

3<sup>d</sup>

Vol. XXX, No. 769  
Friday Sept. 2, 1927  
*Registered at the G.P.O.  
as a Newspaper*

The only Small Car Journal

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10/30 H.P. RHODE TWO-SEATER, "De Luxe" model,  
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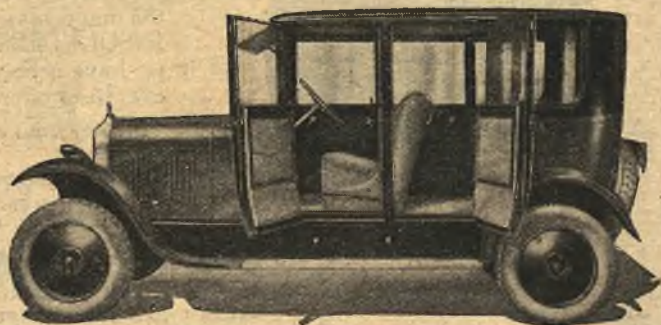
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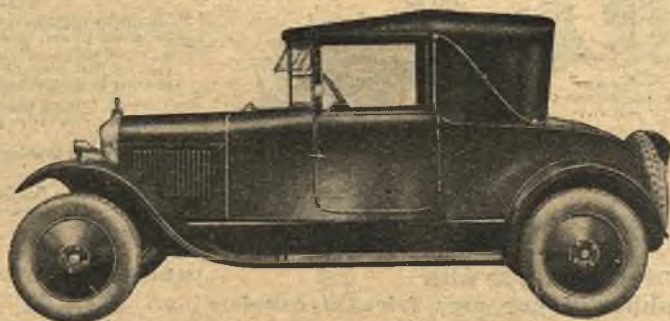
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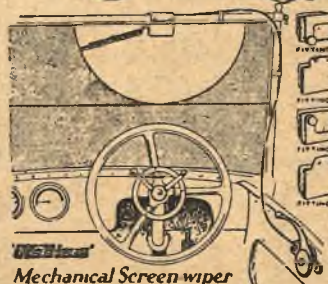
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First detach number plate and holder and fix grid supports on number plate holding brackets, making use of brackets. It will be necessary to drill a hole on the underside of body to take bolts supplied in grid supports. Fix number plated on grid. Notice the square under head of bolt that requires to be withdrawn from the hole before moving to a different position.

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Owners can now equip their car with a simple device which connects the front brakes to the compensating rod of rear brakes, so that when pedal is depressed all four brakes operate simultaneously. In providing

### Four Wheel Brake Control

the "BODELO" Attachment affords added driving security because hands are left free for steering and signalling, and even braking action is secured on all four wheels. Quickly and easily fitted, the "BODELO" is obtainable through all garages.

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



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## Successes at Brooklands

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**First ALVIS** - - - - C. M. Harvey - 63'2 m.p.h.  
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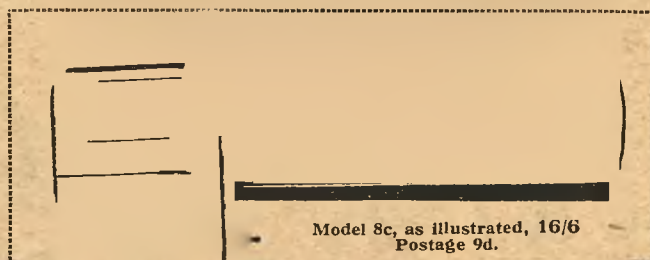
Delco-Remy Horns give a clear, penetrating, musical note that can be heard high above the drone of heavy city traffic or far down winding country lanes.

They are made in five models, so there is one for every car, for every purpose, for every pocket.

From the 16/6 Model 8c to the 73/6 Model 25, each is perfect in its class.

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R.N.R.

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



# 1,100 miles without a hitch

*What can be done on an Austin Seven*

London, S.E.26.

Dear Sirs,

On Tuesday, August 2nd, I left Tidworth, Hants, at 5.30 p.m., and London at midnight, arriving at Edinburgh (480 miles) at 3.30 p.m. Wednesday (four adults). On Friday, the "Seven" took three adults and a child with luggage from Edinburgh to Ardrossan for the Isle of Arran, and when the passengers had been embarked, I set out for home, arriving at Leeming, Yorkshire, Friday night, and at Sydenham on Saturday night, having covered 1,100 miles in just over four days without a hitch—the car running exactly the same at the finish as at the start.

During the night of Tuesday I covered 100 miles in three hours ten minutes.

**NEW PRICES:**

**Tourer £135**

**Saloon £150**

**at Works.**

**THE AUSTIN MOTOR CO., LTD., LONGBRIDGE, BIRMINGHAM.**  
LONDON: 479-483, OXFORD ST., W.1 (near Marble Arch).

*The small advertisement*

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



#### ON THE BRIGHTON ROAD.

Considerable traffic congestion is being caused on the Brighton Road, near Patcham, as a large section of the thoroughfare is in the hands of the road repairers.

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

### ON OTHER PAGES

#### At Olympia.

In the preliminary list of exhibitors at the Olympia Motor Show, it is indicated that 100 stands will be occupied by car manufacturers, 354 by suppliers of accessories and 62 by coach-builders.

#### Austin Price Reduction.

We learn that the price of the standard tourer Austin Seven is reduced from £145 to £135. The chassis price is now £99, the saloon £150, and a new model Mulliner saloon has been introduced, the price of which is £150.

#### This Week.

Sporting enthusiasts are well catered for this week-end, as there are several events of outstanding importance. Details of direct interest to spectators are given under "Forthcoming Events." Disciples of the doctrine of simplicity in car construction will be interested in "Back to the Cyclecar," by "Focus," whilst we devote considerable space to helpful advice on keeping a Lea-Francis in tune.

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#### LIGHTING-UP TIMES (Rear Lamps) for Saturday, September 3rd.

London .. 8.13	Edinburgh .. 8.35
Newcastle .. 8.26	Liverpool .. 8.29
Birmingham 8.22	Bristol .. 8.23
Moon—First quarter September 4th.	

#### Sevenoaks Train Disaster.

Sir Charles Wakefield was one of the passengers in the train derailed on the Southern Railway near Sevenoaks recently. Fortunately Sir Charles was not seriously injured.

#### Exit a Toll.

The toll on the Rye-Winchelsea road has now been abolished and steps are being taken by the local authorities to improve the surface of the stretch of road over which the toll was formerly operated.

#### Next Week.

Safer motoring is the *motif* which will run through the pages of next week's special number of *The Light Car and Cyclecar*. The contents of that issue should appeal just as much to experienced motorists as novices, and the various articles will be copiously illustrated by photographs and sketches. Readers are advised to place a definite order for next Friday's issue with a newsagent—otherwise they may be disappointed.

#### Quieter Roads.

Many holiday-makers who have recently returned from the West Country report a decrease this year in the amount of road traffic. Probably the wet summer is to blame.



### Tyre Manufacturers' Progress.

Both the Firestone Tire and Rubber Co. and the Goodrich Rubber Co. are erecting new factories in Los Angeles, California.

### First Jerusalem Taxi.

The first taxicab made its appearance in the streets of Jerusalem on August 26th. It is inevitable that, being in an Eastern country, it will emulate its Western counterparts and "continue to crawl."

### New A.A. Port Office.

The increasing number of motorists travelling to and from the Continent this season has made it necessary for the A.A. to open a new port office at Folkestone. The staff has been increased at that centre to deal with the traffic. To meet the convenience of motorists travelling via Harwich to and from Holland and Belgium, a port office will shortly be opened at Parkeston Quay.

### Imperia Cars.

Imperial Motors, Ltd., Cordwallis Works, Maidenhead, will specialize for the coming season in a six-cylinder 17 h.p. car, but the four-cylinder 11 h.p. chassis will still be manufactured. The range includes a sports coupé with a cellulose finish, price £425; a four-door saloon with sliding roof, fabric covered, for the same price, and a cheaper type of saloon built at Maidenhead and having a fixed roof for £375.

### By Air to Boulogne.

A 14-seater Handley Page, owned by Imperial Airways, Ltd., has been chartered by the Junior Car Club for the benefit of members who wish to travel by air to Boulogne in connection with Saturday's and Sunday's races. The aeroplane will leave Croydon at 6 p.m. on the evening of Friday, September 9th, and is due to arrive at St. Inglevert at 7.15 p.m. The return journey will start from St. Inglevert at 5.30 p.m. on Sunday, September 11th, arriving at Croydon at 6.45 p.m. Transport to and from the aerodromes will be by car. A special return fare of £6 inclusive will be charged. Application should be made to the Junior Car Club, Clock House, Arundel Street, W.C.2.



### WEEKLY WISDOM.

Fluster not the learner in his new car. He doeth his best which, verily, may be bad, but there was a day when thou also didst behave in like manner.

### Irish Signposts.

Motorists visiting Northern Ireland will find that the A.A. has made great progress in sign-posting the province. Co. Down and Co. Armagh are fully provided with signs, and those for Counties Antrim and Tyrone are in the course of erection.

## SAFETY FIRST

### NEXT WEEK

—All motorists should read the special "Safety First" number of

THE Light Car  
AND Cyclecar

Which will deal with every aspect of "safer motoring."

September 9th. Price 3d.

### I.O.M. One-way Streets.

Strand Street, Duke Street, Wellington Street and Ford Street have been made one-way traffic thoroughfares by order of the Douglas (I.O.M.) Corporation.

### The Helping Hand.

The Ministry of Transport should contribute more than 50 per cent. towards the cost of road repairs was a suggestion made at a recent meeting of the Cheshire County Council. Many of the roads have to carry national traffic, and without ample State assistance it is difficult to keep the road surfaces properly repaired, it was said.

### Southend Road.

A proposal is now being made that the Southend arterial road should be made wider. When the road was first planned a certain amount of land was acquired at the side of the existing thoroughfare, the authorities having in mind the need for widening that might be caused by a large traffic flow. The number of accidents which have happened on this road during the summer season has prompted the proposal that the road should be made twice the present width.

A hill-climb thrill event held at Selangor, Malay States, Austin Seven gained nine first, second and three third places various classes.

### A New Road Map.

A cyclists' and motorists' map of England and Wales, recently published by E. J. Larby, Ltd., 30, Paternoster Row, London, E.C.4, should make a distinct appeal at 9d. on paper and 2s. on cloth. The map is printed entirely in black and white, it can be easily read and indicates through roads in a particularly clear manner, whilst secondary roads are also shown.

### The 200-Mile Race.

A novel award will be made this year in connection with the Junior Car Club Seventh International 200-Mile Race to be held at Brooklands on October 15th. This takes the form of a handsome silver trophy to be known as "The Designer's Cup," and it will be awarded to the engineer responsible for the design of the winning car. This, of course, is in addition to the T. B. Andre Gold Challenge Cup, but the club is indebted again to the generosity of Mr. Andre for the new award. The club has decided to extend the closing date to September 15th. Beyond this there will be no extension for entries.



### A NOVEL ROAD SIGN.

This direction sign has been painted in white on the road at Windermere, in the Lake District. The arrow indicates the main road to Bowness, on Lake Windermere. The name can be read easily—even at night with the aid of headlamps.



### Parking at Portsmouth.

New car parks are being provided within the city by the Portsmouth Watch Committee, traffic congestion necessitating the provision of official parking places.

### Austin Seven Breaks Records.

The following Class H records were broken by an Austin Seven driven by F. H. Boyd-Carpenter and K. Chase at Brooklands on August 25th:—Three hours, 190 miles 913 yds. (63.50 m.p.h.); six hours, 377 miles 1,460 yds. (62.97 m.p.h.); 12 hours, 750 miles 724 yds (62.53 m.p.h.); 500 kiloms., 4 hrs. 57 mins. 45.79 secs. (62.60 m.p.h.); 1,000 kiloms., 9 hrs. 52 mins. 0.68 secs. (62.97 m.p.h.); 500 miles, 7 hrs. 57 mins. 28.21 secs. (62.83 m.p.h.),

### MOTOR-MAD!

Of sprites and gods and angels  
The poet often sings,  
To me the finest cherubs  
Have flared and crimson wings.

Of all the things I worship  
The finest seems to be  
The push-rod-operated  
Efficient o.h.v.

I'm not a one for hair oil  
And every scent I bar,  
Except the pungent glory  
Of oil well known as "R."

To me the roller bearings  
And phosphor-bronze big-ends  
And aluminium pistons  
Are still my greatest friends.

Now love and all that rubbish  
Will never get me caught,  
My heart is lost for ever  
To a super Super-sport.

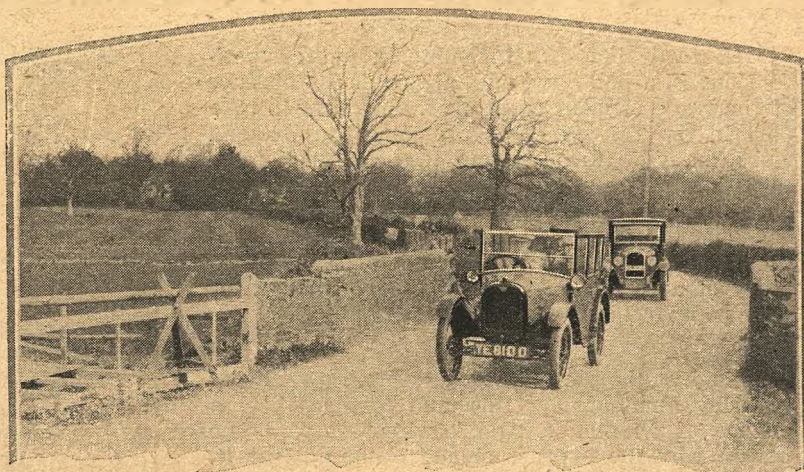
ADAM.

### A Lighting Conference.

The Institution of Public Lighting Engineers has requested the Glasgow Corporation to report on various lighting questions connected with motor vehicles—illuminated danger signs, signposts, anti-dazzle headlights, illumination of arterial roads and so forth—with a view to the adoption of certain standards.

### Shelsley Walsh Regulations.

An alteration has been made to the regulations governing the Shelsley Walsh Open Hill Climb, to be held on September 24th. The rule that no driver shall drive more than one car in any one class is now deleted. Thus a driver can enter two cars in a class if he so wishes, but he cannot enter one car twice in the same class.



### MAIN-ROAD IMPROVEMENT.

Bay Bridge, on the main Worthing-Horsham road, is to be replaced by a new structure 40 ft. wide, at a cost of nearly £3,000. An Austin Seven is shown passing over the present bridge, which is only 13 ft. wide.

### Durham Traffic Congestion.

In an attempt to relieve traffic congestion in Durham the municipal authorities have arranged to purchase the greater part of Waddington Street (the central stand) as an omnibus terminal point. It is hoped that with the opening of an official standage spot for large passenger vehicles congestion caused in the city by stationary buses will be minimized.

### For Tourists in Ireland.

The A.A. has made arrangements with the Free State Customs whereby certain Customs forms which hitherto had to be filled in at the border will in future be embodied in the triptyques. This will save motorists who contemplate touring in the Irish Free State experiencing unnecessary delay at the frontier station.

### Egyptian Car Taxes.

Alexandria has formerly been the only place in Egypt where cars have been subject to a tax. Rated horsepower has been the basis on which the tax has been regulated. Traffic is increasing at such a rate in other districts, however, that the Government has decided that a horse-power tax must be introduced to operate on all vehicles. There are about 1,300 cars in Alexandria.

### Visit Lilleshall.

Lilleshall Estate, about two miles out of Newport, on the Wolverhampton-Newport road, formerly the home of a member of the nobility, is now open to the public. Midland motorists should take an early opportunity of visiting Lilleshall, for among the attractions may be mentioned grass and hard tennis courts, bowling greens, trout pools and streams and an excellent dance hall available for the dansant parties. The mansion itself is in the Elizabethan style, and the old oak-panelled halls are now open to the public as dining-rooms. Arrangements have been made with a well-known Birmingham concern to provide refreshments at popular prices. The estate, which was first opened on August 15th, covers some 600 acres; the charge for admittance is 1s.

### CONWAY BRIDGE CONGESTION.

To avoid traffic congestion at the toll boxes on Conway Bridge, Carnarvon, white lines have been painted and banners erected. Toll is paid some distance from the bridge itself.



THE EDITOR DEALS WITH PLANS AND  
POSSIBILITIES IN THE WORLD OF  
LIGHT CARS.

THE trade ban has undoubtedly put competitions in a bad way, and, although the absence of the trade element encourages amateurs to take part in the various trials promoted by go-ahead clubs, many of them hesitate, first, because of the expense, and, secondly, because of the repair bill which they fear will follow in the wake of their endeavour to keep the competition flag flying. All the more interest attaches, therefore, to the possibility of a revival of the Junior Car Club's once very popular London-Manchester Trial.

It is just the sort of "go-as-you-please" event to bring amateurs together and to give them a chance of winning a "pot," whilst there is no reason why the expense should count against it. It is more than probable that a proposal to revive the London-Manchester will be considered in the near future by the Junior Car Club, and we feel sure that it would receive plenty of support. After all, times have changed since the last London-Manchester, and the criticisms which were put forward in those days really do not apply to-day.

Cars of unconventional design have to overcome a veritable barrage of prejudice before they reach the heart of the public, which is, of course, the reason why some manufacturers play for safety by adhering to conventionality. In France such machines seem to have a better chance, an interesting case in point being the Lafitte, which employs a three-cylinder radial engine and a novel form of friction drive. Our Paris correspondent has been using one of these cars for three months, and describes it as an admirable machine for his job. For 1928 the Lafitte concern is marketing a new sports model—it will make its appearance at the Paris Salon—which, it is said, will sell at £100 in London with lighting and starting.

There is, of course, one notable exception in this country to the dictum that unconventionality is viewed with suspicion—namely, the Trojan, which

still continues to enjoy a wide demand. Incidentally, it is extremely unlikely that Trojan prices, specification or models will undergo any change for 1928; in fact, it seems probable that similar models to those exhibited last year will be on view at Olympia. This is not, of course, because the Trojan engineers have failed to find any way of improving the existing model, but rather that they are quite satisfied that the *tout ensemble* fills the particular niche for which the car is intended. It was designed to be a cheap utility car, providing unusual economy, and none can deny that its designer's ambitions have been fully realized.

