales.

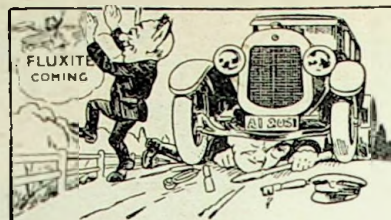
Constructed with stout deal framing, mortised and tenoned together, the walls clad with rabbeted weather-boarding. The roof covered with 24 gauge galvanized "Italian" pattern iron. Stout doors clad with 1" grooved and tongued matchboarding, framed braced, fitted with stout hinges, hasp and staple. Window glazed with 21 oz. glass, made to open for ventilation. All woodwork creosoted in tank nut brown. The walls are made in sections to bolt together. The roof timbers all prepared for easy fixing in two or three hours by unskilled labour.

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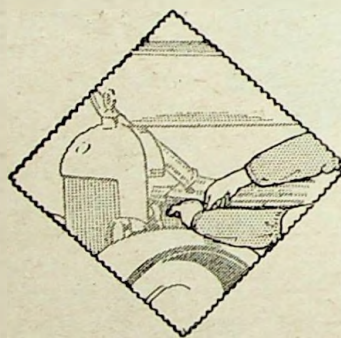
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READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.



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MOTORING TERMS  
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VARYING WEATHER  
CONDITIONS.

HOW TO BECOME AN  
EXPERT DRIVER ON  
ANY KIND OF ROAD  
SURFACE.

## This Week's Issue (Jan. 19)

### FLEXIBLE "GLASS" INVENTED.

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### RECOMMENDED HOTELS.

Some Houses Recommended by Readers as Worth Visiting.

### "JIX."

A Sketch of the Motoring and Political Career of the Right. Hon. Sir William Joynson-Hicks, Bart., M.P.

### MODERN METHODS OF COLD WEATHER STARTING.

Saving the Battery and Preventing Oil-Dilution.

### THE PROBLEM OF THE DRIVER'S DOOR.

A Refinement upon which Owners may soon Insist.

### ROAD TESTS SHOWING PRINCIPAL CHARACTERISTICS.

The 16-40 h.p. "Monthéry" A.C. Sports.  
The Six-Cylinder Willys-Knight.

### OWNER-DRIVER TOPICS.

Useful Suggestions for Minor Improvements. Hints on Running, Adjustments and Repairs.

### THE MODERN CAR AND HOW IT WORKS.

VI.—The Electrical System: Dynamo, Motor, Battery and Connections.

### A COMBINATION HOOD COVER.

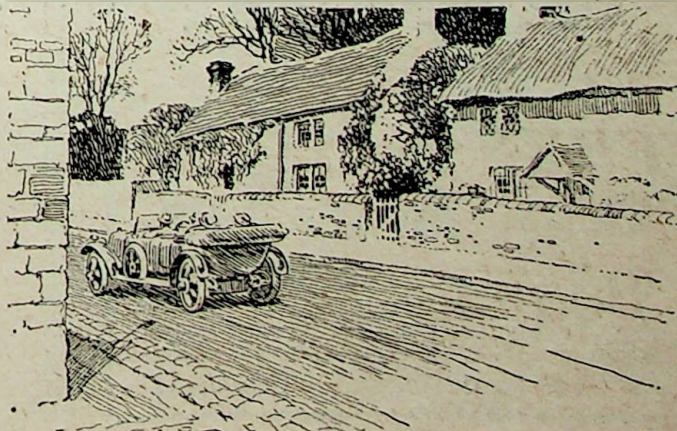
An Easily-made Article that Serves a Multitude of Purposes.

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**MORGAN**, Racing, known as "Land Crab," very fast .. £55  
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**ROVER**, 1924-5, 2-seater and double sunken dickey, excellent appearance and condition .. £65  
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**ROVER**, 1924, 4-seater, with starter, good appearance .. £72 10

**SALMSON**, 1924, sports 2-seater, balloon tyres, fast and reliable .. £90  
**ROVER**, 9 h.p., 1925, 4-seater, lighting and starting .. £125  
**WOLSELEY**, sports 2-seater, believed 1922, good sound car .. £85  
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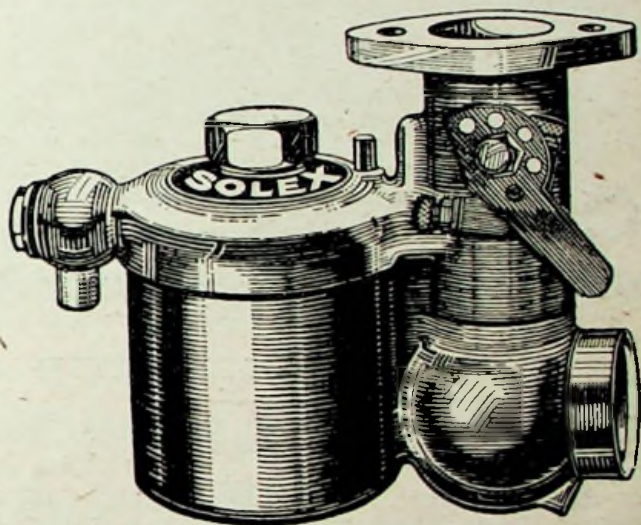


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# Have you ever *tried* an Austin Seven?

You've seen dozens of them, of course (one can scarcely go outside the door without encountering one or two). You have read of their achievements over and over again in the columns of this journal. You may have considered the list of special features and advantages set forth in our own advertisements. But have you actually *tried* one? Only thus can you appreciate fully the "Seven's" wonderful liveliness and willing response, its easy steering, smooth running and perfect comfort. Seeing is not necessarily believing. Same with reading. But a personal trial leaves you absolutely convinced. The nearest Austin agent will gladly arrange it. Call upon him now so as to be sure of prompt delivery.

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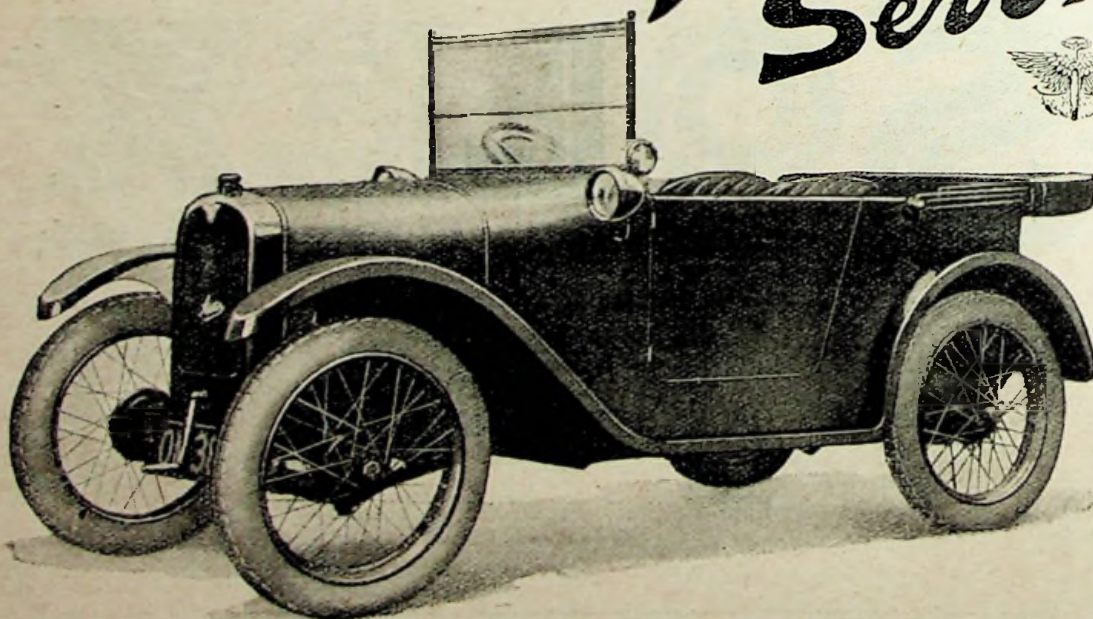
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*Austin  
Seven*



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





#### SPEED ON THE SNOW.

A party of enthusiastic tobogganists with this light car reported that a speed of 40 m.p.h. was attained on a quiet road last week-end. Spills were fairly frequent but no bones were broken, and the venture was described as "great sport."

## NOTES, NEWS & GOSSIP *of the* WEEK

### Deserted Roads.

Unless the road led to a pond where skating was possible, or a hill offering good prospects for tobogganing, motor-cars were not seen last week-end. The more popular rendezvous for winter sports, however, were invaded by happy car parties equipped with skates or sleighs. On Sunday night the thaw set in, and on Monday the condition of many roads was almost indescribable.

### This Week.

Readers who flatter themselves on their knowledge of modern light cars should turn at once to our centre pages and endeavour to name the light cars shown, the only clue to each photograph being an interior view of the driving compartment. We offer useful prizes to the sender of every correct solution. The majority of the photographs have appeared before in our pages in connection with descriptions of the cars themselves. In this issue will be found the fourth of the series, "On the Road and in the Making." It deals with the Rover Nine. The subject of how to paint a car is revived in a fresh and vigorous form, and, although it may be early in the year to think of smartening the car, it is certainly not too soon to begin the laborious "rubbing-down" process.

No. 687. Vol. XXVII.

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### LIGHTING-UP TIMES (Rear Lamps) for Saturday, January 23rd.

London ..	4.59	Edinburgh ..	4.52
Newcastle ..	4.50	Liverpool ..	5.3
Birmingham ..	5.3	Bristol ..	5.9

### More Trouble than Usual.

Trams—always a nuisance to other road users—excelled themselves in London during the snow, and it was not uncommon to see 20 or more lined up helplessly owing to current failure. These derelicts caused serious congestion, and in addition it was distressing to see the queues of would-be passengers at points distant from the stoppage waiting in the slush for the service to be restarted. When will trams be scrapped?

### Trapping by Night.

Readers are warned that by utilizing flash lamps the police are trapping by night as well as day. The same vigilance is being observed after dark in connection with unduly loud exhausts.

### Still Smaller Engines.

A further decrease in the capacity of racing engines coming within the American and European standard is foreshadowed in an article in an American contemporary. For 1926 the limit is 1½ litres, or 91½ cubic inches. The principal small car racing fixtures for 1926 are dealt with elsewhere in this issue.

### Next Week.

The second instalment of "The Practical Painting of a Car" will appear next week, and we believe that it will be eagerly awaited by very many readers. Another feature will be a very helpful article by "Shacklepin" dealing with silencing the exhaust note and having special significance for owners of cars with two-cylinder engines, whilst "Buckshee Miles," which deals with saving fuel, is sure of a good reception. It combines the rare qualities of technical accuracy and extreme "readableness."



### Coroner Bars "Switching Off."

"A courtesy to other drivers, but still a mistaken courtesy," is how the Derby coroner describes the switching off of headlights. "It is, in fact, a very dangerous habit," he adds.

### Motor Show Catalogue.

The organizers of the Motor Show which was held at Olympia last October, advise us that a few copies of the official catalogue are available at 2s. 6d. per copy post free. Application should be made to the S.M.M. and T., Ltd., 33, Pall Mall, London, S.W.1.

### Derbyshire and the "Raid."

A resolution viewing with the "gravest apprehension" the suggestion that any of the Road Fund money be diverted to any purpose other than that of highway schemes and urging that some of the fund should be applied at once to the upkeep of rural roads, has been passed by the Derbyshire County Council.

### Licence Renewals.

The Automobile Association is issuing a booklet, entitled "Your Motor Tax at a Glance," which shows the amounts due for quarterly and short-period licences and which should prove particularly interesting to all motor owners. Copies may be had gratis upon application by motorists to the Secretary, the Automobile Association, Fannum House, New Coventry Street, London, W.1.

### Light Car Proverbs.

The entries for the third of our Light Car Proverbs proved exceedingly difficult to judge. The most popular line was "A miss is as good as a mile," which was sent in by a very large number of readers, whilst "The little more and how much it is, and the little less and what worlds away," was also favoured by many. "The eye of the master will do more work than both his hands" was the runner-up, and was submitted by only one reader, whilst "One good turn deserves another" and "Post-war" both deserve commendation as being apt, humorous and original. The winning line is published under "Around the Trade."



### LIGHT CAR PROVERBS.—No. 4.

*This drawing depicts a well-known saying with which every reader should be familiar. Write it on a postcard addressed to the Editor and marked Proverb No. 4 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."*

### Protest by American A.A.

Reuter reports that the American Automobile Association has approved of efforts being made to induce European motor clubs to join American motorists in protesting against the high price of rubber. The American A.A. recommends that an educational campaign should be instituted to impress upon motor users the necessity for saving rubber by taking special care of their tyres.

### Co-operative Rubber Scheme.

A special committee of the New York National Automobile Chamber of Commerce is appealing for subscriptions from motorcar users to provide capital for the purchase of rubber plantations.

### Wider Derbyshire Roads.

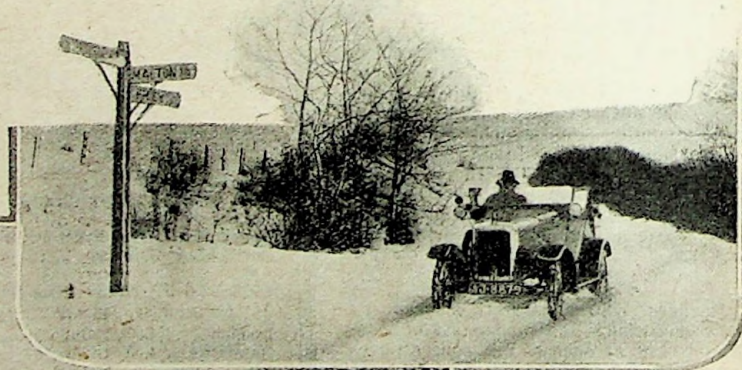
Derbyshire County Council, in addition to present road and bridge improvements, contemplate a general widening of main roads by setting back the building line by 20 ft. on each side of roads of the present standard width.

### A Heavy Penalty.

One of those real "terrors" of the road at night, the unlighted slow-moving vehicle, has at last had to pay the penalty. For "wantonly driving a pony and trap and doing bodily harm to a motorcyclist" a farmer has been sentenced at Northamptonshire Quarter Sessions to nine months' hard labour. Evidence was that defendant drove on the wrong side of the road and carried no lights. The motorcyclist who crashed into him was permanently disabled.

### For Emergency Heating.

Is it safe to burn an ordinary oil lamp for car-heating purposes in a small closed garage? is a question frequently put to us during very cold weather. The answer is: Yes, providing the following safeguards are put into effect. With the petrol turned off the engine should be run until the carburettor automatically exhausts itself. The vent hole in the petrol filler cap should be sealed—a match with a pointed end serves admirably—the cap itself being screwed down tightly. The lamp should not be put under the bonnet and should be at least 3 ft. from the ground. Ventilation at ground level is advisable.



### IN TOWN AND COUNTRY.

(Left) For the first time for many years snow ploughs were used extensively in London during the four-day Arctic visitation. (Above) Near Staxton, on the Filey-Malton road, where, as can be seen, the snow was inches deep.



### Lighter and Cheaper.

The price of a well-known luxury chassis has just been increased to £1,600. This rather emphasizes the "light" in light car in so far as the initial cost is concerned.

### Austin Co.

Presiding at a meeting of the holders of the Austin Motor Co.'s fourth debentures, Mr. Francis R. Wade said that to-day the company was making a net profit of over £500,000 a year.

### Experienced Men Only.

That only policemen of experience or police pensioners be employed for traffic control is the gist of a resolution passed by the Lindsey (Lincolnshire) traffic

### German "High Spots."

Under the heading, "High Spots in the Berlin Show," an American motoring journal refers to "the growing [German] emphasis on light car development."

### "Wicked" Motor Lorries.

"The way these motor lorries are constructed is absolutely wicked," said the Lancashire coroner, Mr. Brighthouse. His point concerned a lorry in which the driver was boxed in and unable to see a person stepping off the footpath.

### Advances in Concrete Roads.

By the use of Ciment Fondu, a new rapid-hardening cement, it is claimed that it will be possible to open roads

### Death of Mr. John Dring.

With great regret we have to announce the death, which took place suddenly from heart failure at his residence at Weybridge, on Saturday, January 16th, of Mr. John Dring. He was a pioneer cyclist and motorist, the first honorary secretary of the Stanley Show, and latterly was chairman of Bowden Wire, Ltd.



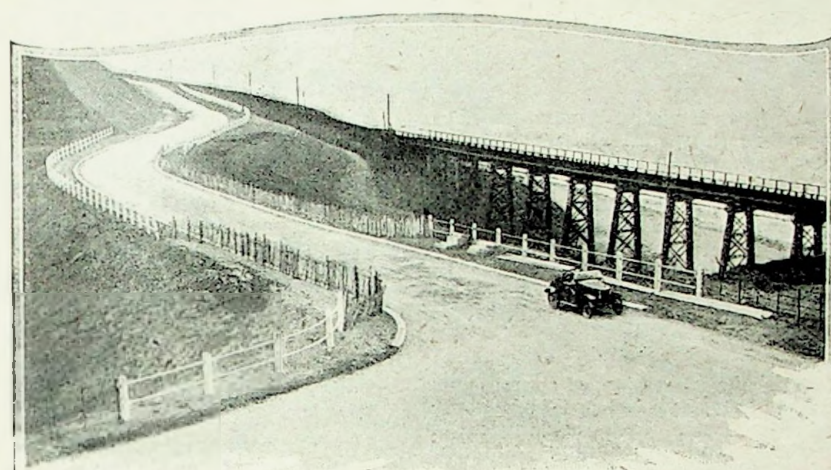
Notice boards, as above, are erected at each end of the village of Old Malton, Yorks.

### Motor Show Attendances.

The Society of Motor Manufacturers and Traders informs us that 303,393 visitors attended the Motor Show at Olympia last year. The attendance at that Exhibition was better by more than 20,000 visitors than that of 1924. The 1926 Show will open on Thursday, October 21st. The Cycle and Motor Cycle Exhibition opens on October 4th.

### "I Told You So!"

Regular readers will, no doubt, remember the stir created just a year ago by a correspondent, Mr. Montague Wise, who suggested that flirting or love-making in cars was a dangerous and unwarrantable practice. Recently a London coroner expressed similar views and gave it as his opinion that a car driver should not have his attention distracted in any way by his passengers.



WHERE THE MONEY GOES. — A new road opened in November, which connects with the village of Sandsend, near Whitby. The cost was £50,000, but money like this is well spent.

authority. This, of course, does not affect the scouts employed by the motoring organizations.

### Safety First.

The January issue of "Safety First" contains a striking series of New Year's messages on the work of the movement. H.R.H. the Duke of York heads the list, to which the Home Secretary, the Minister of Health, the Minister of Transport and the Secretary for Mines also contribute.

### A Distant Rally.

The Hon. Victor Bruce, familiar to our readers as the driver of four-cylinder A.C.s in all sorts of competitions, started from John o' Groat's on January 18th in a six-cylinder car of that make en route for Monaco to attend the automobile rally. There were prizes for those who had travelled the greatest distances.

### Barrister's "Direct Action."

An intimation by the chairman at Ellesmere Port that the bench had decided to convict in a case of alleged dangerous driving led to the barrister for the defence suddenly packing up his brief, saying he was much astonished to hear the decision of the bench before they had heard the defence and that he would withdraw from the case. The case was adjourned.

24 hours after they are built. Constructed with ordinary cement the same road would not be ready for traffic under three months.

## SAFER CROSS-ROADS.

IT is surprising that people continue to talk about the difficulties of solving the cross-roads problem. At Cross Hall, north of Eaton Socon, once

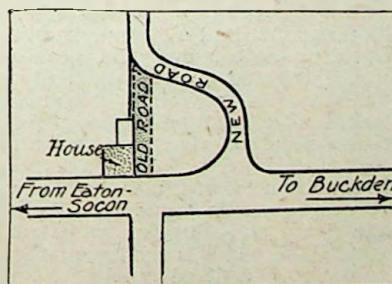


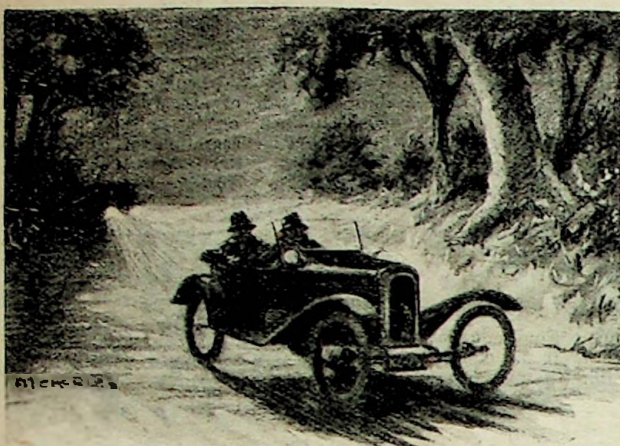
Diagram showing how the danger of Cross Hall has been removed. At one time accidents were frequent.

one of the most dangerous spots in the country, the situation has been dealt with in a comparatively simple manner. Instead of intersecting the main road at right angles, a short section of the

by-road on the west side has been remade so that it sweeps round in a half circle, forcing drivers to reduce speed and enter the main road at an angle which enables them to command a comprehensive view both up and down the main North Road. Low railings bound the road on each side. They are of the post-and-chain type and give quite a picturesque effect as well as providing all-round visibility. I think I am right in saying that since the alteration was made there has not been even a minor accident at this once very dangerous spot.

Surely the same system can be applied to other dangerous cross-roads in the country? The idea of endeavouring to put the onus for any accident on the shoulders of drivers emerging from by-roads is absurd. You will always find that there are people who either do not know or easily forget, and, whereas this scheme might work up to a point, it might increase rather than reduce the number of accidents which take place at such danger spots.





## Cyclecar — Comments

By SHACKLEPIN

EXPANDING CLUTCH GEARS—  
METHODS OF CONTROL—  
EARLY EXAMPLES—DRIVING IN  
FOG—THE £100 CYCLECAR IN  
SIGHT.

MY recent suggestion that two-speed gears of the Enfield or P. and M. motorcycle type might be fitted to cyclecars has brought several letters from readers who are interested. The general consensus of opinion appears to be that a separate clutch would be advisable, because the gear itself could then be kept reasonably small and light.

If, on the other hand, each expanding clutch has to be slipped for starting or in traffic, its surface would need to be unduly large, because it must be remembered that the load to be transmitted on a cyclecar is very much greater than on a motorcycle.

I can imagine that a control of this kind would be very pleasant to use. Changing up or down could be done at any speed without the least fear of "muffing" it, and, as the gear bands would not be slipped appreciably at any time, they would last indefinitely and require little or no attention.

The two driving chains running on the same centres, but at different speeds and loads, might be expected to wear unequally; this, in fact, occurs in practice, but it is a minor point, and if the chains and clutches were totally enclosed and running in oil, I do not think that adjustment would be necessary more often than, say, once in a season.

If it is desired to avoid the use of a separate clutch, I suggest that the control be arranged by pedal and not by hand lever; it could be managed very simply by having a spring which, normally, kept the pedal back and high gear engaged. Depressing the pedal slightly would give neutral, and a further depression would engage low gear.

A stop of some kind to retain the gear in the neutral position for starting would be required, and would not be difficult to arrange; it could, in fact, be incorporated with the hand-brake lever in a manner similar to that adopted on the Ford car. With the gear arranged on

these lines it would be necessary to press on the pedal all the time the low gear was in use, but this is not a serious objection.

To control the gear entirely by hand is not an ideal arrangement because it leaves only one hand for the steering, and when in traffic, or when a quick change down on a corner was necessary, difficulties might easily arise.

There is no reason, of course, why an ordinary type of gearbox should not be made with constant-mesh pinions and expanding clutches. This has been done successfully in the past, and I have had personal experience with two makes of car so fitted: the Turner and the Winton. Neither of them was a cyclecar; certainly not the Winton, which had a 60 h.p. engine and a seven-seater body! Three forward speeds and a reverse were fitted, controlled by two side levers, and it required some practice to manipulate them correctly in traffic. If I remember rightly, the Winton was in production over 15 years ago, and it was by no means impossible to engage top gear and reverse together with somewhat embarrassing results!

The Turner was essentially a light car. It had a 10 h.p. Chapuis-Dornier engine, and the gearbox, which boasted two speeds and reverse, was of very clever design, external adjustment being provided for the expanding rings which transmitted the drive to the gears. I had quite a lot of fun with this car; it was fast, silent and reliable, but the gears and clutches were hand-controlled, which, as I have said, is to my mind a disadvantage. I have forgotten the date of its manufacture, but should imagine it to have been about 1913.

If I have wandered away from cyclecars in the preceding paragraphs I have done so in order to show that expanding-clutch gears are quite satisfactory in general practice.

A kindly owner of a Tamplin cyclecar turned out to be a real friend in need on a recent evening when I became mixed up with a real "pea-souper." I was driving a fairly large car, and from my position on the off side of the driving seat I could see absolutely nothing ahead or to my right, and even with the door of the car open I failed to find the kerb. I nearly ran into the tail of the Tamplin, the driver of which was making a small adjustment to his rear light.

I gave him what assistance I could, and we were soon on the move again. As he gave his engine a kick-start, he said:—

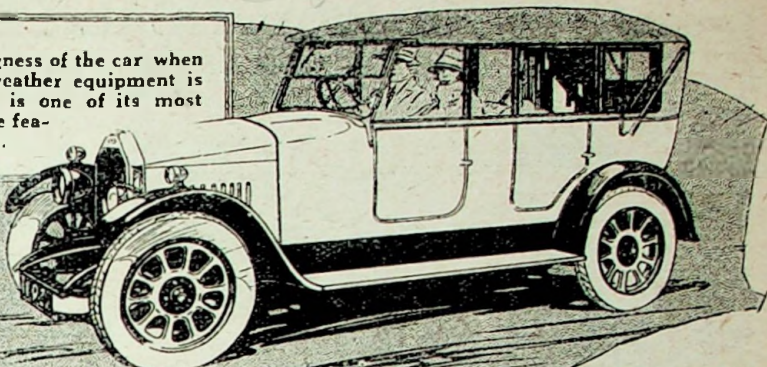
"If you would care to 'tuck in' behind me you will get along twice as fast," and the reason for his optimism revealed itself when I examined his machine from this particular point of view. So far as the driver is concerned, it is virtually a single-seater, and the view obtained on each side, particularly on the near side, is absolutely uninterrupted. He can watch the kerb out of the corner of his eye, yet keep a sharp look-out ahead. When we got going I was indeed grateful for his invitation, and, as he had predicted, I travelled at least twice as fast in his wake as when "unpiloted."

Quite a lot has been heard lately about £100 cars, and I hope to be able to present my readers with some interesting facts concerning one of these vehicles in the near future. At present I cannot violate confidences, but I do not think that any such accusation will be directed against me if I say that the particular machine which I have in mind is being watched over by an eminent scientist and motorist who has been very closely identified with the economical motoring movement since its inception, and that he would not, I feel sure, evince the slightest practical interest in any cyclecar which did not show obvious signs of promise as a commercial proposition and in the hands of the average owner.

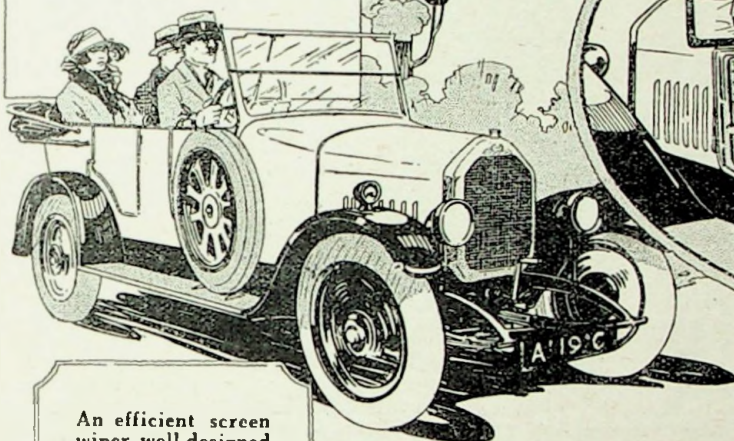


# Impressions of the Four-seater 9-20 h.p. HUMBER.

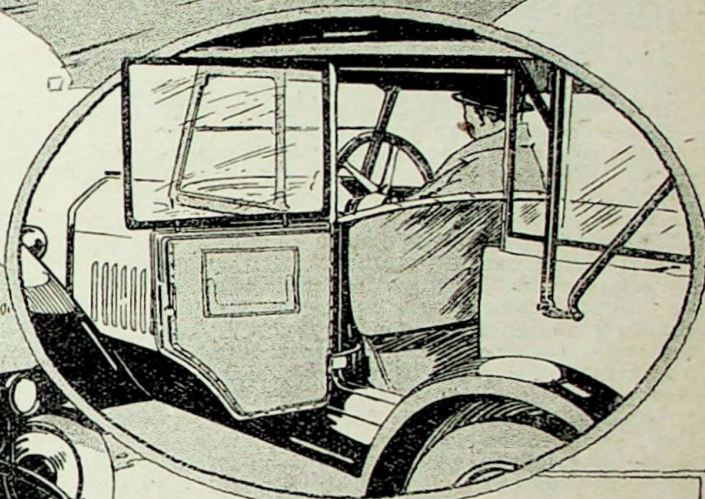
The snugness of the car when the all-weather equipment is in place is one of its most attractive features.



With hood and side curtains down the car is no less attractive. It seats four adults in real comfort and forms as useful a car for fair weather as foul.

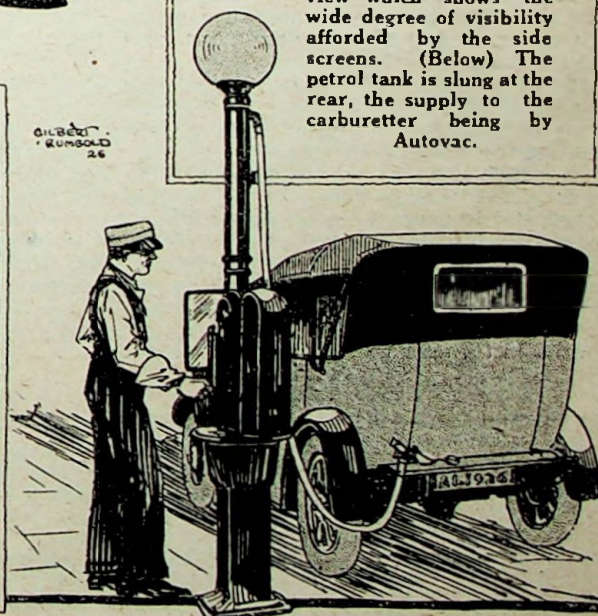


An efficient screen wiper, well designed screen, easy steering and handy controls make driving delightfully simple and effortless even under the most trying conditions.



(Above) A semi-interior view which shows the wide degree of visibility afforded by the side screens. (Below) The petrol tank is slung at the rear, the supply to the carburettor being by Autovac.

GILBERT  
& RUMBOLD  
26



THE 9-20 h.p. four-seater Humber can, very aptly, be described as one of the most elegant of its class. Comfortable, economical to run, as fast as one wants such a car to be—it will reach nearly 50 m.p.h.—and full of ingenious fittings it is pleasant to drive,

and should prove a car with pronounced long-wearing properties.

Outstanding features of its specification are the engine with its overhead inlet and side exhaust valves, the Lucas dynamotor lighting and starting system, the cone clutch, right-hand controls, ex-

ternal-contracting band brakes, rear petrol tank and Autovac feed.

The price of the model shown above is £260, and the sketches were made during our week-end test of the car. This was dealt with as a four-page report in last week's issue.



# THE PRACTICAL PAINTING of a CAR.

## PART I.—THE UNDERCOATS: PRIMING, STOPPING, FILLING AND RUBBING DOWN.



"The coach painter has a formidable array of paints and varnishes, and a host of brushes, and he calls them all by their christian names. . ."

*Dealt with in a light, humorous vein, the following treatise on painting a car is, nevertheless, distinctly informative and should prove of immense value to those enthusiasts who intend to attack shabby coachwork with all the paraphernalia associated with painting. Our contributor is the exception to the general rule which he lays down in his opening paragraph.*

THOSE who paint cars do not usually write; those who write are seldom painters. The coach-painter has a formidable array of all sorts of paints and varnishes and a host of brushes, and he calls them all by their christian names, to do speak. The timid amateur, wondering whether he dares daub about with brushes on his dearly-loved car, is frightened away altogether by this large and happy family, the internal relationships of which seem past his understanding; indeed, they are often beyond the coachpainter's explaining—for, after all, his job is to paint, not to lecture.

Coachpainting (like all Gaul in Cæsar's day) is divided into three parts. The first is filling up the porosities of the wood so as to obtain a smooth, flat surface; the second is colouring that surface; and the third is varnishing it. Each of these parts is, further, subdivided, usually the more the merrier and the better the work.

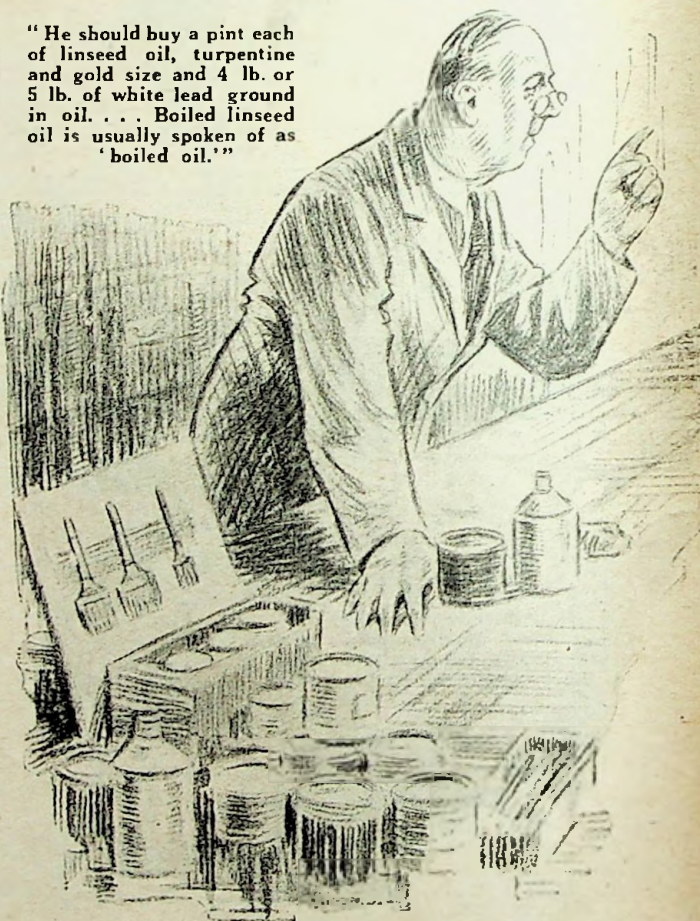
Getting down to business, most amateurs wish merely to repaint their cars; not many work up from the bare wood or metal. The few who do will find that the following concise directions applied to work with a wood base enable them to "make a job of it." The wood-work should be made as smooth as possible with glass-paper, and large surfaces are best done by tacking the paper on a block of wood or using a block with clips to hold the paper, like those sold to fretworkers. This part of the work presents no difficulties, but is tiresome. It pays to "stick it," however, as the smoother the surface now the less the work later; it is like bringing up a child in the way he should go, but less tedious.

### The First Coat.

The first coat of paint consists of linseed oil, with which some white lead has been mixed. The exact quantity of white lead does not matter; enough should be put in to make a thinnish paint. The worker will find it convenient to mix his own paints for all the undercoats. He should buy a pint each of linseed oil, turpentine and gold size and 4 lb. or 5 lb. of white lead ground in oil. These are not the exact quantities that will be required, but useful amounts to have by one for a start. As the work proceeds, the necessary extra quantities required will easily be foreseen. The linseed oil, by the way, is raw linseed oil, not boiled oil. Boiled linseed oil is generally spoken of as "boiled oil"; if "linseed oil" is asked for, raw linseed oil is understood to be the purchaser's requirement.

This first coat of white lead and oil will dry right into the wood, and after a couple of days another little

"He should buy a pint each of linseed oil, turpentine and gold size and 4 lb. or 5 lb. of white lead ground in oil. . . . Boiled linseed oil is usually spoken of as 'boiled oil.'"



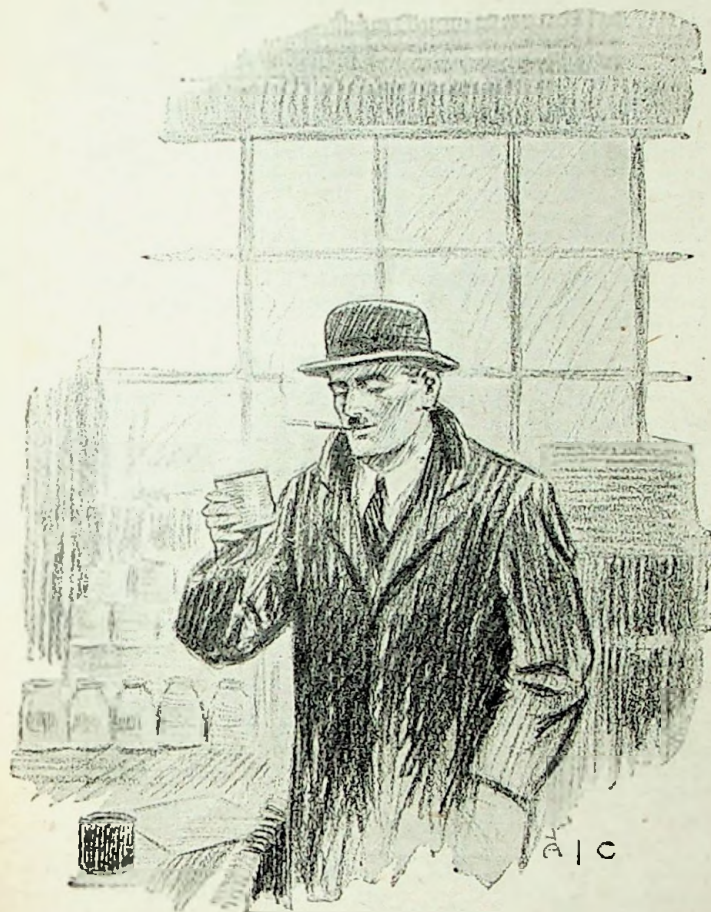
coat will not do it any harm. These are the "priming coats" of the professional coachpainter. Bare metal panels or wings do not require this priming; they should be thoroughly sandpapered down to remove the gloss of the surface, and given a thin coat of finishing varnish or half-and-half of japan and gold size. When a polished brass radiator is to be painted, it should have shellac varnish for its first coat, not omitting the preliminary roughening of the brass with glass-paper or emery cloth, to enable the varnish to get a "bite" all over the surface.

When the priming on the woodwork is dry, fill all nail holes, screw-heads, cracks and so on with a putty made of white lead and gold size. Make only enough for the



needs of the moment, for it sets hard in an hour or two.

Rather more than fill the holes and cracks, so as to leave a little hill where there was a little hole; the next day sandpaper the little hills until they are level with the surrounding plains. Note that the coachpainter calls this putty "stopping," and also calls some of the



succeeding coats of paint "stopping"; but when he means the latter he generally speaks of "a coat of stopping." It is practically the same stuff; basically, white lead, whitening, or some other white-lead substitute, mixed with gold size; in the one case so stiffly that it has to be put on with a knife; in the other, thin enough to be laid on with a brush.

The real fun of the fair begins with these "stopping," "filling," "flattening," "body coats," or "hot coats." They should be mixed rather thicker than cream, and the gold size must have some turpentine added to prevent the brush dragging. The more gold size the harder it sets; the more turpentine the easier to rub down. It is best to work upon unimportant parts of the car at first, to acquire the necessary knack and find out just what proportions of the ingredients should be used. These proportions seem to vary with the dampness or dryness of the weather. A little more of this or that can be added as one goes along. This delicious-looking dope is to be painted on thickly, straight up and down or along; it is of no use to try to make it look pretty by smoothing out brushmarks with light strokes when the panel is finished; the stuff dries too quickly for that.

In a few hours the filling coat is hard enough to rub down, which is done with a lump of pumice kept wet by constant dipping in a pail of water. It is a cold and dismal business. The water dries on one's hands and irritates them; the pumice block repeatedly becomes clogged with paint and has to be cleaned by rubbing

it on another smooth bit of pumice; floor, clothes and boots get splashed and spattered with blobs of milky looking water; the whole affair seems like a first attempt at home whitewashing.

Altogether, this stage of the work is where one wonders most why one was fool enough ever to begin; and one broods heavily on mournful things, such as how infinitely easier it is to make a mess of anything than it is to "make a job of it" and of how fine a line sometimes divides the two.

All this is, however, only nerves; everything, really, is going on as well as can be expected. Sponging the work now and then will show how it is progressing; the objects are to cut down ridges left by the brush, to smooth the whole surface, and to avoid rubbing right through the paint down to the bare wood. If this happens, the water will get into the pores of the wood, and it will be a fortnight drying out; even then blisters may appear later.

### The Stopping Coats.

When the rubbing down is finished, the work should be sponged over and leathered down. Two or three coats of stopping will be wanted, with a rubbing down after each. The paint can be mixed thinner and the rubbing down is much easier and quicker; for the last, the pumice block can be discarded in favour of a bit of cloth and fine powdered pumice. Initially smooth surfaces such as wings and metal panels require only a couple of thin coats of filling and light rubbing down.

A quicker way to get a surface on bare wood is to rub down the first coat of stopping with turpentine instead of water. It seems safer for the amateur, and is far less tedious. One takes a small piece of pumice, and, dipping it into a saucer of turpentine, works lightly and steadily with circular strokes over small areas. A few minutes' practice shows how much to damp the pumice; too much makes a little sea of paint-mud, too little leaves ridges; with the right amount a whole panel can be rubbed down in a few minutes. The pumice tends to clog and leave scratches, so it must be cleaned frequently by rubbing it with turpentine on another bit of pumice. This is an extremely useful method for filling up chipped places on wings and for long, isolated cracks. It leaves a thin or thick layer of paint as may be desired, with a hard and smooth surface.

The surface of the finished work depends upon the smoothness of these filling or body coats. The colour coats that follow are mere washes and the varnish coats serve only to put a gloss on the colour; so it is easily understood that every endeavour must be made to get the surface smooth at this stage.

Coachwork painting, like many more of the things relating to motorcar upkeep in which the amateur dabbles, requires infinite patience and perseverance, and it is in the preparation of a panel that the greatest patience is necessary.

M.G.

(To be concluded.)



"Altogether this stage of the work is where one wonders most why one was fool enough ever to begin."



