

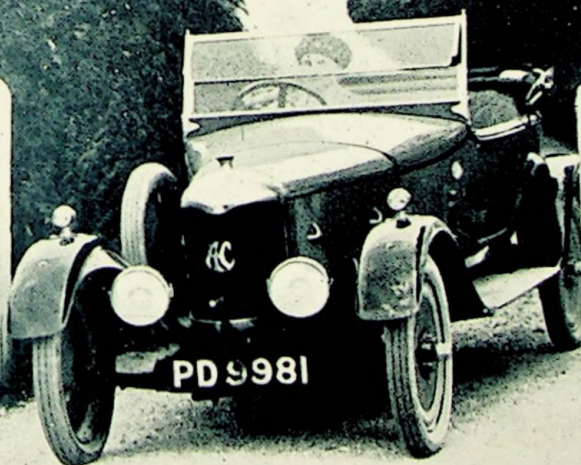
The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3rd

Vol. XXIV No. 610
Friday, Aug. 1, 1924
Registered at the GPO
as a Newspaper



IN COUNTRY LANES.

Such is the confidence of M'lady in the modern light car that she has no qualms in taking it off the beaten track to explore fairylands in lane and byway. Our photograph provides a charming peep of the sleepy countryside south of Wareham and Wool, in Dorset.

THE STANDARD LODGE PLUG

(model C3)

is the best known and most used
plug in the country.

Has no equal for all normal engines
under ordinary touring conditions.

Readily taken apart for cleaning.

Fully guaranteed.

Price **5/-** each.

(5/6 in Irish Free State)

Packed in sealed red metal box.
Of all accessory dealers and
garages.



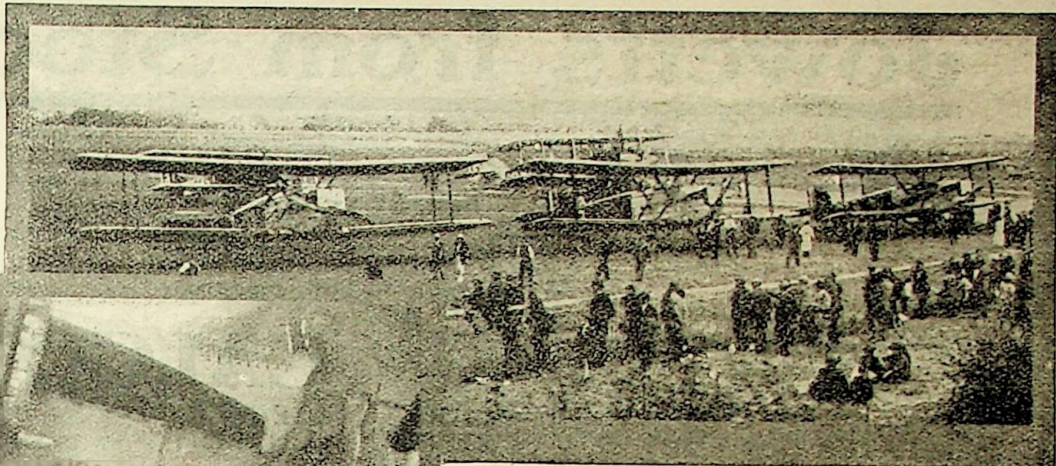
*Every part of every model of the
Lodge plug is of British manu-
facture. Sparking plugs are an
example of articles which are
made better in England than any-
where else in the world.*

**LODGE PLUGS LTD.
RUGBY.**

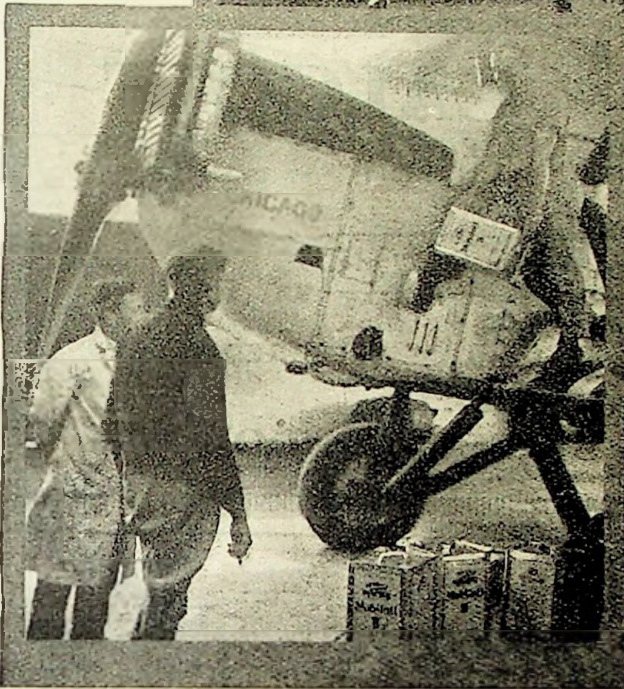


PLEASE REFER TO "THE LIGHT CAR AND CYCLECAR" IN YOUR LETTERS TO ADVERTISERS

Gargoyle
Mobiloil
for
Reliability



The Three Machines at the London Terminal Aerodrome



Lt. Lowell H. Smith ensuring Correct Lubrication

18,000 miles on Gargoyle Mobiloil exclusively

THROUGHOUT their long adventurous journey, the U.S. World fliers have used no other lubricant than Gargoyle Mobiloil "B."

This oil was selected for the following reasons:

Its suitability for severe service of this description.

Its uniformity wherever obtained.

Its world-wide distribution.

The successful performance of Gargoyle Mobiloil in this great flight provides one more example of its reliability under all conditions of service.

Throughout this flight Gargoyle Mobiloil "B" will be used, the same in every respect as the Gargoyle Mobiloil "B" on sale everywhere. The same high quality and dependability mark the other grades of Gargoyle Mobiloil.

GARGOYLE

Mobiloil
Make the Chart your Guide

HEAD OFFICE: Caxton House, Westminster, S.W. 1

VACUUM OIL COMPANY, LTD

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

Jowetts from Stock

2-SEATER - £168
Dickey Seat, £2 extra.

4-SEATER - £192
Self-Starter £10 extra on both models.

CITROEN, 7 h.p.

2-SEATER - - - - £160
3-SEATER - - - - £175
COMPLETE WITH COMFORT TYRES

CALCOTT

2-SEATER - - - £265
"CHUMMY" - - - £285

Also in Stock, Singer, Austin "7," etc.

EXCHANGES

A. S. C.

DEFERRED TERMS

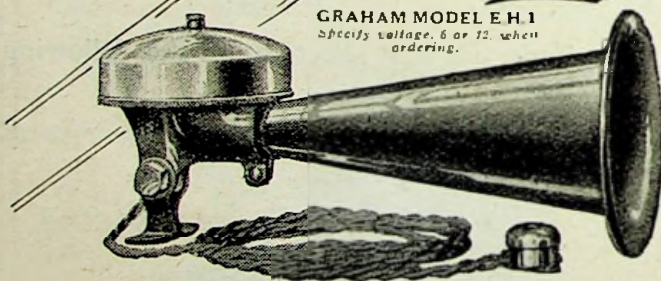
Automobile Service Company.

166, GREAT PORTLAND STREET, LONDON, W.1

Telephone: Museum 6626.

Fit a Graham

it's Troublefree!



GRAHAM MODEL E.H.1
Specify voltage, 6 or 12, when ordering.

Troublefree and thoroughly efficient. The outstanding feature of the model illustrated, the horizontal diaphragm, ensures satisfaction under all circumstances. The location of the mechanism prevents the accumulation of dust or water therein, and is a unique form of design, which has been approved by thousands of motorists in the United Kingdom.

The delightful note—clear and insistent, warns without worrying, whilst the current consumption is exceptionally economical—less than 2 amps.

GRAHAM ELECTRICAL AUTOHORNS

MODELS AND PRICES.

E.H. 28 ... 24/- E.H. 1 ... 37/6
E.H. 29 ... 27/6 E.H. 12 ... 45/-
Vertical Types. Horizontal Models.

The Illustrated Folder 28 B FREE on request.



BRITISH EMPIRE EXHIBITION 1924
SEE OUR EXHIBIT
Avenue 11,
Boys 11-13.

PALACE OF ENGINEERING

ALFRED GRAHAM AND COMPANY,

ST. ANDREW'S WORKS, CROFTON PARK, LONDON, S.E.4.

Phone: Sydenham 2820-1-2
Grams: Navalhada, Catgreen, London.

SHOWROOMS

25-6, Savile Row, W.1; and 82, High Street, Clapham, S.W.4.

A26.

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

On the Subject of Lubrication— And the Properties of Zero Huile de Luxe

We are frequently asked—

Why change to Zero Huile de Luxe?

What advantages shall I gain?

Why spend more money?

We would reply that, being a rich compound lubricant, *i.e.*, a blend of refined neutral fatty oils with specially selected pure hydrocarbons, it is much more costly to produce than the average oil for water-cooled engines, which is a pure mineral. On the other hand, ZERO HUILE DE LUXE gives substantially better results—justifying the greater outlay.

ZERO HUILE DE LUXE, being rich in fatty matter, is cleaner in working, *i.e.*, gives less deposits than pure minerals, thus calling for less frequent need for decarbonising.

ZERO HUILE DE LUXE is lighter than many pure minerals, but, on the other hand, thanks largely to the fatty matter, has a far better ratio of viscosity; in other words, whilst exceptionally fluid when cold, it maintains its body when hot. And ZERO HUILE DE LUXE neither gums up nor thickens in cold weather. These are particularly valuable features.

Your engine can be readily started from cold without damaging batteries, and runs freely and with great liveliness even when cool. Particularly in the case of high speed engines, this great reduction of fluid friction at medium temperatures is most valuable in saving fuel. During the first few miles of warming up, and at other times when the temperature of the engine is only moderate, ZERO HUILE DE LUXE will be circulating freely to all working surfaces, thus minimising wear and promoting long life. Pure minerals which do not circulate freely till hot are at a great disadvantage in cold weather.

When hot, ZERO HUILE DE LUXE, thanks again largely to the fatty matter it contains, maintains its body well, giving adequate lubrication even under severe conditions of load and speed, and having a high flashpoint does not readily burn away, consequently it is economical in use.

We have been consistent advocates of Compound Lubricants, i.e., blends of fatty oils with pure hydrocarbons, for nearly fifty years, particularly, of course, for internal combustion engines. We have a variety of grades, and an inquiry on any point receives prompt and personal consideration.

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

Write us for E/R Illustrated List.

E/R List and Literature always free for the asking.

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



There's Music in an Engine

*-if its a
Coventry
Climax*

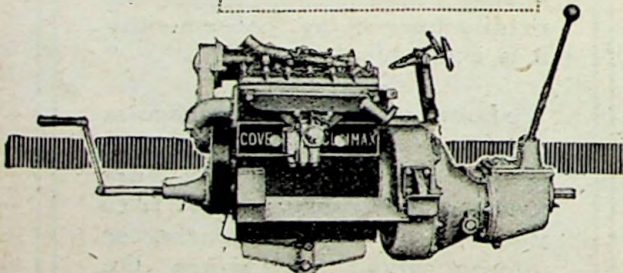
The Roar of Power

THE magnetic spell of tumbling water—nature's power—thousands of tons a minute, is an irresistible force that captures the mind with its mightiness. There is music in its thunder, the real roar of power like a giant singing joyously in his might.

There is much of the same spirit and music—this happy roar of power—in a Coventry Climax Engine. Power it will always give you in perfect tune, because it is perfectly built in every part. A power that is smooth and harmonious, to exercise or restrain as your will dictates.

*Is YOUR car fitted with
a Coventry Climax Engine?*

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in three sizes of the Four-Cylinder type and a Six-Cylinder engine which is just within the Two Litre Class. See STANDS Nos. 83 and 80 at the BRITISH EMPIRE EXHIBITION. Full particulars and quotations upon request to COVENTRY CLIMAX ENGINES LTD., Engine and Gearbox Manufacturers, Felars Road, Coventry.



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

Engines for every type of Light Car
**COVENTRY
CLIMAX
ENGINES**

M.P.

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

A4

POUNDS INSTEAD OF GUINEAS

means a saving to you
of AT LEAST

£10

IN view of the removal of the McKenna Duties, we have recently made very careful scrutiny of our production costs and are now happy to be able to announce, as from August 1st, a substantial reduction in the prices of all G.W.K. models. The figures, instead of being 200 to 255 GUINEAS, as hitherto, will now be £200 to £255, so that on even the least expensive model you will effect a saving of £10. Moreover, the inclusion of synchronised four-wheel brakes will be £10, not 10 guineas, and the fitting of Michelin "Comfort" tyres no longer 7 guineas, but £7.

The G.W.K. is an all-British production—of 100% efficiency. With its unique disc-drive, providing a gear for every gradient, it has always ranked amongst the most popular of cars; at the new prices it is, more than ever, splendid value.

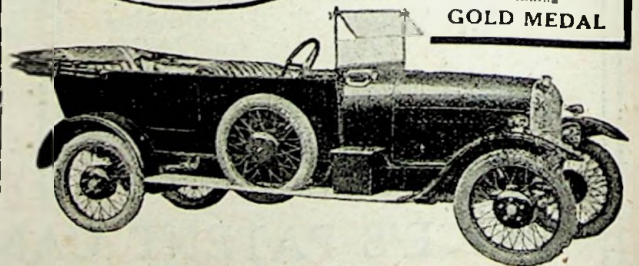
NEW PRICES.

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

All G.W.K. Cars are now fitted with the G.W.K. Silent Helical Gear.



SCOTTISH 6-DAYS' TRIAL—One G.W.K. Entered, One Finished, Winning
GOLD MEDAL



G.W.K. Ltd. (Successors to G.W.K. (1919), Ltd.)

CORDWALLEES WORKS MAIDENHEAD.
Telephone .. Maidenhead 624.

London Distributors: W. G. Nicholl, Ltd., 50-54, Whitecomb St., W.C. 2.
Agent: Capt. Richard Twelvetree, F. & P. Vandervell, 199, Piccadilly, W.1.

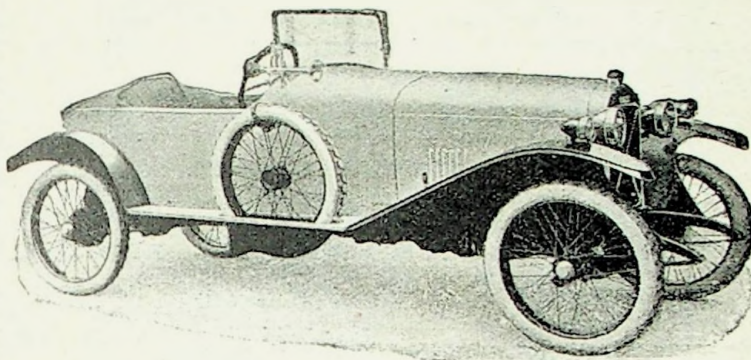
AUTOMOBILES
SALMSON

Trade Enquiries and Agency Applications to Sole Concessionnaires :

S.M.S. Ltd.,

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

Phone: Victoria 8856.



10 H.P. 2-Seater SPORTS

£190

AUTOMOBILES
MORE SALMSON SUCCESSES.

- | | | | |
|------------|------------------------------|-----|--------------|
| June 24th. | Porthcawl Speed Trials | --- | FIRST |
| June 25th. | Caerphilly Hill Climb | --- | FIRST |
| June 23rd. | Brooklands 8½ Miles Handicap | --- | FIRST |
- WON at 85 m.p.h.**

EQUIPMENT.

EVERY MODEL (except the Grand Prix, supplied without starter) is equipped with Starting, Lighting, Speedometer, Clock, 5th Tyre, Horn, etc.

EVERY MODEL can be supplied on Deferred Payment and any Car or Motorcycle taken in Part Exchange.

Sole London Distributors:—

PRICES.

- | | |
|---------------------|----------|
| 10 h.p. 3-seater | ... £178 |
| 10 h.p. Sports | ... £190 |
| 10 h.p. 4-seater | ... £199 |
| 10 h.p. 2-seater | ... £198 |
| 10 h.p. Grand Prix | £250 |
| 10/15 h.p. 4-seater | £325 |
| 10/15 h.p. Saloon | £425 |

Gordon Watney
 & Co Limited
THE PART EXCHANGE SPECIALISTS

31, Brook Street,
 Bond Street, W.1

Mayfair 2965.

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.

The Motor

The National Motor Journal

EVERY
TUESDAY

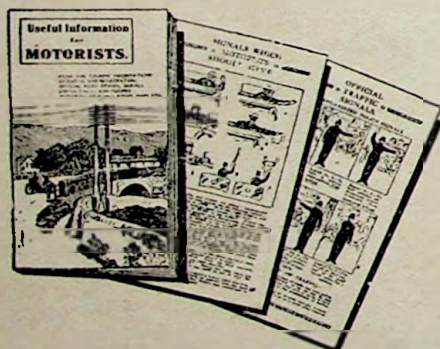
4^d

SUBSCRIPTION.

3 m^s. 6 m^s. 12 m^s.
U.K. and
Canada - 6/6 13/- 26/-
Abroad - 8/2 16/3 32/6

Specimen Copy Post Free.

Send for this free booklet containing useful motoring information and particulars of many practical hand-books, maps and journals.



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

Features of this week's issue of "The Motor," July 29th.

SAFETY FIRST.

Safety Hints for All Motorists. Issued by the National "Safety First" Association.

THE BEST WAY ACROSS THE ALPS.

Napoleon's Magnificent Route from Grenob'le.
By Charles L. Freeston, F.R.C.S.

THE LATEST PRACTICE IN MIXTURE DISTRIBUTION.

How Engineers are Endeavouring to Obtain the Full Power Output from Each Cylinder.

HOW TO BUILD YOUR OWN GARAGE.

By an Owner-Driver Who Has Done So.

THE ADVANTAGES OF CENTRAL LOADING.

The Location of the Load as Affecting Suspension.
By Mr. W. A. Moir, the Designer of the Marks-Moir Car.

THE NEW KENT ROAD.

Fast Trunk Roads v. Picturesque Narrow Highways.
By John Gilpin, Junr.

AN AIR-COOLED "FOUR" SELLING AT £59.

An Interesting French Car with Horizontally Opposed Engine.

A DIVISIBLE HOOD.

An Interesting Innovation to Eliminate Back and Overhead Draught.

NEW PRICES OF IMPORTED CARS.

THE SCOTTISH SIX DAYS TRIAL.

Steep Gradients and Acute Hairpins, Which Necessitated Much Reversing.

THE J.C.C. AT SOUTH HARTING.

Mays (Bugatti) Breaks Record. J. A. Hall's Miraculous Escape.

"The Motor" issued next Wednesday (owing to Bank Holiday falling on Monday) will contain:—

THE FIRST ILLUSTRATED REPORT OF THE GRAND PRIX AT LYONS, IN WHICH THREE BRITISH SUNBEAM CARS ARE COMPETING.

ILLUSTRATED REPORT OF THE BANK HOLIDAY BROOKLANDS MEETING.

AND ALL THE NEWS.

A little talk about Two-Seaters

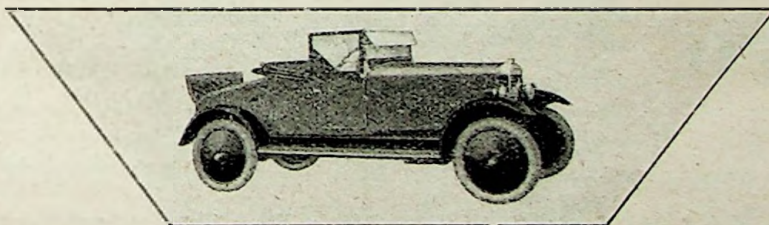
Economy is the greatest need in motoring to-day—greatest because every day brings more men into motoring, and the large majority of the thousands who are added weekly must, through stern necessity, study cost first. In such a study there is far more than the purchase price to be considered, and apart altogether from running costs—another vital item—the experienced motorist will tell you that for other reasons not generally acknowledged the Two-seater is undoubtedly the least costly type of car to run. From this outside and rarely considered viewpoint, the Two-seater is economical because it *seats two* and limits your ability to "entertain." You don't want to limit it, but you *must*. Hence, if that's your case, the

Rhode—the daintiest of them all

should be your choice. You may say "But why the Rhode, there are others." We admit it, but we invite you to go deeper than the casual consideration of various names which may come to mind. We invite you to prove that the Rhode is as we claim it to be, "the most economical car in the World." It costs you in initial purchase, £235—that's not the lowest figure at which you could purchase a Two-seater. No, we admit that too, but can you find a car that will consistently cover 45/50 miles to the gallon of petrol, 2,000 miles to the gallon of oil, and 12,000 to a set of tyres? Can you find another car that will cost you less in repairs—another car with a better re-sale price when you want to sell it, and, lastly, can you find a car with a like record for reliability—this year alone 30 entries in the classic trials, result—9 Cups, 24 Golds and 4 other Prizes—in short, never an entry without an award and in 90% of the cases the highest possible. Can you—but wait: as we write there comes news of another record—

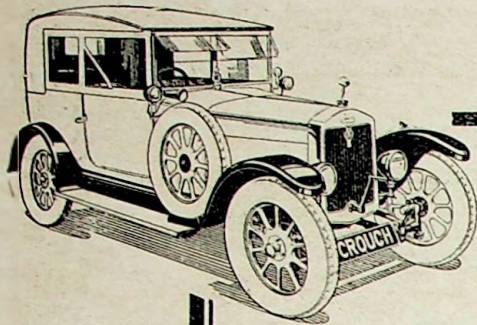
SCOTTISH SIX DAYS—2 ENTRIES RESULT: CUP and GOLD!

We'll leave it at that, only asking you to put it to the test. Any Rhode agent will demonstrate—ask for name of nearest.



Rhode Motor Co.,
Tyseley,
B'ham.

Don't hesitate
but send a
Post Card
now.



The 12/30 h.p. 4-seater
All-weather De Luxe

CROUCH

Each of the three CROUCH Models excels in value in its type. For consistent, all-the-year-round, everyday service, this model is a splendid combination of a utility and pleasure car on the same four wheels. There is full protection and full comfort in storm and rain, with the freedom and enjoyment of a most attractive open car, when the hood is down. Recent detail improvements have made the All-weather CROUCH better even than it was before.

£295

—and this is what you get for the money :
British-Anzani Engine, 12 v. (5 lamp) lighting set, separate starter, 3-panel windscreen, patent oil tank suspension, spring gaiters, clock, speedometer, dashboard locker, best English leather upholstery, etc., etc.

Also the new
60 m.p.h. Sports
Model—sold with
a guarantee of
performance—
same price.



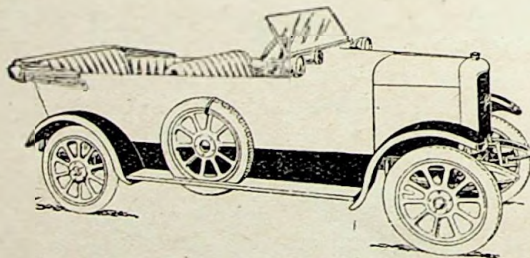
Write for full details
and name of nearest
agent.

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

London Agents: Messrs. P. S. MARSHALL LTD., 17a, Hanover Square, W.

7 H.P. JOWETT £7 TAX

JOWETT



JOWETT

2-seater
dickey **£170**

4-seater **£192**

The little engine with the mighty pull. The last word in economy.

Write us for particulars of the negligible costs of running.

Make an appointment for a trial run.

Deliveries from Stock.

Deferred Payments.

Telephone:
Hop 5279.



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

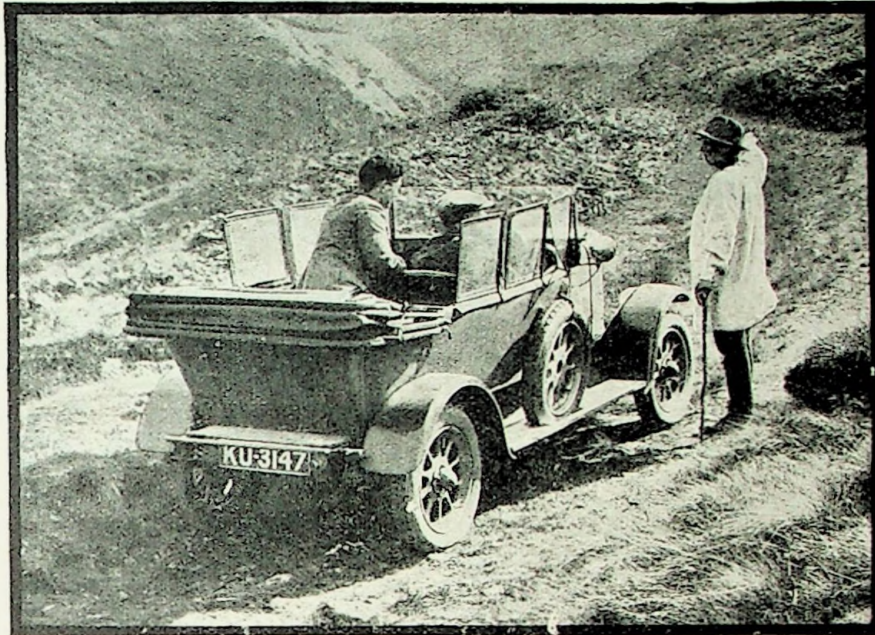
Any make of
Car Supplied.

**GARAGE AND SERVICE
STATION.**

Overhauls.
Bodywork.

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

TRY NOT TO PASS THE OLD MAN SAID



UNTIL HE SAW THE CAR WAS A
JOWETT,
 THEN HE ASKED FOR A LIFT.

He got it, of course, because that's characteristic of Jowett ownership, and, incidentally, of the car's capacity to take a full load where other cars take the alternative route.

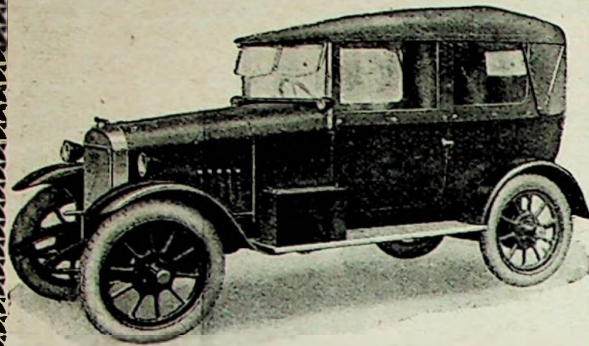
Not only is the car capable of a high performance, but its first cost is very low, and running costs less than any other car.
 The 2-seater, complete - £168
 The 4-seater, complete - £192

NO OTHER PERFORMS SO WELL.

May we post you Catalogue and full details?

JOWETT CARS, IDLE, BRADFORD.

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



ROOM AND TO SPARE

ROOM for all, length for tall men, width for short men, all-weather equipment that defies the blustering wind, an engine that combines steady economical running with a flexibility far in excess of its rated power. These are among the many advantages awaiting yourself and your family in the 10/20 h.p. Cluley. Here is a car which will carry you for mile after mile in comfort, quickly accelerate from 5 to 45 m.p.h., give day after day of unvarying efficient service under any conditions; a car which owners cherish and others envy.

*Don't be envious any more!
Get a Cluley.*

10/23 h.p. Two-Seater with all-weather equipment, three-piece windscreen, double-dickey, clock, speedometer, spring gaiters, five lamps, five Dunlop tyres, electric lighting and starter, etc. ... £250

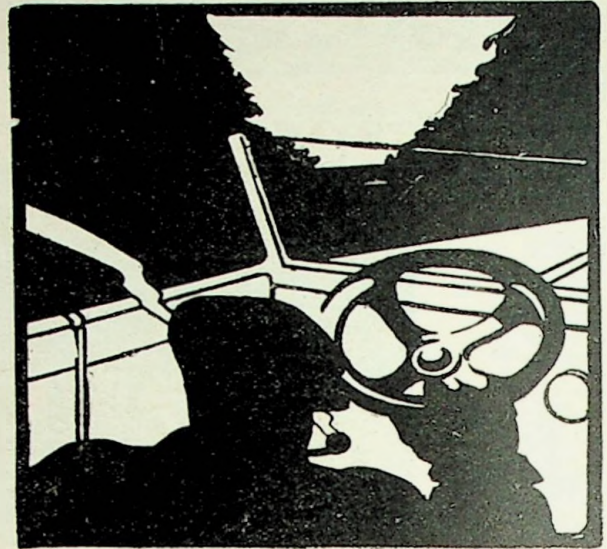
10/20 h.p. Four-Seater as above, with four-seater body £270

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

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



H.P.



The Man Who Backs a Cert

He backs his faith in his judgment by paying good money for a good car and he backs his faith in this car.

HE FITS JEAUVONS



He knows that his springs are all right though he never sees them and he never hears them—because Jeaavons alone guarantee the positive uniform distribution of oil to every part of the spring leaves. Post the Coupon and get to know how.



BRITISH EMPIRE
EXHIBITION 1924
SEE OUR EXHIBIT
No. 209

RAMSDENS (HALIFAX) LTD.
(Dept. L), Station Works, Halifax.

Branch Offices and Service Depots:
LONDON ... 117 D, Great Portland St., W.1
MANCHESTER: Morrison & Howard,
82-84, Leam St., Gt. Ancoats St.
GLASGOW: Geo. M. Smith, 19, West Regent St.

POST THIS COUPON

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

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

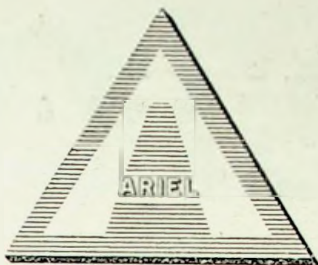
Name

Address

Make of Car

H.P.

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



ARIEL

10 H.P. 4-CYLINDER

all British

THE all-round value and excellent workmanship of British productions is exemplified in—

THE ARIEL TEN

The Ariel is produced, not on mass production lines, but in such quantities that the very closest supervision of each component part can be made. Thus the Reliability and complete Satisfaction you are buying makes the Ariel a wise investment.

Brief Specification :— Overall Length 10 ft. 10 ins., Width 4 ft. 10 ins., Four-cylinder water-cooled engine, Three speeds forward and reverse, Right-hand control, Five Dunlop tyres, Lucas lighting set. Coach painted crimson lake or dark blue. Fully equipped and ready for the road.

STANDARD MODEL

£198

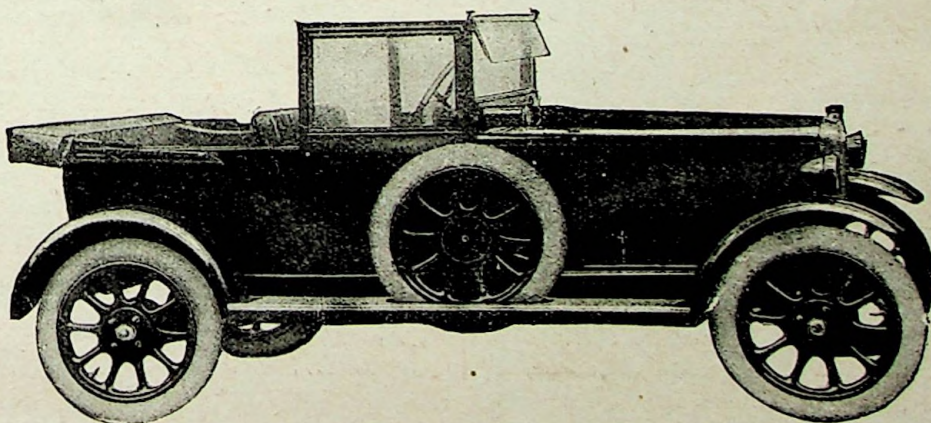
DE LUXE MODEL

£210

Electric Starter
£12 extra, Tax £9.

Send for Catalogue :

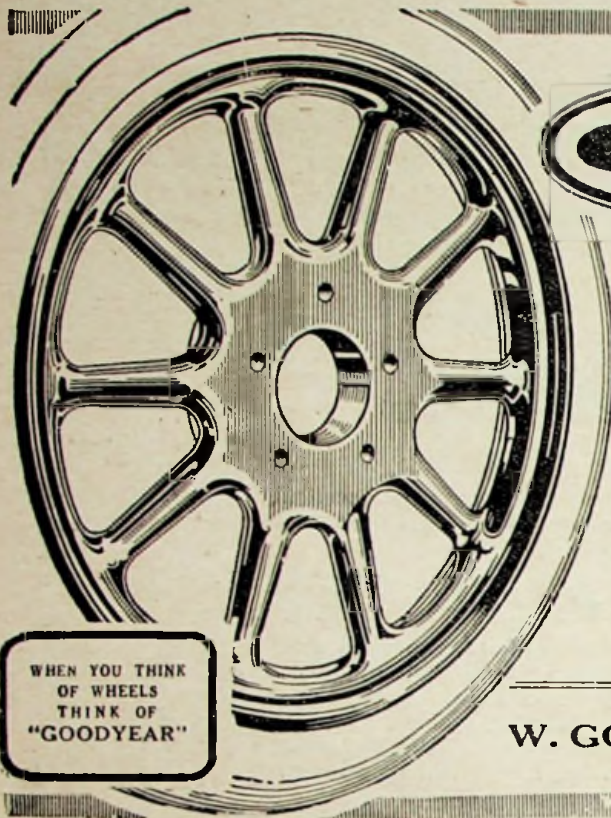
**ARIEL WORKS LTD.,
Selly Oak, BIRMINGHAM.**



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

c.w.

B7



GOODYEAR

Patent Steel Wheels

CAN BE RELIED UPON UNDER ANY CONDITIONS OF SERVICE.

Their scientific construction ensures this, hence their great popularity.

THEY ARE FITTED ON ALL THE LEADING BRITISH CARS AS STANDARD EQUIPMENT.

WHEN YOU THINK OF WHEELS THINK OF "GOODYEAR"

W. GOODYEAR & SONS LTD., DUDLEY.

FILTRATE WORKS
LEEDS.

Filtrate

THE OIL FOR MOTOR LUBRICATION

**MAKES
MOTORING A PLEASURE**

The pleasures of touring off the beaten track are very often marred by lack of satisfactory garage accommodation. You can leave your car in the open all night without fearing the weather, if you cover it with a "DUSOUT" WATERPROOF COVER. The "DUSOUT" makes an ideal temporary garage—it ties securely to the car—covers the controls, and keeps out damp and dust in any sort of weather.

The "Dusout" (REGD)
WATERPROOF COVER

These Prices will suit your Purse!

12 x 9 ft.	36/-
15 x 9 ft.	45/-
16 x 12 ft.	60/-
18 x 12 ft.	72/-
21 x 12 ft.	84/-
18 x 15 ft.	90/-
21 x 15 ft.	105/-
21 x 15 ft.	120/-
27 x 18 ft.	162/-

Send cash with order. Cover sent by return, carriage paid. Complete satisfaction guaranteed or money refunded. We also supply DUST COVERS.

Send for List

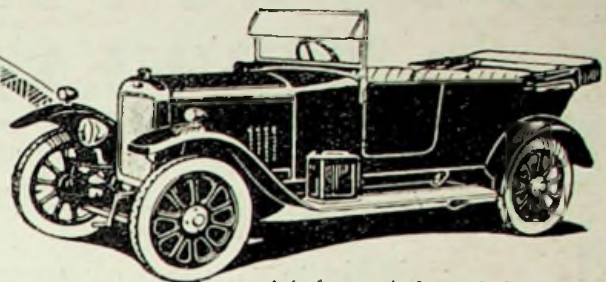
DUSOUT MFG. CO.,
43G, Blackfriars Street, MANCHESTER.
Telephone: 4024 Central.
Telegrams: Dustcov. Manchester.

SPECIAL TERMS TO THE TRADE.

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.

Testimonial No. 135.
 "I have now driven it (Clyno 4-seater) just over 1,000 miles, and it is the fastest, nicest little bus I have ever handled."

Further proof
 of
 Clyno efficiency



Here it is. In the London Land's End Trial—875 miles of rough roads and severe gradients—Mr. A. R. Abbott, on the only Clyno entered, gained a silver cup—not a single mark lost.

Then again, Mr. Abbott driving a Clyno of absolutely standard design at Brooklands on July 23rd secured **FIRST PLACE** in the Junior Long Handicap, at a speed of 70.74 m.p.h., and **SECOND PLACE** in the Junior Short Handicap, at 63 m.p.h.

Yet the Clyno will do 40-45 m.p.g. of petrol, 2,000 m.p.g. of oil, and 10,000 to 15,000 miles on one set of tyres. Truly an economy car of individuality.

Popular 2-Seater
£198

Occasional Four
£205

De Luxe 4-Seater
£225

Right hand gear
 change £3 extra

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**SPECIAL CLYNO
 OVERSEAS MODEL.**

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CLYNO CARS



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 EXHIBITION
 SEE OUR EXHIBIT
 No. 45**

**MOTOR & CYCLE
 SECTION
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Cutting Repair Costs

MOTORISTS of every class, expert or amateur, will find "MOTOR REPAIR WORK" a profitable investment. It deals with the home repair of motor vehicles, and, incorporating the latest workshop practice, gives in a simple manner comprehensive information on the complete conduct of repairs, from the description of necessary tools and mechanical adjustments to the vulcanising of a tyre. Illustrated throughout.

PRICE 1/9 NET.

Obtainable from all booksellers and newsagents
 or direct from the Publishers 1/11 post free.

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7-15, Rosebery Avenue,
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Wholesale Agents:

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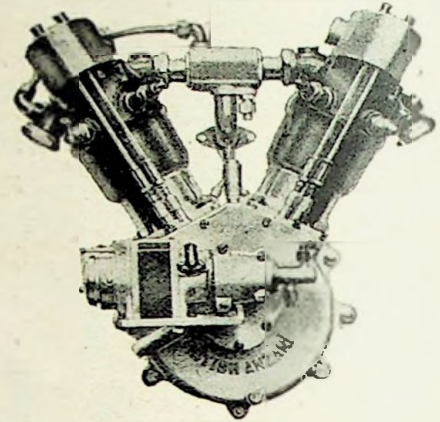
:: Send ::
 for Booklet giving
 particulars of many
 other books on
 :: motoring. ::

"A REVELATION TO ME."

Copy of a letter received dated 17/7/24, from a very satisfied owner of a Morgan Runabout fitted with a 9 h.p. **STANDARD BRITISH ANZANI ENGINE.**

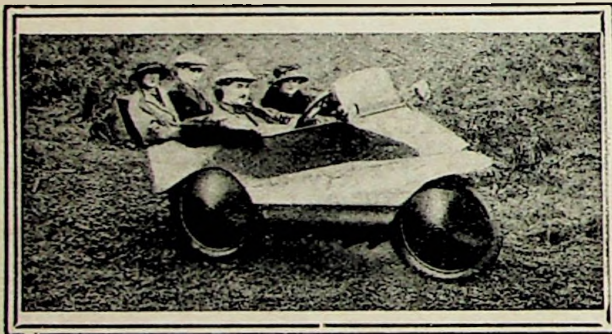
"I would like to offer you my appreciation of the **British Anzani Engine.** Its slow running, acceleration, noiselessness, and pulling powers are really a revelation to me. I used to wonder why the Morgan was not fitted with three gears, but with the British Anzani Engine, two are all that are necessary."