When a prominent manufacturer ceases to produce a model which has become popular with the public, those who own them are tempted to bewail their lot. So far as the 7 h.p. Citroën is concerned the very opposite is the case, for an examination of the conditions ruling in the French second-hand market shows that these attractive little cars are actually selling in Paris for more than their original new prices. Will this cause M. Citroën to review his policy concerning small cars? We hope so, but we think not, for he has made it known that he believes in a one-model programme, and he is not the kind of man who is likely to change his mind. Meantime, the public to whom the 7 h.p. Citroën appealed is shortly to be offered a useful range of similar, but, of course, more up-to-date, light cars, and of British manufacture.

There has been a good deal of talk about the desirability of returning to the flat-rate method of car taxation, or alternatively to a petrol tax, but just how certain British manufacturers would view a change of this sort is a matter for speculation. Small four-cylinder engines fitted in comparatively roomy four-seater chassis owe their existence largely to the horse-power rating, and designers have of past years made a very close study of the problems which they present. These engines have proved an entire success, but the fickle-fancied section of the public might be tempted to desert the "small four" for something larger so long as tax considerations had not to be taken into account. At the moment any alteration in the method of taxation is

very much *in nubibus*, and manufacturers of small four-cylinder engines are going ahead with their programmes.





## TRAFFIC CONTROL MADE EASY.

TWO INTERESTING "MECHANICAL POLICEMEN" DESIGNED  
TO SPEED UP TRAFFIC AND ECONOMISE IN MEN AT  
"ROAD-UP" SECTIONS.



**A** PRACTICAL interest is being taken by authorities all over the country, and particularly in London, in mechanical signalling devices designed with the object of enabling one policeman to control "road up" stretches where before two or even three men were necessary. This is a very welcome indication that the Ministry of Transport and local authorities are fully alive to the disadvantage of having to appropriate as it were useful men when their services are urgently required elsewhere, and that a real endeavour on advanced lines is being made to speed up traffic.

One of the most ingenious and practical of the new signalling devices to which we refer is that which at the time of writing is undergoing tests by the Metropolitan Police in conjunction with the Ministry of Transport on a section of the Finchley Road, London.

The apparatus, which is the invention of Mr. G. A. H. Wootton, the assistant engineer of New Scotland Yard, consists of three units: a control box and two signalling units, one of the latter being placed at each end of the road obstruction.

The control box is placed in such a position that the policeman regulating the traffic commands a view of each end of the "road up" section and it consists primarily of two levers which operate respectively the signals at each end of the section. The control box is connected by cables with the signalling units, and without giving any hand signals whatever the constable in charge stops or restarts the opposing streams of traffic.

The signalling devices themselves consist of large white discs displaying "stop" or "all clear" signals, as can be seen from the accompanying photographs. At night time they are illuminated and there is a red and green light immediately above each disc which works in conjunction with the "stop" or "all clear" signal.

In practice the apparatus works very well judging by observations which we made, and considering that it is an entire novelty that might very easily be overlooked by drivers who were expecting conventional police signals the number of vehicles which overshot the "stop" signal when it gave place to "all clear" were commendably few. As each signal is controlled individually the "all clear" is not given at one end of the section until traffic has duly been brought to a standstill by the "stop" signal at the other end of the section.

Another very practical device is being tested in Yorkshire, and it has the merit of requiring absolutely no human controlling element at all.

It takes the form of "all clear" and "stop" signals at each end of a section, the change over, however, being controlled by clockwork and taking place at predetermined intervals—usually about two minutes. In addition to the actual signal there is a minute-hand clock face—somewhat similar to those familiar to London tube travellers—so that motorists who are held up can see exactly how long they have to wait before the "all clear" will be given.

### THE WOOTTON APPARATUS.

The switchbox, operated by one policeman, controls signals placed at each end of the "road-up" section. The "stop" semaphore is painted red, the "all clear" green. At night the signals are supplemented by red and green lights.



## KEEPING LEA-FRANCIS CARS IN TUNE.

INVALUABLE INFORMATION ON MAINTENANCE FOR  
OWNERS OF ALL FOUR-CYLINDER MODELS  
VERY POPULAR MAKE OF CAR.

**F**OR some years past Lea-Francis cars have held an enviable reputation in the competition world. The sports models are speedy and capable of taking a full load practically everywhere in Great Britain, but the general running and control are similar in all respects to the "stodgy" type of touring car. The maintenance of the chassis in running order has been reduced to absolute essentials, and, apart from ordinary routine points of lubrication and occasional adjustment, there is really very little attention required at the hands of the owner.

Before dealing with the engine and other units, it should be mentioned that chassis lubrication is just as important as the lubrication of any of the major components of the car. The points where oil or grease is required are clearly set out in the maker's instruction book, but there are one or two notes which may with advantage be added to the information contained therein.

Commencing with the front axle, the nipples at the top and bottom portions of the stub axles, the four nipples for the spring shackle bolts, and the lubricators on the front frame cross tube connecting the dumb irons should be treated every 250 miles fairly copiously, but the lubricators on top of the front brake cam spindles should receive only a small amount of lubricant, otherwise the grease may find its way into the brake drums. The wheel bearings are tightly packed with grease and require very little attention. Every 2,000 miles (on sports models) it is advisable to remove the wire wheels from the hubs and grease the serrations, while at the same time the hubs may be replenished with grease if necessary.

At the rear end of the car the two main points requiring lubricant are the trunnion bearings attached to the springs which enshroud parts of the axle casing. When doing this it is advisable to jack the car up by means of the springs. This has the effect of reversing the load in the trunnion, and so ensures that the lubricant "gets there." The little greasers on the axle ends rarely need replenishment.

The remarks anent the front brake cam spindle lubrication apply also to the rear-brake cam spindles.

The brake cross-shafts are filled with oil and should go for at least 10,000 miles without attention. When it is desired to replenish the

(Below) It is wise occasionally to jack up under the springs when greasing the trunnions. (Right) Showing how the brake drums come off without disturbing the hubs.

### A 1927 sports-touring model with Rudge wheels.

lubricant a small hole can be drilled in the wooden plug located at the end of the shafts and the tubes refilled with fresh oil by the aid of a gun.

Considering now the important question of engine lubrication, the oil recommended is Castrol XL summer and XL winter. There is no objection, however, to using any high-grade oil recommended by one of the reputable oil concerns.

Every 2,000 miles it is advisable to change the oil in the sump and to clean the filters thoroughly. To do this on the 10 h.p. and 12 h.p. models, the filter at the base of the sump must be removed. When replacing the filter, take care that the spring is pushed up first, then the filter with the small end pointing upwards, after which the cover can be refitted. Care must be taken, however, that an oil-tight joint is obtained, otherwise a continuous loss of oil may ensue. The sump holds one gallon of lubricant. On the sports engine the filter is located on the off side of the engine and is accessible from beneath the bonnet. It is advisable to examine and clean the gauze every 1,000 miles. There is another filter in the base, but this need not be cleaned at shorter intervals than 5,000 miles.

On sports engines having a single-port cylinder head the relief valve in the lubrication system is adjusted to deliver oil at between 10 lb. and 15 lb. per sq. in. pressure. On sports engines with two-port cylinder heads, however, the pressure is very much higher.

As a rule the functioning of the pressure gauge on dashboard is the best guide that all is well with

oil system. If the pressure should drop appreciably, the engine should be stopped immediately and an investigation made. The trouble may lie in any one of the following points:—(1) A choked filter; (2) insufficient oil in the sump; (3) a maladjusted or fouled relief valve; (4) a broken or loose pipe connection; or (5) a faulty gauge. 1, 2 and 4 can be verified merely by inspection. To remove the relief valve the locknut (on the end of the oil duct located



on the front off side of the crankcase) should be slackened and the valve complete withdrawn.

When replacing this component after cleaning, the engine should be set to run at a speed equivalent to a medium touring pace on top gear, when the valve should be screwed inwards or outwards, as the case may be, until between 10 lb. and 15 lb. per sq. in. pressure is recorded on the gauge.

To check whether the gauge is faulty, the pipe leading from the crankcase to the facia board should be disconnected and the engine run for a few moments. If the oil appears in any quantity at the exposed orifice, it is safe to assume that the gauge is not reading correctly, and the journey may be continued without fear of doing harm to the engine.

On all Lea-Francis models valve clearance adjustment is very simple. The operation should be carried out when the engine is warm, each cylinder being brought in turn to the compression or firing stroke, when it should be easy to revolve the push-rod hand, but there must be no end play. Although

pipe and the oil pipe (on sports engines) supplying lubricant to the o.h.v. gear. Although not absolutely essential, it is advisable to remove both the exhaust manifold and the carburetter, as this facilitates handling, and the ports can be cleaned out with greater ease.

The head is quite easily lifted clear, as it is not particularly heavy, and there are several protuberances by which it may be grasped. Before attempting to clean out the carbon, all the valves should be removed—they will require grinding-in—and a much better job can be made of the combustion chambers if they are out of the way. If a valve-lifting tool is not available, the best way to get the valves out is to fit a



(Above) The gearbox oil-level plug.  
(Left) The top oil-filter on 12-40 h.p.  
and 12-50 h.p. models. (Below) The  
position of the steering arm can be  
changed to take up wear.

absolutely necessary, it is advisable every 1,000 miles to make an inspection of the clearances. On the 10 h.p. and 12 h.p. cars (not sports types), the valve cover should be removed every 250 miles and a supply of engine oil poured on to the whole of the rocker system, while oil should also be inserted in the holes provided in the rocker shaft supports. There is a wick inside the rocker shaft which lubricates each of the rocker bearings.

On the sports type the rocker gear is fed from the main oiling system. There is a regulating valve in the overhead pipe which enables the amount of lubricant by-passed to the head to be controlled. If too much oil is being delivered to the rocker gear, the adjusting screw of the regulator should be screwed downwards, after slackening the locknut.

The lubrication of the gearbox and back axle calls for no special comment. In the case of the gearbox there is a level plug which should be removed when topping up, so that the casing is not over-filled. The oil-filler spout for the rear axle is located at the correct height for the lubricant, so that overfilling is impossible.

Decarbonizing the Lea-Francis engine is a straightforward job. Before making a start on it the radiator must, of course, be drained. It is then necessary to remove the carburetter, the top water joint, the exhaust

block of wood into each combustion chamber in turn, so that it holds the valves in position, while pressure is applied to each of the upper spring seats with the aid of two strips of metal.

In reassembling after decarbonizing the usual precautions are necessary to ensure absolutely clean surfaces and an undamaged gasket. To make a thoroughly sound joint, gold size or one of the other jointing compounds can be smeared on each side of the gasket, but it is no use taking this care if the holding-down nuts are not tightened down evenly.

If the valves have been ground in they should be adjusted approximately correctly and the engine started up and run until it has warmed to something approaching its normal working temperature. The



radiator must be filled first, of course. When the engine is warm it will usually be found that each of the cylinder head nuts can be tightened about half a turn farther than when the engine was cold. After making quite sure that there is no leak in the joint between the cylinder and cylinder head, attention should then be turned to the valves again, each one being adjusted accurately in turn.

In order to avoid trouble the carburetter should be cleaned at periods corresponding with the decarbonizing intervals, as no matter how carefully the petrol system is protected by filters, a certain amount of dirt and water will find their way into the carburetter.

It can, as a rule, be taken for granted that carburation is satisfactory if the car gives a reasonable road performance and petrol consumption. On the 10 h.p. model a good standard performance is 50 m.p.h. and 33-35 m.p.g. On the 12 h.p. car the maximum speed should be 53 m.p.h. and the consumption 30-35 m.p.g. On the sports engine the maximum speed is, of course, much higher, and if the consumption test is made at fairly high speeds, the consumption must, of course, suffer to a certain extent. With a single port cylinder head 26-28 m.p.g. should be recorded and 60 m.p.h. maximum speed, while with the double port head 22-24 m.p.g. and 70 m.p.h. should be obtained.

The correct carburetter settings for the various cars are:—10 h.p., main jet 100 B, auxiliary 55, choke 20; 12 h.p. main jet 105 B, auxiliary 55, choke 21. The single port sports engine requires a larger all-round setting, the main jet being 130 B, the auxiliary 60 and the choke 24. As is fairly well known, the double port engine has two carburetters, each of which requires 110 M.C. main jet, 60 auxiliary and 23 choke.

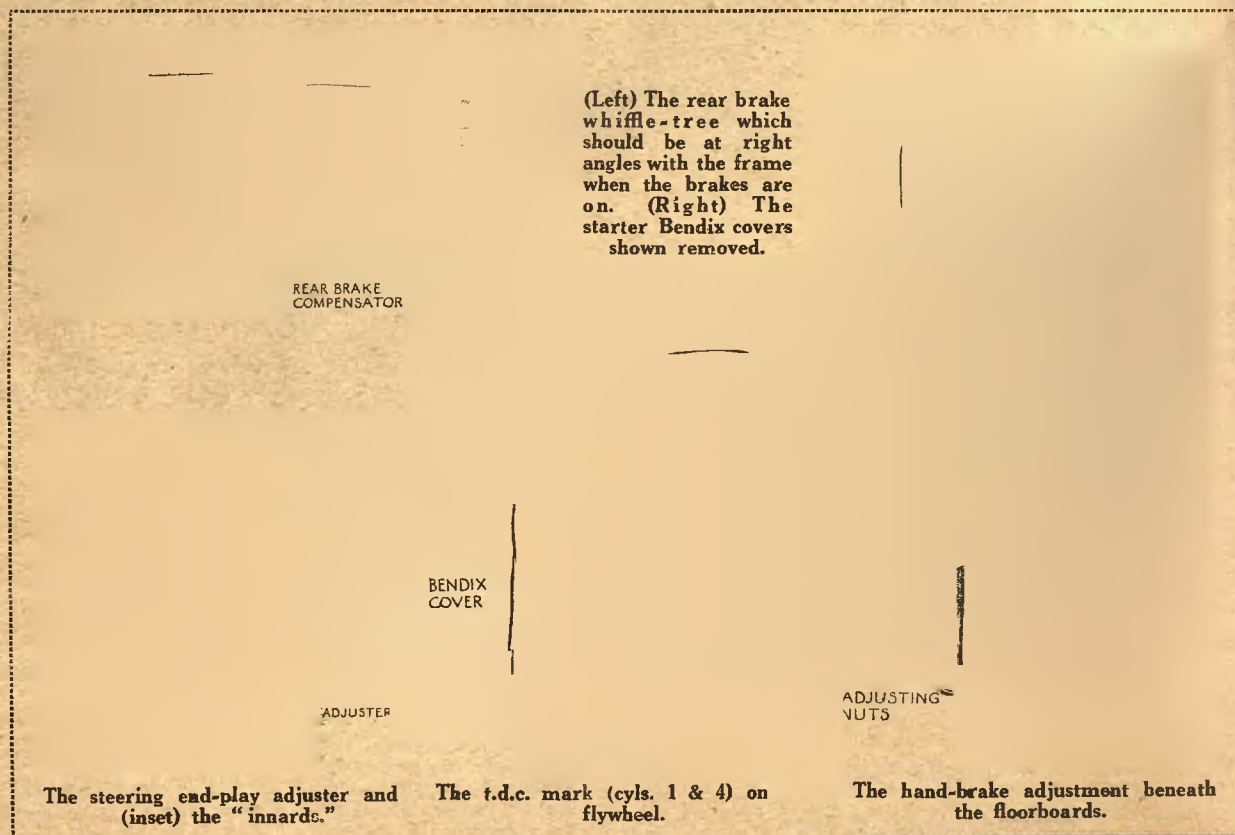
Although the foregoing settings are specifically recommended, any owner who desires extreme economy may obtain it by fitting a slightly smaller main jet and choke. This may affect the maximum

speed adversely, and the power on hills, but if an owner resident in a flat part of the country is not much concerned with speed, running expenses may be cut down.

It is rarely necessary to interfere with the valve timing. If it should be so, the operator can be guided by the marks on the flywheel. There is a small inspection cover at the top of the flywheel housing to enable these marks to be seen. The points in the timing diagram for the 10 h.p. and 12 h.p. and single port sports engine are:—Inlet valve opens when the T.D.C. mark on the flywheel rim is  $\frac{1}{2}$ -in. past the centre of the cover, and closes when this mark has passed B.D.C. by  $4\frac{1}{2}$  ins. The exhaust valve opens when the mark is  $4\frac{1}{2}$  ins. before B.D.C. and closes at the same point as the inlet valve opens, i.e.,  $\frac{1}{2}$ -in. past T.D.C. On the two-port engine the inlet valve opens when the mark T.D.C. is 1 in. before the centre position and closes 5 ins. past B.D.C. The exhaust valve opens 6 ins. before the line reaches B.D.C. and closes when it is  $1\frac{1}{2}$  ins. past T.D.C.

There are various settings for magneto timing, but the principle involved is the same in each type of engine. First turn the engine until No. 1 cylinder is approximately at the top of its compression stroke. Then withdraw the magneto slightly until the Vernier coupling can be removed from between the face serrations on the magneto and the driving flanges. It is then necessary to set the position of the engine exactly.

In the case of 10 h.p. engines the line denoting T.D.C. on the flywheel rim should be brought within  $\frac{1}{2}$ -in. of the centre position in the inspection hole (this dimension should be  $\frac{3}{4}$ -in. for the single-port sports engine and 1 in. for the two-port sports engines). Now turn the magneto armature until the distributor brush points to No. 1 segment, when the platinum contacts are on the point of separating, with the lever in the fully retarded position. This is the correct setting, and it is only necessary to accommodate the

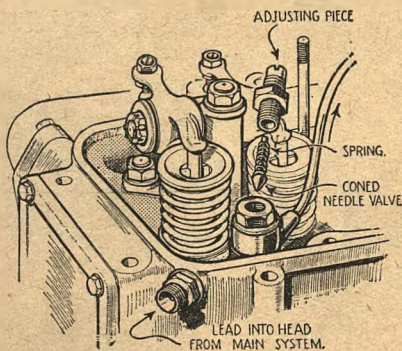




fibre Vernier coupling in the face serrations of the driving and driven flanges. The firing order is 1-3-4-2.