## IMPROVING THE ENGINE—WHAT NEXT?

*Written by the designer of a number of very successful light car power units, this article will be of exceptional interest to every keen student of up-to-date practice. It foreshadows developments of a most useful nature and extends the promise of almost everlasting efficiency from small high-speed engines.*

**A**NYONE who surveys impartially the progress made in light car design during the past few years will admit that notable changes have occurred, particularly with regard to the engine. High revolution speeds and far-reaching improvements in design have resulted in a much greater power output per unit of cubic capacity, and, at the same time, engine reliability has consistently increased. Smooth running and flexibility are other characteristics of the modern engine, likewise economy in the consumption of petrol and oil.

On the other hand, it is obvious that finality has by no means been reached, and it is always interesting to speculate as to the directions in which further improvements may be expected. One of the most promising lines of advance at the present time consists of endeavouring to lengthen the life of the engine by reducing wear to a minimum, and if at the same time the designer has a chance to lessen the troubles of maintenance and reduce the costs of running, then the improvements he effects will serve a three-fold purpose.

At the present time a variety of causes makes it necessary for the owner of a light car to drain and refill the crankcase with fresh lubricant at least every 2,500 miles, and preferably at intervals of 1,500 miles. Furthermore, the rate of wear, particularly in the case of the cylinders, is apt to be greater in the small high-speed engine than was the case when larger, slower power units and a lower load factor were the rule.

Another point is the frequency with which decarbonizing is called for; thus, in many light cars carbon must be removed from the cylinders after a running period of 5,000 miles, and this compares very unfavourably with some large cars, which will run upwards of 25,000 miles without requiring attention in this direction.

### Two Important Auxiliaries.

These considerations lead to the conclusion that there is very much to be said in favour of the adoption on light cars of two engine auxiliaries, which are gradually becoming popular with the manufacturers of large cars, particularly in America, these being the air cleaner and oil rectifier. The one is designed to remove foreign particles, such as road grit, from the air entering the carburettor, while the other purifies the oil by distilling contaminating petrol from it.

As we shall describe presently, road grit entering the engine is a common cause of undue wear of the pistons

and cylinder walls and rapid formation of carbon deposit, while its deleterious effects are most pronounced when the engine is being run upon oil that has become diluted and thinned with fuel.

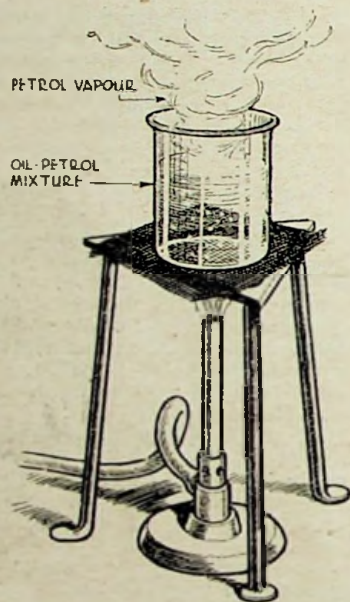
Particularly in the summer months there is apt to be a swirl of dust around the engine inside the bonnet, much of this entering through the air passages of the radiator. Some of the particles are relatively harmless, while others consist of fine hard grit, which has a most damaging effect. The air, passing into the carburettor at a high velocity, carries the grit with it, the foreign particles entering the cylinders and mixing with the oil on the cylinder walls.

### Carbon Deposit Largely Road Grit.

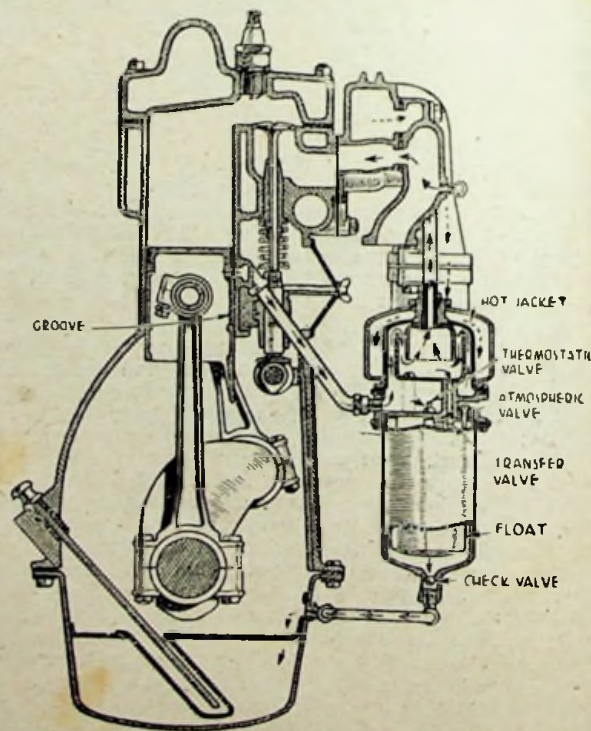
Some of the grit goes to make up the product known as carbon deposit, it being stated by an eminent chemist that no less than 50 per cent. of the deposit is often road grit pure and simple. The particles of dust which are trapped by the oil get between sliding surfaces in the bearings and become embedded in the softer metal of the two. There they remain, and have a continuous abrasive effect upon the harder material.

Aluminium pistons are apt to pick up these particles, giving rise to cylinder wear, while in the same way and for the same reason a hard steel crankpin will often wear more rapidly than the soft white-metal bearing which surrounds it.

Several palliatives can be, and are being, employed; for example, if partitions are fitted between the crankcase and the main members of the frame at each side, grit is prevented from having access to the carburettor from below. It is also interesting to notice that some



The function of an oil rectifier diagrammatically shown. The petrol is evaporated away, leaving undiluted oil.

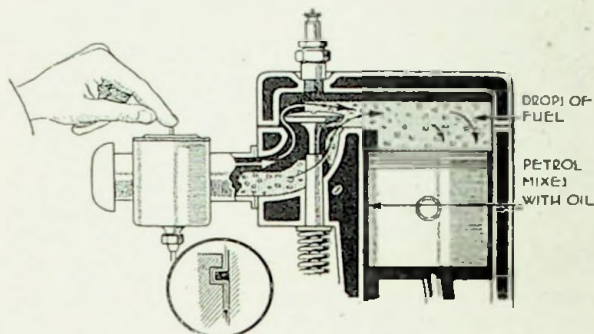


The Skinner oil-rectifying system, which has gained some popularity, has been proved to be very effective and reliable.



extensive tests made in America showed that the quantity of dust sucked into the engine was largely dependent upon the position of the air intake, the location recommended being half-way between the radiator and the dash, half-way between the centre line of the engine and the side of the bonnet, and one-third of the way from the top of the bonnet to the top of the cylinder block.

A more thorough-going plan, however, consists of employing an air cleaner at the intake side of the carburettor, this apparatus being specially designed to remove the dust from the entering air. Three types of cleaner have been employed—the washer, in which the air bubbles through water; the filter, in which it passes through gauzes and layers of cotton; and the separator, in which the air is swirled round so violently that

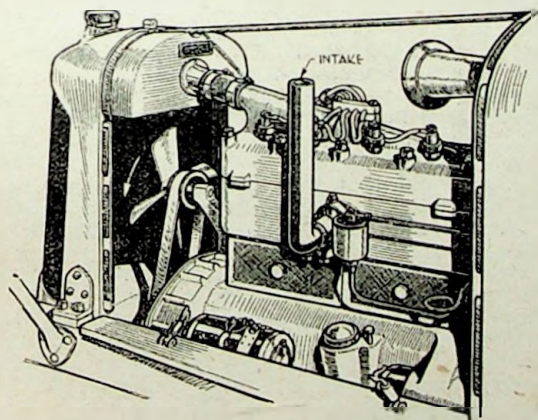


How excessive flooding or use of an air strangler causes liquid petrol to enter the cylinders and dilute the oil. (Inset) When the rings and grooves are worn petrol will get past behind the former.

the relatively heavy dust particles are flung out of suspension by centrifugal force.

Washing devices have so far been used only on certain industrial machinery, and of the other two methods (each of which is being used on cars) it may be said that the filter has the advantage of containing no moving parts, but requires periodical attention, whereas the separator, although revolving continuously, does not require cleaning or other attention.

One of the most successful forms of separator consists of a dome with gauze-covered entry ports for the air, the flowing air impinging upon vanes and causing



To exclude dust from the combustion chambers an air intake of this type has been proved to be extremely useful and effective.

a cone-shaped disc to revolve; plates on the disc fling the air outwards, and it then has to make abrupt changes of direction in order to reach the pipe communicating with the carburettor intake. The dust is thrown out and escapes being drawn into the engine.

The oil rectifier, although an entirely separate auxiliary, can appropriately be mentioned in conjunction with the air cleaner, because it also acts in the

direction of increasing the life of the engine. Furthermore, when oil is thinned by petrol, the thickness of the film in the bearings decreases, and any grit which may be present has a very good opportunity for doing its fell work.

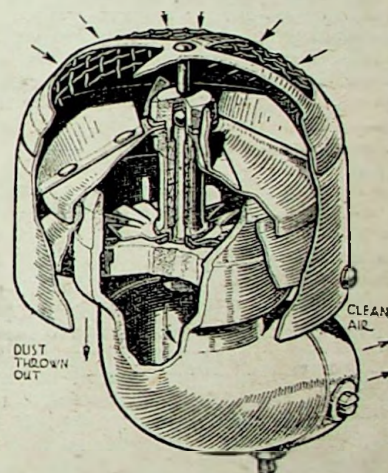
Before describing some of these oil-rectifying devices, it will be as well to point out that there are other ways in which the owner can help to prevent petrol from contaminating the lubricant. For example, considerable fouling occurs if the owner makes a habit of flooding or "strangling" the carburettor to excess when starting from cold. Either practice causes large drops of petrol to be sucked into the cylinders, these becoming deposited on the cylinder walls and mixing with the oil film.

The pure petrol may actually work its way past the pistons, because, although it cannot very well get between the cylinder wall and the outwardly pressing piston rings, the slightest slackness due to wear will enable it to get behind the ring via the groove in the piston.

Petrol in a liquid form is always more likely to become deposited in the cylinders when the engine is running at too low a temperature, and consequently an improvement can be effected by fitting a thermostat to control the circulation of the cooling water or by blanking off part of the radiator.

#### A MODERN CENTRIFUGAL SEPARATOR.

This device, which is designed for attachment to the carburettor air intake, separates the dust and delivers pure air.



The oil rectifier, of course, provides a complete solution to the problem, and usually works on the principle of heating the oil to expel the light petrol constituents by distillation. The heating chamber is usually in communication with the induction manifold, so that the petrol vapour is drawn off by engine suction. A device similar to the float and valve in an autovac tank is used to discharge the oil periodically into the crankcase and to enable a new supply to be drawn in for treatment. It is most important that the oil should not be overheated.

One of the earliest and most thorough-going of oil rectifiers is the Skinner, first fitted to a well-known American chassis—the Rickenbacker. In this system suction is applied to a groove at the back of the bottom ring of each piston, this serving to remove a mixture of oil and petrol vapour therefrom.

A dual object is served by this method—i.e., oil is prevented from passing upwards to the combustion chamber, and any petrol vapour which may be on its way downwards to the crankcase is intercepted. The suction is actually applied to a hole cut in the cylinder wall, and an extension on the piston ensures that this hole shall continually be covered. In a multi-cylinder engine these holes are all coupled by a range of piping to a common connection on the oil rectifier.

The mixture of oil and petrol drawn into the top compartment of the rectifier by engine suction is deposited therein, and its temperature is raised by an



exhaust-heated jacket; the petrol is thereby driven off in the form of vapour, and is drawn up a pipe leading to the inlet manifold. On its way it passes baffles, so placed that drops of oil are thrown out of suspension and fall into a central chamber, from which they escape by way of a transfer valve to a lower compartment.

When the oil in the upper compartment reaches a pre-determined temperature, a thermostatically controlled valve opens and discharges the whole of the contents into the lower compartment, the thermostatic valve then closing. Oil collects in the lower compartment (being prevented from escaping by a check valve at the bottom), and when the float rises sufficiently the vacuum is broken by the closure of the transfer valve, the check valve automatically opens and purified oil is transferred to the sump. The float then falls and the series of operations is repeated.

It is said that in a large six-cylinder American engine, when new, a quart of oil passes through the rectifier in every ten miles of running, the quantity being greater still when the working parts of the power unit become worn. One of the advantages of this system is that the cylinders can be lubricated on a copious scale without fear of oil reaching the combustion chambers and becoming carbonized. A somewhat similar arrangement is employed on the new six-cylinder Willys-Knight, in common with other 1926 models of American cars.

Working on slightly different principles and characterized by great simplicity is the Clifford oil rectifier, recently introduced to this country by Mr. Colin Macbeth. This consists of a tube fitted across the exhaust manifold so that it is surrounded and heated by exhaust gases. At the bottom of the tube there is a non-return

valve, a thermostatically controlled stop valve, and a connection to any convenient point in a pressure-fed lubricating system. From the top of the tube leads are taken to the suction side of the carburetter and to the sump.

When first fitted the tube is filled with oil, which cannot escape owing to the action of the non-return valve. Heat from the exhaust drives off petrol vapour, which is sucked into the engine, and when the heat is sufficient the thermostatic valve opens. The pressure in the lubricating system then results in a fresh supply of oil being forced into the tube, this pushing the purified oil before it and returning it to the sump.

The cool oil, in filling the tube, reduces the temperature of the thermostat, and automatically closes the valve, the cycle being then repeated. This is a device which can be fitted to an existing engine without very much trouble, although it is necessary to weld bosses on to the exhaust manifold, which are subsequently drilled for the reception of the rectifier.

One of the advantages of this simple rectifier is that it cannot interfere with the circulation of oil, for, should it fail completely, the oil supply is simply maintained through the ordinary channels.

Without being unduly optimistic, it seems reasonable to expect that, despite the extremely moderate prices at which the public expects a light car with full equipment to be sold, the advantages of the oil rectifier and air cleaner in the direction of increasing the life of the engine may soon be expected to become sufficiently widely recognized to warrant their inclusion in the specification of, at any rate, the more expensive types of light car.

## FLEXIBLE GLASS—ITS POSSIBILITIES.

WIDESPREAD interest has been aroused by an article which was published in *The Motor* last Tuesday, calling attention to an invention of two Austrian scientists who have evolved a process for manufacturing a flexible substance substantially similar to glass. This substance, samples of which we have been able to examine, bears a pronounced resemblance to artificial tortoiseshell so far as its "feel," texture, weight and appearance are concerned, but it is absolutely clear and transparent. The invention is being developed in this country by Mr. J. C. Vredenburg, 2, Charterhouse Square, London, E.C.

For motorcar purposes it seems to have distinct possibilities, as it appears to have few of the disadvantages of celluloid, whilst its low weight—half that of glass—its flexibility and its transparency suggest an era of cheaper saloon bodies and stronger and more satisfactory side curtains for touring cars.

The new material possesses the great advantage that it is practically unbreakable and will not splinter. These advantages clearly can be obtained only by eliminating brittleness. This naturally entails a relatively soft surface, which, consequently, is fairly easily scratched. The surface of the samples which we have seen was, however, not nearly so easy to scratch as that of the celluloid commonly used on motorcars, and would,

in fact, probably keep quite clear and bright in every day usage, providing that proper care was exercised when cleaning it.

For windscreens, the possibilities of this new flexible glass substitute appear to be more limited, as the action of a windscreen wiper or the necessarily frequent use of a duster for removing mud and dust from the panes would apparently soon rob it of the necessary clearness.

In search of further information with regard to substances of this nature, a representative of *The Light Car and Cyclecar* interviewed the chief of the research department of one of the principal manufacturers of glassware, who remarked that he had analysed a number of similar materials from time to time, and considered this latest development to represent an advanced stage in the production of a substance for the perfection of which scientists have long been striving.

He pointed out that these flexible "glasses" have usually a cellulose base and obviously possess advantages over ordinary glass for specified requirements, but that if they are "bendable" they also are "scratchable," which means that constant cleaning—particularly if they are exposed to dust and grit—leads inevitably to their becoming opaque quite early in their life.

## THE USEFUL THERMOMETER.

ONE of the latest additions to the equipment of my garage is an eighteenpenny thermometer which hangs just inside one of the windows. References to the height of the mercury under varying conditions during the last cold snap proved very instructive. They went to show that, providing the bonnet is covered up and made nice and comfortable, the water will not freeze for 14 hours or 15 hours even when the mercury is as much as

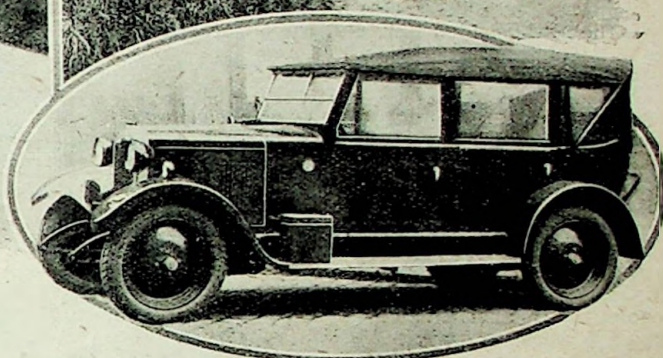
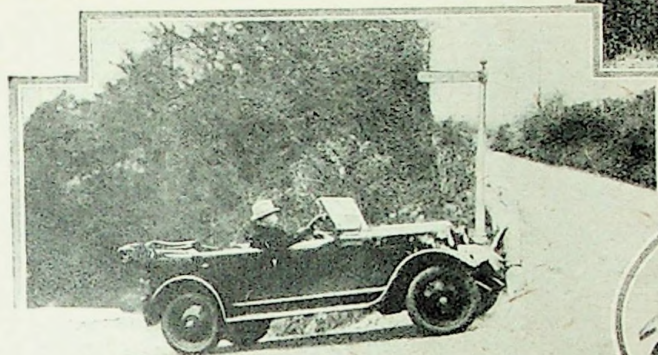
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4 degrees below freezing-point. This appears to be the normal temperature inside the garage when there are some 8 degrees to 9 degrees of frost outside. Running the car in warm will raise the temperature of the garage in the course of a couple of hours from 5 degrees below to about 1 degree above freezing-point, and will maintain this temperature for several hours. The thermometer has more than repaid its trivial cost. Focus.



*On the Road and In the Making.*

## The Rover Nine Super Model



(Left) At the top of Cudham Hill and (right) at the foot of Brasted. The all-weather features of the car are shown in the oval.

A LIGHT CAR FROM THE WORKS OF A PIONEER FIRM OF MOTOR MANUFACTURERS WHICH PRODUCES THE ENTIRE VEHICLE IN ITS OWN WORKSHOPS.



THE original 9 h.p. Rover was, of course, a direct development of the 8 h.p. model, but it was fitted with a four-cylinder water-cooled engine. The latest type, known as the Super model, may be described as an entirely different design from previous Rover light cars, resembling them only in respect of the engine unit and back axle.

The outstanding features of the Super model are semi-elliptic springs in front and quarter-elliptics at the rear, worm and segment steering, front-wheel brakes, and exceptionally large and roomy coachwork. The engine remains the same as when it was first introduced. It has a bore and stroke of 60 mm. and 95 mm. (1,074 c.c.), which give a R.A.C. rating of 8.9 h.p. and a tax of £9.

### Noteworthy Refinements.

The general specification of the engine follows the best accepted practice and embodies a number of features not commonly associated with light-car design. The cooling water, for example, is circulated by a rotary pump, lubrication is of the full force-feed type to all important bearings, including the big-ends, and the cylinder casting is separate from the top half of the crankcase; in addition, the head is detachable. This refinement in design is particularly desirable, in that decarbonizing may be rapidly carried out by merely lifting the cylinder head, whilst, if the pistons have to be examined, the barrel block can be lifted for their removal without disturbing the sump or the big-end bearings.

When we took over the Super model for test, we were surprised to find how large a car it is. Actually, the wheelbase is only 8 ft. 8 ins.—5 ins. longer than previous Rover Nines—but the manufacturers have suc-

ceeded in mounting on this comparatively short chassis a body providing exceptionally roomy accommodation, with ample width and leg-room. Despite its dimensions, the body does not look too large for the chassis, and the whole car has a particularly symmetrical and neat appearance. The design is compact and the lines straight, whilst there is a noteworthy absence of ugly projections.

### A Four-door Body.

Four doors are provided and the comfort of the passengers is taken care of by all-weather equipment of the best and most convenient type, a double-folding windscreen, an adjustable front seat and particularly luxurious upholstery. The needs of the driver have also been anticipated and ideas for his comfort and convenience well thought out. We found that the adjustable seat would make it easy for a man of almost any stature to be comfortable at the wheel, that the central gear and brake levers are conveniently placed, and that all the controls are arranged for nicety of operation. A rear mirror and sliding windscreen wiper are included in the standard specification.

The impression is gathered before many moments have been spent at the wheel of this latest Rover Nine that the new steering gear is a big improvement upon the rack-and-pinion type previously fitted. It has a better "feel" and is designed to give just the right degree of irreversibility.

The arrangement of clutch, brake and accelerator pedals remains unaltered, but the foot brake, which now acts on all four wheels, is, naturally, very much more effective than on earlier models. The brakes on the front wheels are of the Rubury type, nicely compensated with those at the rear and schemed to provide a quick pull-up, with no risk of the wheels locking, even on very slippery roads. Adjustment is easy, being effected by a single wing nut conveniently reached by merely lifting the bonnet, which might, incidentally, be provided with two fasteners on each side instead of one. The wing-nut adjusts the four brakes which are operated by the pedal, the hand lever working independent shoes in the rear-wheel drums and being provided, of course, with a separate means for adjustment.



We found the springing of the car to be very good indeed—much better than that of any previous type of light car which has emanated from the Rover factory. It is supple to a pleasing extent, appears to be devoid of rebound, yet allows the car to hold the road well.

Taking the car into Kent to investigate its performance in the open country, we found that it was pleasant to handle along the miserable highways which lead out of London to the south-east, being free from rattle and vibration over the ill-laid cobblestones and pleasantly warm with its hood and side curtains erected.

Once on the open road the hood was lowered, the side curtains stowed in their locker behind the rear-seat squab, and the course set for Sevenoaks. It was soon apparent that there was a noteworthy absence of back draught, owing, no doubt, to the angle at which the windscreen is set and that, as an open car, this model of the Rover Nine affords very good protection for the occupants. The scuttle, seat squabs and body sides are high, the seat cushion low, and the general impression one of "suagness."

### Speeds on the Gears.

So far as snappy performance was concerned, the Rover impressed us, however, as being less pleasing. On long gradual inclines the engine felt too small for so weighty a car (16½ cwt., unladen), whilst a change to second was necessary rather too frequently. The speeds of which the car was capable on its gears proved to be about 12 m.p.h. in bottom, 27 m.p.h. in second, and 46 m.p.h. in top, and these speeds were achieved with a noteworthy absence of fussiness, noise or vibration. The engine and transmission were, in fact, exceptionally silent under all conditions.

The brakes call for special praise. There are very few light cars equipped so well in this respect as the Rover Super model, for not only is an extremely powerful retarding effect obtained, but it calls for very little effort on the part of the driver.

Taking to by-roads on our arrival at Sevenoaks, a short circular tour was made, with Brasted Hill as an objective. This called (with two up) for a change to bottom gear, on which the car had plenty of power and climbed in a very convincing manner. Cudham Hill, a little farther on, was also climbed at a good speed in bottom gear, but an attempt to restart on the steepest portion—about 1 in 6—although successful, suggested that a rather lower emergency ratio would be desirable. We understand that this model is obtainable at no extra cost with a "Colonial" rear axle, having a bigger reduction than the standard type. This would, in our opinion, make a pronounced improvement to the general performance of the car.

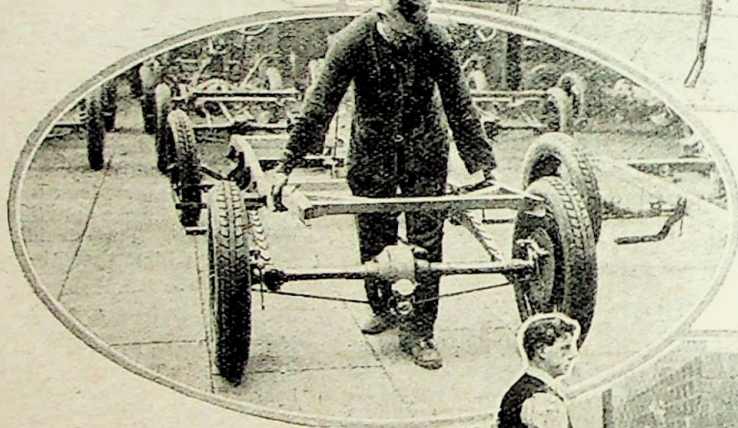
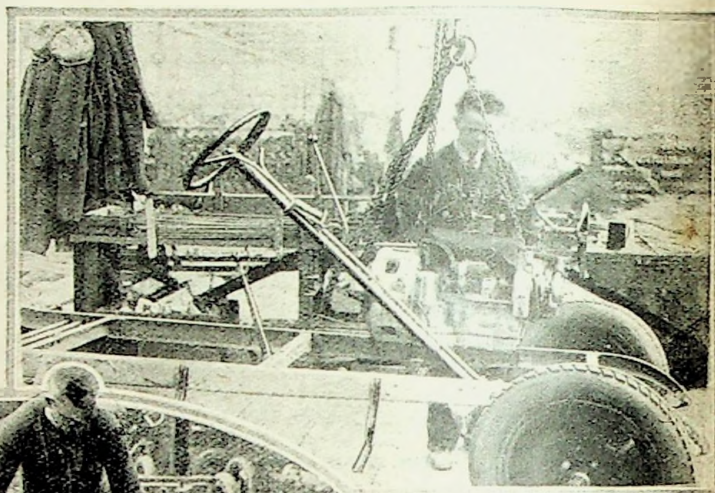
### 40 Miles to a Gallon.

So far as economy is concerned, the Rover Nine is well up to the average, yielding 40 m.p.g. of petrol and 1,000 m.p.g. of oil, whilst, as it is designed specifically for ease of maintenance, repair bills should be extremely low.

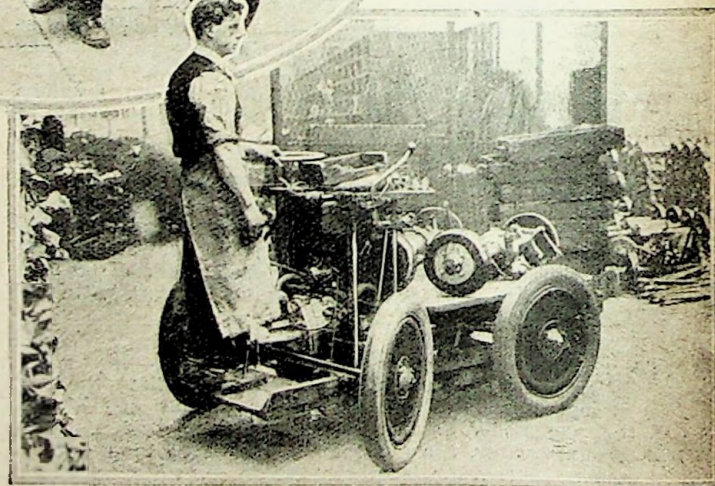
A study of the general design and equipment shows that great pains have been taken to make the car as simple and pleasant as possible for the owner to keep in order, whilst his convenience has been studied in countless small ways. There is, for example, a two-gallon reserve supply of petrol in the tank, the petrol and oil fillers are very accessible and handy, whilst the various points calling for attention with the grease gun are easily reached and few in number.

The price of the model which we tested is £225, which, in addition to the equipment already mentioned, includes a luggage carrier, spring gaiters, hood envelope, eight-day clock, speedometer, electric and bulb horns, licence holder and the usual toolbox equipment.

The engine and chassis of the Rover Nine are made at the Rover Co.'s Birmingham works, the chassis afterwards being driven to Coventry for the bodywork to be fitted. On this trip each car tows another, the coupling arrangements being such that only one driver is needed. This plan, which originated when the Rover Eight was first produced, naturally helps to cut costs.



(Above) Lowering the engine unit into the frame. (Left) A chassis during the early stages of assembling. (Below) One of the motor trucks used in the factory. A Rover Eight engine propels it.



Whilst walking through the shops, the impression we gained at first sight was that of "thoroughness" in detail work, which, upon further investigation of the methods adopted, proved to be adequately confirmed.

The most interesting assembly of the car is, of course, the engine, and this receives at the Rover works the same care that one associates with the manufacture of a stop-watch. The method of building is original in a number of respects, particularly in that the crankshaft is put in place from the rear instead of being bolted up from beneath. Its forward bearing is arranged in the front of the crankcase, and is shrunk in to ensure perfect rigidity. That at the rear is supported on the



front flange of the flywheel housing. Fitting the crankshaft bearings may be described as the first operation on the engine, their truth being assured by the use of a stiff pilot reamer.

The camshaft is fed into the crankcase from the front and covered by an ordinary bolted-on cover plate. The crankcase is then mounted on trunnions in a portable engine stand and at a convenient height for working.

The big-ends of the connecting rods are lined with Glacier metal in bronze bushes, which, after assembly, have a mandrel passed through them to make them

shaft has been inserted, and the power unit is completed by the assembly of the clutch, water pump and oil piping. Before going to the engine test shop, the gearbox is bolted up to the circular flange on the rear end of the crankcase.

In the engine test shop there is a particularly interesting arrangement for running the engines, one engine being used to "motor in" another. The drive from the working engine is taken through its own gearbox to the one which it is driving, first gear being employed to decrease the load while the motored engine is stiff. When it becomes freer a change to second gear is made. The driving engine runs at approximately 1,800 r.p.m., until the last ten minutes, when the speed is increased to 4,000 r.p.m. A percentage of the engines are tested with a Froude dynamometer when they have to give between 20 h.p. and 22 h.p. for the standard product and 26 h.p. for the sports.

### A Final Examination.

An example of the thoroughness which pervades the Rover works is afforded by the fact that after the engine tests all the units are stripped for a thorough examination of the working parts. The sump, cylinder head, cylinders and timing covers are all removed, as also is the gearbox. The parts are examined, and if any adjustment is required or defect exposed they are given a second test after replacement. Only about one in every hundred engines is found to be faulty, but it is thought that even this small percentage justifies the stripping-down operation.

The erection of the chassis starts with drilling the frame with the aid of a special jig, which ensures that the bolt holes for the engine bearers, steering gear, and so forth are in correct relation to each other. Each jig, with a frame complete, is mounted on trunnions at each end and is placed beneath two radial-arm drilling machines. The frame can be turned over for drilling the underside and on edge for the side holes, the jig ensuring that all components fit exactly and without

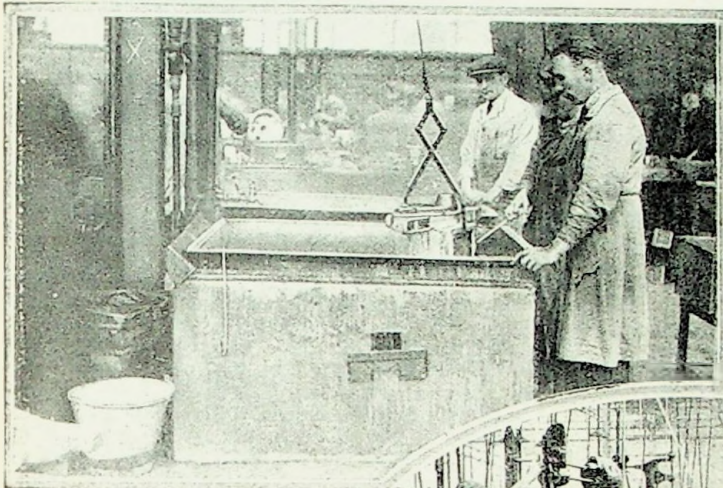
trouble when the time comes for them to be erected.

The brake-operating shafts, road springs and step-irons are bolted in position with the frame upside down. It is then turned over and the front and rear axles, complete with brakes, wheels, and tyres, are fitted. Next the steering gear, fully assembled, is mounted, and the engine, gearbox and clutch unit lowered into position by pulleys and blocks. The addition of the transmission and brake connections, exhaust pipe, silencer and radiator completes the chassis, which then receives one coat of grey paint.

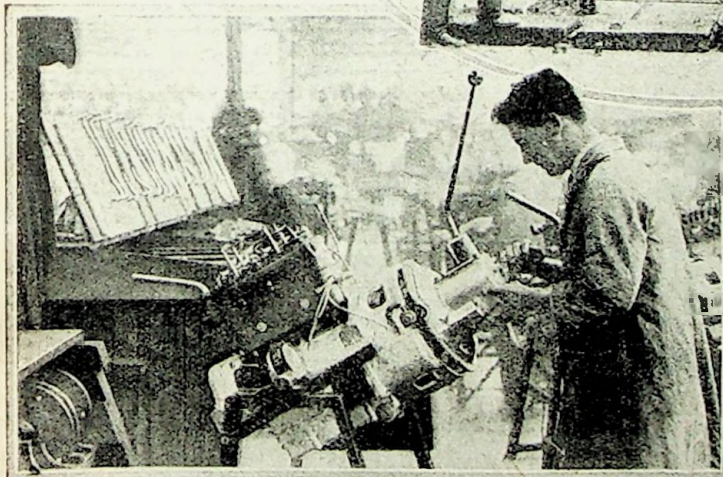
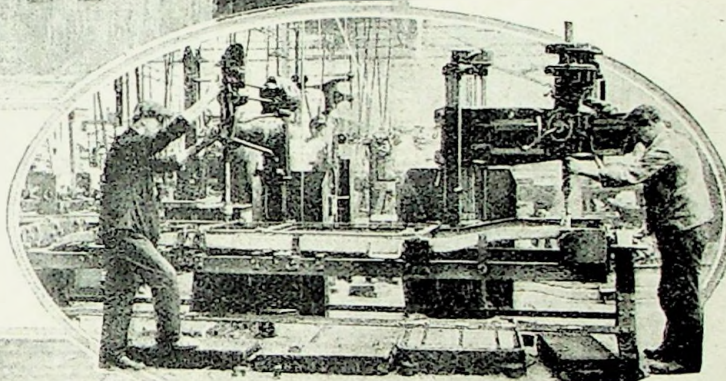
### Special Greasing Department.

Although all parts are lubricated on assembly, a department in the erecting shop is kept specially for greasing, before the road test, all the chassis parts provided with gun nipples. In the same department a check is taken of the completeness of the chassis, and every item, even down to split pins, is verified.

The standard road test is of approximately 20 miles in length, and before it is passed finally the chief tester makes a short run on each chassis and he himself prepares the actual report. In this manner all reports are made to a given standard and not according to the individual opinions of a number of testers. Any adjustments which the testers recommend are made before the body is mounted, and if a chassis is reported as having a bad fault a second test is carried out after it has been rectified, to make certain that all is well.



(Above) Heating a crankcase before shrinking in a bearing housing. (Right) The jig and special machine used for drilling the frame. (Below) Fitting the gearbox to the engine. Note the special supporting frame.



conform to a standard size. The connecting rods are then ready for the pistons to be secured before they pass to the engine erectors, who fit them to the crankshaft already assembled in the crankcase.

The cylinder barrel block is then bolted on to the crankcase. It is already fitted with tappets and push-rods for the overhead valves and the head is also complete with rocker shaft, rockers and valves. At this stage of the assembling the sump and oil pump are mounted; then the magneto, dynamo and starter are fitted, the wiring being left until later.

The flywheel is fitted immediately after the crank-



After the chassis have been tested they are ready for delivery to the body works in Coventry, where they are thoroughly cleaned and painted, in preparation for the bodies to be fitted.

The methods adopted in the construction of the coachwork for Rover Nines follow conventional practice, anything of a freakish nature being rigidly barred. Thus, one finds that the framework is built of seasoned timber and joined in the pukka coachbuilding fashion which ensures perfect joints and complete freedom from rattling or squeaking. The special feature of the four-seater bodies is the great strength of the centre portion which supports the rear doors and against which the front doors butt. It is all-important to secure rigidity at this point, as so many motorists carelessly throw a great deal of weight upon the doors when entering or leaving the car, and any weakness would soon result in annoying rattles and ill-fitting doors.

To secure the clean body lines which typify the latest Rover Nines, a considerable amount of sheet-metal working is necessary at the coachbuilding works, and a number of ingenious machines for speeding it up is employed. Once in place on the frame, the panels are very carefully rubbed down in readiness for the painting process to be begun. This work is methodically carried out in special paint shops so arranged that dust is definitely excluded, whilst the temperature can be accurately controlled to ensure that the drying process shall be neither too rapid nor too slow.

When the bodies are mounted on the chassis, it remains for the wings, running-boards, valances and so forth to be attached and for the wiring-up of the electrical equipment to be carried out. This work is, of course, in the hands of expert electricians, and the pains which are taken should ensure freedom for a considerable number of years from petty annoyances due to lighting troubles. At this stage in the building of the car a number of accessories also have to be fitted. The hood and side curtains must be mounted and their fit corrected if necessary, whilst the doors, rear squab, and so forth are upholstered. Upholstering of the front-seat squab can, of course, be done if necessary, before the body is built, as the entire seat is readily removable from the car.

When all the work in the body-building shop has been completed, the cars are driven to the Rover company's depot in Warwick Row, Coventry, in readiness for delivery.

### Early History.

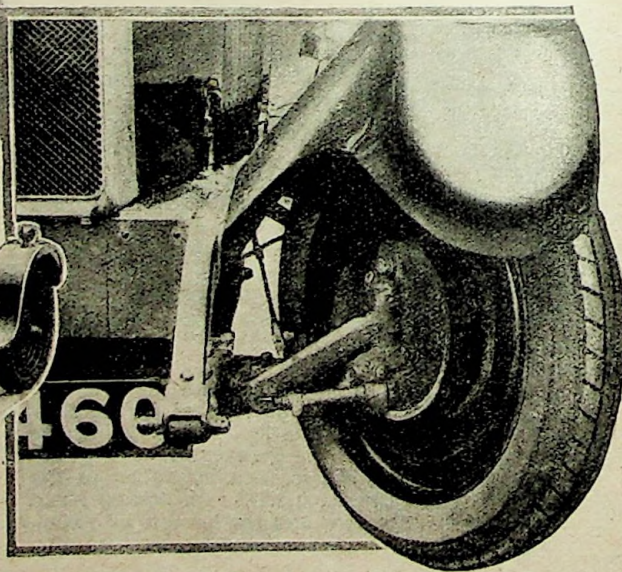
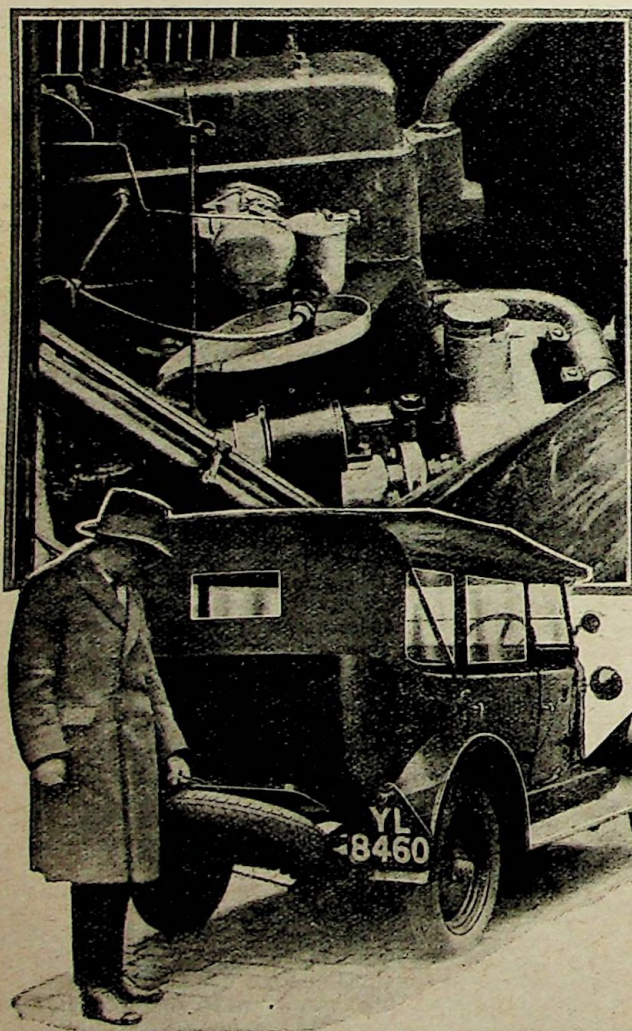
It will doubtless interest a very large number of readers to conclude with a brief summary of the history of the Rover Co., Ltd., which has held a leading position in the industry since the earliest days.

Its fortunes may be said to have been founded upon the diamond-frame bicycle with which the company claims to have "Set a Fashion to the World." This, of course, was more than 25 years ago. Later came Rover cars, and it is interesting to note that so far back as 1905 *The Motor* published a test-run report of the performance of a Rover Eight, on which a representative of that journal covered 200 miles in a day with two up. The car had a single-cylinder water-cooled engine and the throttle and ignition were controlled by twist grips fixed in the rim of the steering wheel.

An amusing paragraph appears in the report in question, dealing with methods of starting the car. It reads:—"When the pedal is put in a certain position the engine is on half-compression when it goes off on the first half-turn."

The pedal in question was a very versatile fitting, having four positions—(1) being normal, (2) half compression, and (3) no compression. In the fourth position the pedal altered the timing to make the engine act as an air pump and thus serve as a brake.

A few years later the Rover Co. were producing four-cylinder cars, and their 12 h.p. pre-war model was, perhaps, the most popular family car of its time.

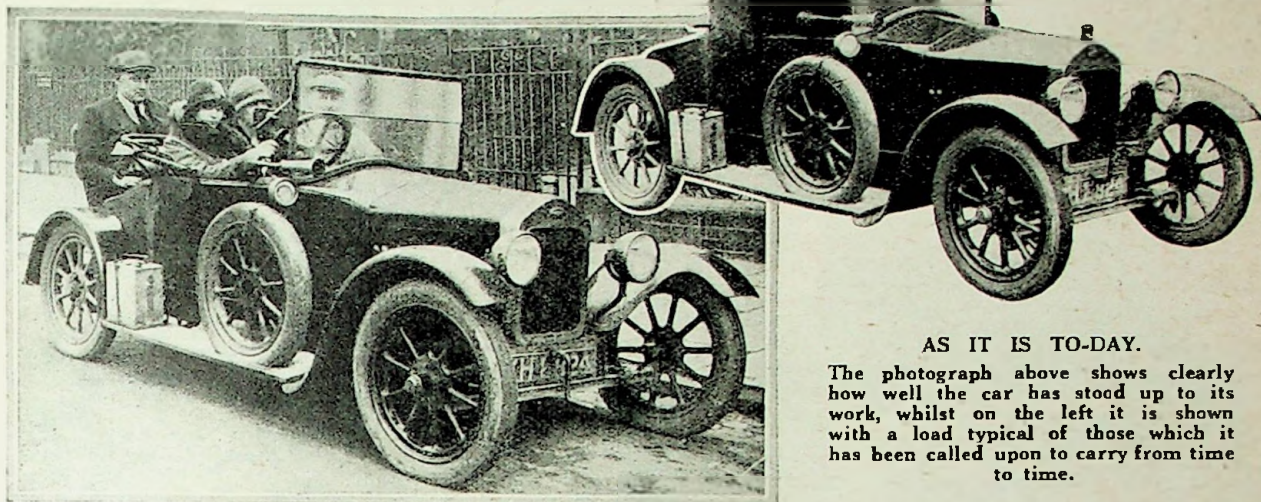


USEFUL AND  
INGENIOUS.