*We are exhibiting at Stand No. 91,
British Empire Exhibition, Motor
Car Section.*



Write for details:—

The British Anzani Engine Co., Ltd.,
30-32, Scrubbs Lane, Willesden, N.W.10. Telephone:—Willesden 2770 and 2771.



**For comfortable and
unwearying motoring.**

THE extreme comfort of the 'Scott Sociable' is phenomenal among cars of its class. Its upholstery possesses the cushioned ease of a good armchair. Its luxurious springing and almost effortless controls are other features built primarily for unwearying motoring. Combined with its low initial cost and the fact that "it is the cheapest car to own," the Scott Sociable is ready to give you miles and miles of easy, comfortable and economical travel. Our 1924 Booklet is free on request.

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Distributing Agents and Service Depot for
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The SCOTT AUTOCAR CO., BRADFORD, YORKS.

SOME
UPKEEP
ADVAN-
TAGES.

60 m.p.g. of Petrol; Tax £4;
Full Insurance; £8-19-6. A
Tool-shed 9 ft.
x 5 ft. accommodates the car.

With double dickey
seat, £5 extra.

With single dickey

Complete

£135

Save at least £20 per annum
by Garaging your Car at Home!

FREE

Send p.c. for profusely
illustrated book describ-
ing Thornber's Locjoint
Weatherboards and
Thornber's Garages.

"Housing Your Car" is a profusely illustrated Book describing Thornber's Locjoint Weatherboards, and showing the various pleasing designs in Thornber's Garages. Send for it to-day. Every Owner should have his own Garage. The saving per annum is considerable, apart from the convenience of having your car near at hand. Thornber's Garages are roomy and sturdily built from well-seasoned timber, incorporating Thornber's Locjoint Weatherboards. Rain cannot possibly penetrate.

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

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



THORNER BROS.,
11, Mytholmroyd,
Yorkshire.

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.

VICKERS LIMITED

SPECIAL STEELS FOR AUTOMOBILES

Drop Forgings & Stampings.
Motor Car Pressings and Springs.



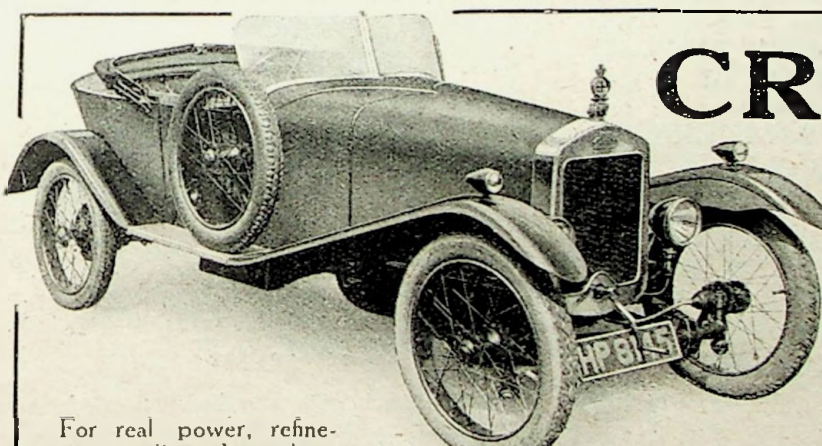
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HACK SAW BLADES BAND SAWS CAST CUTTERS
SURFACE HARDENING BY PATENTED PROCESS ETC

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Exhibitors in the Palace of Engineering, British Empire Exhibition.



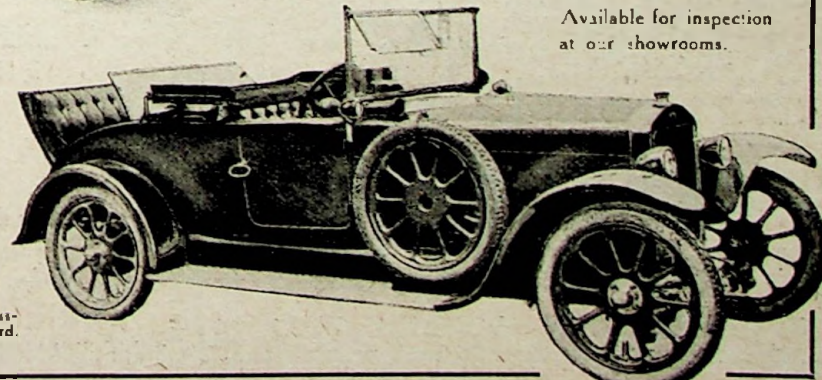
CROUCH

60 m.p.h. MODEL
11.9 H.P. ANZANI Engine, Sports Model,
and the
TWELVE/THIRTY h.p. MODEL.

For real power, refinement, quality and completeness, these Crouch models represent the finest car values to-day. The way to verify it is to examine them yourself at our showrooms.

Price
£295

B. S. MARSHALL, Ltd.
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Mayfair 590617.
AGENTS for Bentley, Bugatti, Bayliss-Thomson, Crossley, Lea-Francis, Singer, Standard.



Available for inspection at our showrooms.

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

LAST FEW DAYS

The bankrupt stocks we recently purchased and offered at prices below half normal figures are nearly exhausted. The following are a few examples of the remainder. Seize the opportunity while it exists.

SIDE ELECTRIC LAMPS

Place a pair on your wings and see where you are going. Medium size egg shape London lamps. Heavy gauge brass bodies. Sicut socket for standard size side lamp iron with clamping screw and lock nut. Lamp holder to take the standard size side lamp bulbs having double contact and small bayonet fitting. In Brass, Plated and Black finish.

12/- PER PAIR
BLACK FINISH WORTH **27/6**

MIRRORS

A few only rectangular and circular driving mirrors with clip or plate attachment. Brass and Plate d/f finish.

To clear **7/6**
at
Worth **17/6**

THE REMAINDER of the BRASS CAR CLOCKS

to be cleared at the flat rate of

21/- each.

All eight day movements, and originally sold at prices from **75/-** upwards.

SPECIAL OFFER.

To clear the remainder of tools now on our hands we have made up parcels of tools, all suitable for light car use. The assortment includes adjustable wrench, pliers, screwdrivers, etc. are offered at the inclusive price of **7/6**. These lucky dips are worth at least **20/-**.

WONDERFUL SPARKING PLUG OFFER.

SIX sent post free for **4/6**. Six for less than the normal price of one plug. Heavy twin points with robust central electrode. Porcelain insulation. Absolutely new and guaranteed satisfactory. French make.

THESE and OTHER BARGAINS are described in a new SALES LIST just published. Send for your free copy now. IT'S READY.

BULB HORNS.

Howes and Burley single twist horn, plate fitting. Brass finish **9/6**

ELECTRIC HORNS.

A few only, APOLLO electric buzzer type horns, substantially made, plated finish, for twelve volt circuits.

Originally **£5 : 5** NOW **17/6**

JIFFY

HF VULCANISERS.

Complete for the repair of inner tubes—VULCANISER, MATERIALS AND BOX

10/6

TO CLEAR THE FEW MASCOTS

(Brass Finish)

WE NOW HAVE LEFT WE OFFER

the following AT THE FLAT RATE OF

12/6 each.

All are all 7 in. size.

Hello Nymph, Butterfly Girl, Diving Nymph, Iris, Wind Nymph, Miss, Pixie, Draped Speed Nymph, Water Nymph, Mercury, Victory.

MISCELLANEOUS BARGAINS.

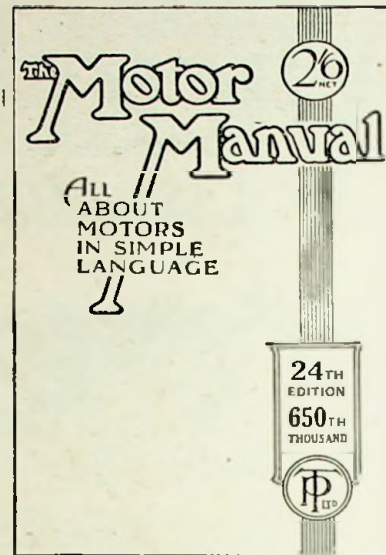
One pair Smith's 8" Plated Headlamps	...	...	3 15 0
One pair Brass—Oil Side Lamps	...	...	1 5 6
One pair Smith's Electric Side Lamps	...	...	1 9 6
One C.A.V. Dimmer switch for headlamps	...	...	4 0
One Swift Radiator Cover—black	...	...	10 6
H.F. Treadure Repair Outfits for covers	...	...	2 0
Maythorn Plated Petrol Can Carriers	...	...	7 6
Pliers Type Valve Spring Lifters	...	...	1 3
Sponges—special for car washing	...	three for	2 6
Leather Map Cases—celluloid fronts	...	...	4 9

273
TO
274



273
TO
274

HIGH HOLBORN, LONDON, W.C.1.



The Complete Work for Amateur & Expert.

THE MOST EXHAUSTIVE AND AUTHORITY EXPLANATION OF EVERYTHING IN CONNECTION WITH MOTORING EVER OFFERED IN ONE VOLUME

238 pages - 266 Illustrations.

2/6
NET.

Of all principal Booksellers and Bookstalls or direct from the publishers 29 post free.

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Send for free booklet giving particulars of many other books on motoring.

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



The Symbol of Successful Service



The Symbol of Successful Service

Everybody is talking about the "CLYNO" and the Service we give.

THE LIGHT CAR WORLD is agog with the value of the CLYNO and the price we allow for Cars accepted in part exchange. Come to us for your CLYNO and receive full attention before and after purchase. So long as a CLYNO Car bears our Service Plate upon the dash you can count upon willing service.

POPULAR TWO SEATER	- £198
OCCASIONAL FOUR SEATER	- £205
DE LUXE TWO SEATER	- £215
DE LUXE FOUR SEATER	- £225
THE COUPE	- £315

The ALL BRITISH Car.

Is your present Car leaving you unsatisfied? Then let us take it in part exchange. We give the top market price—always. If required, your car can be accepted as a deposit and the balance of the new car's value spread over 12-18 months, interest being charged only upon the balance.

Also in stock twenty high-class used Light Cars at prices ranging from £100, and all open to examination by the R.A.C., A.A., etc. BUY your CLYNO CAR from the largest CLYNO Distributors in England.

AUSTIN
STANDARD
TALBOT
BELSIZE

The pick of the best after test of the rest.

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MORE

Austin

100 p.c.

RELIABILITY.

JULY 18, 1924.

THE LIGHT CAR AND CYCLECAR

259

THE LAND'S END TO JOHN
Long-distance Trial Provides Remarkable

OFFICIAL AWARDS.
Both "Austin Seven" cars gained silver cups (first-class awards) — one more instance of 100 per cent reliability, as evidenced in the Vesey Cup trial, in which the five Austin cars entered all made perfect performances.

THE majority of the cars which competed in the M.C.C.'s Land's End to John o' Groat's trial came within the light car definition, and it is a noteworthy fact that not a single car which actually started failed to reach the end. There were only three light car non-starters, these being P. D. Walker (Seabrooke), Krauss (Gwynne) and D. F. Still (A.B.C.). E. G. Bromhead was piloting a 12 h.p. Austin instead of the 7 h.p. car of the same make.

Punctually at 5 p.m. the two official cars commenced the long trek under an overcast sky.

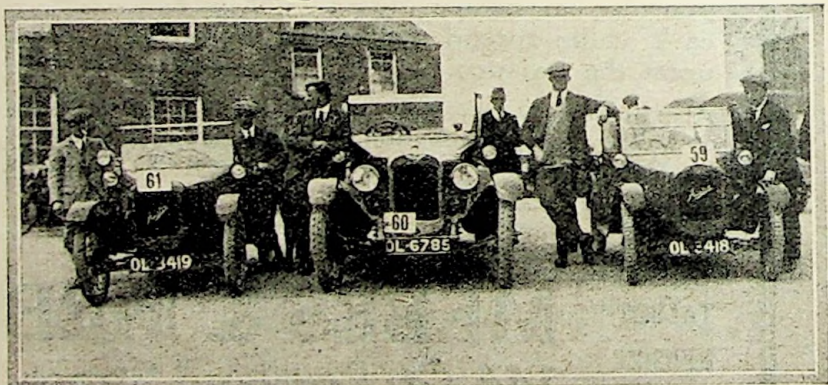
At Zelah one of the Austin Sevens was noticed towing a broken-down motorcycle competitor into Bodmin, the extra weight apparently not affecting the Austin's pulling power. At Exeter a stop of three-quarters of an hour for supper at Deller's Café was allowed. The service was quick and the food excellent.

A Wet Night Drive.

One entered Deller's in fine weather and left to find the rain streaming down. Curiously enough, the first half-dozen motorcycles experienced no rain until Worcester, being all the time just in front of the following storm. The majority, however, were driving all

Between
motorcycl
received fr
(Austin), w
Carlisle.
rangements
Carlisle, and after
the first 24 hours
in the smoking-roo

a number
to Golspie, as
section of the road
abouts rain fell again
The shore road followed
ugh Evanton Alness and Invergorn
in the red dawn will be remembered,
as the light effects on the water were
particularly fine.



THE AUSTIN TEAM — The two "sevens" and a "twelve" lined up ready for the start at Land's End.

THE AUSTIN MOTOR CO., LTD.,
Longbridge — near BIRMINGHAM.

LONDON: Showrooms, Service Depot and Hire Dept.:

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

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



The Light Car and Cyclecar

AIR COOLING AGAIN VINDICATED.

In a previous issue we described the excellent performance of the air-cooled Tatra cyclecar in the Austrian Alpine trial. Our photograph shows the car breasting one of the many severe and lengthy hills which were included in the trial. The Tatra is of pleasing appearance and looks a thoroughly workmanlike job.

NOTES, NEWS AND GOSSIP OF THE WEEK

Scottish Trials.

Our report of the initial stages of the Scottish Six Days' in last week's issue, which was complete up to Wednesday midday, is concluded in this issue. Provisional results are included.

Removing the Armour.

The McKenna Duties cease to take effect to-day. Reductions in price have been announced during the past few weeks by several foreign manufacturers of small cars. A detail list of the latest prices of the better-known makes of foreign light car will be found elsewhere in this issue.

Endurance Test Results.

Although the course included very little difficult country, its length rather than its nature being the element of severity introduced, it is interesting to note that all the car competitors in the Land's End to John o' Groat's Trial, with the exception of one Morgan non-finisher, gained the maximum award.

Brooklands Park Holiday Meeting.

Given fine weather, the August Bank Holiday meeting at Brooklands, which is usually reckoned to be one of the premier meetings of the year, should be an unqualified success, as there are no other important British events to lower the possible attendance. Racing starts punctually at 1 o'clock, and the entries will, of course, include some of the world's fastest racing vehicles, both large and small.

No 610 Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, August 2nd, 1924.

London ... 9.15	Edinburgh ... 9.48
Newcastle ... 9.36	Liverpool ... 9.36
Birmingham ... 9.26	Bristol ... 9.25
Dublin ... 9.49	

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

Moon—First Quarter, August 5th.

Gaillon Hill-climb.

Sunday, September 28th, has been fixed as the date for the classic Gaillon hill-climb, which is one of the principal events in France. The A.C.F. is now preparing the detail regulations.

No Further Developments.

Considerable interest has been aroused by our announcement last week of the probability of an American entry in the 200-Mile Race. Up to the time of going to press there are no further developments.

Entries for 200-Mile Race.

The entries received for the 200-Mile Race up to Wednesday afternoon last are as follow:—1,500 c.c. class—T. L. Edwards, D. E. Calder and H. W. Purdy (Horstmans), A. Huntley Walker (Darracq, three entries), E. G. A. Le-frere (Bugatti), T. G. John (Alvis, two entries), E. R. Hall and L. M. Martin (Aston-Martins), S. F. Edge (A.C.), S. H. Newsome (Warwick, two entries), J. O'Day (Bugatti, three entries), 1,100 c.c. class—H. F. S. Morgan (Morgan, two entries), A. Bovier (Salmson, three entries), 750 c.c. class—E. C. Gordon England (two entries), A. Waite (three entries), G. Hendy, J. P. Dingle, A. Braid and A. Selby Bigge, all Austin Seven entries. A machine unnamed has been entered by F. N. Pickett. The total entry to date for all classes which, it will be remembered, are being run off together, is 32 machines. The event will be run off at Brooklands during the afternoon of September 20th.

Speed Limit for Richmond Park.

It is rumoured that a motor speed limit is to be introduced again in Richmond Park, where for some time the ordinary 20 m.p.h. limit has been in force.

Extraordinary Growth of Motoring.

The analysis of motor tax receipts issued by the Ministry of Transport for the period from December 1st, 1923, to May 31st, 1924, shows that there are 171,615 more motor vehicles of all types licensed this year than last, with an increased yield of £1,688,259. By far the largest increase is in the number of private cars paying the horse-power tax. In 1923 the figures were 346,423, yielding £5,013,445, and in 1924 433,212, yielding £5,943,258, an increase of 86,789 vehicles and £929,813 in revenue to the Road Fund.

Mercury Spares.

We are informed by one of our readers that spare parts for Mercury light cars are obtainable from the Mercury Car Production Co., Gould Road, Twickenham, Middlesex.

Melbourne Show.

A motor show will be held from July 10th-19th next year at Melbourne, under the auspices of the Australian Association of British Manufacturers, in which, it is hoped, all the leading makes of British cars will be represented.

A Novel Theft.

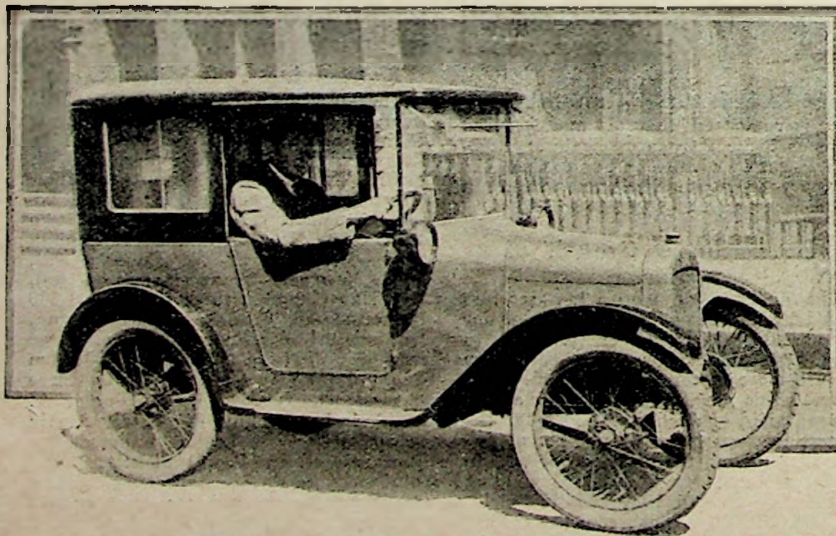
We heard the other day of a rather peculiar theft. A motorist, leaving his car by the side of the road whilst making a call, came back and found that one of the rear mudguards was missing. As there were coats, tools, spare wheel and other more easily stolen articles on the car, he is still pondering the question.

Building a Garage.

A feature of *The Motor* published last Tuesday is an article entitled "How to Build Your Own Garage," written by an owner-driver who has just completed the construction of such a building. Full instructions are given for making the framework, attaching the boarding and roof, etc., etc. The article is illustrated by photographs taken at various stages in the construction, and by drawings of the various parts.

Small Car as Taxi.

A considerable time back we drew attention to the possibilities of the light car as a taxicab, but it was not until 1923 that 11 h.p. Citroens appeared on the streets of London in numbers for public hire. An extremely interesting development has now taken place in Birmingham, where an Austin Seven taxicab is in daily use. As will be seen from the photograph, the vehicle is smart, easy of access and, according to a correspondent, in general demand, being far more comfortable and sociable than the motorcycle taxi, with which it will compete.



PRO BONO PUBLICO. — The Austin Seven as a taxicab. It will compete with the motorcycle taxi in Birmingham.

1116



MOTOR TERMS TRAVESTIED.

No. 23.—Query: What is the Term?

We offer a prize of One Guinea for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday Next.

(The solution to last week's picture will be found in "Around the Trade.")

Suggests Possibilities.

An advertiser in our second-hand car columns recently offered for sale a cyclecar driven by "invisible chains." The task of introducing a new link would certainly be full of possibilities.

The Surprising Clyno.

As showing how a standard vehicle may be hotted up without making any material alterations, the 11 h.p. Clyno owned by Mr. A. R. Abbott is a noteworthy example. This car competed in the Skegness Speed Trials, was one of the stalwarts which took part in the Land's End-John o'Groat's and finished the course, whilst at the Essex Motor Club's meeting at Brooklands on July 23rd it won the Junior Long Handicap at 70.74 m.p.h. and gained second place in the Junior Handicap at a speed of 63 m.p.h.

Price Reduction of the O.M.

The prices of the 10-30 h.p. O.M. have been reduced as follows:—Chassis, from £385 to £345, standard five-seater from £525 to £465. Rudge-Whitworth wire wheels and front-wheel brakes are now fitted as standard.

G.W.K. Reduction.

As from August 1st the following new G.W.K. prices will take effect:—Two-seater standard, £200; coupe, £250; four-seater standard, £225; four-seater de luxe, £255. The extra charge made for fitting compensated four-wheel brakes will be reduced from 10 guineas to £10, while the charge for fitting Michelin Comfort tyres will be reduced from 7 guineas to £7.

For Carrying Luggage

The problem of luggage carrying presents itself to nearly every motorist at this time of the year, but few take advantage of the running boards, as there is no obvious means of securing luggage to them. In this connection we can recommend the Whetstone suitcase carrier, which consists of four polished aluminium castings. These are screwed to the running board, and through them straps are passed for holding down the



The march of progress. What would spectators have thought, as recently as a decade ago, of this means of broadcasting results? A sidelight on the recent Caerphilly hill-climb.

suitcase or other package. The price per set is 4s. with plated screws and straps (2s. 6d. extra per pair for 48-in. straps), and the manufacturers are the Iloma Engineering Co., Whetstone, Leicester.

Rover Booklets.

The Rover Co., Ltd., Coventry, have now issued a comprehensive instruction, upkeep and maintenance booklet for the new 9 h.p. four-cylinder Rover. It is pointed out that a number of cars were dispatched from the works before this booklet was available, and a copy will be sent gratis and post free to owners of such cars if the chassis number is quoted in the application. The Rover Eight instruction book is being reprinted and a copy will be sent to any reader of this journal who encloses a stamped and addressed envelope of good size in his application to the Rover Co., Ltd., Advertising Department, Coventry.

Cars by Rail.

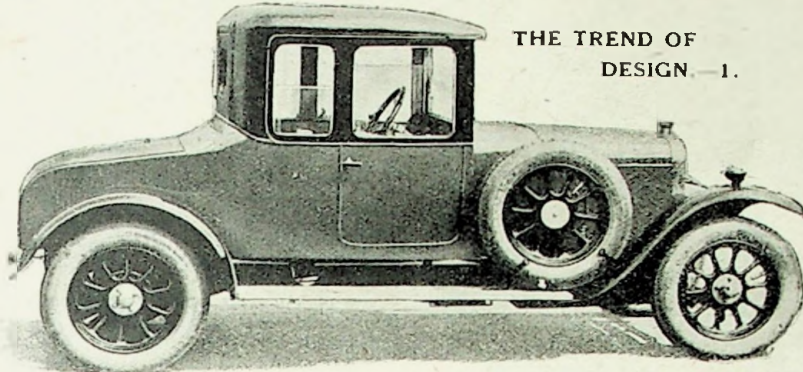
The railway companies announce that privately owned motorcars accompanying passengers for *return* journeys will be charged for at the rate of one-third less than ordinary rates. Passengers must

'A Moto ist's Knife.

As a general rule, the ordinary two-blade pocket knife is put to all sorts of uses by the average motorist—to the detriment of the life of the knife. With the object of providing a really useful

A Car for \$5.

At an auction of derelict motor vehicles held recently in the U.S.A., many of them stolen cars unclaimed by their owners, bids as high as five dollars were regarded as sensational. The proceeds went to a policeman's benefit fund.



THE TREND OF DESIGN.—1.

The all-enclosed car is rapidly gaining favour—especially when there is ample window area. This Clyno coupe is representative of the trend of design.

produce their railway tickets before the car will be accepted for conveyance, and the journey cannot be broken. The arrangement does not apply either to journeys wholly by sea or to cars accompanying passengers to and from shows or exhibitions.

pocket tool kit, Hall and Son (Automobiles), Ltd., 152-6, Moore Street, Sheffield, have brought out the Halson improved motorists' knife, which comprises an ordinary blade, a file, a spanner, a feeler-gauge and screwdriver. The price is 4s. 9d. post free.

An Echo of the R.A.C. Six Days.

As a result of his winning *The Daily Chronicle* Cup, driving a Gwynne car in the recent R.A.C. Six Days' Trials, D. Chinery, of the Olympia Motor Co., Kensington, W.14, has received an order from the United Newspapers, Ltd., proprietors of *The Daily Chronicle*, for four Gwynne Eight cars to be used by their representatives.

Safety Signal Posts.

The Griswold Safety Signal Co., of Minneapolis have placed on the market a signal post which, if hit by a car, merely bends, allowing the vehicle to pass over it without damage, then straightens itself. It is rumoured that the same elasticity does not apply with regard to the law should proceedings follow the action of any motorist who takes advantage of the invention.

Jowett Club Rally.

The Southern Jowett Light Car Club's Rally last Sunday was very well supported, and, as usual, both members and friends enjoyed a well-organized day of amusement. The meeting-place was near Elstree, the contingent then moving on to Ivinghoe Beacon for lunch. During the afternoon an impromptu hill-climbing contest and an amusing competition called Motor Skittles took place.

For Organizing Secretaries.

The R.A.C. wishes to draw the attention of organizers of hill-climbing or other competitions, in which weight is a factor in the determination of the results, to the importance of taking all possible steps to prevent any material alteration in the weights of the competing cars between their being weighed and the hill-climb. The ideal arrangement is for the cars to be weighed at the foot of the hill immediately before the commencement of the competition, and to remain under observation until the moment of starting.

How to Sell a Second-hand Light Car.

To sell a second hand light car to the best advantage it should be advertised direct to small car enthusiasts.

"The Light Car and Cyclecar" is the only journal catering exclusively for small car motorists: there is no waste circulation, and it is therefore the most potent medium through which to secure a speedy sale.

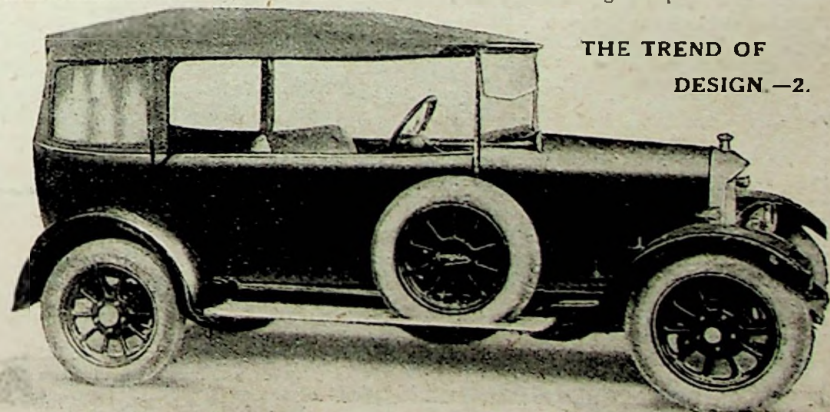
(See particulars of Special Scheme in Small Advertisement Section.)

The Latest Hampton.

A photograph on this page shows the latest model 10 h.p. 4-seater Hampton fitted with four-wheel brakes. Particular care has been bestowed on the design of those on the front wheels, the braking pressure on the inside drum being automatically increased whilst that on the outer drum is decreased when rounding a corner. This, of course, is accepted practice, and helps materially in reducing the possibility of skidding on greasy roads. The pedal operates brakes on all four wheels, the hand brake being independent.

Reimportation of Cars into France.

The Royal Automobile Club issues an interesting statement in connection with the reimportation of motorcars into France. The Club points out that, according to French regulations, the reimportation of cars to that country is not permissible even if they be of entire French origin, if such cars were exported from France without obtaining a *passé-avant* on the date and at the port of exportation from French territory. These regulations, the R.A.C. is informed, have now been to some extent amended. If exported without the owner or his representative having obtained a *passé-avant* before its departure, the car can now be reimported duty free, provided it can be proved that it was purchased in France by producing the receipt and proof of payment of the *Taxe de Luxe*, and on the production of the registration card (*carte grise*), proving that the vehicle had been run in France prior to its exportation. Members of the R.A.C. should bear in mind, therefore, that it is only those cars that have been purchased in France, registered there, and the *Taxe de Luxe* paid upon them, and that have actually been used in France that can be reimported duty free.



THE TREND OF DESIGN.—2.

Manufacturers must cater for those who still require an open car easily converted into an all-weather. The latest 10 h.p. four-seater Hampton is an excellent example of this type.

The 1½-litre Motor Boat.

The adaptation of well-known light car engines to motor boat work is becoming increasingly popular, and undoubtedly will establish the 1,500 c.c. motor boat class. Bugatti and Aston-Martin engines have been fitted with success.

Flooded Roads.

As a result of recent cloudbursts, many main roads were temporarily almost impassable, and drivers took considerable risks in negotiating the diminutive cataraacts which rushed across several high-ways.

"The Motor" Next Week.

Next week's issue of *The Motor* will be published one day later—that is, on Wednesday instead of Tuesday. It will contain a full report of the European Grand Prix races at Lyon.

Citroens Successful.

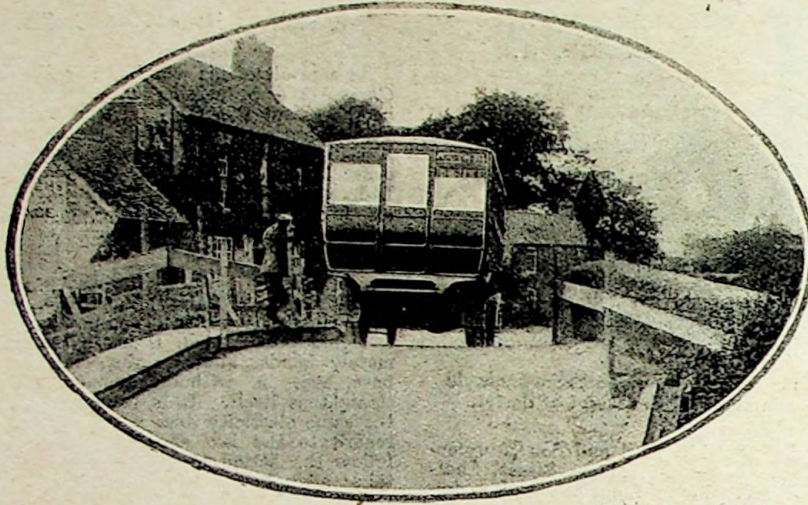
The King's Cup for the best team performance in the 24-hour Grand Prix of the Royal Belgium Automobile Club went to the Citroens, which ran with remarkable regularity. First place in the 1½-litre category was obtained by a Corre la Licorne, whilst in the 1,100 c.c. class an Amilcar gained the first place.

Wembley Change.

With commendable enterprise A.C. Cars, Ltd., change the two cars on exhibition in the Motor Hall at Wembley every month. At present the one is a four-cylinder royal three-quarter coupé finished in dark grey and upholstered in Bedford cord, and the other a six-cylinder model. Both cars are on sale at the list price, the coupé model being £485.

Speedway for Birmingham?

Under the auspices of the Midland Car Club, an important meeting was held at Birmingham recently with a view to discussing a suggested speedway at Perry Bar. It was stated that a London syndicate had purchased a large tract of land known as the Perry Hill Estate, which is within three miles of the busiest part of Birmingham, and has offered the outer circle of the site for the construction of a racing track. A question arose as to whether the speedway at Northfields which is under construction should be completed. It appears that a sum of £125,000 is required for this purpose, and



MUCH NEEDED IMPROVEMENT. — The narrow bridge at Heronsfield, near Knowle, on the main Warwick-Birmingham road is being rebuilt and widened to 54 feet.

Motor Ship Developments.

Much interest has been aroused by recent practical applications of double-acting internal-combustion engines to shipping. Readers who are concerned in any way with the progress of motor-driven vessels will find the authoritative description of the first British double-acting-engined ship contained in the August number of *The Motor Ship* of value. A further article in this issue deals fully with a new double-acting two-stroke engine.

Two-seater for Less Than £60.

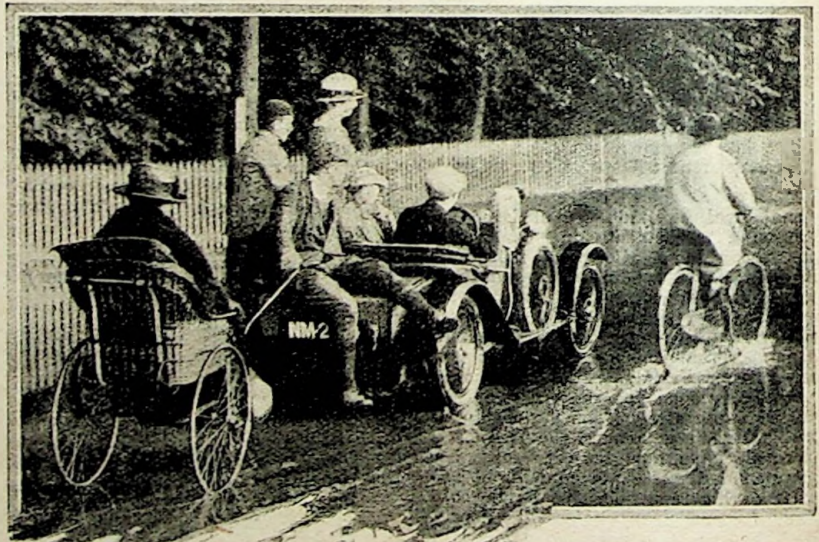
The four-cylinder air-cooled French Bell cyclecar described recently in this journal is now being launched on the market in France, and will be offered to the public at 4,995 francs, or under £60. The makers are G. Bellais et Cie., 12, Avenue Gambetta, Choisy-le-Roi (Seine).

Eastern County Speed Trials.

Although the kilometre course at West Harling Heath, near Thetford, was in a treacherous condition, the Eastern Centre A.C.U. speed trials, organized by the Norfolk Motor Club, on Thursday, July 24th, resulted in some excellent speed work. The following are the car results and speeds in seconds. Standing start:—Four-wheeled cars not exceeding 1,100 c.c.: (1) S. J. Bassett (Austin), 41.57; (2) N. A. Lindley (G.N.), 48.55; (3) W. M. Marshall (Peugeot), 65.98. Four-wheeled cars not exceeding 1,600 c.c.: (1) F. C. H. Katon (Marseal), 36.53; (2) A. E. Keen (Morris-Cowley), 36.62. Flying start:—Four-wheeled cars not exceeding 1,100 c.c.: (1) S. J. Bassett (Austin), 40.07; (2) N. A. Lindley (G.N.), 41.77; (3) W. M. Marshall (Peugeot), 57.04. Four-wheeled cars not exceeding 1,600 c.c.: (1) F. C. H. Katon (Marseal), 28.34; (2) A. E. Keen (Morris-Cowley), 28.66; (3) S. J. Bassett (Austin), 40.07.

Bargains for £40.

There is a prevailing impression that a fairly modern economical "light car" in good condition can be purchased for £40 or £50; in fact, many would-be purchasers seem to think that this represents a fair price for, say, a 1923 four-cylinder two-seater and dickey. A



A GOOD SAMARITAN. — Flooded roads have prompted many acts of kindness on the part of motorists. This good Samaritan is at the wheel of a Coventry-Premier.

glance through our "second-hand" advertisement columns at once reveals the fallacy of the supposition. Cars can be bought for such figures, but they are of about 1912-14 manufacture, of high horse-power, commodious, highly taxed and expensive to run.

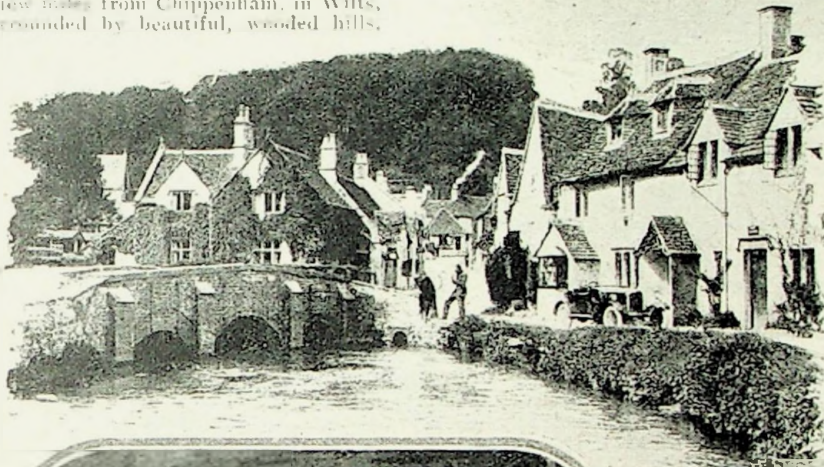
the circuit is only one mile in length. The meeting came to the conclusion that the site at Perry Bar was far more suitable, and a resolution was passed to sanction the formation of a committee to discuss the scheme in further detail in September.

THE PRETTIEST VILLAGE IN ENGLAND?

"SOMERSET" SETS FORTH THE CLAIMS OF CASTLE COMBE — A WILTSHIRE DREAM VILLAGE.

WHERE is the village that can claim to be the prettiest in England? Many there are who will name village after village that claims this distinction. Perhaps if we look to some of our great artists, whose decision was made many years ago, when judging a pictorial competition on this point, we shall, perhaps, not be far wide of the mark.

Where is this wonder spot? Situated a few miles from Chippenham, in Wilts, surrounded by beautiful, wooded hills,



lies the glorious old village of Castle Combe. It is well away from the main roads, but can be reached from Bath, Bristol or Chippenham quite easily. Here one can find real peace. Far from the madding crowd, this haven of rest, which has been untouched by the modern builder for centuries, with its wonderful trout stream winding its way to the old bridge, can well claim to be the prettiest village in England.

It is a paradise for the artist or the photographer, the wooded hills forming a striking background. Hours may be spent in the old cottages and tiny shops, and in the centre of the village stands the ancient Cheesemarket and church.