The clutches on Lea-Francis cars are of the leather-lined cone type, which in the ordinary way should require little or no attention except the occasional lubrication of the withdrawal race, which has an extension pipe with a Tecalet nipple projecting through the clutch casing. The gun should be applied to this point every 250 miles.

If the clutch slips it may be due to oil finding its way on to the leather lining. To deal with this first remove the drain plug on the flywheel housing, then depress the clutch pedal fully and squirt paraffin between the flywheel facing and the clutch lining, getting an assistant to turn the engine by hand meanwhile. Strangely enough, the foregoing is an excellent remedy for a fierce clutch. Collan oil, however, should be applied after the swilling-out process in order to keep the leather of the friction surface soft.



On all Lea-Francis cars, except the latest type, two-port cylinder head models, transmission from the gearbox to the back axle is by open propeller shaft with fabric universal joints at front and rear, and, apart from occasionally running a spanner over the spider nuts, no attention is needed.

The forward anchorage for the torque member is packed with grease when the car leaves the factory, but this will not last indefinitely, of course, and it is advisable every 5,000 miles, or say a season's running, to dismantle the ball joint and clean it, repacking afterwards with grease. There is a nipple on the swivel pin, however, which should be attended to every 250 miles.

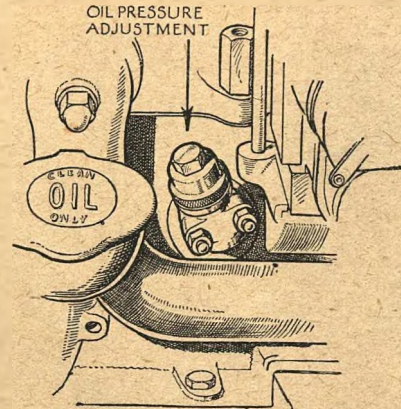
The brakes require occasional adjustment. The foot brake works on all four wheels. Although there are a number of places where an adjustment is provided, some of these are to be used solely for giving the correct amount of braking effort to the shafts on which the controls for the front and rear brakes are mounted.

Properly to adjust the foot-operated brakes it is necessary first of all to jack up the front and rear axles, and then to wedge the pedal in such a position that it is depressed about 2 ins. The wing nuts on the front and rear brake rods must then be screwed up an equal amount, noting that the compensating bar for the rear brakes is approximately at right-angles to the pull rod. When all the wing nuts on each of the four brake rods are tight, the wedge should be removed from the pedal and the pedal applied by foot until it can be felt that the shoes are being applied to the drums. Then each wheel should be tested in turn to see whether the shoes are acting to an equal extent. If they are not, appropriate wing nuts should be tightened up still more. In the ordinary way all this rigmarole is unnecessary, the owner having merely to give the wing nuts on the ends of the brake rods an equal number of turns.

The hand brake is of the internal expanding pattern, totally enclosed, and working in a drum mounted

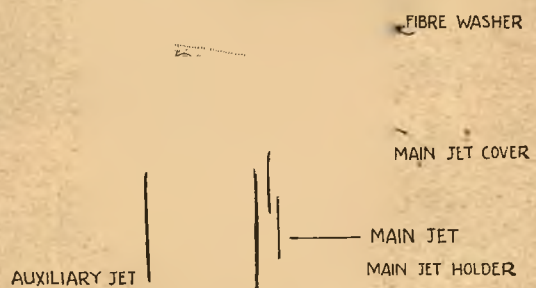
on the bevel pinion shaft. It is operated by a cable which can be shortened by adjusting the eye-bolt which passes through the lower end of the hand-brake lever. When the lever is in the off position the cable should have sufficient slack to allow of several notches being taken up on the segment before pressure is applied to the shoes.

There is a comprehensive range of adjustments for



(Above) The oil-pressure regulator on 12-40 h.p. models. The screw and lock nut are under the cap shown. (Left) The rocker oil-feed adjuster shown dismantled. (Below) The Solex carburetter showing the parts and where they belong.

THROTTLE ADJUSTING SCREWS



the steering gear. In the first place there are two ball-thrust pieces which can be adjusted to take end play out of the worm and the worm-wheel shafts. Secondly, when wear has taken place in the teeth of the gears, the drop arm can be removed from the worm-wheel shaft, and the steering wheel rotated sufficiently (say  $\frac{1}{4}$  turn) to allow the drop arm to be re-assembled with a different relationship between the splines. The steering drag link is provided with spring-loaded ball joints which require lubrication at fairly frequent intervals in order to ensure long life.

The electrical system requires only ordinary treatment. The accumulators must, of course, be topped up from time to time with distilled water, and it is desirable occasionally to examine the brush and commutator gear of both dynamo and starter. Should the Bendix pinion on the starter-motor tend to jam or stick, the cover plate above it should be removed and the entire worm and pinion thoroughly cleaned with petrol. Only a few drops of thin machine oil should be applied for the purpose of lubrication to this part. Ordinary engine oil will not do, as it invariably causes sticking. The bearings of some starters and dynamos are packed with grease and require attention only at times when a general overhaul is undertaken; others have little oilers fitted.



Breasting the summit of Amulree.

## An Intensive Test in Scotland of One of the Latest Aero-Morgans.

THERE are few things in life which taste so sweet as their memory. An Army reunion reveals that men for whom you cherished a kindly regard are not quite so pleasant when their acquaintance is renewed after the lapse of a few years; a hotel which left such pleasant memories from a few seasons ago proves not quite so hospitable when revisited; even the "little grey home in the west" ideal of the exile doubtless seems nothing but a pile of tumbledown stones, with dirty washing lying about and a smell of boiling vegetables, when his dream is realized and he returns to it.

Such reflections filled my mind on my way by train to Malvern Link three or four weeks ago. Should I find the cyclecar as exemplified by the last word in Aero-Morgans the wholly delightful little vehicle I believed it to be from intimate experience with its fore-runners or should I find that the fond memories of my cyclecaring days were fond only because the nasty experiences had been forgotten and the pleasant ones remembered?

I recalled my first Morgan—owned in 1914—my immediate post-war experiences with G.N.s, and many earlier adventures with queer little vehicles that were all engine and unreliability.

At the Morgan works I found the car which had to carry me nearly 2,000 miles in nine days all ready for me. It had a nicely run-in 1,096 c.c. o.h.v. J.A.P. engine, excellent brakes on all wheels, a number of refinements which I understand are likely to figure on

A halt to admire the view in wild Glen Coe.



the 1928 models, and, above all, an electric starter. The refinements in question take the form of 27-in. by 4-in. well-base balloon tyres on the front wheels, gear drive for the dynamo from the countershaft, an improved type of bevel box, most efficient silencers of an entirely new type and a pneumatic seat squab.

Finished in dark blue and lined with red, the little car certainly looked extremely well, whilst a few moments sufficed to show that its performance was immeasurably superior to that of the cyclecars of my dreams.

The starter worked silently and efficiently, the engine ticked over quite sweetly, there was very little vibration and a complete absence of unseemly rattles. On my way to town it was evident that the Aero-Morgan can provide a new fascination unobtainable from any other car. You sit extraordinarily close to the road, the sensation of stability is most pronounced, the top-gear performance is little short of amazing, the available speed appears unlimited and 40 m.p.h. is crawling.

I made a note, however, that before starting on the



big run for which I had borrowed the car there were several points to which I should like to give attention. First and foremost, the steering was extremely stiff and "rigid," the seat cushion provided inadequate support, the bevel box was noisy and the controls were not quite to my liking.

On the following day a couple of hours were given to making adjustments, adding a little light grease to the bevel box and altering the angle of the seat cushion support; the steering gear, however, did not yield to treatment. The next morning a start was cheerfully made on the 400-mile trip from London to Edinburgh, which was completed actually in better time than I have ever been able to put up before, breakfast being taken in Town at a reasonable hour and cold supper still being available when Edinburgh was reached. The run certainly was tiring, but not excessively so, and had the steering gear borne comparison with that of other cars I honestly believe that this, the longest one-day trip I have ever made in a cyclecar, would have been the most pleasant and least fatiguing I have taken.

The next six days were spent following the course of the Scottish 'Six Days' Trial, which this year was the stiffest on record. I am compelled to admit that the project was faced with a certain amount of trepidation, particularly as I had work to do which would involve maintaining high average speeds.

On the first day Amulree and Kenmore were climbed with ease on a 10-to-1 bottom gear, which for those hills was called into use for the first time—Fish Hill, Broadway, between Worcester and London, and all the minor acclivities of the Great North Road having been easily surmounted on top. As the week drew on, almost

innumerable other Scottish hills of amazing gradient and disgraceful surface were climbed with extraordinary ease, the dreaded Mamore Road was twice crossed, and many narrow lanes surfaced with gravel and boulders were traversed. Bruises caused by the violent jolting which we received came, went and gave place to others, but the little car remained intact and no repairs or even adjustments were needed.

On the seventh day and after giving the cyclecar no attention whatever beyond filling the tanks, it was driven from Edinburgh back to London in better time by an hour and a half than that accomplished on the northward journey.

The petrol consumption, averaged over the entire trip of some 1,800 miles, worked out at 53 m.p.g., and only two gallons of oil were used. On the bottom gear of 10 to 1 a speed of 30 m.p.h. was often attained, whilst 65 m.p.h. was reached and held in top gear for some considerable time. An even higher speed than this could have been obtained had not the propeller shaft evinced a tendency to whip to a rather excessive extent. The rate of acceleration available proved to be perfectly astounding. Figures in this connection are inclined to be somewhat meaningless, so suffice it to say that, using only the top gear, the driver of an Aero-Morgan can get away from anything except a specially tuned racing car in extremely capable hands. This latest J.A.P. engine is certainly a masterpiece.

If the car were my own I should alter the steering design to reduce the effort needed, move both pedals to the right to make room for the driver's left foot, fit a limit stop to the clutch pedal travel, provide shock absorbers at the rear, and devise a positive hand brake ratchet which could not be so easily freed.

But as it stands, at £140 the current Morgan, like every other good, tried and trusty car, is easy to criticise but hard to improve. I enjoyed my return to the cyclecar. It was exhilarating, health-giving and free from bothersome experiences, whilst the general sense of stability and control attain, in the Aero-Morgan, a very high standard.

(Below) Loch Long  
from the doorway of  
the Arrochar hotel.



**A WONDERLAND BETWEEN LONDON AND THE SEA, THAT USED AT ONE TIME TO BE A CENTRE OF IRON SMELTING AS WELL AS THE ABODE OF EERIE CREATURES AND SPECTRES.**

**R**USHING through at week-ends from London to the coast and back, the average London small-car owner sees little of the interesting country through which he passes. To see the delightful old-world parts of Sussex, immortalized by Kipling, Hilaire Belloc, E. V. Lucas and others, it is essential to leave the main roads and to be content to spend a few hours simply wandering around the ancient forests and "hammer" ponds which are in themselves far more beautiful and restful than any sea-front. St. Leonards Forest extends over a large area just north of the coast, but few London motorists are aware of its existence.

It is one of the smaller forests of these parts, but it is one of the most beautiful, and a fascinating collection of ancient stories and traditions remains in connection with it. Here is a description of a former forest dweller taken by E. V. Lucas from the Harleian Miscellany; it refers to about the year 1614:—

"... and there, in a vast and unfrequented place, heathie, vaultie, full of unwholesome shades and overgrowne hollowes, this serpent is thought to be bred. There is always in his tracke or path left a glutinous and slimie matter (as by a small similitude we may perceive in a snail's) which is very corrupt and offensive to the scent; insomuch that they perceive the air to be putrified withall, which must needs be very dangerous.

"He is of countenance very proud, and at the sight or hearing of men or cattel, will raise his necke upright and seeme to listen and looke about, with great arrogancy. He will cast his venome about four rodde from him, as by woeful experience it was proved on the bodies of a man and a woman comming that way, who afterwards were found dead, being poysoned and very much swelled, but not preyed upon."

Another inhabitant of the forest, presumably contemporary with the serpent, was a headless horseman, who had an unpleasant habit of riding not on his own horse, but on that of any solitary traveller who might come his way. Jumping up behind his victim, he used to be unmoved by the rider's screams or the steed's

terror, and there he would sit, his clammy arms around the terrified rider's waist, until he had ridden to some distant point on the borders of the forest where it suited him to dismount. Then he would disappear. His name, according to E. V. Lucas, was Powlett, but beyond that little is known of him.

St. Leonards Forest lies between the two main London to Brighton roads, just about halfway to the coast. It is most easily reached by taking the Sutton, Reigate and Crawley road and turning right some two miles south of Crawley at Pease Pottage Green by the Black Swan Hotel. A few hundred yards on there is a turning sharp left and an almost indecipherable signpost which directs to — and Hammer Pond.

**A Beautiful View.**

Here the forest begins. For two or three miles the road runs along a ridge, which slopes steeply down on the left-hand side of the valley. On the other side of the valley there is an equally sharp rise, the view across being particularly fine. There is heather and broom in abundance, and these give remarkable colour effects to the landscape. At the time of the writer's recent visit the broom was just going to seed and the heather was beginning to blossom forth in its purple glory. In quite early spring there are primroses and wild lilies—almost always there is colour to delight the eye.

Down in the valley runs the stream that feeds the "hammer" ponds that the explorer finds further on, and after passing through some true forest land, unspoiled by the axes of the early charcoal seekers. Here the trees stand out evenly and as upright as hop-poles. A happy ground for the naturalist that is spoiled in one respect—the nightingale is never heard to sing in the St. Leonards Forest, although most of the forests of Sussex are famous for it.

According to local tradition, a hermit who lived there many years ago and whose devotions were disturbed by the song of these birds, pronounced a curse on them that has proved effective up to the present day. One is led to wonder what is the secret of pronouncing a really effective curse. Why should the insignificant, unknown hermit of the obscure Forest of St. Leonards have succeeded so brilliantly where the famous Cardinal of Rheims, working amidst appropriate surroundings and with everything in his favour, proved to be one of the most miserable failures in



history? All that we are left with now is the facts. Effective cursing is a lost art.

The first "hammer" pond is discovered rather suddenly by taking the abrupt left-hand bend where a signpost says, "To Slaugham and Horsham." The road dips rather steeply and then runs across a dam. The pond, which must have an area of some scores of acres, is on the left. At the far end of the dam is the outlet culvert, through which the water passes with a roar, falling 10 ft. or more into a deep cauldron hollowed out in the brown ironstone, whence it runs swiftly away in a wide channel that winds its way in and out among the hillocks of what is now a golf-links.

### Where the Ancient Ironworks Stood.

Evidently the pleasant green meadow, now dedicated to St. Andrew rather than to St. Leonard, must have been the site of an ancient ironworks, but, apart from the presence of slag in the mounds that now do excellent service as natural bunkers, there is little to remind the visitor of the days in Good Queen Bess's time when much of Sussex was a veritable "Black Country." Then acre upon acre of tree stumps followed in the wake of the charcoal burner's axes, and the glow of furnaces lit the night as smelting went on, primarily for the purpose of casting ordnance to strike terror into the hearts of Spaniards and others—"Frenchies," as even to this day all foreigners are known in the Sussex dialect. There are Swedish "Frenchies" and Dutch "Frenchies"—but all are "Frenchies" of some kind!

Some hundreds of years ago no doubt this gem of Sussex scenery resembled Staffordshire of the present day, but all traces now seem to have vanished. Sussex, the county of ancient churches and manor houses, dating back in many cases to earlier times than these, seems in some mysterious manner to have swallowed up its ironworks as though disproving of such commercialized relics. Even antiquaries express surprise at the extraordinary oblivion into which all traces of them appear to have vanished.

On this site there is now nothing whatever, apart from the actual dam, that bears any mark of the hand of man. Not a trace is there of the mighty

hammer that, according to one authority, may have weighed anything up to a ton. Not a trace of the mill itself nor of the blowing mechanism, which may have operated on the direct-suction principle—something like a gigantic laboratory filter pump—or may have taken the form of bellows of some primitive kind.

The furnace itself was probably 24 ft. square by 30 ft. high and built of brick; but nothing of it remains. Lady Dorothy Neville, whose magnificent collection of Sussex ironwork may still be seen in the Victoria and Albert Museum, states in her memoirs that the Sussex iron industry existed, even if not in a flourishing condition, so late as the last few decades of the 18th century. In 1574 an official list of places in Sussex having ironworks was drawn up, and over 50 names appeared on it. "Dust to dust . . ."

But to return to our Forest of St. Leonards. Proceeding up from the dam and bearing continually right for about two miles, so as to skirt around the golf-links, another very beautiful "hammer" pond is discovered, similar to the first. Here, again, the waters roar down underneath the dam into a pit hollowed out of the brown ironstone; and where the works must have stood there is now a pleasant wood carpeted with primroses, foxgloves or whatever wild flowers may happen to be in season. Turning the car round

- (1) A forest glade.
- (2) A dam over which runs the road; the pond can just be seen through the trees on the left. The car is a Senechal.
- (3) The culvert of the dam shown in (2).
- (4) A "hammer"

here and keeping straight on for two miles or so brings the explorer straight into Horsham, just off the main London-Brighton road.

The forest is in the very heart of a wonderful county. Within a few miles are views which are famous throughout Great Britain. Leith Hill and Pitch Hill are a dozen miles or so to the north-west, Hindhead is about 20 miles to the west and Ditchling Beacon and the Devil's Punch Bowl some 15 miles southward. On the east, only a matter of some seven or eight miles, is the still more famous Ashdown Forest and Crowborough Beacon. Therefore a motorist, making St. Leonards Forest his objective, must pass through some of the finest country in England, while, if he finds himself in these parts on other errands bent, he will have his time amply repaid if he can spare a couple of hours to explore the beauties of this age-old forest.

The run is one of the most interesting half-day outings to be had from London. There are nowadays no serpents more imposing than grass snakes, and the headless spectre, if he still exists, leaves motorcars severely alone. But the scenery is equalled in few other parts of England.



## Forthcoming Events.

# A WEEK-END OF SPORT.

"SPEED WITH ECONOMY" AT BROOKLANDS—  
TWO RELIABILITY TRIALS—MADRESFIELD AND  
KNAVESMIRE SPEED TRIALS.