(Above) The Rover Nine engine, showing the carburetter, magneto and oil filler. (Below) A handy luggage grid and wheel carrier is provided. (Right) The Rubury f.w.b. system with half-elliptic suspension.



## A 10 H.P. WOLSELEY AFTER 30,000 MILES.



AS IT IS TO-DAY.

The photograph above shows clearly how well the car has stood up to its work, whilst on the left it is shown with a load typical of those which it has been called upon to carry from time to time.

THIS INTERESTING ARTICLE EMPHASIZES THE STERLING QUALITIES OF THE MODERN LIGHT CAR—USED DAY IN AND DAY OUT FOR OVER TWO YEARS, THE WOLSELEY HAS FAILED ONLY ONCE AND THE TROUBLE WAS SOON RECTIFIED.

**T**HE problem of transport for a family which is resident in a part of the country where railway facilities are not too good is often acute and really can be satisfactorily arranged only by using two cars—one a tourer or saloon for general long-distance work, and the other a general "hack." The latter, unfortunately, generally becomes neglected, and, apart from replenishment of fuel and oil and an occasional wash, receives practically no attention.

In such a capacity a de luxe model Wolseley Ten has been used for over two years. It is the tender to a larger car, and, amongst many other duties, has during that time made a 14-mile journey every week-day. When it is realized that, including day and night travelling backwards and forwards, the car only once has had what might be termed a roadside breakdown, its reliability is demonstrated very forcibly.

The cause of this particular trouble was a broken first-gear striking fork in the gearbox—and it can be explained partially by a frank admission of gross overloading and, perhaps, careless gear changing. On many occasions five passengers have been carried—all of somewhat hefty proportions.

#### Essentials of a "Hack" Car.

A "hack" car must start easily and be simple to maintain. In these matters the Wolseley has showed up remarkably well. The garage in which the car has been ordinarily stored is not heated, and on many occasions in the winter ice has formed on a tank of water normally kept inside the garage for car-washing purposes; nevertheless, one or two sharp turns of the starting handle has always sufficed to get the engine going.

As would be expected, at various intervals the ignition and carburation systems have become either dirty or out of adjustment, but with a periodic inspection, say, every 3,000 miles or 4,000 miles, and adjustment when necessary, the ease of starting has been maintained.

Decarbonization is usually considered advisable about every 5,000 miles, but, as the car has been used with such regularity, it has been difficult to spare it even for a few hours, and on one occasion it went for 10,000 miles without attention, when it was found that the

combustion chamber had only a fairly hard coating of carbon about  $\frac{1}{16}$  in. thick, evenly distributed over the pistons and cylinder head.

The inlet valves still had bright seatings, and a touch of grinding paste verified their accuracy. The exhaust valves were pitted slightly, but were quite true, and, like the inlets, were restored to a gastight fit by a little grinding.

The valves, springs, rockers and cam gear have never received any attention other than an occasional adjustment—perhaps half a dozen times in all—and although, as might be expected, wear has taken place, no replacement has been necessary.

#### A Reliable Lubrication System.

The lubrication system is by pump to troughs, into which the big-ends dip, a branch supply being taken to the overhead rocker gear. The system has never failed and the filter in the base chamber has been cleaned only once—and that after 20,000 miles. Oil for the overhead-valve gear issues from a hole having a plug with a small groove cut along its side to regulate the quantity of lubricant which passes; thence it is transferred to the camshaft bearings; on one occasion this plug became choked.

Normally, it is a simple matter to remove the plug, but some difficulty was experienced, so subsequently a larger groove was cut in the plug and a piece of bent wire inserted, so that upon any future occasion when the passage might become choked the removal of the corrugated wire would serve automatically to clear the passage.

The carburettor has never given any trouble, and on cold mornings the hot-air muffle to the air intake enables the car to be run under load within a few seconds of starting. One small "snag" concerning the petrol supply from the tank to the carburettor may be mentioned. When the tank has been run dry air becomes trapped in the base of the filter, causing an "air lock." This trouble can be avoided, of course, by replenishing the tank before it is empty, or, if it is inadvertently drained completely, by filling up and allowing a small quantity of petrol to run from the filter with the supply pipe disconnected.



The car generally is delightful to drive, the controls requiring practically no attention. The clutch is smooth in action and functions admirably, providing the clutch stop is adjusted correctly and the correct grade of clutch oil used. The gears can be changed by a novice with very little preliminary instruction.

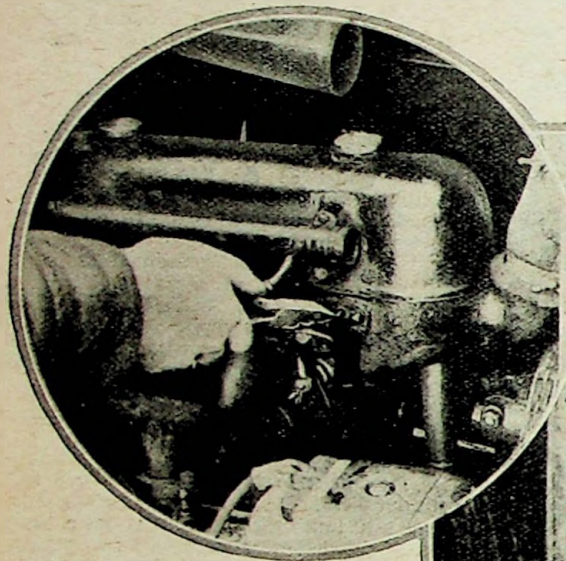
Mention must be made of the springing. As is well known, quarter-elliptics are fitted front and rear, and by the method of attachment employed they require no shackles or links which would require greasing. The spring leaves have never been greased, oiled or even cleaned since the car was delivered new; nevertheless, the suspension over bad roads at reasonable speeds is all that could be desired.

be tightened as required. The only part of the car which has been overhauled is the steering gear, this being done at 27,000 miles. One expects to overhaul something after travelling a distance in excess of the circumference of the world!

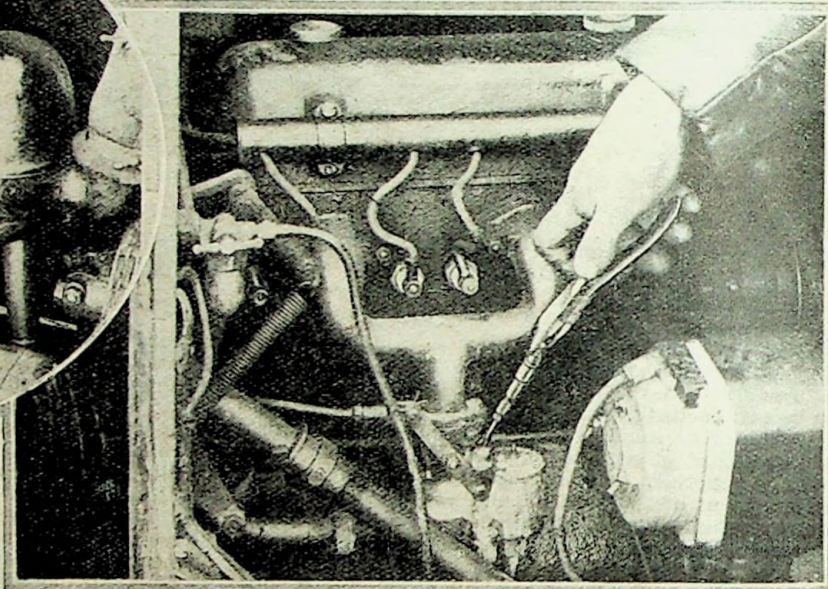
The grease caps to the steering gear are not very numerous, and are fairly well placed for accessibility, while ball joints requiring oil as a lubricant are fitted to the track rod.

Perhaps one of the best features of the chassis is the brakes, both hand and foot being extremely smooth and efficient. Thanks to a large amount of traffic driving, relining was necessary at 24,000 miles. The drums and the shoes are easy to remove, the shoes being all interchangeable.

In conclusion, the service given by this particular Wolseley under very trying conditions has been more than satisfactory, especially when one considers that



(Above) The situation of the oil plug referred to in the text on the previous page. (Right) Demonstrating the ease with which the slow-running tube of the Zenith carburettor can be removed.



One criticism—which, incidentally, does not apply to the latest models—relates to the steering gear. The drop arm is splined and is retained by a nut. After a fair amount of running, however, it develops backlash. The modern type is fitted with a split arm, which is clamped in position by a bolt. The latter can

the car has been used at various times for long-distance touring in addition to its general hack work.

The maximum speed—without decarbonization for over 8,000 miles—is in excess of 40 m.p.h., and good slow running on top gear is still one of the most delightful features of a thoroughly reliable little car.

## WHEN MOTORING WAS COSTLY.

THE modern light car owner, whose wants are ministered to by countless specialists and the resources of many a testing laboratory aiming at the goals of efficiency and economy, still is apt to grumble at the cost of such things as tyres and to feel hurt that they do not last for ever.

When the next tyre bill is received by the economy motorist, it may be some comfort to him to know that less than 20 years ago a man who owned a 100 h.p. touring car offered a great tyre firm £1,000 a year to keep his car in tyres, and the offer was coldly refused.

Admittedly the modern light car is not rated at 100 h.p., but it develops a far higher brake horse-power in proportion to its monstrous ancestor; certainly its acceleration is greater, and this, of course, has its effect on the life of tyres. The fact remains, however, that the tyres of the modern light car probably do not cost their owner more than £20 a year when used for average touring. We are not considering racing work.

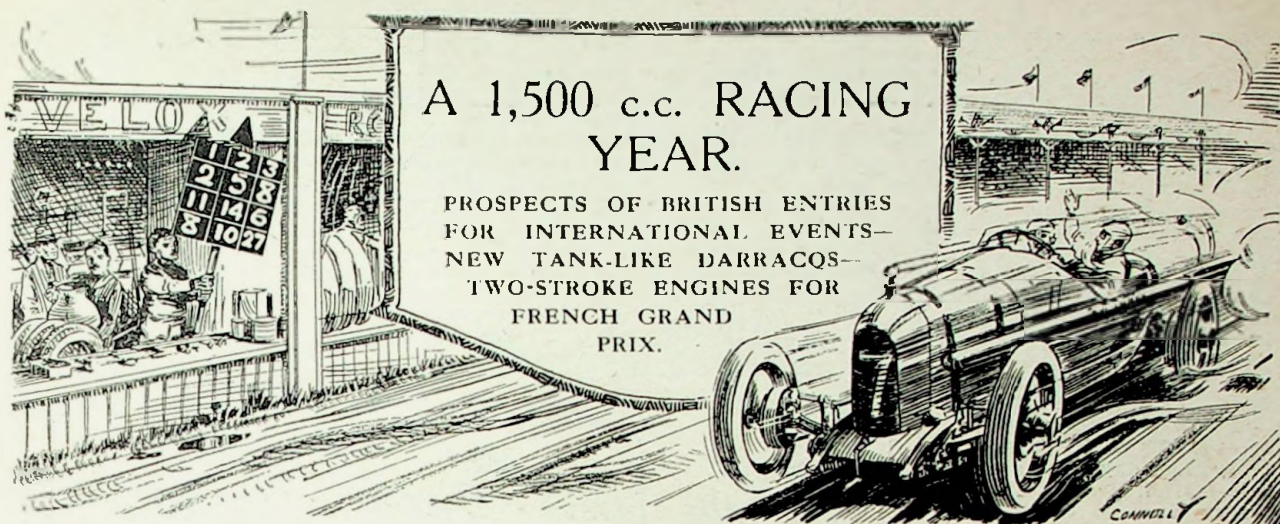
In 1907 three owners of 40 h.p. cars found that their

tyre bills for the year were £580, £667 and £700 respectively—almost unbelievable figures. To-day a 40 h.p. car with a yearly mileage of 7,000 probably would not cost more than £45 in tyres.

Baby cars—as they were known in 1907—the forerunners of our own light cars, used up tyres to the tune of £30 to £50 a year, whilst a well-known motorist of that period who owned a 30 h.p. car weighing 26 cwt., with 870 mm. by 90 mm covers had to buy £140 worth of tyres in three months. In those days, too, it was not uncommon for the owner of a powerful touring car to find that his yearly motoring bill, including chauffeur's wages, totalled so much as £2,000.

Let us not grumble, then, at present-day running costs, but rather let us thank the many research workers for their efforts, which, more than anything else, have placed motoring within the reach of all. We say "all" advisedly, because everyone benefits in some way by cheap motoring, either by enjoying the use of motorbuses or by the rapid delivery of goods.





## A 1,500 c.c. RACING YEAR.

PROSPECTS OF BRITISH ENTRIES  
FOR INTERNATIONAL EVENTS—  
NEW TANK-LIKE DARRACQS—  
TWO-STROKE ENGINES FOR  
FRENCH GRAND  
PRIX.

THERE are to be six big international races this year. They are the Belgian, French, Spanish, Italian and British Grand Prix, the sixth being the "Indianapolis," which takes place on May 30th.

It is rumoured that, for the first time since the race has been instituted, or, for the matter of that, in any big international event, cars having two-stroke engines (the Sima-Violets) will take part—probably as a team of three—in the French Grand Prix at Miramas. It is also stated that a well-known Italian firm has been experimenting with a 1½-litre two-stroke destined for the same race, a four-cylinder four-stroke being held in readiness, however, should the experimental engine fail to come up to the scratch.

The Sima-Violet engine will be a four-cylinder version of the existing 750 c.c. sports-type Violet engine, which has already done so well in French sporting events. Following the design of Violet cyclecars, built up to the present, the power unit will be mounted transversely above a special type of front axle. There will be a four-speed gearbox, arranged as before on the propeller shaft casing.

Each front wheel will be positively steered, and, as a consequence, the usual transverse coupling rod will be absent. The cars will naturally be far too light to come within the stipulated low-weight limit of 13½ cwt., and in order to ballast them up to the required amount it is proposed to fit massive steel plates instead of ordinary footboards.

Considerable interest attaches to the Indianapolis at present, principally because, paradoxical as it may seem, very little is known. There is a very strong possibility that Great Britain will be represented in the entry list, and it would be a great pity if it were not so, for, in the design of 1½-litre racing cars we enjoy a unique position. It is, nevertheless, going to be a stern business. Foreign factories are grappling with the problem of extracting every ounce of power from 1,500 c.c. engines, and there is high hope in the Duesenberg camp. The Duesenbergs, piloted by American cracks, will probably start very hot favourites. They have an enviable reputation at Indianapolis.

It is confidently expected that the name of E. A. D. Eldridge will figure among the early entries, and there is no doubt that he is very keen on pitting his strength against the Americans on their own ground.

Another likely contestant is J. G. Parry Thomas, who is working quietly but confidently on his straight-eight supercharged "Special," of which, incidentally, the first details were given many months ago in *The Light Car and Cyclecar*. The straight-eight 1½-litre Darracqs will not be ready in time for the Indianapolis, but will, it is almost certain, make their bow to the public in the British Grand Prix at Brooklands. These cars, with their extraordinarily low centre of gravity, offset propeller shafts, and "tank-like" appearance, will mark a new step in the design of racing cars. They will be entered for the French Grand Prix and the 200-Mile Race, and, as usual, Major H. O. D. Segrave will captain the team.

There is a rumour of six sleeve-valve-engined cars, built under Burt McCollum patents to the order of H. Albert Schmidt, of Lewiston, Mich. They are destined for Indianapolis, and will probably be piloted by American drivers. Pierre de Vizcaya will enter the fray with an entry of two straight-eight supercharged Bugattis. He will probably drive one, the other being entrusted to Jules Goux.

Incidentally, the international 911-cubic-inch limit which governs the Indianapolis race will apply also to the French Grand Prix, fixed for June 27th at Miramas, the Spanish Grand Prix (July 25th), the British race at Brooklands (August 2nd), and the Italian Grand Prix at Monza (September 5th), in addition, of course, to the lesser-known but, to the light car enthusiast, equally important events in which 1,500 c.c. is the recognized limit.

Of these the following events are worthy of mention:—Light car races near Paris (May 22nd, 23rd and 24th), J.C.C. High-speed Reliability Trial (June 5th), Production Car Race (July 17th), and 200-Mile Race (September 25th), the French Light Car Grand Prix (July 4th) and the International Light Car Race at Boulogne (August 28th).

Major interest, from the point of view of our readers, centres in the plans of British manufacturers and the luck which will follow their efforts should they decide to go in wholeheartedly for the busy racing season ahead. There is also the probability that well-known "amateurs"—a courtesy title and by no means an indication of their prowess or experience—will enter the lists. We hope to have more definite information in the course of a week or two.

### THE MORE IMPORTANT HOME, FOREIGN AND INTERNATIONAL RACING EVENTS

In Which 1,500 c.c. Engine  
Capacity is the Limiting  
Factor.

- May 22, 23, 24.—French 24-hour races near Paris.
- May 30.—Indianapolis 500-Mile Race.
- June 6.—Spanish "Penya Rhin" Grand Prix.
- June 27.—French Grand Prix, Miramas.
- July 4.—French Light Car Grand Prix.
- July 17.—J.C.C. Production Car Race, Brooklands.
- July 25.—European Grand Prix, Spain.
- Aug. 2.—R.A.C. Grand Prix, Brooklands.
- Aug. 28.—International Light Car Race, Boulogne.
- Sept. 5.—Italian Grand Prix, Monza.
- Sept. 25.—J.C.C. 200-Mile Race, Brooklands.



## KEEPING A TYRE LOG.

ONE NEEDS TO BE ECONOMICAL WITH TYRES NOW THAT THEY ARE AGAIN EXPENSIVE. HERE IS A PLAN WHICH ONE READER HAS FOUND TO SAVE SEVERAL POUNDS A YEAR.

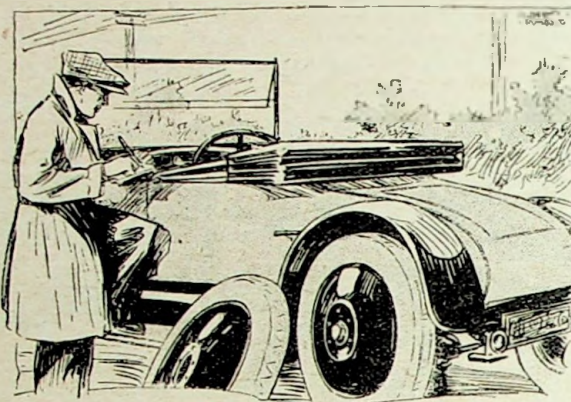
**I**N the door pocket of a car that I once ran for two seasons was a little note-book, in which I recorded every event of importance that occurred to my tyres. My system was a simple one, and now that the price of tyres seems to be going up every other day I shall probably start it again. If any reader likes to adopt the same system, he may do so without fee or licence.

Each tyre must have an index letter. If you are experimenting with tyres of different makes, use the initial of the make. Thus, your Dunlop will be D, your Michelin M, your Skidwell S, and so on. If you start with a brand-new car, call the tyres A, B, C, D and E—unless you prefer the other end of the alphabet. When you buy a new tyre, name it after the dealer who sells it to you, or the place you buy it at—the initial only, of course.

This last suggestion is purely sentimental. I adopted it myself, and the index letters of my tyres were full of associations. I well remember U. I bought it in Uxbridge on a bitterly cold Saturday afternoon, and was extremely annoyed because the dealer had not a short-valved tube (for the disc wheel) in stock. I got even by refusing to name my tyre after him. U became a favourite of mine. It went on the off-side front wheel, and there it remained month after month, its long-valved tube reproaching my hostility by never giving trouble, scarcely ever needing even the inflator.

But A was a beast—or else unlucky. It was bought in Ashford, Kent, after I had cut an old cover to ribbons on the new Maidstone road, which at that date had several miles of sharp loose surface. Thereafter A seemed to run round looking for trouble. If there was a 2-in. nail to be found, A found it. If there was not, a sharp-pointed flint would be taken to its bosom instead. The only safe place for A was on the spare wheel, and there, indeed, it spent a considerable portion of its life. If you take my advice, you will not have any A's in your index—unless you keep also an Index Expurgatorius.

Having indexed your tyres, you index the wheel positions thus:—FO is front off side, BN is back near side, and so on. SW means spare wheel. The first page of your log book will contain a list of the tyres, giving their full names, with dates of purchase, followed by their index letter, which alone will be used for all future entries. Next you will state their position on the car.



Reports should be entered on the spot, otherwise important details may be forgotten.

Thus:—

D on FN      S on FO  
M on BN      R on BO  
                G on SW

Now, the ideal tyre log begins and ends with these entries. \*Even an Aberdonian would be happy to have nothing further to record. The book should not cost more than a couple of hawbees, anyway.

Your mileage is zero, and off you go, full of hope, passengers and petrol. But in the old-world village of Muchless Parva you fall foul of a bent hat-pin, a village maiden having discarded it on learn-

ing that such are no longer worn in the best circles. You find that your Rapyear is flat, and you replace it by SW, which is shod with your second Dunlop (the one you bought in Gloucester—not the one on FN). You look at your speedometer and note that your mileage is now 65. Out comes your log book and in goes the following entry:—

Jan. 15 (65) G on BO. R on SW.

The second entry (R on SW), while not strictly necessary, being deducible from the first, serves two purposes. When next you have to change a wheel you can see at a glance exactly which tyre is on your spare wheel and make your new entry without calculations that would become more complicated every time a change took place. Secondly, later on you will have to do something about that punctured R, and what you do must be recorded beneath the "R on SW." Thus:—

R on SW  
(No. 1 patch)

or " (New Nonpuk tube) " or " (New valve inside) " as the case may be.

The great thing is to make the entry on the spot. Do not wait until you have forgotten the details. And if you change wheels for any other purpose than punctures, do not forget to record those changes also.

Thus, for instance, the tyres on the back wheels may be showing signs of old age and you decide to transfer them to the front of the car. So soon as the job is completed, take out the tyre log and enter the details of the four changes before leaving the garage.

I kept a record on these lines for over twelve months, and could ascertain at any time exactly how many miles each tyre had done, on which wheels it had done them, and what was the age and condition of the tube inside each cover.

A.E.B.

## ADVANCES IN SLEEVE-VALVE ENGINE DESIGN.

**U**NTIL the paper entitled "Sleeve-valve Engine Development" was prepared by Mr. W. Ferrier Brown for the Institution of Automobile Engineers there were comparatively few reliable data regarding the design and performance of sleeve-valve engines. This is largely due to the small number of manufacturers using power units of this type and the little which has been published concerning them. The objects of Mr. Ferrier Brown's paper are to put on

record the historical facts connected with sleeve-valve engine development for the benefit of future motor engineers and to counteract the idea which exists in certain quarters that power and speed are not associated with these engines.

In connection with the last-named point, it is interesting to note that sleeve-valve-engined cars have taken a prominent part in record-breaking in recent years, and many sports cars have engines of this type.



Advantages usually found in sleeve-valve engines are the good pulling power and smooth running at moderate speeds, coupled with silence and reliability.

Historical data are given in the paper, and the two principal types referred to are the single-sleeve Argyll engine, made under Burt and McCollum patents, and the double-sleeve Knight engines, both of which, as readers will recollect, were described in our issue of December 4th last. In the single-sleeve engine there is, as the name implies, but one ported sleeve which moves up and down in the cylinder, the piston being inside the sleeve. The motion of the sleeve is partly rotary and partly reciprocating.

Two concentric sleeves are used in the Knight type; they are operated by connecting rods from an eccentric shaft, which takes the place of the camshaft in the conventional poppet-valve engine. The piston works in the inner sleeve, ports being cut in the cylinder barrel and the sleeves.

### The Path of Progress.

Regarding performance, it is interesting to notice the improvement which takes place when a sleeve-valve engine has run for some time. One of the original Argyll engines developed 18 b.h.p. at 1,500 r.p.m. on the first test. A later figure was 19.5 b.h.p. and a third reading gave 20.1 b.h.p. As to improvement in performance, the figures given by the author go to prove that the modern standard sleeve-valve engine is capable of giving efficiency and power output equal to those of the racing sleeve-valve engine of a few years ago.

One of the most important recent improvements is the adoption of steel instead of cast-iron sleeves. In the case of one engine referred to by the author the brake horse-power rose from 55 to 82.5 as a result of the change, and the fuel consumption was improved. The steel sleeves are approximately 1.15 mm. to 2 mm. in thickness; those of cast-iron were 2.25 mm. to 4 mm. in thickness. Splash lubrication has been superseded, except for the pistons and sleeves, in certain engines, and the smoky exhaust nuisance has been largely overcome. In high-efficiency sleeve-valve engines direct oil

feed is arranged for the sleeves, particularly when the engines are fitted to sports cars.

Mr. Ferrier Brown sets forth the principal details of the latest types of sleeve-valve engine, and, as an example of their hard-wearing qualities, mentions one which is reputed to have shown only one-thousandth of an inch of wear at the most vulnerable point after a run of over 600 hours.

Steel sleeves enable higher rates of revolution to be attained and longer strokes for the sleeves to be used. In a steel sleeve engine, tuned up for record breaking, no less than 42 b.h.p. per litre of swept volume is claimed to have been obtained, which is the highest recorded output with ordinary induction, according to the makers of the car in question.

The paper was freely discussed at the recent London meeting of the I.A.E., the general consensus of opinion being that sleeve-valve engines are a reliable and satisfactory type of power unit for nearly every kind of work, but that oil and fuel consumptions need to be reduced.

### Future Possibilities.

Positive gas control is a feature of sleeve-valve motors, there being no springs to permit lag in closing, and the cut-off is as definite as the opening. For high-speed engines this is a point of merit, as designers experience difficulty in overcoming troubles such as valve bounce, tappet lag and tappet skipping in the conventional type of engine. This seems to indicate that the future of the sleeve-valve engine is assured; speeds are rising year by year, and any method obtaining more even running at high rates of revolution is worthy of attention.

Unfortunately, Mr. Ferrier Brown's paper does not give data about the slide-valve type, such as is fitted to the Imperia light car, or the cuff-valve engine, which, although it is reputed to possess many good features, appears to be lying dormant at present. It is to be hoped that Great Britain will take as much interest in this class of engine as it did in the past, Knight having come to this country in 1908 to get a concern to take up his designs, being refused in other lands.

## CLEVER "CLOSE-UP" MUDGUARD DESIGN.

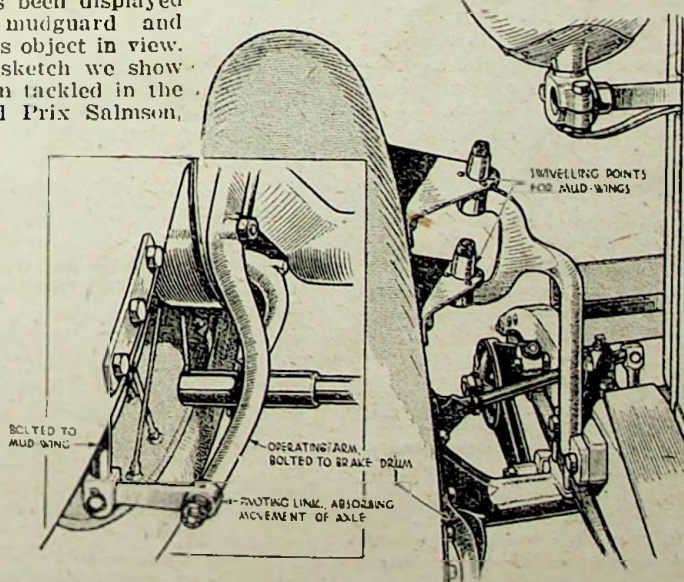
SINCE *The Light Car and Cyclecar* called attention last August to the advantages for sports models of front mudguards swivelling with the wheels, considerable interest has been displayed in various types of mudguard and bracket designed with this object in view.

In the accompanying sketch we show how the problem has been tackled in the case of the latest Grand Prix Salmson, the example in question being one which we saw recently in the show-rooms of Gordon Watney and Co., Ltd., the well-known Salmson distributors.

On the car in question, the weight of the "close-up" mudguards is borne by a bracket secured to the chassis frame and arranged in such a manner that the mudguard can swivel about two points arranged dead in line with the steering-pivot pin. The rear end of the mudguard is held on a bracket bolted to the brake drum back plate, a swinging link between compen-

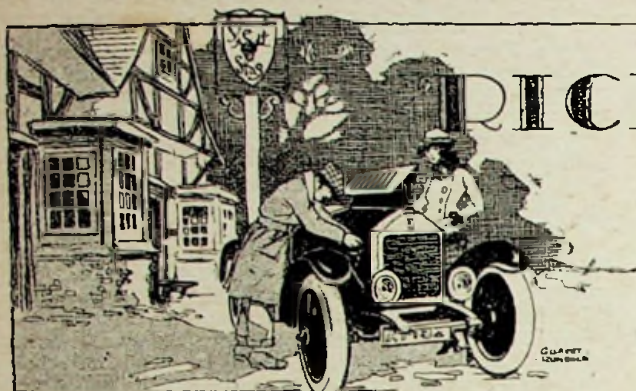
sating for the motion of the axle. This mudguard arrangement impresses us as being very promising, as the mudguard itself is strong, whilst the advantages of easy access to the engine, light weight and a sporting appearance are attained. A point in connection with this type of mudguard, which is held in high esteem by speedmen, is that for hill-climbs and so forth accurate steering is very much simplified by the driver not having his near vision obscured by mudguard valances and running boards. In addition mud and grit are trapped, even when the wheels are locked over.

We anticipate that "close-up" mudguards will be "the rage" at the 1926 Motor Show. Already those who specialize in the manufacture of coachwork for sporting cars are experiencing a brisk demand for them.



The ingenious mudguard mounting of the latest Grand Prix Salmson. The wings swivel with the wheels.





## RICH MIXTURE

### Light Car Comment — and Advice.

By *Focus*

#### *The 1,000 c.c. Market.*

MY recent notes on the monopoly which foreign manufacturers are obtaining of the 1,000 c.c. market have caused considerable stir and have been widely quoted. All honour to the few British firms that have sensed the demand which is coming for this class of vehicle and are doing their best to cater for it. But the formidable resources of the Continental factories now engaged in a mass assault on the market makes the position profoundly disquieting. Let there be no mistake about it. These firms mean to sweep the board. Their products look like cars, they perform like cars and require no allowance because of their power and price. Moreover the firms manufacturing them have names to conjure with. The pity is that but for British conservatism they need not have obtained any considerable footing in this country. It is the old story of the Ford again. British manufacturers made to Mr. Ford the gift of a valuable market, and it was not until quite recently that he has been seriously challenged.

#### *Where Britain Leads.*

I AM disposed to think that the reason why the Continental small car has obtained such a lead is that on the Continent there was no parallel to the British post-war concentration on motorcycles. After the war thousands of people in this country, to whom the price of a car was prohibitive, purchased motorcycles and sidecar combinations, and the British motorcycle industry made itself supreme. To-day it leads the world. On the Continent motorcycling was neglected; indeed, in France it fell under a cloud, and manufacturers bent all their energies to producing cheap and efficient cars. The result can now be seen.

Nationally, I suppose, we must balance against the position our pre-eminence in motorcycles; but, unfortunately, equivalent exchanges are not being made across the Channel.

#### *Heavy Fuels.*

A FRIEND who pores for hours over details of inventions and patents tells me that there is a great number of ideas for Diesel engines now coming to light, mostly dealing with the admission of the fuel to the cylinders. As this point is one of the greatest difficulties in connection with small Diesel work, it would seem that attention is being devoted to an aspect of them which has a bearing on their use for motorcars.

Petrol being a commodity supplies of which are claimed to be limited, research in the direction of engines capable of using heavy and cheaper fuels is to be encouraged. Much remains to be done, as it can be imagined that the design and construction of fuel feed pumps capable of measuring microscopic quantities of oil, for example, 15 ten-thousandths of a cubic inch, and delivering them to the cylinders some 700 times per cylinder per minute, are no mean tasks. Unfortunately, my friend tells me that most of the ideas are of foreign origin. As there is a big future for these engines, let us hope that Britain will not be backward in developing them.

#### *Research and Invention.*

AMONG other things for which it is largely responsible, the war has done much to hinder British motor manufacturers putting aside money for research work and to aid inventors. Certainly, most concerns do contribute directly or indirectly towards co-operative technical research, but they get no assistance of much consequence from the Government, as do makers in many other countries.

One might even go so far as to suggest that direct help be given to those who, in furthering their own interests, are furthering those of the nation. Let us hope that the spirit which drove Hoffman from England will disappear, never to return.

#### *On Choosing a Car.*

AT this period of the year many people are considering the purchase of their first car, and to those of my readers who are in this position a word or two on the subject might not be out of place. Whatever a man's ignorance of the mechanical anatomy of a car, there are certain details on which he is as well qualified to speak as the salesman who demonstrates it. Unfortunately, the novice is apt to be overawed and imagine that he has to take what is offered rather than what he wants, whilst, also unfortunately, he often has no clear knowledge as to what he really does want. As a result, he may find himself in possession of a car which is admirable in every way as regards performance, but irritatingly inadequate for his requirements.

#### *Two-seater or Four?*

BEFORE a man buys a car, he should first decide how many passengers he is likely to carry. If there are only himself and his wife, a two-seater with dickey will suffice. But he should be per-



fectly sure they will not want space for more than two. It is amazing how many relatives a man discovers directly he owns a car. This person and that have to be considered, and unless he is prepared to face an entire disruption of the family circle, he is in for some uncomfortable rides.

Then, again, there may be aged parents. They naturally look on the car as a god-send to carry them where their legs will no longer take them, and to refuse them a ride for lack of accommodation when they have once tasted the delights of motor-ing is refined cruelty. In these cases a four-seater should be selected. A dickey seat is not for the aged, and for anyone else it can become a purgatorial perch in bad weather.

#### *The Convenient Cloverleaf.*

FOR the man who has, say, one or two children and need not bother about relatives, I can recommend a cloverleaf model with side lockers. These lockers have an astonishing capacity, and in bad weather they provide tables for a cosy lunch entirely under cover. Also, when the hood is up, suit cases and other luggage can be piled on top, and there is hardly any need for a grid at the rear. The family man who is changing over from a side-car outfit will find the cloverleaf type of body ideal for his requirements.

#### *In the Park at Marble Arch.*

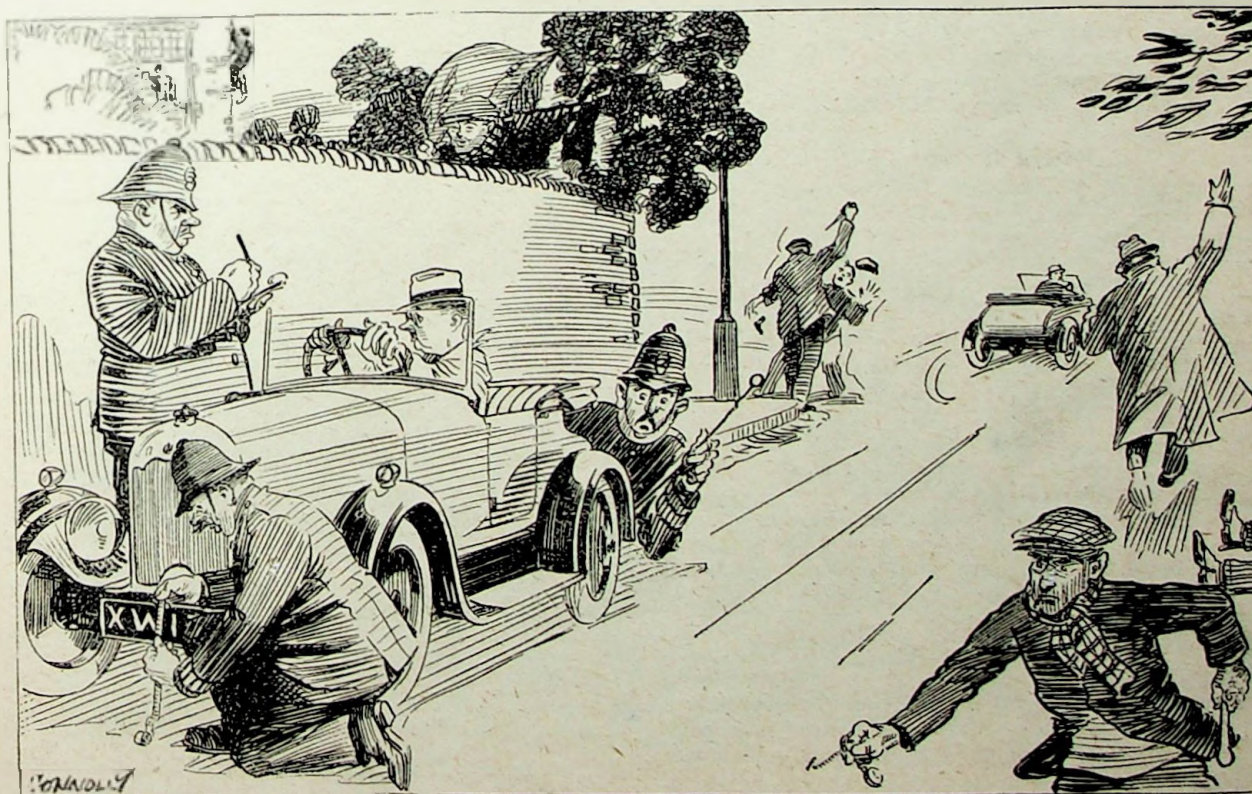
ALMOST every week in Greater London we find a traffic policeman on duty at a new point, and wonder how we managed to do without him there before. Sooner or later he is bound to appear inside the park at Marble Arch, and I am curious

to see where he will station himself and how he will make his wishes effective over the wide area in which traffic may there disport itself.

The park has two double main gates, in addition to the gate at right angles to these a little to the west. Between these gates and the main thoroughfare to Hyde Park Corner is a vast space, without form but by no means void, especially since the taxis have secured right of way. So soon as it reaches this boundless area the traffic, at busy times, tends to spread itself out into two very broad streams. The problem would not be so acute if these two streams were all that had to be dealt with; but it is complicated by another stream which, entering the park at Lancaster Gate, approaches the other two at right angles. The position of the motorist in this lesser stream who, making for Hyde Park Corner, has to cross the broad belt of traffic leaving the park at Marble Arch before he can reach the southbound stream, is often full of interest.

#### *A Runaway Car.*

I HEARD of a rather alarming incident recently, which might well be taken as a warning. Proceeding along a deserted highway at a gentle gait, the driver of a certain light car was suddenly amazed to feel the car give a sudden jump forward and then accelerate madly. Instinctively, he jerked his foot off the accelerator, but the pedal did not follow his foot: it fell limply forward and the pace increased. Being a man of action, he switched off the ignition instantly, pulled up and jumped out to investigate. He found, of course, that the pull-off spring attached to the throttle



THE  
CRIMINAL.

Complaints are being heard in increasing numbers that whilst the police are occupied in pestering motorists on trivial grounds, real criminals are going about their unlawful vocations without let or hindrance.



lever had broken, whereupon the weight of the accelerator pedal and arm had been sufficient to open the throttle wide. In addition to a new throttle spring, he has now fitted an additional pull-off spring to the pedal arm.

#### *Snow and Accuracy.*

**A** RAPID thaw after a fortnight's snow and frost converted one of our northern main roads into a miniature watercourse, and through this I was piloting a light car fitted with a speedometer driven by a flat belt from the propeller shaft. Glancing at the speedometer, I noticed that it was recording 30 m.p.h. at times and then flying back to zero. After a moment it started work again and recorded properly, only to begin the performance all over again.

This trouble had never occurred on the wettest of wet days previous to this occasion; therefore, the belt drive was first passed as satisfactory, but in the end it proved to be the sinner. Water thrown up by the front wheels did not bother it, but snowy slush in bulk simply put the drive out of action. An improvised shield cured the trouble at once.

#### *Cold Comfort.*

**SEVERAL** enthusiasts have told me recently that their engines appeared to run far better during the cold snap, better, in fact, than they are supposed to run at night. Their claims probably are not exaggerated, and it is not really difficult to see why an engine should be better in cold weather, especially if it be one which under normal conditions is "hot" in more senses than one.

Nevertheless, to me the reflection that when the mercury in the thermometer is 10 to 12 degrees below freezing point my engine is running far better is cold comfort. Incidentally, the recent weather has emphasized in a very obvious manner that the difficulties of starting up from cold—*real* cold—have been overcome. In a few years' time hints and tips on this subject will be regarded with as much curiosity and as little interest as tube ignition!

#### *A Likely Story.*

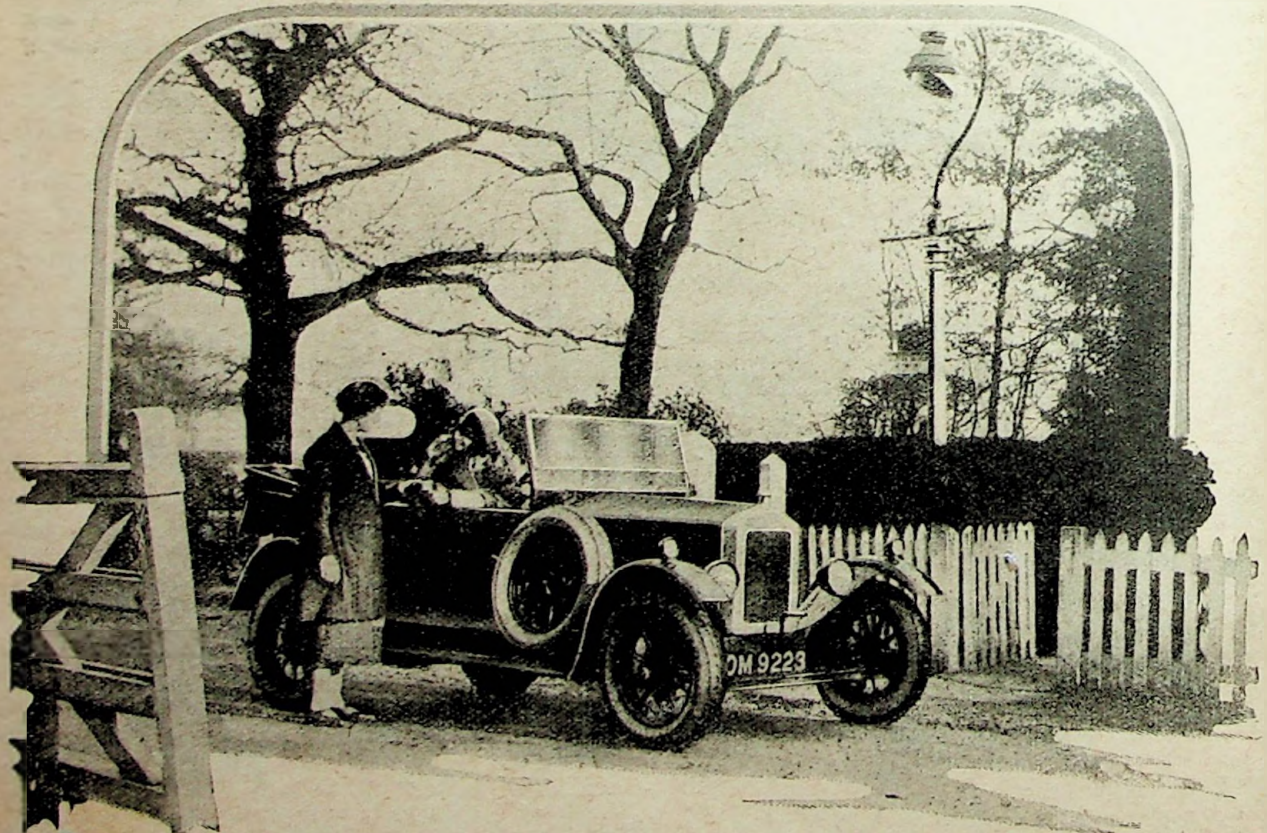
**T**HE introduction of circular traffic control in Parliament Square, London, reminds me of a pleasant fable I heard at Brighton just after the rotary method had been introduced at the five-way crossing by the Palace Pier. As Southern readers know, traffic has to circulate round an area which has been marked out with old kerbstones, baulks of timber and other interesting but untidy road lumber. Large notice boards warn the driver thus:—

"KEEP TO THE LEFT. PENALTY, FORTY SHILLINGS."