During the summer months a number of American tourists visit Castle Combe, and the villagers will tell you of the tempting offers made for some of the old places—to be taken down for shipment to the United States; but these offers are always met with a polite refusal.



Testing the "SALMSON SPORTS"

A POPULAR FRENCH TWO-SEATER WITH A GOOD PERFORMANCE AND MANY FEATURES WHICH HAVE EN-

THE sports model Salmson has been enjoying a very considerable vogue on the Continent for some time; it might be described, in fact, as a "best seller" among French sports cars.

It was with particular interest, therefore, that we took over a car for test purposes, as, familiar as we are with the performance of all the principal British sports models, this little car promised to afford us an excellent opportunity for comparing it with those British-built sports models which have endeared themselves to motorists on this side of the Channel.

The most noteworthy feature of this Salmson model is the apparent absence of a hood—a collapsible type, which is normally folded up and kept in a waterproof bag in the boot, being employed. The staggered seating, graceful lines and very sporting appearance were the next features to come under notice, and it transpired that not only were the seating arrangements found to be most satisfactory, but the appearance of the car was generally admired during the three days that we were using it.

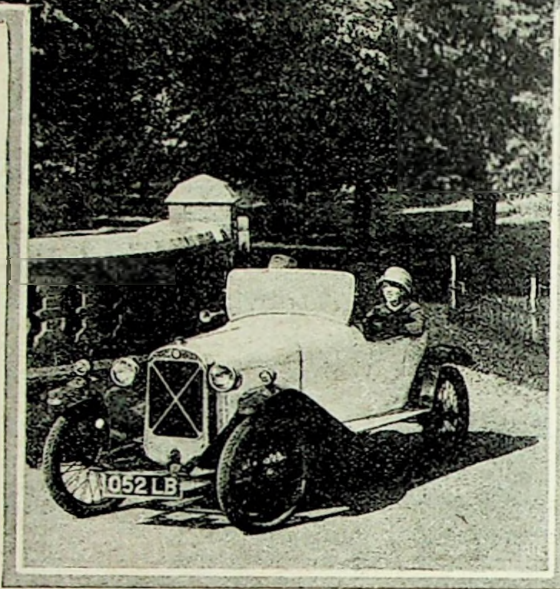
The Hood in Use.

Fortunately, some wet weather was experienced, and this provided an opportunity to ascertain whether the hood was as effective in use as it was easy to erect.

Folding forward the squab of the driver's seat, which is hinged along its lower edge, a very capacious boot is revealed, and from this the hood in its bag may be easily withdrawn. The nickel-plated upright is also kept in the boot, and this fits into a socket provided in the top of the panel just behind the driver's left shoulder. After the upright has been put in place, it is easy, with practice, completely to erect the hood in a couple of minutes, and, when in place, we found that it kept the interior of the car just as dry as when a hood of a more permanent description is used.

In the driving seat there is plenty of leg room; the angle of the seat cushion and back squab is arranged to give maximum comfort, and both hand and foot-operated controls have been schemed with a view to easy operation. The passenger's seat is arranged about 8 ins. behind that of the driver and, no matter how bulky a passenger may be, there is plenty of elbow room for both occupants, the width of the interior of the body is, in fact, considerably more than is usually provided with a car the seats of which are not staggered.

B20



Light construction and low sporting lines give the dual advantages of economy and a very striking appearance.

DEARED THEMSELVES TO THE HEARTS OF BRITISH MOTORISTS WHO LIKE A REALLY LIVELY CAR.

An interesting point in connection with the arrangement of the seating is that by the use of a small occasional seat placed between the knees of the passenger, a third person can be carried in comparative comfort, and this plan, resorted to over a distance of about a hundred miles, proved to be entirely satisfactory, even the passenger on the occasional seat having plenty of room.

The mechanical features of the car are conventional and follow the best accepted practice. The

four-cylinder engine has overhead valves with a detachable cylinder head and a bore and stroke of 62 mm. and 90 mm. respectively. This gives a capacity of 1,087 c.c. and an R.A.C. rating of 9.5 h.p. Cooling is by thermo-siphon and lubrication by pump and troughs.

The bottom half of the crankcase is extended to form a casing round the lower half of the flywheel. The gearbox is built up to this housing and thus forms a rigid unit, three-point suspended in the approved manner. The clutch is a Ferodo-faced cone, and the three forward gears provide ratios of 16 to 1, 6½ to 1 and 4 to 1 respectively. An enclosed propeller shaft with a semi-floating back axle is used, the latter being bevel driven.

The suspension is by half-elliptic springs at the front and quarter-elliptic at the rear, the former being secured in the conventional manner to sturdy dumb-irons at their forward end, and free to slide on the underside of the pressed steel frame at their rearward extremities.

Sound Electric Equipment.

We found that the Ducellier electric lighting and starting equipment was effective, the beams from the headlamps—there are five lamps in all—being particularly good, considering the comparatively small diameter of the lamp front. Following conventional French practice a neat and effective bulb horn of the "squeaker" type is fitted, and there is no electric horn.

The neat fascia board carries a clock and speedometer, in addition to lighting switches, an interesting point being that the speedometer reads up to 80 m.p.h. It is a fact, however, that an instrument reading only to 60 m.p.h. would not be sufficient, for, under favourable conditions, the car can exceed the mile-a-minute mark. This is very unusual for a car with so small an engine, but the unit fitted in the Salmson is of a distinctly high efficiency order, a fact which was revealed immediately we took the car over

TESTING THE SALMSON SPORTS (contd.).

in London and found its powers of acceleration to be extremely good.

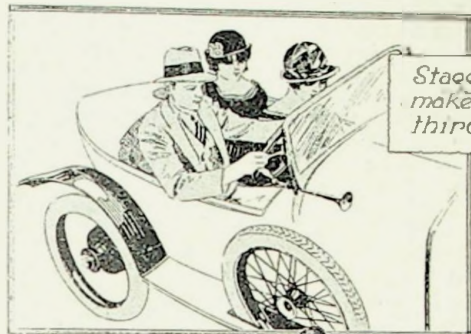
Had it not been that we knew the clutch withdrawal mechanism to be designed so that it serves as a very efficient clutch stop some difficulty would have been experienced in changing gear, for on the Salmson cars it is necessary to change up extremely rapidly, a feature which might figure with advantage on other sports models.

The change from first to second may be made more or less at leisure, but, as that from second to top involves a change of ratio of only 2 1/2 to 1, it must be made as smartly as possible. Changing down we found to be best effected by easing the clutch and

moving the lever fairly smartly, meanwhile keeping the accelerator pedal about half depressed. By this means a rapid change could be made quite silently at speeds up to 35 miles per hour.

An idea of the acceleration of which the car is capable may be gathered from the fact that 30 m.p.h. can be reached from rest in ten seconds, and 40 m.p.h. in sixteen seconds. Using only top gear the car will accelerate from 10 m.p.h. to 40 m.p.h. in twenty-two seconds. In making these acceleration tests it was found that, even when a racing start is made, the clutch gives a sweet pick up and is of an ideal type for a car of this class.

The gear-change lever, by reason of its convenient position, also proved to be the most suitable for rapid and easy manipulation. The hand brake,

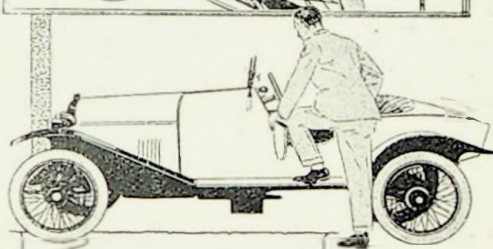


Staggered seats make room for a third passenger

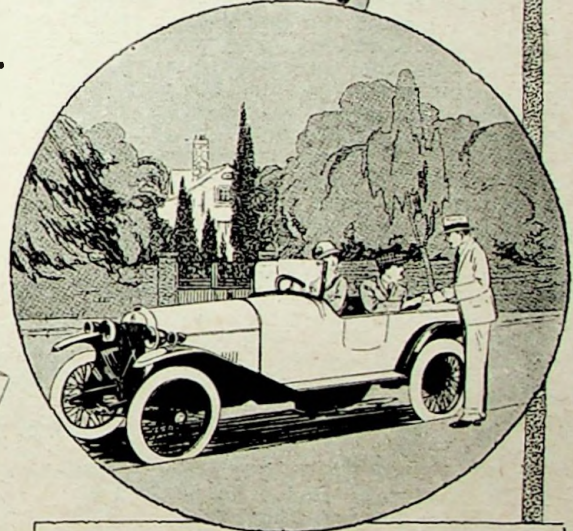
The exceptionally neat & accessible petrol filler cap is a feature of particular note



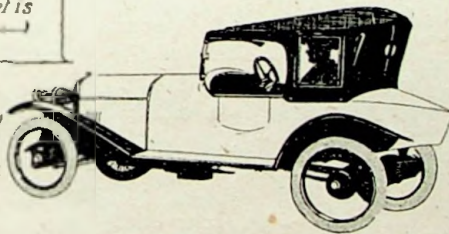
The Salmson Sports Model.



Though purely a Sports model, a neat and convenient door is fitted. Comfort is not sacrificed



When erected the detachable hood gives good protection and neat appearance



The boot provides plenty of room for detachable hood, tool-kit and also a week-end case



The driving position is comfortable and the controls very well placed



GILBERT RUMBOLD

A TYPICAL FRENCH VOITURETTE.

Lacking none of the features which is demanded of British sports models, the Salmson must be described as distinctly attractive. The detachable hood is normally stowed in the boot.

TESTING THE SALMSON SPORTS (contd.).

which, like the gear lever, is centrally disposed, operates in drums on the rear wheels, a similar design being employed for the foot brake. Either brake is easily capable of stopping and holding the car on a severe gradient, while they both act smoothly and progressively.

A three-spoke steering wheel of ample diameter is used, and the design of the steering is such that no road shocks are felt by the driver. Owing to the absence of a differential, the steering has a "feel" distinctly reminiscent of a G.N., from which class of car, in fact, the modern Salmson may be said to have been evolved. As with most differentialless cars not much steering lock is provided, but, the car being small, this is not a serious disadvantage.

On greasy roads the Salmson "handled" very nicely, having the same tendency to skid slightly which is noticeable in all cases where no differential is used, but the skids which do take place are of a minor nature and they are particularly easy to correct. We believe that there are few practical motorists who actually prefer a car to be fitted with a differential for driving on greasy road surfaces.

Large Wheels and Tyres.

It was found with the Salmson sports model that tramlines did not have the same effect on the car as on many others of its type, this being, presumably, due to the fact that fairly large tyres (710 mm. by 85 mm.) are fitted.

Features of the car which we consider might be improved include the petrol tank, which could be larger with advantage, and the oil filler, which is too small and not very accessible. The windscreen, of the single-pane type and hinged centrally, might not meet with general approval, but it possesses the advantage of rigidity and strength, and if a good screen wiper is used it should prove quite as satisfactory as the more popular patterns which are commonly used on sports cars.

So far as protection from a head-on wind is concerned, the screen is very satisfactory from the driver's point of view, but the passenger, whose seat is farther aft, is subjected to a fairly severe back

draught. If objection was taken to this, cushions behind the passenger's back could be used so that he sat further forward. The seat cushion rests on the floorboards and can be consequently slipped forward so far as required.

No criticisms, other than those which we have just mentioned, suggested themselves during the three days the car was in our possession, and it is a car which it is really most difficult to criticise, when the fact is borne in mind that the price is only £190. This includes all the equipment which we have mentioned; and, the general finish, especially of the mechanical features, is quite good.

A Distinctive Appearance.

The car we tried was painted white, with black wings and black and nickel fittings, the *tout ensemble* being distinctive, if the paintwork was not very serviceable. It was noted that the mudguards and running boards—the former being of a very sporting type—are secured by strong and rigid brackets, while the body was free from rattles and appeared to be constructed on distinctly robust lines. This applies, in fact, to the whole car, for it must not be overlooked that it was designed for use on French roads, which, for the most part, are straight, wide and generally have a very poor surface.

Small sports models for use on the Continent must consequently possess an ample margin of strength, and it seems that with the sports Salmson this theoretical requirement has been closely studied in practice. The springs, for example, are wide and of useful proportions, while the methods adopted for securing their extremities reveal a determination to avoid any chance of fracture.

The car is handled in this country by S.M.S., Ltd., 17a, Motcomb Street, Belgrave Square, London, S.W.1. We understand that a big demand for it is being enjoyed, and it certainly appears that on their merits the Salmson cars are likely to maintain the popularity which they now enjoy. Several models other than that which we tried are listed, including a Grand Prix type capable of 75 m.p.h. The withdrawal of the McKenna duties has had no effect on Salmson prices.

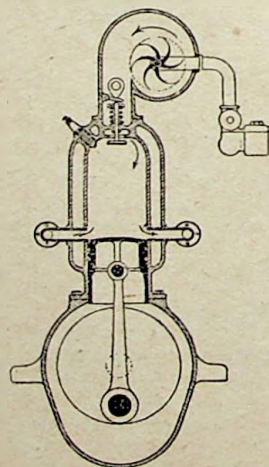
A NEW SUPERCHARGED TWO-STROKE. Belgian Patent With Promising Features.

A PARTICULARLY interesting form of two-stroke engine has just been patented in Belgium (Patent No. 243606 Belge). In this engine the designer has departed from orthodox two-stroke practice.

Crankcase compression is not employed, neither is the usual alternative of a separate induction pump. Instead, a single overhead inlet valve is provided at the top of each cylinder, and the engine exhausts through a number of ports equally disposed round the base of the cylinder. There is thus no need for a deflector, and an ordinary type of piston is used.

The overhead inlet valve is timed to open exactly as the piston begins to uncover the exhaust ports on its downward stroke, and to close again immediately after the piston has covered the ports on its up stroke.

In order to accelerate the gas in entering the cylinder, a supercharging fan is



Rapid induction and a free path for the exhaust are gained without needless complication.

introduced between the carburetter and the inlet valve. Speed on the part of the entering gas is of far greater importance than pressure in the feeding of a two-stroke engine. It is a question of getting enough gas into the cylinder in the very small fraction of time allowed for this purpose.

It will be noticed that in this engine the gas traverses the cylinder in one direction only, from top to bottom. This arrangement should make for excellent scavenging, a most important point in two-stroke design.

The simplicity of the conventional type of two-stroke unit has certainly been sacrificed in this design, but there is only one poppet valve per cylinder in place of the two that are necessary with a four-stroke.

It would certainly appear that an engine on the lines described in the patent might be capable of great efficiency without the necessity for an excessively high engine speed.

LESSONS OF THE SCOTTISH SIX DAYS'.

MORE STEERING LOCK AND BETTER BRAKES NEEDED—TOO MUCH AXLE "JUDDERING"—INEFFICIENT RADIATORS—FOUR-SPEEDERS SHINE.



Above: M. V. de Satge, and, below, W. H. Oates rounding the difficult hairpin bend on Blackfold Hill. Plenty of steering lock is needed in Scotland.



AFTER every big trial, when the performances of the competing cars are published and the outstanding features of the event reviewed, it is nearly always evident that those who have failed to gain maximum awards have nothing to blame except inadequate steering lock and, or, an insufficiently low bottom gear.

In the case of the Scottish Six Days', of the twelve light cars which started, one of them, T. A. McKenzie's McKenzie, was withdrawn because pressing business compelled the driver's immediate return to Birmingham. Only one mechanical failure among the light cars was reported, and the clever which checked in at the finish gained six premier awards, two gold medals, two silver medals and one bronze medal between them. The one mechanical failure referred to consisted of an exhaust valve seizing in its guide, and this robbed the car in question of an almost certain premier award.

Competing under exactly the same conditions as the light cars there were sixteen sidecar machines, which gained six premier awards, one gold medal, two silver medals and four bronze medals between them. Three out of the sixteen machines failed to finish, in each case due to mechanical failures.

The trial has shown, therefore, that light cars are very much more reliable than sidecar machines; far steadier and more sure on hills and able to maintain higher average speeds in hilly districts.

Causes of Failure.

From observations made during the trial it may be said that none of the light cars had insufficient engine power, their few failures on hills being due, in every case, either to an accident or to insufficient steering lock. Better climbs would have been made by a number of them if they had had lower gear ratios, and the advantage of a four-speed box was demonstrated on several hills in a very marked manner. A three-speed car would seem, in fact, to be definitely inferior to a four-speeder for regular use in Scotland.

In certain cases it was noticed that better brakes were badly needed.

Three of the cars used low-pressure tyres, and these clearly contributed towards surer braking on rough, slippery descents and less wheelspin when climbing. The drivers of these three cars were emphatic with regard to the improved comfort and expressed the opinion that the new tyres are distinctly superior to the older pattern employing comparatively high air pressures.

Among the four wheelers only one used an air-cooled engine, and it is significant that that car was the only competing four-wheeler to experience engine trouble during the week that the trial lasted. The trouble was certainly of a minor nature and cannot be attributed entirely to the fact that the engine in question was air-cooled.

It was noticed on hills, both on the ascent and descent, that rear-axle chattering and juddering have not yet been overcome in the case of several popular makes, and it seems that not only better springing, but better means of absorbing torque reaction must be devised.

The trouble is doubtless largely due to the fact that light car torque tubes are not always sufficiently strong. A degree of elasticity is desirable, but whip is obviously detrimental, in that it tends to reduce rear wheel adhesion and imposes a severe strain on the transmission.

The trial showed that there is still plenty of room for improvement in cooling systems. On the upper slopes of the five-mile pull up Tornapress it was observed that despite a cold wind only four of the eleven water-cooled light cars were not showing signs of steam from the radiator, while the heavy going with a tail-on wind over the Mamore road made all but two of the water-cooled cars boil furiously. This is a matter which could be overcome at comparatively small expense, as all that would appear to be necessary is a larger radiator head tank. The cooling surface on most light car radiators is sufficient, but the water capacity is often grossly inadequate.

Fewer Breakages.

Broken springs were conspicuous by their absence throughout the trial, but, roughly, half of the total number of drivers handling four-wheeled machines saw fit to equip them with shock absorbers. They have found from experience that by using suitable shock absorbers spring fractures are less frequent, but the fact remains that although on this occasion springs stood up remarkably well, they still are not entirely free from the risk of breakage.

At the conclusion of the trial no bent axles or similar signs of rough usage were apparent; mudguards, hoods and similar extraneous fittings were in every case still securely attached, and, listening to the cars as they traversed a rough stretch of road leading into Edinburgh, where the trial finished, it was noted that there was a conspicuous absence of rattles, suggesting that parts had not shaken loose. Doors appeared to fit well at the end of the trial and bodywork generally showed no signs of the rough treatment which it had been called upon to withstand.



BY FOLLOWING THE SUGGESTIONS MADE BY ELIZABETH BUTLER IN THIS ARTICLE WOMEN MOTORISTS—AND MEN TOO—WILL FIND MEANS FOR MAKING THEIR MOTORING MORE ENJOYABLE

THERE are many traffic-driving hints which women motorists should learn. In London all drivers should take great care to pass the standards and street refuges on the correct side, especially in crowded places like Hyde Park Corner, Marble Arch and Trafalgar Square.

Those who are strangers to London and do not know the proper route at such crossings should try to follow the traffic going in their direction, or, failing this, ask the policeman on point duty. It is better to admit ignorance beforehand rather than afterwards, with the possible risk in the latter case of a summons for "driving to the danger of the public."

The parks should be entered by the gates marked for that purpose and not through the exits. The speed limit in most of the London parks is rigidly enforced, and the park keepers have practically the same authority as the police—so far as the parks are concerned—therefore, should a keeper signal a driver to stop she must do so at once. Incidentally, the keepers are very strict about cars that emit clouds of smoke from their exhaust. Several people have been summoned lately for this offence.

Space and Speed.

When driving in traffic, always give yourself enough space to pull up dead, should it be necessary, but remember also that cars are very liable to skid on wood pavements in wet weather or if the road is at all greasy, and, without losing your place in the traffic, you should try to set your speed accordingly.

Adequate notice of your intention to slow down, turn, or stop should invariably be given. The standard police signals should be memorized, the police being, rightly, very severe on drivers who disregard them, more especially if the car is a private one driven by a woman.

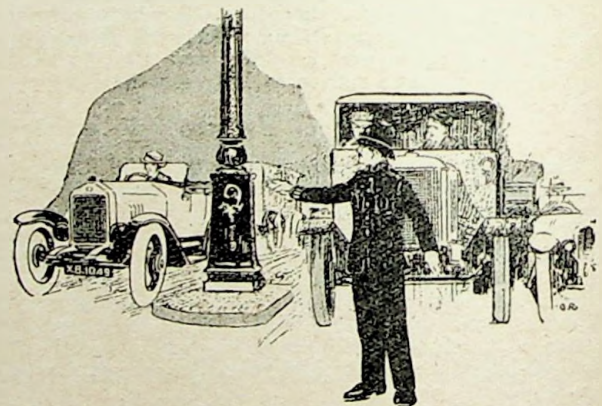
Never drive with your wheels in wet tramlines; besides being ruinous to tyres, the lines are one of the most frequent causes of skidding.

Particular care should be taken in passing a stationary tram or bus in the act of loading or unloading passengers. In some towns—Glasgow, for one—it is forbidden to do so. Never follow a tramcar too closely; unlike the buses, they never give warning when they are about to stop, and their enormously powerful brakes enable them to pull up practically within their own length.

In a strange town a sharp look-out should be kept when following a tram, as they have a disconcerting

and highly dangerous habit of swinging outwards or inwards on to a single line, and it is apparently beneath the driver's dignity—or, perhaps, above his intelligence—to give a suitable warning to following traffic.

A list of the authorized places for parking cars is supplied free of charge to members of the R.A.C. and the A.A. on application to the secretary of the respective clubs. Drivers who have not a copy should ask the commissionaire or doorman when they are shopping in London as to where the car may be left; if there is no doorman about and the district is a crowded one, it is best to seek out the nearest policeman on point duty and ask his advice.



Passing a refuge on the wrong side is quite easy in an unfamiliar town; follow the man in front.

New regulations have just been issued by the police relative to the parking of cars for theatres at night, and copies can be had at the theatre box-offices.

Women drivers who have come, perhaps, to see the Wembley Exhibition and are strangers to London can hire a district messenger to pilot them round the streets and show them the shortest routes to the different centres they may wish to visit before going to the Exhibition. Charges for messengers are very moderate, and their services to a stranger, in their knowledge of London, are invaluable. Application should be made to the Secretary, the District Messenger Co., Ltd., 100, St. Martin's Lane, W.C. Telephone, 1023 Gerrard. The same services are per-

DRIVING HINTS FOR WOMEN (contd.).

formed by members of the Corps of Commissionaires; head office, Exchange Court, 419, Strand, W.C.2.

Members of the R.A.C. may obtain, by applying to the secretary, an excellent map showing the best routes to Wembley.

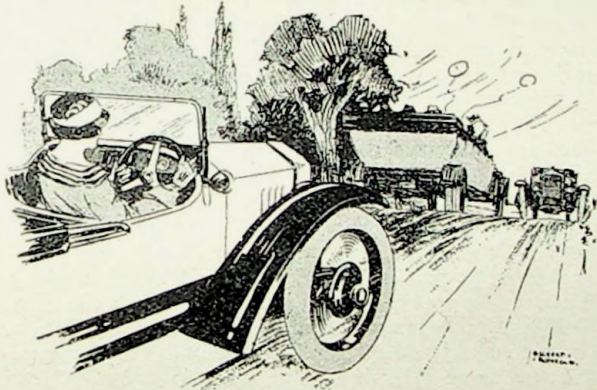
Although there are a number of garages in the West End, the ones in the City are few and far between, mention may therefore be made of the City of London Garage, Ltd., 44, Worship Street, E.C.2. This garage is not far from the Stock Exchange. Near the Mansion House and Cannon Street is the City Car Agency and Garage, 34, Queen Street, Cheapside, E.C.2.

In the country, if you wish to enjoy a pleasant day's motoring, especially at the week-end, avoid the main roads as much as possible. If you are merely using your car to get from one place to another, you naturally choose the quickest route, whether it is the main road or not. But a great many women drivers always plan their day's motoring so that they can drive on the main roads all the time, and will even go some miles out of their way rather than use a country lane.

Attractions of By-lanes.

Possibly there is some truth in the statement which appeared in a paper lately that "women have no hump of locality," and perhaps most women drivers are afraid of losing their way in by-lanes, but with a good map there should be no fear on this score.

The surface of some country lanes is not good, compared with the first-class roads, but there are a great many "secondary roads" in excellent condition, and,



Harried by the horns of other vehicles and with one's eyes concentrated on the road, it is impossible to find enjoyment along popular highways.

to my mind, they are infinitely more pleasant to travel on than the more crowded routes.

Roads such as the Portsmouth, Brighton, Bath, and Great North Roads, to mention only a few of the larger main thoroughfares round London, are generally in excellent condition, but the constant stream of traffic over them, especially at the week-end, resembles a procession, in which there is little or no chance of enjoying a leisurely drive, because the sole object of most of the drivers appears to be a mad desire to get from one place to another at the rate of a fire-engine.

Main Road Drawbacks.

Wedged in behind an enormous char-a-bancs which completely blocks your view of the road ahead, surrounded by wobbling cyclists, and harried from the rear by all types of horns emitting the most raucous noises, driving becomes a matter of iron nerves and unbreakable ear drums. You cannot see the countryside, your eyes being glued on the car in front, while the slightest sign on your part of slowing up is the signal for two or three speed-merchants behind to try to cut in.

Therefore, if you want to get the best out of your

day's drive and really see the country, try the by-roads. Last Sunday a run of over a hundred miles in Essex was covered, and the only time, after leaving the Epping Road, that a main road was touched was to cross it going from a country lane to an excellent secondary road.

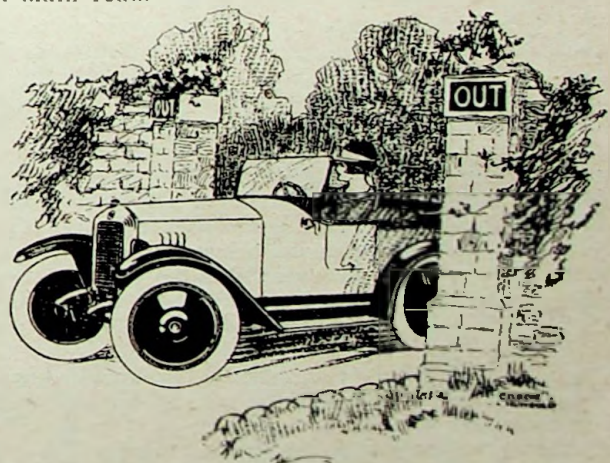
The route was practically deserted, and the surface, taken all in all, was quite good. The peace and quiet after the hurly-burly of the main road, was amazing, and one could amble along and admire the scenery without being made dizzy by the noise and speed of passing cars.



Women owner-drivers who do not know their way in a busy town, can always hire a messenger boy to act as guide.

Tucked away off a winding country lane there was a most picturesque little village, the thatched cottages were dotted round an old-fashioned village green, and in the background, through a quaint old lych gate, was a most interesting church, dating from the 12th century. This is one of the rewards for those who go on a voyage of discovery down little-used roads; indeed, so little used are some of them that no more than 10 other cars may be encountered all day.

Study your map and, next time you take your car out, try to reach your destination without touching a main road.



Enter a main road with care, and remember when going into or out of a park to use the appropriate gate.

The woman motorist who wishes to be considered a really good driver will never hug the crown of the road and refuse to give way to faster overtaking traffic or indulge in the suicidal policy of "cutting in" or passing on a corner. Nor, on a wet day, does it tend to make you popular if you tear through a crowded street or country lane splashing cyclists and pedestrians with mud. Finally, remember that a dog rushing out of a side road may herald the approach of a cart, cyclist, or pedestrian, while a hoop rolling out into the middle of the road will probably be followed by its owner.

E.B.
B25



Magnesium "Conn" Rods.

I RECENTLY wrote about magnesium pistons in these columns. Since then I have had a visit from Mr. L. C. Ford, of Enfield, who is well known as a designer of racing and experimental pistons. He brought with him some magnesium connecting rods for which great advantages are claimed. He has had a set fitted to a car for some 2,000-odd miles, and they have satisfactorily stood up to the work.

These magnesium connecting rods weigh only three-quarters of a pound each and are said to be nearly twice as strong as a duralumin rod of the same weight. Another advantage is that, in the strict sense of the word, no bearings are used, the big-end of the connecting rod running directly on the crankshaft. A highly polished surface is obtained, and wear, which is very slight, can be easily taken up by almost any amateur.

No-Twist Horns.

EVERYONE who has ever tried to sleep in a first-floor front of an hotel in Paris will agree with me that the neat little "no-twist" horns which seem to be fitted to every car have a note which is penetrating to a degree unachieved even by the most strident and costly motor driven electric warning signals.

How the French manage to obtain such a fiendish note from so small and harmless-looking an instrument is a matter, in my opinion, for a highbrow among acousticians, for their introduction into this country would be a boon and a blessing to thousands of us. It is possible, however, that there is an accessory manufacturer who has such a horn reclining under a bushel in some obscure part of his premises, and, if such is the case, I should be most pleased to hear from him for I not only need one myself, but I frequently receive letters from correspondents lately returned from the Continent asking whether there is not some British manufacturer who makes baby horns of the type which I have tried to describe.

Wanted, Cheaper Caravans.

MR. G. L. HAWKINS, well-known to my readers as an erstwhile exponent of racing G.N.s, is applying himself wholeheartedly, I see, from a recent issue, to a less risky if equally enterprising business. The fleet of caravans which he owns and which are hired to light-car owners who are also fond of open-air holidays are, I gather, of the Eccles variety, and they are consequently of the super-luxury type fitted with all those desirable features which those who have furnished flats to let are so

skilful in describing in their own inimitable style. It must have required the ingenuity of a designer of 10-ft. cabin cruisers to design the smaller sizes of the Eccles caravans, and I should hate to write anything inclined to discourage any further brain waves which might be on the tapis. At the same time, as a practical small-car owner who, like others, is prepared to sacrifice comfort and lives in holy terror of his bankers, I should like to put in a plea for something a little less elaborate.

I can picture a pair of inexpensive wheels mounted on a suitable tubular axle slung beneath an affair rather like the body of a greengrocer's van which would make a very light and perfectly satisfactory trailer caravan for every-day folk like ourselves. On the floor inside we could put the mattress of the bed in the spare room and, with the aid of a few rugs and pillows, a Primus stove and a sugar-box full of all the requisite crocks there would be all the essentials for a most enjoyable holiday.

I should say that the cost of the trailer could be kept down to about £30 or so, and it would ensure for its owner not only a dry and comfortable bed on which to sleep at night, but it would also relieve him of the annoying necessity of pitching tent which is, in my view, about as miserable a business as one could wish for, especially if the weather is not all that it might be. And who has ever gone camping except to the accompaniment of torrents of rain, howling gales, and a choice selection of all the worst weather which ever graces our English summers?

A Matter of Habit.

A FRIEND of mine recently went for a run with a relative from the Dominions, who, in the grand, and to be envied, manner of such visitors, had bought a car for use during his brief sojourn in these islands. Although overseas he lives in the bush he owns a couple of cars and apparently makes good use of them.

While bowling along an English lane at a fair bat, my friend and he were suddenly confronted with a set of steam-ploughing tackle blocking the entire road. Only by violent braking did a crash seem avoidable. To my friend's horror, however, the car left the road, bumped over fifty yards of grass, and regained the road via a bank. "Great Scott!" he gasped, "that was a narrow shave! Did the steering fail?"

"Fail?" snorted the driver, indignantly. "Fail?—what do you mean? Why, that's the sort of going I'm used to every day at home!"

*RICH MIXTURE (contd.).***Foretaste of the Future.**

HAD I the pen of a Henley. I would indite a new Song of Speed—speed along the Great North Road. I love this famous highway, with its reminders at every turn of the historic past; and the perfect surface now produces the very poetry of motion. For mile after mile one can glide along at effortless speed, the grey road showing far ahead and the low hedges revealing the cross-lanes long before one reaches them.

On this road one's bus seems to possess sentience. Freed from the ever-closing throttle and the curb of the brakes which harass it on side roads it leaps away as though conscious of the straight, smooth course ahead and permission to show its mettle. This is to taste the savour of motoring at its best, and is there anything quite like it? Unfortunately, this surface is treacherous when wet and prudence compels caution, but at other times it affords a foretaste of the joys that await motorists in the far future, when all the other roads are like it. But will it be all joy?—I doubt it.

Ruinous Road Bills.

IT is to be feared, however, that unless the State assumes responsibility for the entire maintenance of the roads many will never be in much better condition than they are at present. The burden on rural ratepayers is no myth, and even the purse controlled by the Ministry of Transport is not bottomless. Indeed, at the present time requests for grants from district councils are being refused on the grounds that the Ministry fund is exhausted. Consequently, these authorities are faced with the prospect of bearing the entire expense of road repairs themselves or waiting until the Ministry is "in credit" again.

Meanwhile, commercial vehicles, buses and motor coaches are steadily pounding the roads into ruin. This cycle of repair and disrepair is likely to go on until ratepayers eventually are exasperated into revolt; but it is possible that a compromise will be arrived at by the general adoption of "balloon" tyres. These do, at any rate, make rough roads endurable, and perhaps if they were universal such a high standard of surface would not be necessary for comfort. Some students of the problem go so far as to say that the State might find it more economical in the long run to subsidize the use of pneumatic tyres on all heavy commercial vehicles.

Better Filters Needed.

I CAN see no good reason why we should still be troubled with choked jets. Probably as many as 50 per cent. of roadside stoppages are caused by dirt in the carburetter, due solely to petrol filters being utterly inadequate. If a filter of proper design and correct size is embodied in the petrol-feed system there is no reason whatever why jets should choke or carburation be affected in any way by impurities which, no matter how careful one is, are certain to get into the petrol tank.

At the present time petrol filters fitted as standard to the majority of light cars are much too small; they are generally difficult to dismantle and clean, while a cock through which accumulations of foreign matter may be drained off is seldom present.

In my opinion, a petrol filter should be large enough to hold, say, a quarter of a pint of petrol; it should be fixed so that it can be dismantled without any risk of twisting the piping or breaking away the nipple, and before the petrol can reach the carburetter it should have to pass through at least two close-mesh gauzes. S.S.



**THE UPPER SLOPES
OF AMULRÉE.**

A. W. Brittain's famous Snowdon Ranger B.S.A. nearing the summit of one of the best-known Scottish hills in the recent Six Days' Trial. It was the only air-cooled car in the event and one of the few which were not troubled by overheating.

RECORD LOWERED AT SOUTH HARTING.

RAYMOND MAYS (BUGATTI) MAKES FASTEST ASCENT OF THE LAY—"KIM II" SKIDS OFF THE ROAD AND CHARGES THE HEDGE.

THE Junior Car Club's annual hill-climb at South Harting, near Petersfield, was run off on Saturday last without a hitch, the fastest ascent of the day being made by Raymond Mays (Bugatti "Cordon Bleu"). He lowered his 1922 record by over 2 secs., clocking exactly 57½ secs.

At 10 a.m. competitors commenced to arrive at Midhurst railway station yard, where the official scrutiny and weighing-in took place. Several cars were transferred from the class in which they had been entered to "faster" classes, amongst which were Simmins's Talbot-Simmins.

Although the organizers were not aware of the recent warning issued by the Royal Automobile Club in connection with keeping cars under close surveillance between weighbridge and hill, the Junior Car Club had taken every precaution on its own account, competitors not being allowed to leave Midhurst unless convoyed by two official cars. In all three convoys were necessary, one official car heading the procession and the other bringing up the rear for the six-mile cross country route to South Harting.

A Treacherous Surface.

The hill itself was in a treacherous condition, for, owing to char-à-bancs traffic, the surface has been churned up; in fact, on the famous Quarry Bend it was loose even for pedestrianism.

In view of the anticipated high speeds the course, some seven-eighths of a mile in length, was marshalled from top to bottom, whilst, in addition, a fanfare of Sperton horns supplied by Alfred Graham and Co. heralded the starting of every car.

As a general rule the standard touring classes are uninteresting, but on Saturday there were some extraordinarily fast cars, there being no fewer than five Aston-Martins in the first class. Miss Winifred Pink, in the first machine of this make which ascended, was fast and steady, the same applying to A. A. Pollard and H. S. Eaton. R. H. McBean and J. C. Douglas made lightning changes of gear, but did not seem to gain time in consequence. Miss Pink was noticeably faster than her team



AFTER THE SKID WAS OVER!

The arrows show approximately the course pursued by "Kim II," after its alarming skid into the hedge. J. A. Hall, the driver, was unhurt.

mates, and obtained first place. D. E. Calder (Horstman) made a creditable ascent, but A. R. Linsley (Bugatti) burst a tyre at high speed on the approach to the first bend, the report being heard high up the hill. T. A. N. Leadbetter was smooth and speedy in a very attractive Alvis.

Judging by the performances of the same cars, which ascended again in the next class, drivers were getting their measure of the hill, for all were noticeably faster. Miss Pink (Aston-Martin) again headed the contingent, and, as on her previous run, seemed to find it necessary to do quite a lot of work with the steering wheel. L. H. White (Crouch), E. Hancock (Talbot-Darracq) and A. H. Ely (Talbot Eight) were making their first ascents, the three cars being well handled and fast. Linsley had changed the wheel of his Bugatti, and neatly skidded the bends at speed, only to come to grief higher up, owing, we believe, to a choked jet.

The outstanding performance in the

class for private sporting cars was made by B. H. Austin (Bugatti), who, although disabled, made the fastest ascent in this class, Miss Pink (Aston-Martin) being second and A. R. Linsley (Bugatti) third. A. Y. Jackson (Alvis) skidded considerably. L. H. White (Crouch) was good. C. J. Randall (Talbot) was better, whilst of all the ascents H. C. Hordern's Alvis appeared to be the best and cleanest. Mrs. Dykes (Alvis) ascended in this class, having been transferred from the two-seater touring category. Subsequently, however, the transference was cancelled. Mrs. Dykes handled her machine skillfully and made a clean and speedy ascent.

Whether or not the 12 h.p. Darracq, driven by H. Heath, should be transferred from the class for standard sporting cars to the racing class was a question which sorely perplexed the scrutineers, but after considerable deliberation the entry was allowed to stand. As an interesting commentary, it may be mentioned that Heath easily made the fastest ascent in this class. B. H. Austin (Bugatti) again made an excellent climb, and Miss D. Heath, on a second Darracq, obtained third place.

The Racing Classes.

With a considerable amount of extra hooting the Sperton battery announced the beginning of the classes for racing cars, and the crowds stood well back from the bends in anticipation of some exciting corner work. The first man up in the 1,100 c.c. category was B. E. Lewis, in his Frazer-Nash "Rodeo Special." He slewed his machine round the bends successfully, and was hardly out of sight before J. P. Dingle (Austin Seven) was heard leaving the start. For once in a way the Austin—usually so particularly steady on hills—skidded.