### The "Surbiton 150."

EIGHTEEN competitors are  
down to start in the Surbiton  
Club's 150-mile race, which takes  
place at Brooklands to-morrow,  
starting at 2 p.m. Of these about 50

1,500 c.c. class, 63 m.p.h.; 2,000 c.c.  
class, 65 m.p.h.; 2,500 c.c. class, 66½  
m.p.h.; 3,000 c.c. class, 68 m.p.h.;  
unlimited class, 70 m.p.h. The fuel  
allowance varies from 4.75 gallons,  
equalling 32 m.p.g., for the 750 c.c.

mate times at which the first com-  
petitor will pass the more important  
points en route:—Salisbury 8.41  
a.m., Minehead 12.59 p.m., Porlock  
2.18 p.m., Lynmouth 2.51 p.m., Beg-  
gars' Roost 2.53 p.m., Tiverton 4.58  
p.m., Stoke Cannon 5.28 p.m. At the  
last-named place a final check will  
be taken, and those who are going  
on to Exeter for the dinner at the  
Rougemont Hotel—which has al-  
ways formed so enjoyable a sequel  
to this sporting event—will have  
plenty of time to wash and change,  
as the dinner at the Rougemont is  
not timed to start until 7.30 p.m.

West Country sportsmen will be  
delighted to know that Alderman  
P. V. Bowyer, the Mayor of South-  
ampton, will be present at the din-  
ner, for the worthy mayor is recog-  
nized as a fine sportsman, with a  
reputation for the hearty way in  
which he meets and greets motorists  
visiting Southampton.

### "SURBITON 150" ENTRIES.

Driver.	Car.	Galls. of fuel allowed.	Time h'cap. m. s.	Time of start p.m. h. m. s.
J. P. Dingle ...	Austin ...	747	4.75	60.54
Capt. C. K. Chase ...	Austin ...	747	4.75	60.54
Vernon Balls ...	Amilcar ...	1,086	5.5	29.19
Frank Hallam ...	Alvis ...	1,496	6.5	14.18
R. M. V. Sutton ...	Lea-Francis ...	1,495	6.5	14.18
S. H. Newsome ...	Lea-Francis ...	1,495	6.5	14.18
D. M. Marendaz ...	Lea-Francis ...	1,495	6.5	14.18
T. E. Rose Richards ...	Bugatti ...	1,495	6.5	14.18
B. S. Marshall ...	Mathis ...	1,131	6.5	14.18
R. F. Oats ...	O.M. ...	1,991	8.5	9.53
Arthur Stuart ...	Star ...	1,945	8.5	9.53
Capt. M. Campbell ...	Bugatti ...	1,990	8.5	9.53
Capt. H. R. S. Birkin ...	Bentley ...	2,996	12.5	3.47
L. T. Redburn ...	Sunbeam ...	2,920	12.5	3.47
Baron d'Erlanger ...	Bentley ...	2,996	12.5	3.47
J. Taylor ...	Austro-Daimler ...	2,994	12.5	3.47
Capt. W. Barnato ...	Bentley ...	4,398	17.75	0.0
R. Watney ...	Safety Stutz ...	4,893	17.75	0.0

The first car to complete 46 laps is the winner.

per cent. are light cars. "Speed with  
economy" is the slogan adopted by  
the promoters as a means of explain-  
ing the object of the race in a single  
sentence, and the conditions impose  
a limited supply of fuel, which may  
be of any brand or character and  
which must be carried in a com-  
peting car from the start of the  
race. The amount of fuel will be  
determined by classification on en-  
gine capacity.

The competitors will be handi-  
capped also by engine capacity, the  
first machine starting one hour 54  
seconds before the scratch cars.

The course, which measures 3  
miles 460 yards per circuit, is the  
same as that used for the Junior  
Car Club's Sporting Car Race, but  
in the reverse direction, that is to  
say, the cars will start in the finish-  
ing straight near the paddock, pro-  
ceed round the Byfleet banking,  
along the railway straight, and  
round the home banking in a clock-  
wise direction, pass under the  
members' bridge and, arriving at  
Chronograph Villa, will swing  
round, entering the fork once again  
and taking a sharp turn in the  
finishing straight near the paddock,  
thus beginning a fresh circuit.

Assuming that the scratch men  
lap at about 70 m.p.h., the following  
are the speeds at which the rest of  
the field will have to lap according  
to handicap:—750 c.c. class, 47½  
m.p.h.; 1,100 c.c. class, 57 m.p.h.;

class to 17.75 gallons, equalling 8½  
m.p.g., for the unlimited class.

### Speed Trials at Knavesmire.

THE Yorkshire Centre (A.-C.U.)  
speed trials, run by the York-  
shire and District Motor Club in  
aid of the York County Hospital,  
will take place to-morrow on a con-  
crete road at Knavesmire, York,  
which has been placed at the dis-  
posal of the organizers by the Cor-  
poration of the City of York. The  
event starts at 1 p.m. sharp.

Up to the time of going to press  
a good car and motorcycle entry  
had been received. The length of  
the course is approximately a third  
of a mile, followed by plenty of  
room in which to pull up. A stand-  
ing start will be in force.

The car entrants for the Knavesmire Speed  
Trials include C. E. B. Starling (British Eagle),  
H. R. Leatham (Bugatti), E. J. Moor (Frazer-  
Nash), J. Hepworth (Jowett), Miss V. Worsley  
(Salmson), P. Saltmarsh (Amilcar) and C. N.  
Taylor (Morgan).

### The Southampton-Exeter.

THE seventh annual Southamp-  
ton-Exeter Reliability Trial,  
organized by the South-Western  
Centre of the Junior Car Club,  
starts from Southampton at 7.32  
a.m. to-morrow, Saturday, when  
C. L. Clayton (Amilcar) will lead a  
comparatively small but neverthe-  
less interesting procession of light  
cars on their journey to Exeter.

The following are the approxi-

The entries, with their numbers, are as follow:  
1, C. L. Clayton (Amilcar); 2, H. Jefferis  
(Frazer-Nash); 3, B. B. Tebbutt (Morgan); 4,  
H. Stevens (Lea-Francis); 5, D. Duncan Smith  
(Frazer-Nash); 6, L. E. Noyce (Austin); 7, C. B.  
Moss Blundell (Salmson); 8, J. H. Osborne (Tal-  
bot); 9, S. T. Clark (Alvis); 10, T. V. G. Selby  
(Rhode); 11, G. V. Dawson (Fiat); 12, Miss  
J. E. Weekes (A.C.); 14, C. Allison (Riley); 15,  
L. W. Dalton (Alvis); 16, E. J. Sleep (Riley);  
17, R. H. Cooper (Lea-Francis); 18, G. Hendy  
(Lea-Francis); 19, C. H. Blenkinsop (Calcott).

### Madresfield Speed Trials.

ONE of the most popular of West  
Country sporting events, the  
Madresfield Speed Trials, organised  
by the Worcestershire Motor Club,  
will take place to-morrow, Satur-  
day, the venue being the Gloucester  
Drive, Madresfield Court, Malvern,  
which has been placed at the dis-  
posal of the club by its patron, the  
Earl Beauchamp, K.G.

Competitors will proceed via  
Powick Village, thence by the Old  
Hills entrance, whilst spectators  
should proceed to Malvern Link and  
enter by the Home Farm entrance.  
There is ample accommodation for  
spectators' cars adjacent to the  
course itself, within the grounds.

The meeting will start promptly  
at 1 p.m., and is open to motor-  
cycles, three-wheeled cyclecars and  
cars, the entry being divided into  
suitable classifications, based on  
cylinder capacity.

Up to the time of going to press  
the official list of entries was not  
available, but we are informed that  
a good number of cars will take  
part, including the following makes:  
—Bugatti, Salmson, Frazer-Nash,



Sénéchal, Vauxhall and Ballot. In addition there is a very excellent entry of many very fast Morgans.

The course is slightly undulating, but practically straight, so that spectators are able to obtain a clear view almost from the start to the finish. It is flanked on each side by wide grass borders which provide excellent ground for the public, whilst there is plenty of room near the finishing line for spectators to take up their positions and see the competing vehicles when they are travelling at their highest speed. The length of the course is one-kilometre, and the machines get away from a standing start.

### London-Yarmouth-London.

ABOUT 70 entries have been received for the open one-day Reliability Trial from London to Yarmouth and back—known affectionately by those who have taken part in it from year to year as the "Bloater Trial"—which starts from the Alexandra Palace, London, N., at midnight to-night, Friday. The organizers are the North London Motor Club, which has established a well-merited reputation for organizing events of this sort, and everything promises to make the trial the success it has been in former years. The first competitor actually

leaves at one minute past midnight, and thereafter entrants will be despatched at intervals of one minute. The approximate length of the route is 300 miles. The start of the return journey from Great Yarmouth (Holkham Hotel, Marine Parade), will be at 9.30 a.m. on Saturday, the lunch stop being at Bury St. Edmund's, at 12.30 p.m.

The first competitor should reach Goffs Oak Hotel, Goffs Oak, near Cuffley, Herts, at 6.31 p.m. To add to the interest at Yarmouth, an easy starting test will be imposed, five seconds being allowed in which competitors must get their engines running.

## NEXT WEEK'S BOULOGNE—LE TOUQUET MEETING.

ON Tuesday next, September 6th, the Boulogne—Le Touquet Automobile Week opens with a great motor rally at Le Touquet, in which 52 competitors from various parts of Europe will take part. The following afternoon there will be a Concours d'Elegance, or coachwork display, on the sea-front at Le Touquet, at which some of the smartest European coachwork will be exhibited, while at 9.30 a.m. on Thursday, September 8th, a series of speed trials will commence at Le Touquet.

On Friday, however, the scene changes to Boulogne, when a hill-climb will be held up a long slope of 1 in 10 at Wimille, just behind Wimereux. This event, which starts at 10 a.m., will be followed at 3 p.m. by a brake and acceleration test and a reversing competition on the outskirts of Boulogne.

A road race open exclusively to light cars and cyclecars will be held on Saturday, September 10th, on the difficult, winding and hilly Boulogne circuit. This is the International Grand Prix for light cars, and incorporates the Light Car and Cyclecar Grand Prix of the Union Motocycliste de France. There are 18 competitors in the former event,

and it is expected that with the U.M.F. entries there will be about 30 starters.

The Boulogne Light Car Grand Prix consists of 12 laps of the 23.223-mile circuit, totalling 278.67 miles. The U.M.F. Grand Prix is, however, of shorter duration, the 350 c.c. class of car, for example, having to cover only four laps. For this race a large number of British entries has been received, including some of the best-known drivers in this country.

Finally, on Sunday, September 11th, at 9 a.m., starts the great race for the Georges Boillot Cup and The Motor Trophy. This event is open only to cars in full touring trim with hood, lamps, windscreen, electric starter, and so on.

A record British entry consisting of no fewer than 45 cars has been received for the entire meeting, and a very large proportion of the 1,500 c.c. class in the Boillot Cup consists of British vehicles, there being one Frazer-Nash, two Lea-Francis and two Alvis cars. There are eight British entries in the Light Car Grand Prix, but only two of the cars entered, a Frazer-Nash and a Marendaz, are actually British-made vehicles. The total British

entry in the Boillot Cup race numbers eight drivers.

There are three boats daily from Folkestone to Boulogne, at 10.15 a.m., 10.55 a.m. and 3.50 p.m. respectively, and quite a good idea is to drive down to Folkestone by road, garaging the car there until its owner's return. For those who cannot follow this programme there is an 8 p.m. train from Victoria on Friday, connecting with the 10 p.m. boat from Dover, which reaches Boulogne at 11.30 p.m., thus enabling passengers travelling by it to get a night's rest before witnessing the light car race on Saturday.

There are special excursion tickets issued from Victoria to Boulogne for the meeting, the return fare being only 35s. 6d., which includes third class on the train and second class on the boat. There are numerous excellent hotels both at Boulogne-sur-Mer and at Le Touquet, and information regarding them can be obtained from the Syndicates de l'Initiative of Boulogne-sur-Mer and Le Touquet-Paris Plage.

Final details of the Light Car Grand Prix and the Boillot Cup race, including the entries, will be given in next Friday's issue.



Robert Benoist.



Kreis (American).



Emilio Materassi.



Borzacchini.

### THE GRAND PRIX OF EUROPE.

An event of international importance—the Grand Prix of Europe—takes place at Monza on Sunday and forms the first of a series of races at the Italian track. Above are four of the favourites for the big event, which should provide a stirring duel between Benoist and the determined American driver, Kreis.



### *Accessibility Again.*

THE Motor Show is drawing nearer and motor scribes are coming forward with suggestions for 1928 improvements. Personally, I should not care the tap of a gudgeon pin if manufacturers took a new-production "holiday" and confined themselves to the question of accessibility.

Cars are speedy enough, economical enough and comfortable enough for most people already; it is when the owner comes to groom and "vet." the horse that he discovers its deficiencies. Consider the plight of the man whose bodily profile is in keeping with his advancing years. Flat on his back, trying to reach a sump nut and endeavouring to hook the grease gun on to a far-away nipple, he is a sight to make the gods laugh—or weep. Not that any of us are more presentable when we emerge from the noxious task. Many a boiler inspector coming from the flues looks cleaner.

### *Drawing the Crowd.*

HERE is a suggestion which, if adopted, would, I feel sure, prove the greatest draw ever seen at Olympia. Let some enterprising firm raise a placard proclaiming: "Our Managing Director—the biggest of our Big Noises—has personally decarbonized, adjusted and lubricated this bus with nothing but the standard tool kit and without once going on his knees. He did it in morning coat and spats before going to a wedding, and at the end breathed deep and said 'Ninety-nine' to a doctor's satisfaction when examined with a stethoscope. The white gloves he wore were subsequently presented to the Recorder when there were no cases at Quarter Sessions."

Such an announcement, I submit, would have the effect of leaving every other stand a howling Sahara.

### *Cases in Point.*

IT seems to me that too many firms apply their test for accessibility—if such actual test is ever made—before they fit the body. Otherwise they would never give the grotesque advice which appears in so many instruction books. It is often like telling a man to apply hair-restorer with his hat on, or use a corn-cure while still wearing his boots.

In one case there is a grease nipple on a whiffletree which cannot be reached without removing the floorboards—and the floorboards are nailed down! In another a cardan joint needing frequent attention is so tucked away that the owner needs to hang like a bat from the windscreen in

By FOCUS.

order to get at it. Doubtless, these jobs seem simple when the chassis is being erected, but they present a vastly different proposition with the body on.

Some makers appear to be addicted to a peculiar "cussedness" for this sort of thing, but they will not always be able to inflict their eccentricities on the public. From what I hear, accessibility will be the first feature for which the ordinary man or woman will look at the Show, and he will be a wise manufacturer who makes it his strong card.

### *New Hills Wanted.*

IS it not time that the trial secretaries of some of our prominent clubs set out on tours of exploration to discover, if possible, some new and fearful acclivities to include in next year's events? Personally, I am getting rather sick of the inevitable Beggars' Roost and its companions, Porlock and Lynmouth.

The type of hill which I think would prove a real success would be one about as steep as the Roost—certainly no steeper—and something like twice or three times the length. Such a gradient would prove a real and interesting test and would, incidentally, show up any weaknesses in cooling systems. Does anyone know of such a hill?

### *Lost and Found.*

THE service depot does not exist which can resist the temptation to fiddle with slow-running adjustments. Doubtless the mechanics act with the best intentions, but the fact remains that my engines are never attended to by hands other than my own without the engine developing a tendency to hunt, stop or race when idling.

After a recent decarbonizing, my Lea-Francis engine developed all these symptoms in turn and no amount of tinkering with the carburetter would restore its customary docile tick-over. Somebody then suggested that I should investigate the plug gaps, and on widening these out to 35 thou. all was once again in order!

### *Tinkering which Pays.*

DURING the course of my carburetter tinkering I changed the 24 choke and 130B main jet for a 23 choke and a 105 M.C. (medium correction) main with extremely satisfactory results, the consumption on give-and-take roads having improved from 28 m.p.g. to 31 m.p.g., whilst the loss in speed amounts to only 3 m.p.h. on third gear and apparently nothing on top. There is a definite improvement in top gear acceleration and the



accelerator is more sensitive, has a much better feel and provides an unusually snappy response when one is in the act of changing down. A 60 auxiliary jet is used.

This Solex carburetter setting is one which I can confidently recommend to other owners of Lea-Francis cars with single-port sports engines, whilst the general principle of curtailing the choke area and using a smaller main jet is one which can be advised for all engines which are designed to peak at very high revolutions and which are not habitually flogged to the maximum on the indirect ratios.

#### *Driving Licences.*

**I**N the matter of driving licences the men of Kent have my sincere sympathy, for their annual 5s. is recognized by a square of thin cartridge paper measuring about 7ins. This is a most awkward thing to fold and is easily lost among letters and papers carried about in the pocket, while at the end of a year's use there is usually very little licence left. Why should there not be a serviceable, uniform driving licence for all parts of the country?

#### *"Glorious Southend."*

**E**VERYBODY knows—or should know—all about "Happy Hampstead," but I think it is high time that the delights of London's nearest seaside town were summed up by some equally brief expression. Why not "Glorious Southend?" I ran down on a recent Sunday and two things surprised me; the first was that the new Southend

road was not nearly so crowded as I had anticipated, and the second that Southend was more crowded than I had ever conceived could be possible. There were cars everywhere, and the corporation deserves high praise for the encouragement it gives to motoring visitors.

Car parks along the front abound, whilst no one thinks any less of you if you produce a picnic basket; in fact, I saw quite a lot of folk having alfresco meals in their parking places. If one leaves the car there is lots to do and lots to see, providing one can become imbued with the real spirit of "Glorious Southend," which, after all, is the spirit that has made "Happy Hampstead."

#### *In the Early Hours.*

**T**HE "early-pearly" period just after dawn does not find many drivers on the road, but those that do happen to be in the by-ways at this time of day would be well advised not to look too inquisitively at mysterious individuals on bicycles or even motorcycles who tend to vanish into gateways or up side lanes on one's approach. For just at present there is tremendous activity on the part of the fraternity who supplement their incomes—or, indeed, exist—by lying in wait for Brer Rabbit. From my own observation some of them reap a rare harvest. I have seen cyclists with rabbits strung like bloaters on a pole from every available inch of handlebar and tubing, and once I came across a little coterie positively cramming bunnies into a Ford van.