The tale goes that a very young man, fresh from the worship of Bacchus in sundry local taverns, proceeded to drive gently round and round this space, keeping religiously to the extreme left. At the fifth circuit a constable stopped him and asked what he thought he was "a-doing-of."

"Officer," replied the youth solemnly, pointing to the notice, "every time I go round I save two quid!"

I must confess that this argument in favour of keeping the law had never seriously occurred to me.



**A LONDON TOLLGATE.** — The driver of an 11-22 h.p. Wolseley paying the toll at a Dulwich tollgate within a few miles of the heart of London. Is it not time that all tolls were abolished?



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Phone: Central 2372-3.

COVENTRY: 6, Warwick Row.  
Phone: Coventry 1773.

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Phone: Central 2467.

## The Light Car and Cyclecar

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### The "Luxury" Tax.

CONCERN is felt in knowledgeable circles with regard to the threatened imposition of "luxury" taxes on cars. That there are good grounds for apprehension was made clear by the Rt. Hon. Philip Snowden, M.P., in a newspaper article published recently. Commenting on Mr. Churchill's policy, he remarked: "He [Mr. Churchill] made it abundantly clear during the Budget Debates last year that he regards duties on 'luxury' articles as an ideal method of taxation. His conception of what constitutes a 'luxury' is rather fantastic. For example: to Mr. Churchill a cheap stocking is a 'luxury' if it happens to have a lustre. . . . He is supposed to be contemplating a large additional duty upon the users of private motorcars. A motorcar falls within Mr. Churchill's 'luxury' conception. He is not aware that the motorcar is rapidly becoming not a luxury, but a necessity."

These words from Mr. Snowden, who is, of course, an ex-Chancellor of the Exchequer, necessarily carry a great deal of weight. He makes it clear that there is a grave risk of motorists having to pay even more than they do at the present time, and his words should be a warning to every motor user that, unless every effort is exerted to resist Mr. Churchill's wiles, the cost of owning a car may become so heavy as to place it beyond the reach of thousands of present-day motorists. There are now nearly two million holders of motor-driving licences in Great Britain. If every one of them writes to his or her M.P., declaring emphatically that the imposition of increased motor taxes will mean no vote at the next Election, Mr. Churchill will find himself in a difficult position when the time comes for him to get down to the brass tacks of his Budget.

### The Next Six Days' Trial.

IS there to be a big Six Days' Trial this year in which light cars will be able to compete? At the time of the Show it was rumoured that the Royal Scottish Automobile Club intended to hold a six-day event, which would form the return match, so to speak, for the R.A.C. trial held in 1924, since which there have been only two six-day events open to small cars. Both were organized by the Edinburgh Motor Club, and the second was stopped after two days by the R.S.A.C.

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

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

## Topics of the Day

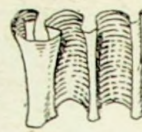
no agreement was reached. The stumbling-block is said to have been the capacity limit for the engines of competing cars; but as both organizations have appeared in the past to have felt that 1,600 c.c. was the most suitable figure, it is clear that one or the other must have changed its views. A good case could be made for having a capacity limit of two litres.

### Testing "Production" Cars.

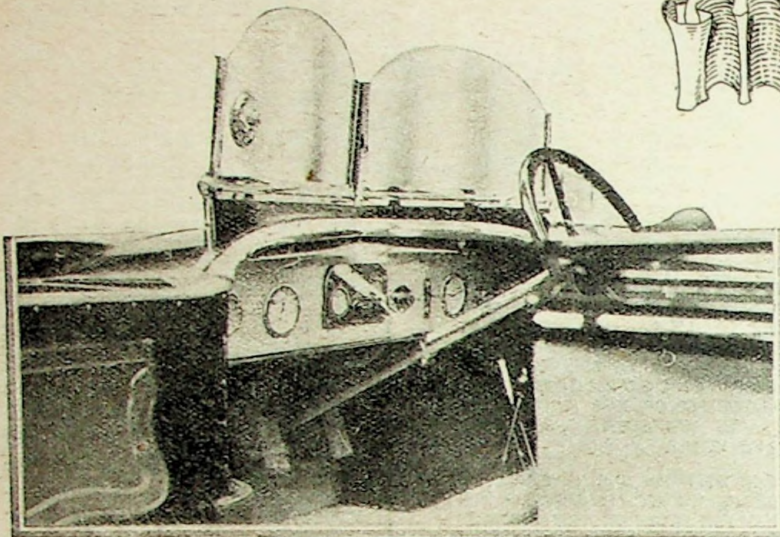
IT is admittedly difficult to explain to the entire satisfaction of the private motor owner exactly how racing benefits the industry, because the cars which appear regularly on the track seldom bear even the remotest resemblance to production models, whilst their performances leave no doubt as to the fact that they differ mechanically to a marked extent from "the car which you can buy." Particular interest, therefore, centres in the production-car race at Brooklands which the Junior Car Club hopes to organize during the coming season. In conjunction with the high-speed reliability trial, it should give a wealth of useful data having a special significance for the private owner.

To provide a more sporting interest and, we presume, to overcome in a measure the difficulty of defining an absolutely standard car, "alterations within certain limits" will be allowed. The definition is somewhat elastic, but is understood to mean that the departures from specification which any amateur might, and probably would, introduce with the idea of "hotting up" his car for the event under discussion, or any other speed event, will be permitted. Incidentally, the ruling should encourage the enthusiastic private owner to take part in the event, particularly if he own a sports car. The event will form a test of a type for which motorists have been waiting for a very considerable time, and we foresee an honourable place for it among the list of light car "classics."

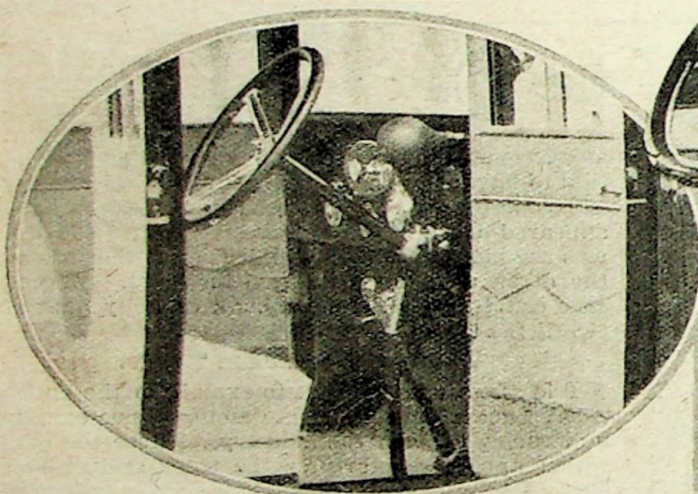




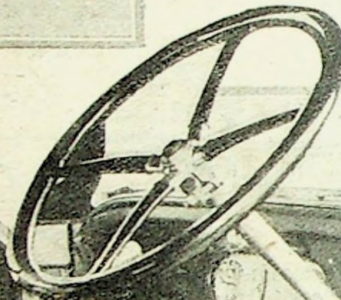
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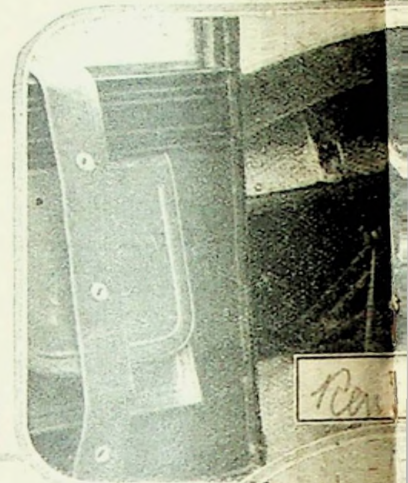
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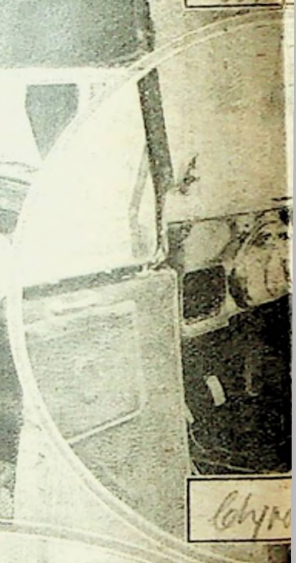
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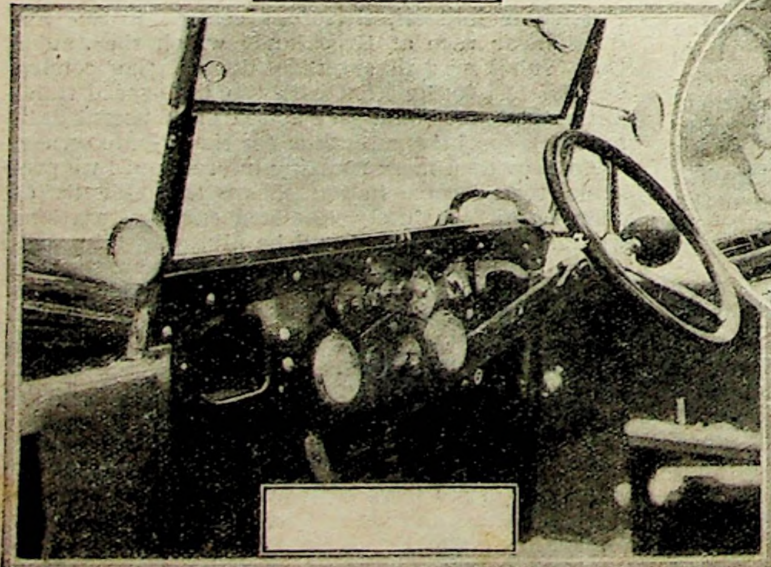
Citroën



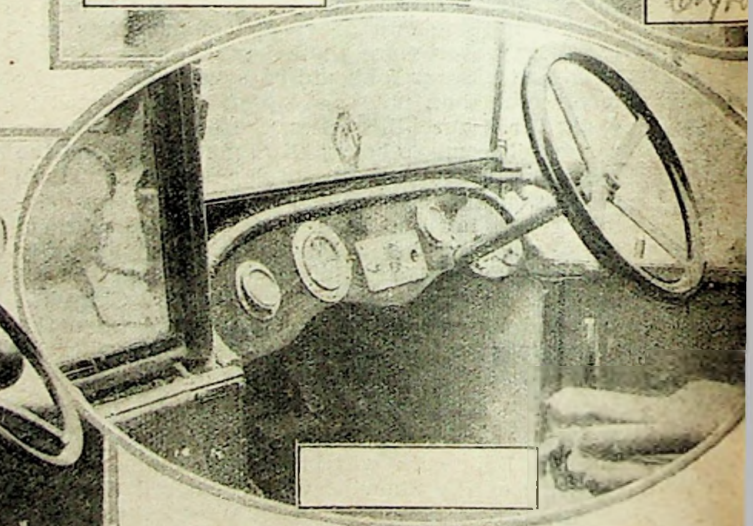
Rover



Chrysler



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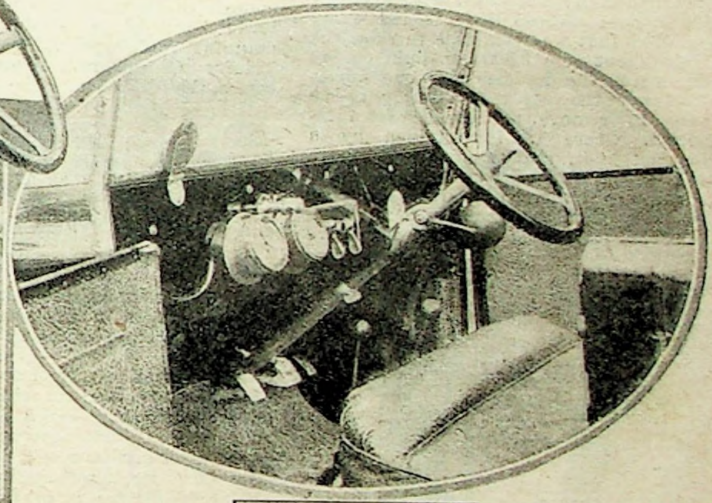
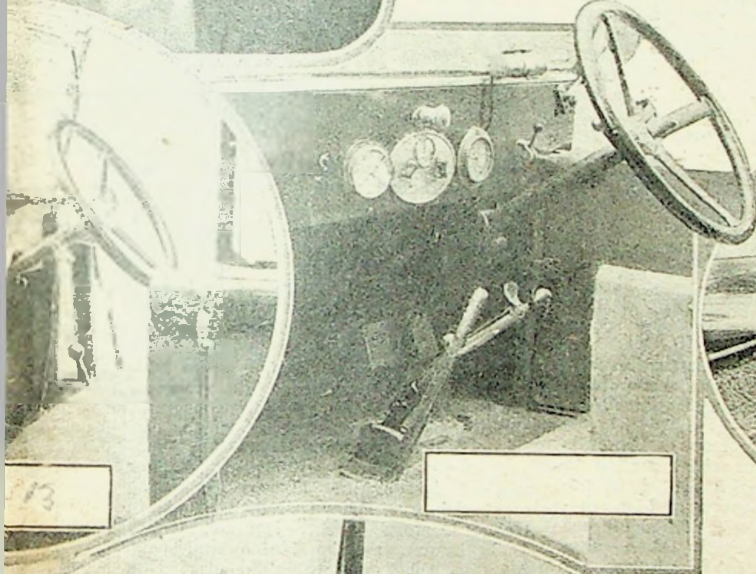
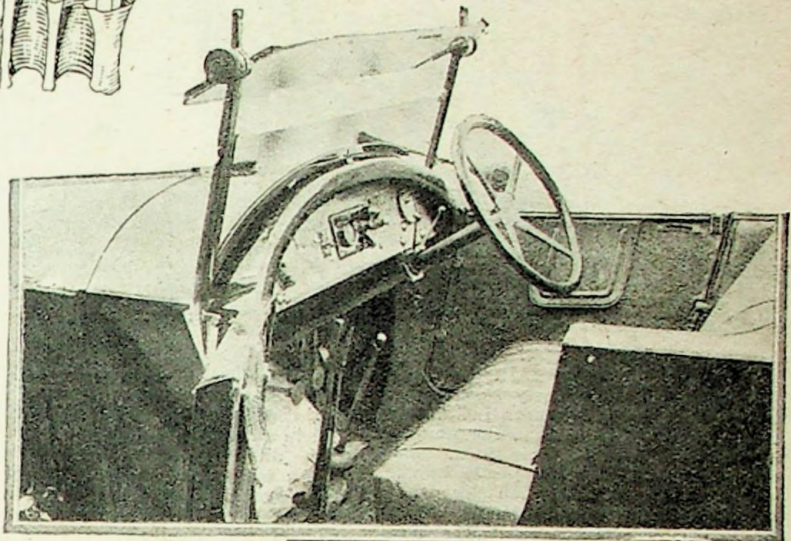
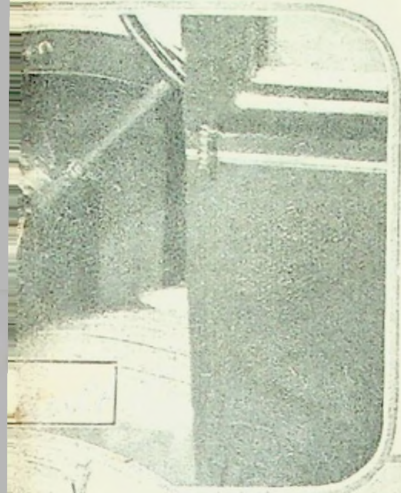


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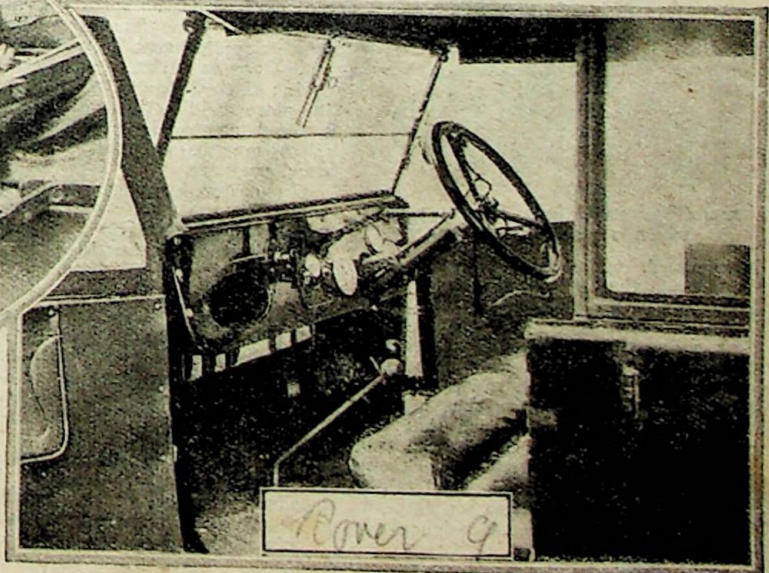
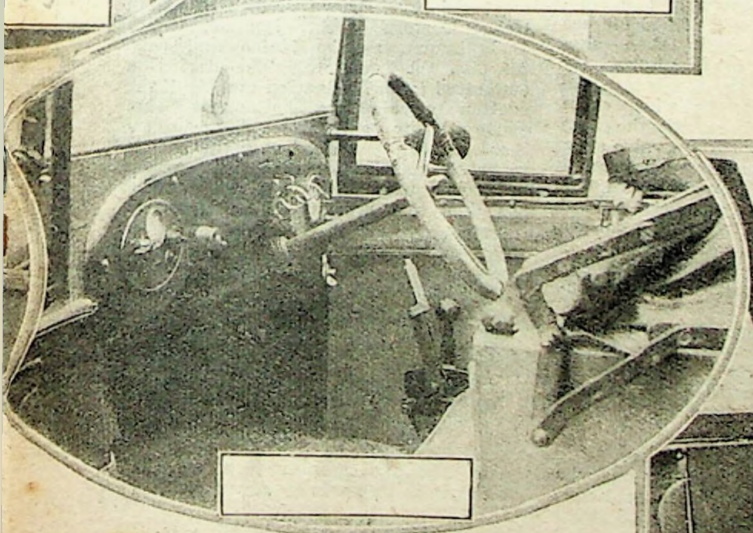
Readers are invited to fill in the names of the cars in the boxes above, and forward them to The Editor, *The Light Car and Cyclecar*, 7-15, Rosebush, New York, forwarded to the sender of every correct solution received January 30th, and the list of winners of awards, together with the names of the cars. These cars are not all 1926 models.



# are THESE ?



De Dion



Rover 9

the spaces provided, tear out these pages and post them  
Avenue, London, E.C.1. A useful road map will be  
ed. No judging will be done before or after Saturday.  
the correct solution, will be published on February 5th.  
ie your name and address in the margin.



OUR READERS' OPINIONS (contd.).

## Aids to Engine Efficiency.

### Taking Advantage of Turbulence.

May we add some further remarks on the subject of sparking plug position? Mr. A. H. Stuart, in his letters appearing in your issues of December 18th and January 8th, advocated the use of plugs with such a length of reach that the spark would occur right in the centre of the combustion chamber. On the other hand, in your issue of January 1st we recommended that the plug should have no longer reach than would bring the spark flush with the inside surface of the combustion chamber.

We would not wish to discourage anybody from making experiments, nor do we set ourselves up as authorities on ignition, but your readers will understand that in the course of our business as manufacturers of sparking plugs we are continually carrying out, or observing, ignition tests on all kinds of internal-combustion engines, and we cannot remember a case where the power output of a normal petrol engine has been improved by arranging the spark gap to project beyond the end of the plug hole. Actually what usually happens is that the end of the plug becomes red-hot and causes pre-ignition, hence our advice that the spark gap should not project into the combustion chamber.

The above has the merits of representing practical experience, but on theoretical lines we see no reason why an improvement should be expected by making the spark occur in the centre of the combustion chamber.

With a given gas mixture the rate of flame propagation is increased by heat (one of the benefits of compression), the rate being uniform in all directions, and if a petrol engine depended upon this rate of ignition the centre of the combustion chamber would be the best position for the spark. The real rate of flame propagation in a petrol engine is, however, due to turbulence, or the swirling of the incoming gas. This swirling is a motion of the gas as a whole, like a miniature whirlwind, and not a molecular motion like that due to heat. We suggest that the best position for the spark to occur is in the path of the greatest motion. Considering the usual shape of combustion chambers and the path that the gas is likely to take,

we see no reason to suppose that the rate of motion would be higher at the centre than near the walls.

Further, as the rate of flame propagation depends upon the rate of motion of the gas it is important that the combustion chamber should be smooth and of such a shape as to maintain the motion with no projections, such as the end of a sparking plug, to damp it out.

ALEC M. LODGE, Director,  
LODGE PLUGS, LTD.

### Promoting Sweet Running.

Your correspondent "Tudor" suggests that I pay too much attention to "sheer efficiency." For 15 years I have been carrying on research work on internal-combustion engines and allied subjects, and during that time I have conducted experiments on practically every type of engine from slow-running Diesel engines to high-speed petrol motors, using fuels ranging from producer gas to petroleum refuse. I cannot recall a single instance in which the most efficient conditions of an engine were not those which produced what motorists call sweet running. On one occasion an original attachment was made whereby the actual time occupied by the explosion was automatically recorded on the indicator card while the engine was running under load. Certainly that engine appreciated a rapid explosion as the experimental results plainly showed.

Pinking is not necessarily due to rapid combustion. It is produced when the maximum pressure is reached before T.D.C. on the compression stroke. This may be due to: (1) a spark too much advanced, (2) compression too high for the fuel used, or (3) pre-ignition by incandescent carbon or overheated plug points. An engine cannot approach its maximum efficiency when pinking is taking place.

Like most motorists I regard my car as a means of pleasure and recreation and I am always ready to sacrifice efficiency when it impairs comfort. But if we can have comfort and efficiency, why not? Incidentally, I may mention that if an adjustment gives me more miles per gallon, it gives me pleasure out of all proportion to the few pence saved on petrol.

A. H. STUART.

## Spoiling the Appearance—Oversize Tyres—Instruction Books.

### Why Black Wheels?

We all know that disc wheels are much the most satisfactory type—cheap to make, easy to clean and desirable in every way—but why is every car except the A.C. delivered with the disc wheels painted black? Looking for all the world like opened umbrellas, they ruin the appearance of a car to which they are fitted—and for no apparent reason. Surely when the body was being painted the wheels could be done at the same time. The rims, of course, would have to be black, so that damage to the finish done by tyre levers could be easily rectified.

J. BLOOMBERG.

### Balloon Tyres on Cyclecars.

In reply to one of "Shacklepin's" comments, may I be allowed to point out that the Coventry Victor three-wheeler was designed for, and is fitted with, Dunlop reinforced balloon tyres? These are of the wired-on type, fitted to the new well-base rims, and, so far, have given every satisfaction. The easy detachability of tyres on these rims is a great asset, and that they are equal to the requirements of the three-wheel cyclecar under most strenuous conditions is proved by the fact that a Coventry-Victor runabout so fitted gained a silver medal in the recent London-Exeter trial.

Whilst on the subject of trials, it seems rather unfair to have demanded 18 m.p.h. on Salcombe Hill from a 688 c.c. Coventry-Victor (the speed for the big cars), whereas cars of 1,100 c.c. had only to average 12 m.p.h. In the interests of cyclecar development this would seem to call for some adjustment by the M.C.C.

WILLIAM A. WEAVER, Managing Director,  
The Coventry-Victor Motor Co., Ltd.

### Things Which Try Us!

There are two motoring matters which have annoyed me for so long that I feel I must bring them to the notice of fellow-motorists. The first grumble deals with the instruction books which certain manufacturers

#### Electrical Equipment and Pedestrian.

send out with their lighting equipment. I am an electrical engineer, technically trained and sufficiently competent to have made a living at this overcrowded profession for many years, but I am not ashamed to admit that the only part of my car which I cannot fully understand is the electrical equipment.

The makers' instruction book contains diagrams which, I suppose, are prepared for the benefit of the "man in the street" and do not conform to any of the accepted standards or conventions of the profession. If the "man in the street" can make any sense out of them, then I take off my hat to him.

My other trouble is caused by the pedestrians of South Wales. The driving here is none too good, but the pedestrians are the limit. I travel about a good deal and have been in this district for some time, but nowhere else have I experienced from pedestrians such studied discourtesy.

If this draws a few expressions of opinion from your readers and they show, as I am sure they will, that in respect to the offences aforesaid, South Wales are the worst offenders of all, then perhaps the local administrators of South Wales may introduce by-laws against "Jay Walkers."

I find, too, that whenever I leave my car for a time in any town in South Wales I am sure to find on returning that it has been damaged, disfigured, partially dismantled or else has the engine running. Of course, I do not suggest that in this case the adults are the offenders.

W.S.K.





# PRIDE

**We are proud of the Tyres we make. We shall continue to be proud of them. Their high quality will never vary. No one can make a better tyre — that we *know*.**

Whether they are fitted to the Car that holds the World's 24-hour record, or the smallest pleasure Car, they always lead, and they always will. Although the sales of Dunlops are increasing every hour, the high standard of quality and care will be maintained—of that you may be certain.

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***fit Dunlop and be satisfied***

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BIRMINGHAM.



BRANCHES THROUGHOUT  
THE WORLD.

C.F.H. 1



*The worst way in the best way*

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## The new Rhode 4/5 Seater

You can tour anywhere and everywhere in positive luxury. You can maintain a good speed over fields and moorland. You can climb a mountain in the new Rhode Tourer if you want to—for you have the finest light car in the world!

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Four-door, five-seater body finished Royal Blue or Maroon; adjustable front seats, real leather upholstery, real hair carpet; metal framed all-weather equipment; the famous 1926 11/30 h.p. Rhode Chassis—simple, accessible and perfectly reliable; balloon tyres, front wheel brakes. Speed, 5/55 m.p.h. in top gear. Consumption, 45 m.p.g. Price £285.

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## OUR READERS' OPINIONS (contd.).

## Oils Used in Competitions.

The publicity which the Press has given of late to criticism and defence of the practice of subsidizing drivers in motoring events has not so far included any mention of the fact that the oil used in such events

Castor and Mineral is practically never of the same type as the grades which the same supplier

recommends and markets for the ordinary motorist's everyday use. I do not think that I shall be contradicted when I state that in big races and trials, when cars are run at maximum power continuously for considerable periods, the great majority of oil purveyors supply high-grade castor oil alone, or with a small admixture of mineral oil, say, not more than 10 per cent.; not enough to have any noticeable effect on the castor oil.

I feel equally safe from contradiction also when I state that no purveyor of oil recommends castor pure or slightly admixed with mineral oil for everyday use in a motorcar. The reason is that when subjected to heat it gradually turns into a solid gelatinous mass and so if it be used the engine sump must be emptied frequently before such change in consistency becomes dangerous.

The R.A.F. accepts pure pharmaceutical castor oil as the optimum lubricant for its aircraft engines and employs it, but, knowing its shortcomings, all engines on returning from flight are emptied of castor oil and then run on pure mineral oil before being put away. Thus it is misleading to the public if a purveyor of oil who has supplied pure castor (or such admixture as mentioned above) to a winning car, should advertise such event as a certificate for the grades which he supplies for ordinary use and which are essentially different in that they are pure or practically pure mineral oils. Any firm can supply highest-grade castor oil, because all they have to do is to buy it from one of the few castor seed expressers, but this does not mean that such a firm could or does supply a suitable mineral oil for everyday use.

A. DUCKHAM, Chairman,  
TRINIDAD CENTRAL OILFIELDS, LTD.

## How to Avoid Trouble.

The "Will to Safety" may, to my mind, be summed up in one sentence: If in doubt—DON'T.

If you want to pass the pointsman and you are not sure of his signal—DON'T.

If you want to overtake and are not sure that you can safely do so—DON'T.

If you feel like passing busy cross-roads at speed—DON'T.

If you meet the objectionable fellow who persists in driving with brilliant headlights in well-lighted towns, and you feel like flashing your spotlight in his eye—DON'T.

These DON'TS could be multiplied indefinitely. They may seem like grandmotherly advice to motorists, experienced and otherwise, but, personally, I think that if they were borne in mind more generally we should have fewer accidents.

D.E.F.

## The Will to Safety.

There was once a famous anatomist named Cuvier who was said to be able, by inspecting a single bone, to reconstruct the entire animal to which it belonged. Cuvier is

Far-fetched  
Inferences.

"A.B.C.," who, although operating in a different sphere, evidently claims a similar gift. From my assertion of the value of a firm resolution to avoid accidents "A.B.C." is able to infer that I have never taken driving lessons, that I have read no such books as "How to Drive a Motorcar," that I am lacking in road sense, that I do not hold a sound insurance policy and that the three close shaves which I experienced during the past year were due to my own deficiencies.

It seems a pity to sully so brilliant a series of deductions, but I humbly beg to assure "A.B.C." that I have taken driving lessons, that I have read the book he names and that the company with which I am insured is, so far as I can judge, a sound one. Consequently, my claim to road sense will also be admitted by "A.B.C.," if by nobody else, for his conviction that reading books or taking lessons will confer this faculty is quite clearly implied.

As for the three close shaves, it is no use my saying that I was not responsible for these, for nobody believes such

statements. Perhaps my next resolution should be to have no close shaves. But I hope I shall not often meet "A.B.C." on the road, for I am rather nervous of the man who thinks that safe motoring is merely a matter of driving lessons and an insurance policy. Usually, also, this type of individual regards violent horn blowing as all that is necessary for safe driving.

A.B.

## Insurance Policies.

Referring to "Sine of an Arc's" letter in your issue of January 15th, I would inform him that most of the large insurance companies issue two forms of policy. The first,

What are  
Accessories?

which your correspondent has, is a market value policy. In the event of total loss he receives the average market price of his particular make and year of car. The second policy is "agreed value." Under this policy he declares what he considers fair value, and the company agrees or tells him what they consider to be a fair estimate. After the value has been agreed upon in the event of a total loss the company will pay the full amount stated in the policy. The value is, of course, amended at the end of each year of insurance.

Regarding loss of rugs. These certainly do not form part of the car, but can be insured against loss by theft, larceny or fire for 10s. a year extra. This extra 10s. includes coats, luggage and so forth, but each loss is limited to £20, unlimited during the year. An electric horn, whether standard to the car or not, is certainly covered by the terms of a comprehensive policy. As the seat forms part of the car, obviously this also is covered.

JOHN ROBERTS.

## Trouble with Claims Assessors.

Your correspondent "Sine of an Arc" should take out, through a broker, a Lloyd's "agreed value" policy. He will then have no difficulty in covering his car at a generously fair valuation. It will, of

The Agreed  
Value Clause.

course, be necessary to depreciate the value annually, but it will be found that the underwriters will suggest a sum much below the decline in actual market value.

Claims under the policy will be met promptly and willingly, in pleasant contrast to the usual inquisition by "our claims expert," whose sole function is, only too obviously, to beat the unfortunate policy-holder down to the last penny. One of these gentry once suggested that I should myself straighten a badly bent front axle "with a hammer," apparently from cold!

"Sine of an Arc" will find premiums slightly cheaper, too, while if he transfers from a "company" policy at the end of its term the broker will collect any no-claim bonus due and credit the amount against part of the new premium charges.

I have no interest in Lloyd's or their brokers, but after experience of both policies I would not now be bothered with a company policy even if it were premium free.

SATISFIED.

"MOTORING  
TERMS."

With each copy of next Tuesday's issue of *The Motor* will be presented a free gift of a booklet, "Motoring Technical Terms Simply Explained." In addition a number of special features will be included in that issue.



OUR READERS' OPINIONS (contd.).

**The Limit in Longevity.**

I know of a 10 h.p. 1914 Singer two-seater which has run no less a distance than 107,000 miles and is still in service. Naturally it has had many overhauls, but the principal components are the ones originally fitted when the car was delivered. Surely this must be a record.

A 1926 SINGER OWNER.

**A Strange Car.**

I wonder how many readers noticed the drawing of a car which was published in an advertisement last week. It showed the inside of the front part of the body and the controls, whilst a figure in the foreground was busy applying oil to what

Single-pedal  
Control.

was seemingly a solid block of steel protruding through the floorboards and having the brake and gear lever apparently welded to the top of it. This strange car had only one control pedal, an eccentric steering wheel and the steering column flush with the body sides. An adjoining sketch showed a motorist complete with "gent's stylish lounge suit" busy washing down his car.

OBSERVANT.

**Austin Seven Running Costs.**

It has occurred to me that you might care to publish the following brief report on my Austin Seven, which, I feel sure, will be of interest to the many owners of similar cars.

My Austin was purchased in May, 1924, and up to date I have had no mechanical trouble of any kind, and the only involuntary stop I have experienced on

the road was due to the penetrating powers of a perniciously persistent, perfectly pointed nail. The replacements have been such items as joint washers and so forth, accidentally damaged while decarbonizing.

The oil consumption is negligible, although I drain out the engine sump every 4,000 miles. Needless to say, the car has had every attention as regards greasing and adjustments.

The accompanying list of my expenditure during 1925 and summary of expenditure since I bought the car speak for themselves. It should be pointed out, however, that the

EXPENDITURE, 1925.

	£	s.	d.
Petrol (182 gallons at 1s. 7½d.) ...	14	15	0
Oil ...	1	7	0
Tyres ...	11	3	3
Repairs, etc ...	2	18	0
Miscellaneous ...	1	0	6
Tax and licence ...	8	5	0
Insurance ...	7	0	0
Garage (rent and rates) ...	8	0	0

£54 9 6

Miles per gallon, 41.5.

Cost per mile, 1.73d.

Mileage, 7,556.

SUMMARY—May, 1924, to December 31st, 1925.

	£	s.	d.	Mileage.
May-December, 1924 ...	34	0	0	5,050
January-December, 1925 ...	54	9	6	7,556
	£88	9	6	12,606

Cost per mile, 1.68d.

Miles per gallon, 42.

item of £11 3s. 3d. for tyres is the cost of a new set purchased a few months ago and which, with ordinary luck, should run at least another 8,000 miles, and the item for petrol is the amount actually purchased and used for cleaning (including clothes), in addition to its main purpose. In summer, under good conditions, 50 m.p.g. is the approximate consumption on an average run.

The climbing powers of the car are excellent, and I have climbed Sutton Bank (1 in 3.9) in comfort with three up (adults), whilst the acceleration on second gear is remarkable.

I have had Hartford shock absorbers fitted and also spring gaiters, and the car to-day is as good as, if not better than, when new. My mileage to date is 13,500.

J. ROY THOMAS.

B40

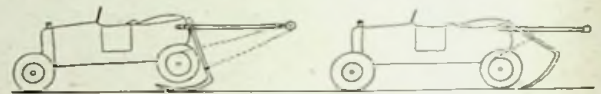
**Car Jacking Systems.**

I was interested to read the description of "High Tension Herb's" scythe attachments to facilitate jacking up, and "Focus's" suggestion for overcoming the difficulty of getting the car back on to all four wheels once it had been raised.

Gilding The  
Lily!

"Focus's" method seems to suffer from the defect that ladies might find it rather beyond their strength to manipulate the device, apart from the fact that many of them might not like the idea of pulling beer handles! I therefore submit the following solution, which makes use of engine power.

A large drum is attached to the outside of each rear wheel, and a girder extends rearwards at each side of the car. On the ends of these girders pulleys are fitted. A steel hawser is secured to each drum, passed round the pulley and connected to the scythe. Bottom gear is then engaged and the hawser is wound round the drum, drawing the scythe backwards and upwards. One would, of course, have to be careful to stop so soon as the scythes were sufficiently raised or the effect on the hawsers might be serious! The hawsers would then be detached from the scythes and wound neatly round the drum, the ends being made fast.



Another simple (!) jacking system calculated to make punctures a pleasure. It can be fitted to any car.

This system could also be used for raising the car, without having recourse to a hill, as the scythes could be lowered on to the ground and the hawsers attached directly to them, without passing round the girder pulleys. On starting up in bottom gear the scythes would be drawn forward and the car lifted. Here, again, it would be highly necessary to stop so soon as the car was raised.

The drums would, of course, have to be detachable, so as not to interfere with wheel changing, but this could easily be managed.

The girders would serve as a very efficient rear bumper, but it would be advisable to incorporate some arrangement whereby they could be raised to a vertical position, so as to facilitate manoeuvring in confined spaces.

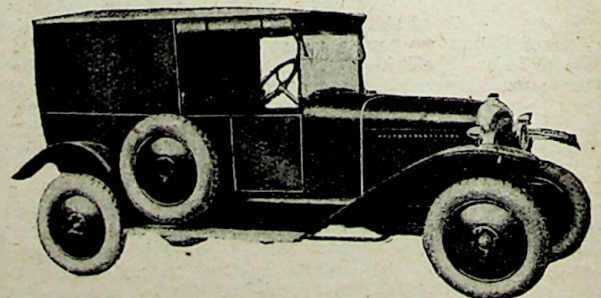
If a contrivance similar to the above were fitted to the front of the car the front wheels could also be dealt with, and the car itself would look better balanced.

In case "Focus" feels hurt at my criticism of his design let me hasten to say that we might as well keep it in addition, as it would be useful when one of the hawsers broke; the car would then have a truly "finished" appearance.

HOOCUS.

**CONDENSED CORRESPONDENCE.**

Mr. H. A. Matthews will be glad to hear from anyone who might be interested in manufacturing or further developing a 7 h.p. four-cylinder two-stroke engine which he has designed. One of these engines has been built and used successfully in a small car. Letters for Mr. Matthews, if addressed to these offices and marked "Two Stroke," will be forwarded.



The 11.4 h.p. Citroen van has been reduced to £175. It carries a 7 cwt. load and has a petrol consumption of 35-40 m.p.g.



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To prove the reliability of the Lea-Francis under the worst possible conditions, cars are entered in all the principal reliability trials in the country. The consistent success that rewards these entries is a byword in the motoring world, especially as every car entered is a perfectly standard model.

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Take an early opportunity to arrange a trial run for yourself. We shall be pleased to arrange one at your convenience.

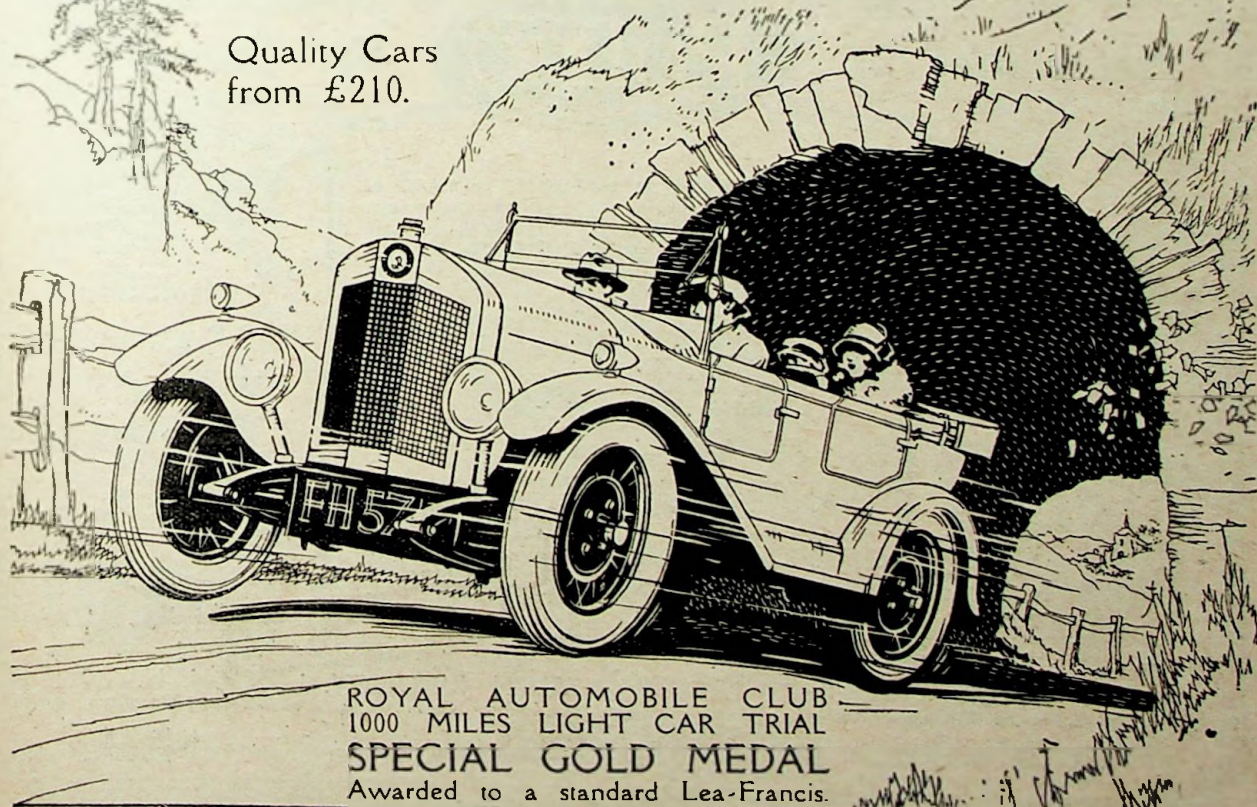
Write for particulars and catalogue.

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Works: Lower Ford Street, Coventry.

**LONDON—EXETER RUN, 1925—3 GOLD MEDALS.**

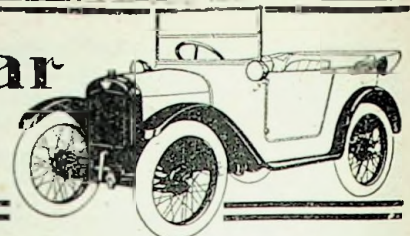
Quality Cars  
from £210.