G. Hendy (Austin Seven), compared with his team mate, was comparatively slow, but H. S. Eaton (Gwynne Eight) came up in a series of terrific side swerves, all being corrected with a skilful hand. J. A. Hall ("Kim II") created an excellent impression, but B. H. Devonport (Frazer-Nash) came almost to a standstill owing to petrol-feed trouble. Ian Bradley (G.N.), A. A. Hordern (Austin Seven) and B. Tebbutt (Morgan) were uniformly good.



AN ATTRACTIVE RACER.

H. Eaton's Gwynne (described in last week's issue), makes its debut at a hill-climb. It was fast and steady.

SOUTH HARTING (contd.).

Now came the class for racing cars over 1,100 c.c., but under 1,500 c.c., and a very stern struggle for the fastest ascent of the day ensued.

Joyce was the first up. Although fast, he was extremely steady, and such skids as the car developed were almost instantly corrected. He was followed by D. E. Calder (Horstman), who made a clean climb, and H. Heath (Darracq), who took the Quarry Bend in one big side-slip. Rain, which had been threatening, now commenced to fall in earnest, which was all the more disappointing as the staccato note of Mays's Bugatti "Cordon Bleu" plainly could be heard far below.

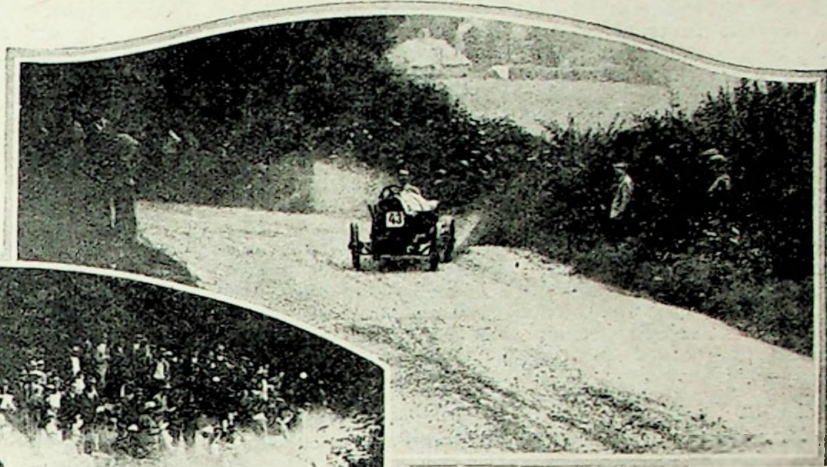
Undeterred by this handicap, Mays kept his foot hard down, and made one of the fastest ascents of South Harting that has ever been seen. His diminutive black Bugatti "skittered" round

of the finest climbs was that made by A. G. Frazer Nash (Frazer-Nash), who hugged the inside edges of the bends even to within an inch or two of the dangerous gully at the Quarry Bend, and shot quietly to the top of the hill almost as though he were running on lines. Mays now ascended in "Cordon Rouge," and narrowly escaped disaster owing to a slight derangement in the steering.

Quarry Bend, mounting the grass bank, brushing through the hedge, leaping into the air as the car struck a hillock, and only by remarkable coolness keeping his machine on four wheels and pulling up.

PROVISIONAL RESULTS.

Standard two-seater touring cars not exceeding 1,500 c.c.—Time—1, Miss W. M. Pink (Aston-Martin); 2, R. H. McBean (Aston-Martin); 3, A. A. Pollard (Aston-Martin).



STUDIES IN SKIDDING

(Left) B. H. Austin, a disabled driver, handled his Bugatti with commendable skill. He is seen skidding neatly above the quarry. (Above) Raymond Mays (Bugatti) just missing the grass edge of the road as he recovered after a big tail slip. Mays made the fastest ascent of the day.

the corners in a series of short, sharp sideslips, and opposite the quarry developed one big sweep of the tail, which threatened to carry the car off the road. The spectators leaped for safety, but long before they had found a refuge Mays had recovered command and was out of sight.

C. M. Harvey, in the Alvis racer, executed a number of alarming swerves on the loose surface, and these must have robbed him of valuable seconds. He handled his machine magnificently, however, and made a very fast climb. Miss D. Heath followed in a Darracq, but she was obviously outpaced. Then came another star turn in E. R. Hall (Aston-Martin), whose successful evolutions were watched with breathless interest by the spectators.

If not the fastest, undoubtedly one

Being under the impression that the climb was over, the spectators now commenced to leave the hill, and it was with great difficulty that the course was cleared for the second run for cars in the racing classes, a condition which was attributable to the fact that no mention was made of this second run in the programme. Rain was now falling steadily, which made the subsequent ascents somewhat dangerous.

In the 1,100 c.c. class B. E. Lewis (Frazer-Nash "Rodeo Special") shed a rear near-side tyre at the Quarry Bend, but finished at nearly 50 m.p.h. on the rim and with the inner tube flapping vigorously round the axle. Eaton (Gwynne) "packed up" with a broken valve spring, whilst Hall, on "Kim II," supplied the biggest sensation of the day by sliding right across the road at the

Formula—1, Miss Pink; 2, A. A. Pollard; 3, H. S. Eaton (Aston-Martin).

Touring cars not exceeding 1,500 c.c.—Time—1, Miss W. M. Pink (Aston-Martin); 2, H. S. Eaton (Aston-Martin); 3, A. A. Pollard (Aston-Martin). Formula—1, Miss Pink; 2, A. H. Ely (Talbot); 3, A. A. Pollard.

Sports cars not exceeding 1,500 c.c.—Time—1, B. H. Austin (11.9 h.p. Bugatti); 2, Miss W. M. Pink (Aston-Martin); 3, A. Y. Jackson (12 h.p. Alvis). Formula—1, H. C. Hordera (Alvis); 2, A. Y. Jackson; 3, Miss Pink.

Standard sports cars not exceeding 1,500 c.c.—Time—1, H. Heath (12 h.p. Darracq); 2, B. H. Austin (11.9 h.p. Bugatti); 3, Miss D. Heath (12 h.p. Darracq). Formula—1, A. D. Makins (Darracq); 2, T. A. N. Leadbetter (Alvis); 3, H. C. Hordera.

Racing cars not exceeding 1,100 c.c.—Time only (best of two runs)—1, J. A. Hall (8.7 h.p. Frazer-Nash); 2, B. E. Lewis (8 h.p. Frazer-Nash); 3, B. H. Davenport (8.7 h.p. Frazer-Nash).

Racing cars 1,101 c.c. to 1,500 c.c.—Time only (best of two runs)—1, R. Mays (11.9 h.p. Bugatti); 2, E. R. Hall (11 h.p. Aston-Martin); 3, J. A. Joyce (11.9 h.p. A.C.).

J.P. BEATS THE M.C.C.

THE Motor Cycling Club have for some years been unfortunate in the matter of weather for their annual Brooklands meeting, and Saturday last was no exception. After the fourth race had been contested Jupiter Pluvius literally "swept the board" to such effect that the meeting had to be abandoned.

Fortunately the gathering storm gave sufficient warning of its approach to enable the spectators to take shelter,

for after half an hour's terrific down-pour the track presented an extraordinary appearance. The competitors' enclosure was a sheet of water some 5 ins. to 6 ins. deep, and water was flowing in a broad stream 3 ins. deep right across the finishing straight.

Of the races, the first three were three-lap handicaps for motorcycles, the fourth being a three-lap handicap for light cars under 1,500 c.c. Out of an entry of nine, five lined up for the start.

G. N. Norris, in his speedy Morgan, was on scratch, with S. D. Marr, in a sporting four-seater Palladium, limit man (2 mins. 11 secs.). At the end of the first lap Marr still held his lead. Second lap saw Peacock (Hillman) leading, with Morgan (Aston-Martin) in hot pursuit and Miller (Wolseley) in third place. Morgan caught the Hillman coming off the Byfleet banking, and won a well-contested finish. It is hoped to complete the meeting later.

Every Motorist Should Know That—

HIGHWAY LAW PROTECTS MOTORISTS.

SIGNIFICANCE OF MISFEASANCE AND NONFEASANCE.

IN these days of extensive road repairs it often appears to motorists that highway authorities take a delight in transforming journeys that in normal times are uneventful into something resembling an episode from a movie serial. No sooner has the modern traveller surmounted a mountain ridge of loose granite boulders than he hastily blows up a spare tube for use as a lifebuoy in case of emergency, and sails across a sea of liquid tar.

No doubt much of this mountaineering and seamanship business is very entertaining for the weary gentlemen in corduroys leaning on their spades and picks by the wayside, but it is not the sort of thing for which a car is intended. Damage to the extent of many thousands of pounds is caused every month by bad roads, and the owner of the light car suffers chiefly. It would appear that a good deal of this might be avoided by the exercise of a little regard for motorists on the part of the highway authorities.

It is possible to compel an authority to repair a road for which it is responsible, but the procedure is by way of indictment, and is not recommended to the attention of the private citizen.

With regard to the general law involved, the authorities are responsible for damage caused by their *misfeasance* but not for damage arising merely from their *nonfeasance*. In simple language, this means that they may neglect to repair a road for so long that the pot-holes are nearly big enough to hold a Morgan, but the motorist has no remedy if he breaks

a back axle through dropping into one of them on a dark night.

On the other hand, if the authority is repairing a road and leaves a heap of stones lying on it *without any warning lights*, and a car is damaged through running into it at night, then the authority is liable for the damage caused. If, however, it was daylight when the accident occurred, some difficulty would be experienced in convincing a jury that the motorist himself was not guilty of a certain amount of contributory negligence.

With reference to the granite-strewn road that lately roused the ire of "S.S." in "Rich Mixture," it is interesting to note that, according to "Halsbury," "it may be misfeasance to lay a great depth of broken stone over the whole width of the road at once and not to roll it in as soon as a short length has been so stoned." It would probably be misfeasance to spray the whole width of a road with tar for any considerable distance, and it is high time some of our "tar fiends" received a salutary lesson.

Most highway authorities are also sanitary authorities and are subject to certain liabilities as regards manholes, sewer gratings, etc. If a defective sewer grating caves in and forms a hole, the authority is liable for any damage resulting from the caving in, but it is not liable merely because it allows the surface of the road to be worn down so that a grating projects several inches and tears a large piece out of a tyre.

This Week's Hint.

MAINTAINING SPEEDOMETER EFFICIENCY.

FEW things are more annoying than minor derangement of the speedometer driving mechanism, for not only does the motorist depend upon the instrument for much useful information when driving, but also for facts and figures relative to mileage and running costs.

A positive drive is to be recommended, i.e., that in which the cable is driven, say, by a pinion within the gearbox, but, where such a system is not practicable, that shown in the sketch is popular. It consists of a split pulley clamped to the open propeller shaft, driving by means of a flat belt to a second pulley mounted on a swivelling arm. This maintains the tension of the belt.

Oil and grease are the enemies of such a drive, and particular care should be taken to see that they are excluded from the driving faces of the pulleys; but it is of equal importance to make sure that the swivelling pulley works easily, that it is in proper alignment and that the belt itself is of the correct length to permit the spring-loaded mechanism to work to its best advantage.

It must be understood that this spring-loaded or "jockey" pulley must accommodate itself instantly to any slight alteration in pulley centres set up by propeller shaft whip or frame distortion. If it be "lazy" it may result, first of all, in a temporary failure of the drive, causing a momentary falling back of the indicating needle and an error in mileage, and,

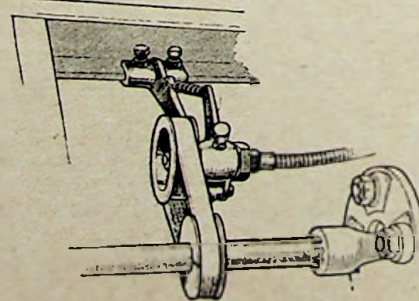
secondly, such a strain on the belt itself as to cause it to snap generally at the fastening.

It is a comparatively simple matter to ascertain whether this jockey arm is working freely, as it can be moved radially towards the propeller shaft with the belt in position, and the operator can judge whether it moves easily. Should it appear to be stiff oil should be applied to the pivot pin, the arm being worked energetically until it becomes free.

Very often the mounting of the jockey pulley takes the form of a bracket secured to the channel member of the frame by two setscrews, and occasionally a spanner should be applied to these screws in order to make quite certain that they are tight.

Care should be taken to avoid too much tension on the spring which keeps the jockey pulley up to its work, and a watchful eye also should be kept on the staples which join the two ends of the belt.

Should the driver notice a slight but regular clicking noise in the speedometer drive it will usually be found to be due to these staples or rivets, and if the click becomes more pronounced it is an almost certain sign that the join is beginning to give way. New belts are inexpensive and undoubtedly should last practically the lifetime of the car, providing that the riveting of the two ends is done in a satisfactory manner. The writer heard recently of a case where, other types of belting having been found unsatisfactory, ordinary lamp wick was utilized.



A popular form of speedometer drive. The driven pulley is mounted on a spring-loaded arm.

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Conducted by EDMUND DANGERFIELD.
 TEMPLE PRESS LIMITED
 Proprietors of "THE MOTOR," "MOTOR CYCLING."
 7-15, Rosebery Avenue, London, E.C.1.

Telephone—Clerkenwell 6000 (seven lines).
 Telegrams—"Pressimus Holb., London."

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EDITORIAL Communications should be addressed to The Editor, "The Light Car and Cyclecar," 7, 9, 11, 13 and 15, Rosebery Avenue, London, E.C. 1. Letters relating to ADVERTISEMENT and PUBLISHING Departments should be addressed to The Manager.

ADVERTISEMENT COPY, Blocks, &c., should come to hand by Tuesday morning to ensure careful attention and allow time to submit proofs, except when an earlier time is specified.

Subscriptions.

"The Light Car and Cyclecar" will be mailed regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom	19s. 0d.	9s. 6d.	4s. 9d.
Canada	19s. 0d.	9s. 6d.	4s. 9d.
Elsewhere... ..	21s. 0d.	10s. 6d.	5s. 3d.

Single copies 3d., post free 4d.

Subscriptions should be addressed to the Manager. The journal is published every Friday, and should any difficulty in obtaining it be experienced, we should be obliged to receive the name and address of the reader's newsagent.

The

LIGHT CAR & CYCLECAR

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

Only cars the engine capacity of which does not exceed 1,500 c.c. (1½ litres) come within the scope of "The Light Car and Cyclecar," that capacity being generally recognized and accepted as the limit for a light car engine.

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Topics of the Day

Scotland as a Touring Ground.

THERE are two principal reasons why very few small car owners go touring in Scotland, the first being that Scottish roads are rough and consequently take a heavy toll of tyres, and the second being that motorists in Scotland are almost invariably called upon to pay extortionate prices for almost everything they require. Ferry dues are expensive, Squeezing the Motorist. there is a bridge which costs 7s. 6d. to cross even with a two-seater, and hotel charges are on a level similar to that which ruled during the period of the war. Even a wayside inn-keeper will cheerfully charge 2s. 6d. for a glass of beer and a sandwich.

It appears that in Scotland they have not learned that because a man can afford a small car he is not necessarily a plutocrat. In the majority of cases, to our certain knowledge small-car owners must keep a fairly close check on their expenditure, but that such is the case seems to have escaped the notice of Scotsmen, and particularly Scottish hotel-keepers and garage proprietors. A charge of 25s. or 30s. is not unusual for dinner, bed and breakfast, while 2s. 6d. is the customary charge for garaging a car for the night. While such ridiculous charges continue to be imposed it is only natural that small-car owners should withhold their patronage. This is particularly unfortunate because Scotland as a touring ground offers a variety of interest which may be described as being unobtainable in England or Wales.

With its wonderful mountain roads—unlike anything that can be found in any other part of the world—with its smallest towns and villages rich in historical associations, and with its unsurpassable scenery, Scotland holds forth almost irresistible attractions for touring motorists, and it is abundantly clear that if the cost of touring in that country could be brought down to something even distantly approaching touring costs in England those who cater for the tourist's needs in Scotland would enjoy unbounded prosperity. At the present time it seems that they hold the utterly erroneous view that it pays them better to fleece the few than to make a fair profit from the patronage of the many.

What is a Light Car?

IN our correspondence columns this week we give prominence to the views which are held by a number of well-known experts in the light-car world with regard to the recognized limit of capacity for a light-car engine. In their lucid and well-reasoned

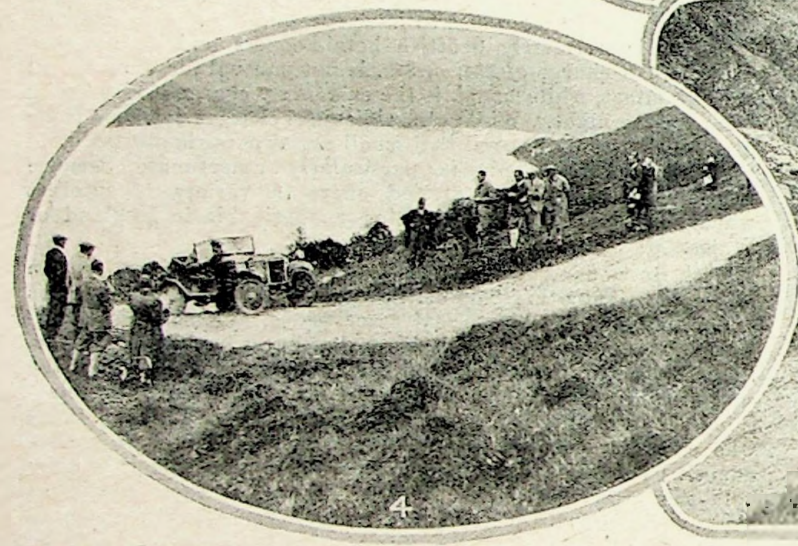
letters these experts, some of whom are also manufacturers, add new arguments, the logic of which is so obvious that there is not the least likelihood of their being disputed. There may be some, perhaps, who will not entirely agree with them as a matter of business policy, but the arguments are nevertheless irrefutable.

It is noteworthy that ever since the R.A.C. disregarded the recognized limit for a light-car engine in their Small Car Trials, which were held last May, not a single letter has been received by us upholding the Club's decision, while dozens—many of which have been published—upholding our own views have been addressed to us. Even interested parties have been unable to find arguments in support of the adoption of engines larger than 1,500 c.c. for the smaller types of car. Space limitations this week have prohibited the publication of more than a small selection of readers' letters on the question of the light car limit, but we have many more in type, and several of these will appear next week.

REPORT OF THE LIGHT CAR PERFORMANCES IN THE CONCLUDING STAGES OF THE EDINBURGH AND DISTRICT MOTOR CLUB'S IMPORTANT ANNUAL FIXTURE.

In *The Light Car and Cyclecar* last week the performances of the light cars in the Edinburgh and District Motor Club's Annual Six Days' Trial were reported for the first three days of the event. On the first day, it will be remembered, no incident of special note occurred beyond the accidental failure of the G.W.K. on the first hill in the trial. This was due to the fact that J. Holt, who was driving, inadvertently caught his coat sleeve in the hand throttle control at the moment when he was about to change gear.

Tuesday's run took in Diabnig Hill, which had been believed to be unclimbable by a car, but which all the light cars climbed with ease, with Torridon Hill, which proved equally simple. Our



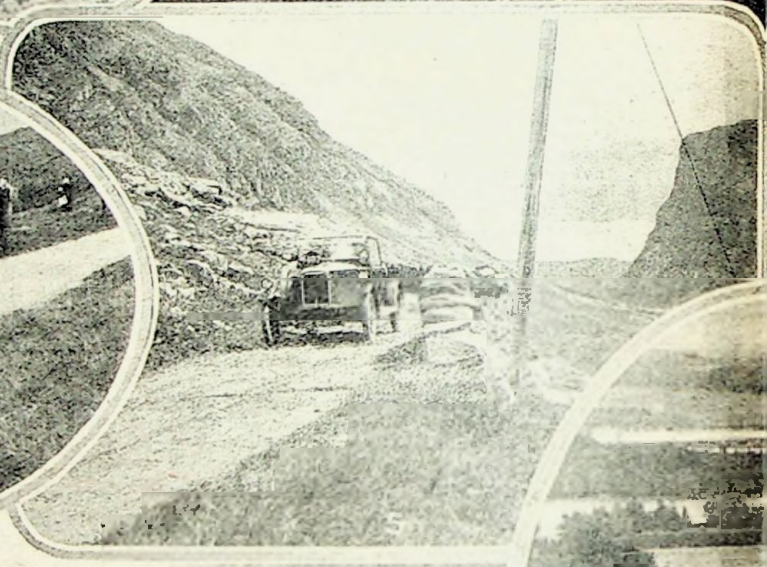
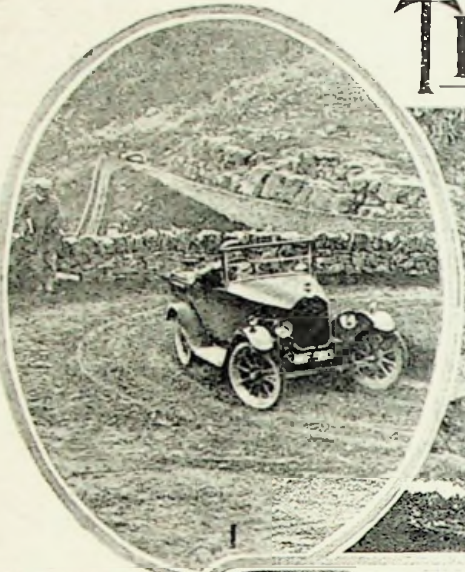
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report last week gave full details of all the performances on Tornapress—perhaps the most difficult and tiring hill in Great Britain—and during this climb the only light car to come to rest was the Frazer-Nash, driven by E. P. Paxman, who was compelled to reverse on one of the corners owing to the car having insufficient steering lock. Our report of the climbs was actually in print a few hours after the last ascent.

After lunch on Wednesday Applecross Hill, which descends from the summit of Tornapress into Applecross Village, was climbed, but this once-dreaded Scottish test hill is now generally considered to be a second-gear climb, and none of the small cars had any difficulty. The two Sports Rileys and McKenzie put up "pukka" hill-climb performances.

The first hill included in Thursday's route proved to be one of the most sporting of the week. Described as Blackfold, it has two hair-pin bends, one to the right and another almost immediately to the left. It was decided at first that reversing on the first corner would be allowed, but following upon one-lock ascents by several official cars, the blue flag which signified that reversing was permitted was removed.

THE SCOTTIS



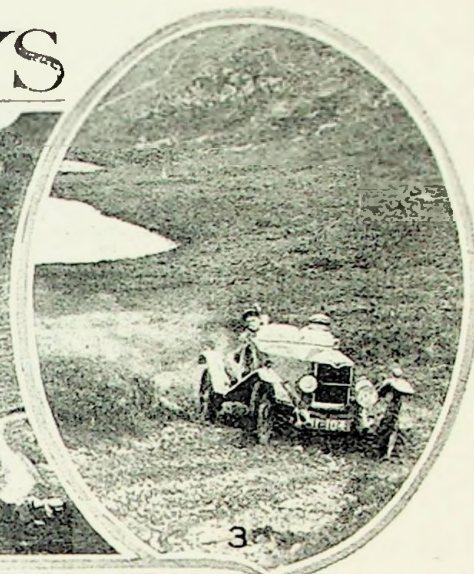
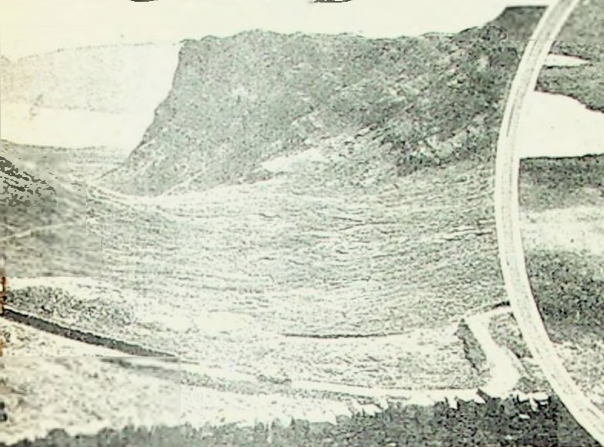
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SCENES AMONG THE SCOTTISH MOUNTAINS.

Numerous very severe hills, difficult hair-pin bends and (1) S. Wright (Humber) on the final hair-pin bend of the tricky surface of Loch Losgoinn Hill. (4) A. W. Br of Tornapress. (6) To assist wheel grip on the Mamore (7) J. W. Leno (Hampton) nearing the top of Torridon on the Mamore Road. (9) Alan Hill's Rhode on the sec

SH SIX-DAYS

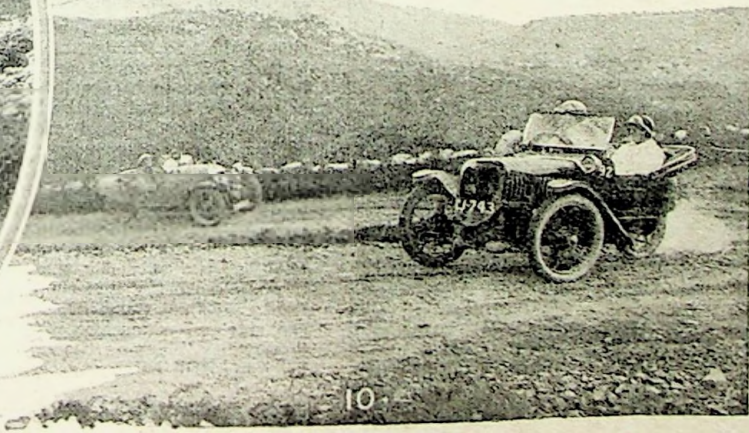
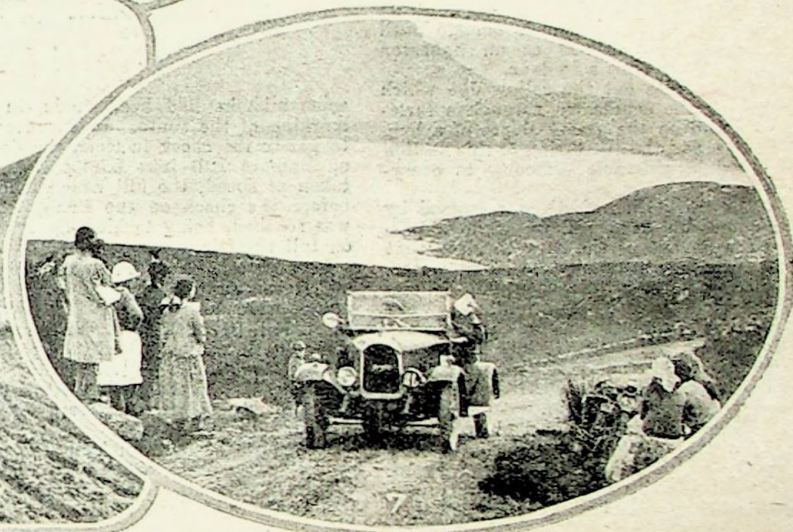
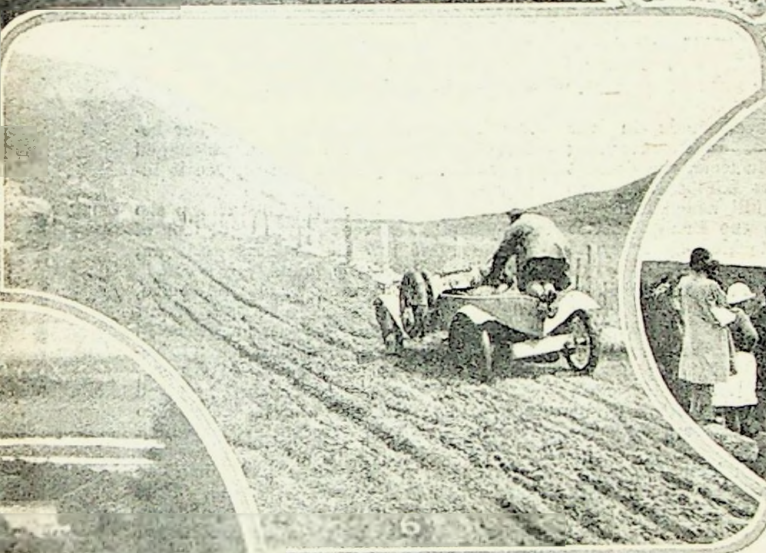


THE WONDERFUL RELIABILITY OF THE SMALL ECONOMICAL CAR HAS BEEN PROVED ONCE AGAIN IN THIS MOST STRENUOUS SCOTTISH EVENT.

H. F. S. Morgan, driving an 8 h.p. Morgan, took the two bends cautiously and made a splendid climb; Spouse, at the wheel of a 10 h.p. Morgan that followed him, being faster, and throwing up showers of gravel from the chained but spinning rear wheel of his car.

The Hampton, G.W.K. and the two Rhodes took the corners wide and made light of the climb. Paxman (Frazer-Nash) had to reverse, but was not penalized on that account, and the Little Humber Eight was steady and accelerated well on the 1-in-6 gradient, which followed the corners.

The drivers of the Sports Rileys, V. Wallsgrove and M. v. de Satge, decided to take the hill at speed. Wallsgrove timed his skids very nicely and rounded



the corners beautifully, but de Satge's car seemed reluctant to come round, and, as a picture which appears elsewhere in this issue shows, one of his front wheels climbed 5 ft. up the steeply sloping bank on the off side. de Satge kept his foot down, however, and made a clean ascent.

The Lagonda saloon, driven by W. H. Oates, climbed nicely with chains attached to its low-pressure-tired wheels. The Ariel Ten was able to round the first corner only by running a short way up the bank, and the McKenzie made probably the best climb of all the competing cars.

Some 30 miles beyond the top of Blackfold Hill an observed climb of Simon's Hill had been arranged, but, owing to rain having made the descent very dangerous, it was decided to rule out the hill, for the ascent of which—a distance of one mile—half an hour had been allowed on the route card. Arrived at the hill, this space of time had consequently to be wasted before continuing to the check, and Oates's Lagonda disproved the rumours about the severity of the hill which had gained considerable ground by successfully completing both the ascent and the descent.

Twenty-five miles of main roads were

occasional atrocious road surfaces were features of this year's Scottish Six Days' Trial. Cornapress, a panoramic view of which is shown in (2). (3) Wallsgrove (Riley) negotiating Mountain (B.S.A.) on the slopes of Glen Douglas. (5) A. R. Croal (Ariel Ten) finishing the ascent before descending Diabaig. (8) J. Holt (G.W.K.) and S. Wright (Humber) mud plugging second hairpin bend of Blackfold Hill. (10) H. F. S. Morgan and Frank Spouse negotiating the Torridon hair-pin.

SCOTTISH TRIALS (contd.).

then followed to Fort Augustus, the route lying largely along the shores of Loch Ness, and being a very welcome change from the bleak if picturesque mountain districts through which Tuesday's and Wednesday's route had led. The entrance to Glen Moriston—the refuge of Prince Charlie after Culloden—was passed and the run was thoroughly enjoyed by every competitor.

After the Fort Augustus check the road along the wooded shores of Loch Lochy was followed, Ben Nevis coming into view shortly before reaching Fort William—the lunch check.

There were rumours of some very rough going after lunch, and it was significant that the scheduled average speed for the first hour had been fixed at 16 m.p.h.

"Colonial" Going.

Almost immediately after the check was left a sharp turn up a hill off the main road was taken. The road was very narrow and winding, and after continuing to climb for about two miles its character slowly began to change until it would be described as an unbeaten track rather than a by-lane.

Some miles out the yellow dye which marked the course led through a farmyard and up the grassy slopes of a long incline, and the traversing of this section caused considerable difficulty to everyone.

The track thenceforth was crossed by innumerable deep gulleys, while a passenger in one of the cars declared that he counted as many as 105 water-splashes. There being a strong following wind, most of the radiators were steaming, and at one of the water-splashes J. W. Leno (10 h.p. Hampton) replenished his radiator. Spouse (10 h.p. Morgan) came to a standstill in the mud, but was soon off again.

After the worst portion had been completed there followed a dash to the check, which should have been about four miles farther on, but which actually proved to be about nine; it seemed that

IMPOSSIBLE ON
ONE LOCK.

The only corner at which A. W. Brittain (B.S.A.) was compelled to reverse—the Dennyloanhead hairpin—on the first day of the trial. Only 25 miles out, it gave the competitors a taste of that which was in store for them.

some mistake had been made in the marking of the route. In endeavouring to get to the check in time, the descent of Mamore Hill into Kinlochleven was taken at speed, the hill which followed, before the check on the Bridge of Coe was reached, being tackled by everyone on full throttle.

Several cars were late, nevertheless, and it was subsequently announced that marks were lost by the following:—B. A. Hill (Rhode), 5; S. Wright (Humber), 4; J. Holt (G.W.K.), 5; J. W. Leno (Hampton), 9; A. W. Brittain (B.S.A.), 41. In the case of Hill, Wright and Holt, these penalties were later remitted.

The cause of Brittain losing so many marks was due to one of the exhaust valves of the air-cooled engine in his B.S.A. having seized in its guide, call-

ing for the removal of the cylinder before it could be freed. Brittain managed to remove his cylinder and replace it inside an hour.

After the Bridge of Coe check the competitors proceeded over the Moor of Rannoch and through Dalmailly to Oban, which completed the fourth day's run.

During the evening T. A. McKenzie, whose 8.9 h.p. McKenzie had so far put up one of the best car performances in the trial, announced his intention to retire and to start first thing next morning for Birmingham, as he had received a message recalling him to attend to business of a very pressing nature which was awaiting his return.

Friday's route was from Oban to Edinburgh via Loch Losgoinn, Port Sonachan and Balloch. At Loch Losgoinn, 17 miles out, the first observed hill was encountered, a turn to the right being made up a steep lane which continued to climb up the mountain side for about a mile.

All the competitors, with the exception of the two Rhodes, had fitted chains to their driving wheels, and these proved in most cases to be absolutely necessary, as near the summit of the hill there was another awkward bend with a gradient of 1 in 4 and an extremely bad surface.

E. P. Paxman, in the Frazer-Nash, approached the hill at speed, but soon came to a standstill with water in his carburetter. Having removed this, he restarted and made a successful ascent. His was the only car that failed, and it was noteworthy that the cyclecars and light cars made much better climbs than the sidecars which preceded them, the "mortality" among the latter on Loch Losgoinn Hill being very severe.

A Wicked Surface.

So bad was the surface of the hill that even the chain-clad, low-pressure tyres of Oates's Lagonda saloon were spinning freely during most of the ascent. The best climbs were made by the Sports Rileys, Denley's Rhode, with its Dunlop balloon tyres was steady and sure, while Alan Hill, driving the other Rhode, had considerable difficulty with wheelspin,

THE HUMBER ON
TORRIDON.

A hill which many of the competitors feared, yet which was easily conquered by all of them, was Torridon, which ascends to the summit of Diabaig. S. Wright (Humber 8) who was a silver cup winner, is seen making the ascent.

SCOTTISH TRIALS (contd.).

but made a clean ascent by very skilful driving.

At Ford Hotel, 18 miles farther on, there was another observed hill, the surface of which is generally in very bad condition. Fine weather had been enjoyed, however, and the surface being good no failures were recorded.

Lunch was taken at Port Sonachan, and Glen Douglas was the only observed hill of the afternoon. This was 44 miles from the lunch check.

A fairly large crowd of spectators had assembled on the banks of the hill to watch the ascents, but the performances could not have interested them very much, as everyone climbed at a speed of 15 m.p.h. or so, and there was not a single failure to record.

More than 100 miles had then to be covered before Edinburgh was reached, most of the going being along main roads.

Saturday's Hills Easy.

Only 133 miles had to be covered on Saturday, and the three observed hills on the route card were known to be of a distinctly easy nature. The first, which is known as Gifford Hill, was 26 miles out, and all the cars climbed it easily. The one hair-pin bend was not difficult to round on one lock, and, once this had been negotiated, the rest of the ascent was simple. Good roads were then followed to Garvald, and through Greenlaw to Melrose and Selkirk.

At the last named town competitors proceeded straight through the main street, turning to the right at the end and entering the lower part of the town, from which a climb known as Charlie's Brae led back to the main street. Charlie's Brae consists, first, of a fairly steep lane about 300 yds. in length; a turn is then



H. F. S. Morgan rounding the hair-pin bend on Amulree Hill. He won a silver cup at the wheel of an 8 h.p. model.

made to the left along a good broad road, when the second part of the hill is met at the right-hand side of the road.

Wallsgrove (Riley) elected to take this turn at speed, and tore one of the tyres off his near-side rear wheel. A few yards up this second part of the Brae is a hair-pin bend to the left, and then about 200 yds., with a gradient of perhaps 1 in 6, takes one back to the main street of Selkirk. Wallsgrove, in the Riley, despite the burst tyre, negotiated the hair-pin bend with ease, and made as fast a climb as anyone, but de Satge took his Riley up rather cautiously, as also did the bulk of the competitors.

After lunch in Selkirk excellent roads were followed via Peebles back to Edinburgh. The first part of the run was through the country so beloved by Sir Walter Scott, a beautiful run through Tweedside leading to Peebles.

Blackford Hill, which is on the outskirts of Edinburgh, was then 23 miles ahead, but it caused none of the drivers any anxiety, as the gradient at its worst is perhaps 1 in 4, and there are no bad corners, while a good run at the hill can be taken.

The last car ascended at 5.15 p.m., but with its customary promptness the Edinburgh and District Motor Club, the organizers of the trial, had the results not only available, but embodied in an attractive printed brochure by 8 o'clock the same evening, a considerable number of these being distributed to members of the club and those who took part in the trials at a smoking concert held in the city that night.

At this concert many of the awards were presented, it being noteworthy that, although only about three hours had elapsed since the conclusion of the last test, the competitors' names were engraved on their cups and medals.

The following is a list of the awards won by cars.

PROVISIONAL RESULTS.

Silver Cups

- H. F. S. Morgan (8 h.p. Morgan).
- Major W. H. Oates (11.9 h.p. Lagonda saloon).
- D. S. Milne (11.9 h.p. Morris-Cowley).
- V. G. Wallsgrove (11 h.p. Riley Sports).
- M. V. de Satge (11 h.p. Riley Sports).
- A. R. Croal (8.9 h.p. Ariel).
- J. M. Inglis (11.9 h.p. Alvis).
- Miss Dorothee Pullinger (10.9 h.p. Galloway).
- H. B. Denley (10.8 h.p. Rhodel).
- S. Wright (8 h.p. Humber).