How they avoid the police is a mystery into



which I will not try to delve. In some places the manœuvres between police and poachers in the early hours have developed into a fine art. I am told that the latest "wheeze" is for the poachers to rent a few poles of allotment on the outskirts of a town, conceal their booty there at dawn and remove it during the day, when detection is far less easy. Verily, one half of the world—!

### A Novel "Oilcan."

**D**URING a run with a friend in his four-seater recently we had to stop to adjust one of the joints of the magneto advance and retard control. All the spanners we needed for the work we had in a small toolbox on the running board and the adjustment was soon made; it needed only a drop of oil on the joint to complete the job, but the oilcan was carefully stowed away under the rear seats which were occupied.

It seemed a pity to disturb the passengers for such a small matter, particularly as a quantity of luggage and oddments made it very awkward for them to get out of the car. My friend solved the difficulty simply by withdrawing the dipstick and dabbing the end, which of course was oily, on the joint. The idea struck me as being very ingenious and worth recording here, for one often wants a drop of oil when the can is carefully packed away in some odd corner of the toolbox.

### Speed Costs Money.

**F**ALLING into conversation with the owner of a low-priced but hot-stuff sports car, I was treated to a first-class grumble on the poor wearing qualities of modern light cars. I gathered that the model in question was the first fast car that my companion had owned and that he was in the habit of making full use of its good acceleration and excellent turn of speed; he was, in fact, very fond of "scrapping" with sports Bentleys and such like. Apparently he expected his car to stand up to this indefinitely and thought that as it was capable of high speeds he was not "pushing it" by keeping his foot hard down.

It must be realized that speed costs money, if not in the initial price of the car, then in the cost of repairs. The strains set up by high speed, violent acceleration or braking and fast cornering are enormous, and it is unfair to expect a low-priced car, which is called upon to give of its best every time it is taken on the road, to withstand the treatment indefinitely without giving trouble.

### The Cost of Accessories.

**I**T has often struck me that the prices charged for motor accessories are, in a good many cases, excessive. If an article is intended for use on a car, some folk seem to think that they are justified in asking twice the price that would be charged for a similar commodity intended for household use. A good illustration of my point is furnished by the experience of a friend who wanted a fibre mat for the rear compartment of his four-seater. He went to an accessory dealer and stated his requirements. Oh, yes, they had a mat to suit his car and the price was half a guinea. The mat was just an ordinary rectangular one and my friend told the dealer that the price was too much and came away without it.

### A Contrast.

**A**BOUT a hundred yards down the road was a household stores, and my friend stopped and asked the assistant at the counter to show him some fibre door-mats. He soon found one that was quite a good fit, and asking the cost was informed that the price was—3s. 9d.

One must, of course, make allowances when mats have to be specially made to fit one particular make of car, but, even so, I cannot see where the difference of 300 per cent. can be accounted for, as both the mats shown to my friend were of similar quality and of a plain, rectangular shape. It seems that the old idea that motorists are rich men still holds a firm place in many minds.



GILBERT  
RUMOLD

AT  
ST. OSYTH'S.

We comment, on the cover this week, on the diversity of interest in the St. Osyth's district. This charming corner provides a delightful contrast to the old Priory shown on the cover.



MIDLAND OFFICES:  
BIRMINGHAM: 16, Bennett's Hill.  
Phone: Central 2672-3.  
COVENTRY: 6, Warwick Row.  
Phone: Coventry 4775.  
NORTHERN OFFICES:  
MANCHESTER: 274, Deansgate.  
Phone: Central 5433-4.

### Constant-mesh Gearboxes.

AN unfortunate aspect of the attention which is being given to "foolproof" gearboxes of various kinds is that the improvement of gear-change mechanism of the conventional pattern is not receiving the attention it deserves. Too many designers appear to feel that, pending the introduction of a gearbox that allows anyone to make silent changes under all conditions, it is wiser to concentrate upon providing a really good top-gear performance than to seek ways and means for simplifying the control of our old friend the "crash" gearbox, and thus provide the motoring public with as good a compromise as possible until the ideal of automatically varying ratios has been attained.

In this connection it should be pointed out that a silent, easily engaged, long-wearing third or middle gear is easily obtained by making it of the helical, constant-mesh, engaged-by-dog-clutch type. There is one light car on the market which has a four-speed gearbox with third gear so arranged, and all the critics are loud in its praises. Why cannot we have more such gearboxes? They allow the driver to obtain the best from an engine, and they are conducive to economy both in fuel consumption and repair bills. Manufacturers who are seeking a first-rate selling point might turn their attention to the constant-mesh principle with material benefit both to their balance-sheets and to the satisfaction which their customers obtain from their cars.

### The Evil of "Man-handling."

THOSE who use their cars at night when running into towns for visiting places of amusement continue—despite protests—to suffer at the hands of garage attendants, who, faced with the prospect of dealing with a large number of vehicles in a very short time, do not exercise sufficient care in handling them. It is by no means uncommon to see one man pushing or pulling the top of a radiator, whilst another grasps a windscreen pillar about halfway up and puts considerable pressure upon it; steering wheels are wrenched round ruthlessly when a car is standing, and, frequently, minor damage is done to wings, tail lights and so on owing to carelessness when the cars are being manoeuvred into position. An offer by the owner

"THE LIGHT CAR AND CYCLECAR" WAS FOUNDED IN 1912 TO CATER FOR THE NEEDS OF USERS AND POTENTIAL PURCHASERS OF LIGHT CARS AND CYCLECARS, AND IT HAS CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMIC MOTORING MOVEMENT FOR OVER FOURTEEN YEARS.

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

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to drive his car into the required position often meets with a curt refusal, and, to put the finishing touch to the whole business, 2s. 6d. is considered a moderate charge in many centres for about 3½ hours storage. There are, of course, notable exceptions in the form of really modern garages, so arranged that a car can be driven into place by the owner, but they are few and far between and serve merely as an example upon which ideal garage methods

should be modelled. We make the suggestion in all seriousness that suitable handles, braced within the skeleton of the body to the chassis, should be fitted to cars so that they can be handled easily and without damage; bumpers are, obviously, another useful precaution, but the evil of wrenching at the steering wheel will, presumably, always be with us.

### Revise Parking Regulations.

THE foregoing emphasizes the urgent need for more reasonable outdoor parking arrangements. The time has come for the authorities to frame new regulations calculated to ease the existing pressure on garages during theatre hours—and to provide motorists with the facilities which they are entitled to expect. We offer the suggestion that car owners should be permitted to make unrestricted use of public car parks from 7 p.m. until midnight, the existing regulations—if it must be so—to apply up to 7 p.m. This might divert a small proportion of the profits of private garages, but as the cry is, usually, "Full up" by 7.30 p.m. on most evenings, and as many motorists prefer to leave their cars under cover the loss should be inconsiderable.

The absurdly anomalous part of the whole business is that in certain areas adjacent to theatres cars may be left—often under the indirect supervision of the police—during the whole spell of a "show" and in parking places which, presumably, are not officially sanctioned. No inconvenience is caused, and motorists show their appreciation of the concession made by following to the letter the parking instructions given and by helping in every way to preclude the possibility of any complaints being made by local residents. We appeal very strongly for the revision of parking laws which we have suggested.



## A NEW LAFITTE SPORTS MODEL.

WITH AN IMPROVED CHASSIS AND A BIGGER ENGINE THE NOVEL THREE-CYLINDERED LAFITTE IS NOW OBTAINABLE IN SPORTS FORM.

A MOST attractive new model of the French Lafitte car will be seen at the forthcoming Paris Salon. This is the sports type, which we were able to examine in Paris last week. The main lines of the unorthodox but very practical chassis are almost unchanged, but the frame has been dropped about 6 ins. and the wheel-base slightly lengthened. These alterations, together with the very neat sports body, give the new model the appearance of a typical, up-to-date French sporting light car. The engine is a three-cylinder radial similar to that fitted in the standard model, but somewhat more powerful. The bore is 69 mm. and the stroke 80 mm., giving a cylinder capacity of 900 c.c. as compared with 736 c.c. for the ordinary Lafitte models. Other engine alterations include variable ignition and flexible exhaust pipes leading to a fixed silencer. In standard Lafittes the silencer tilts with the engine when changing gear.

The forward suspension arrangement has been improved. Helical springs working in steel tubes are still employed, but the tubes and springs are much larger in diameter. Secondary springs are fitted within the main springs and, in addition, hydraulic shock absorbers are employed within each cylinder.

The car is considerably higher geared than the standard model and, whilst no excessively high speeds are claimed for it, the little machine may be counted on to do about 60 m.p.h. The design of the fan is now altered to suit the greater speed capabilities of the new

model. It was found in road trials that at speeds above 45 m.p.h. the old type of fan actually began to have a screening effect and prevented the air from reaching the engine properly.

Remaining chassis details are similar to those in existing models. The fact that the car has an absolutely direct mechanical drive on top gear undoubtedly accounts in some measure for the success of the Lafitte as a friction-driven vehicle. For those unfamiliar with the design it may be mentioned that the flywheel forms one member of a friction-gear combination,

whilst the other member consists of a ring of compressed paper bolted up to a steel plate on the forward end of the propeller shaft. The face of the flywheel is convex and that of the friction disc is dished and cut away at the centre. Gear changing is accomplished by tilting the engine over in its cradle.

The body of the sports model is comfortable, the seats are staggered and there is plenty of leg room. The workmanship and finish are surprisingly good for so cheap a vehicle. Wire wheels and 27-in. by 4-in. straight-sided Dunlop tyres are standard on

the new model. As in the case of other Lafittes, electric lighting and starting is fitted. Lafitte cars are made by Automobiles Th. Lafitte, 16, Quai du Petit Gennevilliers, Gennevilliers, Seine, France.

Hallands, Ltd., 3 and 4, Clements Inn, Strand, London, W.C.2, have the handling of this interesting little car in this country.

Bowed cross-members "drop" the frame in front.

ORIGINALITY  
OF DESIGN  
AND  
HANDSOME  
LINES.

The body lines of the latest Lafitte conform well with standard sporting practice, as these two views clearly show. Dust caps can be obtained for the hubs, if desired, as shown in the lower photograph.



No. 6

## THE OLIVERS of HIGHWOOD

**R**ATHER a unique family, the Olivers—a widower father and three bachelor sons, ages twenty-nine to thirty-six. A more devoted 'foursome' could hardly be imagined. They work together in a prosperous family business, they have holidays together, and they drive together, in their Trojan.

Mr. Oliver, senior, first noticed the Trojan four-seater car at the 1926 Olympia Show. One of the salesmen on the Leyland stand was demonstrating the priming device which makes starting, even in the coldest weather, as simple as opening an umbrella!

Well off as they were, the Olivers had all decided that until they found a car which did not require taking to pieces, that needed no attention to speak of, they preferred to remain car-less; so they bought the Trojan because they realized, as always claimed by the makers, that the Trojan really is the

### Simplest Car in the World

PRICES FROM

## £125

[and all TROJAN cars carry the makers' free maintenance undertaking for the first 5000 miles.]

*All the names and addresses are fictitious, but in this series we intend portraying the lives of typical Trojan owners, showing the new freedom which the possession of a Trojan 4-seater car has brought.*

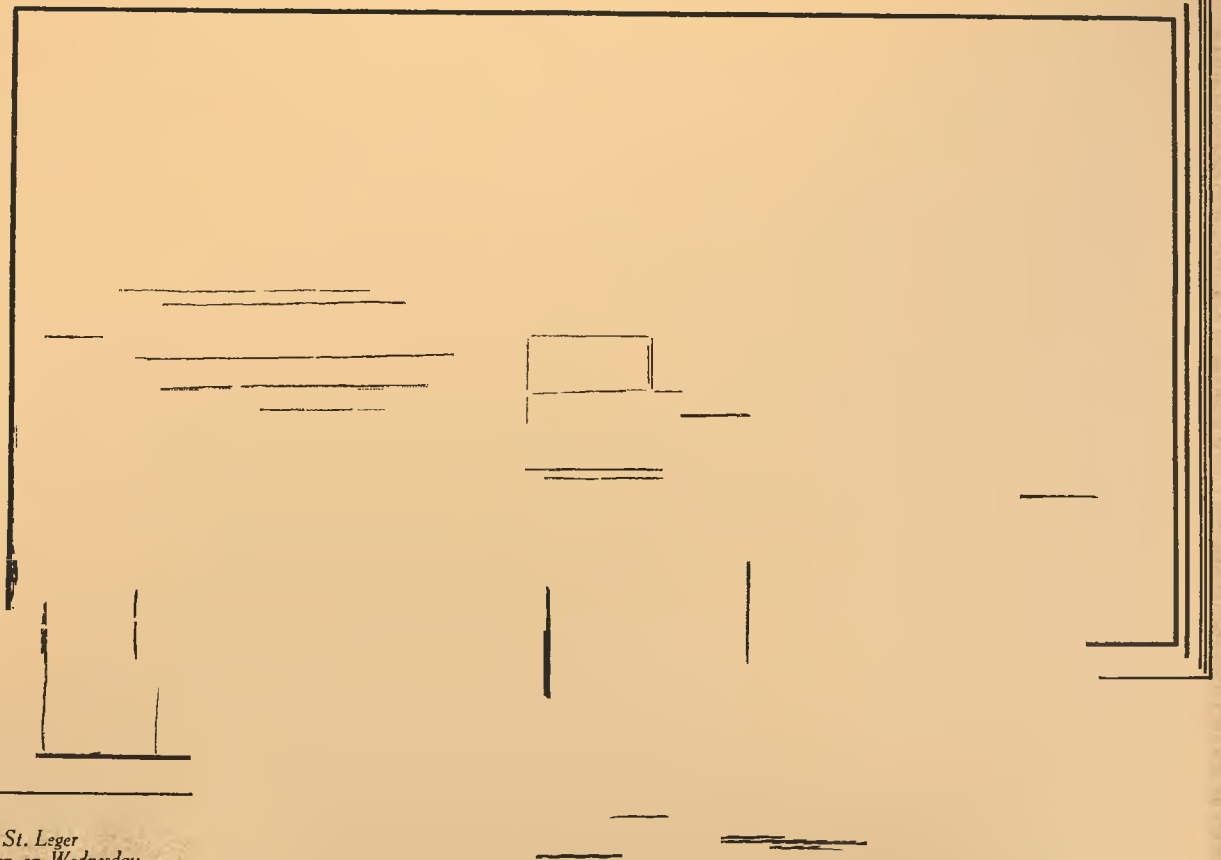
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*This was owing to the enormous demand we have had for these models, our season's stock being "sold out" nearly two months sooner than expected.*

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Four-seater £155

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SILBERT,  
"HUPPOLD"

# Cyclecar Comments.

*by Shacklepin*

## FIRST COUNCIL MEETING OF THE NEW CYCLECAR CLUB—THE CLUB AND THE J.C.C.—CHOOSING THE BADGE—AN INTERESTING COMPETITION OPEN TO ALL.

THE council meeting of the Cyclecar Club, which took place on Wednesday, August 24th, was very well attended. Prof. A. M. Low took the chair, and in his opening remarks made it abundantly clear that he was a true supporter of the cyclecar movement.

He mentioned that he once owned the second Bedelia cyclecar built—that on it gear changing was performed by slipping the belts from larger to smaller pulleys—or vice versa—by means of a piece of wood. One day he inadvertently substituted his thumb for the wood and forthwith decided to sell the machine!

His interest in cyclecars in general remained, however, but, at the same time, he admitted that, if asked, he would be quite unable to give a concise definition of the word "cyclecar."

In this, of course, Professor Low is on common ground with everybody interested in these vehicles. Many attempts have been made to arrive at a suitable definition which could be adopted internationally, but without success.

There were several important items down on the agenda, and all of them were carefully discussed. Although the title of the club was confirmed, in the absence of any objection having been received from the Junior Car Club, which originally was known as the Cyclecar Club, it was decided formally to approach the J.C.C. upon the point.

In addition to the chairman, there are several other prominent J.C.C. members on the council of the Cyclecar Club, and all of these agreed that it was most unlikely that the J.C.C. would adopt any kind of dog-in-the-manger attitude.

Rather, the general feeling was that the J.C.C. might be prepared to agree to welcome the new body and, perhaps, to adopt, upon occasion, some kind of working agreement.

It will be interesting here to note, however, that, apropos of my remarks last week, the Hon. Gen. Secretary of the J.C.C. has written to the Editor of this journal to point out that the first meeting of the Cyclecar Club took place in 1912. It was hardly necessary, I think, to explain that the meeting I mentioned referred to the new club, and the reminder from the J.C.C. serves merely to recall the days when that body catered for cyclecar owners before everybody else.

Some considerable discussion arose with regard to the choice of a badge. A number of designs was submitted, and that which was finally selected certainly will be of a very pleasing appearance and quite in keeping with any other badge which may already be fitted to a member's vehicle. It will be of circular shape, plated, and with the lettering picked out in red and blue enamel.

The question of the badge being settled, the Treasurer's report was received and adopted, and certainly for a club just starting it can be regarded only as extraordinarily satisfactory. This to a large extent is due to the fact that certain funds standing to the account of the erstwhile Morgan club have been handed over to the Cyclecar Club.

Nothing very important was done with regard to drawing up a set of rules, as it was decided first to investigate the A.-C.U. standard set of rules, the chairman pointing out that in his opinion these could hardly be improved, although it might be

necessary to modify them slightly so that they became fully applicable to the Cyclecar Club.

It was decided definitely to go forward with the arrangements for holding the Morgan Cup trial, which has proved always to be a very popular event. The matter was placed in the hands of the trials committee.

Questions relating to the annual dinner and dance then came up for discussion, and Tuesday, November 22nd, has since been chosen.

I have mentioned Professor Low's remarks concerning the definition of a cyclecar and the difficulty which has been experienced in finding a definition. It has now been decided by the Club to offer a prize to any cyclecar enthusiast who submits a definition which could be adopted. It must be concise and easily understood, but in accepting such a definition, should one be forthcoming, the Club does not bind itself to make any special use of it.

The matter is simply one of general interest and will not necessarily affect the policy of the Club. The prize offered to the competitor whose definition is accepted is free membership of the Cyclecar Club for one year, whilst the two runners-up will be granted membership of the club without payment of the entrance fee.