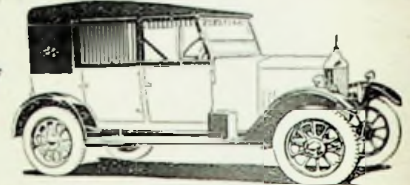
ROYAL AUTOMOBILE CLUB  
1000 MILES LIGHT CAR TRIAL  
SPECIAL GOLD MEDAL  
Awarded to a standard Lea-Francis.



# Start buying your car this easy way to-day!



AUSTIN '7,' £149 cash, or £37 5 0 down and 12 payments of £9 15 7. With option of a special rebate



STANDARD 4-seater, £225 cash, or £56 5 0 down and 12 payments of £14 15 4. With option of a special rebate.

With certain exceptions Trade supplied. Exchanges.

Now that we've turned the year the motoring season will be here in a flash. Why not make use of Lamb's Ltd.'s new scheme and have a car waiting for you when the season opens.

There is no lump sum to pay. You choose your model and start paying the instalments. When they amount to 25% of the cash price you get delivery and you pay off the balance easily by continuing the instalments.

There's no simpler, fairer plan in the country to-day. Come and get full particulars

**EXAMPLE:—**

CITROEN "Clover Leaf" £145 0 0	
Less deposit payable on or before taking delivery of car	36 5 0
	108 15 0
*Extra for terms	6 8 0
	<b>£114 3 0</b>

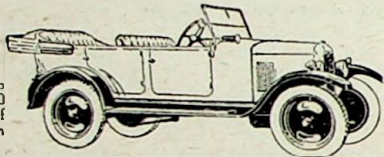
Payable in 12 monthly instalments of £9/10/4.  
 \*24/8/8 Rebate allowed if a/c paid in 2 months.  
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### ROTAX SPOT LIGHT

A VERY fine spotlight. Can be swivelled in any direction required, and gives powerful light projection. Invaluable for reading sign posts, finding turnings, etc.



Dia. of Aperture 3 1/2"  
 WINDSCREEN MOUNTING.  
 CAT. NO. 550 .. PRICE EACH 35/-  
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 CAT. NO. 557 .. PRICE EACH 27/6  
 SALOON MOUNTING.  
 CAT. NO. 558 .. PRICE EACH 27/6

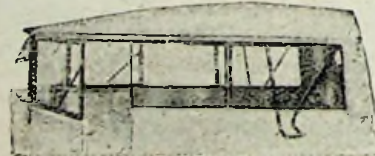
**GRADUAL REGULATING DIMMING SWITCH**  
 ABSOLUTELY "THE CURE" for A Dazzle. Any degree of light obtained between full on and mere glow. As easy to fit as it is to use.



CAT. NO. 559 .. PRICE 15/-

### Patent

**ALL-WEATHER SIDE CURTAINS.**  
 ROTAX Side Curtain Equipment enables you to obtain and enjoy the advantages of a closed saloon for an extremely small sum. They are perfectly rigid with the hood up or down, open with the doors, and are the essence of smartness.



CITROEN, English body, 4-seater, 6 panels, 2-31 1/2" x 16 1/2", 2-21" x 16 1/2", 2-25" x 15 1/2" .. Price £8-18-6  
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 CITROEN, 7 1/2 h.p. Clover-leaf body, 4 panels, 2-23 1/2" x 17 1/2", 2-20" x 17 1/2" .. Price 24-0-0

### Rigid

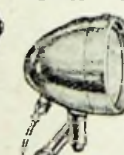
### SIDE CURTAINS.

Each panel made in 30/1000 gauge celluloid, and trimmed in either Leather Cloth or Twill to match hood, (give colour, etc., when ordering). The sizes given below are merely examples. We can obtain any make or size of car.

SWIFT, 10 h.p., 4-seater, 6 panels, 2-27 1/2" x 18", 2-24 1/2" x 18", 2-19 1/2" x 15" .. Price £6-18-6  
 SWIFT, 12 h.p., 4-seater, 6 panels, 2-31 1/2" x 18", 2-28" x 18", 2-20" x 18" .. Price £7-1-8  
 FIAT, 1-str., 6 panels, 2-25 1/2" x 15", 2-20" x 18", 2-25" x 18" Price £8-16-6  
 JOWETT, 4-seater, 6 panels, 2-17 1/2" x 15 1/2", 2-18 1/2" x 15 1/2", 2-17 1/2" x 15 1/2" .. Price £5-15-6

Front panel pairs supplied at pro rata prices.

### ROTAX FOG LIGHT.



ONE of the most useful lamps ever produced. It is designed for sitting on the near side dumb front and projects a powerful light to the edge of the road. Motorists wishing to avoid delay, a damaged car or worse, will be wise to fit a Rotax foglight—now, as the fog season is here. Absolutely invaluable.

CAT. NO. 559 .. Diam. glass, 3 1/2" PRICE each 30/-

### ROTAX CASES OF SPARE PARTS.

MOTORISTS should always carry a reserve case of these spare parts when starting on a journey. They may prove invaluable. SPARE PART CASE No. 1022—completes: One set Dynamo Brushes, two Battery Lug Screws, one set of Starter Motor Brushes, two Dynamo Brush Springs, Switchboard Fuse and assortment of screws, nuts, washers, etc.



CAT. NO. 1022. PRICE 22/6

**ROTAX (MOTOR ACCESSORIES) LTD. WILLESDEN JUNCTION, LONDON, N.W.10**  
 Telephone: Willesden 2480 (Private Branch Exchange). Telegrams: Rodynalite, Phone, London. Codes: ABC 5th Edition and Marconi International.

### BRANCH WORKS AND DEPOTS:

Birmingham: Lang for St. Phone: East 410. Grams: Rotaxmo, Birmingham.  
 Glasgow: 10/21, Oswald St. Phone: Central 370. Grams: Rotaxma, Glasgow.  
 Bristol: 7, Temple St. Phone: Bristol 5706. Grams: Rotax, Bristol.  
 Taunton: Newton's Works. Phone: Taunton 9. Grams: Arc, Taunton.  
 Manchester: 291/8, Deansgate. Phone: Central 7413. Grams: Rotaxlite, Manchester.  
 Leeds: 147, Park Lane. Phone: 20788. Grams: Rotax, Leeds.

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

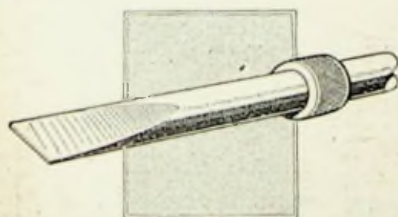




We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

### A Water-connection Repair.

The weak points in modern cooling systems are the flexible rubber connections from the cylinder head to the radiator, for, after long use, these connections are liable to crack. Should one prove defective, and a spare not be available, a quick temporary repair can be carried out in the following way:—Drain the radiator and open out the edges of the crack. Then scrape or rub with glass paper until the rubber is clean and apply a little rubber solution from a tyre-repair outfit. After the solution has become "tacky" place the edges of the crack together and bind up with insulating tape. The radiator may then be filled and the joint will be found to be watertight. The repair should only take about ten minutes to complete. Many repair outfits at present on the market contain a tyre-stopping compound for repairing cuts in the outer cover, and if this is used there will be no need to bind with insulating tape.



A knurled brass collar allows a screwdriver to be rapidly turned with two fingers until the screw becomes fairly tight.

### Improving Screwdrivers.

The accompanying sketch shows a useful addition to a screwdriver, in the shape of a piece of brass tube, knurled and forced tightly on to the blade. This will give a good finger-hold for turning screws which are not in tight enough to require the leverage of the handle and just too tight to permit twirling the blade by its bare polished surface. Alternatively, a piece of rubber tubing may be used, but this will not be so satisfactory, as the brass collar of the screwdriver is liable to get greasy.

### Testing for Cracked Cylinders.

If a cracked cylinder is suspected, the radiator filter cap should be removed and the cooling water watched while the engine is slowly turned over by hand. Should bubbles appear it

means that a crack exists, or, in the case of engines with a detachable head, it may mean that there is a leak at the joint. In the latter circumstances the test should also be made when the engine is warm, for a leak will often seal itself as the temperature rises. If it still persists, however, the effect of renewing the cylinder head gasket should be tried before going to the trouble of a pressure test.

### Simple Ways of Locking Nuts.

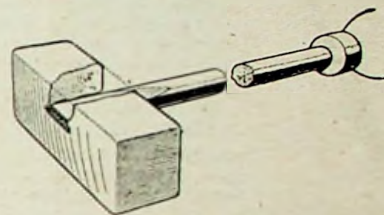
Occasions often arise when it is necessary to prevent a nut from slackening off and a special lock nut is not available. There is a number of ways of locking an ordinary nut, the best-known being the fitting of a second nut above the first. This method is simple and quite effective if carried out in the right manner; the main nut should first be screwed down slightly and the second superimposed and tightened. Then, holding the lock nut, an endeavour should be made to unscrew the main nut, thus forcing the two together.

Another effective way, which may be employed if the bolt in question is close to some projection, is provided by the use of a thin sheet-metal tag. This should be drilled to accommodate the bolt and slipped into position before the nut. When the nut has been fitted, one end of the tag may be bent up so that it presses against a face of the nut, the other being bent round the projection.

Where the nut and bolt are not sub-

ject to much strain the use of an ordinary spring washer will be found satisfactory. A more positive method, however, is binding the exposed thread of the bolt with fine gauze copper wire which will fit into the grooves of the thread.

Finally, a somewhat brutal, but effective, means to the desired end consists of giving the exposed thread a sharp blow at a point as near as possible to the nut. This will burr the thread and stop the nut from working loose. The disadvantage of the idea is that the damaged threads have to be filed before the nut can be removed, but, on the other hand, it may be used when the materials necessary for the other methods are not available.



Those who only need a brass hammer occasionally will find that a rectangular brass block, slotted so that a screwdriver may be used as a handle, is quite satisfactory.

### Emergency Brass Hammer.

A brass hammer is practically essential for light duty on finished or delicate parts of a car. If this type of hammer is only required occasionally one may be easily made as shown in the illustration. It consists of a piece of brass bar cut off to about the proportions shown and slotted to fit the end of one of the screwdrivers in the tool kit. When the hammer is required the screwdriver may be tapped into the tapered slot of the brass head and the hammer is then ready for use.

## In Answer to your Query



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

L.J.F. (Cambridge).—You should send the tyres in question to the retreading concern for an opinion. There is no hard and fast rule as to the fitness of covers to undergo the retreading process.

B.N. (Chatham).—The falling off in power of which you complain is due in all probability to the tightening down of the cylinder head which you have carried out on two occasions. As the head is pulled down the tappet clearances are altered and you should, therefore, check the settings.

A.J.H. (Northwich).—It is quite an easy matter to lubricate the speedometer cable. Detach the cable and withdraw the inner member from the outer. Apply light grease or vaseline to the driving portion and replace it.

T.P. (Coatbridge).—You will do no harm by blanking off part of the radiator in order to raise the working temperature. As your car has a radiator thermometer you can easily check the effect of various sizes of blanking strips.

R.M.E.D. (Manchester).—The failure of the dynamo to charge after a little running may be due to one of the brushes sticking in its holder. The offending brush should be rubbed with a strip of emery paper to ease it slightly, but do not alter the shape of the end which bears on the commutator.



## IN ANSWER TO YOUR QUERY (contd.).

**W.D. (Edgbaston).**—The correct amount of oil for completely refilling the clutch of your Wolseley car is three ounces.

**F.W.D. (Weymouth).**—Your particular rattle when accelerating or decelerating points to a worn housing for the ball on the front end of the torque tube.

**E.L.M. (Birmingham).**—You can work out an engine-revolution table from the fact that your 11.4 h.p. Standard is doing 18 m.p.h. at 1,000 r.p.m. on top gear.

**H.N. (Bristol).**—The badge affixed to the car you recently purchased does not entitle you to benefits of the organization in question. Membership is a personal matter and does not go with the car.

**B.W.M. (London, N.W.6).**—The easiest method of gaining access to the valves of your Jowett for grinding purposes is to take off the front wings. For this purpose undo the two nuts at the front end of each running board and remove the bolt holding each stay to the chassis frame.

**P.P. (Winton).**—Yes, the 13 h.p. Clyno saloon will go into your present garage, the overall length of this model being 13 ft.

**J.L.T. (Farnborough).**—The cost of converting a side-valve engine to an overhead-valve type would be heavy, as a new head would have to be cast and other parts specially made.

**E.I. (Keighley).**—Certainly there is an adjustment for the 10-15 h.p. Fiat foot brake. Take up the floorboards in the driving compartment and you will see a spoked wheel on the boss of the brake pedal. Turning this tightens the cable and adjusts the brake.

**C. McG. (Glasgow).**—Certainly the safety gap in the magneto will protect the armature windings if you run the engine with one or more high-tension leads disconnected for testing purposes. The best course, however, is to earth the loose leads.

**T.H.W. (Colne).**—We think you will find that the guarantee issued with your car excludes liability for the labour involved. Usually the faulty part is replaced free of charge, but the work of dismantling and refitting has to be paid for by the owner.

**F.D. (Mansfield).**—The reason for discouraging swilling out the crankcase with paraffin is the risk of diluting the new oil. There are often corners in the sump which cannot be drained by means of the base plug and thus quantities of paraffin are trapped. A little clean oil should be used for washing out the sump.

**F.O.L. (Littlehampton).**—The only tool that you require for removing the pistons from the connecting rods of your Rayliss Thomas car is a pair of pliers. All that you have to do is to extract the spring ring which holds each gudgeon pin by gripping the tang with the pliers and then tap the gudgeon pin out from the other end. You should avoid putting any side pressure on the connecting rods.

**H.A.B. (York).**—Yes, it is very advisable to provide a means of draining the inspection pit. Not only is water likely to run in from the garage, but it may also percolate through the pit walls. You would do well to specify a non-porous dressing for the pit walls and a draining well at one end, the pit floor having a slight fall. A grid covering should be provided for the well, easily removable when the water has to be baled out.

## CLUB ITEMS AND SPORTING EVENTS.

### B.M.C.R.C.

The annual general meeting of the British Motor Cycle Racing Club will take place at the Royal Automobile Club, Pall Mall, London, on Monday, January 25th, at 6.30 p.m.

### ESSEX M.C.'s FIXTURES.

February 20th is the date fixed for the Essex Motor Club's one-day winter trial, while Brooklands meetings will be held by the club on May 8th, August 7th and October 2nd. Details of the one-day trial will be issued shortly.

### M.C.C. ANNUAL GENERAL MEETING.

The annual general meeting of the Motor Cycling Club, Ltd., is being held on January 27th at Fagan's Restaurant, 61, Portland Street, London, W.1, at 6.30 p.m. A very satisfactory report and statement of accounts will then be placed before the members present.

### SOUTHERN JOWETT L.C.C.

A social evening was held by the Southern Jowett Light Car Club on January 14th at Slater's Restaurant, High Holborn, London, and the attendance proved to be a record, no fewer than 79 members and visitors being present. After military whist the second annual general meeting was held. The committee's report described the year as successful both socially and financially, and members had done well in competitions outside the club. The report and accounts were adopted unanimously and the hon. secretary, hon. treasurer and committee were re-elected amid enthusiasm. The thanks of the club were expressed to Jowett Cars, Ltd., Mr. H. G. Mitchell, Mr. Kinsey, *The Light Car and Cyclecar* and *The Motor* for valuable assistance. The remainder of the evening was devoted to music and dancing. Members should note that the hon. secretary has a supply of club badges available.

### CATFORD AND DISTRICT M.C.

The annual general meeting of the Catford and District Motor Club was held at the new headquarters and clubroom, The Grove Park Hotel, Baring Road, London, S.E.12, on January 14th, when the officers and executive for 1926 were elected and the annual business of the club transacted. The following officers were elected for 1926:—President, Lieut.-Col. Asheton Pownall, O.B.E., M.P.; vice-presidents, Mr. W. C. Running and Mr. A. S. Brimble; captain, Mr. C. J. B. Millett; hon. treasurer, Mr. J. J. Brandon; hon. trials secretary, Mr. C. G. Wright; hon. general secretary, Mr. S. E. H. Bowyer, 211, Argosway Road, Catford, S.E.6.

The club is anxious to extend its membership during the ensuing year, and applications for membership, which should be addressed to the general secretary, are invited. An attractive programme of social and sporting events is being arranged for the forthcoming season. The clubroom is available for members' use on Saturday evenings, and prospective members are assured of receiving a very hearty welcome.

B14

### CITY OF LONDON M.A.

The City of London Motoring Association will hold its first London-Stratford-London trial on January 31st, starting from the Marble Arch at 8 a.m. and finishing at Stanmore at about 7.30 p.m. The route, which is 180 miles in length, includes two observed hills—Waterworks and Sunrising. Entries, which close on January 28th (first post), should be sent to the trials secretary, Mr. J. M. Calvert, 164, Borough High Street, London, S.E.1.

### FORTHCOMING EVENTS.

- |              |   |
|--------------|---|
| January 24.  | City of London Motoring Association. Social Run to Bognor.                  |
| January 25.  | B.M.C.R.C. Annual General Meeting. Oxford M.C. Annual Meeting.              |
| January 27.  | J.C.C. Annual General Meeting. M.C.C. Annual General Meeting.               |
| January 29.  | Sydenham and District M.C. Motor Revel.                                     |
| January 31.  | City of London Motoring Association, London-Stratford-London Trial.         |
| February 6.  | West Kent M.C. Annual Dinner.   |
| February 12. | Oxford M.C. Annual Dinner and Dance. West Kent M.C. Annual General Meeting. |
| February 13. | Sutton Coldfield and N. Birmingham A.C. Colmore Cup Trial.                  |
| February 14. | Morgan M.C. Opening Run to St. Neots.                                       |
| February 20. | Essex M.C. One-day Winter Trial.  |

### OXFORD M.C.'s ANNUAL DINNER.

In response to many requests the Oxford Motor Club has decided to arrange for dancing and cards after the annual dinner. As announced in *The Light Car and Cyclecar* last week, this function will be held on Friday, February 12th, at the Carfax Assembly Rooms, Oxford, starting at 7 p.m. Members are advised that the number of tickets is limited and an early application should be made. Tickets, which cost 12s. 6d., may be obtained from the hon. secretary, Mr. Wilfrid A. Mathews, 6, St. Aldates, Oxford.

### KENT AND SUSSEX L.C.C.

Among the provisional fixtures of the Kent and Sussex Light Car Club are a rally and treasure hunt at Fumbridge Wells on Saturday, March 20th, and a closed reliability trial on Saturday, May 15th.

### RESULTS OF LIVERPOOL CLUB'S TRIAL.

In the Liverpool-Penrith-Liverpool trial, held on January 2nd by the Liverpool Motor Club, the following gained silver cups:—A. G. Cocks (11 h.p. Clyno), V. G. Wallisgrove (11-40 h.p. Riley), G. C. Wood (8-9 h.p. Rover) and V. F. Crosthwaite (Acro Morgan).

### SYDENHAM AND DISTRICT M.C.

A "motor revel" will be held by the Sydenham and District Motor Club in the club-room in the Crystal Palace, London, S.E.19, on Friday, January 29th, starting at 7.30 p.m. Tickets, which cost 3s. 6d., may be obtained from Mr. F. E. Mockford, care of Crystal Palace, London, S.E.19.

## TO CLUB SECRETARIES.

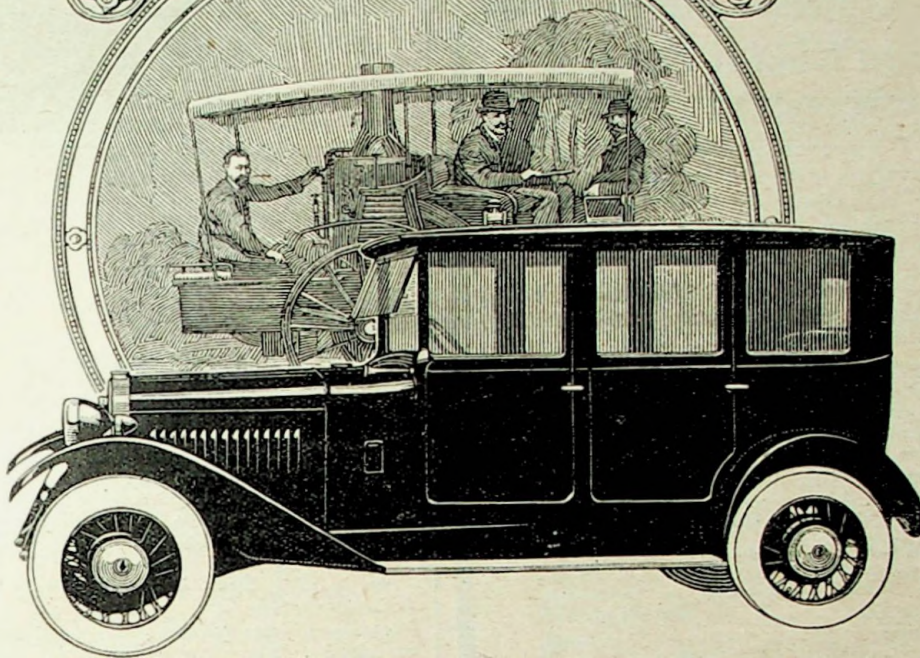
Reports and announcements intended for inclusion in next Friday's issue of "The Light Car and Cyclecar" must reach us by the first post on Monday morning.

### SUTTON COLDFIELD CLUB'S TRIAL.

The Sutton Coldfield and North Birmingham Automobile Club's tenth Colmore Cup trial will be held on February 13th, starting and finishing at Stratford-on-Avon. The motorcycle and three-wheeler classes will be held under an A.C.U. open permit, and the car class under an R.A.C. closed permit. Entries close on Wednesday, February 3rd, and full particulars may be obtained from the secretary, Mr. John D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

The club held its thirteenth annual dinner in conjunction with a dance on Friday, January 15th, at the Queen's Hotel, Birmingham. During his speech the chairman, Mr. B. W. Harcourt, thanked Mr. H. B. Denley on behalf of the club for presenting the Rhode Cup, in place of the P. J. Evans Trophy which he had won outright. Amongst other light car drivers who received trophies were Messrs. H. E. Tatlow and G. N. Norris, of Lea-Francis fame, and J. G. Orford, whose successes in an Austin Seven secured him the Murratt-Arison Trophy for the most consistent performance throughout the season by a member of the club.





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A FULL forty years ago the first De Dion was despatched on its maiden journey through the leafy lanes on the outskirts of Paris. True, it was steam driven, for the petrol engine was still merely ascientist's dream. But, pictured above, it was the first real attempt to produce an auto-propelled vehicle for the road. And as such the whole world has paid tribute to the remarkable vision and courage of the Marquis De Dion—the *doyen* of automobile engineers.

This forty-year-old leadership has today resulted in the production of a new De Dion even finer than any of its predecessors. Unmatched for speed, without equal for luxurious comfort,

it possesses all those subtle qualities which inspire De Dion owners with a sense of complete road-mastery.

It may be true that purchasers of De Dion Cars are not primarily concerned with their initial cost. Their experience—and the experiences of veteran De Dion owners—has been tempered by the knowledge that longevity and constant, enduring performance is the truest form of motor economy.

That the De Dion engine never wears out is accepted among car enthusiasts almost as a truism. One constantly comes across old De Dion engines removed from their chassis—ten, twenty and even twenty-five years old—still performing their daily tasks.

10/20 MODEL J.P.  
With 4-wheel brakes  
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Fully equipped, from  
£295 to £395

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THE WORLD'S FIRST AUTOMOBILE

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

Gilbert: Ad. 1416.



## OPPORTUNITY is Knocking— Don't Let it Pass!

**D**ON'T reproach yourself later for not securing one of these cars, for in the whole history of motoring the opportunity to secure a reputable car at these prices is without parallel. Act now and be wise.

### CALTHORPE BARGAINS. 1926 MODELS, FULLY GUARANTEED, DEMONSTRATION AND SHOW MODELS.

**£50 SAVED.** 10/20 h.p., latest type 3-door Four-seater, Dynamo Lighting, Self-starter, Speedometer, Clock, Balloon Tyres, All-weather Equipment, as makers' list and full guarantee. List Price £215. **Our Price £165**

**£57 : 10 : 0 SAVED.** 10/20 h.p., latest type Two-seater, Specification as above. List Price £215. **Our Price £162 : 10 : 0**

**£50 SAVED.** 10/20 h.p., latest type 4-door Saloon, Royal Blue, Bedford Cord Upholstery, Balloon Tyres, Specification as latest list. List Price £275. **Our Price £225**

**£70 SAVED.** 12/20 h.p., latest type Four-seater, Mulliner Body, Real Leather Upholstery, Dynamo Starter, Speedometer, Clock, Dash Lamp, Adjustable Front Seat, Balloon Tyres, 4-Speed Gearbox, Right-hand Change, as makers' list. Usual Price £295. **Our Price £225**

**£70 SAVED.** 12/20 h.p., latest type, Standard Model Two-seater, Dickey Seat, Specification as above. List Price £295. **Our Price £225**

**BAYLISS-THOMAS.** 12/27 h.p., 1925, O.H.V. Engine, Five-seater, Maroon, Leather Upholstery, Dynamo Lighting, Self-starter, Speedometer, Clock, Balloon Tyres, etc., as maker's specification. List Price £300. **Our Price £255**

**CROUCH.** 12/30 h.p., 1925, 2-door All-weather Model, Maroon, Fitted with Anzani Engine, Dynamo Lighting, Self-starter, Speedometer, Clock, Dash Lamp, etc., as makers' specification. List Price £295. **Our Price £245**

**WE** have a very comprehensive stock of good Used Cars. Every one is open to A.A. or R.A.C. examination. Prices range from £75. Write for current list.

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## AROUND THE TRADE.

The price of a Goodyear 27-in. by 3.85-in. tube is now ten shillings.

Frost-fractured cylinders repaired by Barimar during the latest spell of severe weather numbered no fewer than one thousand.

The Chloride Electrical Storage Co., Ltd., has issued a new edition of a leaflet which deals with methods and apparatus for testing portable batteries.

Rotax (Motor Accessories), Ltd., have recently appointed the following battery agents—Messrs. Fields Garage, 31, South Street, Chichester; W. Short, Ltd., 4, St. Cross Road, Winchester.

Mr. W. F. Nisbet, son of the late Mr. J. R. Nisbet, founder of Bowden Wire, Ltd., has been appointed manager of the Glasgow depot of Hutchinson Tyres at 60-62, West Regent Street, and their representative for the whole of Scotland.

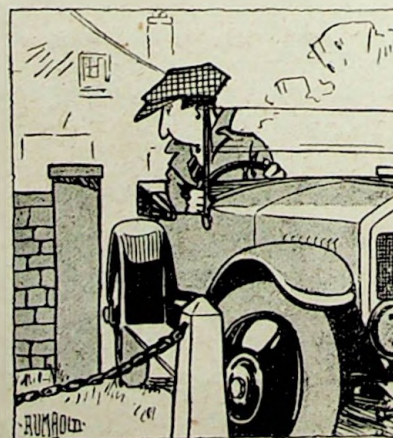
A.C. Cars, Ltd., have sent us a list of successes gained in hill-climbs and speed events during 1925 by Mr. J. A. Joyce driving the well-known four-cylinder racing A.C. The list includes over 20 "firsts" and the fastest time of the day on six occasions.

We have received a well-illustrated catalogue from the Whitfield Electrical Co., Ltd., 44, 44a, 46, Whitfield Street, Tottenham Court Road, London, W.1, describing their motor accessories. The range includes roof lamps, switches, lamp bulbs, inspection lamps and a large variety of other fittings.

The Gear Grinding Co., Ltd., of Handsworth, Birmingham, have completed arrangements by which a company dealing with their specialized class of work has been established in Milan. The Italian company has purchased the sole rights for the Gear Grinding Co.'s patents and process in Italy.

In the course of a message to the employees of the Dunlop Rubber Co., Ltd., Sir Eric Geddes, the chairman, said: "Your efforts, in turning out a good, reliable product and in generally giving satisfaction to our customers . . . have resulted in steady and growing employment at Fort Dunlop and in expanding business to the company."

The Vacuum Oil Co., Ltd., Caxton House, Westminster, London, S.W.1, have prepared lubrication charts dealing with the 8 h.p. and 9 h.p. Rover models, the 11.4 h.p. Standard and the 10 h.p. Singer. We have seen examples of these charts, and it is obvious that they would be extremely useful to owners of the cars in question. Copies will be sent gratis to readers who apply to the address given.



### LIGHT CAR PROVERBS.—No. 3.

The winner is  
Miss C. Cardale,  
Capp Mill House,  
Painswick,  
Near Stroud, Glos.

The prize of £1.1.0  
will be sent to her  
in due course. Her  
proverb is quoted  
below the subjoined  
drawing.

**The middle is the safest course.**

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





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IN the manufacture of VICKERS DROP FORGINGS careful consideration is given to the function of the finished article so that the special methods of production which we employ, together with the selection of the most suitable steel, ensure the maximum resistance in those parts most highly stressed in service.

Above is depicted a section of a crankshaft etched to show the grain of the steel, from which it will be observed that by the VICKERS process the grain is not cut at any point, but runs the full length of the shaft, thus ensuring the greatest possible strength.

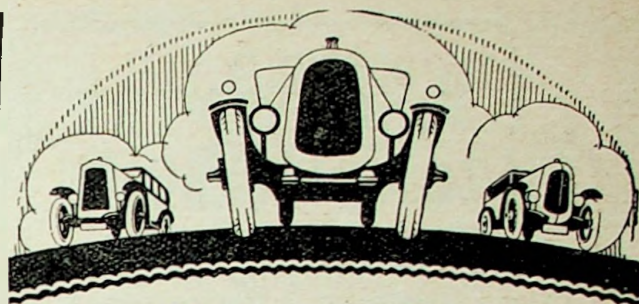
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SPECIAL STEELS, WELDLESS DRAWN STEEL TUBES, FILES, HACKSAW BLADES, BAND SAWS, CIRCULAR SAWS, SPIRAL AND STRAIGHT TOOTHED BEVEL GEAR WHEELS, SURFACE HARDENING BY PATENTED PROCESS, etc.

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There's wisdom in ordering your car now. At the moment deliveries are fairly easy to secure, but a spell of fine and warmer weather will witness the usual pre-Easter rush. And then many would-be purchasers will experience annoying delays in their endeavours to secure the cars that meet their needs. The surest way of making the delivery of your new car absolutely certain *when you want it* is to see Godfreys about it *NOW*. Upon payment of a small deposit we will make the necessary arrangements for the car you choose to be ready for you to drive away by a definite date. In other words, we will reserve the car for you in the same way as you reserve a seat at a theatre. Our showrooms are full of the leading light cars from which to make a choice to meet your own particular need.

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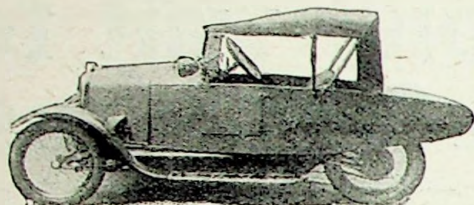
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



## The 7 H.P. COVENTRY VICTOR RUNABOUT

*Makes its Debut in Trials.*

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£4 Tax and 60 M.P.G.

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One Machine Entered, Gains Silver Medal.  
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Telephone:  
Coventry 952.

**London Distributors:**

The South Ealing Garage, 152, South Ealing Road, W.5.

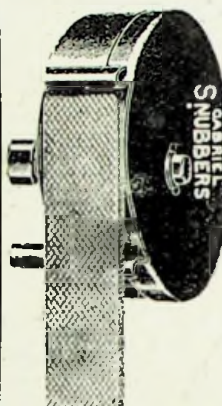
## Motoring without

# GABRIEL'S SNUBBERS

*Rebound Shock Absorbers*

is akin to skating on  
thin ice.

You court trouble—and find it eventually. Something is bound to give when the applied strain exceeds resistance capacity. If you would avoid broken springs, sand-papered tyres, disarranged lighting and starting equipment, and other more or less expensive and annoying incidents—take a leaf from the book of experience—the experience of some two million users—equip your car with Gabriel Snubbers.



## Brown Brothers

THOMSON AND BROWN BROTHERS LTD  
BROWN BROTHERS (IRELAND) LTD

Wholesale Only: Head Offices and Warehouses:  
GREAT EASTERN ST., LONDON, E.C.2  
126, George St., Edinburgh, and Branches.



## RINGS PREVENT LOSS OF POWER

When your engine 'pinks,' overheats and loses power on hills, badly fitting piston rings are usually the cause. Fit BRICO Rings for the utmost power. Dead true to size, they retain their shape, being properly heat treated, and ensure perfect compression.

**THE BRITISH PISTON RING  
CO., LIMITED, COVENTRY.**

THERE'S A  
BRICO RING  
FOR EVERY  
ENGINE  
in stock at all  
Agents, Dealers  
and Garages.  
Each one sealed  
in a grease-proof  
envelope and  
guaranteed true to  
size.

H.P.

## HOW TO DRIVE A CAR

*The Principles of Control*



NINTH EDITION

2/6

NET

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

**TEMPLE PRESS  
LTD.,**

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

Wholesale Agents:  
F. J. Larby, Ltd., 30,  
Paternoster Row, E.C.4.

A complete guide to the  
efficient and safe driving  
and handling of a car.

The instructions are carefully graded, so that the learner progresses step by step in the art of driving. Several chapters are devoted to the attainment of "road sense" and how to deal with the numerous road problems which demand quick decision and correct judgment.

Driving for avoiding waste and undue wear and tear of the car is also dealt with.

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



# Austin Seven and Morgan Runabout

at  
**BIRMINGHAM  
LEICESTER  
LIVERPOOL  
MANCHESTER**

If you live within twenty—  
or two hundred—miles of  
any of these cities it will pay  
you to choose your Austin  
Seven or Morgan Run-  
about from Colmore Depot.  
We are the largest Morgan people  
in the country and with our  
Birmingham Depot on the door-  
step of the great Austin Works,  
we can give first-rate service and  
prompt delivery of any models.  
Our allowances in part exchange  
are recognised as the highest in  
the country and terms and treat-  
ment are always satisfactory.  
Call or send for particulars of the  
models in which you are interested.

Austin Seven "Family" £149  
Model .. .. .

Morgan Runabout Stan- £95  
dard Model .. .. .  
(completely equipped).

**Colmore Depot**

31, Colmore Row (adjoining  
Grand Hotel), Birmingham.  
62, High Street, Leicester.  
24, Paradise St., Liverpool.  
200, Deansgate, Manchester.

## 100 USED CARS

It is very seldom indeed that a prospective customer does not find a car exactly suited to his needs when he inspects our huge stock or reads through our list of bargains.

There is always a decided tendency for prices of second-hand cars to increase with the approach of spring, and a saving of at least 10% is assured by purchasing NOW!

<b>A.C.</b>	1926 type, del. 1925, 12 h.p. Royal 2-seater, as new ..	£255
	1925, 12 h.p. Any-weather 2-seater, shop-soiled only ..	225
	1924, 12 h.p. Royal 4-seater, equal to new, long chassis ..	195
	1925 model, del. 1924, 12 h.p. Royal 2-seater, ex. cond. ..	185
	1924, 12 h.p. Royal 2-seater, in very nice order ..	165
	1924, 12 h.p. Any-weather 2-seater, very small mileage ..	155
<b>A.B.C.</b>	1923, 12 h.p. Regent model, 2-seater, nice order ..	65
<b>CITROEN</b>	1922, 11 h.p., 4-seater, starter and lighting ..	68
<b>CLYNO</b>	1924, 4-seater, Hartfords, Auster rear screen, excep- tional condition ..	118
<b>COVENTRY-PREMIER</b>	1923/4, 10 h.p., 4-cyl., 4-seater, very fine order ..	90
	1923, 10 h.p., 4-cyl., 4-seater, several extras ..	83
<b>HANDS</b>	1925, 10 h.p., 4 seater, painted maroon, fully equipped ..	115
	1924, 10 h.p., 2-seater de luxe, balloons, perfect ..	95
<b>RENAULT</b>	1923, 8.3 h.p., 2/3-seater, in very nice condition ..	95
<b>RILEY</b>	1923 (del. 1922), 11 h.p., 4-seater de luxe, ex. cond. ..	125
<b>ROVER</b>	1925, 9/20 h.p., 4-seater de luxe, almost as new ..	168
	1924, 8 h.p., 4-seater de luxe, self-starter, etc. ..	90
	1924, 8 h.p., 4-seater, only run few miles and equal to new ..	85
	1924, 8 h.p., 2-seater coupe with dickey, self-starter ..	90
	1924, 8 h.p., 4-seater, in good order ..	70
<b>SWIFT</b>	1924, 10 h.p., 2-seater, excellent order, starter and lighting ..	85
	1922, 10 h.p., 2-seater, in very nice order ..	65
<b>TALBOT</b>	1923 (new in 1924), 10/23 h.p., 4-seater de luxe, great bargain ..	165
<b>WOLSELEY</b>	1925 (Aug.), 11/22 h.p., 2-seater, almost as new, balloons ..	160
	1923, 10 h.p., 2-coupe, 2 doors, smart little car ..	115
<b>SINGER</b>	1926, 10/26 h.p., 4-seater de luxe, painted maroon, F.W.B. ..	198
	1925, 10/26 h.p., 4-seater de luxe, as new ..	175
	1925, 10/26 h.p., 4-seater de luxe, perfect condition ..	165
	1925, 10/26 h.p., 4-seater de luxe, excellent order ..	158
	1925, 10/26 h.p., 2-seater de luxe, very attractive car ..	160
	1924, 10 h.p., 4-seater de luxe, in perfect order ..	115

NOTE.—We have over 30 second-hand Singer cars in stock.

FULL LIST SENT FREE ON REQUEST.

YOU CAN BUY SAFELY BY POST.

### ATTRACTIVE NEW MODELS IN STOCK.

JOWETT, 7 h.p., Saloon ..	£200
CLYNO, ROYAL 4-seater ..	215
ROVER, 9/20 h.p., Super 4-seater ..	225
SWIFT, 10 h.p., 4-seater ..	235
SINGER, 10/26 h.p., 4-seater ..	225

Our brochure, "Cars of Repute," fully describes  
our Part Exchange and Deferred Payment  
facilities which are operative in any part of the  
country. May we send you a copy, post free?

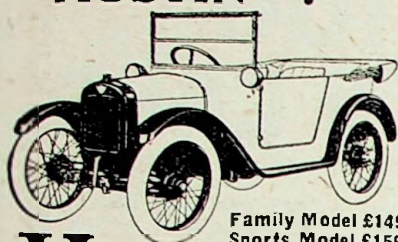
**NEWMAN**  
MOTOR COMPANY  
243-245, HAMMERSMITH ROAD LONDON W 6  
100 Yards from Hammersmith Broadway

'Phone:  
Riverside 3161.

Established  
Over 30 Years.



PROMPT DELIVERIES.  
AUSTIN "7"



Family Model £149  
Sports Model £159

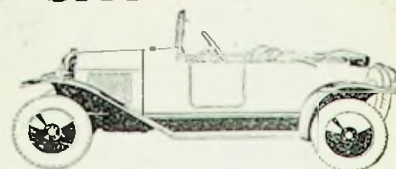
**HOMAC'S**  
MOTOR AGENTS

EXCHANGES OR DEFERRED TERMS.  
MORGAN



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

CITROËN 7.5



3-seater Cloverleaf, £115

FREE TUITION AND AFTER SALES SERVICE.  
243/247, Lower Clapton Road, London, N.E.  
Works: 46, London Road. Phone: Clissold 2408.

## A Special Garage at a Special Price

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

**THORNBERS' OWNER-DRIVER'S GARAGE**  
Size 15 ft. x 9 ft.  
x 7 ft. x 9 ft. **£15** CARRIAGE FORWARD.

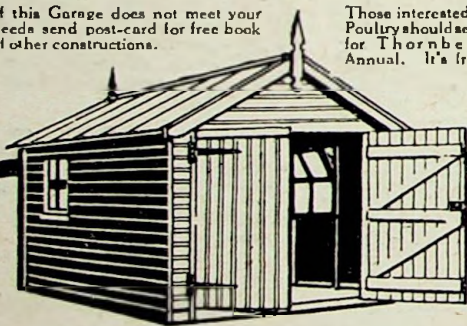
Wood Floor £4 extra

Thornbers Locjoint weatherboards defy all weather, and are used for the sides and ends. This Locjoint boarding (3 in. thick) is on 3 in. x 1 1/2 in. frame. 3 in. T. and G. Boards, on 3 in. x 1 1/2 in. purlins form the roof. Best Rubberoid Felt, battens, barge boards and finials are sent loose for safe transit. Doors are strongly battened, securely held by bands, gudgeons, bar bolts, lock and key provided. Well framed window at each side, with 21 oz. clear glass. Top half to open. All bolt holes are bored and bolts supplied.

**THORNBERS BROS., 11, Mytholmroyd, Yorks.**  
London Office - 47, Victoria Street, S.W.1.

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

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

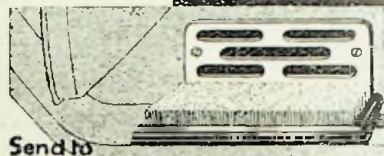


## MOTOR MATS Best British Fibre Made to fit any Car

A good-looking Motor Mat is a necessity for every owner who takes a pride in his car. Have the best! We make Mats of best fibre, stout and very durable—to your own pattern, at only 3/- per sq. ft. overall Carriage Paid. Mark "top side" on your pattern.

CLYNO, 2-seater .. 27/6  
4-seater Front 27/6 4-seater Rear 13/6  
(Please state model.)

HUMBER, 8-18 Chummy, Front .. 25/- Rear .. 9/-  
SINGER, 16 h.p. 2-seater 4-seater Front 21/- 4-seater Rear 14/-  
ROVER, 9-20 2-seater .. 27/6



4-seater Front 21/-  
4-seater Rear 12/-  
WOLSELEY 11-22 2-seater 19/-  
Carriage Paid.

**STEP MATS**  
with polished aluminium holder  
11 in. x 7 1/2 in. 8/- each.  
Valance Protector .. 5/6

Send to **Thorogoods Ltd. Baldock, Herts.**  
(Dept. L.C.)

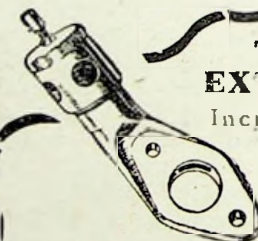
## The BOWDEN EXTRA AIR INLET

Increases Engine Efficiency.

Reduce the Fuel Bill by the judicious use of an Extra Air Inlet.

Get the Bowden, the Original and Best.

Seventeen years' world-wide use.



No. 593. Write for full particulars, fitting instructions, etc.  
Prices 15/6 to 30/-  
For Fords 20/-



27, Victoria Road, Willersden Junction, London, N.W.10.