Gold Medals

- W. Barker (10.9 h.p. Galloway). Failed on Torncapras.
- B. Alan Hill (10.8 h.p. Rhodel). Failed on Amulree.
- Jas. Holt (10.8 h.p. G.W.K.). Failed on Denny Loanhead.

Silver Medals

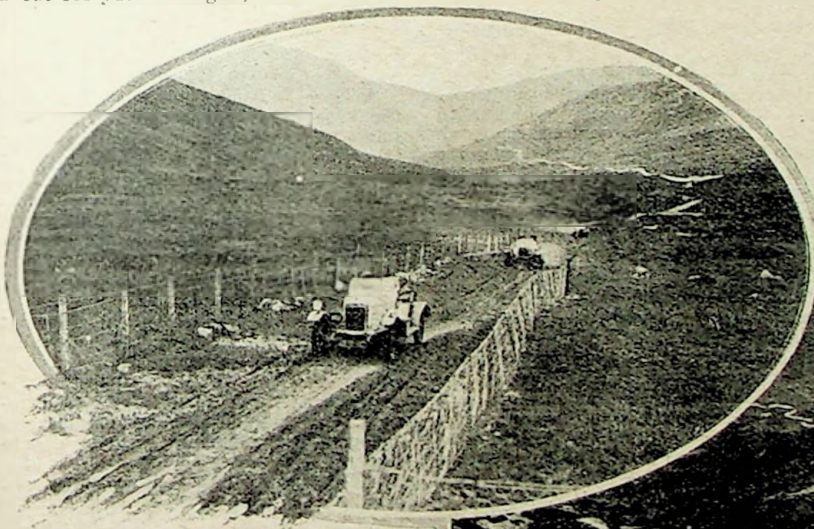
- F. Spouse (10 h.p. Morgan). Failed on Inverfarigaig and Loch Losgoinn.
- A. W. Brittain (9 h.p. B.S.A.). Lost 41 marks on time in Thursday's run.
- J. W. Leno (10 h.p. Hampton). Lost 9 marks on time in Thursday's run and failed on Amulree.

Bronze Medals

- E. P. Paxman (9 h.p. Frazer-Nash). Failed on Amulree, Torncapras and Loch Losgoinn.

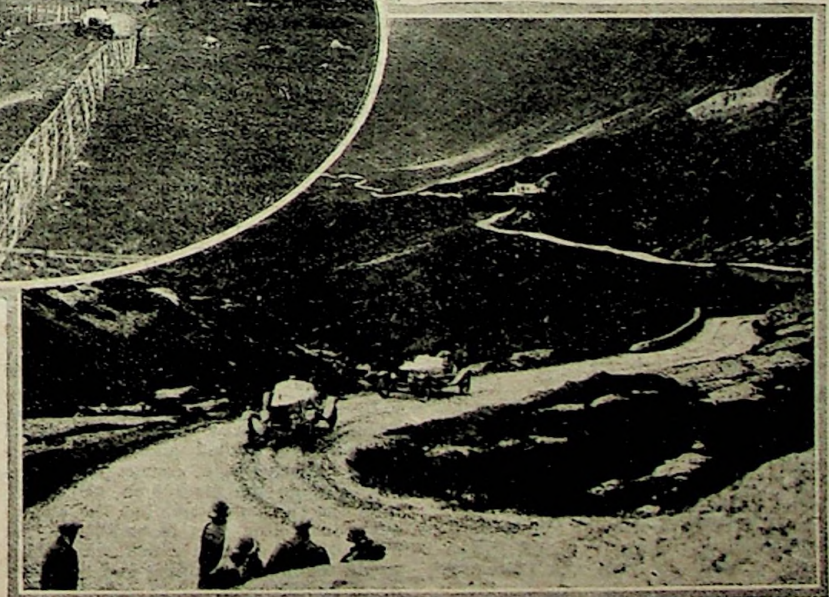
Non-finishers.

- W. A. Carr (10 h.p. Morgan). Crashed on Torncapras in Wednesday's run.
- T. A. McKenzie (8.9 h.p. McKenzie). Retired on Thursday—personal reasons.



AMONG THE MOUNTAINS.

(Above) a scene on the Mamore "Road" which was perhaps the most trying section of the trial. T. A. McKenzie (McKenzie) is seen in the foreground, two Sports Rileys following him. These two cars are depicted again to the right climbing the tortuous track which leads to the summit of Glencoe.



MOTORING MATTERS IN PARLIAMENT.

LONDON TRAFFIC BILL PASSES COMMITTEE AND REPORT STAGES.

THE London Traffic Bill has passed through its committee and report stages in the House of Lords, and may be expected to become law in a day or two.

The Government agreed to an amendment by Lord Montagu of Beaulieu providing that the chairman of the Advisory Committee should not be appointed by the Minister, as laid down in the Bill. A chairman so appointed would be nothing but a gramophone, giving expression to the Minister's wishes. If, however, the chairman were appointed by the Committee he would be independent.

An amendment by Lord Montagu of Beaulieu to give the Minister power to limit the number of tramcars plying on

certain streets was opposed by the Government on the ground that it would interfere with a business created by statutory rights. Lord Salisbury said the tramcar was one of the worst offenders in the matter of traffic congestion in London, and ought not to be excluded from the Bill. The amendment was carried against the Government without a division. An amendment by Lord Peel to allow the Act to remain in force until 1933 instead of 1927 was defeated by 19 votes to 17, and the committee stage was concluded.

Mr. Gosling informed Mr. Baker that he did not propose to take any steps to deal with the nuisance caused by sparks and dense smoke emitted by steam tractors on the public roads. The

enforcement of the existing law was a matter for the police authorities.

Viscount Curzon put a further question to the Home Secretary with regard to the proposal that the Metropolitan police on point duty should wear white overalls, and Mr. Henderson's reply was that the main reason against their use in London was that they were considered unnecessary. The unsuitability of the overalls was due partly to the fact that any beat or patrol constable might have occasion to regulate the traffic, and it would be undesirable to have some men who were engaged in that duty in overalls and others not so equipped.

Mr. Gosling informed Mr. W. Thorne that the section of the Wanstead-Southend new arterial road from Rayleigh to Southend had been open since June 9th. Surfacing works on the remainder of the road were being pushed forward as rapidly as possible, and he hoped that the greater portion of the route from Wanstead to Southend would be open to traffic by the end of September.

LATEST FOREIGN CAR PRICES.

IN a list of new prices of imported cars consequent upon the withdrawal of the McKenna Duties. *The Motor* publishes the following revisions in small car prices:—

Aurea: 10-15 h.p. chassis, £230; two-seater, £295; four-seater, £310; saloon, £375. O.H.V. Sports model, chassis, £280; two-seater, £350; Grand Prix Monza two-seater, £340; four-seater, £365; saloon, £435. O.H.V. Super-sports model, chassis, £315; two-seater, £385; Grand Prix Monza, £385.

Bugatti: Standard touring chassis, £530; Brescia, £385.

Citroën: 7.5 h.p. two-seater, £160; three-seater, £175; coupe, £190; 11.4 h.p. with English body, two-seater, £255; four-seater, £270; coupé, £330; all-weather, £395; 11.4 h.p. with French body, popular four-seater, £210; four-seater, £225; saloon, £335; landaulet, £400.

Fiat: 10-15 h.p., chassis, £235; four-seater, £340; two-three-seater English body, £350; saloon, £395; all-weather, £410; three-quarter coupé English body, £495.

F.N.: 10-15 h.p., chassis, £290; four-seater, £400.

Peugeot: 6 h.p., English two-seater, £185; 11 h.p. four-seater, £360.

Renault: 8.3 h.p., chassis, £195; three-seater clover-leaf, £235; two-seater, £235; three-seater saloon, £295; English two-seater coupé, £330.

Salmson: No changes.

In the majority of cases the prices quoted show, as we foretold at the time the decision to withdraw the McKenna duties was first announced, only small reductions on the prices ruling six months ago. Fluctuating exchange rates and other matters have a material effect on the prices of imported cars.

Towards Comfortable Driving.

With the object of preventing the driver's foot slipping off clutch or brake pedal, Andrew Page and Son, 68, Albion Street, Leeds, have produced a pedal attachment. It is made of aluminium, is easily fixed and is fitted with a side flange, which keeps the foot in position. The price is 6s. per pair, but when ordering, the width and pattern of the pedals should be given.

Bradford Trial Results.

The Bradford Motorcycle and Light Car Club's Bradford-London-Bradford annual reliability trial, which took place on July 12th and 13th, was well supported, there being 68 entries in all, of which a large proportion was made up of light cars. The trial concluded with a test climb on a hill near Bradford with a gradient of 1 in 5½. The following were the small car awards:— Club silver cups: D. W. Rhodes (Scott-Sociable), Capt. A. W. Brittain (B.S.A.), G. W. Chambers (Austin Seven), E. Waterhouse (Albert), C. Smallwood (Vulcan), H. W. Milnes (Rover Eight), F. H. Beer (Singer), C. F. Swaine (Austin Seven), F. Dyson (Calthorpe), H. Cooper (Rhode), J. Hepworth (Alvis), C. Hepworth (Alvis), Mrs. D. W. Rhodes (Scott-Sociable), W. Bayley (Albert), Mrs. G. W. Chambers (Austin Seven), J. Naylor (Vulcan), F. Saddington (Calthorpe), G. A. Hepworth, Junr. (Alvis), N. Brearley (Alvis).

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Worse than in London.

Whilst we at home ascribe our traffic problems to horse-drawn vehicles, in Madrid the trouble would appear to be due to the presence of two-wheeled mule (!) carts on the streets. A campaign has recently been undertaken in that city against this alleged cause of congestion.

Standardizing Magnetos.

The possibility of being able to obtain interchangeable parts for the various makes of magneto cannot be over-estimated, and in this connection considerable interest attaches to the latest publication of the British Engineering Standards Association, which deals with British standard dimensions for magnetos. Copies of this publication may be obtained from the B.E.S.A., Publications Dept., 28, Victoria Street, London, S.W.1, price 1s. 2d. post free.

Defeating the Rust Demon.

Referring to an article which appeared in our issue of July 25th, entitled "Why Not Rust-proof Cars," Jenson and Nicholson, Ltd., Stratford, London, E.15, draw attention to the merits of Robbialac Dapon as an effective material for use over plated and bright brass parts. There are, of course, other preparations on the market as well which fulfil the same purpose, but the aim of our contributor was to emphasize the necessity for a metal which, untouched, would require no cleaning and would be proof against rust.

Some Sprinter.

A New Zealand contemporary quotes the case of a policeman who recently told a magisterial bench that a car driver travelling at 30 m.p.h. refused to pull up when he requested him to do so. This nimble, courageous and resourceful guardian of the law ran alongside, jumped on the running board and so compelled the motorist to stop.

Disabled Drivers' Club.

Members of the Disabled Drivers' Motor Club recently spent an enjoyable afternoon and evening as guests of Major Howson, their president, at the Ferry Hotel, Cookham. As usual members' cars created considerable interest owing to the ingenious systems of control fitted in order to enable their disabled owners to handle them easily and safely.

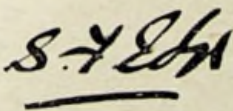
The Southampton-Exeter.

As already announced, Saturday, September 6th, is the date fixed for the Junior Car Club's (South-Western Centre) fourth annual Southampton-Exeter Reliability Trial, which is open to members of the Junior Car Club only. The start will be from the Cowherd Inn, Southampton, at 7.30 a.m., and the route will be kept secret until the competitors are handed their route cards at the start. In connection with the route, however, it is significant to note that the Club will arrange for lunch at Minehead.

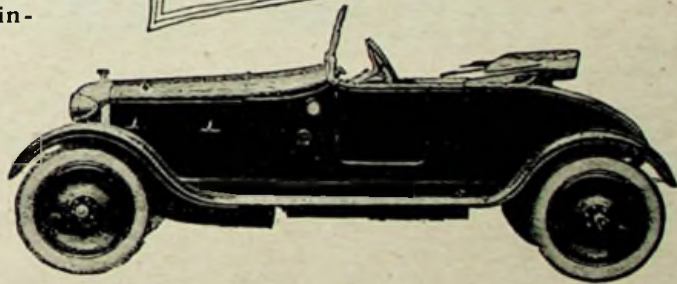
A 1914 with a wonderful record!

The A-C car to which Sir Stephen Demetriardi refers in his letter reproduced on this page, has a wonderful record to its credit. I myself acquired the car second-hand and drove it more than 50,000 miles. Its exceptional performance very largely influenced my decision to join A-C Cars, Ltd., in my present capacity. Subsequently, I sold the car to its present owner, and now, after ten years constant usage, he is still so satisfied and delighted that he will not consider exchanging it for a new A-C.

Could there be more conclusive proof of the quality of A-C cars? Good as they were a decade ago, we are proud to be able to assert with confidence that the present-day models are incomparably superior in every way. If you would own a car that will give you service which seemingly improves with the years, your choice must be from the range of A-C models.



41, Hans Place, S.W.1.
7th March, 1924.
My Dear Mr. Edge,
I duly received your letter of the 4th March. The A-C I bought from you some years ago is still going, and going extraordinarily well. I think it is a 1914 model.
I have just had a new radiator fitted to it; in fact it arrived back from your works only this evening. It was because it was going so well that I finally decided last year not to buy a new 6-cylinder model. It really would have been waste of money.
Yours sincerely,
(Signed) STEPHEN DEMETRIARDI.



This is the new SOVEREIGN model.

12 h.p. 4-cylinder models from £275. 2 and 4-seaters and all types of bodies.

R.A.C. SIX
Days Trial:
The A-C wins
GOLD MEDAL
and comes out
FIRST
in its class.

We can supply reliable
second-hand AC cars.

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PLEASE ASK FOR ADDRESS OF THE NEAREST DEALER.

12 h.p. 4-cyl. A-C
Sovereign model 2-seater,
electric starting and light-
ing with three lamps. Oil
gauge and air strangler.
Spare wheel and tyre and
one-man hood. Stream-
line 2-seater body with
double dickey seat.

Price complete,

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Weight - - 14 cwt.

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

Wonderful hill-climbing at South Harting

Junior Car Club Meeting—26th July, 1924.

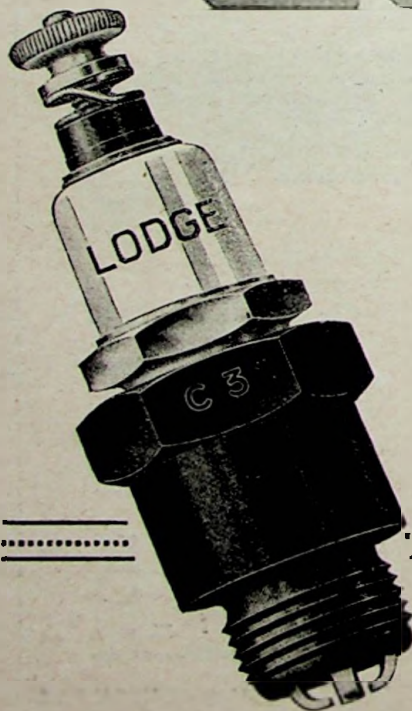
RECORD FOR HILL BROKEN

by Mr. Raymond Mays on his Bugatti

using

LODGE

PLUGS



Mr. Mays' time for his record climb
—fastest of the day—was
57 1/5 secs.; previous record 59 4/5 secs.

LODGE PLUGS LTD., RUGBY.

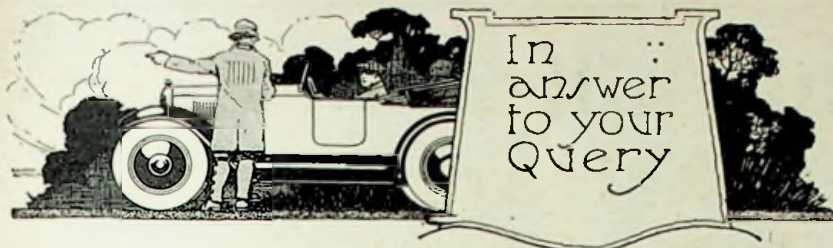
Standard (C3)
for normal engines

5/-

Sports (H1)
for hot engines

6/-

of all accessory dealers.



The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.

Morgan M.P.G.

B.C. (Exeter).—A petrol consumption of 32 m.p.g. is (if care is taken to avoid wastage) a decidedly unsatisfactory figure for your 1923 Morgan. We suggest that you experiment in the direction of fitting a smaller jet in the carburettor.

The 200-Mile Race.

J.P. (Folkestone).—The 200-Mile Race is an annual event organized by the Junior Car Club, and is held at Brooklands. It is the only long-distance race for light cars held in this country at present, and this year it will take place on September 20th. There will be three classes—namely, for cars the engine capacities of which do not exceed 750 c.c., 1,100 c.c. and 1,500 c.c. respectively.

A Rich Mixture.

G.K. (Nuneaton).—All the symptoms of your complaint point to the fact that you are running on a mixture which is too rich. Overheating, sooted plugs, increased petrol consumption and loss of power under load, in conjunction with the fact that you have fitted a larger jet, are conclusive evidence. We should therefore advise you to experiment with smaller jets and also to try the effect of lowering the petrol level.

Car Parking.

S.W. (Camden Town).—Strictly speaking, it is an offence to leave a car unattended in a public thoroughfare, but usually, provided that congestion is not caused and that the car is not left for too long a period, the police are lenient and tolerate the practice. However, in many towns nowadays special streets and spaces have been set aside by the authorities for the purpose of "parking" cars, and they may be left in these places for hours without fear of prosecution.

The A.V. Cyclecar.

R.M. (Wolverhampton).—The A.V. cyclecar is so constructed that the bodywork also acts as the chassis, and we consider that it would be difficult to incorporate a four-speed gearbox without making very material alterations in the layout of the car. The J.A.P. engine fitted to this machine is lubricated by drip-feed, and, so far as our experience goes, the cooling is quite satisfactory. Steering is by wire and bobbin, whilst helical springing is adopted for the front suspension with cantilever at the rear.

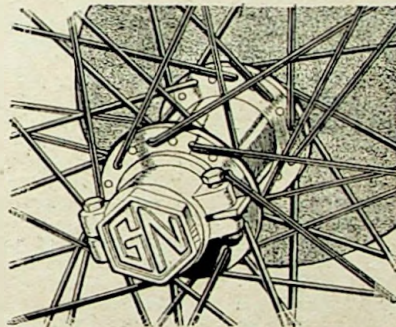
In answer to your Query

Removing Tar.

D.M. (Cardiff).—There are many preparations on the market for removing tar, any of which should suit your purpose. In reply to your second query, ordinary engine oil might be satisfactory if applied at once.

Hub-cap Locking Devices

G.G. (Walthamstow).—The hub caps of the 1922 G.N. were locked in position by a spring plunger, but on the latest-type G.N. this plunger has been replaced by a solid key, which is locked in position by a small bolt passing



The latest type G.N. hub-cap locking device. This particular example possesses a large margin of safety.

through it, and which is put in position, of course, when the cap has been run on tight with the key in the nearest groove. It is claimed that this system is far safer than the old plunger type, although it necessitates a little more trouble when it becomes necessary to take off a wheel.

Ignition Timing.

E.D. (Hendon).—The magneto on your car should be so timed that the spark occurs with the piston at top dead centre, the ignition control being fully retarded. The method of ensuring this is as follows:—Fully retard the control and rotate the magneto by hand until the distributor brush is on the segment corresponding to the cylinder which is being timed, and until the platinum points of the make-and-break are just on the point of parting. Then turn the engine until the piston of the cylinder in question is exactly on the top of the compression stroke. Couple up the magneto to its driving shaft, and the timing will be correct for all cylinders.

Triplex Windscreens.

T.G. (Rhyl).—Many cars are fitted with the Triplex windscreens, but they are naturally more costly than plain glass. Although Triplex will crack, it will not splinter, and many injuries have been averted due to this fact.

Wheel Bearings.

C.A. (Northampton).—The engine of the 1921 G.N. is pump-lubricated by hand. The oil container and the pump are mounted on the off-side running board, and one pull-up of the plunger should be given every five miles or six miles. Plain bearings are fitted to the front wheel, and are not interchangeable for bearings of the ball or roller type.

Garage Foundation.

B.F. (Wickham).—To obtain a foundation for your garage you had better purchase the necessary material—cement and ballast—and obtain the services of an expert to mix and lay it for you. You can, of course, attempt the work yourself, but, in view of your admitted inexperience, you will be more satisfied in the long run if the services of an expert are called in.

Carburettor Tuning.

A.C. (Ealing).—The address of the manufacturers of the Cox Atmos carburettor is Cox Carburettors, Ltd., Lower Essex Street, Birmingham. This instrument gives excellent results when correctly tuned, and careful attention in this direction is amply repaid. We feel sure that if you write to the makers at the above address they will be only too pleased to assist you with expert advice.

Impulse Starters.

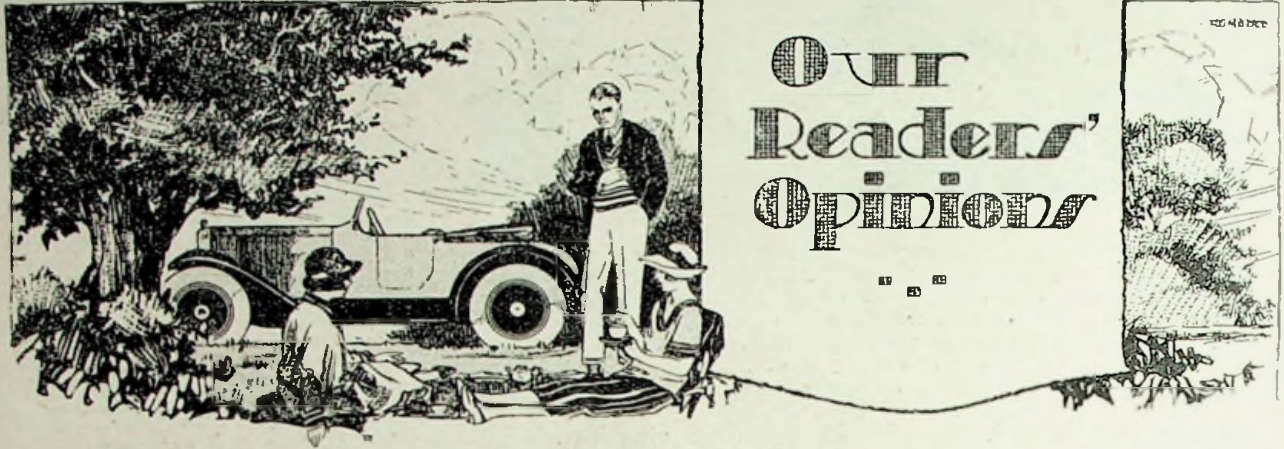
H.A. (Kingston-on-Thames).—An impulse starter usually takes the form of a coiled spring, which, when released by means of a catch or trigger, causes initial rotation of the armature at a higher rate of revolution than could otherwise be obtained. Impulse starters are useful on cars not fitted with an electric starter.

Overheating.

C.W. (Winchester).—In view of the fact that your engine continues to run satisfactorily and that its pulling powers do not seem to be affected, we do not think that you need be unduly alarmed at the apparent overheating. Many motorcar engines run very much hotter than is generally realized, particularly in warm weather, but it would perhaps be advisable in your case to verify the functioning of the lubrication arrangements and the circulation of the cooling water.

Tyre Sizes.

N.L. (Scarborough).—The sizes of tyres which you may fit to 650 mm. by 65 mm. rims are as follow:—26 ins. by 2½ ins., 26 ins. by 2¼ ins. for 2¼-in. rims, 700 mm. by 80 mm. and 28 ins. by 3 ins. Larger-section tyres will slightly raise the gear ratios, and, to be on the safe side, it would perhaps be advisable to use security bolts, although, provided the pressures are correctly maintained, there is little danger of the tyres creeping or leaving the rims.



We welcome at all times letters sent us by readers for publication in these columns, and, while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

The Treatment of Batteries—The Indication of Danger Points.

A Point Worth Raising.

May I suggest that you would add to the many attractions of your paper if you gave the names of the interesting views which, from time to time, appear on the covers? For instance, on the cover of the July 18th issue a most interesting view is depicted, and I am sure that many readers would have been glad to know where the photograph was taken.

B. M. O.

- • The most careful attention is always given to suggestions from our readers.—Ed.

A Word of Thanks.

I would be glad if you would allow me a few lines in which to express my thanks for the kind and businesslike way I have been treated by Mr. W. E. Sturgess, Braunstongate,

For Services Rendered.

Leicester, the Rover agent for Leicestershire. During a recent tour I broke down in my Rover Eight about six miles from Leicester, and telephoned to Mr. Sturgess the nature of my accident. He immediately dispatched a car and fitted the necessary parts, with very little delay.

Secondly, I had the misfortune to have a very nasty accident, in which my car (and myself) were badly damaged.

I left the matter entirely in his hands, and the car was taken into his garage, repaired and repainted—a most satisfactory job—and ready for the road in three weeks.

I must also thank the passing motorist, whose name I do not know, for his kindness in taking me to the doctor and afterwards to where I was staying, and, incidentally, spending two hours of his time in performing this duty.

J. O. CLARKE.

Starter Batteries

Of all the components of a light car I think the battery is the least understood and the most neglected by the owner-driver. This is not altogether to be wondered at when one considers the awkward places in which the

More Care Needed.

batteries are situated on most cars, and it speaks well for the wonderful reliability of the modern starter battery that, in spite of being "out of sight and out of mind," it still performs its duty almost infallibly.

In the maker's instruction book one is told to see that the electrolyte covers the plates and to add distilled water as required, so that the specific gravity of the acid remains at about 1.200. But information to the effect that, other things being equal, the gravity will vary with the state of charge of the cell is seldom forthcoming, and, in any case, very few car owners possess a hydrometer. A discharged cell will often give an entirely misleading reading, and the

B40

gravity test should, therefore, be made just after the cell is fully charged.

Again, there is the impression that if a battery shows, say, six volts by meter it is fully charged. This is not always so, as can be shown by filling a new battery with acid and, testing its voltage; it will show a full reading before ever it is charged at all. It will have a pressure of six volts at the terminals, but there will be no amperage or quantity behind it, and, for self-starter work, it is amperage that counts.

The modern ebonite-cased battery is ideal for the heavy discharges required by starter motors, but, unlike the celluloid-cased battery, the plates cannot be easily examined, and I suggest that owners would be well advised to let their local battery service station examine and test their batteries at intervals of not more than six months.

One of the foremost battery makers has stated that the average life of a car battery is two years, but with proper attention this period would be greatly extended. It behoves us, therefore, to take care of our batteries. B. M. JONES.

Leytonstone.

A Danger Spot.

To prevent misunderstanding, let me make myself clear that the following remarks do not refer in any way to the excellent work of the A.A.M.U., because they do splendid work, and we motorists have much to be

A Reader's Warning.

thankful for in that direction. Passing through Ludlow a week or two ago on a Sunday, two cars collided on a bridge on the main road out of Ludlow, a bridge only able to take one vehicle at a time, and this bridge constitutes nothing but a death-trap to motorists. Ludlow County Council ought to be brought to book for their negligent attention to the condition of approaches to the town. On applying to the police inspector, I was informed that there was a danger signal, but on examination I found it was the usual A.A.M.U. red triangle. A native of the town informed me that formerly a board used to be up pointing out the danger, but this some time ago had been blown down and it had never been replaced. Driving into Ludlow, you have a steep macadam road, and just before the bridge a second road joins this road at a big bend, so one has no idea what one is coming to until almost on the bridge. I was informed that a similar accident exactly had occurred only a week previously. What are the police for? They are to protect the public! If the police know of any dangerous part of the road, they ought to report such to the responsible parties and see that danger signs are put up, as one finds in various parts of the country.

I think you would be doing a good service to motorists if you asked your readers to advise them of unnotified danger points they pass.

F. WELDRON-WILLING.



ALVIS SUPERIORITY.

ALVIS Superiority is talked about wherever Motorists meet, and no make of Car to-day has such a retinue of Enthusiastic Owners or Admirers.

Its Performance and Perfection are so pronounced that even "Runabout" that most critical contributor of "The Autocar," said, in the issue of the 4th July, that "IT WAS A ROAD CAR DE LUXE SUCH AS HE DID NOT EXPECT TO SEE FOR TEN YEARS TO COME."

The sheer delight of driving or riding in an ALVIS must be experienced to be appreciated. It is truly "The Car for the Connoisseur," and the demand for it has for many months exceeded the production. Make sure your next car is an ALVIS!

Write for Catalogue and near to
Agent's name and address.

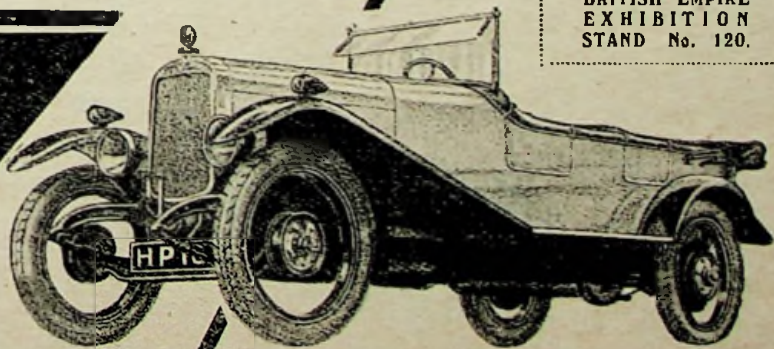
THE ALVIS CAR AND ENGINEERING
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STANDARD MODEL.	
12/40 h.p. 3-Seater	£397
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12/40 h.p. 3-Seater	£475
With 12/50 h.p. O.H.V. Super Sports Engine, extra	£475
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12/40 h.p. V-fronted 3-Seater Coupe	£575
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12/40 h.p. 2/3 Seater V- fronted Saloon	£595
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BRITISH EMPIRE EXHIBITION STAND No. 120.	

ALVIS



The **GOLD CUP**
awarded to the
ALVIS as WINNER
of the 200 miles
INTERNATIONAL
LIGHT CAR
RACE, Brooklands,
October, 1923, at an
average speed of
93.29 m.p.h.

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.

H.P.

B4'

The Standard Sparking Plug of the World



- Austin 7
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- Belsize
- Calcott
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- Galloway
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- McKenzie
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- Palladium
- Stoneleigh
- Straker-Squire
- Swift (10 h.p.)
- Vulcan



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Motor & Cycle Section
BRITISH
EMPIRE
EXHIBITION

Incorrectly designed sparking plugs cause poor engine performance.

AC-Sphinx Sparking Plugs ensure good performance; they are correctly designed.

Because of this more than a hundred manufacturers in this country are equipping their cars with AC-Sphinx Sparking Plugs, among which are the cars listed alongside.

Something You Have Always Wanted

Ask your dealer for an AC-Sphinx Metal Plug Kit—illustrated here—to carry your spare plugs without risk of damage. Obtain yours free, with a set of AC-Sphinx.



British Manufacture by the
AC-SPHINX SPARKING PLUG Co. Ltd. BIRMINGHAM

EIGHT ROVER CARS

14 h.p. and 8 h.p.

TO BE WON

TICKETS

2/- each, or 3 for 5/-

CROSBY HALL COMPETITION

Organised by the Committee of the Crosby Hall Endowment Fund.

Promoted by
The British Federation of University Women

PRIZES

Two 14 h.p. Rover Cars

(complete with self-starters and full equipment)

Six 8 h.p. Rover Cars

—all two or four seaters, optional.

and 100 OTHER PRIZES.

This easy Ballot Competition has no difficult or complicated rules. The Winners are judged according to the verdict of the popular vote.

POST THIS COUPON

To the Director (L.C.10) Crosby Hall Competition,
Crosby Hall, Chelsea, London, S.W. 3.

I enclose £.....s.....d. Please send me.....Ticket(s).

Name

Address

P.O.'s and Cheques should be made payable to Crosby Hall Competition, and crossed " & Co."

Date.....

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

OUR READERS' OPINIONS (contd.).

Some Expert Views on the "Limit" Question.

Larger Limit a Retrograde Step.



I have been very pleased to read the correspondence and your leading articles on the necessity for retaining 1,500 c.c. as the maximum engine capacity for a light car.

It has always been very disappointing to me that the R.A.C. should apparently more or less officially approve engines up to 1,600 c.c. There is no excuse for it. It is not in the interest of the motor movement, for as time goes on we should rather reduce the size of the engine than increase it. The motor movement will be assisted to expand by the develop-

ment of smaller and smaller engines which will do the work of larger ones.

Your propaganda in the interests of the maximum of 1,500 c.c. is most valuable to the movement and I wish you all success in what seems to me so logically correct.

S. F. EDGE.

Illogical and Quite Unreasonable.



I am very interested to read your article upon the question as to what limit of capacity should be properly instituted in order to separate light cars from other motor vehicles. I may say at once that I entirely agree with your view that 1,500 c.c. should be the critical figure.

I have been utterly at loss to understand why the Royal Automobile Club, as organizers of reliability and other trials, should have adopted a capacity limit of 1,600 c.c., which is not recognized as being a suitable figure by

any other association, either at home or abroad. Even, however, supposing that 1,600 c.c. was a recognized figure, I should still object to it on the ground that it was irregular and illogical.

In my opinion the time is not very far distant when the absurd method of rating horse-power which is in vogue today, and for the existence of which also we have to thank the Royal Automobile Club, will disappear in favour of the very much more practical scheme of quoting the capacity of the engine. This is the only means whereby vehicles can have their respective performances properly adjudicated and compared. Such being the case, it is perfectly obvious, as the metric system is the only possible one to employ, that engines will be denominated by their capacity in litres and fractions of a litre. Accordingly it is both appropriate and practical to divide the litre into ordinary plain fractions, so that we get engines of 500 c.c., 750 c.c., one litre, and 1,500 c.c., two litres, three litres, and so on.

I must confess that I am never quite able to understand the attitude in which the R.A.C. view these matters. Surely the Club must recognize that a scale of capacities, such as I have laid down, is calculated to promote the convenience and advantage of the British motoring public in the interests of which it was called into being. The only object which could possibly be served by extending the scope of light cars up to 1,600 c.c. is to include in the light car category certain makers whose engines happen to be a little over the 1½-litre mark. This, however, is totally unnecessary, for there is no reason why these makers should not modify their engines so as to get them within a limit which, in addition to its being convenient, is recognized in France, in Italy and in America already.

The matter to which you have so ably referred in your influential columns may not appear to be of very great importance at the moment, but I am convinced that the tremendous developments which are being made in connection with obtaining horse-power from small engines will render the classification of motors in the near future a very different thing from what it is to-day. I believe it quite likely that within a year or two the 1,500 c.c. racing car will be regarded as a very big and powerful vehicle, indeed, and from this it follows that the generality of cars used for touring purposes will not exceed this figure of capacity.

For some years now there has been a well-marked tendency on the part of the more advanced designers steadily to reduce the capacities of their engines, and it is perfectly obvious that this tendency will continue. In these circumstances it would be deplorable if those who regulate motoring sport in Great Britain arbitrarily adopted standards differing from those used in other countries. One feels in this matter that the Club should not concern itself with what the motor trade is doing so much as with what the public want the motor trade to do. The Club is, in fact, the self-appointed spokesman of private motoring interests, and as such it should work along lines of simplicity and common sense rather than stretch its regulations in order to suit those manufacturers who, for reasons of their own, have ignored the categories of capacity which are now universally recognized.

WARWICK WRIGHT.

Universal Standards Essential.

It is of great interest to learn that America has adopted the 1,500 c.c. limit for the 1926 Indianapolis race, for it demonstrates that this figure is becoming universally regarded as the limiting factor for engines of cars of which the main features are comfortable and speedy travel combined with economical running.

It can be easily seen at the present time how the 1,500 c.c. engine is capable of beating cars with engines two or three times its own size by reference to the results of speed trials and hill-climbs throughout the country.

The South Wales Automobile Club's recent events provide an excellent example when the A.C. beat allcomers of all sizes.

I have always considered that it is very important to adopt a universal figure, so that all manufacturers can aim at improving the breed from a common base.

I trust, therefore, that the R.A.C. will reconsider the subject carefully, for in deciding to support the 1½-litre limit they will undoubtedly be assisting the light-car movement.

VICTOR A. BRUCE.



The Obvious Remedy.

I read with great interest the leading articles in your issues of recent dates on this subject, and, needless to say, as a manufacturer of cars with engines within the limit of 1,500 c.c. I entirely agree with your remarks.

Since the war the limit of 1,500 c.c. has been almost universally acknowledged as indicative of a light car—that is to say, one that is economical to run—and in my opinion any attempt to foster by artificial means a light car with a larger, and there-

fore less economical, engine is against the interests of the car-using public.

It is significant that where entries are invited from manufacturers and owners of cars with engines between 1,500 c.c. and 1,600 c.c. they are, if present at all, outnumbered in the proportion of 10 to 1 by cars with engines between 1,450 c.c. and 1,500 c.c.

Also, when these larger engines do appear, they are invariably outclassed by their smaller competitors. Surely, therefore, those who build or promote competitions for cars with engines of between 1,500 c.c. and 1,600 c.c. are doing a disservice to the entire motoring community.

We builders of light cars, rightly so called, have the remedy in our own hands, and should refrain from entering competitions run by people who do not know what a light car is.

LIONEL MARTIN.

* * It will be seen that there is an overwhelming weight of opinion amongst all sections of the light car community in favour of the retention of the 1,500 c.c. figure. A further selection of letters on this subject will appear next week.—Ed.

OUR READERS' OPINIONS (contd.).

A Reader's Gratitude.

Might I be permitted to express my thanks to your numerous readers who replied to my query published in a recent issue of *The Light Car and Cyclecar* regarding excessive oil vapour from the engine of my Calthorpe? I had such a large number of letters that it is quite impossible for me to reply to each one individually. Will all those kind readers, therefore, who so readily came to my assistance please accept my very best thanks?

An
Appreciation

Cambridge.

G. E. BEALL.

A Home-made Trailer.

I enclose details of a small trailer that has recently been constructed for my Gwynne Eight by Mr. Bell, of Franchise Street, Rodwell, Weymouth. The components consist of the back axle of an old Phœnix cyclecar, complete with differential and brake, surmounted by the body of a small garden hand cart which I purchased some time ago. The wheels take the same size tyres as my car—700 mm. by 80 mm.—so that I can transfer my old covers and tubes to the trailer. The method of securing the trailer to the back of the car is as follows—A luggage carrier is

A Useful
Accessory.



Details of the construction of this interesting trailer are given by a reader in a letter which appears in this column.

fitted to the chassis, and under this are two steel bars with a $\frac{3}{8}$ -in. hole at the rear end. These are secured under the carrier so as to make the carrier rigid, and so that the $\frac{3}{8}$ -in. holes come into line.

On the drawbar of the trailer is bolted a spring plunger with the end turned down, so as to fit into the $\frac{3}{8}$ -in. holes in the rods at the rear of the car.