The suggestions should be written on a postcard and addressed to the Cyclecar Club, Publicity Committee, 45, Newman Street, Oxford Street, London, W.1.

I should mention that the A.-C.U., the A.A., and various other bodies have already in existence their own definition of a cyclecar. None of these exactly fills the bill, however, and this is why fresh suggestions are invited.



SOME  
SIONS OF  
TOO-BRI  
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TIME  
CITY OF

FOUR hundred years ago, York was much the same as it is to-day. The grey walls and hoary towers which formed the city defences in the sixteenth century still stand, apparently impervious to the march of time; but it is not so with the tide of traffic that rolls through the battlemented gateways and through the quaint old streets.

Hundreds of years have gone since mailed horse and rider made their way through the city, though even now it is easy on summer nights to conjure up the figures of ghostly warriors and fair maids in the

(Above) The imposing mass of the centre tower, over 213 ft. in height, predominates in this view of York Minster. (Left) The Minster towers form an artistic background for Bootham Bar and the grey city walls.

shadow of the Minster walls. Gone also are the days when stage coaches rumbled into the city, bringing gossip from the outer edge of the Ridings, or, perchance, momentous tidings from London.

To-day, as in the past, York is the centre of a web of more or less important highways, and every month there are thousands of light car owners passing through the city on business or on pleasure bent.

Most of the motorists who pass through the city on their way to Scarborough, Whitby and other East Coast resorts will have some recollection that history records the founding of a Roman city called Eboracum on the site of what is now York. Perhaps there will be very few who are aware that long before the Roman settlement the Britons had a station here called Caer-Efroc.

### Antiquarians All.

Lest I be accused of assuming the role of a pedagogue, let me confess that for all that I know of York I am indebted to George. George is an antiquarian and member of various learned societies, of which I cannot even recall the names. Do not, however, imagine him to be an untidy, short-sighted man, with an immense highly polished dome of forehead.

George is a spruce, clean-cut individual who can handle his Sports Salomon either at speed or on any

freak gradient that may present itself—a most versatile fellow, this George. His besetting sin, however, is a weakness for loading the two-seater with lumps of limestone fossilised rocks and what his wife indignantly describes as “old iron.” The amount of such ballast that George can collect in the course of a day’s run is astounding.

Knowing that I contemplated a run from Skipton to Scarborough via York, George spoke thus:—

“Why don’t you, just for once, stay in York for a few hours and do some digging?” George sometimes jokes in very subtle fashion, and I answered him in guarded manner. “Do you seriously expect me to load up the Singer with picks and shovels, just in order to dig up York for old coins?”

### Digging for Knowledge.

“No,” said George placidly, “not in the least. But what I do beg of you is to spend an hour or two in York, finding out for yourself what a wonderful old place it really is. That is what I mean by digging.”

And so that is how it came about that, when we reached York, I suggested to Aline that we should park the Singer and do a little digging in the Georgian manner. Aline, being ultra-modern, showed no enthusiasm at first and talked of shopping, but eventually consented to join the expedition and to show me how to use the camera.

It was by mere chance that we arrived almost immediately at Walingate Bar, a most inviting subject for the camera. Whilst Aline was taking a photograph I asked a policeman in what manner he thought



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MALL-  
VISIT  
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MAN  
BORA-

one might profitably spend an hour or two in York. "Well, of course," he said, "there's the Minster." Then, after casting an appraising glance at me, "there's also the pictures, you know." To which he added, with an air of having settled the question, "It only wants half an hour to opening time."

Swiftly I fled with Aline and the camera down Foss-gate, not stopping until we drew near to Bootham Bar. The most confirmed picturegoer or the most in-veterate frequenter of places of refreshment (Aline says that constables, having time for reflection, are good judges of character!), could not fail to be im-pressed by a picture in which Bootham Bar and the city walls made a foreground mass, with the grey towers of the Minster dominating the background. Aline's shutter clicked vigorously. Close by Bootham Bar is a quaint opening in the walls which I after-wards found to be Queen Margaret's Gateway, with a history all to itself.

### "Good Citizen."

At this stage a hale and portly old fellow came strol-ling along. There was something in his demeanour, un-ruffled and serene, which seemed part of the atmo-sphere which envelops the grey and changeless city walls. He was undoubtedly a native of York, and he gave us such courteous greeting that I scarcely re-

Back again we went to Foss-gate, to gaze with under-standing eye on the Merchants' Hall, a building of great antiquity, with the arms of the company dis-played over the entrance.

Queen Margaret's Gateway had assumed wonderful importance in Aline's eye, since we had learned that it was opened through the walls in July, 1503, in honour of the Princess Margaret, daughter of Henry VII., who was on her journey to the North as the bride of James IV of Scotland.

The city walls are on the whole in a splendid state of preservation, which description applies equally to the four principal bars or gateways. Monk Bar, said to be the most perfect specimen of its kind in Eng-land, was once a prison, and is still in use as a resi-dence. The great pile of Micklegate Bar represents an almost sinister appearance, the towers being crowned by turrets on which it was customary to place the heads of traitors who had been sentenced to the block. The turrets were last adorned in this gruesome fashion after the Battle of Culloden, in 1746. Mickle-gate Bar dates from 1300.

We had to retrace our steps to Walingate to make special examination of the Elizabethan house of timber and plaster which is situated above the entrance on the inner side.

### The Minster.

As for the Minster, one hesitates to describe this crowning glory of York. Someone described architec-ture as frozen music, and this metaphor may well have been evoked by sight of the Minster. In height of roof York exceeds all other English cathedrals. The central tower is 213 feet high, with 273 steps.

Near to the Minster is King William's College, built originally for residential use of the priests and affording a beautiful example of half-timbered work. Leaving this, we found the time allotted to our ex-ploration was already exceeded, and it was not without reluctance that we ceased "digging" and returned to the motor park in the market place.

A.T.

(Above) Even tramlines have failed to detract from the age-old picturesqueness of the Walingate Bar portcullis. (Right) On the towers of Micklegate Bar, shown here, the heads of traitors were impaled in the olden days.

frained from addressing the ancient as "good citizen." It needed little encouragement to start him upon a description and a gossip concerning the story of York, for he was truly a native. "Born and bred in the shadow of the Minster," he told me smilingly.

He was a find that would have delighted George himself, and the stories he told were such as seemed to fill every old turret and battlement of York with life and meaning. In the space of half an hour he had given us information which would have taken hours to collect from guide books, and given it in so interesting a fashion that, on leaving our mentor, we resumed our quest with redoubled interest.



## STARTLING STATISTICS.

FACTS AND FIGURES CONNECTED WITH  
THE RUNNING OF A CAR WHICH ARE  
WELL WORTH ASSIMILATING.

**R**ELIABILITY, the essential feature of the modern light car, would not so lightly be taken for granted if owners could know just what is happening inside the "works" during average running conditions. The whole chassis is called upon to perform a prodigious amount of hard work within a short space of time, and it is not easy to know what is happening unless one delves rather deeply into figures.

We will take the case of a small car having a cylinder capacity of 900 c.c., travelling at an average speed of 30 m.p.h. on a top gear of 4.5 to 1. The wheels are shod with 27-in. by 4-in. tyres, and a season's mileage of 10,000 will be assumed.

Under the conditions in question the engine will be turning over at an approximate rate of 1,680 revolutions per minute. The speed of the road wheels—373 r.p.m.—seems slow by comparison! The crankshaft will revolve approximately 43,000,000 times during the season, assuming that 80 per cent. of the mileage was covered in top gear, second and bottom gears being responsible for 15 per cent. and 5 per cent. respectively. The figure may even be in the neighbourhood of 46,000,000 if the car is used in very hilly districts.

The hard work done by many of the smaller components is easily calculated, and some of the figures obtained may come as a revelation to motorists who disregard their engines provided they work. The distributor brush of a magneto suitable for the car under consideration, for example, traces a path around the casing of the distributor equal to 1,478 miles during the season; little wonder is it that the segments need an occasional cleaning and, better still, a few minutes' attention with the aid of metal polish and a dry duster.

### Magnetos and Plugs.

At a speed of 30 miles an hour on top gear the contact points in the magneto make and break 56 times per second; yet if a magneto goes on strike after one season's running most of us consider ourselves to be particularly unfortunate.

Sparking plugs give little or no trouble in the majority of cars; we must marvel at the reliability of a component which costs but a few shillings, needs scarcely any attention, and yet which will stand up to flaming gases at a pressure of 350 lb. and more, and operate at a temperature often higher than the melting point of platinum. The task of a carburettor jet having an opening with an area of only .00019 sq. ins., through which is passed 333 gallons of fuel during the season, is easy in comparison.

If the owner of the car specified always travelled at

134

If placed side by side, petrol tins the contents of which were used up in 10,000 miles' running would stretch something like twenty-five times the length of the car itself. Further similar facts seldom realized are mentioned in the following article.

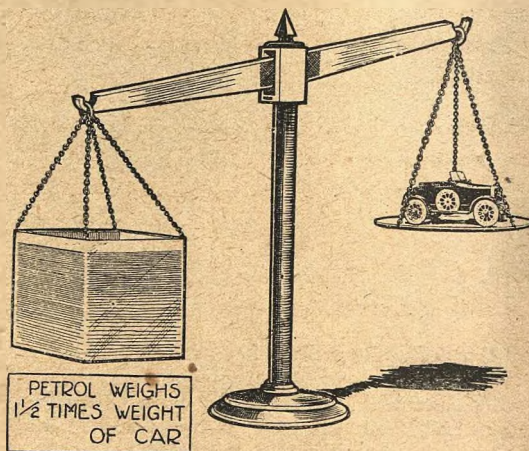
an average speed of 30 m.p.h. he would have good cause to worry about the cost of motoring if he could see the distance stretched by all his empty petrol tins. Placed side by side, the tins (the contents of which were used up in a single season's running) would stretch something like twenty-five times the length of the car itself. The weight of the fuel—without the tins which had contained it—would be, roughly, one-and-a-half times the weight of the car unladen.

### Burnt Air.

A vast quantity of air is necessary to burn with the 333 gallons of fuel used in the correct proportion to give a satisfactory mixture for ordinary running. Over 466,200 cub. ft. of pure air would be needed to burn with the petrol, this volume being sufficient to half fill one of the smaller Zeppelin airships.

One seldom hears of a flywheel bursting on a modern car, yet the peripheral speed of the flywheel of the car under consideration is in the neighbourhood of 60 m.p.h., and if it dropped off the car and were capable of travelling for the same number of revolutions as it does on the crankshaft during the season, it would cover a distance of 25,595 miles.

Calculation of tyre wear is a matter of interest to



Despite the fact that the petrol used in 10,000 miles' running weighs  $1\frac{1}{2}$  times the weight of a car its purchase price is a fairly small item.

every car owner. It may be taken as an average indication of tyre wear that an outer cover having a tread  $\frac{1}{8}$  in. thick lasts one season. On this basis a twenty-thousandth part of an inch will be worn from the tread every mile and about a fifteenth-millionth part of an inch at every revolution.

Quite a considerable proportion of useful power is absorbed by the dynamo of the starting and lighting system. The dynamo, if placed on charge during the



# **Motorists!**

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# **DUNLOP TUBES**

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- (1) The method of Dunlop Tube manufacture is by extrusion—which means that the Tube is made in one uniform homogeneous mass. Other processes, such as building up Tubes layer upon layer, etc., have been discarded in favour of the more scientific method of extrusion.
- (2) The rubber used for Dunlop Tubes is specially compounded for its purpose. Particular consideration has been given to its “keeping” qualities in stock.
- (3) Users of Dunlop Tubes know how snugly they fit in the cover—they appreciate the freedom from “tube pinching” and creasing—advantages which are gained from manufacturing the tube in circular form. Tubes made “straight” and joined up afterwards tend to crease in fitting and are out of date.
- (4) All Dunlop Tubes are of uniform thickness throughout. Dunlop—producing the perfect and correctly designed tube in the first instance—has no need for such devices as thickening the tube in one place. After many experiments in connection with such supposed “improvements” the Dunlop Company believes that they are unnecessary and often provocative of trouble.
- (5) There is only one satisfactory method of making tube joints—by steam vulcanising. This produces a welded joint—practically as homogeneous as the rest of the tube. Other methods of joining, such as “cementing” and the use of acid processes, have been discarded by the Dunlop Company in favour of the more costly but superior method of steam vulcanising.
- (6) **VALVES.** Dunlop, ever anxious to promote the convenience of the motorist, supplies tubes with different length valves—suitable for the varying types of wheels.
- (7) There is no external valve patch on Dunlop Tubes, and, therefore, no abrupt change in the portion which beds into the rim. The tube, therefore, is not locally strained or stretched, and presents at the valve a soft rubber cushion.

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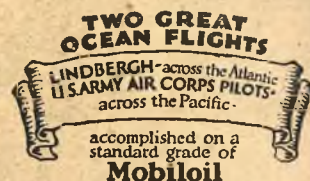
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**WARNING:**

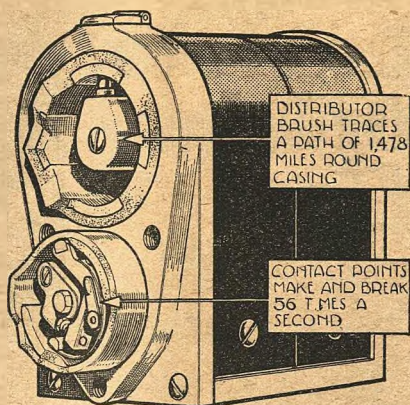
Don't ask for "A" or "BB", always ask for Mobiloil "A" or Mobiloil "BB."

NAME OF CAR	1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter
Alvis	BB	A	BB	A	BB	A
Armstrong-Siddeley	BB	A	BB	A	BB	A
Austin, 7 h.p.	A	A	A	A	A	A
Austin, 12 h.p.	BB	A	A	A	A	A
Austin (other)	BB	A	BB	A	BB	A
Bean	A	A	A	A	A	A
Citroen, 7.5 h.p.	A	A	A	A	A	A
Citroen, 12/24 h.p.	A	A	A	A	A	A
Citroen (other)	BB	A	BB	A	BB	A
Clyno	BB	A	BB	A	BB	A
Crossley, "Six" and 14 h.p.	A	A	A	A	A	A
Crossley (other)	A	A	BB	A	BB	A
Daimler (all models)	A	A	A	A	A	A
Darracq, 12/32 h.p.	BB	A	BB	A	BB	A
Darracq (other)	A	A	A	A	BB	A
Hillman	A	A	A	A	BB	A
Humber, 8 and 9/20 h.p.	A	A	A	A	A	A
Humber (other)	BB	A	BB	A	BB	A
Jowett	A	A	A	A	A	A
Lagonda, 12/24 h.p.	A	A	A	A	A	A
Lagonda (other)	BB	A	BB	A	A	A
Lanchester	A	A	A	A	A	A
Lancia (Lambda)	A	Arc	A	Arc	A	Arc
Morris-Cowley	A	A	A	A	A	A
Morris-Oxford	A	A	A	A	A	A
Peugeot (Sl. Valve Mtds. and 11 and 12 h.p.)	A	Arc	A	Arc	A	Arc
Peugeot (other)	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p.	BB	A	BB	A	BB	A
Rolls-Royce	BB	A	BB	A	BB	BB
Rover, 8 h.p.	A	A	A	A	A	A
Rover (other)	A	A	A	A	A	A
Singer	A	A	A	A	A	A
Standard, 14 h.p.	A	A	BB	A	BB	A
Standard (other)	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A	A	A	A
Swift	A	A	A	A	A	A
Talbot, 18/25 and 20/60 h.p.	A	A	A	A	BB	A
Talbot (other)	BB	A	BB	A	BB	A
Trojan	A	A	A	A	A	A
Vauxhall, 14/40 h.p.	A	A	A	A	BB	A
Vauxhall, 23/60 and 25/70 h.p.	BB	A	BB	A	BB	A
Vauxhall (other)	BB	A	BB	A	BB	A
Wolsley	BB	A	BB	A	BB	A

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whole running time—i.e., 10,000 miles (and allowing for a small loss of power owing to bearing friction)—would use up sufficient power to provide house-lighting



The need for occasional cleaning of a magneto should not be begrudged if these figures, for a typical light-car magneto used for 10,000 miles' running, are borne in mind.

for a week, under ordinary winter conditions. It would also be sufficient to cook three elaborate meals in an efficient electric oven.

Reverting once more to the engine proper, it is hard

to realize that, even at the touring speed of 30 m.p.h., each valve is raised from its seating 14 times per second and yet returns in time to form a perfect gas-tight joint with the seating in readiness for the compression and firing strokes.

The pistons, as the prime movers of the car, do prodigious work in the course of the year's running. If one piston travelled in a straight line instead of moving up and down in the cylinder of the engine, it would cover 5,000 miles in the season, making a total of 20,000 miles for the four pistons. It should be remembered, too, that each piston comes to a standstill and reverses its direction 56 times a second. The need, in view of this, for lightening the piston and all the other reciprocating parts should be obvious. Each minute the piston crown and cylinder walls are exposed 840 times to the extreme heat of the explosion; yet many cars run thousands of miles before needing decarbonization.

The amount of petrol-air mixture drawn into the cylinders is largely dependent, of course, on the existing external atmospheric pressure. The volume of the induced mixture, also, has a large bearing on the power output of an engine, and it is calculated that a typical light car engine running on ordinary fuel will develop 3 per cent. less horse-power for every thousand feet increase in altitude above sea level.

A season's mileage of 10,000 is equal to 3,610 laps of Brooklands track—around the 50-ft. line—which figure may interest Weybridge enthusiasts. The same mileage is equal to 4,400,000 times the length of the car itself. K.

## A STREAMLINE CARAVAN.

THIS HANDSOME AND FULLY EQUIPPED VEHICLE, ALTHOUGH COMMODIOUS, CAN EASILY BE TOWED BY A 12 h.p. LIGHT CAR.

A CARAVAN which should appeal very strongly to motorists who are planning a summer camping tour is the Fleming-Williams streamline trailer caravan. The accompanying illustration will explain why it is given this title, and the designer, who is an artist by profession, has allowed himself full licence in producing a vehicle which combines beauty of line with sound mechanical construction.