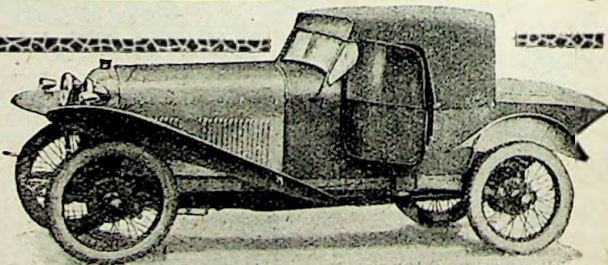
**Built for Speed and Comfort!**

THE NEW GRAND SPORTS

**AMILCAR**

NEW ALL-WEATHER EQUIPMENT.

**VERNON BALLS,**  
25, HIGH STREET, FULHAM, S.W.  
Putney 1995.



### BRIEF SPECIFICATION:

Air Upholstery, Electric Hooter, Side Windows, English Paintwork, Rev. Counter, Petrol Gauge, Self-Starter.  
— Complete Six Months' Guarantee —

Hire Purchase from £80 down

COLOUR TO CHOOSE.

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



# K I R K

& CO.,

22, PRAED ST., PADDINGTON, W.2

Phone : Paddington 6049

**HIGHEST  
ALLOWANCES  
IN EXCHANGES.**

**TERMS TO  
MEET YOUR  
REQUIREMENTS.**

## SATISFACTION.

We are not satisfied merely to sell you a car. Unless we feel that we have thoroughly met your requirements, and have satisfied YOU, our object is not achieved. Towards this end

**ALL OUR CARS ARE GUARANTEED.**

Compare our prices. They are unequalled.

Send a deposit now to reserve your selection.

Call for a trial without obligation.

We are open until 8 p.m. every day, including Saturday. Sundays till 1 p.m.

**CITROEN, 1925, 7.5 h.p., 3-seater Clover-leaf,** starter and lighting, clock, speedometer, all-weather equipment, balloon tyres, very low mileage, equal to new throughout... £102 10  
Another at ... £98

**CLYNO, 1924, 11 h.p., light 4-seater, all-weather** equipment, starter and lighting, clock, speedometer, a smart and thoroughly reliable car £96

**CITROEN, 1924/25, 7.5 h.p., 3-seater, all-weather** equipment, starter and lighting, clock, speedometer, balloon tyres, new condition... £90  
Another ... £86

**CITROEN, 1924, 7.5 h.p., 3-seater, starter and** lighting, all-weather, mechanically sound, appearance as new, exceptionally smart car £85

**MORGAN, Grand Prix, 1924, dynamo lighting,** speedometer, good tyres, excellent condition and appearance. Genuine offer... £76

**ROVER, 1924, 8 h.p., 4-seater, all-weather** equipment, nice mechanical condition and exceptionally smart... £73

**STANDARD, 1921, 11.6 h.p., 4-seater, starter and** lighting, speedometer, all-weather equipment, good tyres, splendid condition, re-coachpainted, the most popular model... £72 10  
Another similar... £67 10

**CITROEN, 1924, 7.5 h.p., 2-seater, starter and** lighting, all-weather accreca, splendid mechanical condition, good appearance, carefully owned... £72

**ALBERT, G.2 model, 5-seater tourer, starter and** lighting, etc., completely overhauled and re-coachpainted. Genuine bargain... £65

**BELSIZE - BRADSHAW, 1923, 2-seater and** dickey, dynamo lighting, clock, speedometer, almost new tyres, excellent condition... £58  
Another... £50

**MORGAN, 1922, 8 h.p., M.A.G. dynamo lighting,** spot light, speedometer, electric horn, exceptionally nice condition, very carefully owned. low mileage... £54

**ROVER, 8 h.p., 1921, 2-seater sports, fitted with** special sports streamline body, reupholstered, re-coachpainted, and overhauled in our own workshops, dynamo lighting, good tyres, spare wheel. Bargain... £49 10

**ROVER, 8 h.p., 2-seater, 1921, dynamo lighting,** good tyres, spare wheel, very fine condition £44

**SINGER, 10 h.p., 2-seater and dickey, dynamo** lighting, good tyres, very nice condition throughout, genuine offer... £34

**G.N., 1922, 2-seater and dickey, special all-** weather model, double Triplex screen, dynamo lighting, speedometer, very nice condition £40  
Another... £28

We have several other Rover cars at bargain prices in stock.

### A few Examples from To-day's Stock.

1923 Amilcar, 2-str.	£88
1922 Amilcar Sports (1)	£68
1922 A.B.C. Regent	£68
1921 A.B.C. Sports	£59
1921 A.B.C. 2-str., de Luxe	£68
1922 A.B.C. Sports (2)	£68
* 1921 A.C. 2-str. (4)	£95
1923 Ariel, Chummy	£88
1923 Austin "7," Chummy	£88
* 1923 Baylis Thomas, 2-str.	£95
1922 Belsize-Bradshaw, 2-str.	£65
* 1922 Belsize-Bradshaw, 4-str.	£89
* 1922 Calthorpe, 2-str.	£78
1924 Citroen "7," Coupe	£98
* 1921 Citroen, 2-str. (2)	£58
* 1921 Citroen, 4-str. (3)	£68
* 1922 Citroen "7," 2-str.	£65
* 1922 Citroen, 4-str.	£95
* 1923 Clyno, 4-str.	£98
1922 Coventry Premier (2)	£55
* 1923 Gwynne "8" Chummy (2)	£68
* 1922 Hands, 2-str.	£68
1921 Hillman, 2-str. (2)	£78
1922 Jowett, 2-str. (3)	£78
* 1923 Lagonda, 2-str.	£78
1922 Rhode Chummy, 4-str.	£68
1922 Rover "8," 2-str.	£48
1921 Rover "8," 2-str. (2)	£48
1923 Rover Chummy, 4-str.	£68
* 1923 Rover "8," Chummy	£75
1924 Rover "8," 4-str.	£68
1923 Salmons, 2-str. (3)	£88
1922 Salmons, 2-str. (3)	£68
1925 Senchal Semi-Sports	£98
* 1923 Singer, 4-str. (C.P. Model) (2)	£88
* 1923 Singer, 2-str.	£95
* 1922 Singer, 2-str.	£78
1921 Standard 11.6, 2-str.	£75
* 1923 Swift, 4-str.	£98
1923 Talbot (2)	£98
1922 Talbot "8," 2-str.	£88
1923 Wolseley "7" (2)	£78
* 1921 Wolseley "10," 2-str.	£85

We also always have a few bargains just over £100.  
Many others, always over £80 odd in stock.

\* Cars marked thus have starters.

### DON'T

# SCRAMBLE

AT EASTER.

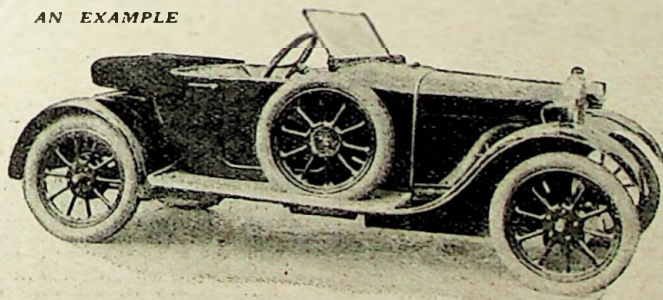
IT'S ONLY 9 WEEKS!

**BUY IN COMFORT NOW**

Under Our Guarantee

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

### AN EXAMPLE



1922, 3 TALBOT, 8, 18, 2-seater, £88.

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

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

### TERMS.

From ONE-TENTH down and 10 equal payments to 1/3rd down and 18 monthly payments. Just state the sum you wish to deposit, we do the rest.

Any new Cars. Immediate deliveries of almost any make.

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

### EXCHANGE.

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

### SPECIAL NOTE.

We do not deal in all Types from 40-50 Saloons to Motorcycles. WE SPECIALISE IN SMALL CARS UNDER £100 and UNDER 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class. All cars guaranteed good mechanically, and open to A.A. and R.A.C. examination willingly.

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

**Benmotors**

30/32, High Street

WANDSWORTH, S.W.18.  
BATTERSEA 1509.

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



"I'm glad  
I got a

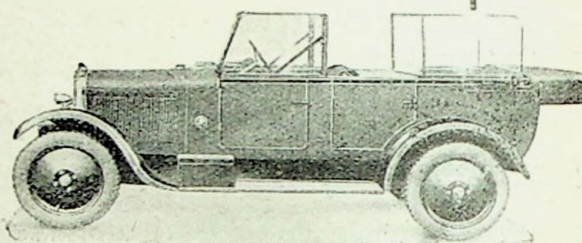
**SINGER**

and specially  
glad I got  
it from



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

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



#### SINGER MODELS.

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

(All four-wheel brakes.)

**EXCHANGE :**—  
Your present car for  
a SINGER . . . or  
your 1922, 1923, 1924  
or 1925 SINGER for  
the latest 1926 Model.

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

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

Croydon  
2450-1,  
968.

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



# 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.

Advertisement orders are subject to acceptance in writing from the Head Office. All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which, in the opinion of the Publishers, are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

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

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

## DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded so 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 our Head Office first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBURY 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, Rosebury Avenue, London, E.C. 1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

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

## NOTICE.

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

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE.

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

A.B.C. 1922 sports, 45 miles per gallon, splendid condition, hood, tools, etc., insured July, £50 or best offer, bargain. 65 Lewin Rd., Streatham. 687-j761

A.B.C., 1926 model, super sports, used for demonstration only, £185. Below.

1924 A.B.C. Regent, dickey, overhauled, repainted, £84. Below.

1923 A.B.C. sports, polished aluminium body, twin carburettors, good tyres, exceptionally fast, an exceptional car, £78. Below.

1923 A.B.C. sports, overhauled, repainted, new condition throughout, £68. Below.

1922 A.B.C., 12-volt lighting and starting, electric and bulb horns, overhauled, £65. Below.

Cash, deferred, exchange. Below.

Motorcycle accepted part. Ward and Co., 51 Upper Richmond Rd., East Putney. Phone, 2818-19. 687-j756

A.B.C.s. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-914

A.B.C., 1922 Regent model, 2 doors and dickey, many extras, bargain, 40 cns. Gordon England, Ltd., 28 South Molton St., Oxford St., W. Mayfair 6578. 687-942

A.B.C., 1922, Regent, Specialoids, 40 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 687-974

A.B.C., 1922, 2-seater and dickey, £55; fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 687-80

A.B.C., 1922, 2-seater sports, dynamo lighting, clock, speedometer, etc., in very good condition, price only £39. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 687-872

A.B.C. sports, 1923, fine condition, £55, or exchange Morgan. 786a High Rd., Tottenham. 687-j791

A.B.C., 1922, Regent, £50; exchanges, deferred payments. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 687-907

A.B.C. sports 2-seater, £63; exchanges, balance deferred. Newnam's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-119

A.C. A special bargain.

1924 12hp A.C. coupe, painted grey, trimmed Bedford cord, complete with all accessories, and in excellent condition throughout, price £186. Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Telephone, Langham 2172. 687-789

A.C. cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone, 2625. zzz-17

A.C. Royal, 4-seater, fully equipped, perfect condition and appearance, £215, or part exchange for light, roomy saloon. Kitchen, 33 Paradise St., Birmingham. 687-j313

A.C. Special 1924 A.C., Royal blue, 12-volt, new tyres, double screen, special camshaft Anzani engine, guarantee 45 second, 70 top, any trial, £185, taxed; exchange Aero Morgan. 20 Whyarn Avenue Wood Green, Mount 3531. 627-j652

A.C., 1922, Royal model, 2-seater, double dickey, antique leather upholstery, painted blue, starter and lighting, side curtains complete, good tyres, 2 horns, hood envelope, speedometer and numerous other extras, very nice order throughout, £98, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 687-902

A.C.s, 2 bargains. Harold Simons. See "Miscellaneous Cars." 687-42

A.C.s. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-916

A.C. 2-seater; starter, dynamo, very clean, £11, and 10 monthly payments of £11, or cash £110. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-j818

A.C., 108 guineas; 1922, Royal 4-seater, magnificently upholstered in antique leather, rear screen, car indistinguishable from new. Extended payments and exchanges. White and Mears, 9 Brick St., Piccadilly. Phone, Grosvenor 1804 and Kensington 9002. 687-982

A.C., 4-seater, starter, dynamo, very clean, terms, £12 and 10 monthly payments of £12, or cash £120. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-j817

A.C. coupe, terms £15 and 10 monthly payments of £15, or cash £150. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-j815

A.C., 1924, 2-seater and double dickey, self-starter, clock, speedometer, etc., car very carefully handled and is as new throughout, £145; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 687-47

A.C., £115, 1922, Royal 4-seater, fully equipped, splendid condition throughout. Vivian, 33 Spencer St., Victoria St., S.W.1. Via 8677. 687-52

A.C., 1923, all-aluminium sports body, dynamo and starter, excellent condition throughout, £145; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 687-100

A.C. H. F. Edwards offer 1923 11.9 Royal 2-seater, concealed dickey, completely equipped, antique leather upholstery, excellent condition, 150 guineas. Below.

A.C., 1920 11.9 2-seater, completely equipped, starter, speedometer, 70 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-72

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



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

**A.C.**, 1924, Royal model 2-seater with double dickey, in practically new condition throughout, price £150; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081 687-98

**ALBERT**, G3 model 4-seater, C.A.V. lighting and starter, clock, speedometer, rear windscreen, new tyres, total mileage 9,143, excellent condition, cost £450, accept £125. Alderion, Reigate, Surrey. Phone 154. zzz-482

**ALBERT** car overhauls; guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 689-804

**ALBERT** 1921 2-seater, starter, good condition, £55; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone, 3265. 687-841

**ALLDAYS**, 10hp, 1916, 2-seater, electric lights, balloons, trim, £45. Siggers, Kenninghall, Norwich. 687-415

### AMILCARS.

Vernon Balls. Phone, 1995 Putney.

**AMILCAR** spares.

Vernon Balls, London.

**AMILCAR** service.

Vernon Balls,

25 High St., Fulham.

zzz-30

**AMILCAR**, sports, 1924, in perfect condition, any trial, photo, if required, mahogany body, bargain, £110. Box No. 3483, c/o "The Light Car and Cyclecar." 687-752

**AMILCARS**. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-517

**AMILCAR**. H. F. Edwards offer 1925 sports 2-seater, completely equipped, starter, speedometer, Hartfords, V screen, disappearing hood, excellent condition, 130 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-61

### AMILCAR.

Boon and Porter, Ltd.,

Sole concessionaires,

Offer the following guaranteed second-hand models:—

1925-26 Grand Sport 3-seater, new condition, many extras.

1925-26 Grand Sport 2-seater, choice of 2.

1925 Sports 2-seater, very little used.

Deferred terms and exchanges.

159-161 Castelnau, Barnes, London, S.W.13. 687-936

**ARIEL** 9, 1924, occasional 4, dynamo lighting, guaranteed sound mechanically, good appearance, £65. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 687-816

**ARIELS**. Sprosen, Ltd., for Ariels. Exchanges, deferred payments. 1925 (July) Ariel 10, full 4-seater, as new in every way, tonneau cover, rigid curtains, balloons, cost £245, negligible mileage, £145. 111 Gt. Portland St., W.1. Phone, Langham 1212. 687-911

**ARIEL** 9, 1924, chummy, starter, splendid condition, £75; exchanges, Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 687-22

**ARIEL** 10. H. F. Edwards offer 1925 4-cylinder 4-seater, completely equipped, starter, speedometer, all-weather curtains, superb condition, 130 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-62

**AUSTIN**, 1925, 7hp, sports, fitted with ship's ventilators, Hartfords all round, small mileage, tax and insurance paid, price £125. C. B. Wardman and Co., Ltd., 118 Gt. Portland St., London, W.1. Telephone, Museum 8720-3. zzz-770

**AUSTIN** 7, 1926, demonstration model, absolutely as new, makers' full guarantee, tax paid, deferred payments, £135. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 3311, Museum 2000. zzz-788

**AUSTIN** 7, 1923, chummy, repainted, reconditioned as new, £90 cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 687-809

**AUSTIN** 1924 7hp chummy, starter, side curtains, £85. Bartlett's, 93 Gt. Portland St. 687-835

**AUSTIN**, 7hp, 1925, mileage under 3,000, speedometer and many extras, £115. Ratcliffe Bros., 200 Gt. Portland St., W.1. 687-852

**AUSTIN**. Sprosen, Ltd., for Austins. Exchanges, deferred payments. 1925, 7hp, starter, perfect mechanically and in appearance, 99 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 687-913

**AUSTIN** 7, 1924, overhauled, excellent condition, £95, cash or extended. Service Co., 273-4 High Holborn, London. 687-30

**AUSTIN** 7, £110, absolutely as new, starter, a-w. equipment, etc., offers considered. Argyle Lodge, Newton Rd., Burton-on-Trent. 687-35

**AUSTIN** 7, 1924, self-starter, clock, speedometer, all-weather equipment, luggage grid, shock absorbers, in new condition, 45 guineas, exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 687-1760

**AUSTINS**. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-915

**AUSTIN** 7, 1924, chummy, starter, all-weather, speedometer, mirror, taxed, splendid condition, £98. Exchange, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 687-940

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

**AUSTIN** 7s. Several 1924 and 1925 models in stock, condition as new, small mileages only, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 687-949

**AUSTIN** 7 chummy, 1925, starter and lighting, all-weather equipment, spare wheel, shock absorbers, tyres almost new, finished peacock blue, £117 10s., and another at £105. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 687-909

**AUSTIN**, 7hp, fitted with 2-seater saloon body, cost £250, our price £130 cash or £13 down and 10 monthly payments of £13. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628. 687-1822

**AUSTIN**, 1925, 7hp, Gordon England racing model, has lapped Brooklands at 90 miles per hour. Euk easy starter, electric lighting, spare wheel and tyre enclosed in body, electric horn, a real fast car, cost nearly £500, will accept £185 or near offer; extended payments. Boston Auto Engineering Co., 103 Fulham Rd., S.W. Kensington 3331. 687-10

**AUSTIN** 7, 1924 (late), large body, mileage about 1,000, practically new, £100, exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 687-17

**AUSTIN** 7, 1924, speedometer, good tyres, £90, exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 687-18

**AUSTIN**, 1924 (late), sports, starter, £95, exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 687-21

**AUSTIN**, 1925, chummy, faultless condition, 105 guineas. Clark, 223 Hammersmith Rd., W.6. 687-13

**AUSTIN** 7, £95, 1924-25, chummy, dynamo, self-starter, speedometer, all-weather equipment, unscratched, genuine bargain, exchanges. Empire Motors, motorcycle exchange specialists, 325 High Rd., Chiswick. Phone 303. 687-998

**AUSTIN** 7, 1924, positively as new, low mileage, original tyres perfect, speedometer, headlamps, genuine bargain, 98 guineas; private. 106 Sydney Rd., West Wimbledon. 687-1771

**AUSTIN** 7, 1925, chummy, almost as new and in perfect mechanical order, £105. Scott, 57 Birdhurst Rise, Croydon. Phone 560. 687-856

**AUSTIN** 7, 1925, small mileage, very fine order, £112 10s. South Ealing Garage. Ealing 2983. 687-860

**AUSTIN** 7, ex demonstration chummy model, in really beautiful condition, makers' guarantee, host of accessories; deferred terms and exchanges, £120. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 687-879

**AUTOCAT** sports, 1922, o.h.v., 4 speeds, new tyres, 75 m.p.h., 70 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 687-1754

**A.V.** runabout, in very good condition, only £30; A.V. monocar, lamps, etc., price £20; A.V. type monocar, good order, only £10. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 687-874

**BAYLISS THOMAS**, 1925, 4-seater, as new, lighting, starter, all-weather equipment, screen cleaner, luggage grid, many extras, insurance paid, mileage 2,500, £170 or offer. Arthur Bray, 79 Davies St., London, W.1. 687-792

**BAYLISS THOMAS** 1922 2-seater, dickey, all-weather equipment, good tyres, coachwork, upholstery and engine excellent, bargain, £75 for quick sale. Phone, Sydenham 476. 687-1763

**BAYLISS THOMAS**, 1923, 4-seater, de luxe, starter and lighting, paintwork and upholstery as new, tyres excellent. Note the price, £75. Cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 687-960

**BELSIZE**. H. F. Edwards offer 1924 10-20 2-seater, double dickey, starter, speedometer, balloons, all-weather equipment, excellent condition, 105 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-63

**BELSIZE-BRADSHAW**, 1923, coupe, as new, £85; exchanges, deferred payments. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cont. 8539. 687-905

**BELSIZE-BRADSHAW** coupe, 1923, dickey, self-starter, clock, speedometer, new tyres, balloons on rear, as new, 70 guineas. 51 Upper Richmond Rd., East Putney. 687-1746

**BELSIZE-BRADSHAW**, £55; 1923 de luxe, starter, dickey, slide screens, very silent engine. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 687-975

**BELSIZE-BRADSHAW**, 59 guineas, 1923 1/2, 4-seater, dynamo, starter, all-weather equipment, good tyres, a thoroughly reliable car, exchanges. Empire Motors, motorcycle exchange specialists, 325 High Rd., Chiswick. Phone 303. 687-999

**BELSIZE-BRADSHAW** 1923 2-seater, taxed, in very good condition, trial any time, price £60. Haverstock Hill Garage, 50 Haverstock Hill, N.W.3. Phone, Hampstead 6609. 687-1168

**BELSIZE-BRADSHAW**, 1923, 2-seater and dickey, clock, speedometer, etc., exceedingly nice order throughout, £60; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 687-48

**BELSIZE-BRADSHAW**. See our display advertisement, page No. 14. 687-132

**BELSIZE-BRADSHAW**, 1923, 2-seater and dickey, £60; fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 687-84

**BLERIOT-WHIPPET**, 1923, 2-seater, 8hp Blackburne, electric lighting, spare wheel, luggage carrier, splendid condition, £30; d.p. and ex.; others from £20. Andrews Motor Mart, 151 White Hart Lane, Barnes. 687-880



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

**BUGATTI**, 11.9, 16-valve, 2-3-seater, 1923 model, finished green, with black wings, electric lighting and starting, is capable of high speeds, just repainted and in very good mechanical condition, £100. John Pollitt and Son, 37-41 Renshaw St., Liverpool. Tel. No., 2944-5 Royal. 687-772

**BUGATTI**. See our display advertisement, page No. 14. 687-134

**CALCOTT** Service Depot.

**CALCOTT** spares. Overhauls of every description. Repairs. Trade supplied. Bargains in used Calcott cars. Brand-new 1926 models in stock. Cash, easy payments, exchanges.

**CALCOTT** Service Depot, 11 Hammersmith Rd., opposite Olympia, London. Phone, Riverside 238. 687-1835

**CALCOTT**, 1922, 10hp, 2-seater, with dickey, guaranteed perfect throughout, good tyres, dynamo lighting, very smart appearance, £65. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 687-815

**CALCOTT**, 1923, £94 10s.; 10hp, 2-seater, double dickey, starter, all-weather, special bargain; cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 687-1826

**CALCOTT**, 10.5hp, 1924, 2-seater, self-starter, all-weather equipment, petrol gauge, dashlamp, petrol can carrier, screen wiper, aluminium plates, indistinguishable from new, guaranteed, £125. Wilkins, Simpson, opposite Olympia, London. 687-1829

**CALCOTT**, 1919, 2-seater and sunk dickey, dynamo lighting and completely overhauled, very reliable, any trial, £55. Empire Motor Co., Wittington, Manchester. 687-107

**CALTHORPE**, de luxe, £55, 1922-23, 10.4hp, all-weather 2-seater and sunk dickey, dynamo lighting and starting, whole car as new. Cycle-motors, Trevor House, Leckhampton, Cheltenham. 687-727

**CALTHORPE**, 1922, 10hp, de luxe 2-seater, dynamo, starter, dickey, excellent condition, £87 10s.; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-796

**CALTHORPE** 1924 10hp 4-seater, splendid condition, will exchange for 1925 Austin 7hp or sell for £100 cash. Collins, 175 Fillebrook Rd., E.11. 687-857

**CALTHORPE** 1924 4-seater, small mileage, many extras, £90. Ratcliffe Bros., 200 St. Portland St., W.1. 687-848

**CALTHORPE**, 52 guineas, 1921-2, 4-seater, 10hp, de luxe, leather upholstery, starting, lighting, new hood and side curtains, paintwork as new, perfect runner, extended payments and exchanges. White and Mears, 9 Brick St., Piccadilly. Phone, Grosvenor 1804 and Kensington 9002. 687-985

**CALTHORPE**, 1919, 4-seater, dynamo, 6 new tyres, exceptionally smart, £48. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 687-956

**CALTHORPE** Specialist. Exchanges, deferred payments. 1922 de luxe 4-seater, all-weather equipment, starter, good condition, £79. Exceptionally nice 1923-24 semi-coupe, all-weather 2-seater, dickey, lighting, starter, 4 speeds, £95; 1920-21 4-seater, £69. Seabridge, 25 Hansler Rd., East Dulwich. Sydenham 2452. 687-986

**CALTHORPE**, 65 guineas, 1922, 4-seater de luxe, dynamo lighting, 5 good tyres, speedometer, smartest Calthorpe on the road; also 1921 sports 4-seater, dynamo, starter, very fast, 55 guineas; also 1921 2-seater, very smart, 48 guineas; exchanges, deferred. Empire Motors, 525 High Rd. Chiswick. Phone 303. 687-996

**CALTHORPE**, H. F. Edwards offer 1924 12-20 2-seater, double dickey, fully equipped, good condition, 120 guineas. Below.

1922 10hp Calthorpe 2-seater coupe, sunk dickey, completely equipped, excellent condition, 79 guineas. Below.

1921 10hp Calthorpe 4-seater, fully equipped, starter, leather upholstery, 55 guineas; exchanges or deferred. 175 Great Portland St., W.1. Mayfair 6977. 687-64

**CARDENS**. Cardens. Cardens. 1921 and 1922 2-seaters, side-by-side seating, 7hp engine, 2 speeds, hood, screen, horn and all in running order, from £20 to £30. These can be supplied for £10 down and balance easy terms. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 687-881

**CHARRON-LAYCOCK**, 1921, 2-3-seater and large dickey, tyres as new, luggage grid, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 687-615

**CITROEN**, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E.18. Phone, Waustead 2395. 770-770

**CITROEN**, F.O.C.H., Ltd., offer 1923-24 coupe, 7.4, new condition, bargain, £90. 5 Heath St., Hampstead (Tube Station). 687-758

**CITROEN**, 1925, 7.5, 2-seater, good order, £98. Below.

**CITROEN**, 1922, 2-seater, 7.5, £57 10s. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 687-807

**CITROEN**, 1921, 10hp, 4-seater, starter and lighting, nice condition, £67 10s.; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 687-811

**CITROEN**, £100, 1925 model, 7hp, 2-seater, balloon tyres. Arthur Stuart and Co., 16 Little Portland St., W.1. 687-818

**CITROEN**, 1925, 7hp, 2-seater, self-starter, balloons, speedometer, etc., as new, spare tyre, unused, smart, economical, accept £87 10s., part exchange considered. Call Saturday before 4 p.m. or write, Herbert, 29 Oval Place, S.W.8 (behind Osborne Terrace, Clapham Rd.). 687-750

**CITROEN** specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. Phone, Hendon 1023. 696-5239

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

**CITROEN** 1925 7hp 2-seater, balloons, car as new, £95. Bartlett, 93 St. Portland St. 687-840

**CITROEN** 1924 7.5 coupe, good order, £75. Ratcliffe Bros., 200 St. Portland St., W.1. 687-850

**CITROENS**, 11.4hp, English tourers de luxe, 1925, 1924, 1923, as new, £165, £130, £120. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 687-855

**CITROENS**, Sprosen, Ltd., for Citroens. Exchanges, deferred payments. 1924 (July), 7hp, 2-seater, balloons, perfect condition, £75. 111 St. Portland St., W.1. Phone, Langham 1212. 687-909

**CITROEN**, 7hp, 1925, cloverleaf, self-starter, speedometer, tools, etc., perfect condition, only 5,000 miles, £95; deferred payments. 21 Pen-nant Mews, Earl's Court. 6884 Western. 687-38

**CITROEN** 1925 11.4hp 5-seater, English body, practically new, £135. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 687-37

**CITROEN**, 2 bargains. Harold Simons. See "Miscellaneous Cars." 687-44

**CITROEN** coupe, 1925, 7.5hp, just decarbonized, insured, £107 10s.; cash or extended. Service Co., 273-4 High Holborn, London. 687-24

**CITROEN**, late 1925, £179 15s.; 11.4hp, English body, unused, brand new, very slightly soiled, fully guaranteed, cannot be repeated. Cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 687-1833

**CITROEN** late 1924 4-seater, English body, all-weather, rear screens, starter, clock, speedometer, balloons, very nice order, exceptional bargain, £112 10s. Wilkins, Simpson, opposite Olympia, London. 687-1837

**CITROENS**. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-918

**CITROEN**, £55, exchanges, deferred payments. 1921 Citroen, 4-seater, 10.4hp, lighting, starter, all-weather equipment, 5 detachable wheels, oversize tyres, luggage grid, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 687-991

**CITROEN** 7, 1925, cloverleaf, mileage 3,500, practically brand new, £100; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 687-20

**CITROEN**, 1925, 3-seater, cloverleaf, late model, speedometer, mirror, windscreen wiper, beautiful condition, £105. Exchanges, terms. Allier Garage, Thorness Rd., Earsfield, S.W. Latchmere 4388. 687-941

**CITROEN**, 1923, 7.5hp, 2-seater, starter and lighting, very smart, guaranteed mechanically perfect, £57; cash or deferred. Naylor, 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 687-961

**CITROEN** 10hp, £80; taxed and insured. 1925 (June), 4-seater, perfect order, 45 m.p.g. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 687-971

**CITROEN**, 4-seater, 11.4hp, excellent condition, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-813

**CITROEN**, 1924, 7.5hp, 2-seater, excellent condition, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-821

**CITROEN**, 85 guineas, 1925, 7hp cloverleaf, 3-seater, fully equipped, excellent condition. Vivian, 35 Spenser St., Victoria St., S.W.1. Vic. 8677. 687-53

**CITROEN**, 10.4hp, 1920, French 2-seater, all-weather equipment, excellent condition, £40. Haverstock Hill Garage, 50 Haverstock Hill, N.W.3. Phone, Hampstead 6605. 687-169

**CITROEN**, 1924, 7.5hp, 2-seater, very fine order, £65. South Ealing Garage, Ealing 2953. 687-858

**CITROEN**, 1925 model, absolutely as brand new, £95. Delofords, North Row (behind Marble Arch Pavilion). 687-895

**CITROEN**. H. F. Edwards offer 1924 11.4 English de luxe 4-seater, completely equipped, rear screen, excellent order, 110 guineas. Below.

**CITROEN**, 1924 model 11.4 English de luxe 2-seater, double dickey, completely equipped, excellent condition, 110 guineas. Below.

**CITROEN**, 1925 cloverleaf 3-seater, completely equipped, excellent condition, 93 guineas. Exchanges or deferred. 175 St. Portland St., W.1. Mayfair 6977. 687-73

**Light Car  
Cyclecar**

**SMALL  
ADVERTISEMENT  
SCHEME.**

To encourage private advertisers a reduction of 10% is allowed from the prepaid rate of 2d. per word (minimum 12 words) on orders for three insertions.

We return the cost of the second and/or third insertion if a quick sale is effected. The only stipulation we make is that we must be notified at the latest by first post Tuesday, in order to omit the advertisement from the following Friday's issue.

NOTE.—Sales time for receiving advertisements first post Tuesday. Displayed advertisements have been eliminated from these columns. Offices — 7-15, Rosebery Avenue, London, E.C.1.



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

**CITROEN** 1925 3-seater, as new, £110; ditto 2-seater, £100; 1924-5 3-seater, £95; 1924 coupe, £85; 1920 coupe, £50; all fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 687-97

**CITROEN** 11.4 4-seater, dark blue, practically new condition, any trial, £100. 49 Little Albany St., N.W.1. 687-802

**CITROEN** 1921 4-seater, French model, 10.4hp, 3 speeds, dynamo lighting, self-starter, speedometer, spare wheel, double-panel screen, side curtains, etc., very good mechanical condition, reasonable appearance, £28. Teddington Garage, 160 High St., Teddington. Kingston 2562. 687-798

**CITROEN**, 1925, 7hp, 3-seater, fully equipped, faultless condition and appearance, offers invited. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, London, S.W.13. 687-937

**CITROEN**, 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-125

**CLULEY**, H. F. Edwards offer 1922 10hp 2-seater, sunk dickey, starter, speedometer, leather upholstery, excellent condition, 65 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-65

**CLYNO**, 1925, 11.9hp, de luxe, 4-seater, practically indistinguishable from new, dynamo lighting, starter, Michelin cable balloon tyres throughout, spare wheel and tyre, hood, side curtains, windscreens, rear screen, Smith's speedometer, Smith's clock, 5 lamps, dashboard lamp, electric horn, bulb horn, Stadioscope, mirror, spare petrol can and carrier, wind-screen wiper, toolbox, 2 floor mats, aluminium and rubber stepmat, aluminium number plates, etc., £129 10s., cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 687-776

**CLYNO** 1924 chummy, fully equipped, completely overhauled, repainted, perfect, £100, cash or extended. Service Co., 275-4 High Holborn, London. 687-27

**CLYNO** occasional 4-seater: terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 687-814

**CLYNO**, 1926 model, 2-seater, f.w.b., mileage negligible, as new, £140, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 687-753

**CLYNOS**. See page 29. Benmctors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 687-919

**COVENTRY-PREMIER**, 8hp, late 1922, 2-seater with dickey, one owner since registration, fine order, £48. Eagles and Co., 275 High St., Acton. 687-834

**COVENTRY-PREMIER**, 1923, 10hp, 4-cylinder, Singer chassis, 4-seater, fine order, £75. Bartlett's, 95 Gt. Portland St. 687-838

**COVENTRY-PREMIER**, 1922, oversize tyres, dynamo, starter, £40, exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone, 3265. 687-844

**COVENTRY-PREMIER**, 1922, 2-seater and dickey, dynamo, in guaranteed mechanical condition, £35; another similar, £43; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimb. 2041. 687-962

**COVENTRY-PREMIER**, 1922, dynamo, bargain, £32; exchanges. 529 Lordship Lane, S.E. 687-785

**COVENTRY-PREMIER**, 1922, 2-seater, large double dickey, dynamo, speedometer, 3 speeds, reverse, spare wheel, good running order, £44 to £50; deferred terms and exchanges; many other makes. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 687-882

**COVENTRY-PREMIER**, 1920-1, dynamo, speedometer, £25, must sell. 786a High Rd., Tottenham. 687-795

**CROUCH**, H. F. Edwards offer 1923 10hp 4-cylinder, 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 85 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-66

**CROUCH**, 60 m.p.h., 1923, Anzani, 11.9, 4-seater, sage blue, brown leather, £95, perfect order; deferred terms. Denman, 4 Denman Pl., Piccadilly Circus. Reg. 986. 687-970

**CROUCH** 1921 2-seater, excellent condition, repainted, 5 good tyres, electric lighting, taxed, £30. Gilbert, 165 Castelnau, Barnes, Riverside 1237. 687-790

**DEEMSTER**, 1922, 8hp Anzani engine, 2-seater, starter, etc., £75. Bartlett's, 95 Gt. Portland St. 687-839

**DELAGE** 10.5hp chassis, recently overhauled, aluminium pistons, Cox carburettor, dynamo lighting, electric horn, speedometer, good tyres, £8 tax, 35-40 m.p.h., sound throughout, any trial, £40. Elverston, Rud-Heath, St. Werburghs Rd., Chorlton-cum-Hardy. 687-653

**DOUGLAS**, £29; exchanges, deferred payments; 1920 Douglas 2-seater, dickey, 10hp, lighting, starter, spare wheel, originally cost £500. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2462. 687-989

**D'YRSAN** 3-wheel car, 1926 model, in perfect condition, 3-speed and reverse, great bargain, must be sold. 225 Northfield Ave., W.13. 687-170

**E.H.P.**, a bargain. Harold Simons. See "Miscellaneous Cars." 687-45

**ERIC-CAMPBELL**, 53 guineas, 1921, sports 2-seater, dynamo, good tyres, aluminium body, very fast, exceptionally smart; exchanges. Empire Motors, motorcycle exchange specialists, 325 High Rd., Chiswick. Phone 305. 687-1

**ERIC-CAMPBELL**, 1924, chummy, dynamo and starter, £95; 1923 sports 2-seater, aluminium body, red wings and wheels, perfect condition, £80; both fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 687-91

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

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

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

**ERIC-CAMPBELL** (above), lately been repainted and reupholstered, well worth examination, private or trade, £155 or near offer. Box No. 2924, c/o "The Light Car and Cyclecar," or phone Finchley 3367 after 7 p.m. zzz-773

**ERIC-CAMPBELL**, H. F. Edwards offer immediate delivery of brand-new 1926 8-20, chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 159 guineas. Below.

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

**ERIC-CAMPBELL**, 1923, 10-22, 2-seater, with sunk double dickey, completely equipped, starter, clock, speedometer, double windscreens, all-weather equipment, leather upholstery, Rudge wheels, superb condition, 95 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 687-67

**ERIC-LONDEN** 1922 sports 2-seater, polished aluminium body, w.c. J.A.P., spare wheel, fully equipped, electric lighting, £45, can be seen in Manchester. Box No. 3534, c/o "The Light Car and Cyclecar." 689-802

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

**FIAT**, luxurious 1922, 10-15, 4-seater, starting, lighting, clock, speedometer, rear screen, repainted as new, must sell, £120. Wylfite, Lane-field, Wolverhampton. Phone, Sedgley 61. 687-101

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

**FRAZER-NASH**, 1925, super-sports, guaranteed 75 m.p.h., in perfect condition, £195.

**FRAZER-NASH**, 1925, 3-seater, Anzani engine, mileage negligible, absolutely as new, taxed, £235. 111 Gt. Portland St., W.1. Phone, Langham 1212. 687-908

**G.N.s.** Go to Earl's and secure a bargain for the spring.

**G.N.**, Legere, dynamo lighting, aluminium body and pistons, side mirror, 2 horns, shock absorbers, large steering wheel, £26.

**G.N.**, 1920, dynamo lighting, dash lamp, safety hub caps, etc., bargain, £22.

**G.N.**, 1922, dynamo, dickey, electric horn, balloon tyres, £42.

**G.N.**, 1922, dynamo, dickey, electric horn, repainted light blue, £44.

**G.N.s.** We have a good stock of new tyres suitable for these machines; also a few second-hand, at bargain prices.

**G.N.s.** Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. Book to Hampstead Tube Station. Open till 9 Friday and Saturday. 687-948

**G.N.**, 1921 model, spare wheel, dynamo, good tyres, bargain, £22 10s.; another, 1921, £18; exchanges. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 687-955

**G.N.**, 1921, 8hp, 2-seater, dynamo lighting, good tyres and spare, hood, in extra special condition, £29; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimb. 2041. 687-963

**G.N.s.** Vadium for winter bargains in cars with 3 months' guarantee.

**G.N.**, 1922, fitted detachable weathertight coupe top for winter, ordinary hood for summer, good tyres, tax paid, overhauled, guaranteed, real bargain, £46.

**G.N.**, 1922, beautiful order, wheel discs, good tyres, very smart, overhauled, guaranteed, £45.

**G.N.** 1922 model touring, safety hub caps, repainted, overhauled, £39.

**G.N.** 1922 model sports, polished aluminium bonnet, £38.

**G.N.** All above have dickey, dynamo lighting, and spare wheel.

**G.N.** Other 1922 models from £36 to £49.

**G.N.** Vadium Co., premier G.N. specialists, 37 Beaconsfield Rd. (near White Hart), Willesden Green, N.W.10. Phone, Willesden 692. Open Saturdays until 6; deferred terms, exchanges. 687-823

**G.N.**, 1920-1, sports, dynamo lighting, very fast, repainted, £37 10s., cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chesham Hill 102. 687-810

**G.N.** H. R. Godfrey, the original designer and manufacturer, for the best G.N.s. Below.

**G.N.** Before deciding to purchase a G.N. write for particulars of rebuilt G.N.s. in guaranteed condition. Below.

**G.N.** Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone, 3024. zzz-372

**G.N.s.** Good second-hand cars always in stock. Overhauls. Conversions. Rebuilding. Special tuning. All spares stocked. Expert guaranteed work only. Bring your car to the southern agents and service. The Eastgate Garage, Lewes. 690-6886

**G.N.**, 1921, good condition, £20; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 687-842

**G.N.**, 1923 model, 2-seater and dickey seat, complete and in beautiful condition, £46; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington. 687-930

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.  
2s. net. 2s. 3d. post free.



## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

G.N.s, 2, 1921, 2-seaters, dynamo, speedometer, spare wheel, £25 each, or exchange motor-cycle. 51 Upper Richmond Rd., East Putney. 687-1752

G.N., £29; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 687-987

G.N., 1920, 9hp, Dunlop, dynamo, double screen, speedometer, clear at £21. Maude's, 61 Portland St., London, W.1. 687-901

G.N., standard model, dynamo, speedometer, dickey seat, spare wheel, £25; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 687-883

G.N., 1921, 2-seater and dickey, 9hp, 3 and reverse, electric lighting, spare wheel and usual equipment, perfect running order and smart appearance, £15. Teddington Garage, 160 High St., Teddington, Kingston 2562. 687-1796

G.W.K., 1921, 4-seater, very good condition, £45. Jack Pruett, Weston-Super-Mare. zzz-541

G.W.K. Messrs. G.W.K., Ltd., Cordwallis Works, Maldenhead, have a number of second-hand cars for sale at bargain prices. 687-899

GWYNNE S, £75, 1923, 2-seater, repainted, starting and lighting, overhauled. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 687-979

GWYNNE car overhauls, bodywork and spares; second-hand Gwynne cars bought and sold, advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-803

GWYNNE S, second-hand cars, all models, overhauled and guaranteed, from £85. Chiswick, Gwynne Specialists, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-929

GWYNNE S, 4-seater, 1924 (June), 6,700 miles, original owner, licensed 1926, Croydon district, £120 lowest, or exchange 1925 Riley, f.w.b., 4-seater sports. Box No. 3481, care of "The Light Car and Cyclecar" 687-1254

GWYNNE. See page 29. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 687-920

GWYNNE S, 1923 (June), chimney model, mileage 9,800, electric and bulb horns, spring gaiters, speedometer, 8-day clock, luggage grid, all-weather equipment, etc., in excellent condition, any trial or examination, £95. Jackson, 21 Albany Rd., Balby, Doncaster. 688-1768

GWYNNE S, 1923, starter, fine condition, £75, snip. 786a High Rd., Tottenham. 687-1792

HILLMAN, 1921, 9.8hp, sports, polished aluminium body with black wings, leather upholstery, long outside copper exhaust pipe, polished aluminium discs to all wheels, dynamo lighting, cord tyres throughout (3 practically as new), 2 spare wheels and tyres, hood, windscreen, Bonniksen 100 m.p.h. time speedometer, Smith's clock, lamps, large Apollo electric horn, £79 10s.; another (December), 1920, sports 4-seater, 4-speed, £79 10s.; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High Street, Hampstead. 687-777

HORSTMAN, 1921, 4-seater, dynamo and starter, real good condition throughout, £50, exchanges or deferred terms. The Light Car Co., 404, 414 Euston Rd., London. Phone, Museum 3081. 687-999

HORSTMAN, 1923, 4-seater, Anzani engine, kick-starter, first-class condition, new head, engine overhauled, recently repainted, £125. F. Gibbons, 30 Wharf Rd., London, W.1. 627-1665

HORSTMAN 1920 9hp 2-seater, in very good condition, £49. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 687-873

HUMBERTTE, water-cooled, dynamo lighting, heaters, mats, good tyres, recent £10 overhaul, dickey, genuine bargain, £27 10s. Hellewell, Kilnhurst, near Rotherham. 687-1778

HUMBERTTE (not taxed), running order, £25. 3 Newland Rd., Worthing. 687-1414

JOWETT, 2-seater, December, 1923, self-starter, 6 wheels, spare battery, clock, electric lead, many refinements, owner-driven, perfect condition, any trial, bargain, £75. H., 11 St. Ann's Terrace, London, N.W.8. 687-8742

JOWETT, 1925, full 4-seater, balloons, just decarbonized, £117 10s., cash or extended. Service Co., 273-4 High Holborn, London. 687-25

JOWETT Service Station (London), main agents and specialists. All models, trial runs; reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-93

JOWETT. R. G. Gamble, Crystal Palace, authorized agent. For the best second-hand Jowetts consult the specialist first.