I find no difficulty in steering or turning corners, and the weight of the trailer is hardly noticeable up ordinary hills. I intend to use it for station work and whilst camping out. I have no connection with either the Gwynne firm or Bell's garage.

K. MICHELL (Lieut.-Commander, R.N.).

British v. Foreign Cars.

With unemployment so acute as it is, it is up to all of us to do our utmost to encourage home trade, and I wish to give readers my experience of an all-British car. At the end of January I took delivery of a 10 h.p. British light car from the local agent, and have run it for 6,200 miles, free from trouble or expense. In fact, my only outlay to date has been 1s. for replacing a fuse wire, which at the time I could not locate.

High
Praise.

The car was carefully driven for the first few hundred miles, the petrol consumption being 35 m.p.g. To-day my average is 53 m.p.g. and 1,000 miles to the gallon of oil. I have attained 53 m.p.h., but at 35 m.p.h. the car is absolutely comfortable, and at 25 m.p.h. will take any ordinary hill with four up.

There are one or two improvements that the manufacturers could well make—i.e., use Vislok nuts where the adjustment is too fine for castellated nuts and split-pins, and gaiter the ends of the steering-rod joints. I doubt whether any foreign car can give such a good "no-trouble" result.

G.F.B.D.

INFORMATION WANTED.

Owing to pressure on our space it is impossible to include readers' replies to queries in "Our Readers' Opinions," and correspondents anxious to help fellow car owners are courteously requested to communicate direct with the address which is given in most cases.

Standard.

Can any reader, please, either lend or sell me an instruction book for a 1920 21 model 11.9 h.p. Standard two-seater? Regency House, (Miss) Z. M. LEDICOTTE.
74, Western Road, Brighton.

Lawrence-Jackson.

I should be grateful for the experiences of any owner of a Lawrence-Jackson car, particularly with regard to starting up. (Mis.) D. M. ROSENTHAL.
41, Cobden Street, Kidderminster.

T.B.

Will any reader please oblige me with hints and tips concerning the T.B. three-wheeler, especially road-holding qualities, ease of obtaining spares, and fuel consumption? 21, Gamble Road, North End, B. H. CROUCH.
Portsmouth.

Humberette.

Can any reader please explain the presence of "whip" in the driving shaft, which is excessive, particularly when changing gear? I have replaced the crown wheel with a new one, but the trouble is in no way cured. P. RATCLIFFE.
Roynton House, Hindley, Wigan.

New Hudson.

I should be glad if any reader having a spare instruction book for the 1921 New Hudson three-wheeler would either sell or lend it to me. Also, hints on easy starting would be appreciated. G. H. TEMPLE.
11, Baldwin's Lane,
Hall Green, Birmingham.

CONDENSED CORRESPONDENCE.

A.H. (Wood Green, N.22) wishes to record the courteous and efficient garage service rendered by A. Franks, 34, Lenton Street, Sheffield. Particular promptitude attends the despatch of spare parts.

J.N. (Swansea) writes in appreciation of the service and business methods of the Stroud Motor Manufacturing Co., Dudbridge, Stroud. He is an owner of a Hampton made by this concern, and speaks highly of their courtesy.

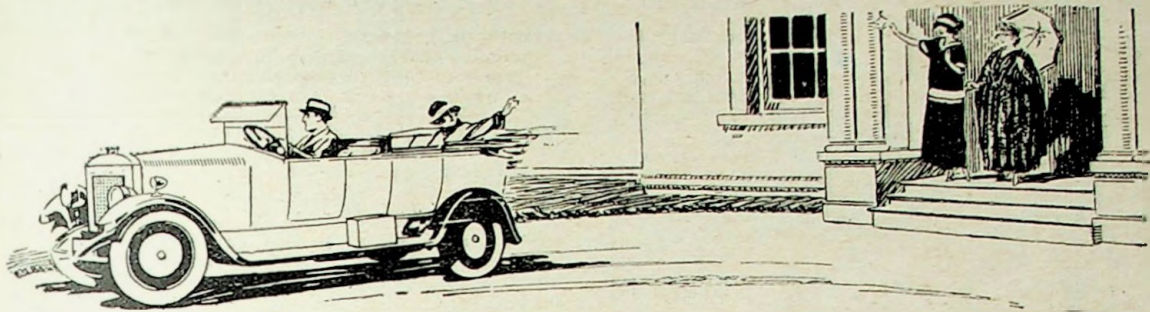
D.G. (Birmingham) writes to thank us for advice sent him by our queries department with regard to overcoming steering wobble. He has traced the trouble to a broken leaf in one of the front springs. This altered the angle of the steering pivot pins, upsetting the castor action.

J.H.E. (Bath) writes drawing our attention to the fact that he has been advised that the Morgan works will be closed from August 2nd to 19th, during which period no goods will be received or despatched. J.H.E. thinks that this is very hard luck on Morgan owners, especially as many of them will be on holiday during the period concerned and may be in urgent need of parts in a district where no Morgan agent is at hand.

Trevor Hopkins and Bros., Ltd. (Carmarthen), write in appreciation of Singer service. "There is nothing too much trouble for the Singer experts to do when they call," states the letter, which continues as follows:—"A customer of ours had trouble with his engine, which meant to him an annoying delay, and would put him to considerable expense if the engine had to be returned to the works for examination and repair.

"The Singer expert arrived just before we had really decided what to do. He examined the engine and 'phoned the works about it. This was at 4 o'clock on a Thursday afternoon.

"The following morning (Friday) a new engine arrived at 11 a.m., the old engine having been taken out meanwhile. At 3.45 p.m. the same afternoon the new engine had been assembled, tested, and the car was running on the road. The whole job was completed inside 24 hours."



"Every Drop Tells."

Like Dropping a Passenger

WHEN you change from ordinary lubricating oil to Shell Motor Oil you find the difference at once. It is just as if you had set down a heavy passenger—the engine is livelier altogether, climbs better, and doesn't get overheated.

Shell Motor Lubricating Oil is supplied in four grades—Single, Double, Triple and Golden Shell. Consult "SHELL READY-REFERENCE TO CORRECT LUBRICATION," obtainable from your garage, or post free from Shell-Mex Ltd., Motor Oils Dept., Shell Corner, Kingsway, W.C.2.

If motorists reflected for a moment on the heavy toll imposed upon engine efficiency by poor quality lubricating oil, there would be less heard of burnt-out bearings, scored cylinders, worn pistons and piston-rings, damaged crank pin and gudgeon pin bearings, poor compression, excessive carbon deposits, and overheating, which in 90% of cases arise from faulty lubrication. **RUN NO RISKS—RUN ON SHELL MOTOR OIL.**



"Every Drop Tells."

SHELL

MOTOR LUBRICATING

OIL

SHELL-MEX LTD. (MOTOR OILS DEPT.), SHELL CORNER, KINGSWAY W.C.2.

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

SERVICE SIMILES
N. 12. A.



The Poor Man and His Sheep.

A certain poor man had one solitary sheep. At shearing time, wishing to take his fleece, and to avoid expense he sheared her himself, but used the shears so unskillfully that, with the fleece, he sheared the sheep. The sheep writhing in pain, said, "Why do you hurt me so, Master? If you want my flesh, there is the butcher, who will kill me in a trice; but if you want my fleece there is the shearer, who will shear and not hurt me."

THE LEAST OUTLAY IS NOT ALWAYS THE GREATEST GAIN.

Do not attempt to carry on motoring with an unsuitable vehicle. It doesn't pay. Really first-class cars of every well-known make can be had from us. Do not scrap your old car or motorcycle. We can take it in part payment for the new one. Deferred payments can be arranged if it is inconvenient for you to pay out a lump sum.

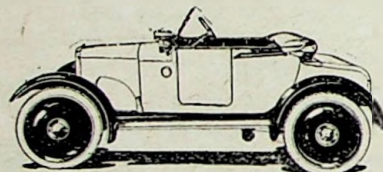
OUR REPUTATION FOR FAIR DEALING AND VALUE REMAINS UNCHALLENGED.



MORGANS FOR THE HOLIDAYS.

The Morgan is the fastest and most economical sporting mount obtainable. Touring and Family models are also supplied for tamer speeds but possessing the same wonderful degree of economy. Complete catalogue sent on request. In the meantime we can deliver in time for your holidays. Car comfort with motorcycle costs. Prices from £110. Racing Model, £148. Sporting Model, £138. Family Model, £135. Deferred Payments to suit you arranged.

The ROVER EIGHT £160



This most popular little car is supplied with two or four-seater bodies at the same price. The two-seater has a dicky seat for two. These cars have dynamo lighting, and a most efficient all-weather equipment. For twelve pounds extra a starter can be fitted, this includes a much larger battery and dynamo. A speedometer and clock, together with real leather upholstery, can be fitted to any model for twelve pounds. The Rover Nine is fitted with a four-cylinder engine having overhead enclosed valves. The price is £180 for both two and four-seaters, and extras are the same as for the eight h.p. car. Deferred Terms arranged to suit you.

SECOND-HAND CARS

- 1921, 11'6" STANDARD, full four-seater, adjustable seats, starter, dynamo, 5 lamps, speedometer, spare wheel, excellent tyres and general condition, blue. This car is the prototype of the present 14 h.p. and is very similar to that car. **£185**
- HUMBERETTE, air-cooled **£25**
- RICHARDSON, dynamo **£42**

"A YARN ABOUT CARS."

Our latest publication. Send for your free copy now. It shows how to purchase a car by payment of a small deposit and the balance on terms to suit your convenience.

NEW CARS IN STOCK.

- ARIEL TEN, popular model, maroon, Chummy **£198**
- ROVER NINE, standard model, starter, khaki **£192**
- STANDARD FIFTEEN, four-seater, lawn **£235**
- ROVER EIGHT, standard four-seater **£160**
- MORGANS, ALL MODELS.

SPECIAL OFFER.

1924 ROVER EIGHT, NEW Feb. 1924. Very small mileage, excellent condition, standard model with electric starter, four-seater, taxed to end of year. **£132**

273 TO 274

The Service Company Ltd

273 TO 274

HIGH HOLBORN, LONDON, W.C.1

AROUND THE TRADE.

Harrods, Ltd., Motor Accessory Department are marketing a very handy set comprising collapsable table and chairs which may be easily carried in a light car and used for picnics and camping tours, etc.

We learn that A. W. Gamage, Ltd., of Holborn, London, E.C.1, are marketing a particularly attractive back cushion for drivers who find that their foot controls are situated too far away from the driving seat;

We are informed that the Bugatti in which Raymond Mays broke the record for the hill and made fastest ascent of the day at the recent J.C.C. event at South Harting was equipped with Lodge sparking plugs.

Rapidly expanding business compels A. J. Dew and Co., the accessory manufacturers, to move into larger and better equipped premises at 33-34, Rathbone Place, Oxford Street, W.1. This change of address takes effect from August 5th.

F. H. Hayward and Co., Ltd., handling the Bahr all-weather body, inform us that they have opened offices at 96-98, Leadenhall Street, E.C.3, and that their showrooms at 40, Pall Mall, S.W.1, will be opened about the 18th of next month.

Henlys, Ltd., of Great Portland Street, advise us that they have been appointed sole London distributors for the Swift Motor Co., in place of the British Motor Trading Corporation. A full range of all models is in stock and arrangements are being made to carry a full stock of spare parts.

We have received a copy of a new revised general catalogue covering all the well-known lines of Bramco (1920), Ltd. Roller-bearing shock absorbers for fitting between spring leaves, Bramco compression tubes, the Vimco master wrench, and the Interlock luggage carrier are all lines of interest to small car owners.

Delco-Remy, Ltd., 715, Fulham Road, S.W.6, are publishing a series of leaflets dealing with the well-known electrical components which they manufacture for cars. The first of this series is to hand, and is entitled "The Simplicity of Coil Ignition." All agents handling cars fitted with Delco-Remy equipment will receive copies of this and subsequent leaflets.

Mr. E. G. Commander, who has been with the Rover Co. for twenty-eight years, for several of which he has been in charge of the stores, has been appointed buyer to the Rover Co., and will be pleased to see those who have been supplying, or wish to supply, goods to the company. All callers will be seen, but a personal interview with Mr. Commander may best be secured by appointment.

MOTOR TERMS TRAVESTIED.



Solution to No. 22

Great unanimity of thought was shown last week by our readers, for nearly all entrants referred in some way to "Overloading." The best attempt was adjudged to be "After Sales Service," submitted by only one competitor, Mr. H. J. Falconer, "Helena," Baring Road, Beaconsfield, Bucks. Two other readers were very near with "Service After Sales," whilst "Owner Driven" and "Badly Balanced" were praiseworthy efforts. "She Won't Boil" seems rather obscure, and many readers assumed that the Christian name of the hero of the picture was Richard. This was affectionately abbreviated to the familiar "Dickie," who was then described as being overloaded. A feature this week was the number of competitors who submitted two or more suggestions, two of our feminine readers in particular sending in five postcards.

After Sales Service.

Dr. ...

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

World's fastest Car uses CASTROL

Mr. E. A. D. Eldridge, driving a 300 h.p. FIAT at Arpajon on July 12th, attained the amazing speed of 146.002 m.p.h. for a flying Kilo., using WAKEFIELD CASTROL. Other World's Records by Mr. Eldridge were:—

Flying Mile—145.89 m.p.h.
Standing Kilo.—85.47 m.p.h.

These and other successes were made on Castrol Standard Grades, which can be obtained at all garages, etc.

All Grades of WAKEFIELD CASTROL are equally suitable when using Petrol, Benzol or Benzol Mixture.

Over 160 British Car and Motor Cycle Manufacturers officially recommend Castrol.

For upper Cylinder lubrication use same grade of CASTROL as recommended for the engine.



Write for a copy of "Intelligent Lubrication for Motor Car Owners." Post free from Advertising Department.

C. WAKEFIELD & CO., LTD., Specialists in Motor Lubrication.

All-British Firm. Wakefield House, Cheapside, London, E.C.2.

A Common Sense Method of Reducing Petrol Consumption is by Preventing Waste

Every time the throttle is closed after running fast there is an overflow from the main jet which is wasted—it is about half-a-teaspoonful, and this small quantity mounts up in a month's running. The simple method of placing a damper on the jet immediately stops the overflow and so saves the petrol for future use.

The BINKS 3-jet JET-DAMPING CARBURETTOR

saves its owner money because no petrol can overflow the main jet when the car is running on small throttle openings.

MORGAN

TESTIMONIAL.

"Dear Sir,—Re your advertisement in last week's 'Motor Cycle,' that 'Morgans' would do from 53/65 m.p.g. with your carburetors. I think it only fair to inform you that you err on the modest side.

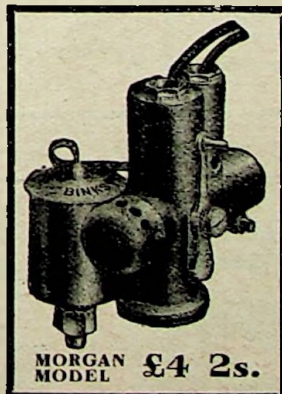
"My 'Morgan' (1918), J.A.P. engine, with your carburettor will regularly carry me, wife, and little girl, that 20 miles from here to Bristol and back on inside a quart of petrol.

"This, including 'warming-up,' difficult traffic running, much stopping for shopping purposes and a notoriously hilly road.

"I tolerate, Messrs. Binks, that it is only fair and just that you should know this extraordinary performance, after reading the modest claims you advertise.

"Yours faithfully, J.M.S."

That is 80 m.p.g.



MORGAN MODEL £4 2s.

G.N. AND LIGHT 2-SEATER CARS 2 OR 4 CYLINDERS.

Owners are invited to send for lists and statement how petrol can be economically used without sacrificing speed, and at the same time gaining a truly marvellous flexibility on top gear in traffic.

APPROVAL TERMS. £4 10s.

Price — Carburetors are all sold on four weeks' approval. If you return the carburettor carriage paid, not being perfectly satisfied, we refund your money less 7/6.

A real extra air valve is incorporated in the design of these carburetors to enable you to coast down hill on cold air with the throttle closed and the jets damped out of action.

C. BINKS (1920), Ltd., Eccles, Manchester.

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

£11 DOWN — AND DRIVE AWAY

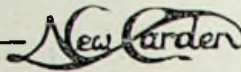
The following Agents will be glad to give you full particulars of the "New Garden" Car and arrange a demonstration run. Write for full particulars of this astounding offer.

Why not call and inspect at our works?

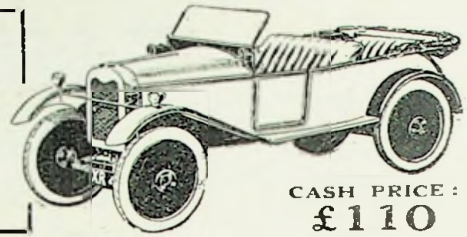
Arnott & Harrison Ltd.
22, Hylthe Rd., Willesden, N.W.10.
Phone: Willesden 2297.
Grams: "Anottharti, Phone, London."

OUTSTANDING FEATURES.

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



A. J. Avery Gard n Street Works, Cove try.	H. J. Lovatt, Streatham Road, Mitch m, Surrey.
W. T. Bolton, 108, Holdenhur-t Road, Bournemouth.	C. Sugden, 174, Gladstone Street, Bradford, Yorks.
The Drompt n Eng. Co., Ltd., 109, Fulham Road, London, S.W.	George Taylor & Co. (Motors), Ltd. Middlecar, Penrith.
Eastern Garage, Berkida Road East, Sheewood Rise, Nottingham	Whittingham's Garage, 9, The Broadway, Winchmore Hill, N.21.
E. W. Foster, 81, Frindsbury Road, Stroud, Kent.	Southern Garage, East Grim-tead
Hartley Eng. Co. Ltd., Hartley Chambers, 110, High Street, Southampton.	International Motor Co., 208, North Street, Leeds.
R. I. G. Ladbury, 65, Castle Street, Cambridge	



CASH PRICE :
£110

BLACK & FINCH, LTD
222, Gt. Portland Street, W.1.
Phone: Museum 2271.

Distributing Agents London and Suburbs.

ARIEL "10" £198	G.N. £250
---------------------------	---------------------

TAX £9. 4 cyl., 4 seater, all weather, fully equipped, exquisitely finished. Dunlop 700x80. De Luxe ... £210

TAX £12. 11 9 h.p., 4 cyl. Anzani. Fully equipped STANDARD, guaranteed 65 m.p.h. SPORTS, guaranteed 75 m.p.h.

MAIN LONDON AGENT.

PALLADIUM
£395

TAX £12. 11 9 h.p., 4 seater, 4 speeds, 4 brakes. Aluminium all-weather body. 12 volt starting and lighting.

RECOMMENDED CARS IN STOCK :

1923 ARIEL NINE, three-seater, all-weather	£120
1922 BUGATTI two-seater and dickey, lighting, starting	£285
1923 ERIC LONGDEN, polished aluminium, guaranteed 60 m.p.h.	£125
1923 FRAZER NASH G.N., boat-shaped body, four cylinder Anzani	£250
1920 G.N., Touring, speedo	£45
1920 G.N., Touring, speedo, aluminium bonnet	£50
1921 "LEGERE," aluminium body, very fast	£60
1922 ALL-WEATHER, dickey seat, dynamo lighting, etc., etc.	£75
1922 VITASSE, speedo, lighting set, aluminium body, 75 m.p.h.	£175
1924 ANZANI engine G.N., polished aluminium body, guaranteed 75 m.p.h.	£240

Exchanges. Cars Bought for Cash. Deferred Payments.

The **Motor** MAP OF ENGLAND AND WALES

Scale 13 miles to the inch. Showing the whole of England and Wales; printed in colours to show the contour of the land.

Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.1.

The King of Polish **SUBLIMA**

Georges Ries Process (Made in England.)

Stands alone as a Scientific Varnish Reviver.

Cleans and polishes permanently automobile bodies, bonnets, mudguards, etc., and gives a perfect, waterproof and non-smearing surface.

SEE YOUR OWN RENOVATOR.

Sold in Bottles, 2/6, 5/6, 10/6 and 16/-. Stocked by leading Stores: Ganaacs Harrods, Selfridges (Motor Accessory Dept.) Stamford Hill District: Corben & Sons, Dunsmore Road, etc., or direct from:

SUBLIMA LIMITED,
40-44, Holborn Viaduct - LONDON, E.C.1.
Telephone: HOLBORN 747.

Touring Time has come. Are you equipped?

"EASYFIT" LUGGAGE RACKS

ARE ESSENTIALLY FOR TOURING.

Easy to fit, without drilling chassis in most cases.

SPECIFICATION: A very strong folding Grid giving flat surface for luggage; double U-shaped blines, spring to prevent rattle when closed; panel guard arranged to allow easy access to spare wheel, tool box, tank, etc.; number plate attachment and lamp bracket. All enamelled black in best style and stoved.

Each Grid made to suit the car specified and ready to fix. No adapting and painting. A high-class article at a low price. Over 160 stock models to suit all popular cars.

A smaller and lighter Grid for "Austin Seven" 25/-

From **35/-** each.

FRANK ASHBY & CO., Stirchley — BIRMINGHAM.

Replace
'DOUBT'
with
'CERTAINTY'

"Enots"

PETROL LEVEL GAUGE

can be fitted in 10 minutes.

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

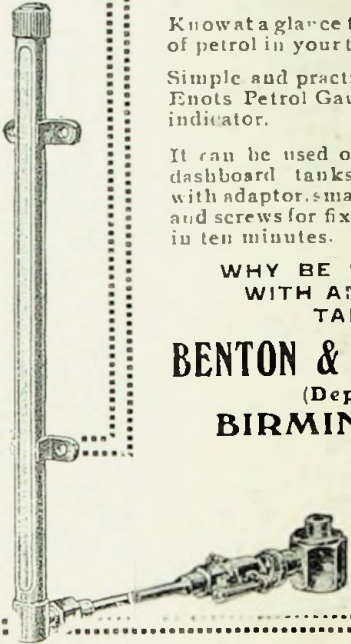
Simple and practical in design, the Enots Petrol Gauge is an accurate indicator.

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

WHY BE STRANDED
WITH AN EMPTY
TANK?

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

PRICE
10/6
Each



Chekko

Brake and Clutch Linings

SIGNIFICANT !

"An ounce of fact is worth"

Prior to almost every big motor race at Brooklands, the T.T. and Light Car and Motor Cycle competitions, etc., at home and on the Continent, we receive a large number of urgent orders for CHEKKO required for fitting **specially for the races.**

This denotes that (whatever brake lining be used in the ordinary way) CHEKKO is almost universally specified for the vital purpose of braking required in all racing competitions.

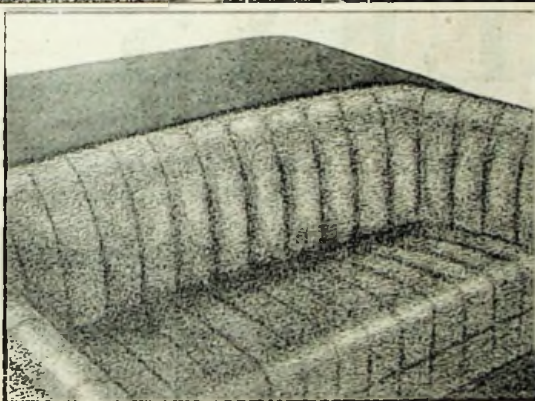
This is a signal preference for CHEKKO **when and where the very best is required for success.**

It follows that CHEKKO, being so highly esteemed by racing men, is vastly superior to other brands for ever-reliable braking, as well as economy.

Sole Manufacturers:

CRESSWELLS' LTD. : : BRADFORD.

London Depot: 27, Percy St., Tottenham Court Rd., W.1.



Meeting your upholstery needs!

Here's a handsome fabric with the appearance of leather, tough and pliable, waterproof and greaseproof. Rough usage has little effect and dust will not work into its surface—it meets every requirement at a much lower cost than leather. Ask to see samples of the many and varied grains and colours. Also of "Rexine" Hoodcloths and Trimmings, made in large and comprehensive ranges to suit all motor requirements. When buying, be sure that "Rexine" is specified on the invoice to prevent substitution.

"Rexine"

LEATHERCLOTH

REXINE LTD., HYDE, Nr. MANCHESTER.

London: 42, Newgate Street, E.C.1.

©S6

M C L

CAR ELECTRICAL EQUIPMENT
WITH HART BATTERIES.

For
YOUR car
because —

No. 3.

You will agree that there is nothing more annoying than to be let down through failure of your ignition or lighting system. Most troubles can be cured but not always on the spot.

Do you know what it is to run year in and year out almost unconscious of the fact that you have a complete charging plant on your car? The wise motorist, who fits M.C.L. Electrical Equipment with Hart Batteries, does; you will never see HIM fiddling with a maze of wires by the roadside—and neither need you.

The M.C.L. Booklet, which is yours for the asking, explains the why and wherefore of the finest car lighting and starting equipment in the world.

MIDGLEY CAR LIGHTING CO., LTD.

Registered Offices:

Oceanic House, 18, Cockspur Street, London, S.W.1.

Works:

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



That "YESTERDAY'S CAR" — Exchange it!

It's not necessary, nor is it worth while, to go on putting up with a "yesterday's car."

An exchange with ALLEN-BENNETT'S enables you to replace it at once with an up-to-date model of your considered choice. If there is any difference between ALLEN-BENNETT'S liberal allowance for your present car and the cost of the new one, it can be so arranged that you will hardly notice it. Indeed, taking the inevitable repair bills, and the generally increased cost of running a car no longer in its first youth, it may actually pay you to exchange it with ALLEN-BENNETT'S.

Exchange your "yesterday's car" for one of these:—

A.C., ALVIS, AUSTIN 12, CROUCH, CLYNO, HUMBER, RILEY, ROVER, SINGER, STANDARD, WOLSELEY.

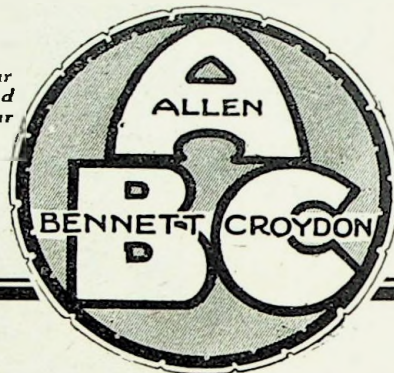
Any car Exchanged —any car supplied.

The ALLEN-BENNETT MOTOR CO., LTD. . . 8-9-10-11, Royal Parade, WEST CROYDON.

Croydon 450-1.

Open till 7 p.m. every day, Saturdays included.

If you want concise, helpful, impartial information as to the best of the **ECONOMY CARS** you should write for a copy of "THE CAR YOU SHOULD BUY"; it will be sent with pleasure on request.



WHITELEYS

PREMIER HOUSE FOR CARS ON DEFERRED TERMS.

The first house in this country to supply cars on extended payment terms, Whiteleys still offer the easiest and most equitable terms—and hold the most varied stock of light cars for your selection.

7.5 h.p. CITROEN, three-seater **£175**

Or £35 cash deposit and twelve monthly payments of £12-5-0

11.4 h.p. CITROEN, four-five-seater English Touring Body **£270**

Or £54 cash deposit and twelve monthly payments of £18-18-0

7 h.p. AUSTIN, two/four-seater **£165**

Or £33 cash deposit and twelve monthly payments of £11-11-0

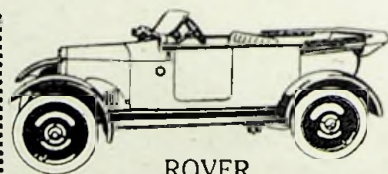
10 h.p. SINGER, popular two-seater **£200**

Or £40 cash deposit and twelve monthly payments of £14-0-0

11.4 h.p. STANDARD, four-seater or two-seater **£235**

Or £47 cash deposit and twelve monthly payments of £16-9-0

A VERY SUCCESSFUL MODEL



ROVER

8 h.p. ROVER, two-seater or four-seater, new type **£160**

Or £32 cash deposit and twelve monthly payments of £11-4-0

7 h.p. JOWETT, four-seater **£192**

Or £38-8-0 cash deposit and twelve monthly payments of £13-8-10

11 h.p. HILLMAN, four-seater **£358**

Or £71-12-0 cash deposit and twelve monthly payments of £25-1-3

DEFERRED PAYMENTS

can be varied to meet Special Requirements



Send for THIS FREE BOOKLET

It is informative and helpful, and includes a List of over 500 Cars. The brief particulars and comments will assist selection.

WM. WHITELEY LTD., QUEEN'S ROAD, LONDON, W.2.

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

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.

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

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd. and are acknowledged to seller when cleared. If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1½ per cent (3d in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent, on amounts from £50 to £100, and ½ per cent on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

NOTICE.

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

SECOND-HAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C., 1923 Regent model, with starter, exceptionally fine condition, £135. Smith and Hunter, 90 Great Portland St. Phone, Museum 8136. 610-713

A.B.C., 1925, Regent, 2-seater and dickey, dynamo, speedometer, all-weather equipment, licensed and absolutely as new, 125 guineas. Below.

A.B.C., 1925, Sports, 2-seater, dynamo, speedometer, etc., licensed, splendid order, 110 guineas. Below.

A.B.C., 1923, Sports, 2-seater, dynamo, self-starter, licensed, fully equipped, 125 guineas. Below.

A.B.C., 1922, Regent, 2-seater and dickey, dynamo, speedometer, 2 horns, spotlight, etc., splendid order, 110 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W.1. Mayfair 4027. 610-715

A.B.C., 2-seater, sports model, with extras, condition as new, £115, or deferred payments over 18 months. Allen Bennett Motor Co., Ltd., 8-11 Royal Parade, Croydon. Phone 2450-2451. 610-971

A.B.C., 1921, Sports, George England engine, very fast and in splendid condition throughout, dynamo lighting and every conceivable accessory, tax for year, price 87 guineas; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W.2. Phone, Paddington 6049. Open Sunday morning until 12.30. 610-918

A.B.C., 1921, Surbiton 2-seater, 2 doors, double dickey, dynamo lighting, speedometer, 5 new cord tyres, fitted 1923 George England improvements, i.e., cast-iron cylinders, aluminium pistons, special rocker gear, new oiling system, car recently re-coachpainted, excellent appearance, engine just decarbonized, in perfect running order, any trial Saturday p.m. or Sunday, £100. Hunter, 11 The Paragon, Blackheath, London. 610-1743

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

A.B.C. 2-seater, 2 doors, dickey, clock, speedometer, very fast, in absolutely new condition, taxed, new tyres, repainted, 110 guineas. 51 Upper Richmond Rd., East Putney. 610-4724

A.B.C. 1924 sports 2-seater, perfect condition, fully equipped, taxed year, grease-gun lubrication, oversize tyres, unpunctured, electric horn, engine recently tuned by racing expert, price £135 10s. 4 Riverside, Lower Hampton Rd., Sunbury-on-Thames. 610-0567

A.B.C. 1922 2-seater, special sports, £115; also 1921 2-seater and dickey, with starter, £105. Bartlett's, 95 Gt. Portland St. 610-55

A.C. Wanted, second-hand A.C.'s for cash or in part exchange for new models. Highest market value allowed, balance by deferred terms if required. Immediate delivery of new models. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 610-996

A.C. 1921 2-seater, dickey, dynamo lighting, starter, double screen, leather upholstery, £150; another, with single screen, at £145, both new tax paid and quite smart. Garage (established in this street over 14 years), 12 Cornwall Terrace Mews, N.W.1. Rear Baker St. Tube Station. Phone, Langham 2933. 610-731

A.C. A. P. Roy, 1921 Sports, tax paid for year, aluminium body, unmarked, and in exceptionally nice order, £167 10s.; extended terms. 378-384 Euston Rd. Museum 7600. 610-896

A.C., 1921, Sports model, polished aluminium body, dynamo lighting, starter, clock, speedometer, revolution counter, electric horn, disappearing hood, many other extras, taxed till December, exceptionally smart and fast, all tyres as new, £175 cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 610-952

A.C. Sociable, 1914 model, excellent condition, £20. Ivydene, Dukeshire Rd., Sydenham 610-a949

A.C., 1915, 2-seater, dickey, 5 detachable wheels, good tyres, excellent running order and condition, £45. 83 Penshurst Rd., Thornton Heath. Phone 1572. 610-a828

A.C., 1923, Royal model, equivalent to new, taxed December, 240 guineas; exchange or deferred. James, over Alexanders, 482 Harrow Rd., Paddington. 610-670

A.C., 1914, 2-seater, seldom used during war, in excellent running order, nearest £50. 330 Irydale Rd., Nunhead, S.E. 15. Phone, New Cross 217. 610-a831

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

A.C., 1922, special sports model 2-seater, aluminium body, dynamo and starter, speedometer, revolution counter, clock, excellent condition and small mileage, £225. Maudes', 100 Gt. Portland St., London. 610-939

A.C. 2-seater, double dickey, 1921, dynamo lighting and starting, clock, excellent condition, taxed, tyres as new, very smart appearance, a.w. curtains, £180, nearest offer. Watson, 39 Camden Rd., Tunbridge Wells. 610-a785

A.C., 1922 aluminium sports, starter, speedometer, rev. counter, taxed 1924, beautiful car, £190. Clark, 7 Exhibition Rd., S.W.7. 610-769

A.C., 1923, 11hp, special 3-seater sports, lighting and starter, very special car, £265. Bartlett's, 95 Gt. Portland St. 610-34

A.C., 1922, 12hp 4-seater de luxe, fitted with all-weather curtains and upholstery covers, dynamo lighting and self-starter, splendid order and condition, tax paid, £195; exchanges or easy terms arranged. Cummings, 101 Fulham Rd., London, S.W.3. 610-7

A.C., 1922 royal 2-seater, dickey, starter, completely overhauled and repainted, superb condition, taxed December, £190; exchange Morgan. 284 South Lambeth Rd., S.W.8. 610-h404

ALBERT, G2 model, 1921 2-seater, double sunken dickey, dynamo lighting, and starter, speedometer, clock, etc., electric and bulb horn, luggage grid, tax paid, December, very smart appearance and mechanically perfect, £118; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W.2. 610-315

ALVIS. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St. W zzz-304

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

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

ALVIS 1924 super sports, 12-50hp, elaborately equipped, small mileage, special screen, red wings, indistinguishable from new, £575 51 Upper Richmond Rd., East Putney. 610-a723

ALVIS, 1922, 2-seater coupe, with dickey, dynamo and starter, excellent condition, £175. Exchange or hire purchase. The Light Car Co., 551, 410-414 Euston Rd., London. 610-25

ALVIS 1921-2 11hp 2-seater, dickey, starter, £150. Bartlett's, 93 Gt. Portland St. 610-40

AMILCAR, 1925, 1923, 2-seater, dynamo lighting, spare wheel, electric horn, Hattifords, side screens, taxed, sound condition; exchanges, deferred. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Letchmere 4388 610-932

ARGO, 1916, small 4-seater, good condition, tax paid, £25. Bridge Garage, Hinton Rd., Loughborough Junction, S.E. 24. 610-979

ARIEL 9, 1925, with dynamo lighting set, speedometer, twin-cylinder water-cooled engine, all-weather equipment, perfect condition, £120. Black and Finch, Ltd., 222 Gt. Portland St., W. 1. Phone, Museum 2271. 610-664

ARIEL, 1923, 9hp, 2-cylinder, water-cooled, dynamo lighting, chummy body, first-class condition, tax paid 1924, £115. Maudes', 100 Gt. Portland St., London. 610-941

AUSTIN 7, new June 6th, perfect condition, tax paid December 31st, sacrifice £155. 25 Woodside Green, S.E. 25. 610-a730

AUSTIN 7, 1924, special demonstration car, condition as new, speedometer, clock, etc., £140. The Eastgate Garage, Lewes. 611-a706

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

AUSTIN 7hp chummy model, 1925 model, £120. Apply, the Telephone Motor Works, Ltd., 15b Allsop Pl., Upper Baker St., N.W. Phone, 1307 Langham. 610-50

AUSTIN, 7hp, 1923 chummy, A.W. curtains, speedometer, small mileage, as new, £125, choice of two. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1958. 610-789

AUSTIN 7, sports, 1924 model, mileage 1,500, perfect condition, many extras, very fast, must sell, what offers? Bridge House Hotel, Staines, Telephone 10. 610-x421

AUTOCAR, 11.9, 1920, 2-seater, double dickey, Lucas lighting, starting, good order and appearance, tax paid, £150. Hill, Garage, Olton, Birmingham. 610-a827

A.V. monocar, 1921 model, 8hp, fully equipped, £35; exchanges and deferred payments. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 610-693

A.V., 2-seater, 10hp Blackburne engine, dynamo lighting, taxed, over-size tyres, speedometer, excellent condition, what offers for this reliable mount. Dyson, Market Place, Ilkerton. 611-a810

A.V. sports 2-seater, aluminium body, 9hp Blackburne, 5 speeds, reverse, hood, screens, fully equipped, speedometer, clock, taxed, perfect, £55, trial. Central Motors, Chesham, Bucks. 612-a794

A.V. runabout, 1922, dynamo lighting, electric horn, tax paid, £53.

A.V. runabout, 1921, acetylene lamps, tax paid, £45.

A.V. bicar, 1920, fitted with electric lamps, tax paid, £35.

A.V. MOTORS, Park Rd., Teddington. Telephone, Kingston 710. Open till 5 o'clock on Saturdays. 611-953

A.V., £25; exchanges, deferred payments. 1921 A.V. monocar, 6hp J.A.P., 2 speeds, disc wheels, smart, fast. Seabridge, 55 Hansler Rd., East Dulwich. Sydenham 2452. 610-789

BEBE PEUGEOT, 1916, 8hp, 4 cylinder, w.c., perfect condition, £45. Blackmore, Griffin Hotel, Amersham, Bucks. 610-a796

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966), London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. zzz-165

BELSIZE-BRADSHAW, 1922, 2-seater, Royal blue, speedometer, gradientometer, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £110. See below.