It is claimed to be the lightest and most comfortable caravan on the road and the most beautiful, and it certainly has a very imposing appearance with its polished mahogany sides, doors and window frames. Not only is it artistic, but it is eminently practical, for the fittings include everything which the most fastidious could desire. It weighs only 7 cwt. and can be towed by a light car of about 10 h.p. to 12 h.p., but for all that it is 14 ft. 6 ins. long and 6 ft. 6 ins. wide.

The streamline shape not only reduces wind resistance, but permits lightness of construction together with strength, while it makes an efficient ventilation system possible without added weight and, moreover, gives a distinction of line both pleasing and unique.

It has 25 sq. ft. of window space, and the double doors make it cool and airy on a summer's day, but when necessary it can be closed and made as warm as a house.

Included among the many fittings are two blue-flame stoves, oven, lock-up meat safe, fixed wash-basin with

drain pipe, complete set of cutlery, dinner and tea services, linen box, fadeless curtains, double spring mattresses, feather pillows, provision locker under the floor and a washing-up bowl; even tin openers and corkscrews are not forgotten, but the list is too long to be given in full.

The chassis itself is of very strong steel construction with half-elliptic springs and large internal-expanding brakes operated in conjunction with the brakes of the car. The four struts which let down from each corner are adjustable and make the caravan perfectly steady when parked on uneven ground.

The lighting is electric, the current being taken from the car batteries, but an emergency oil lamp is provided. The price fully furnished, ready for the road, is £137, but caravans can be hired from £3 3s. per week. All inquiries should be addressed to the concern handling this interesting vehicle, Messrs. L. A. D. Productions Co., of Rustic Walk, Lower Bourne, Farnham, Surrey. At the present moment delivery can be given from stock, but we understand that this arrangement is only temporary.



## UR eaders

*We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.*

### WARMING UP A COLD ENGINE. A Problem Still to be Solved.

#### Why Not Radiator Shutters ?

I notice that there has been a considerable amount of correspondence recently on what has been described as the "warming-up problem," and some novel suggestions have been put forward. But may I say that you Britishers are a little behind the times if you have only just discovered the need for a quickly warmed engine?

I believe I am right in saying that the first car to have shutters built into the radiator originated in the U.S. I refer to the Essex Four. An adaptation of this method has for some time been on the American market (and I believe there are English agents) in the Automatic Winterfront. It is a device which automatically opens and closes the shutters in accordance with the temperature of the engine.

With regard to thermostats, they have been fitted to American cars for a long time now.

I consider "Focus's" idea ingenious, but surely shutters or thermostats perform the same function without the need for redesigned water passages and radiators?

New York and London.

T. ALBERT EDWARDS.

#### Thermostatic Water Control.

The question of providing some kind of automatic temperature control for an engine is one of extreme urgency, and the fact that so many different types of cooling system are to be found on cars seems to indicate that designers are by no means on common ground in the matter. For most ordinary purposes simple thermo-siphon cooling appears to be quite satisfactory, but high efficiency engines require something more, and as a rule this requirement can be met by the provision of a pump in the water system. Thermostats provide an efficient means of enabling the engine to be warmed up quickly from cold, but they must be very carefully designed and very well made if they are to prove continuously satisfactory.

A car which I once owned was fitted with thermo-siphon cooling and a thermostat; the instrument worked admirably so far as preventing circulation whilst the engine was warming up was concerned, but I found that after a time, due, probably, to calceous deposits forming on part of its mechanism, it had a tendency to restrict the flow of water when the engine had become warm. I realize, of course, that this drawback would not arise if care were taken always to see that only rain water was used in the radiator, but how many motorists are there who take this necessary precaution?

E. H. PINE.

R38

#### Why Not Electric Heating ?

I compliment "Focus" on his ingenious suggestion for making engines heat up more quickly, and, as one who is deeply interested in the subject, I am indebted to the various experts who have come forward with technical criticisms. I am convinced, however, that we want something which will prevent the cooling water becoming stone cold in winter when a car is left for the night; in summer, warming up problems really do not exist.

#### An Interesting Suggestion.

A few years ago electric starters were an extra—some considered them an expensive luxury—now they are standard fittings. I feel sure, therefore, that I am not being unduly optimistic when I forecast the introduction of an electrically heated element forming part and parcel of the engine assembly and energized by the battery, which will maintain the temperature of the cooling water at, say, 60 degrees. Controlled by a thermostatic switch, it will automatically come into operation at 60 degrees. Here is the solution of all our troubles. It would be cheap, simple, economical and absolutely automatic.

SPARK.

#### Simple Cooling Systems Preferred.

I was very interested in the remarks by "Focus" and the subsequent correspondence which appeared in your columns on the subject of engine temperature control, but I fear that my technical knowledge is not sufficiently

The Views of a  
Novice.

great for me to be able to appreciate many of the points which have been raised. In any case, I have a horror of mechanical complication, and a large amount of my driving pleasure would be lost if I thought that I had thermostats and similar contrivances in my cooling system which might possibly go wrong at any time.

The cooling arrangements on my present car consist simply of a water-jacketed cylinder block, two large pipes and a radiator. I bought the car sufficiently far back in this year to enable me to judge how well it behaves in cold weather and upon the few hot days which we have had since then it has not shown the slightest tendency towards overheating. I might mention that my car is not fitted with a fan, but so far as I can see the makers have calculated the cooling arrangements to a nicety both for winter and summer conditions.

The method which I adopt to ensure a quick getaway with a cold engine is to leave the carburettor air strangler partly closed for a mile or so. By doing this I find that my engine pulls quite strongly, no matter how cold it may be.

J.H.B.





THIS 11·22 Wolseley is as fine a car as money and experience can build. It is produced in the Wolseley Works at Birmingham, which for over a quarter of a century have been renowned for high-grade cars. It is particularly easy to handle; its quick acceleration makes it ideal in traffic; it is a delight to drive on the open road. The ideal car for drivers who demand absolute safety as well as exceptional performance.

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WOLSELEY MOTORS (1927) LTD., ADDERLEY PARK, BIRMINGHAM.

D.A.5

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.*

B37



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## THE NEW MODEL "MARLBORO" CAR WASHING SET.

*Saves three-quarters of the time.*

Fitted with tap on hose adapter obviating going back to main tap. Rubber buffers protect paintwork being damaged. There is a large brush for main body work, and a small brush for inaccessible places fitting on same handle. Water flows through either brush, or a straight jet, for clearing caked mud, may be brought into operation by a half turn of the handle. 35/-



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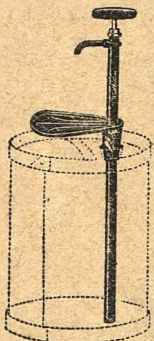
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## OUR READERS' OPINIONS (contd.).

### S.M.M. and T. and M.A.A. Policy.

In view of conflicting statements in the public Press the Society of Motor Manufacturers and Traders, Ltd., and the Motor Agents' Association desire to state that it is

**Hire Purchase Terms.** both bodies and approved by a majority of their respective members, that hire-purchase business in motor vehicles should not be conducted on what are erroneously termed "no deposit" conditions, and that a minimum deposit of not less than 25 per cent. of the retail list price of the vehicle affected should be called for in any such transaction with a private customer.

J. C. J. PHILLIPS,  
Acting Secretary, The S.M.M. and T.  
E. W. GARNON.  
Secretary, The M.A.A.

### Scottish Garage Charges.

I read with interest the remarks made by "Focus" in your issue dated August 26th regarding charges made by Scottish garage owners, because my recent experience during the early part of this month has been positively the reverse. In one small garage the charge for straightening a buckled wing, which took two men the best part of two hours (I witnessed the whole job), was only 2s. 6d.!

On another occasion, in a large Aberdeen garage, 6s. covered considerable repairs to the defective lock of a door together with adjustments to the piston of an S.U. carburetter. Could anything be much more reasonable than that? As regards charges for storing a car, I noticed that Aberdeen compared very favourably indeed with London.

L. R. GLEGG.

### The L.s.d. of Motoring.

Scotsmen are not the only sinners when it comes to excessive charging, although "Focus" would apparently convert us to the opinion that there is no place worse than Scotland. Having a little trouble with my

**A Complaint from the South.** carburetter recently I decided to dismantle it, and as it was spotting with rain I drove into a fairly large garage in the E.C. district of London asking if I could trespass on their hospitality so that I could do the job under cover.

I was certainly not more than fifteen minutes on the premises and was quite prepared to give the man who had

attended to me a small tip for his trouble, but imagine my surprise when I was presented with a properly executed bill for 1s. This represented garage for one day, and on that basis was quite reasonable, but as my visit had not cost the proprietors of the garage a farthing, and as I had previously given them little jobs to do and was known to them, surely to make any charge at all was, in the circumstances, very bad taste.

How can garage proprietors wonder that they are not very popular with owner-drivers when they adopt such annoying methods?  
NODNIF.

### Registration Plate Regulations.

Certain information given in *The Light Car and Cyclecar* dated March 4th has prompted me to open up the question of registration plates for cars. You state that a painted plate or one of cast or pressed aluminium is acceptable by the Ministry

**Apparent Discrepancies.** of Transport. I have before me a pamphlet issued by the latter wherein it states that "letters and figures of the identification mark must be indelibly inscribed in white upon a black surface. If they are exhibited on a flat rectangular plate, the plate may be constructed of cast or pressed aluminium having raised letters and figures."

Therefore painted-on letters and figures are not indelible, and the aluminium plates are silver-faced letters and not white letters as specified in the Schedule.

There is but one type of plate which is in strict accordance with the regulations laid down by the Ministry. This, I believe, is made by Bluemel Bros., Ltd., and which I hear is fitted by the Scotland Yard authorities. Now, Sir, can you explain to me the question, viz., if painted-on letters and figures and aluminium plates the letters and figures of which are not white are being used, why do the various authorities permit their use?  
G. H. McPHERSON.

\* \* While the authorities have laid down regulations governing identification plates a certain amount of latitude has been allowed, and cast or pressed aluminium plates are allowed although the letters and figures are not white, as are letters painted in white on a black background. Strictly speaking a marginal line surrounding aluminium plates is not in accordance with the official requirements, nor is a hyphen between letters and figures, but objection is rarely taken. As an example of plates that do not strictly conform to the regulations the front plates of many London motorbuses may be cited. These have a sort of white semicircle at each end. This is contrary to the regulations, but exception is not taken to it.—Ed.

## Both Sides of a Question.

### Safe Driving Tactics.

The letter from "Air-cooled" which appeared in your issue of August 19th interested me very much, but surely he adopts very unusual driving methods, and if, indeed, he has driven 10,000 miles largely on winding roads and round hair-pin

**Where "Air-cooled" was Wrong.** bends, he surely has been very lucky not to have had a previous accident. One of the most usual safety-first hints and one which is drummed into us both by the motoring and the lay Press continuously is "never overtake unless you can see that the road is clear." In my opinion "Air-cooled" was wrong in every way, and his idea of keeping his off-side wheels on the crown of the road is, in my view, asking for trouble. Supposing another driver coming in the opposite direction has the same ideas and will not give way, what happens?

On a left-hand bend always hug the near side as closely as possible, because drivers of cars coming round a right-hand bend have a tendency to cut across it. I drive almost every day of the week on very busy roads, but I always watch left-hand bends particularly, more so, in fact, than cross-roads. I take it that the driver of the steam-wagon in question guessed what was coming; he slowed down a little intending to let "Air-cooled" get clear, then changed his mind, thinking, probably, that if he accelerated "Air-cooled" would have to keep behind him until the corner was passed, and yet "Air-cooled" pulled out to pass him at less than 50 yards from the corner if, as I understand it, all this speeding up and slowing down happened after he had caught up with the wagon, which was 50 yards from the corner at the commencement of the incident.

JOHN BLUNT.

### Passing on a Bend.

What a pity it is that, instead of being helpful, discussions in the motor Press so often lead to objectionable epithets and gross misstatements! This is particularly

**"Air-cooled" Explains.** brought to mind by Mr. Hare's remark in his letter which you published last week, that I "hurled abuse" at the motorcyclist concerned, an accusation for which, differences of opinion apart, I think he owes me an apology.

In your editorial note beneath my letter published on August 19th you hit upon one reason for the collision, the others being (1) that I drew out when too close to the steam-wagon, the result being (2) that owing to the steam-wagon slowing down a second or so afterwards I was unable to get my bonnet behind the tail-board, a happening I did not anticipate. I did not draw out suddenly, having had fifteen years' driving experience and knowing a little better than that. I am not immune from errors of judgment, although this is the first collision I have had since I began driving.

However, I would like to point out to Mr. Hare that the collision took place fifty yards from the bend, hardly a case of passing on the bend, and that he cannot have read the first paragraph of my letter very carefully. Also, I received a reprimand from the justices for not driving more on the crown of the road, so surely there is a little ground for my contention. I am glad that Mr. Hare's sense of humour is so easily aroused, and hope that on the next occasion he has to dawdle along behind a lorry for a mile or two at 5 m.p.h. he will be equally amused.

AIR-COOLED.  
B41



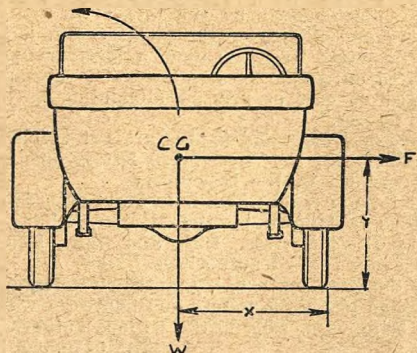
OUR READERS' OPINIONS (contd.).

**Overtuning on a Corner.**

The note in "Rich Mixture" in your issue of August 26th on the subject of which way a car overturns on taking a bend too quickly recalls a controversy on this subject which reached epidemic dimensions during the winter of 1910-11. At that time it was the most common subject of discussion among men, whether motorists or not.

**An Age-old Question.**

I have seen the advocates of the "inside" theory roll a coin on a table and from the fact that it always overturns towards the inside of its curved path argue that a car would behave similarly, regardless of the fact that the two phenomena have nothing whatever in common. I was amazed to learn from the note by "Focus" that the controversy had not been decently buried long ago. Will the following help doubting Thomases to understand?



This diagram shows clearly how the two forces mentioned in the accompanying letter act upon a car.

When a car is moving on the path of a circle there are two forces acting on the car which will decide its equilibrium. Both these forces act through the centre of gravity of the car as shown in the sketch. The weight of the car ( $W$ ) acts vertically downwards and the centrifugal force ( $F$ ) acts radially outwards. Adopting the lettering of the sketch it is clear that the wheels on the inside of the curve will leave the ground when the product  $Fy$  becomes greater than  $Wx$ .

As the centrifugal force varies directly as the mass of the car and the square of the velocity and inversely as the radius of curvature of the path, it is clear that the conditions which will overturn a car are easily calculable.

Referring to the "feeling" of the outside wheels rising which is claimed by some, the only explanation that I can see is that the occupant of a car, not being rigidly fixed to the car, is subject to a centrifugal force acting outwards through his own centre of gravity. He instinctively leans over to the inside of the curve to counterbalance this invisible force, and from this subconscious movement it is not far in a vivid imagination to a "feeling" that the outside wheels are moving with him.

If the adherents of this heresy have the courage of their convictions they will form a club and build a racing track which would conform to their theory, i.e., the banking should be constructed on the *inside* of the curves. Such a track would produce thrills not comparable with anything Brooklands can offer us.

P.H.D.

**Motoring Club Snags.**

I was very interested in the article written by a "Club Secretary" about the running of a motor club, in your issue of August 26th. As a committee member of a local club

**Financial Questions.**

I agree with all his remarks except those concerning social events. So far as my club is concerned anything socially inclined is looked on with suspicion and receives very little enthusiastic support. I am afraid this is largely accounted for by the "stand-offish" attitude adopted by a large number of the sporting (?) members.

The committee "tree" shown in the article is good and is far better than a general committee which deals with all matters connected with the club. The question of finance is a very difficult matter and on a lot of events the loss is made up out of the general account. Thus at the end of the year the general meeting is faced with a loss. Personally, I think that most club subscriptions are too low to permit of efficient and financially successful working.

The question of "local status" is interesting. Matters affecting motorists in the district might easily be improved by an official letter from the local club, or clubs, to the authority concerned. One such matter comes to mind at once—the question of free parking.

It would be interesting to know what other clubmen think, if you would allow them the courtesy of your correspondence columns for a short discussion. KAT846.

**An Impecunious Enthusiast's Idea.**

To the person with a strictly limited income, running costs are undoubtedly the deciding factor in the final choice of a light car. In the case of ex-motorcyclists (of which I am one) they do not trouble so much

**"Communal Motoring."**

about the possibility of repair costs, as the experience gained prior to owning a car makes this item of less consequence, owing to material being practically the only expense, the actual work being done by the owner.

One point which is no doubt important to many fellow enthusiasts was that which confronted me in the form of "distance available"; by this I mean the distance which I might travel with the funds available. Now, although petrol is cheap, the difference in petrol consumption of my late lightweight combination and my present 10 h.p. light car is, obviously, considerable and represents about 45 m.p.g.—in other words, I obtained 85-90 m.p.g. with the combination and 35-40 m.p.g. with my car, so that where I used to buy one gallon for a trip I now buy two.

My original intention was to cut down my mileage—my runs are purely for pleasure—and so balance the difference in cost, but to my surprise I find that I have covered quite as many miles since my change over to four wheels as I did before, at approximately the same cost. How was it done? It was simply a matter of doing my friends a good turn in this manner.

I have quite a lot of acquaintances who cannot afford

the first cost of a car, or who do not fancy driving, yet they all like coming out on holidays, evenings or week-ends. Now, while they were accustomed to paying the usual bus or train fare of 1d. or 1½d. per mile each, a double journey of, say, 50 miles to the country for two would cost them at least 15s. to £1, but if they come in my car they pay for the petrol only; thus I am enabled to increase my mileage without the added expense, while they pay for three gallons of petrol, costing 3s. 4½d. for two, with the comfort and convenience naturally afforded by a private vehicle.

\*It must not be thought that I deliberately touted for such trips, but after taking a few of my friends for short runs, they, and not I, suggested longer runs for mutual benefit with the petrol being paid for by them, and the usual other expenses being paid by myself.