1924 2-seater, dickey, oversize tyres, several extras, small mileage, £85.

1925 2-seater, dickey, self-starter, balloon tyres, looks like new, £110.

1925 2-seater, dickey, oversize tyres, very small mileage, £98.

1924 4-seater, balloon tyres, self-starter, spring gaiters, luggage carrier, extra special car, £110.

1925 light 4, self-starter, balloon tyres, used few times for demonstration, £145.

Jowett Service Depot, 16 and 22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. Open till 7 p.m., 5 p.m. Saturdays. zzz-825

JOWETT, 1923, 2-seater and dickey, 4 brand-new tyres, repainted, new hood, mechanically perfect, side curtains, speedometer, £90. South Faling Garage, Ealing 2985. 687-862

JOWETT, full 4-seater, painted blue, balloons, new 1925 model, shop soiled only, £138. Wilkinson, Motor Agent, Workington. 687-1774

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

JOWETT, late model, full 4-seater, lighting, starter, all-weather equipment and complete, bargain, £95; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W.3. 687-931

JOWETT, 1925 model, 2-seater, small mileage, sell cheaply or will exchange on mutual terms for Morgan runabout. Write, Jowett, Flat 7, 56 Tollington Park, London, N.4. 687-j732

JOWETT 1923 model 2-seater, double dickey, new oversize tyres, superb order throughout. Seen Maynards, 368 Hornsey Rd., London, N.19. 687-j733

JOWETT. F.O.C.H., Ltd., the London Depot and Service Station for new and second-hand Jowetts. 5 Heath St., Hampstead (Tube Station). 687-755

JOWETT, 1925, 2-seater, small mileage, sound condition throughout, £96. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 687-817

JOWETT, £72; exchanges, deferred payments; 1923 Jowett, 7hp, 2-seater, double sunken dickey, all-weather equipment, dynamo, speedometer, spare wheel, really exceptionally nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 687-992

JOWETT, 1925, 2-seater, dickey, starter, speedometer, splendid condition, £98; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 687-939

JOWETT, 1925, 2-seater, with starter, extra headlamps, clock, etc., oversize tyres, small mileage, in splendid condition, £110 or near. 26 Wymond St., Putney. 687-j806

KINGSBURY JUNIOR 2-seater, 8hp, w.-c., 3 speeds, reverse, £30; deferred payments and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 687-884

LAGONDA, 97 guineas, 1924 (late), 11hp, 2-seater semi-coupe, latest type pneumatic upholstery, car indistinguishable from new in every respect, mileage negligible; extended payments and exchanges. White and Means, 9 Brick St., Piccadilly. Phone, Grosvenor 1804 and Kensington 9002. 687-984

LAGONDA 1922 coupe, double dickey, starter, 60 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 687-975

LAGONDA 1924 all-weather 4-seater, £145; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 687-81

LAGONDA, registered 1921, beautiful coupe, self-starter, little used, must sell, £45, deferred terms. 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 687-824

LAGONDA, 1925, 12-24hp all-weather saloon, first-class condition, small mileage, £240. Full particulars from Lagonda, Ltd., 193 Hammersmith Rd., London, W.6. 687-830

LAGONDA, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 687-992

LEA-FRANCIS, £135, 1924, 10hp, 2-seater, wire wheels, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 687-820

LEA-FRANCIS, 10hp, 2-seater, 3 speeds, new May, 1925, taxed March, owner-driven, £170. G.D.P., 121 East Sheen Avenue, London, S.W.14. By appointment. 687-1497

MARSEAL, 1923, 10hp, 2-seater, £50. George Newman and Co., 369 Euston Rd., London. 687-946

MARSEAL, 1923, 10hp, sports 2-seater, starter and lighting, all-aluminium body, tyres sound, in very nice condition, £49, cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 687-964

MARSEAL 1923 sports 2-seater, £60; exchanges, deferred payments. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 687-906

MARSEAL 2-seater, 1924 model, lighting and starting, new tyres all round, mechanically and externally first-class, £65. 51 Upper Richmond Rd., East Putney. 687-j747

MATCHLESS, £85; 1925, 4-seater, dynamo lighting, 4-wheel brakes, all-weather equipment, speedometer, absolutely unscratched, accept motor in part exchange. Empire Motors, Motorcycle Exchange Specialists, 325 High Rd., Chiswick. Phone 303. 687-3

MATHIS sports, 9hp, 1926, shop-soiled only, real bargain, £120, lighting, starter and completely equipped; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 687-926

MATHIS, 1925, 8hp, 2-seater, sound condition, only reason sale owner going abroad. Apply, Box No. 3403, care of "The Light Car and Cyclecar." 687-b765

METEORITE, £39, 11hp, 1921, 4-seater, Coventry-Simplex engine, C.A.V. dynamo and starter, speedometer, clock, spring gaiters, side curtains, good tyres, exceptional bargain. 406 York Rd., Wandsworth. 687-1782

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 245 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGANS, James and Co. (Sheffield) Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

MORGANS, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-b677



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

**MORGAN**, 1923, de luxe, water-cooled M.A.G., electric lighting, speedometer, finished purple, £75. Below.

**MORGAN**, 1925, de luxe, o.h.v. Blackburne, straight-sided tyres, front-wheel brakes, speedometer, small mileage, £110. Below.

**MORGAN**, 1924, de luxe, 10hp M.A.G., speedometer, side curtains, indistinguishable from new, £95. Below.

**MORGAN**, 1924, Aero Anzani engine, hood, dynamo lighting, finished red, £95. Below.

Maudes' Motor Mart. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676.

**MORGANS**. Homac's have for disposal the following guaranteed Morgans:—

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

1925 Family, latest type, w.c. J.A.P., aluminium pistons, dynamo, £95.

1924 Family, 8hp w.c. J.A.P., dynamo, £90.

1924 Family, 8hp w.c. J.A.P., dynamo, guaranteed, £85.

1924 De Luxe, 8hp w.c. J.A.P., dynamo, speedometer, £80.

1918 Grand Prix, w.c. J.A.P., lamps, etc., just overhauled, £45.

Any of the above machines can be supplied on deferred terms. Homac's, Official Agents, 245-7 Lower Clapton Rd., E.5. Phone, Chisold 2408.

**MORGAN**, 1924, De Luxe, w.c. J.A.P., unusually fine condition, £80. South Ealing Garage. Ealing 2983. 687-865

**MORGAN**, Grand Prix, w.c. J.A.P., electric, discs, clock, mirror, speedometer, good tyres, new chains, £42 10s. 85 Cambridge Rd., New Malden, Surrey. 687-776

**MORGAN**, standard model, 1925, only run 1,000 miles, good as new, £62 10s. Wilkinson, 43 Washington St., Workington. 687-776

**MORGAN**, Grand Prix, 1920-21 (latest back forks), in exceptional condition, painted maroon, water-cooled J.A.P. engine, Binks carburettor, foot accelerator, clock, speedometer, dash lamp, mirror, electric and gas lighting, aluminium dashboard, discs, chain protectors, new hood, good tyres, many tools and spares, taxed, fast, economical, any examination, £49 10s. 1 Childebert Rd., Balham, Streatham 3651. 687-770

**MORGAN**, 1922, de luxe, in splendid order and condition, real bargain, £45; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington. 687-929

**MORGAN** Aero, 1925, British Anzani, as new, fast, £112. Craven Park Garage, Craven Park Rd., South Tottenham. 687-758

**MORGAN**, 1921-22, Grand Prix J.A.P., water-cooled, Lucas dynamo, speedometer, electric horn, oversize tyres, as new, just overhauled by Morgans at cost of £30, superb condition and appearance, £52 10s.; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 687-843

**MORGAN**, 1924, Grand Prix, 10hp Anzani engine, dynamo, several extras, mileage 5,000, £85. Bartlett's, 93 Gt. Portland St. 687-836

**MORGAN**, 1923, standard model, dynamo lighting, new tyres, speedometer, electric horn, fine condition, bargain £45; appointment. 7 Warren Ave., Richmond, Surrey. 687-767

**MORGAN** de luxe, M.A.G., electric lighting, overhauled, £50. 33 Normandy Rd., Brixton. 687-762

**MORGAN**, 1923, Anzani G.P., many luxury fittings, bargain, £69; exchanges. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 687-957

**MORGAN**, 1925, Aero, J.A.P., w.c., speedometer, finished claret, small mileage, as new, £105. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 687-950

**MORGAN**, 1925, Aero, 10hp o.h.v. Blackburne, Lucas dynamo, electric and bulb horn, sprayed wings, hood, f.w.b., 8 to 80 miles per hour on top, very small mileage, as new, £120. Below.

**MORGAN**, 1923, de luxe, 8hp, w.c. M.A.G., fully equipped, tyres excellent, paintwork good, sound mechanical order, £65. Below.

**MORGAN** specialists, Naylor's, cash or deferred terms, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 687-960

**MORGAN**, late 1925, de luxe model, water-cooled J.A.P. engine, speedometer, disc wheels, £115. E. N. Linaker, Rocklea, Frodsham. 687-498

**MORGAN**, F.O.C.H., Ltd., have several bargains. 5 Heath St., Hampstead (Tubo Station). 687-757

**MORGAN**, 1923, 8hp M.A.G. engine, Family model, dynamo lighting, good condition, £75; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-798

**MORGANS**. Write for our list of overhauled second-hand machines. All models and prices. The Morgan specialists, Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 687-806

**MORGAN**, Aero model, 1925, Anzani engine with latest type valve gear, s.s. tyres, clock, speedometer, hood, etc., a most attractive car, finished lawn and red, £112; exchange considered. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 687-808

**MORGAN**, 1924, Family model, de luxe, clock, speedometer, dynamo lighting, water-cooled J.A.P. engine, mileage 8,000, as new, bargain, £85; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 687-813

**MORGAN**, Aero, late 1925, mileage only 1,000, J.A.P. engine, speedometer, dynamo, special hood, inside ratchet brake, centre spotlight, painted red and unscratched, better than new, 110 guineas or near offer. Bennett, 161 South Ealing Rd., W.5. Phone, Ealing 545. 687-726

**MORGAN**, 1921, Grand Prix, 10hp M.A.G., o.h.v., dynamo, 6 lamps, including dash, electric and mechanical horns, speedometer, clock, etc., in splendid condition, 9 months' insurance and tax paid, what offer! 9 Station Approach, Sudbury, Wembley. 687-729

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

**MORGAN**, 1922, Grand Prix, water-cooled Blackburne, dynamo, 5 lamps, special chassis, fast and sound, £65; exchange motorcycle part, 51 Upper Richmond Rd., East Putney. 687-749

**MORGAN**, 1923 de luxe, M.A.G., w.c., dynamo lighting, good condition, £65; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 687-19

**MORGANS**, exchanges, deferred payments. 1924 de luxe, w.c., Blackburne, dynamo, speedometer, electric horn, smart, excellent condition, £75; 1922 de luxe w.c., dynamo, speedometer, fast, £59. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 687-995

**MORGAN**, Family, £60, fine condition. 786a High Rd., Tottenham. 687-794

**NEW CARDENS**, 1924 family models, accommodating 2 adults and 2 children under same hood, beautiful appearance and in splendid condition, 7hp engine, tax £7, electric lighting, detachable wheels, £40 to £60; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 687-885

**NEW HUDSON**, 1922, 10hp M.A.G., 3-wheeler, dynamo, Benniksen, spare wheel, 5 speeds and reverse, recently property of De Lissa, of M.A.G. Co., £53, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 687-751

**PEUGEOT**, £110, 1924, 11hp, 4-seater, overhauled and repainted, runs like a new car. Denman, 4 Denman Place, Piccadilly Circus, Regent 986. 687-980

**PRINCESS** 8hp small 4-seater, dynamo, speedometer, 3 speeds, reverse, spare wheel, £42 10s.; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 687-890

**RHODE**, 1922, chummy, new tyres, hood and side curtains, unusually fine order, £75. South Ealing Garage. Ealing 2983. 687-864

**RHODE**, 1923, 10hp chummy, £65. George Newman and Co., 560 Euston Rd., London. 687-945

**RHODE**, 59 gns.; 1922-23, 9.5 chummy model, dynamo, all-weather equipment, dashlight, splendid condition throughout, very new, exchanges. Empire Motors, Motorcycle Exchange Specialists, 525 High Rd., Chiswick. Phone 303. 687-72

**RICHARDSON** Car Co., Millthorpe, near Sheffield. Spare parts in stock. 22-881

**RICHARDSON** 1921 2-seater, 8hp J.A.P., 3 speeds, reverse, dicky seat, £22, deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 687-886

**RICHARDSON**, 8hp, 2-seater, 16 guineas cash, mechanically sound, Write, Box No. 5547, care of "The Light Car and Cyclecar." 687-766

**RILEY**, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. 22-162

**RENAULT**, £185, 1925, 8.3hp, saloon, like new. Arthur Stuart and Co., 16 Little Portland St., W.1. 687-821

**ROVER**, 1925, 5hp, de luxe, 4-seater model, slightly used condition, almost equal to new, mechanical condition guaranteed, £155. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. 22-91

**ROVER**, 9-20hp, 1925, 2-seater, double dicky, balloon tyres, starter, finished dark red, new, unregistered, makers' guarantee, special reduced price. Isons, Ltd., Asbury-de-la-Zouch. 687-786

**ROVER** 8, February, 1925, in better than new condition throughout, Delofords, North Row, behind Marble Arch Pavilion. 687-896

**ROVER**, 9-20, 1925 de luxe 4-seater, lighting, starter, etc., splendid condition throughout, £125, exchanges or easy terms, Cummings, 101 Fulham Rd., South Kensington, S.W. 687-925

**ROVER** 8, 1925 model, 2-seater with double dicky, complete and in splendid condition throughout, £80; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 687-927

**ROVER** 8s, 2 for disposal, both do into 4-seaters, 1 with starter, etc., £80; other without starter, £70; exchanges or easy terms; real bargains. Cummings, 101 Fulham Rd., South Kensington. 687-928

**ROVER**, Sprosen, Ltd., for Rovers. Exchanges, deferred payments. 1922 2-seater, dicky, many extras, as new, 45 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 687-912

**ROVER** 8's, 9's. Several to choose from: 2-seaters, chummy 4-seaters, 4-seater de luxe, prices from £40; exchanges, deferred payments. D. Raitlen and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 687-904

**ROVER**, 1924, 8hp, 4-seater, small mileage, guaranteed, £75. Ratcliffe Bros., 200 Gt. Portland St., W.1. 687-847

**ROVER** 8, late 1922, 2-seater, dynamo lighting, spare wheel, smart appearance, £33. 35 Perrers Rd., Hammersmith. 687-764

**ROVER** 8, 1923 model, saloon coupe, starter, blue, little used, £75; also 2 and 4-seaters, at bargain prices. South Ealing Garage. Ealing 2983. 687-859

**ROVER** 9; 1924 (August), 4-seater, complete self-starter, all-weather side screen, only run 6,000 miles, £115. Jackson's Garage, Guildford. Phone 345. 687-868

**ROVER** 8, 1922, 2-seater de luxe, self-starter, repainted, in exceptional condition, £55. Jackson's Garage, Guildford. Phone 345. 687-869

**ROVER** 8, 1923, de luxe, dynamo, clock, speedometer, leather upholstery, an amazing bargain at £58; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 687-887

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.



## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**ROVER 9**, 1925, Weymann saloon, 4 doors, in absolutely faultless condition, mechanically and like new in appearance, balloons, tyres, spare unused, fully equipped, also luggage grid, mascot, etc., accept £175, orer £100 below list, a really genuine bargain, fast and very economical. Scott, 57 Birdhurst Rise, Croydon. Phone 560. 687-857

**ROVER 8**, 1925, chummy, reouchpainted maroon, new hood, new wings, spring gaiters, electric and bulb horns, clock, mirror, extra air, good tyres, appearance and mechanical condition perfect, £65. Bishop, Golding, Ilford. 687-4785

**ROVER 8**, £35, 1922, 2-seater, dynamo lighting, perfect order, smart appearance, trial, bargain. 406 York Rd., Wandsworth. 687-4781

**ROVER 8**, Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, taxes, only one owner, superb condition, bargain, £75. 152 High Rd., Finchley. Phone 2538. 687-103

**ROVER**, 8hp, 1924, 2-seater and dickey, excellent condition, £85; two 1922 model 8hp Rovers, both in excellent condition, £45 each. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 687-82

**ROVER**, 4-seater, 1924, 8hp, terms, £9 and 10 monthly payments of £9, or cash £90; occasional tour at £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-820

**ROVER**, 48 guineas, 1923, 8hp, 2-seater, indistinguishable from new; extended payments and exchanges. White and Meers, 9 Brick St., Piccadilly. Phone, Grosvenor 1804 and Kensington 9002. 687-983

**ROVER 9**, 1925, 2-seater and dickey, 105 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 687-972

**ROVER** 1925 9hp de luxe, 4-seater and double sunken dickey, starter and lighting, 6-lamp set, mileage approximately 4,000, finished Nile blue, positively new condition, £125. Below.

**ROVER** 1925 8hp chummy, dynamo lighting, tyres as new, spare wheel, in exceptional order, very smart, £57; choice of 3. Below.

**ROVER** 1922 8hp 2-seater, dynamo lighting, spare wheel, comprehensively equipped, sound tyres, mechanically sound, £36; choice of 2. Below.

**ROVER**, 1921, 8hp, 2-seater, dynamo lighting, good tyres, a very sound bargain, £52; cash or deferred.

**ROVER Specialists**, Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 687-966

**ROVER 8**, 1921 models from £52 10s.; 1922 models from £42 10s.; 1923 models from £52 10s.; exchanges, deferred. Makin and Harrison, 327 High Rd., Chiswick. Phone 658. 687-954

**ROVER**, 9hp, 1925 (July), 4-seater de luxe, 4 doors, taxed, practically new, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 687-951

**ROVER**, £120, 1924 (late), 9hp, 4-seater, under 3,000 miles, as new. Arthur Stuart and Co., 16 Little Portland St., W.1. 687-819

**ROVER 8**, 1921, 2-seater, just completely overhauled, repainted, new hood, exceptionally fine condition throughout, price £39. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 687-814

**ROVER**, 1924, 2-seater, £95 cash or £23 15s. down and 12 payments of £6 4s. 9d., with the option of a special rebate. Also several other Rover cars in stock ranging from £39 to £115 cash, or can be supplied on similar terms to above. Lamb's, Ltd., opposite Hoo Street Station, Walthamstow, or at branches by arrangement. 687-774

**ROVER 9**, 1925, 4-seater, balloons, speedometer, etc., in first-class order, £130. 51 Upper Richmond Rd., East Putney. 687-748

**ROVERS**. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-921

**ROVER**, late 1923, £57 10s., 8hp, 2-seater, new tyres, excellent condition, bargain, guaranteed, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 687-836

**ROVER**, £42 10s., late 1921, 8hp, 2-seater, dickey, side screens, speedometer, mirror, aluminium plates, screen wiper, etc., very good condition, exceptional bargain. Wilkins, Simpson, opposite Olympia, London. 687-824

**ROVER**, 8hp, 1923-24, 2-seater de luxe, speedometer, clock, leather upholstery, all-weather equipment, excellent condition, guaranteed, £65. Wilkins, Simpson, opposite Olympia, London. 687-842

**ROVER 8s**. Wilkins, Simpson offer the following models with a written guarantee—

1924, 4-seater, maroon, fully equipped, £76 10s.

1923-24, 2-seater de luxe, excellent condition, £65.

1923 (late), 2-seater, fully equipped, £57 10s.

1921, 2-seater and dickey, many extras, £42 10s.

Any of the above machines can be supplied on deferred terms or exchanged for a motorcycle; delivery and collection anywhere. Wilkins, Simpson, opposite Olympia, London. 687-844

**ROVER**, 8hp, 1924, 4-seater, dynamo lighting, all-weather curtains, finished maroon, like new, bargain, guaranteed, £76 10s. Wilkins, Simpson, opposite Olympia, London. 687-845

**ROVER**, 8hp, 1922, 2-seater, exceptional condition, £48, cash or extended. Service Co., 273-4 High Holborn, London. 687-29

**ROVER** 8hp 1924 de luxe 2-seater, double dickey, self-starter, clock, speedometer, tools, etc., perfect condition, only 4,000 miles, £70; deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 687-39

**ROVER**. See our display advertisement, page No. 14. 687-131

**ROVER 8**, 1924, 4-seater, self-starter, sage-blue, beautiful condition, £82 10s. Saxon Jelleries, 253, Deansgate, Manchester. Tel. City 1010. 687-15

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**ROVER**, 1923 chummy, faultless throughout, smart appearance, 65 gns. Below.

**ROVER**, 1923 de luxe, 2-seater, exceptionally fine condition, taxed, 66 gns. Clark, 223 Hammersmith Rd., W.6. 687-14

**ROVER 8**, 38 gns.; 1922 2-seater, dickey, dynamo, spare wheel, good tyres, exceptionally smart; another, 1923, in really nice condition, 45 gns.; another, 1923 chummy, dynamo, self-starter, good tyres, side screens, electric horn, speedometer, faultless. Exchanges. Empiro Motors, Motorcycle Exchange Specialists, 325 High Rd., Chiswick. Phone 303. 687-997

**ROVER**, £62; exchanges, deferred payments; 1923-24 Rover chummy 4-seater, dynamo, speedometer, all-weather equipment, luggage grid, spare wheel, smart, exceptionally good condition. Seabridge, 35 Hamster Rd., East Dulwich. Sydenham 2452. 687-994

**ROVER**, late 1921, 8hp, 2-seater, fully equipped with dynamo lighting, spare wheel, clock, speedometer, electric and bulb horns, etc., engine overhauled, appearance very good and chassis in splendid condition, £30. Teddington Garage, 160 High St., Teddington. Kingston 2562. 687-797

**ROVER 8**, 1924, chummy, speedometer, side screens, good tyres, splendid condition, £59. Below.

**ROVER 8**, 1921, 2-seater, dickey, dynamo, speedometer, repainted blue, sound condition, £59; exchanges, deferred. Allbar Garage, Thornsett Rd., Earlsfield, S.W.18. Latchmere 4388. 687-938

**ROVER 8**, 1924-25, de luxe 4-seater, self-starter, real leather upholstery, has been carefully used since new, tyres, paintwork and mechanical condition equal to new, a genuine bargain, £72. 31 Hydethorpe Rd., Balham. Phone, Streatham 5440. 687-59

**ROVER**, 1921, 2-seater, 8hp, smart, maroon finish, £39; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-126

**ROVER 8**, 1924, 4-seater de luxe, self-starter, splendid order, £90; extended. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-129

**ROVER 8** de luxe, 2-seater, 1922, new tyres, good condition, £50 or best offer. 10 Percy Rd., Hampton, Middlesex. 687-805

**ROVER 8**, 1924, model de luxe, perfect order, £62 10s. 36 Lancaster Rd., Southall. 687-801

**ROVER 8** 2-seaters, several 1921-3 models, cheap; exchange motorcycles, balances deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-120

**SALMSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-283

**SALMSON** 1925 Sports, blue, starting and lighting, clock, speedometer, £95. Below.

**SALMSON**, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured, £275. K.J. Motors, Bromley. 687-614

**SALMSON**, 1925, sports 2-seater, excellent condition, 5 tyres, practically new, electric light, starter, hood, side curtains, spot and inspection lamp and other requisites, £135; pleased to give details. Aspillaga, Pembroke College, Oxford. 687-780

**SALMSON**, 1925, 10hp, 2-seater sports, very fast, excellent condition, guaranteed, £115. Taylor's, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. zzz-775

**SALMSON**, 1923, 10hp, sports, polished aluminium body with black wing and wheels, dynamo lighting, starter, good tyres (2 Dunlop cords, 1 new), hood, windscreen, speedometer, lamps, dashboard lamp, horn, windscreen wiper, etc., £9 17s. insurance policy to July 16th, 1926, 58 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 687-778

**SALMSON**, 1924, 10hp, English de luxe 2-seater, double dickey, completely equipped, excellent condition, 88 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-75

**SALMSON**. H. F. Edwards offer 1925 (late) 10hp Grand Sport 2-seater, overhead camshaft, completely equipped, f.w.b., disappearing hood, V screen, fared wings, superb condition, mileage only 1,800, 185 guineas. Below.

**SALMSON**, 65 m.p.h., 1924-25, Brooklands type, streamlined body with fish wings and fairings, very attractive car, outside exhaust, 85 guineas. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 687-976

**SALMSON**, 1923, 10hp, semi-sports 4-seater, starter and lighting, English body, all-weather equipment, clock, speedometer, recently overhauled, £78, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 687-967

**SALMSONS**. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-922

**SALMSON**. Sprosen, Ltd., for Salmsons. Exchanges, deferred payments. 1922, delivered 1923, 2-seater, dynamo, in perfect condition, clock, speedometer, £65. 111 Gt. Portland St., W.1. Phone, Langham 1212. 687-910

**SALMSON**, 1925, 2-seater, new condition, £110; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-121

**SCOTT SOCIABLE**, 1922, 3-wheeler, dynamo lighting, interchangeable wheels, has been very well looked after, price £35 for quick sale, 3-speed and reverse. 67 Fernlea Rd., Balham. 687-53

**SINGER** 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition, guaranteed, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-787



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

**SINGER**, 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car. £120. Titten and Hillier, 110 Woodvale, Honor Oak, S.E.23. zzz-944

**SINGER** 1925 10hp 4-seater, small mileage, revarnished, £150. Summer Bros., Barrack Square, Coventry. zzz-327

**SINGER**, K.J. Motors, Bromley, offer 1921 10hp 2-seater and dickey, starting and lighting, very nice condition, £35. 687-616

**SINGER**, 10hp, 1921, self-starter, good condition, £50, or near offer. 54 Coutts Rd., Bow, E.3. 688-h242

**SINGER**, 1923, 4-seater, good order, self-starter, guaranteed, £90. Ratcliffe Bros., 200 Gt. Portland St., W.1. 687-849

**SINGER**, 1920, 2-seater and lighting, bargain, £29; exchanges. 529 Lordship Lane, S.E. 687-784

**SINGER**. Safety first! Ernest Grimaldi, Ltd., authorized Singer agents, offer:—

**SINGER**, 1925, 4-seater de luxe, shop-soiled only, £195, list price £225, car carries full guarantee. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 687-877

**SINGER** 10, dynamo, speedometer, 3 speeds, reverse, good running order, £35; another at £20; deferred terms and exchanges. Andrews Motor Mart, 161 White Hart Lane, Barns. 687-888

**SINGER** 1925 de luxe 4-seater, small mileage, many extras, condition as new, price £165. C. B. Wardman and Co., Ltd., 112 Gt. Portland St., London, W.1. Telephone, Museum 8720-5. zzz-771

**SINGER**, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £135; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-795

**SINGER** 1925 saloon, 10hp, mileage under 6,000, as new, £225; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 687-812

**SINGER**, about 1921, lighting, starting, detachable wheels, new tyres, thoroughly overhauled, £48 10s.; exchanges. Olympia, Wakefield. 687-j665

**SINGER**, 2-seater, splendid condition, 5 good tyres, £17 10s. Makin and Harrison, 327 High Rd., Chiswick. 'Phone 558. 687-958

**SINGER**, £40, 1921 sports, starter, very fast, new tyres. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 687-977

**SINGER**, 1924, 2-seater de luxe, starter, etc., excellent condition, £120, cash or extended. Service Co., 273-4 High Holborn, London. 687-28

**SINGERS**, Wilkins, Simpson offer the following models with a written guarantee:—

1925, 4-seater de luxe, shop-soiled, maroon, £189 15s.

1925, 4-seater de luxe, done 1,000, as new, £179 15s.

1924, 4-seater de luxe, beautiful condition, £112 10s.

1924, 4-seater de luxe, excellent throughout, £115.

Any of the above machines can be supplied on deferred terms or your present car taken in exchange. Delivery and collection anywhere. Wilkins, Simpson, opposite Olympia, London. 687-j847

**SINGER**, 1924, 10hp model, 4-seater de luxe, dash light, speedometer, clock, spring gaiters, windscreen wiper, stepmats, mirror, splendid condition throughout, guaranteed, £115; exchanges, deferred terms. Wilkins, Simpson, opposite Olympia, London. 687-j846

**SINGER**, £179 15s., latest 1925 improved model de luxe, 10hp, 4-seater, used only few times, brand new in August, mileage 1,000, indistinguishable from new, fully guaranteed, amazing bargain, first cash secures. Wilkins, Simpson, opposite Olympia, London. 687-823

**SINGER**, £112 10s., 1924, 2-seater, de luxe, starter, all-weather, excellent condition, guaranteed, cash, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 687-j828

**SINGER**, £189 15s., 1925, latest improved model de luxe, 4-seater, maroon, unused, unspratched, showroom soiled only, fully guaranteed, exceptional offer, cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 'Phone, Riverside 238. 687-j832

**SINGER**, 1925, 10-26, de luxe, 4-seater, all-weather, new condition, bargain, £160. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 687-35

**SINGER**, £35; exchanges, deferred payments; 1920 Singer 2-seater, dickey, dynamo, starter, spare wheel, smart, excellent condition. Scarborough, 35 Hansler Rd., East Dulwich. Sydenham 2452. 687-993

**SINGER**, 1925, 2-seater de luxe, pneumatic upholstery, luggage carrier, many extras, practically new, £145. 49 Little Albany St., N.W.2. Museum 5516. 687-j803

**SINGER** coupe, 1921, starting and lighting, fully equipped and overhauled by Singers at a cost of £72, mechanically equal to new, accept £75. Empire Motor Co., Withington, Manchester. 687-106

**SINGER** 1924 de luxe 4-seater, starter, rigid side screens, £110; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3293. 687-122

**STANDARD**, 1921, 9.5, 2-seater, £75. George Newman and Co., 369 Euston Rd., London. 687-944

**STANDARD** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., 'Crocydon. 'Phone 2623. zzz-19

**STANDARD**, 11.4 saloon, August, 1923, as new, £195. Paulton's Garage. Telephone, 1355 Wolverhampton. zzz-723

**STANDARD** 11.4hp, 1925, 4-seater, registered September, small mileage, almost as new, tax paid December, 1926, £162. Engle and Co., 275 High St., Acton. 687-833

**STANDARD** 1924 11.4hp 4-seater, excellent condition, insured, licensed, £120 or nearest; appointment letter. Reid, 59 Warwick Rd., Earls Court. 688-j459

**STANDARD**, 11.4hp, 1924, Canley 2-seater, buff colour, black wings, dynamo starter, speedometer, mechanical windscreen wiper, electric and bulb horns, taxed for year, £125. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 687-805

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

**STANDARD**, £115, 1924, 11hp, 2-seater, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 687-822

**STANDARD**, 1924, all-weather 4-seater, dynamo and starter, £110; ditto, 2-seater, £100, all fully equipped, licensed and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 687-89

**STANDARD**, 1922, 11hp, new 2-seater body, £95. DeGruchly. 'Phone, Wanstead 746. 687-h983

**STANDARD**, 45 gns.; 1920, 2-seater, dynamo, starter, good tyres, smart appearance, any trial. Empira Motors, 325 High Rd., Chiswick. 'Phone 303. 687-3

**STANDARD**, 1925, 11.5hp, de luxe 4-seater, mileage 3,000 only, condition as new throughout, £140. Exchange or terms. Chester Michall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 687-866

**STANDARD**, 2-seater and dickey, dynamo, speedometer, 3 speeds, reverse, spare wheel, £33; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barns. 687-889

**STANDARD**, 3-5-seater, absolutely as brand new. Deleford's, North Row, behind Marble Arch Pavilion. 687-897

**STANDARD** 1923 11.4 de luxe all-weather 2-seater, perfect, £85 Below.

**STANDARD** 1924 11.4 2-seater all-weather, perfect, £110. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4435. 687-36

**STANDARD**. Harold Simons. See "Miscellaneous Cars." 687-40

**STANDARD**, £120, 1924 11.4hp 4-seater, starter, all-weather, excellent condition; cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 687-j827

**STANDARD** 1925 4-seater, little used, just decarbonized, many extras, insured, as new. Service Co., 273-4 High Holborn, London. 687-26

**STANDARD**. Hydelhorpe Motors, of 31a Hydelhorpe Rd., Blyham, offer the following Standards for sale or exchange, deferred terms. 'Phone, Streatham 3440.

1924 2-seater de luxe, leather upholstered, mileage 6,000, this car as new, 100 guineas; 1925 de luxe 2-seater, in excellent order, £79; 1923, nearly 1924, 4-seater, as new in every way, £80. 687-60

**STANDARD**, 1919, 9.5, 2-seater, self-starter, dark blue finish, all-weather equipment, £62; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3293. 687-125

**SWIFT**, 1923, 10hp, 2-seater, excellent order, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. 'Phone, Wanstead 2393. zzz-772

**SWIFT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Crocydon. 'Phone 2623. zzz-20

**SWIFTS**. F.O.C.H., Ltd., have several from £20. 5 Heath St., Hampstead (Tubo Station). 687-756

**SWIFT**, 1921, de luxe 2-seater, dynamo lighting, etc., perfect condition, £42 10s. H. Beasley, late Rey (Established 1900), 374 Euston Rd., Museum 7600. 687-826

**SWIFT**, H. F. Edwards offer 1924 10hp coupe, completely equipped, sunk dickey, excellent condition, 135 guineas; exchanges or deferred. 176 Gt. Portland St., W.1. Mayfair 6977. 687-74

**SWIFT**. Harold Simons. See "Miscellaneous Cars." 687-43

**SWIFT**, 10hp, 4-seater, only done 12 months' work, lighting, starting, excellent condition, £115, or £40 down; any trial. Watson, 193 Broad St., Birmingham. 688-j787

**SWIFT**, fine 2-seater, 9hp, water-cooled, 3 speeds, reverse, spare wheel, electric lighting, speedometer, hood, screen, only 29 gns.; exchanges. Weekly payments. Free tax if purchased this week. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 687-870

**SWIFT**, 1921, 2-seater, just spent £12 on overhaul, £50. South Ealing Garage. Ealing 2983. 687-861

**SWIFT** cars, brand new, at bargain prices; 1926 10hp saloons, list £285, our price £225; 2-seaters, list £235, our price £189; special deferred terms and exchanges. Honiya, of Gt. Portland St., W.1. 687-118

**TALBOT** 1923 10-23hp (£9 tax) 2-seater and sunk-in dickey, condition throughout equal to new, taxed, £165 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-439

**TALBOT**, 1922, 8-18hp, 2-seater, dickey, starter, repainted and in excellent order, £85. Bartlett's, 93 Gt. Portland St. 687-837

**TALBOT**, 1924 (late), 8-18, 2-seater, in exceptional condition, £135. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 687-827

**TALBOT**, H. F. Edwards offer 1924 10-23, 4-door saloon, completely equipped, painted maroon with cord upholstery, exceptional condition, 225 guineas; exchanges or deferred. 176 Gt. Portland St., W.1. Mayfair 6977. 687-69

**TALBOT**, 1923, 8-18hp, de luxe 2-seater, dickey, full equipment, as new, £150; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-797

**TALBOTS**. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-923

**TALBOT**, 1924, 10-23hp, 4-seater de luxe, long chassis, sloping screen model; this car, supplied new by us in July, 1924, has been very carefully used by one owner only, rear screen, shock absorbers and other extras, very small mileage, paintwork and tyres as new, carries our written guarantee, to-day's list price £350, will accept £195; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammer-smith Rd., W.6. Riverside 2230. 687-49

**TALBOT** 8, 1923, 2-seater and dickey, rigid side curtains, excellent condition throughout, £95. Exchange or terms. Chester Michall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 687-867

**TALBOT-DARRACQ**, 1923, 85 guineas, 8hp coupe, starter, dickey, Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 687-978

"THE MOTOR REPAIR MANUAL" For the Owner Driver and  
Amateur Mechanic. 2s. 6d. net. 2s. 9d. post free.



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

**TALBOT-DARRACO**, 1922, 8-18hp, 2-seater, dickey, starter, electric and bulb horns, speedometer, excellent condition, bargain, £69 10s., easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 687-8440

**WOLSELEY** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2623. zzz-21

**WOLSELEY**, 11-22, 1924, 2-seater de luxe, condition as new, £130. Ratcliffe Bros., 200 Gt. Portland St., W.1. 687-845

**WOLSELEY** 10hp 1925 2-seater, dickey, engine completely overhauled, new battery, hood, side curtains, repainted, 195. Lewes Motor Works, Lewes. 688-801

**WOLSELEY**. H. F. Edwards offer 1925 11hp, 2-seater, sunk dickey, completely equipped, superb condition, 145 gns. Below.

**WOLSELEY**, 1924, 11hp de luxe, 2-seater, sunk dickey, completely equipped, leather upholstery, excellent condition, 125 gns. Below.

**WOLSELEY**, 1923, 11hp, 2-seater, sunk dickey, completely equipped, excellent condition, 104 gns. Below.

**WOLSELEY**, 1925, 7hp, 2-seater, dickey, starter, excellent condition, 72 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-69

**WOLSELEY**. See page 29. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 687-924

**WOLSELEY** 1921 10hp 2-seater, tax paid, excellent condition, £80; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 687-943

**WOLSELEY**, Brooklands model 10hp, aluminium body, very smart and fast, snip, £175 cash, or £17 10s. down and 10 monthly payments of £17 10s. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-819

**WOLSELEY** de luxe, 1922, 10hp, 2-seater, very clean; terms, £10 and 10 monthly payments of £10, or cash £100; another at £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 687-816

**WOLSELEY**, 115 guineas 1924 model, 10hp, 2-seater de luxe, starting, lighting, car as new; extended payments and exchanges. White and Mears, 9 Brick St., Piccadilly. 'Phone, Grosvenor 1804 and Kensington 9002. 687-981

**WOLSELEY**. See our display advertisement, page No. 14. 687-133

**WOLSELEY** 7, 1924, sunk dickey, starter, many extras, as new. 181 Newton Rd., Burton-on-Trent. 687-54

**WOLSELEY** 10's, 3 bargain. Harold Simons. See "Miscellaneous Cars." 687-41

**WOLSELEY**, £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details. "Motoring Out of Income." Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 687-113

**WOLSELEY-STELLITE**, £10; 1914 2-seater, ready to ride away; must sell, room required. 325 High Rd., Clissold. 'Phone 303. 687-4

## SPARE PARTS FOR LIGHT CARS.

**CALTHORPE** spares, every part in stock. Trade supplied. Repairs and overhauls. Mann, Egerton and Co., Ltd., 1a High Rd., Kilburn, N.W.6. Telephone, Maids Vale 2047. 692-440

**CALTHORPE** spares, 1919-21 road springs, front axles, steering arms, gear wheels, ball races, state wants. Hampton Eng. Co., St. John's Rd., Hampton Wick, Middlesex. 690-808

**DEEMSTER** service.

**ELEPHANT MOTORS, LTD.**, are the actual Deemster spare part manufacturers, and can supply owners and garages with all parts from stock at lower than Deemster official prices, with the guarantee that all goods are genuine to Deemster standards, made by Deemster specialists, and passed by our Deemster technical inspection department.—Many Deemster improvements are now available. Elephant Motors, Ltd. Below.

**RELSIZE-BRADSHAW** service.

**ELEPHANT MOTORS, LTD.**, have undertaken the manufacture of these parts, and a complete range of replacements is now available. Elephant Motors, Ltd. Below.

**ELEPHANT** replacement service for Singer, Calthorpe, Calcott, Alldays-Enfield, Marscal, Meteorite, Mercury, A.C., G.N., Duplex, etc., etc., Elephant Motors, Ltd. Below.

**ELEPHANT** service for lamps, horns, dynamos, accumulators, magnetos, carburetors, Ferodo, Whittle belting, wings, spare wheels, tyres, etc., at lower prices than elsewhere.

**ELEPHANT MOTORS, LTD.**, Elephant House, 97-101 Newington Causeway, London, S.E.1 (1 minute Elephant Tube Station) Telephone, Hop 7076-7-8. 687-110

**GARDEN** and New Carden spare parts supplied solely by us. (Trade supplied.) Overhauls and repairs a speciality. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1827. 687-892

**LONDON MORGAN SERVICE DEPOT**, officially appointed by the Morgan Motor Co. Overhauls and repairs a speciality. All spares in stock. Home's, 243-7 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 687-894

**DEEMSTER** official service depot, overhauls and repairs by ex Deemster staff. All parts made to

**DEEMSTER** original jigs, patterns and drawings.

**E. J. HARRISON**, having purchased goodwill of Deemster depot, has the only service to offer these facilities.

**E. J. HARRISON**, Deemster Depot, 6 Queen Anne Mews, Cavendish Square, W.1. Langham 2253. zzz-539

**EXPERIMENTERS**. Let us quote you for cyclecar, light plane parts, patterns, castings, machining, experimental work. Gibbons, Chadwell Heath, Essex. 698-446

## SPARE PARTS FOR LIGHT CARS (continued).

**C.N. spares**. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 'Phone, Headingley 480. Wire, "Trubie, Leeds." zzz-497

**KINGSBURY JUNIOR** and Rob Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W.2. 692-480

**L.S.D. spares**. Any part supplied. The One-Tree Motorcycle Co., Huddersfield. 'Phone 1920. zzz-418

**MAUDES** for Morgan spares. All spares in stock. Trade supplied. Repairs a speciality. Maudes, 100 Gt. Portland St., London. zzz-808

**MORGAN**. Metropolitan Area Service Depot, Elce, Ltd., oldest and largest firm (pre-war) handling Morgan runabout. Specially appointed distributors of spare parts, all models; enormous stocks. List free. 11-15 Bishopsgate Ave., Camomile St., E.C.3. 'Phone, Avenue 5548. zzz-118

**SCOTT SOCIABLES**. Scott Sociables. We are the only expert repairers and spare parts stockists in the South. Satisfaction guaranteed. Wel- ford St., St. James St., Brighton. 695-165

**ZEBRE**. All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W. zzz-580

## NEW LIGHT CARS AND CYCLECARS.

**A.B.C. cars**. A.U.C. Motors, Ltd., Walton-on-Thames, Surrey. zzz-209

**A.C.**, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-308

**A.C.** Guildford and district agent, Jackson's Garage. 'Phone 345. Immediate delivery 1926 12hp Royal 2-seater, £353. zzz-451

**A.C.** Manchester, sole agents, Graham Bros., 13-15 Peter St. Wide range of models in stock. 689-99

**A.C. cars**. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2623. zzz-12

**AMILCAR**.

Vernon Balls. 'Phone, 1995 Putney.