BELSIZE-BRADSHAW, 1923, 2-seater, dynamo lighting and self-starter, speedometer, taxed, fully equipped, excellent condition, £125. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 610-884

BELSIZE-BRADSHAW, 9.8hp, coupe, registered February, 1924, dickey, dynamo, self-starter, licensed, fully equipped, superb condition, 145 guineas. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 610-726

BELSIZE-BRADSHAW, 1923 2-seater, with dickey, 12-volt lighting and starter, electric horn, speedometer, fully equipped, 5 new tyres, excellent condition throughout, £150. R. S. Caslon, 5 Carlton Mansions, Holland Park Gardens, W. 610-638

BLERIOT-WHIPPET, 1921, 2-seater, 8-10hp Blackburne engine, equipped and in perfect condition, tax paid, £29. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 610-872

BLERIOT-WHIPPET, 1921, 2-seater, detachable wheels, 1 spare, 5 lamps, hood, screen, new condition, tax paid, £28. Durant, 162a Ebury St., Pimlico, Victoria 6837. 610-a855

BLERIOT-WHIPPET, 1921, 8hp Blackburne, Lucas dynamo lighting, £35; another, but with dickey seat, £35; exchanges, deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 610-694

BLERIOT-WHIPPET. F.O.C.H., Ltd., offer Bleriot-Whippet, fully equipped, excellent condition, bargain, £30. 5 Heath St., Hampstead (near Tubel). 610-907

BLERIOT-WHIPPET, 1923, 2-seater, electric lighting, original tyres, and absolutely as new throughout, price 39 guineas; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington. Phone, 6049 Paddington. 610-916

BLERIOT-WHIPPET, November, 1923, as new, electric lighting, spare wheel, £45; after 7. Day, Sutherland House, Surbiton. Kingston 396 610-a766

BLERIOT-WHIPPET, 1923, 8hp, 2-seater, brand new, electric lighting, spare wheel, mechanical starter, etc., 79 gns. Below.

BLERIOT-WHIPPET, 1920, 8hp, 2-seater, electric lighting, spare wheel, etc., good order, 25 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 610-719

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

BLERIOT-WHIPPET, 1923, 8hp, 2-seater, brand-new, shop-soiled, fully equipped, and makers' guarantee, 72 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 610-716

BENJAMIN, 1923, demonstration model, unregistered, sports 2-seater, 7.2hp, 3 speeds, reverse, dynamo lighting, self-starter, 5 wire detachables, polished aluminium bonnet and flared wings, clock, speedometer, exceptional offer, £70; exchanges, terms. 63 Solon Rd., Brixton. 610-a797

BUCKINGHAM, 1925, 10hp, 2-seater, dickey, dynamo lighting, all-weather equipment, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 610-717

BUGATTI, 1922, genuine Brescia long chassis, Bosch lighting and starter, 2-3-seater, polished aluminium, specially built, concealed hood, screen, thorough overhaul just completed, original owner, £435, near offer. Arthur Bray, 79 Davies St., London, W. 1. 610-894

BUGATTI, 1914, Brescia model, sports 2-seater body, very fast, £125, cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 610-980

BUGATTI, 1922, sports 4-seater, excellent condition, all new tyres, completely equipped, £265 or exchange cheaper light car and cash. Write, 4 St. Stephen's Rd., Hounslow. 610-a800

BUGATTI, 1921, 16-valve 4-seated saloon, dynamo and starter, excellent condition, £275, exchange or hire purchase. The Light Car Co., 551, 414 Euston Rd., London. 610-21

BUGATTI. Several late models sporting and touring second-hand Bugatti cars in stock; exchanges or easy terms arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 610-9

CALCOTT, 1916, 10.4hp, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres good, all accessories, taxed till December, upholstery, paint and hood very good, in first-class mechanical condition, just completely repainted, exceptionally fast, smart and reliable, £75, extended terms. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 610-965

CALCOTT coupe, £89, 1919, 10hp, with dickey, dynamo lighting, electric horn, spare wheel, year's tax, tools, perfect mechanical condition; exchanges or easy payments. W.J.C. Motors, 5 Addison Avenue, Holland Park, W. 11. Park 2071. 610-951

CALCOTT, 1925, 1919, 10hp, 2-seater, dickey, dynamo lighting, etc., smart appearance, most reliable, taxed, expert examination and trial invited. Vivian, 53 Spencer St., Victoria St., S.W. 1. Vin. 8677. 610-987

CALCOTT, 10hp, 2-seater, dickey, electric lighting, new hood and side curtains, 5 detachable wheels, tyres as new, excellent running order and condition, tax paid to December, ready to go anywhere, £46. 85 Peasehurst Rd., Thornton Heath. Phone 1572. 610-a830

CALCOTT, 1921, 2-seater, dickey, Lucas lighting and starter, speedometer, clock, tyre as new, very small mileage, finished royal blue, tax paid December, £135. Maudes', 100 Gt. Portland St., London. 610-940

CALCOTT, 2-seater, 1922 model, dickey, starter, very good tyres, lovely condition, taxed, £145, exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 610-4

CALTHORPE, 1920, 2-seater, lighting, starter, etc., £100. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8136. 610-712

CALTHORPE, 10hp, 2-seater, 1921 model, starter, tyres like new, taxed, excellent condition, £90, exchanges, instalments. Ashby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Phone, Victoria 3433. 610-5

CALTHORPE, 2-seater and dickey, Mulliner body, £75, cash, deferred, exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester, Central 2681. 610-981

CALTHORPE. Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-754

CALTHORPE, 1917, 10hp, full drop-head coupe, dynamo lighting, detachable wheels, spare tyres, very good, Bedford cord upholstery, frameless windows, all accessories, taxed, paint, etc., very good, in exceptionally good mechanical condition, very smart and reliable, open to any examination willingly, £78; extended terms. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 610-964

CALTHORPE, 1917, 10hp, 2-seater and dickey seat, good condition, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 610-879

CALTHORPE, 1921, 2-seater, starting, lighting, licensed, £79. Tamplin Motors, Malden Rd., Cheam, Sutton 21. 610-450

CALTHORPE, 1921, 4-seater, lighting, starting, 2 spare wheels, new tyres, many extras, excellent condition, £110, no offers. Paulton's Garage, Wolverhampton. Telephone 1335. zzz-634

CALTHORPE, £115, fitted with special 2-seated body and sunk dickey seat, extremely handsome car, in beautiful condition, many extras, all tools, etc., bargain. Keyzers, 55 Holland Park Mews, W. 11. Park 2131. 610-865

CALTHORPE, 10hp 1922 4-seater de luxe, complete with all-weather equipment, luggage carrier, shock absorbers, etc., perfect condition, £150. Box No. 6333, c/o "The Light Car and Cyclecar." 610-6670

CALTHORPE, 1922, 2-seater, with dickey, dynamo and starter, excellent condition, £140; exchange or hire purchase. The Light Car Co., 551, 410-414 Euston Rd., London. 610-17

CARDEN'S Carden's!! Carden's!!! We always have a few in stock at prices from £25 to £35; 2 speeds, side-by-side seating, hood, screen, etc., etc. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 610-695

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

CARDEN, late 1921, 2-seater, side-by-side, reconditioned, perfect order, £40. Rice, Griffin Hotel, Amersham, Bucks. 610-a795

CARDEN, 1921, 2-seater, excellent condition, stored since June, 1922, accept £20. Hurst, 3 Tulce Hill, S.W. 2. 610-934

CHARRON-LAYCOCK, late 1921, 10.5hp, 2-seater, dickey, dynamo lighting, starter, clock, speedometer, other extras, painted light blue, aluminium bonnet, exceptionally smart, £135, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 610-953

MAP OF ENGLAND AND WALES. Cloth—4s. net, 4s. 2d. post free. Paper—2s. net, 2s. 2d. post free.

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

CHATER-LEA coupe, 11hp, Coventry-Simplex engine, dynamo lighting, disc wheels, painted Saxe blue, only run about 400 miles, practically brand-new, any trial, £90 or exchange. C. S., 497 Old Ford Rd., Bow. 610-420

CHIRIBIRI, 1921 model, 11hp 4-seater de luxe, lighting and starter, completely equipped, £125, exchange or easy terms arranged. Cummings, 101 Fulham Rd., London, S.W.5. 610-10

CITROEN, 1922, 2-seater, 7hp, tax paid for the year, self-starter, electric lighting, excellent condition throughout, £97 10s., exchange, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 610-749

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

CITROEN, 1921, 4-seater, lighting and starting, fully licensed, 4 new tyres, back screen, good condition throughout, bargain, £100. Walter Engall and Co., 20 Long Acre, W.C.2. Gerrard 4457. 610-966

CITROEN, 1921, 4-seater, dynamo lighting, starter, speedometer, all-weather screens, nice condition, spare wheel, exchange or terms arranged. £98. Kirk and Co., 22 Praed St., Paddington, W.2. Phone, Paddington 6049. 610-913

CITROEN, 1922, 7hp, 2-seater, taxed for year, very nice condition, £95. Newham Motor Co., 245 Hammersmith Rd., W.6. 610-685

CITROEN, 1924, 114hp, 4-seater, current model, fitted balloon tyres, slightly shop soiled, accept £210. Boon and Porter, Ltd., 159-161 Castelnau Bazaar, S.W.13. Hammersmith 1177. 610-692

CITROEN, £95, genuine 1921 4-seater, self-starter, fully taxed, any trial. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth, Putney 2728. 610-974

CITROEN, 1921, 10hp, 4-seater, dynamo lighting, self-starter, clock, speedometer, electric horn, all-weather side curtains, rear screen, tax paid to December, excellent running order and condition, £97 10s. also late 1921 de luxe model 4-seater, starter, etc., excellent condition throughout, little used, tax paid, insured to June, 1925, £114. 85 Panshurst Rd., Thornton Heath. Phone 1572. 610-829

CITROEN 7, 1923, 2-seater, lighting, starting, licensed year, lovely order, 105 guineas. Pioneer Garage, Mortlake. 610-906

CITROEN, 1922, 7.5hp, 2-seater, starting and lighting, spare wheel, first-class condition, £98 10s. cash. Elcc, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 610-922

CITROEN, 7.5hp, 1923 model, dynamo and starter, £120. Exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 610-20

CITROEN, 1922, 11.4, de luxe, sound condition throughout, tax, insurance year, fully equipped, £145. Sydenham 2432. Moore Park Hotel, Woodvale, Honor Oak, S.E.23. 610-797

CLULEY, 1921, 2-seater, excellent condition, £125; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 610-20

CLULEY, 1924, 2-seater, 10-20hp, shop-soiled, fullest equipment, £230. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8156. 610-711

CLYNO, £40 below inclusive cost, March, 1924, 4-seater, single-door, effortless to drive, carefully kept, owner-driven, condition and performance guaranteed, good reason for sale. View at 53 Newington Butts, S.E. 610-4781

CLYNO, 1924, 10.8hp de luxe 4-seater, used only for a few demonstration runs, guaranteed as new, £198. Simister, Jordangate, Macefield. 610-786

CLYNO, occasional 4-seater, demonstration car, lighting and starting, tax paid to September 30, small mileage, excellent condition, £140, cash or deferred. Lookers, Ltd., Manchester. 610-755

COVENTRY-PREMIER, 1921-22, 2-seater, in perfect running order and condition, run 2,538 miles, £75. Stevensons Garage, Tunbridge Wells, Tel. 425. zzz-161

COVENTRY PREMIER, 1922, 8hp 2-seater, double dickey, dynamo, speedometer, licensed, good condition, 75 guineas. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-727

COVENTRY-PREMIER, 1921-22, 4-wheeler, 2-seater and dickey, dynamo lighting, aluminium sports body, new gears, thoroughly overhauled March. Klaxon and bulb horns, full toolkit, hood cover, fast and economical, taxed and insured, no reasonable offer refused, a bargain for quick sale. Theobald, 16 Casella Rd., New Cross, S.E. 610-4770

COVENTRY PREMIER, 1922, 8hp, water-cooled, dynamo lighting, self-starter, double dickey seat, etc., £75; exchange or extended payments. Frank Whitworth, Ltd., Singer Wholesale and Retail County Agents, New St., Birmingham. 610-928

COVENTRY-PREMIER, late 1922 model, 2-seater, dynamo lighting, large dickey seat, etc., £75; exchange, deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 610-697

COVENTRY-PREMIER, 1922, 4-wheeler, dynamo lighting, side curtains, 4 new tyres, engine and back axle just overhauled, repainted, excellent condition, £80; seen after Friday, 3 South Row, Blackheath, London. 610-4745

COVENTRY-PREMIER, 4-wheel model, dickey, dynamo, spare wheel, speedometer, etc., just repainted, us new, any trial, £65 or exchange. C. S., 497 Old Ford Rd., Bow. 610-419

DEEMSTER, 1923 model, 12 Anzani engine, electric starter, clock, speedometer, etc., in perfect condition, £190. Bowen, The Chalet, Woodcote Ave., Wallington. 610-4641

DEEMSTER, 1920, 2-seater, dynamo and starter, excellent condition, £85; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 610-19

D.F.P., 1923, 8.5hp, English 4-seater body, real leather upholstery, starter, all-weather equipment, splendid order, 165 guineas; exchange or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-718

DOUGLAS, 1921, 2-seater, dickey, dynamo starter, tax paid December. £75. Garage (established in this street over 14 years), 12 Cornwall Terrace Mews, N.W.1. Rear Baker St. Tube Station. Phone, Langham 2933. 610-753

ERIC-CAMPBELL 2-seater, good running order, Bosch, Zenith, Hart-wards rear, £100, owner going abroad. Major Coles, Westhill, Bury St. Edmunds. 611-387

ERIC-CAMPBELL, 2-seater coupe, with dickey, dynamo lighting, in excellent condition, £95. Exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd. London. 610-27

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

ERIC-CAMPBELL, 1922, 10hp, special small 4-seater, starter and lighting, in new condition, £135; also 1921 2-seater, 100 guineas. Bartlett's, 93 Gt. Portland St. 610-355

ERIC-LONGDEN, 1923 Eric-Longden, polished aluminium body, beautifully equipped, etc., £125. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 610-666

G.N. specialists, Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd. Redditch. Phone 117. zzz-545

G.N., 1923, 8hp, 2-seater, dickey, all-weather coupe model, dynamo, speedometer, etc., good order, 90 guineas. Below.

G.N., 1923, 10hp, 4-cylinder, 2-seater, dickey, dynamo, splendid order, 110 guineas. Below.

G.N., 1922, 8hp, 2-seater, dickey, Frazer-Nash o.h.v. engine, dynamo, fully equipped, many extras, specially tuned, 95 guineas. Below.

G.N., 1922, 8hp, 2-seater, dickey, dynamo, fully equipped, very good order, 75 guineas; exchange or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-750

G.N. 4, 10.8, special body, 5 lamps, any trial, examination, £110. Louis, 117 Old Christchurch Rd., Bournemouth. 610-819

G.N., 1920, Lucas dynamo lighting, speedometer, very smart, spare wheel, £45; exchange and terms arranged. Kirk and Co., 22 Praed St., Paddington, W.2. Phone, 6049 Paddington. 610-914

G.N., 1922, Vitesse, o.h.v., special sports model, 2-seater, double Triplex screens, dynamo lighting, detachable wire wheels, spare, in very good mechanical condition, bodywork open to improvement, exceptionally fast, winner of many events, real sports car, £62.

G.N., 1921, 2-seater, 8.7hp, dynamo lighting, detachable wire wheels, spare, tyres good, all accessories, hood, paint and upholstery good, in first-class mechanical condition, very fast, smart car, £58; choice of 3 others. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 610-961

G.N., 1921, 8hp, Lucas dynamo lighting, spare wheel, good tyres, speedometer, fully equipped, £48. G. H. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 610-871

G.N., 1921 dynamo lighting, spare wheel, speedometer, overhauled, repainted, £45. Cobbett, 92 High St., Guildford. 612-806

G.N., 1922, 2-seater, with dickey, excellent condition, recently overhauled, taxed year, 75 guineas. Sunflowers, Manor Way, Purley. 610-4784

G.N., 1922, 2-seater with dickey, dynamo lighting, £70, exchange or hire purchase. The Light Car Co., 331, 414 Euston Rd., London. 610-22

G.N., 1921, dynamo lighting, especially tuned for speed, any trial, £42. 31a Hydethorpe Rd., Balham. 610-784

G.N., 1920, spare wheel, electric lighting, paint good, bargain, £59. Blake, 216 Westbourne Grove, W. 610-850

G.N., 2-seater, dynamo lighting, speedometer, tax paid and fully equipped, spare tyres and wheel, etc., £50; another at £45. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 610-698

G.N., Legere, 1920-21, dynamo lighting, triplex, speedometer, 5 wheels, £47 10s. (close). Round, 67 New Cross Rd., S.E. 610-848

G.N., 1920 touring model, £45; 1920 touring, aluminium bonnet, £50; 1921 Legere model, polished aluminium body, very fast, £60; 1922 all-weather model, dickey seat, etc., £75; 1922 Vitesse, all aluminium boat-shaped body, rev. counter, speedometer, magnificently equipped, guaranteed 75 m.p.h., £175. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 610-665

G.N., 1921, speedometer, hood, screen, tyres good, dynamo, £38. Bridge Garage, Hinton Rd., Loughborough Junction, S.E.24. 610-977

G.N., 1922, dynamo lighting, new hood and repainted, bargain, £62 10s. Earls, The Athenaeum, The Vale, Hampstead, N.W.5. 610-423

G.N., £52, exchange, deferred payments. 1921 G.N., 2-seater, hood, screen, electric lamps, clock, speedometer, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 610-794

G.W.K. chassis, £30, 1921, 4-cylinder, 10hp engine, interchangeable wheels, running order, exchange. W.J.C. Motors, 5 Addison Avenue, Holland Park, W.11. Park 2071. 610-950

G.W.K., 1920, 10hp, 2-seater and dickey, dynamo lighting, speedometer, spare wheel, licensed, excellent order, 50 guineas; exchange or deferred. Edwards, 177 Gt. Portland St., W.1. Mayfair 4027. 610-720

G.W.K., 10.8, late 1922, just completely repainted maroon, de luxe coupe body with large double dickey, perfect condition, very little used, 5 wire wheels, dynamo lighting, divided double windscreen, clock, speedometer, any trial, £150 or near. Garratt, 35a Linden Gardens, W.2. 61-4816

G.W.K. F.O.C.H. Ltd., offer 1920-21 G.W.K. 2-seater and dickey, dynamo, excellent condition, bargain, £87 10s. 5 Heath St., Hampstead (near Tube). 610-908

The Light Car and Cyclecar

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

G.W.K. 2-seater, just overhauled, 5 new Dunlop cords, new accumulator, new hood, side screens, dynamo, spare wheel, perfect and guaranteed condition, 45 guineas. 51 Upper Richmond Rd., East Putney. 610-a721

G.W.K., 1921 4-cylinder, w.c., new Chummy 4-seater body, side screens, dynamo, fully equipped, sell £90; cheaper car or cycle taken in part payment. The Limes, Burwood Rd., Hershaw, Walton-on-Thames. 610-a776

G.W.K., 4-seater, 1920-21, 10.8hp, 4 speeds and reverse, C.A.V. dynamo lighting, spare wheel, speedometer, Dunlop tyres, as new, overhauled and repainted, special offer at £65, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 610-a791

G.W.K. 1922 2-seater, works overhauled, repainted, £95; also 1922 4-seater, nice condition throughout, £100. North Essex Motor Co., Saffron Walden. Phone 16. 610-891

G.W.K., 8-10hp, 2-seater and double dickey, fully equipped, perfect order, £50. 4 Voltair Rd., Clapham, London. 610-758

G.W.K., 2-seater, 9.2hp, speedometer, lamps, horn, taxed, recently overhauled, splendid order, a really reliable car, 35 guineas, exchange motorcycle. 76 Neate St., Albany Rd., Camberwell. 610-a852

G.W.K., 1920, 2-seater, dynamo, excellent condition and appearance, 70 guineas; also 1919, 2-seater, 40 guineas. 43 Green Lane, Penge, S.E.20. Phone, Sydenham 604. 610-976

G.W.K., 1921, 2-seater, 4 door, dickey, all-weather, tax, paint as new, £70. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 610-757

GWYNNE, Gentleman unable take delivery of special Gwynne 8 willing forfeit deposit. Box No. 6544, care of "The Light Car and Cyclecar". 610-a811

GWYNNE 8, 1925, 2-seater, dynamo lighting, starter, £140, also a Chummy model at £145, both are almost as new and tax paid December. Garage (established in this street over 14 years), 12 Cornwall Terrace Mews, N.W.1 Rear Baker St. Tube Station. Phone, Langham 2935. 610-752

GWYNNE 8, 1925, self-starter, clock, speedometer, taxed, fast and absolutely as new throughout, guaranteed, 155 guineas. 51 Upper Richmond Rd., East Putney. 610-a722

GWYNNE, 1924, 8hp 4-seater all-weather, slightly shop soiled, used demonstration only, taxed to December, £215. Autocare, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 610-926

GWYNNE 8, 1925, 2-seater, de luxe, double dickey, side curtains, starter, many extras and licensed, just overhauled, £138; also Gwynne 8, 1925 chummy, starter, speedometer and many extras, fully licensed, £138. Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammer-mith Rd., Kensington. Phone, Western 4140 and 3568. zzz-12

GWYNNE 8, 1925, small 4-seater, 3,000 miles, guarantee, £150. See below.

GWYNNE 8, 1925, 2-seater, year's tax, perfect, £150. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 610-758

HAMPTON, 1920, 4-seater, dynamo and starter, Mulliner body, price £85; exchange or hire-purchase. The Light Car Co., 551, 410-414 Euston Rd., London. 610-25

HAMPTON, 1921-22, 2-seater sports, Mulliner body, starter and lighting, 2 spare wheels, condition throughout as new, most handsome car, £115 near, exchanges or deferred. James, over Alexander's, 482 Harrow Rd., Paddington. 610-671

HANDS, 1922 10hp 2-seater, double dickey, dynamo lighting, self-starter, side curtains, clock, aluminium plates, spare wheel and tyre, car finished crimson, excellent condition throughout, including all tyres, bargain, £115. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 610-a595

HANDS, 1922 10hp 2-seater, double dickey, dynamo, self-starter, licensed, side curtains, splendid order, 105 guineas. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-728

HANDS, 10hp, 1922, 2-seater, d.d., dynamo lighting, s.s. detachable disc wheels all accessories, perfect order, £100. 4 Voltair Rd., Clapham, London. 610-756

HANDS, 1922, 10hp, 2-seater and dickey, starting and lighting, perfect condition, bargain, 105 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2250. 610-746

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-4292

HILLMAN, A. P. Rev., Hillman racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. 378-384 Euston Rd. Museum 7600. 610-893

HILLMAN, 1919-20, 2-seater, with dickey, dynamo and starter, excellent condition, £110. Exchange or hire purchase. The Light Car Co. 551, 410-414 Euston Rd., London. 610-28

HORSTMAN, 1924, 12-30hp Anzani engine, 4-seater, touring model, upholstered in real leather, spare wheel, tools, 5 lamps, speedometer, clock, electric horn, dash lamp, luggage grid; this car has not done 3,000 miles and is in excellent condition throughout, price £260, a bargain. Box No. 6167, c/o "The Light Car and Cyclecar". zzz-958

HORSTMAN 1921 10.5hp 4-seater, rear screen, starter, tax paid, 1924 transmission, excellent order, £140. Bartlett's, 93 Gt. Portland St. 610-36

HUMBER, 8hp chummy model, tax December 31st, mileage negligible, £190. Ratcliffe Bros., 200 Great Portland St., W. 610-957

HUMBER 8, 1924, Chummy model, hardly used, taxed, £225. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 610-714

HUMBER, 1924, 8hp 2-seater, perfect condition, bought April, complete all standard accessories, plus mirror, electric horn, dash lamp, dickey windscreen, selling as owner going abroad, tax September, insurance April, bargain, £225. Apply Jackling, 62 High St., Hythe, Kent. 610-a733

HUMBERETTE sports 2-seater, lighting, spares, etc., 25 guineas. 16 Porymead St., Fulham, S.W. 610-a787

HUMBERETTE, 8hp 2-seater, a.c., £30. Dover Autocar Co., Dover. 611-x418

HUMBERETTE, 8hp, air-cooled, new pistons, cylinders, all gears, hood, tyres, newly painted green and black, tools and old spares, licensed and insured, very reliable, acetylene lighting, £45 or near. Simpson, Cliffriger, near Burnley. 610-a854

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

HUMBERETTE, 8hp, 1914, 2-3-seater body, fully equipped, perfect order, £50. 4 Voltair Rd., Clapham, London. 610-759

HUMBERETTE, 2-seater, 8-10hp, air-cooled, 3 speeds, hood, screen, lamps, only 29 guineas, motorcycle part, weekly payments. Below.

HUMBERETTE, smart water-cooled 2-seater with dickey, hood, screen, lighting set, speedometer, 39 guineas, exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 610-919

JOWETT 1925 7hp 2-seater, dickey, dynamo lighting, fully equipped, new condition, 150 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-721

JOWETT, £130, 1925, 2-seater, large dickey, self-starter, side screens, speedometer, low mileage, year's tax, fully equipped, condition as new, bargain, exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 610-951

LAGONDA, 1925, coupe model, painted dark blue, complete equipment, license for 1924, in good running order, price £150. Lagonda, Ltd., 195 Hammer-mith Rd., W. 6. 610-895

LAGONDA, 12hp, coupe, No. 4007, new June, 1922, mileage 6,255, in new repair and condition, 4 new Michelin tyres, £150, or near offer. Stevenson's Garage, Tunbridge Wells. Tel 425. zzz-162

LAGONDA 1919 4-seater, dynamo lighting, spare wheel, new tyres, taxed, fully equipped, perfect condition throughout, 65 guineas. 51 Upper Richmond Rd., East Putney. 610-a719

LAGONDA coupe, 1921, repainted, tax paid, new hood, £120. Sretton and Smith, 12 Woodstock St., Oxford St., London. 610-994

LAGONDA 1914 coupe, electric lighting, good tyres, sound condition mechanically and externally, £40. 51 Upper Richmond Rd., East Putney. 610-a720

LAGONDA, 1922, 12hp 2-seater, double dickey, self-starter, new condition, £120. 32 Strode Rd., Station Rd., Forest Gate. 610-a775

LAGONDA, 1921, 11hp coupe with double dickey, starter and lighting, very nice order, £115. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 610-684

LAURENCE JACKSON, 1921, 2-seater, 8hp, w.c., electric, as new, mileage 2,000, £50. 202 Brixton Hill. 610-1455

LITTLE MIDLAND, 1919, cost £200, J.A.P. engine, electric lighting, accept £54 10s. of motorcycle. Booths Motories, Blackpool. 611-a642

L.S.D. 1922 2-3-seater, 2 speeds and reverse, not done 2,000 miles, perfect condition, tax paid, £80. Abbey, Watton, Norfolk. 611-6527

L.S.D., 1922, 3-wheeler, perfect condition, tax paid, £80. 37 Hinkley Rd., Plumstead. 610-a765

MARLBOROUGH 2-seater, 1914, only wants seeing, £65. Sretton and Smith, 12 Woodstock St., Oxford St., London. 610-995

MARSEAL, 1924 4-seater, moderate mileage, dynamo lighting and starter, all-weather equipment, £155. Maudes, 100 Gt. Portland St., London. 610-958

MATCHLESS, 1925 10hp 4-seater, dynamo, licensed, equipped, new condition, 105 guineas. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-729

MATCHLESS, 1924, 4-seater, mileage only a third, as new in every respect, £125 or deferred payment over 18 months. Ayr-Bennet Motor Co., Ltd., 8-11 Royal Parade, Croydon. Phone, 2450-2451. 610-970

MATHIS 1922 8hp 2-seater, 4-speed, starter, dynamo lighting, year's licence, splendid order, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-722

MATHIS, 1923 (July), 8hp, 3-seater, starter, lighting, speedometer, 2 horns, Easting wings, just overhauled, tax and insurance, 100 guineas, bargain. 34 King's Avenue, New Malden. 610-4788

MATHIS, 1923-24, very special 8hp 2-seater sports, mileage negligible, every conceivable accessory, including wire wheels and Hartfords, cost £395, sell £245; exchanges entertained. Motor Macs, London Rd., Southampton. zzz-895

MCKENZIE, 1924, 4-seater, shop-soiled only, £215. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 610-708

METRO-TYLER, A. P. Rev. 1925, 2-seater, Blackburne engine, as new, £55; extended terms. 378-384 Euston Rd. Museum 7600. 610-897

MIDLAND, 1922-23, 2-seater and dickey, very nice order, hardly used, sacrifice, 59 guineas. 51a Hyde-therne Rd., Balham. 610-782

MORGAN specialists. James and Co. (Sheffield), Ltd., 265 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

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, Honan's, 243 Lower Clapton Rd., E. 5. Dalston 2408. zzz-84

MORGAN, 1921 Grand Prix, dynamo lighting, £65 15s; soiled 1924 de luxe, offers or exchange. Booths Motories, Blackpool. 611-a645

MORGAN, 1922 special, fitted reverse gear, dynamo lighting, ammeter, voltmeter, clock, speedometer, new hood, new tyres all round, adjustable driver's seat, in absolutely new and guaranteed condition, 80 guineas. 51 Upper Richmond Rd., East Putney. 610-a728

MORGAN de luxe, w.c. J.A.P., speedometer, £72 10s. Ratcliffe Bros., 200 Gt. Portland St. 610-956

MORGAN de luxe, 1919-20, 8hp, excellent condition, dynamo lighting, speedometer, clock, new tyres and discs, £60. 65 Malvern Rd., Dalston, E. 8. 610-a805

MORGAN, late 1923 de luxe, 8hp J.A.P. w.c., spares, insurance, condition as new £95. Challen, 64 Walm Lane, Willesden Green. 610-a751

MORGAN, 1921 Grand Prix, 10hp M.A.G., good condition throughout, winner several golds, £68 or exchange, o.h.v. G.N. or similar. Lornox, Doonleigh, Stechford, Birmingham. 610-a732

MORGAN de luxe, 1921, dynamo, w.c. M.A.G., excellent condition, £90; Grand Prix models from £60 to £117 10s. Elec. Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. zzz-923

MORGAN, £70 1923 standard model, 8hp J.A.P., air-cooled, fully equipped, side screens, good tyres, year's tax, condition as new, bargain; exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 610-930

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

(continued).

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- 1922 Morgan Grand Prix, 10hp, w.c. M.A.G., speedometer, hood, screen, tax paid, just overhauled, £95
- 1922 Grand Prix, 10hp, w.c. M.A.G., speedometer, hood, screen, discs, etc., £95.
- 1922 Grand Prix, 10hp, w.c. M.A.G., C.A.V. dynamo lighting, hood, screen, tools, etc., guaranteed, £95.
- 1923 Grand Prix, 9hp, Amant, dynamo lighting, Bonnikesen speedometer, discs, tax paid, new hood, £115.
- 1924 Aero, w.c. J.A.P., aluminium pistons, Lucas dynamo lighting, tax paid, £138.
- 1924 de luxe, 10hp, w.c. M.A.G., speedometer, dynamo lighting, hood, screen, etc., tax paid, £128.
- 1924 de luxe, 8hp, w.c. J.A.P., Lucas dynamo lighting, hood, screen, etc., tax paid, £125.
- 1924 de luxe, w.c. Anzani, Lucas dynamo lighting, speedometer, in stock, brand new, £149 10s.

Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 610-967

MORGAN de luxe, 1921, M.A.G. a.c., dynamo lighting, good condition, nearest 70 guineas. Moseley, Rhyswg, Abercarn, Mon. 610-4716

MORGAN 1920, G.P. 8hp J.A.P., electric lighting, discs, speedometer, etc., excellent condition, £68. 74 Electric Avenue, Westcliff-on-Sea. 610-4777

MORGAN, 20-21, Grand Prix J.A.P. w.c., dynamo, £85 or exchange. C. Thompson, Builders, 64 Matthias Rd., N.16. 610-4855

MORGAN, 8hp J.A.P., dynamo, speedometer, clock, splendid going order, any trial, £38; exchanges and deferred payments. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 610-700

MORGAN, Specially built!!! Super-sports all-aluminium Morgan, red wings, new upholstery, chain, tyre, special back forks, rebushed engine, unused since rebuilt, owner compelled to sell, photo, £120. Box No. 6345, care of "The Light Car and Cyclecar." 611-4833

MORGAN, J.A.P. 1922, standard, taxed, perfect, fully equipped, £62 10s. Carr, Llandrindod Wells. 610-4826

MORGAN, £72; exchanges, deferred payments. 1921 Morgan de luxe 2-seater, with door, M.A.G., water-cooled, hood, screen, lamps, last also Grand Prix Morgan, oh v. J.A.P. w.c., taxed, splendid condition, £60. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 610-788

MORGAN (late 1922), family, M.A.G., w.c., electric light, horn, speedometer, taxed, insured, new hood, curtains, perfect condition, £100. Raymond Best, Canon Pyon, Hereford. 610-4449

NEW GARDEN, 1923, nearly new, 1,200 miles, fully equipped, speedometer, 5 detachables, taxed, any trial, £65. 76 Langham Rd., West Green, N.15. (After 7) 610-4780

NEW HUDSON, 10hp, w.c. M.A.G., spare wheel, 3 speeds, reverse, new tyres, in new condition, £90, buying car. 35 Mount Pleasant Rd., New Malden, Surrey. 610-4784

NEW HUDSON, 10hp, w.c. M.A.G. engine, fully equipped, spare wheel, first registration May, 1925, excellent condition throughout, any trial, bargain, £100, no offers. George, 87 Sperling Pl., Tottenham. 611-3338

PALLADIUM 1924 Victory model, 4-wheel brakes, etc., not yet licensed, £365 for quick sale. Box No. 6532, c/o "The Light Car and Cyclecar." 610-4669

PERRY (Beam), £50 overhaul, repainted maroon, retrimmed, new hood, 4 cylinders, dynamo, 5 lamps, sunken dickey, equal and similar to new Bean, perfect, trial, £87 10s, taxed, 7 Cowdrey Rd., Wimbledon. 610-4779

PERRY, 1915, 7hp 2-seater, water-cooled, dynamo lighting, tyres nearly new, tax paid for year, smart appearance, £48. C. R. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 610-875

PHOENIX, 1920, 2-seater, starting and lighting, new tyres all round, beautiful condition throughout, £90; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 610-748

PRINCESS, 1923 Princess, almost brand new, small 4-seater, dynamo lighting, 10hp, 3 speeds, reverse, gate change, 5 detachable wheels, hood, screen, lamps, speedometer, little beauty, biggest bargain ever known, 79 guineas, exchanges, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. 610-920

RENAULT 8hp 2-door English coupe (registered March, 1924), 2 months old, painted blue, blue leather upholstery, leather hood, dickey, starter, balloon tyres, electric rear warning sign, clock, speedometer, year's licence, new condition throughout, 250 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-723

RICHARDSON, 1921 model, 8hp J.A.P., 4 speeds, reverse, electric lighting, etc., £40. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 610-699

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 222-275

RILEYS. Guaranteed by the Riley specialists. Exchanges. Lewes Motor Works, Sussex. 615-1942

RILEY, 1924, 11-40hp, 4-seater, all-weather, used for a low demonstration, practically new, tax paid, £365. Below.

RILEY sports, 1923, 11-40hp, 2-seater, dickey, hood, starter, small mileage, exceptionally fine condition, year's tax, £355. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 610-742

ROVER 8, 1923, just been overhauled and coach-painted, tyres good, £95. Passey, Wincombe. 611-0329

ROVER, 8hp, 4-seater, untaxed, £145. Dover Autocar Co., Dover. 610-245

ROVER, 1922, splendid condition, guaranteed mechanically perfect, dynamo lighting, side curtains, mirror, mat, petrol carrier, 2 spare tyres, kit, 85 guineas. Owner, 4 Gaywood Rd., Walthamstow. 612-1195

ROVER 8, 1923, Chummy de luxe, self-starter, tax, £130. 2-seater Rover or Morgan part. H. Rock, Cradley, Staffs. 610-4601

ROVER, 1922, dynamo lighting, spare wheel, Michelin Cables throughout, hood, windscreen, speedometer, electric and bulb horns, etc., and year's tax paid, £78, no offers. Delancey Street Garage, Camden Town, N.W.1. 610-4640

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

(continued).

ROVER 8, late 1923, dickey, starter, speedometer, shock absorbers, mat, etc., mileage 4,500, taxed, insured, beautiful condition, £115 lowest. 3 Surbiton Hill Park, Surbiton. 610-4741

ROVER, 1922, 8hp de luxe, leather upholstery, clock, speedometer, almost new tyres, taxed 1925, £85; another, 1921, £69. Below.

ROVER, 1922, 8hp, dynamo lighting, glass side screens, speedometer, electric horn, tyres excellent, mechanically sound, £79. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 610-870

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ROVER 8. If you want to sell a

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St. John's Rd., Hampton Wick, Middlesex. Phone, Kingston 202.

ROVER 8, chummy, 1923, a-w. equipment, speedometer, 6,500 miles, dynamo lighting, everything as new, £120, or Morgan and cash. 52 Lower Ham Rd., Kingston. 610-4764

ROVER, 1922, 2-seater, and dickey seat, dynamo lighting, very nice condition throughout, spare wheel, £80. Below.

ROVER, 1923, 2-seater, dynamo lighting, specially fitted dash, clock, speedometer, amperes and volt meters, dash, spotlight, etc., side screens, luggage grid, spare wheel, tax paid December, very fine mechanical condition, £90; exchanges and terms arranged. Kirk and Co., 22 Praed St., Paddington, W.2. Phone, Paddington 6049. (Open Sunday morning until 12.30.) 610-917

ROVER, 8hp, 1921, condition as new, any trial, £65. 32 Stode Rd., Station Rd., Forest Gate. 610-4772

ROVER, 8hp, 1923, tax, insurance, new tyres, repainted, splendid condition, price £100, near offer. Allen, 6 Grafton Rd., Acton. 610-4778

ROVER, 8hp, 1921, 2-seater and dickey, dynamo lighting, spare wheel, year's tax, splendid condition throughout, £65, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 610-4792

ROVER, dickey, September, 1923, 1,500 miles only, taxed, insured, perfect condition, £115, after 7 or by appointment. Mordle, 6 Sylvia Avenue, Wood Green, N. 612-795

ROVER 8, 1921, 2-seater, dynamo, spare, etc., excellent order, £65. Also 1922, in thorough condition, £85. Eluco, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 610-921

ROVER 8, 1923, year's tax, speedometer, excellent condition, £95. 42 Forest Rd., Kew. 610-4820

ROVER, 8hp, 1924, 4-seater model de luxe, self-starter, spring seaters, etc., taxed, insured, mileage 400, as new, £150. 112 Stroud Green Rd., Finsbury Park, N.4. 610-8809

ROVER 8, 1921, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed till December, upholstery, paint and hood very good, screen wiper, whole in first-class condition throughout, exceptionally smart and reliable, £68; extended terms. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 610-962

ROVER, 8hp, chummy model, tax December 31st, self-starter, many extras, £135. Ratcliffe Bros., 200 Gt. Portland St., W. 610-954

ROVER 8, 1921, dynamo, clock, speedometer, electric horn, tyres very good, recently painted maroon, and upholstered to match, taxed, very good condition and appearance, £72 10s. Tele. Museum 6626. A.S.C. 166 Gt. Portland St., W.1. 610-948

ROVER, 8hp, 1924, 4-seater model de luxe, clock, speedometer, leather upholstery, as new, £128. Write, Fuller, 48a Marquis Rd., Stroud Green, N.4. 610-8808

ROVER 8, October, 1922, tyres and condition as new, speedometer, real bargain, owner officer ordered abroad, £83. 21 William St., Slough. 610-4807

ROVER, 1922, 2-seater, tax paid, new tyres, guaranteed condition, 75 guineas. 51a Hydehorpe Rd., Balham. 610-785

ROVER 8, 1923 (late), chummy, self-starter, speedometer, absolutely as new, £115. Clark, 7 Exhibition Rd., S.W.7. 610-768

ROVER, 8hp, 1924, 4-seater, de luxe, starter, clock, speedometer, a-w. curtains, small mileage, indistinguishable from new, tax and insurance, £145. Below.

ROVER, 8hp, 1924, 4-seater, speedometer, a-w. curtains, year's tax, as new, £135. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 610-740

ROVER, 1922, 8hp, dynamo lighting, special all-weather side curtains, speedometer, etc., excellent condition and appearance, £75. Martin, 10 Herbrand St., Russell Square, W.C.1. Phone, Museum 6594. 610-745

ROVER, 1922 model, 8hp, splendid order and condition, tax paid, etc., £80; exchanges or easy terms arranged. Cummings, 101 Fulham Rd., London, S.W.3. 610-8

ROVER, 8hp, chummy model, 1923 model, £105. Apply, The Telephone Motor Works, Ltd., 15b Allsop Pl., Upper Baker St., N.W. Phone, 1307 Langham. 610-51

ROVER, 1922, 8hp, 2-seater, dynamo, overhauled, £82. Bartlett's, 93 Gt. Portland St. 610-59

ROVER 8 de luxe, 1922-23, perfect order, taxed December, £85. James, over Alexander's, 482 Harrow Rd., Paddington. 610-675

ROVER 8s. We usually have several 2 and 4-seaters to choose from, from £65 upwards; cash, deferred, exchanges. Hailton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 610-982

ROVER, 1924, 8hp, 2-seater, dickey, finished blue, many extras, taxed for year, £135. Boon and Porter, Ltd., Roper Agents, 159-161 Castelnau, Barnes, S.W. 610-690

ROVER, 1923, 2-seater and dickey, tax paid, new condition, £98. 5 Putney Bridge Rd., Wandsworth, Putney 2728. 610-975

ROVER 8, 1922, de luxe 2-seater, finished blue, side curtains, clock, speedometer, electric horn, mirror, etc., 1924 oiling system fitted, taxed year, £90. 248 Worpole Rd., Wimbledon. 610-823

RUVER, £68; exchanges, deferred payments, 1921 Rover 8hp 2-seater, dynamo, hood, screen, 5 detachables, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 610-795

ROVER 8, 1921, painted blue, speedometer, nice condition, good tyres, £65. Sydenham 2432. Hillier, Moore Park Hotel, Woodvale, Hinner Oak, S.E.23. 610-798

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued)

- ROVER 8**, 1925, de luxe, speedometer, clock, spring gaiters, mats, mirror, screen wiper, etc., good condition, £95; no offers. Usherwood, 45 Compton Rd., Winchmore Hill, N. 610-4450
- ROVER**, 8hp, 1924, 4-seater de luxe, electric starter, clock, speedometer, etc., excellent condition. £125 for quick sale. Apply, Sinclair, 11 Hertford St., W.1. Phone, Grosvenor 2816. 610-4452
- 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. 51 Brook St., London, W.1. Phone, Mayfair 2966. 610-285
- SALMSON**. Mann and Handover, Ltd., authorized agents for Salmson cars, always have a selection of good second-hand models, deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. *zzz-745
- SALMSON**, late 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, taxed, perfect condition, £100. K.J. Motors, Bromley 610-371
- SALMSON**, 1922, 2-seater, electric lighting, speedometer, good condition, £95. Smith, 59 Munster Rd., Fulham, S.W. 610-a782
- SALMSON**, 3.4-seater, 9.5hp, has only done 500 miles, absolutely new condition, self-starter and lighting, £150. Box No. 6354, c/o "The Light Car and Cyclecar." 610-0671
- SALMSON**, Grand Sport, o.h. camshafts, fully equipped, perfect condition, cost £345, a trial run, will sell it at 200 guineas. Ealing 2742. 2 Sutherland Rd., W.15. 610-a769
- SAXON**, 10hp 4-cylinder, any trial, £52. Lovatt, Streatham Rd., Mitcham. 610-778
- SCOTT SOCIABLE**, 1924, Benniksen, dashlamp, year's tax, excellent condition, £110, nearest. Whincop, 50 City Rd., E.C.1. Clerkenwell 1619. 610-a824
- SILVER HAWK**, super sports, 1½-litre, 6 wire wheels, every accessory, 4 Houdaille absorbers, hood, screen, dynamo, etc., photo, taxed, £110. Spencer, Botolph's Corner, Sevenoaks. 610-d740
- SINGER**, 1917, repainted yellow and black, dynamo lighting, 2.5-seater and dickey, good tyres, fully taxed, recently overhauled, 56 guineas. 51 Upper Richmond Rd., East Putney. 610-a726
- SINGER**, 1924 2-seater de luxe, double dickey, fully taxed, several extras, perfect condition, £158. 51 Upper Richmond Rd., East Putney. 610-a727
- SINGER**, 1923, 4-seater, tax paid, mileage only 4,000, perfect condition, £155. Lookers, Ltd., Manchester. 610-869
- SINGER**, 1925, exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 610-790
- SINGER**, late 1925, 2-seater de luxe, full equipment, perfect order, almost new appearance, tax paid, £155. 109 Goldhurst Terrace, Hampstead, N.W.6. 612-881
- SINGER**, 1921, 10hp, 2-seater sports model, self-starter, good tyres, spare wheel, dynamo lighting and condition as new, £83. G.R. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 610-875
- SINGER** coupe, upholstered Bedford cord (as new), 2 original tyres, starter, lighting set, excellent condition, little used, £140. The Eastgate Garage, Lewes. 611-a735
- SINGER**, 1923, premier blue, de luxe 2-seater, with double dickey seat, all-weather fittings, clock, speedometer, electric and bulb horns, starter, etc., tax paid for 1924, guaranteed perfect, £165; exchange or payments; another, finished grey, without de luxe fittings, £145; terms or exchange against this. Frank Whitworth, Singer Wholesale and Retail County Agent, New St., Birmingham. 610-927
- SINGER**, 1924, 10hp, 2-seater de luxe, starter, speedometer, etc., very good condition, £175. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 80. 610-686
- SINGER**, 1924 model de luxe 4-seater, taxed for year, self-starter, full equipment, £180. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 610-875
- SINGER 10**, 1917, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, hood, paint and upholstery, very good, in first-class mechanical condition, exceptionally fast, smart and reliable, open to any examination willingly, £65; choice of 4; extended terms. Benmorton, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 610-565
- SINGER**, 1919-20, 10hp, 2-seater, dickey, including all-weather equipment, electric lighting and starting, condition perfect and owner-driven, £90; reason for sale given. Phone, Victoria 245. 610-a300
- SINGER** car, 1924, 10hp, de luxe all-weather model, 4-seater, licence to December, cost £245, used eight weeks, owner going abroad, inspection by appointment. Write offers to C.W., care of Vickers, 5 Nicholas Lane, E.C.4. 610-929
- SINGER**, 1921 coupe, self-starter, 5 lamps, owned by a lady, as new, 78 guineas. 51 Hydehorpe Rd., Balham. 610-785
- SINGER**, 1915, 2-seater, good condition, licensed to September, £80 or near offer; seen by appointment. Lennard, The Grange, Moultingham, S.E. 9. 612-x424
- SINGER**, sports, thoroughly overhauled, dynamo and starter, bargain, £85, or exchange G.N. and cash. Earls, The Athenicum, The Vale, Hampstead, N.W.5. 610-x422
- SINGER** 1921 10hp 2-seater, dickey, excellent order, £85. Bartlett's, 93 Gt. Portland St. 610-38
- SINGER** 1924 de luxe 4-seater, mileage very low, £185. Grims, 24 Bruton Place, W.1. Mayfair 4792. 610-800
- STANDARDS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300
- STANDARD**. Moores Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756
- STANDARD**, 1924, 11.4, 4-seater, very small mileage, practically new, tax paid, £190. Below.
- STANDARD**, 1925, 11.4, all-weather 2-seater, starter, as new, £175. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4433. 610-986

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued)

- STANDARD**, £130; exchanges, deferred payments, 1920, long wheelbase, 2-seater, dickey, 9.5hp, all-weather hood, lighting, starter, 5 detachables, taxed, wonderful little engine, Eastbourne and back on top gear, smart. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 610-792
- STANDARD**, 1919, 2-seater, dynamo, £80; cash, deferred, exchanges. Railton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 610-984
- STANDARD** 11hp 3-seater, with double dickey, self-starter, etc., tax paid, £160, cheaper machine wanted. 150 Hampton Rd., Twickenham. Phone, Richmond 1328. 610-a783
- STANDARD**, 1923, 9.5, 2-seater, with double dickey, lighting, starting, clock, speedometer, and licensed, very nice condition, £155. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-200
- STANDARD**, 1924, Nile blue finish, 4-seater, fully licensed, £195 cash, or £48 15s. down and 12 payments of £12 16s., with option of a special rebate; also another at £205; cash or deferred payments. Motorcycle exchanges, Lamb's Ltd., 50 High Rd., Wood Green, 387 Euston Rd., N.W., opp. Hoo St. Station, Walthamstow. 610-868
- STANDARD**, 1920, long wheelbase, 2-seater, dickey, lighting, starting, speedometer, taxed, 6 wheels, tyres good, all-weather equipment, £125. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 610-949
- STANDARD**, 1924, 11.4hp, 4-seater, very small mileage, year's tax, £195. Pickworth and Hill, 107 Gt. Portland St., W.1. Langham 1998. 610-741
- STANDARD** 1924 11.4hp 4-seater, tax paid, £195. Bartlett's, 93 Gt. Portland St. 610-37
- STELLITE**, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160
- SWIFTS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301
- SWIFT**. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-755
- SWIFT**, £58; exchanges, deferred payments, one of famous staggered-seat models, 2-seater, 7.9hp, hood, screen, lamps. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 610-793
- SWIFT**, 1925 (August), 10hp, occasional 4-seater, mileage 5,800, £175. 35 Wincanton Rd., Southfields, S.W.18. 610-h451
- SWIFT**, late 1920, 10hp, 2-seater and single dickey, self-starter and lighting, excellent condition throughout, any demonstration up to 50 miles, also examination by A.A. or R.A.C., price £98, no offers. Haines and Strange, Albion St., Cheltenham. 611-a639
- SWIFT**, 7-9, 2-seater, 1914, good condition, £35. Cross, 19 Avon Rd., S.W.17. 610-a763
- SWIFT**, 1922, 2-seater, lighting, starter, excellent order, £145. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 610-710
- SWIFT**, 7hp, G.W.K. gearing, 5 Sankey wheels, tyres good, dynamo lighting, tax paid for year, £38 or near offer. 426 West Green Rd., Cheltenham, N.15. 610-a815
- SWIFT**, 1920, 2-seater, dynamo lighting and starting, tyres and paint good, any trial, £105, tax paid. Blake, 216 Westbourne Grove. 610-a851
- SWIFT**, 1923, 10hp, 2-seater, condition perfect and a pretty car, £145. James, over Alexander's, 482 Harrow Rd., Paddington. 610-072
- SWIFT**, 8.9hp, wide 2-seater, detachable wheels, fully equipped and in good running order, £55. 4 Voltaire Rd., Clapham, London. 610-757
- TALBOTS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302
- TALBOT**, 1923, 8-18, 2-seater, with dickey, side curtains, etc., bargain price. Stauford and Gray, Ltd., Regent House, Regent St., W.1. Mayfair 518. zzz-890
- TALBOT**, 8-18, taxed 1923, perfect order. £160. Ratcliffe Bros., 200 Gt. Portland St., W. 610-965
- TALBOT**, late 1923, 10.25, three-quarter coupe, most luxurious car and little used, special magneto model, 2 spare wheels (unused), 2 horns, taxed, etc., as new mechanically, a real bargain, 300 guineas; exchange or deferred. James, over Alexander's, 482 Harrow Rd., Paddington. 610-669
- TALBOT**, 1923 10.25, 4-seater lighting, starter, overhauled, £225 guineas. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 610-707
- TALBOT** 1924 10.25 4-seater, all-weather equipment, clock, speedometer, year's licence, superb order, 275 guineas; exchange or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 619-724
- TALBOT**, 8-18, 1922, 2-seater, dickey, dynamo, starter, repainted dark blue, new hood fitted, tax paid December, £140. Garage (established in this street over 14 years), 12 Cornwall Terrace Mews, N.W.1. Near Baker St. Tube Station. Phone, Langham 2953. 610-734
- TALBOT**, 8-18, 1923, 2-seater, Harliffs all round, £165. Stretton and Smith, 12 Woodstock St., Oxford St., London. 610-993
- TALBOT**, 1923, 2-seater coupe with dickey, dynamo and starter, fully licensed, in new condition, £215. Exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 610-24
- TALBOT**, late 1923, 4-seater, 10.25, starting and lighting, all-weather equipment, perfect mechanical condition, just repainted, £250; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 610-747

Readers of "The Light Car and Cyclecar" should also read "The Motor," which forms a comprehensive review of the motoring world, and contains many remarkable bargains in larger cars.

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

TAMPLIN side-by-side 2-seater, 8hp J.A.P., 3 speeds, dynamo lighting, speedometer, etc., good condition, 20 guineas. 51 Upper Richmond Rd., East Putney. 610-a725

TAMPLIN, 1923, 2-seater, side-by-side, 8hp J.A.P., 3 speeds and reverse, electric lighting, year's tax, as new, mileage under 3,000, cost £156, £52, or exchange. Teddington Garage, 160 High St., Teddington, Kingston 2562. 610-a790

TAMPLIN 1922 8hp 2-seater (side-by-side), 3-speed and reverse, dynamo, splendid condition, 57 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 610-725

TAMPLIN, 1921, 2-seater, re-enamelled, smart, fast, climb anything, tax paid, £50. Rogers' Garage, The Harbour, Paignton. 610-a744

TAMPLIN, 1920, 2-seater, 8hp J.A.P., 3 speeds, hood, 3 new tyres, enamelled blue, all accessories, just overhauled, £20. Edbrooke, Oak Tree, Hatherley Crescent, Sidecup. 610-a814

TAMPLIN, 1923, 2-seater, 9hp, fully equipped, licensed, as new; offers. Schoolmaster, Collingbourne, Ducus, Marlborough. 610-a825

T.B. 3-wheeler, 1921, 10hp Precision, 4 interchangeable wheels, 3 speeds and reverse, speedometer, tax, insurance paid, repainted, overhauled, £50, trial. Seen at Central Garage, 256 High St., Lewisham. 610-a774

T.B. 3-wheeler, 1922, water-cooled, dynamo lighting, spare wheel, 3-speed and reverse, taxed and insured, as new, any trial, drive to inquirer, £80. 131 Hazelbank Rd., Catford, S.E.6. 610-a729

WESTWOOD Sports, 1921, very fast, £125; cash, deferred, exchanges. Hamilton, Colham and Co., Ltd., 5 Cumberland St., Deansgate Manchester. Central 2681. 610-985

WOLSELEY'S Try Henry's. You cannot beat their terms. 91 and 155 Gt. Portland St. W.1. Mayfair 4201. zzz-303

WOLSELEY 1921 2-seater, 10hp, maroon finish, fully licensed, late owner very careful user, only £150 cash, or £37 15s down and 12 payments of £9 15s, 6d, with option of a special rebate. Lamb's Ltd., 387 Islington Rd., N.W. 1, 50 High Rd., Wood Green, opp. Hoe St., Station, Walthamstow. 610-a867

WOLSELEY, 1924, 10hp model de luxe, new but only slightly show-roomed, £259 15s, usual price £325, a rare bargain; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 610-a598

WOLSELEY, 1923, 10hp, 2-seater, with double dicky, starter, lighting, clock, speedometer, taxed, condition like new, £215. Newnham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Hammersmith 1525. 610-683

WOLSELEY, 197 guineas; 1924 model, 10hp, 2-seater de luxe, tax paid, new condition throughout, mileage negligible; extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly. Phone, Grosvenor 1804. 610-972

WOLSELEY, J. S. Wood has for sale 1923 10hp Wolseley 4-seater de luxe, painted blue. Kingsway Motor Co., Catherine St., Aldwych, W.C. 2. Regent 691. 610-774

WOLSELEY, J. S. Wood has for sale 10hp Wolseley 2-seater car that competed in the R.A.C. Six Days' Trial. Car can be seen and tried at the Kingsway Motor Co., Catherine St., Aldwych, W.C. 2. Regent 691. 610-775

WOLSELEY, 1923, 10hp, de luxe, 2-seater and dicky, starting and lighting, new condition throughout, tax paid for the year, 190 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2250. 610-750

WOLSELEY 7, 1923, lighting, starter, taxed, beautiful condition, £130 below. 610-709

WOLSELEY Ten 2-seater, 1923, fullest equipment, perfect throughout, £195. Below. 610-709

WOLSELEY Ten 2-seater, 1922, de luxe model, excellent order, £185. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 610-709

WOLSELEY-STELLITE (May, 1920), 10hp, 2-seater, dicky, dynamo lighting, taxed year, excellent condition, private owner, £82 10s. Martin, G. Sewardstone Rd., Waltham Abbey. Waltham Cross 99. 610-a815

XTRA car, 1923, 3-wheeler, single-seater, 80 m.p.g., 2 speeds, tax only 5s. yearly, £28; cost 85; new condition throughout. Bridge Garage, Hinton Rd., Loughborough Junction, S.E.24. 610-978

ZEBRE, 1922, 8hp, 4-seater, dynamo and starter, speedometer, fully equipped, taxed for year, £130; any trial. North Essex Motor Co., Saffron Walden. Phone 16. 610-892

LE ZEBRE, half list price, brand new, 8hp chassis, 4 cylinders, 4-speed, 1 and 6, 5 wire wheels and tyres, lamps, coils, etc., £95; or with 2-seater body complete, £135. All spares stocked. Hoon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. Hammersmith 1177. 610-691

LE ZEBRE, 1921, 8hp, 2-seater, 4-cylinder, painted grey, self-starter, hood, spare wheel, dynamo lighting, 4-speed and reverse and in good condition, mechanically sound, £85. G. R. Naylor, 406 Garratt Lane, Farnfield, S.W.18. 610-874

LE ZEBRE, 1923, 2-seater, double dicky, tax December, all detachable wire wheels and spare, self-starter, dynamo lighting, speedometer, clock, tools, very fast and reliable, any trial, £110. 20 Heath Rd., Twickenham. 610-880

LE ZEBRE, 1922, 2-seater, dynamo lighting, fully licensed, £125, exchange or hire purchase. The Light Car Co., 331, 414 Euston Rd., London. 610-18

SPARE PARTS FOR LIGHT CARS.

A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 612-m66

G.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, "Trubia. Leeds 613-562

G.N.s. Southern Service Agents. All spares stocked. Expert G.N. mechanics. A number of good second-hand G.N.s for sale. The Eastgate Garage and Works, Lewes. 613-a737

HUMBERETTE 8hp spares for sale, cheap, example, chassis, complete with front and rear axles, steering and fitted tyres as new, £10; Bosch magneto (guaranteed), 50s. W. Pike, Trowbridge, Wilt. 610-b28

SPARE PARTS (continued).

LAGONDA wheels, 5, complete with cord covers and tubes, just taken from car; will sell together or separately. 1 Spring St., Paddington, W.2. 610-6190

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 53. zzz-699

MORGAN SPARE PARTS DEPOT. Spares for all models from stock. List free. Elec. Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 610-924

RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 613-a414

RICHARDSON light cars. Spare parts in stock. Richardson's, Mill-thorpe, near Sheffield. zzz-968

ZEBRE. All spares can be obtained from Knight, 63 Regent St., London W. 614-1568

LONDON MORGAN SERVICE DEPOT, the only firm officially appointed as a service depot in London by the Morgan Motor Co. Every spare part in stock; overhauls a speciality. Homac's, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 610-968

NEW LIGHT CARS AND CYCLECARS

A.B.C. 4-seater demonstration car, as new, unlicensed; best offers. Welb, Bradford St., Walsall. 611-3

A.B.C. Cambridge service Motor Co., Ltd., Cambridgeshire Agents and Spare Parts Stockists, Hobson St., Cambridge. 612-b570

A.C. cars.

Caithness and Co., Ltd., the leading A.C. agents and specialists, can give immediate delivery of the new 1925 models at the new reduced prices.

4-cylinder models from £275.

Our terms for extended payments and part exchanges cannot be beaten. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 610-997

A.C., 1925 models, now available for immediate delivery at reduced price. All models in stock. Second-hand cars taken at top allowances in part payment; exchanges arranged in any part of the country; deferred terms if desired. Newnham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Hammersmith 80. 610-674

A.C. Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-659

A.C. 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-206

A.C. 1924, any-weather Empire model, fitted with Marles steering, coloured blue, £341; deferred terms to suit customer. Autoveyora, Ltd., authorized agents, 84 Victoria St., Westminster. zzz-584

A.C. Autoveyora, Ltd., authorized A.C. agents. All 1924 models for immediate delivery. Special facilities for deferred terms and service after purchase. 84 Victoria St., S.W. 1. zzz-383

A. C. G. L. Francis and Co., authorized agents for A.C. cars, can give immediate delivery of all models from £275; exchanges and deferred payments. 110 Gt. Portland St., W.1. Phone, Museum 6231. 610-771

ALVIS. Debnam, Atherton's Mews, Gloucester Rd Station. Ken 2917. zzz-855

AMILCAR concessionnaire. Spares and repair services. Vernon Balls, 25 High St., Fulham. Putney 1995. 616-g558

ARIEL 10, 4-cylinder, 4-seater, £198; de luxe, £210, in stock; tax £9, right-hand control, 45 m.p.g.; your car or motorcycle part payment; extended terms arranged; spare parts stocked for all Ariels from 1899 models. Ariel Motors and General Repairs, Ltd., Service Depot, 320-2 Camberwell New Rd., S.E.5. Hours 8 to 7. Saturdays included. zzz-271

ARIEL. Sole agents for Bournemouth and district. Primavera, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-771

ARIEL 10, new 4-cylinder models, prices £198 and £210. Demonstrations arranged by main London distributing agents, Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 610-667

ARIEL, 10hp, 1924, 4-cylinder 4-seater models, £198; de luxe models, £210; early delivery. Second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down, the remainder at your convenience. Wauchops's, 9 Shoe Lane, Fleet St., E.C.4. 613-501

ARIEL. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N.10. Phone Hornsey 2917. zzz-206

ARIEL 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. zzz-849

AUSTIN. Wilkins, Simpson, 1924, latest models, 7hp, with electric starter, £165, immediate delivery; cash or easy payments; tuition free; highest price allowed for any car or motorcycle in part exchange; arrangements made anywhere. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 610-a596

AUSTIN. Immediate delivery, 7hp, electric starter, £165; exchanges; deferred payments. Parler's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 610-877

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AUSTIN. Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-660

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AUSTIN. Rootes, Ltd., distributors and specialists. 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 1676-7. Maidstone, Dorking. zzz-606

AUSTIN. Smith and Hunter, Agents. Immediate delivery 7hp models. Write for exceptional terms of purchase spread over long periods. Motorcycles in part payment. Liberal allowances. 90 Great Portland St. Phone, Museum 8136. 610-706

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AUSTIN 7 for immediate delivery, £165. Authorized agents. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 610-943

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AUSTIN 7 for immediate delivery, £165; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-566

AUSTIN, 7hp. All models for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-208

AUSTIN 7. Immediate deliveries. We are the authorized agents for this splendid car: 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, High Rd., Goodmayes, Essex. Phone, Ilford 1082. zzz-570

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CALCOTT, 1924, 2-seater, in stock, immediate delivery; exchanges; deferred terms, £265. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-262

CALTHORPE. Moores Presto. Croydon agents Calthorpe cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-751

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CITROEN. Autocars, Ltd., authorized agents. Exchanges and deferred terms. 15 Woodstock St., London, W. Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-582

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(continued).

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GIBBONS, 7hp, £90; 4½hp, £70; send for list. Gibbons, Chadwell Heath, Essex. Phone, Ilford 145. 611-98

G.N., new 4-cylinder Anzani-engined models, demonstrations arranged, prices—twin-cylinder £198 and 4-cylinder £250; specially fast sports model, £285. London concessionaires, Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. zzz-668

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HUMBER, £250, 8hp, 2-seater, and chummy model, immediate delivery. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-19

HUMBER 8, 2-3-seater, electric lighting and starter, spare wheel and tyre, adequate all-weather equipment, immediate delivery, price £250. Car Mart, Ltd., 46-50 Park Lane, W.; 297-9 Euston Rd., N.W.1; 173 Piccadilly, W. Phones, Grosvenor 1620, Museum 2000, Regent 2612. zzz-434

JOWETT. Lovatts for Jowetts. Buy yours from a firm that specializes in Jowetts; 4-seater in stock, immediate delivery. If it is spares or repairs you require, try us. Phone, Mitcham 1597. Lovatt, Jowett House, Streatham Rd., Mitcham. 610-777

JOWETT, F.O.C.H., Ltd. Jowett F.O.C.H., Ltd. F.O.C.H., Ltd., the Jowett centre, can supply direct from stock and give real service after sale.

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F.O.C.H., Ltd., is easy of access, being quite near Hampstead Tube Station. Business hours, 9-7, including Saturdays.

F.O.C.H., Ltd., 5 Heath St., Hampstead. Phone, Hampstead 3752. 610-909

JOWETT cars. Main agents. 1924 models in stock at new prices. Two-seater £168, 4-seater £192, starter £10 extra. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-495

JOWETT. Gordon Watney and Co., Ltd. (West End Agents). All models in stock. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-661

JOWETT. Cash, exchange, instalments, or credit. 2-seater, £168; 4-seater, £192. The car of economy and reliability. We insure you against undue depreciation. Write for particulars. Immediate or early delivery with genuine after-sale service. Sole S.W.1 agents, Browne Ltd., 17 Buckingham Palace Rd. zzz-77

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LAGONDA latest models. Best allowances for motorcycles, Morgans, light cars; balance by deferred payments. Halifax Motor Exchange, Horton St., Halifax. zzz-886

LAGONDA. Smith and Hunter, Wholesale Agents. Demonstrations any time. Deferred terms, ever-long periods. Liberal allowances in exchange. 90 Qt. Portland St., Phone, Museum 8136. 610-702

LAGONDAS. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-210

LAGONDAS. Stretton and Smith, London's leading authorized distributors. All models continually in stock. Highest prices given for second-hand Lagondas owing to exceptional market for resale. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 610-989

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LEA-FRANCIS. 10hp, the light car of refinement; 2-seater and Chummy models in stock, £250. Installments and exchanges Saxon Jeffers, 253 Deansgate, and 27 Lower Mosley St., Manchester 613-312

LEA-FRANCIS. Gordon Watney and Co., Ltd. Authorized agents for Lea-Francis cars. Your present car taken in part exchange and highest possible market value allowed; special deferred terms arranged for long periods; continuous service after sale and free tuition. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-971

LEA-FRANCIS. B. S. Marshall, Ltd., the well-known agents, invite you to call, see and try them at 17a Hanover Sq., W. 1. zzz-176

MATCHLESS. 1924 model, 5-seater light cars; demonstrations and full details with pleasure. The Agent, Sam E. Clapham (Motors), 27 Stockwell St., Greenwich. Phone 751. 610-765

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MORGAN. A. P. Rey for Morgans; extended terms and exchanges. 378-384 Euston Rd. Museum 7600. 610-900

MORGAN. Aero, with Anzani engine, actually in stock for immediate delivery. Unquestionably one of the smartest Morgans ever made. Exchanges and deferred payments to suit your convenience. Allen-Bennett Motor Co., Ltd., 8-11 Royal Parade, West Croydon. Phone 2450-2451. 610-969

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MORGANS. 1924 models for early delivery. Your second-hand motorcycle taken as part payment should extended payment be required. Your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine, £110; de luxe, £130. Family, £135; Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine, £158; de luxe, water-cooled, £160; Family water-cooled, £147; electric lights free; M.A.G. water-cooled engine £5 extra; Anzani, water-cooled, overhead-valve engine, with aluminium pistons and oil pump, £5 extra. Tuition free. Phone Central 5168. Wauchope's, 9 Shoe Lane, Fleet St., London. zzz-167

MORGANS. (Hb), Morgan Service Depot, 91 St. Peter's St., St. Albans. Prompt deliveries of any model. Spare part stockist; write for catalogue. zzz-836

MORGANS. Sole agents for Bournemouth and district, Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-775

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RENAULT, 8hp. Sole agents for Bournemouth and district, Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone, 2893. zzz-252

RENAULT 8. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-340

RILEY cars. Immediate delivery of all models, exchanges, deferred payments. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 610-743

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ROVER. Eight Lovett's, Ltd., Direct Agents. 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd., Forest Gate, E. and 61 Holborn Viaduct, E.C. 611-300

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NEW LIGHT CARS AND CYCLECARS
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ROVER. 8hp, long chassis models, 2 and 4-seaters, £160; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-24

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ROVER. Autoveyors, Ltd., authorized Rover agents, can offer immediate delivery Rover, 2-seater, new model, £160; deferred terms to suit customer. 84 Victoria St., S.W. 1. zzz-388

ROVER 9, 2 and 4-seaters, in stock for immediate delivery. Exchanges and deferred payments. Newham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Hammersmith 80. 610-675

ROVER 8, 2 and 4-seaters for immediate delivery. Exchanges and deferred payments. Newham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Hammersmith 80. 610-676

ROVER 9hp. Immediate delivery from stock of new 8hp 4-cylinder 4-seater, with starter, at £192 10s., liberal exchange and deferred terms, full service. Boon and Porter, Ltd., 159-161 Castelnau, S.W.13. Hammersmith 1177. 610-689

ROVER. A. P. Rey for Rovers. Immediate delivery 4-seater, 8hp, with starters, £172; extended terms and exchanges. 378-384 Euston Rd. Museum 7600. 610-901

ROVER 9, 4-cylinder, with starter, delivery from stock, £192. Official agents. Oford and Sons, Ltd., 94 Gloucester Place, S.W. 7. zzz-905

ROVER. 9hp, the new model, just arrived, immediate delivery, £180, also one with self-starter £192, and all 8hp models from £160, cash or very best easy-payment terms, best allowances for cars or motorcycles in exchange. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 610-a599

ROVER. 8hp, 4-seater, new, £145, list price, £160. Ratcliffe Bros., 200 Gt. Portland St. 610-959

ROVER. 8hp, de luxe model, for immediate delivery. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.O.2. 610-945

ROVER. North London agents. Exchanges, deferred payments. Jones Garage, Mowell Hill, N.10. Phone, Hornsey 2917. zzz-383

ROVER 8. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. Phone, Museum 3401. zzz-336

ROVER. The new 4-cylinder Rover. Earliest possible deliveries. Motorcycles, combinations taken as part payment and treated as first payment down, balance spread over a period of 18 months, standard model, £180; de luxe model, £192; self-starter £12 extra. Tuition free. Phone, Central 5168. Wauchope's, 9 Shoe Lane, London. zzz-300

ROVERS. Latest models 8hp 4-cylinder 2 and 4-seater rovers in stock; exchanges or easy terms arranged. Cummings, 101 Fulham Rd., London, S.W.3. 610-11

SALMSON, Queen St. Engineering Works, Deal, East Kent, and Thanet, distributors of Salmson cars; immediate delivery of all models; any car taken in part exchange; deferred terms arranged. Queca St. Engineering Works, Deal. Phone, Deal 110. 622-a356

SALMSON. Mann and Handover, Ltd., authorized agents for Salmson cars. 2-seater standard model, £178. Immediate delivery of 2-seater de luxe, lighting, starter, speedometer and clock, £198. Early delivery of all models. Part exchanges and deferred payments to suit your own convenience. 116 Gt. Portland St. Museum 2878. zzz-32

SALMSON, 10hp. Distributors for Warwickshire. Best prices allowed in part exchange. S. H. Newsome and Co., Walsgrave Rd., Coventry zzz-634

SALMSON. Gordon Watney and Co., Ltd. (London Distributors). All models in stock from £178, and special service after sale. We specialize in part exchanges and deferred terms. 51 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-662

SCOTT SOCIABLES. London distributors. All models in stock. Ask for a trial run. Kinsey's of Croydon, 350-352 Lower Addiscombe Rd. Phone, Addiscombe 1129. zzz-678

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SINGER. Immediate deliveries, 1924 models. 2-seater £225, 4-seater £235; exchanges; deferred payments. Parker's, Ltd., Bradshawgate, Bolton. 610-876

SINGER, 1924 models, 2-seater, £225; 4-seater, £235; terms cash, or £50 down and balance by arrangement. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-18

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SINGER. Allen-Bennett Motor Co., Ltd., authorized Singer agents, immediate delivery from stock of 1924 models at reduced prices. Excellent all-weather equipment, 2-seater, Popular, £200; 4-seater Popular, £210; de luxe models, 2-seater £225; 4-seater £235. We shall be pleased to allow you top market value for your present machine in part exchange and arrange deferred payments for the balance over a period of 12 or 18 months. Distance immaterial. 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-686

SINGER. B. S. Marshall, Ltd., are special agents for Singer cars and can offer immediate deliveries; exchanges and easy terms. 17a Hanover Square, Mayfair 5906. zzz-227

SINGER, 10hp. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-212

SINGER. Ernest Grimaldi, Ltd. All models for immediate delivery. Second-hand car of any make accepted in part payment. Extended payments arranged in a few hours. Phone, Langham 2983. Call or write, Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W. 1. zzz-637

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NEW LIGHT CARS AND CYCLECARS (continued).

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Midland Office: 16, Bennett's Hill (corner New Street), Birmingham. Telephone: Central 2572-3. Telegrams, "Presswork, Birmingham."

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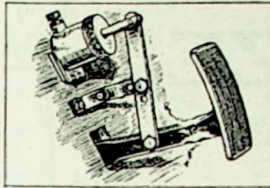
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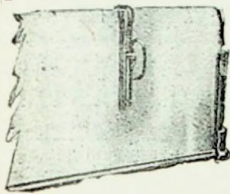
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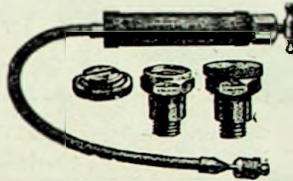
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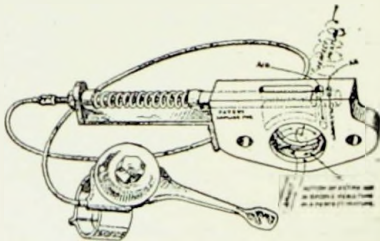
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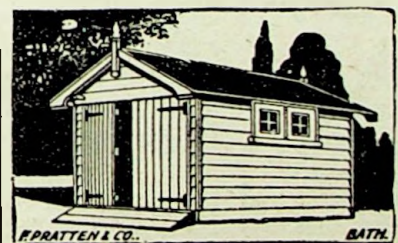
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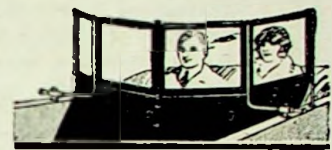
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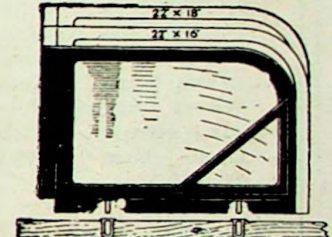
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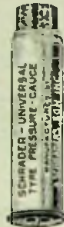
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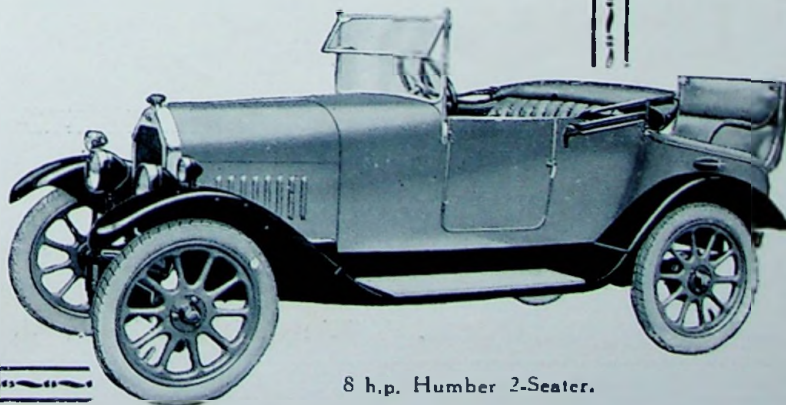
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The Review

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* * *

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* * *

Along the lanes he knows, along those he has never yet travelled. Through towns with which he is familiar, through those in which he must enquire his way.

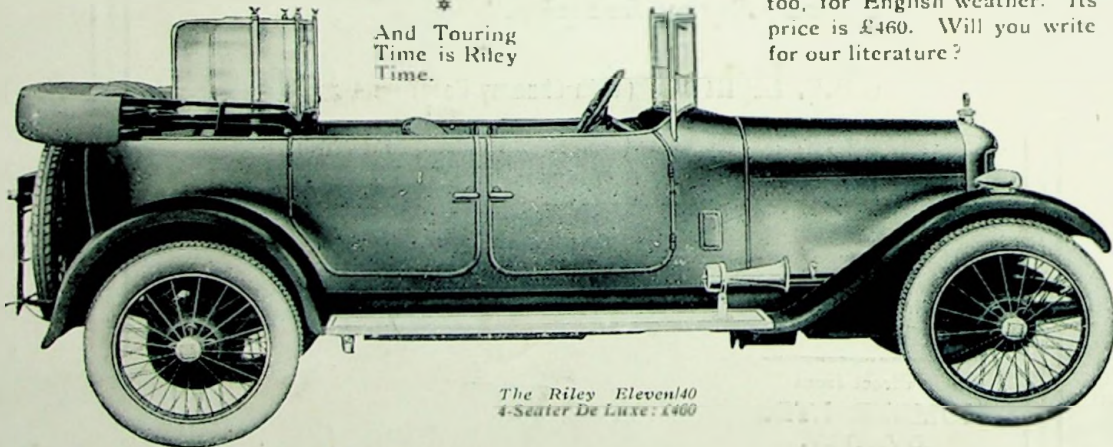
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Sometimes a shower—that needs a useful hood. Sometimes a spurt to get to the "Crown" at Redchester for seven—that means a little extra speed.

* * *

And always must he have reliability—that is his only hope for a successful roving.

And Touring Time is Riley Time.



The Riley Eleven/40 4-Seater De Luxe: 1900

The Grand Tour

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