**AMILCAR** spares.

Vernon Balls, London.

**AMILCAR** service.

Vernon Balls.

25 High St., Fulham. zzz-29

**AMILCAR**.

Boon and

Porter, Ltd.

Sole concessionaires for these famous little sports cars. Immediate deliveries of Grand Sport models in many distinctive finishes.

159-161 Castelnau, Barnes, S.W.13. 687-932

**AUSTIN** 7s. Moss's Agencies for Austin 7s. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-775

**AUSTIN**, 7hp, latest model all-weather, £149. Immediate delivery; exchanges and deferred payments arranged. Taylor's, Ltd., 49-53 Sussex Place, South Kensington. 'Phone, Kensington 8558. zzz-200

**AUSTIN**. Rootes, Ltd., distributors and specialists, 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Dorling. zzz-606

**AUSTIN**

For immediate delivery.

Normand Garage, Ltd., will arrange part exchange; deferred payments. Write for our service guarantee. Normand Garage, Ltd., Authorized Agents, 92 Gloucester Rd., S.W.7 (5 doors from station). 'Phone, Kensington 8940. zzz-804

**AUSTIN** distributors for West Hants and East Dorset. Imperial Motors, Ltd., 187 Old Christchurch Rd., Bournemouth. zzz-651

**AUSTIN** 7. Finchley Motors, authorized agents. Exchanges, deferred payments. 132 High Rd., E. Finchley. 'Phone 2338. 687-102

**AUSTIN**. Ratcliffe Bros. Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-985

**AUSTIN** 7. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-461

**AUSTIN**. Jackson's Garage, Guildford. 'Phone 345. Immediate delivery from stock 1926 models. zzz-452

**AUSTIN** 7. Immediate delivery 1926 models, blue or grey. Crow Bros., Guildford. 'Phone 434. 687-823

**AUSTIN**. F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tubo Station). 637-559

**AUSTIN**. In stock. 7hp, £149. Exchanges. Deferred payments. Parker's, Ltd., Bradshawgate, Eolton; also 246-252 Deansgate, Manchester. 687-793

**AUSTIN**. Car Mart, Ltd., are London Distributors and can give earliest deliveries of all Austin 7 models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 3311, Museum 2000. zzz-814

**AUSTIN** 7. Exchange your motorcycle or sidecar combination with Colmore for one of the new improved 1926 Family 2-4-seaters £149, or 2-seater sports £159; highest allowance, balance cash or easy deferred payments. Free tuition. Call for demonstration run, or write for catalogue and exchange form. Colmore Depot, 31 Colmore Row, Birmingham; 200 Deansgate, Manchester; 62 High St., Leicester; 24 Paradise St., Liverpool. 687-799

**AUSTINS**. Have you seen the 7hp "Burghley" sports Austin? The prettiest sports car on the road. Call and view or write for illustrated pamphlet. "Burghley" and family models, immediate delivery. Wilson Motors, London and District Austin Agents, 7 Eccleston St., S.W.1. Vict 1366. 692-831



## NEW LIGHT CARS AND CYCLECARS

(continued).

**AUSTIN.** Boon and Porter, Ltd. Immediate deliveries of the 7hp models. Specially tuned. Liberal exchange allowances and deferred terms. Buy from the Austin Specialists. 159-161 Castelnau, Barnes, London, S.W.13. 687-933

**AUSTIN 7s.** Immediate delivery. Cash. Exchanges. Easy payments. Maudes, 100 Gt. Portland St., London, W.1. 687-858

**AUSTIN, £149.** Wilkins, Simpson and Co. £149. Austin 7hp, just arrived, immediate delivery. Cash or easiest of payments. Exchanges or easy payments arranged anywhere. Highest price for your motorcycle or car. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 687-1834

**AUSTIN 7s, 1926, £149.** We specialize in exchanging Austins. We will take yours and supply latest model. Delivery and collection anywhere. Send particulars of yours and get our quotation. Any exchange or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 687-1838

**AUSTIN.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-95

**AUSTIN,** latest, 1926, in stock; exchanges, balance deferred. Newnam's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-128

**CALCOTT cars.** London agents. Retail orders transacted anywhere in the United Kingdom. Exchanges, easy payments. Agents and sole distributors for North and East Surrey. Trade supplied. Calcott Service Depot. Complete overhauls, repairs, spares. Trade supplied. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 687-1833

**CITROEN.** Expert advice; easy deferred terms. Second-hand cars and motorcycles taken in exchange. Young's, Ltd., The Parade, Kilburn, N.W.6. zzz-138

**CITROEN.** Ratcliffe Bros Citroen 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-987

**CITROEN.** Immediate delivery 1926 models. Jackson's Garage, Guildford. Phone 345. zzz-453

**CITROEN.** Purchase from Godfrey's, Ltd., authorized agents, and ensure good service; deferred payments, exchanges, specially motorcycles. 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-462

**CITROEN,** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-831

**CITROEN 7.5hp,** 3-seater, delivered on payment of £9 5s. 3d. down and 17 monthly payments of £9 5s. 3d. 11.4 4-seater, delivered on payment of £13 8s. 4d. down and 17 monthly payments of £13 8s. 4d. 11.4 saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d. Other models on pro rata terms. McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. Phone, Clissold 6628. 687-1811

**CITROEN 7.** Try Clark. Exchanges, deferred. 223 Hammersmith Rd., W.6. 687-11

**CITROEN.** Boon and Porter, Ltd. Immediate deliveries of all models. Liberal exchange allowances and deferred terms. Exceptional service facilities. 159-161 Castelnau, Barnes, London, S.W.13. 687-934

**CITROEN,** 1926, all-steel saloon, just arrived, immediate delivery. £245; also cloverleaf model, £145, and all Citroen models immediate delivery. Cash or easiest of payments. Exchanges, highest possible price allowed for any car or motorcycle in exchange, balance cash down or by very easy payments. We deliver and collect anywhere in England, Scotland, Wales. Citroen Specialists, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 687-1829

**CITROEN cars.** Mears and Bishop, Ltd., specialize in these good cars, being large direct contracting agents. Immediate delivery from stock of 11.4hp and 7hp models. Exchanges arranged in any part of the country, delivery and collection by us at our expense. Let us know your requirements. Deferred terms if desired. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., London, W.6. Three minutes from Hammersmith Broadway. Phone, Riverside 2230. Below.

Mears and Bishop, Ltd., of Hammersmith Rd., W., can give immediate delivery of 7hp Citroen cloverleaf, painted maroon, £145, and all-steel 4-door saloon, powder blue, £245. Phone, Riverside 2230. 687-50

**CITROEN.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-94

**CITROEN,** 1926, 7hp, cloverleaf 3-seater, in stock; exchange car or motorcycle. Newnam's, Heath Rd., Twickenham. Phone, Richmond 3293. 687-150

**CLYNO cars.** South London. Titjen and Hillier, authorized agents, 110 Woodvale, Honor Oak, S.E.23. Sydenham 2432. 1926 cars from £162 10s. Repairs and service after purchase; exchanges and deferred terms. Call and inspect the latest models. zzz-170

**CLYNO,** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-832

Restalls Garage, authorized agents. Immediate delivery and genuine service. 241 Lower Clapton Rd., E.5. Clissold 3162. 723-150

**CLYNO.** Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-463

**CLYNO cars.** North-east London.

**CLYNO cars** from £162 10s. For earliest deliveries, part exchanges and after-sales service consult The Olympia Motor Co., 1 Hammersmith Rd., Kensington, W.14. Phone, Western 4140. zzz-856

**CLYNO,** 11hp 2-seater, delivered on payment of £10 17s. 3d. down and 17 monthly payments of £10 17s. 3d. 11hp Royal 4-seater, delivered on payment of £13 14s. 9d. down and 17 monthly payments of £13 14s. 9d. 11hp saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d. All with front-wheel brakes. Other models on pro rata terms. McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. Phone, Clissold 6628. 687-1812

## NEW LIGHT CARS AND CYCLECARS

(continued).

**CLYNO.** F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 687-760

**CLYNO.** Sole city agents, Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. zzz-498

**CLYNO cars** in stock. Phone, Regent 986. Deferred terms, part exchanges. 687-969

**CLYNO cars.** For all models try Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 687-853

**CLYNO.** Boon and Porter, Ltd. 1926 Clyno models in stock. The finest value obtainable. Liberal exchange and deferred terms. Exceptional service facilities. 159-161 Castelnau, Barnes, London, S.W.13. 687-935

**CLYNO,** 1926 model, 11hp, 2-seater, in stock, f.w.b., balloon tyres, £170. W. G. Nicholl, Ltd., 50 Whitcomb St., Leicester Square. Regent 3116-7. 687-878

**CLYNO.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-87

**CLYNO,** latest 1926 models in stock: Royal 4-seater, £215; standard 4-seater, £190; standard 2-seater, 4-wheel brakes, £170; exchange car or motorcycle. Newnam's, Heath Rd., Twickenham. Richmond 3293. 687-127

**D'YRSAN,** the sports car; 70 m.p.h., tax £4. Service station and spares, 35 Kinnerton St., S.W.1. Franklin 6525. 689-563

**ERIC-CAMPBELL.** H. F. Edwards offer immediate delivery brand-new 1926 model 8-20 chummy, fully equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee 150 gns.; finest value ever offered. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-70

**FIAT,** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-832

**FIAT,** 7hp. Early delivery, deferred payments. Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-810

**FIAT cars.** Accredited Agents, Moore's Presto North End and Tamworth Rd., Croydon. Phone 2623. zzz-13

**FIAT,** 10-15, 2-seater, painted maroon, in stock for immediate delivery, list price £315. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 687-854

**FIAT.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-86

**FRAZER-NASH cars** in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Odey Rd., Leeds. 690-526

**FRAZER-NASH.** Cloverlys, Ltd., West End distributors. 1926 models in stock, immediate delivery. 175 Cleveland St., W.1. (by Gt. Portland St. Station). Museum 4232. 687-116

**C.W.K.** Sole London concessionaires. Try the new £159 model. Deferred terms, part exchanges. Brompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel. Kensington 7274); Service Depot, 107 King's Rd., Chelsea (Tel. Kensington 410). 696-178

**GWYNNE 8.** Earliest deliveries of 1926 models can be obtained from Chinery, Gwynne specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-564

**GWYNNE 8,** 1926, 4-seater, in stock, £225; luxurious model; deferred terms; exchanges. Denman Motor Agency, 4 Denman Place, Piccadilly-Circus. Reg. 986. 687-968

**HUMBER.** Official agent, Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. zzz-930

**HUMBER.** Ratcliffe Bros. Humber 9hp 2-seater and 4-seater models, £260, early delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-986

**HUMBER,** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-834

**HUMBER.** Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 9-20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 3511. Museum 2000. zzz-816

**HUMBER,** 1926, 9-20hp, 4-seater, £260; actually immediate delivery from stock, just arrived, exceptionally easy payments. Your present car or motorcycle in part exchange. Highest prices allowed. Delivery and collection anywhere. Call, write or phone for particulars of this wonderful new model. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 687-1830

**HUMBER.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-85

**JACKSON-JOWETT sports light car.**

**JOWETT.** Jacksons, the leading agents. Service stations at:—Croydon: Park St. and George St. Phone 2023. Kingston: Surbiton Rd. Early deliveries. Guaranteed used cars; unequalled repair service. Jacksons of Croydon, Ltd., lately Kinseys of Croydon, the original Jowett experts. zzz-816

**JOWETT.** Official Jowett agents, Primavesi, Maulercher and Co., 204 Haddonhurst Rd., Bournemouth. zzz-439

**JOWETT cars.** 1926 models and prices. 2-seater, £150; chummy, £160; full 4, £167; saloon, £200. All models have starters and balloon tyres. Main agents. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-626

**JOWETT.** Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

**JOWETT Service Station (London).** Main agents and specialists. All models, trial runs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-92

**JOWETT.** Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-846

**JOWETT.** Hoffmann's Garage, Ltd., for all 1926 Jowett models. Special purchase out of income terms; immediate delivery. Huddersfield Rd., Halifax. Tel. 1360. zzz-198

**JOWETT saloon** in stock, £200. Early delivery other models. Nelson's, Rhyll. zzz-458

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.  
2s. net. 2s. 3d. post free.



## NEW LIGHT CARS AND CYCLECARS

(continued).

## NEW LIGHT CARS AND CYCLECARS

(continued).

**JOWETT.** F.O.C.H., Ltd., London Jowett depot. 1926 models in stock. Easy payments; exchanges; free tuition and service. F.O.C.H., Ltd., 5 Heath St., Hampstead (Tube Station). 'Phone, Hampstead 3752.

**JOWETT.** £16 given by advertiser unable to take delivery January. Box No. 3546, care of "The Light Car and Cyclecar." 687-764

**JOWETT.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-90

**JOWETTS.** Lovatts for Jowetts. Early delivery of all 1926 models; cash or deferred. To ensure Jowett Service consult the Jowett Specialists. Lovatts, 105 Streatham Rd., Mitcham. 1597 Mitcham. 687-108

**LAGONDA.** Jackson's Garage, Guildford. 'Phone 545. Immediate delivery 1926 models from stock. zzz-454

**LAGONDA.** 12-24hp, 1926 models in stock, saloon £370, 4-seater £295, front-wheel brakes; exchanges and easy deferred terms; wholesale distributors for Warwickshire, Worcestershire and Shropshire. Goodwin's Motor Agency, Ltd., 2 and 4 Edmund St., Birmingham. 712-7

**LAGONDA.** T. H. Wright, The Leading Lagonda Agents. All models actually in our showrooms for immediate delivery; deferred payments and part exchanges gladly arranged. T. H. Wright, Ltd., The London Agents, 12 Upper Saint Martin's Lane, W.O.2. 'Phone, Regent 5070-1. 687-112

**LEA-FRANCIS.** Official Lea-Francis agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-441

**LEA-FRANCIS.** 10hp, 2-seater, 5 speeds, £210; 10hp 2-seater, 4-speed gearbox, long wheelbase, front-wheel brakes, £262 10s.; 4-seater, £273. 12-22hp 2-seater, long wheelbase, front-wheel brakes, £275; 4-seater, £285. 12-22hp saloon, £365; 12-24hp sports models from £370. Specialists in hire purchase and part exchange.

**C. B. Wardman and Co., Ltd.,** 118 Gt. Portland St., W.1. Telephone, Museum 8720-3. zzz-785

**LEA-FRANCIS.** Walling and Doncaster, Ltd., 16 Albemarle St., London, W.1. Early delivery of 1926 models from £210. Part exchange and deferred terms arranged. 'Phone, Gerrard 6877-8. zzz-905

**LEA-FRANCIS Agents, Ratcliffe Brothers.** All models supplied for cash or payment out of income. Exchanges a speciality. 200 Gt. Portland St., W.1. Museum 8603. zzz-984

**LEA-FRANCIS.** Have you seen the Burghley Sports Lea-Francis? The smartest sports car on the road. Call and view, or write for illustrated pamphlet. Wilson Motors, London and District Lea-Francis Agents, 7 Eccleston St., S.W.1. Viad. 1566. 692-832

**MORGAN.** Official Morgan agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-442

**MORGANS.** Moss's Agencies for Morgans. Extended payments; part exchanges. Warwick St., Birmingham Spa. 727-774

**MORGAN** specialists and the largest contractors for the new 1926 models. Delivery anywhere, distance immaterial; free tuition; exceptionally high allowances for second-hand motorcycles in part exchange, balance cash or easy deferred payments; call for demonstration or write for catalogue and list of models actually in stock. Prices from £95. Colmore Depot, 51 Colmore Row, Birmingham; 200 Deansgate, Manchester; 62 High St., Leicester; 24 Paradise St., Liverpool. 687-800

**MORGAN.** New models from £95; also many second-hand bargains; deferred terms arranged. All spares stocked. Repairs and complete overhauls. Send for latest catalogue. Potter's Motor Agency, Claypit Lane, Leeds. Tel. 22578. zzz-773

**MORGAN** family models in stock, immediate delivery, deferred, exchanges. Agents, Clarke, 225 Hammersmith Rd., W.6. 687-12

**MORGANS.** Maude's Motor Mart. Morgan agents and distributors. Best deliveries. Below.

**MORGANS.** Exchange or deferred payments. Maude's, 100 Great Portland St., London, W.1. Museum 7676. 687-899

**MORGAN.** H. P. Edwards, direct agents and specialists, offer best delivery and model. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 687-71

**RENAULT.** Official Renault agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-440

**RENAULT.** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum zzz-835

**RENAULT.** 1926 cars; exchanges and deferred terms. East Cheshire Agents, Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-809

**RENAULT.** F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 687-761

**RENAULT.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-96

**RHODE.** Godfrey's, Ltd., sole distributors for the London area, invariably have full range of models in stock for immediate delivery. Call for demonstration or write for catalogue. Deferred payments, exchanges, free tuition. 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-464

**RHODE** cars in Yorkshire. See the Huddingley Motor and Engineering Co., Ltd., 8 Olley Rd., Leeds. 690-527

**ROVER.** Ratcliffe Bros. Rover 9hp models for immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-990

**ROVER.** Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-465

**ROVER.** Jackson's Garage, Guildford ('Phone 345), can give immediate delivery 1926 models from stock, including Sports model with dickey. zzz-455

**ROVER.** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum zzz-836

**ROVER.** Immediate delivery from stock of all models, 9-20hp, prices from £185; exchanges, easy terms, etc., arranged. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. 'Phone, Kensington 36911. 692-751

**ROVER** Super Nine, 4-seater, in stock, £225. Nelson's, Rhyl. zzz-459

**ROVER** 9-20hp 1926 models in stock; liberal exchanges, easy deferred terms. Main Birmingham agents and Rover service specialists. Goodwin's Motor Agency, Ltd., 2 and 4 Edmund St., Birmingham. 712-6

**ROVER.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-83

**SALMONSONS.** Northern distributors, the Salmon specialists, Holgate, Legat and Co., Accrington. 690-915

**SALMONSON.** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7441. zzz-837

**SALMONSON.** Gordon Watney and Co., Ltd., sole London distributors, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-847

**SENECHAL.** 1926 models, 2-seater sports £240, 3-seater sports £245. Exchanges. Deferred terms. Cars always on view at the showrooms of the sole concessionaires for Great Britain. A.S.C., 166 Gt. Portland St., London, W.1. zzz-97

**SINGER.** Eagles and Co., authorized agents. Early deliveries of 1926 models, your old car taken in exchange at full value; deferred terms. 275 High St., Acton. Telephone, 656 Chiswick. zzz-913

**SINGER.** Ratcliffe Bros. Singer 10hp, any model supplied for cash or exchange; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-989

**SINGER** cars. The new London showrooms always have on view a complete range of all models. Any make of car taken in exchange. Special deferred-payment arrangements. Write for brochure. Sole London distributors to the trade. H. B. Cook, Ltd., 202 Gt. Portland St., W. Museum 8666. zzz-310

**SINGER.** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-838

**SINGER.** Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Godfrey's, Ltd., 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-466

**SINGER** 1926 models, immediate delivery. Jackson's Garage, Guildford. 'Phone 345. Official agents. zzz-456

**SINGER.** Sales and Service Depot. Exchanges and deferred terms. Corbishley and Son, Station Garage, Macclesfield. Tel. 349. (See "Repairers.") zzz-808

**SINGER.** F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 687-763

**SINGERS.** Oatthess and Co., Ltd., have in stock for immediate delivery latest model tourers, painted blue and maroon, price £225; also saloon, painted blue, price £280. Special facilities for hire purchase and exchanges. 65 Gt. Portland St., W.1. Telephone, Langham 2172. 687-790

**SINGER.** Ernest Grimaldi, Ltd., authorized Singer agents. Immediate delivery of 1926 Singer de luxe 4-seater, £225, or saloon £280. Liberal allowance for your present car in part exchange. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 687-876

**SINGER.** 1926, 10-26hp, limousine-saloon, £280, actually in stock, immediate delivery; exceptionally high prices for your present car in part exchange, balance cash or easiest of easy terms; delivery and collection arranged anywhere; let us quote you. Call, write or phone, Wilkins Simpson, opposite Olympia, London. 'Phone, Riverside 238. 687-843

**SINGER.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-92

**STANDARD.** The Light Car Co., official agents, can give best deliveries, and will take your old car at full value, balance on easy deferred terms if desired. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. zzz-141

**STANDARD** light cars.

The latest model 11hp Standard light cars may be seen at the Company's London Showrooms, full particulars, price, etc., being obtainable on application to The Standard Motor Co., Ltd., 49 Pall Mall, S.W.1. zzz-996

**STANDARD.** official agent. Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1828. zzz-931

**STANDARD.** The Service Co., 275-4 High Holborn, are authorized agents for Standards. Efficient service, easiest deferred terms. Est. 1889. 'Phone, Holborn 666. zzz-239

**STANDARD.** Ratcliffe Bros. Standard 11hp 1926 models for early delivery; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-991

**STANDARD.** South London. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E. 25. Official agents. Free driving tuition, etc. Exchanges, deferred terms. zzz-699

**STANDARD.** Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 3311. Museum 2000. zzz-815

**STANDARD.** 11hp, Piccadilly saloon, actually in stock for immediate delivery, only one available in London, price £255. Oatthess and Co., Ltd., Authorized Standard Agents, 65 Gt. Portland St., W.1. Telephone, Langham 2172. 687-791

**STANDARD** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Oroydon. 'Phone 2623. zzz-14

**STANDARD.** Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-848

**STANDARD.** The Pytchley Autocar Co., Ltd., are special agents and can give immediate delivery of all models. Highest prices allowed in part exchange; special deferred terms on application. 203 Gt. Portland St., W.1. 'Phone, Langham 1464 and 1472. zzz-438

**STANDARD.** Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-88

**SWIFT** light cars. Get in touch with Sam. E. Clapham, 27 Stockwell St., (Greenwich, S.E. 10. zzz-863



## NEW LIGHT CARS AND CYCLECARS

(continued).

**SWIFT** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-15

**SWIFT**. In stock. 10hp, 1926 2 and 4-seaters, f.w.b., £235. Exchanges, deferred payments. Parkers, Ltd., Bradshawgate, Bolton, also 246-252 Deansgate, Manchester. 687-794

**SWIFT**. F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 687-762

**TALBOT** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Olney Rd., Leeds. 690-525

**WOLSELEY** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-16

**WOLSELEY**, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum zzz-839

**WOLSELEY**, 11-22hp, 1926, from £235; part exchanges. P. Thorne, 33 Park St., Tiverton, Devon. 687-773

**WOLSELEY**. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 687-95

**WOLSELEY**, 11-22hp, de luxe, latest model, 4-seater, 4 doors, £275; in stock. Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Phone, Holborn 5972. 687-114

## MISCELLANEOUS LIGHT CARS AND CYCLECARS

**USED** guaranteed cars save depreciation. Write for list. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 687-79

**STOCKTAKING**. Special clearance offers. Second-hand and showroom edited bargains. Rover, 1921, 8hp, 2-seater, dickey, speedometer, side screen, excellent condition, £42 10s.; Rover, late 1923, 8hp, 2-seater, new tyres, full equipment and guaranteed, £57 10s.; Rover, 8hp, 1923-24, 2-seater de luxe, speedometer, clock, leather upholstery, all-weather, etc., £65; Rover, 1924, 8hp, 4-seater, all-weather, fully equipped, special bargain, guaranteed, £76 10s.; Talbot-Darracq, 1922, 8-18hp, 2-seater, dickey, starter, electric and bulb horns, speedometer, £69 10s.; Calcott, 1923, 10.5hp, 2-seater, double dickey, starter, all-weather, speedometer, etc., £94 10s.; Singer, 1924, 2-seater de luxe, dickey, starter all-weather, etc., guaranteed, £112 10s.; Citroen, late 1924, 4-seater English body, all-weather, rear screen, starter, balloons, etc., £112 10s.; Singer, 1924, 10hp, 4-seater de luxe, many extras, £115; Calcott, 1924, 10.5hp, 2-seater, starter, all-weather, excellent condition throughout, many extras, guaranteed, £125; Standard, 1924, 11.4hp, de luxe, speedometer, all-weather, excellent condition, £120; Singer, late 1923, 4-seater de luxe, full equipment, very small mileage, brand new in August, fully guaranteed, £179 15s.; Citroen, 1925, 11.4hp, English body, 4-seater, brand new, only slightly shop-soiled, fully guaranteed, £179 15s.; Singer, 1925, 4-seater model de luxe, finished maroon, brand new but slightly soiled, fully equipped per makers' specification, fully guaranteed, £189 15s. Full particulars upon request. Easy payments. Part exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 687-1831

**SAVE** yourself money at Downham Road.

**HAROLD SIMONS**, 29 Downham Rd., Dalston, N.1. Phone, Clissold 7061. Opposite Kingsland Fire Station; 7 minutes by bus from Liverpool St. Station (L and N.E. Railway).

**SMART** appearance and full standard equipment; tip-top mechanical condition, each car being open to A.A. or R.A.C. test, very low prices (prove this yourself by comparison), a good selection always in stock, and clients not pestered to buy. Isn't it worth a visit? My clients come from all parts of the United Kingdom. Deferred terms to suit all. Exchanges. This week's batch:—

1924 (August) **STANDARD** 11.4 de luxe 2-seater, double dickey, self-starter, dynamo lighting, clock, speedometer, rigid side screen, and many extras, leather upholstery, £98, an opportunity to buy a car equal in every way to new at less than half present list price.

1921 (July) **STANDARD** 11.4, enclosed overhead-valve engine, 4-seater, de luxe model, adjustable front seats, leather upholstery, all-weather equipment, and just repainted, self-starter, dynamo lighting, clock, speedometer, screen wiper, and many extras, £77 10s.

Three more **WOLSELEYS**. 1923 Wolseley 10 de luxe 2-seater, double dickey, leather upholstery, self-starter, dynamo lighting, clock, speedometer, bonnet cover, spring gaiters, various extras, all-weather equipment, £100, oversize tyres.

Two 1921 **WOLSELEY** 10 de luxe 2-seaters, double dickey, both on balloon tyres, leather upholstery, all-weather equipment, self-starter, dynamo lighting, clock, speedometer, and many extras; one at £65; one at £73.

1923 (July) **A.C.** Royal model de luxe 2-seater, double dickey, antique leather upholstery, painted A.C. blue, self-starter, dynamo lighting, clock, speedometer, all-weather equipment, luggage grid, electric and bulb horns, screen wiper and various extras, £135.

1922 **A.C.** Royal model de luxe 2-seater, double dickey, similar to above but painted primrose, £99.

1921 (July) **SWIFT**, 11hp, 4-seater de luxe, leather upholstery, self-starter, dynamo lighting, speedometer, mirror, rear screen, many extras, £65.

Fine little 1924 2-seater for £58; anyone requiring a really smart and tip-top little 2-seater under £60 would do well to inspect and try this car; 1924 E.H.P. 8hp 2-seater, 4-cylinder water-cooled engine, painted cream with red wings, dynamo lighting, spot light, electric and bulb horns, locker and luggage grid, rear, detachable wire wheels, all tyres oversize and very good, spring gaiters, all-weather equipment, paintwork, hood and upholstery unsoiled, many extras. It's a bargain for someone.

1924 **CITROEN** 11hp 4-seater, self-starter, dynamo lighting, clock, speedometer, rear screen and extras, £88 10s.

1924 **CITROEN** 11hp 4-seater, English body, self-starter, dynamo lighting, clock, speedometer, rear screen, balloon tyres, pretty car, painted maroon, £100.

**ROVER** 8 2-seater, 1923, one owner only, £48.

**AND** various other bargains from £45. Every car genuine and open to expert examination before purchase, however low the price.

**HAROLD SIMONS**, 29 Downham Rd., Dalston, N.1. Phone, Clissold 7061. Hours: 9 a.m. to 9 p.m.; Sundays 10 a.m. to 2.30 p.m. 687-46

## MISCELLANEOUS LIGHT CARS AND CYCLECARS

(continued).

**FOUR** bargains. Bebe-Peugeot, £20; Leovy Blackburne, £25; Horstmann, £25; G.N., £39; must be cleared. South Ealing Garage, Ealing 2985. 687-865

**I** BUY motorcars for cash.

**I** SELL motorcars for cash or easy payments.

**I** EXCHANGE motorcars.

**DROP** me a line or call: we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Kensington 3698. zzz-111

**F.O.C.H., LTD.**, for new and reliable second-hand cars; exchanges and deferred payments, 5 Heath St., Hampstead (Tube Station). Weekdays 9 till 8.30; Sundays till 2.30. Phone, Hampstead 3752. 687-768

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**H. F.**

**EDWARDS AND CO.**

**175 GT. PORTLAND ST., W.1**, offer immediate cash and absolutely best market price for any modern light car, especially Austin 7, Citroen, Morgan, Rover 9 and Clyno; distance no object. Call, write, wire or phone, Mayfair 6977. zzz-958

**CASH** on sight for cars, light cars and cyclecars, any make, age or condition. Write, phone or call, Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2562 and 2563 zzz-749

**AUSTINS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 687-779

**WANTED**, Morgans and Rover Eights. Best prices. Mandes', 100 Gt. Portland St., London. zzz-621

**MORGANS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 687-781

**ARCHIE SIMONS AND CO.** have private purchasers waiting for your car, therefore we are cash buyers for any amount and any make. Write, phone or call. 6-7 Warren St., W.1. Museum 2578-9. zzz-554

**GWYNNE** 8 cars wanted for cash or in part exchange for new cars of any make. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-458

**ROWLAND SMITH** will pay cash on sight for Austins, Clynos, Rovers, Singers, Calcotts, Talbots, Citroens, A.C.s, Standards, Ambers, Bugattis, A.B.C.s, Salmsons, G.N.s, Hillmans, Morgans, or any other modern cars. Please call. Rowland Smith (Motors) Ltd., 78 High St., Hampstead. 687-782

**AUSTIN** wanted, 7hp, 1925, state lowest price for cash. Fryer, Dore Walk, Uttroter. 693-452

**GEORGE NEWMAN AND CO.** will give spot cash on sight for any make of new or second-hand car. 369 Euston Rd., N.W.1. zzz-537

**WE** are cash buyers of modern cars. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 687-783

**THE SERVICE CO.**, 273-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-112

**SPORTS A.O.**, Sports Hillman, Sports Riley, Sports Alvis and other modern sports cars wanted; also all other types. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 687-784

**WANTED** immediately, good second-hand light cars of well-known makes, Austin, Clyno, Citroen, Singer, Standard, A.C., Rover, etc. We buy for cash or make good allowance in part exchange for any make of car; no waiting for your money, cash on first inspection. Representative sent to any part of the country. Send fullest particulars: immediate action taken. Write, phone or wire the second-hand car specialists, Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. zzz-495

**G.N.s** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 687-780

**AUSTIN** 7 wanted at once; good price given if in good condition. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. zzz-496

**F.O.C.H., LTD.**, pay highest prices on sight; exchanges arranged. 5 Heath St., Hampstead (Tube Station). 687-765

**G.N.** (1922) or Salmson wanted, cash. Cook, 23 Kingdon Rd., N.W.6. 687-825

**H. BEASLEY, LATE REY** (Established 1900). Cash on sight for your present car, or taken in part payment for Austin, Citroen, Clyno, Lea-Francis, Renault, Rover, Rhode, Singer, Standard, Wolseley, Swift, etc. 374 Euston Rd. Museum 7600. 687-829

**WANTED**, 2-seater or coupe, popular make, cheap for cash. Herbert, 29 Oval Place, S.W.8. 687-731

**CLYNO**, 1925, 2 or 4-seater, wanted at once. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. zzz-497

**WANTED**, Austin 7hp models for cash, good prices given. Ratcliffe Bros., 200 Gt. Portland St., W.1. 687-846

**WANTED**, A.B.C., Rover 8, Morgan, Austin 7, Citroen 7, or similar for spot cash, also motorcycles, any make, top prices given. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 687-903

**CARDENS**, Bleriots, G.N.s, Morgans, etc., good prices given, get our offer before disposing elsewhere. Teddington Garage, 160 High St., Teddington. Kingston 2562. 687-799

**WANTED**. Commercial traveller requires Rover 8 or 9, Austin 7 or similar, must be guaranteed mechanically sound, paint immaterial, cheap. Write, 34 St. John's Rd., Hampton Wick, Middlesex. 690-809

**AUSTIN** 7's, 1925 and 1926 models, highest prices paid. Pickworth and Hull, Austin Specialists, 107 Great Portland St., W.1. Langham 687-953

**PICKWORTH AND HULL**, The Light Car Specialists, purchase for cash 1925 models of the following makes: A.C., Austin, Rover 9, Singer, Standard, Talbot, Wolseley, etc. 107 Gt. Portland St., W.1. Langham 1998. 687-952

**G.N.** wanted. Don't give yours away. I buy for cash. Earl, The Vale, Hampstead, N.W.3. Phone, 3287. 687-947

**WANTED** for spot cash: Austins 7hp, Rover 8's, Morgans. Call, write or phone, Boston Auto Engineering Co., 103 Fulham Rd., S.W. Ken-sington 4419. zzz-8

**WE** will buy your old car now for cash and supply a new one when required. Nowham Motor Co., 243-5 Hammersmith Rd., W.6. 687-56

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.



**WANTED—Cars (continued).**

**KIRK AND CO.** Spot cash. Modern light cars urgently required. 22 Praed St., W.2. zzz-57

**LONDON CAR EXCHANGE'S** unique offer to sell your car on 5 per cent. commission only; your car garaged, kept clean, insured, advertised and collected from any part of Britain free of cost; no sale, no charge; a clearing house for private owners. 27 Queen's Mews, Queen's Rd., W.2. Park 924. 699-51

**THE LIGHT CAR CO.** give best prices for second-hand cars of any make. 404, 410-414 Euston Rd., London, N.W. 'Phone, Museum 3081. 687-76

**CASS'S MOTOR MART, LTD.** (Established 1911), will purchase for cash 7hp Austins, 7hp Citroen 5-seaters, 10-15hp Flats, 10hp Singers, 11.4hp Standards, 10-20hp Talbots and 10hp Wolseley. Distance no object. Send chassis number and fullest particulars. Above models taken in part exchange for any new car. 5 Warren St., W.1 (Museum 623); 243 Brompton Rd., S.W.3 (Sloane 2344). 687-104

**100 LIGHT** cars wanted for cash or weekly auction sale. Palmer's Garage, Tooting. 687-115

**WANTED**, a large number of air-cooled light cars and runabouts. Spot cash or exchange. Andrews Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1827. 687-891

**CASH** buyers. Morgans, G.N.s, Rovers, Lagondas, Horstmanns, A.R.C.s, Citroens, Humbers. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 687-871

**LEA-FRANCIS** or similar, light 4 or chummy; reasonable condition; cheap. Sackville Court, Andover, Hants. 687-777

**AERO Morgan**, 1923-5, bargain. Write first. 120 Marlborough Flats, Walton St., Chelsea. 687-769

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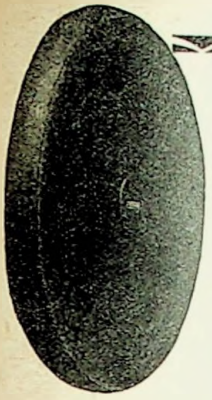
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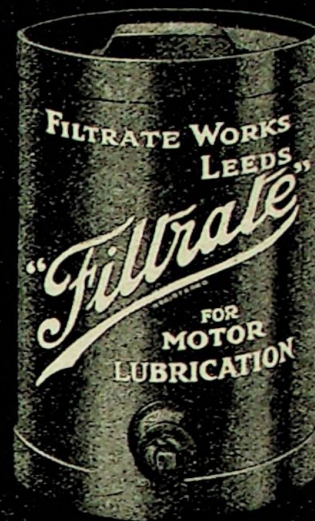
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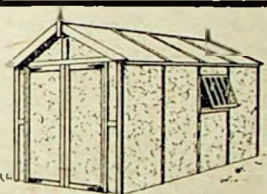
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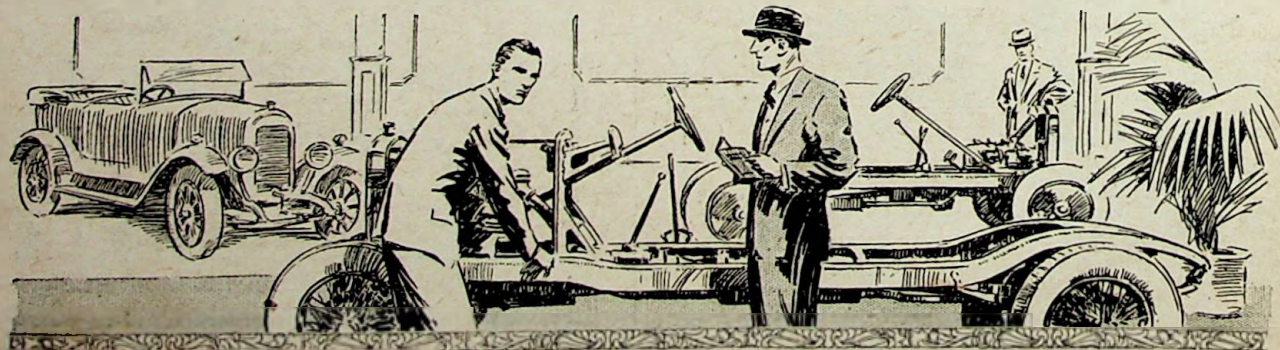
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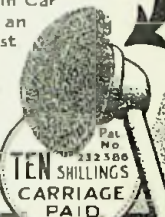
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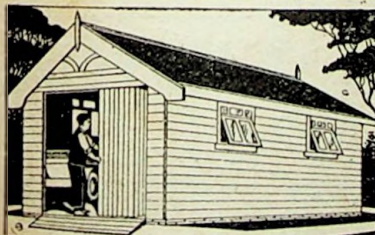
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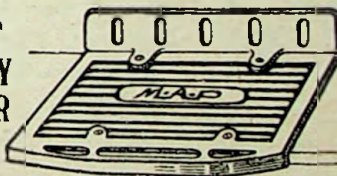
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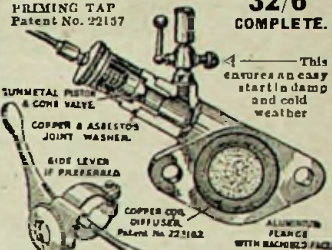
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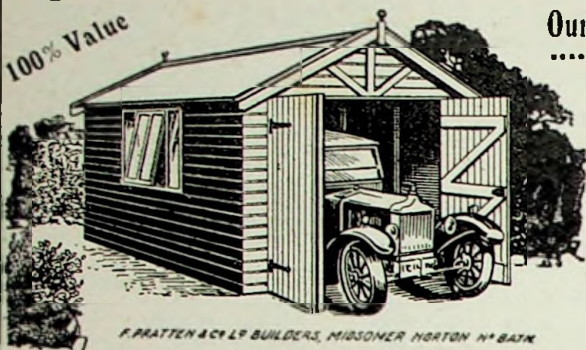


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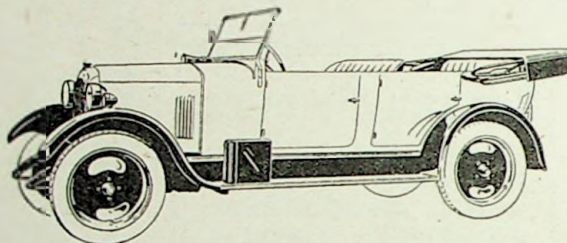
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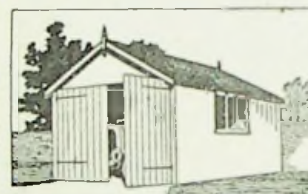
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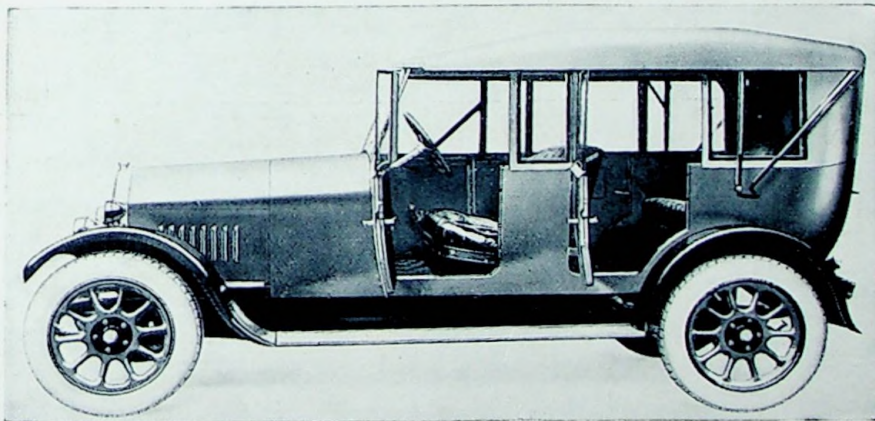
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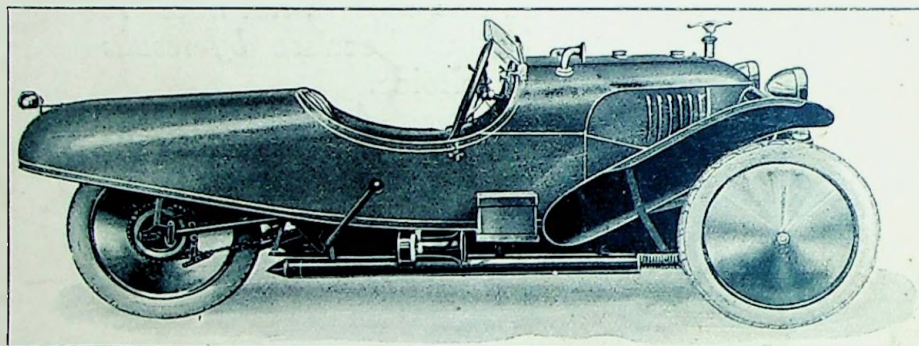
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