Obviously, if I could afford to, I should not dream of accepting the payment for "juice," but knowing the pleasure that such an arrangement gives to all parties concerned, and everyone being more than satisfied, we have spent some most enjoyable trips at a very moderate cost; what is more, I have been able to show one or two non-owners how very economical and reliable a modern light car is. The probable result will be that after tasting the joys of the open road, the natural wish for a car of their own will bring fresh converts to the ever-growing body of light carists, be they millionaires or impecunious enthusiasts, like myself.

G.P.



**SPECIAL "SAFETY FIRST" NUMBER.**

Our next issue will be greatly enlarged and will deal with every aspect of "Safety First." Copies, price 3d. as usual, should be ordered in advance to avoid disappointment.

Sept.  
9th.



## OUR READERS' OPINIONS (contd.).

## An Appreciation.

Being a regular schoolboy reader of your excellent weekly *The Light Car and Cyclecar*, I feel that I must write and tell you how much I appreciate and enjoy it. Although I am not the possessor of either a light car or cyclecar (but hope to be in the future) I eagerly peruse your journal and enjoy every page of it. Friday is my favourite day of the week and the moment I get home from school I settle down for a good read of my old friend. Wishing you and your paper every success.

FOURTEEN-YEAR-OLD.

## "The Light Car & Cyclecar" PHOTOGRAPHS

Original photographs—for private use—of those pictures in the editorial pages of this journal that are marked with a triangle can be obtained from us at the undermentioned rates. This also applies to all photographs taken by "The Light Car & Cyclecar" photographers, whether published or not.

## Rates.

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6" x 4" .....	2/-	2/6	12" x 10" .....	5/-	8/6
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## The Effect of the Clutch—

I have been very interested in the correspondence recently relating to wear of the rear tyre on a Morgan, and although I have not been quite so fortunate as most of your correspondents with regard to mileage, I

—Upon Morgan can endorse all they say with regard to Tyre Wear. lack of punctures in the rear wheel.

My Aero Morgan has covered over 7,000 miles without a puncture. It may interest readers to know that the Firestone Tire and Rubber Co., Ltd., supply a nail-proof band which fits inside the cover; I have used one for some time and have had no tyre trouble whatever. Incidentally, the band allows the cover to be run right down to the canvas with safety.

My mileage on my last cover was only 6,300, and for this I am inclined to blame the clutch. Can any of your readers advise me how to keep it from getting so harsh? I oil the friction surface liberally, but have been unable to effect a permanent cure. I have tried everywhere to obtain the maker's handbook on the running and care of the Morgan, but have been unsuccessful. Can any of my fellow readers lend or sell me a copy?

R. HARTLEY.

Melrose Road, Pinner, Mddlx.

## CONDENSED CORRESPONDENCE.

Mr. J. B. Flint writes in praise of the prompt attention and after-sales service which he has received from Singer and Co., Ltd., especially at the London service depot at Brewery Road, Holloway.

Mr. A. W. Barton writes in terms of praise concerning the Central Garage, Shaftesbury, Dorset, the proprietor of which, Mr. H. C. Rutter, recently made him a new adjustable tappet head. A charge of only 2s. 6d. was made and Mr. Barton was on the road again within an hour.

Mr. H. Carpenter, M.I.M.E., of the Penge Motor Co., Green Lane, Penge, London, has written to point out some curious errors which occurred recently in an article appearing in a weekly non-motoring journal. The article had reference to the Singer Junior and amongst other statements the writer said that the car was difficult to "push" over 40 m.p.h., that the front-wheel brakes were really excellent, and that the all-weather equipment "was rather lacking—the only shoddy thing about the car." Mr. Carpenter points out that he has sold and driven a number of these cars, all of which are capable of at least 50 m.p.h., front-wheel brakes are not, of course, fitted to these cars and, with regard to the all-weather equipment, it is agreed generally that this is of a most efficient nature and better, in fact, than that fitted to some quite expensive cars.

## LOST.

A khaki twill hood cover at 9.45 a.m. on August 17th in Queen's Road, Walton-on-Thames. Will the finder kindly return it to W. Kennett, Chase End, Walton-on-Thames?

On Sunday morning, July 31st, a hood cover on the Surbiton-Leatherhead road. Will the finder please communicate with W. Beesley, 2, Edgar Road, Yiewsley, Middlesex?

## CLUB ITEMS AND SPORTING EVENTS.

## NORTH LIVERPOOL M.C.C.

On September 10th the club is holding a championship meeting at Harrison Drive, Wallasey, starting at 3 p.m. The championship will be a closed club event, and light cars and cars of any capacity will be eligible to compete. The promoters are anticipating excellent support in view of the nature of the meeting.

## LEEDS M.C.

An attempt was made on Post Hill on August 28th by Mr. Reg. Humphries, of Bradford, in his 8 h.p. Humphries Special, and Mr. L. Cole, of Leeds, in his Frazer-Nash. Mr. Humphries made a steady climb in 30.45ths seconds. Mr. Cole unfortunately failed on the 1 in 1½ section, but he managed to hold the car successfully with his brakes. The club's Leeds-Edinburgh trial, which should have been held to-morrow, Saturday, September 3rd, has had to be postponed as the event clashed with other engagements. Further information will be published as soon as available.

## WOOLWICH, PLUMSTEAD AND D. M.C.

The annual Harvest Moon reliability trial is open to all clubs in the S.E. Centre (A.-C.U.) and will start on Saturday, September 10th, at 10 p.m. from Epsom racecourse grandstand and will finish at Dunster on September 11th. There are classes for three-wheelers and other cars and entries close by the first post on September 5th.

## R.A.C. PERMITS.

The R.A.C. has issued the following closed permits:—September 2nd, 3rd and 4th, Liverpool M.C. Liverpool-Edinburgh double 12-hour trial; September 18th, Sale and D. M.C.C. "Perodo" Cup trial; September 25th, Whitley and D. M.C. and L.C.C. touring trial; October 2nd, Oozehum M.C. reliability trial. Other events of outstanding importance for which permits have been granted appear in the accompanying panel or have been dealt with previously in this feature.

## FORTHCOMING EVENTS.

## Friday, September 2nd.

North London M.C. London-Yarmouth-London 24-hour Trial.  
Liverpool M.C. Liverpool-Edinburgh-Liverpool "Double Twelve."

## Saturday, September 3rd.

J.C.C. (South-Western Centre) Southampton-Exeter Trial.  
Leeds M.C. Leeds-Edinburgh-Leeds.  
York and District. Ace Speed Trials.  
Worcester M.C. Madresfield Speed Trials.  
Austin M.C. Rally at Newlands Corner.

## Sunday, September 4th.

Grand Prix d'Europe (Italy).  
Sheffield M.C. Cup Trial.

## Tuesday, September 6th.

Boulogne Week starts.

## Saturday, September 10th.

Kent and Sussex L.C.C. Reliability Trial.  
Yorkshire Centre (A.-C.U.). Scott Trial.  
North London M.C. Supper Run.  
North Liverpool M.C.C. Wallasey Speed Championship.

## Sunday, September 11th.

Leeds M.C. Post Hill-climb.  
Brighton and Hove M.C. Whole-day Trial.

## YORKSHIRE CENTRE SCOTT TRIAL.

Entries for the Yorkshire Centre one-day Scott open reliability trial, which will be held on Saturday, September 10th, starting near Grassington, must reach Mr. W. H. Dovener, 14, Cornwall Place, Bradford, by the first post to-morrow, Saturday, September 3rd.

## CARSHALTON M.C.C.

A motor sports gala will be held on Saturday, September 10th, at the Memorial sports ground, Carshalton. The proceedings commence at 3 o'clock, and a very full programme of events has been arranged. There will be free parking space for cars and admission to the ground will be 6d. by programme. The ground is situated in Colston Avenue, adjacent to the Carshalton Station (S.R.), and dye will be laid from the Greyhound Hotel, Carshalton.

## CHARITY TRIAL.

The second half-day sporting trial in aid of the East Cornwall Hospital will be run on Wednesday, September 21st, starting from the ambulance station, Bodmin, at 2 p.m. The observed hills will be Newlyn, Bodethiel, Pomey's Wood (including a watersplash), and Hustyn, also including a splash. There will be an observed splash at Lantewey Water. Entries should be sent to Mr. W. H. Jenkin, Church Square, Bodmin, to reach him not later than first post Wednesday, September 14th. Entry forms and full particulars are obtainable from Mr. Jenkin.

## CATFORD AND D. M.C.

The following are the fixtures arranged for September and October:—September 4th, run to Groombridge for lunch; September 11th, run to Isle of Sheppey for lunch; September 18th, run to Henfield for lunch; September 25th, timed run to Brighton; October 2nd, tea run to Holmwood; October 9th, annual sporting trial; October 16th, tea run to Tunbridge Wells; October 23rd, Kent circular run and treasurer's surprise; October 30th, spot prize run to Hildenborough. All these events start from The Verdant Lane Garage and members are advised to consult their fixture lists for the times of commencement.

## TO CLUB SECRETARIES.

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



*We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.*

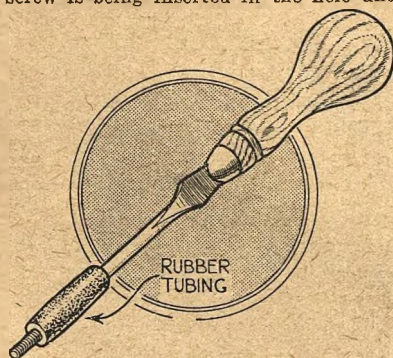
### A Removable Undershield.

The engines of some cars not fitted with an undershield become excessively dirty owing to the accumulation of road dust and so on. It is not at all a difficult matter to improvise a shield, and it is a good plan to arrange for it to be readily detachable for cleaning.

The undershield may be made of hood material, which has the advantage that it does not reflect engine noise; it should be attached to the side chassis members by turn-buttons, the eyes of which should be stitched to the hood material. The fixed parts of the buttons should be attached with small screws to the body frame.

### Tightening Small Screws.

Difficulty is sometimes experienced in starting small screws which have to be inserted in rather awkward positions. What is really needed is some means of making the screw adhere to the blade of the screwdriver while the screw is being inserted in the hole and



**A short length of rubber tubing slipped over a screwdriver blade will hold the heads of small screws and facilitate the task of engaging the threads.**

the threads started. One method is to pass the blade of the screwdriver two or three times over a strong magnet, when sufficient residual magnetism will remain in the steel to hold small screws. If no magnet is at hand, the following tip may prove useful. Slip a short length of cycle valve rubber over the blade of the screwdriver, leaving about  $\frac{1}{2}$  in. projecting, and press the head of the screw to be inserted in the open end. The threads of the screw may in this way be guided into the hole, and the rubber will be forced off as the screw is tightened.

B44

### Dickey Seat Comfort.

Give additional protection to the passengers in the dickey seat of a car, detachable shields may be provided to fit between the rear flap of the dickey and the sides of the seat. The flaps may be fixed in place when the passengers desire protection from the annoying side draughts which are set up on some cars.

Plywood covered with leather cloth to match the upholstery of the seats is the material from which the flaps should be made. It is advisable to make the shields as large as possible, compatible with neatness of appearance. The fabric covering should be larger than the plywood boards, and flaps of the leather cloth should be left on the two sides of each shield which fix to the rear of the dickey seat and

to the sides. Turn-buttons should be screwed to the car at these points and button holes should be cut in the leather to correspond.

In fine weather the shields may be kept beneath the dickey seat; when protection from the weather is desired the flaps may quickly be attached by the turn-buttons.

### Improving Dash-lamp Utility.

It is sometimes a difficult matter to fix the dash-lamp in such a position that its rays will be able to illuminate all the instruments on the facia board. Even the essentials, such as the oil gauge, ammeter and speedometer, are not always placed so that they will all be properly illuminated by the dash-lamp.

A good plan, if one instrument in particular is not readily visible in night driving, is to fix a small mirror to the facia board so that the rays from the lamp are reflected on to the face of the instrument. A small piece of looking-glass should be glued to a block of wood so shaped that the mirror is inclined at a suitable angle. The block should be screwed to the instrument board and stained, or covered with fabric, to match the surface on which it is to be placed. The mirror and its supporting block need not present an untidy appearance if properly mounted.



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

**H.S.S. (Rottingdean).**—Your requirements would be met by the 10 h.p. Mathis Weymann saloon, which costs £325.

**A.B.C. (London).**—Glad to have your encouraging remarks with regard to air-cooling. The French S.A.R.A. is the only light air-cooled four-cylinder job of which we know.

**H.S. (Stockport).**—The defective contact which causes the off-side wing lamp to flicker may be due to an imperfect chassis earth return. Examine the fixings of the lamp and, in particular, make sure that rust has not formed between the wing and the lamp, preventing the passage of current.

**E.E. (London, E.11).**—When the starter is not in action the Bendix pinion should be just clear of the toothed flywheel. Depression of the starter switch, however, causes the pinion to slide forward and engage with the flywheel teeth.

**R.E. (Southampton).**—When the wheels of your Austin 7 are removed for any reason, the inside of the drums which fit over the brake drums should be cleaned and thinly coated with oil or grease. This will prevent dirt making subsequent removal of the wheels a difficult matter.

**D.L. (Hull).**—Tappet adjustment on your Jowett car is carried out in the following manner:—Hold the lower nut on the valve stem with a spanner while the larger nut above is slacked off. Adjust the clearance to .003 in. and then lock the small nut in position.

**A.S. (Walthamstow).**—An intermittent short-circuit is indicated by the number of fuses which have recently blown in your lighting set. Before inserting a new fuse you should carefully check the insulation of the wiring and the connections to the battery.

**A.A. (Perth).**—Lack of lubrication of the splined shaft upon which the driven member slides would appear to be the cause of the great effort needed to move your clutch out of engagement. Thin oil should be applied to the shaft and the clutch then operated by means of the pedal until it moves freely.

**H.S. (Nantwich).**—As you have experienced constant trouble with the bolts on the wing stays of your car, we should advise you to fit special locking nuts. If the threads on the bolts are badly worn it may be necessary to fit new bolts to give sufficient grip for the locking devices.

**R.T. (Edgbaston).**—When purchasing spare parts for the chains of your cyclecar you should obtain them from the makers of the chains at present fitted. The dimensions of chain parts are standardized, but obviously you cannot always expect a new piece of chain manufactured by one concern to fit a worn part made by another.



### free booklet

Write for copy of "Running your Car on Coal," an interesting two-colour booklet written in the lighter vein. It tells you a lot about motor spirit.

## Pride in performance demands 'National'

Every motorist inherently takes pride in the performance of his car. He likes to hear the musical rhythm of a sweet running engine, and to feel a wealth of power at his command.

*Motor spirit controls performance.* It is necessary for the best results to buy the spirit that is scientifically constituted to produce them.

# Mixture

"The Guaranteed **BRITISH** motor spirit"

NATIONAL BENZOLE COMPANY LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, S.W.1

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



## AROUND THE TRADE.

Friction discs for G.W.K. and other friction-driven cars can be obtained from Messrs. A. G. Grice, Theale Motor Works, Theale, Berks.

Complete overhauls of all models of the G.N. cyclecar are undertaken by Godfrey and Proctor, Ltd., Manor Road, Richmond, London, S.W.

The Technical Bureau of Price's Patent Candle Co., Ltd., London, S.W.11, is at the disposal of motorists who are puzzled by oiling problems.

B. and D. stabilizers are now available for most light cars, including Morgan, Jowett, Rover, Singer and Clyno. Prices range from 52s. 6d. per axle.

A novel catalogue entitled "The Diary of a Car Tester" can be obtained gratis from The Service Co., Ltd. (London), 273-274, High Holborn, W.C.1.

Readers who require first-hand information as to the most suitable type of Lodge plugs for their engines should apply by postcard to Lodge Plugs, Ltd., Rugby, for folder F2.

Jowett Cars, Ltd., Bradford Road, Idle, Bradford, ask us to announce that the price of the two-seater Jowett was given in their advertisement in our issue of August 26th as £135, whereas the price is £139.

Numerous successes have been scored this year by users of Wakefield's Castrol. These include first, second and third places in the Spanish Grand Prix and the first five places (general classification) in the J.C.C. Sporting Car Race.

The Capital Motor Co., Ltd., Remington Street, City Road, London, N., have excellent facilities for re-covering hoods, and they claim to be able to carry out this work in 24 hours. They also repair and renovate side-curtains and fit new one-man hoods.

New Rover owners living in the Metropolitan and suburban areas should bear in mind that there is a fully equipped Rover service depot at Seagrave Road, Fulham, London, S.W.6. Everything, from a small adjustment to a complete overhaul, can be undertaken, and prompt attention is given.

A serviceable step-mat is being marketed by Brown Bros., Ltd., Great Eastern Street, London, E.C.2. It is known as the "Duco" and has a strong bristle mat fitted in a stout aluminium frame with a valance protector and scraper. It is made in two sizes, 13 ins. by 9 ins. at 11s. 6d., and 12½ ins. by 8 ins. at the same price.

The British Aluminium Co., Ltd., Adelaide House, King William Street, London, E.C.4, are publishing an interesting little book containing data sheets in connection with many of their products. It is fully illustrated, and deals in detail with aluminium headings, mouldings, and step edging. The British Aluminium Co., Ltd., will be pleased to forward a copy to any reader who applies to them.

An interesting addition to the range of signal devices now on the market has been made by the Index Lamp Co., Ltd., 39, Wilson Street, London, E.C.2, who are marketing what is known as the Index signal lamp. It is electrically operated, and consists chiefly of a front indicator having arrows pointing left and right, and a rear indicator on which appear left and right arrows, a "stop" hand, and a ruby tail lamp. The rear signals are, of course, all coloured red. The price for the front and rear indicators, complete with all the necessary wire and bulbs, is £4 for black enamel instruments and £4 5s. nickel plated.



### THE NEW SIZE FOR LIGHT CARS, CYCLECARS, ETC.

AS SUPPLIED TO POLICE AUTHORITIES.

Extinguisher filled, ready for use, and complete with bracket for fixing on car.....

(Nickel-plated only.)

# 28'6

EXTRA REFILL..... 2/10

**ASK YOUR GARAGE**

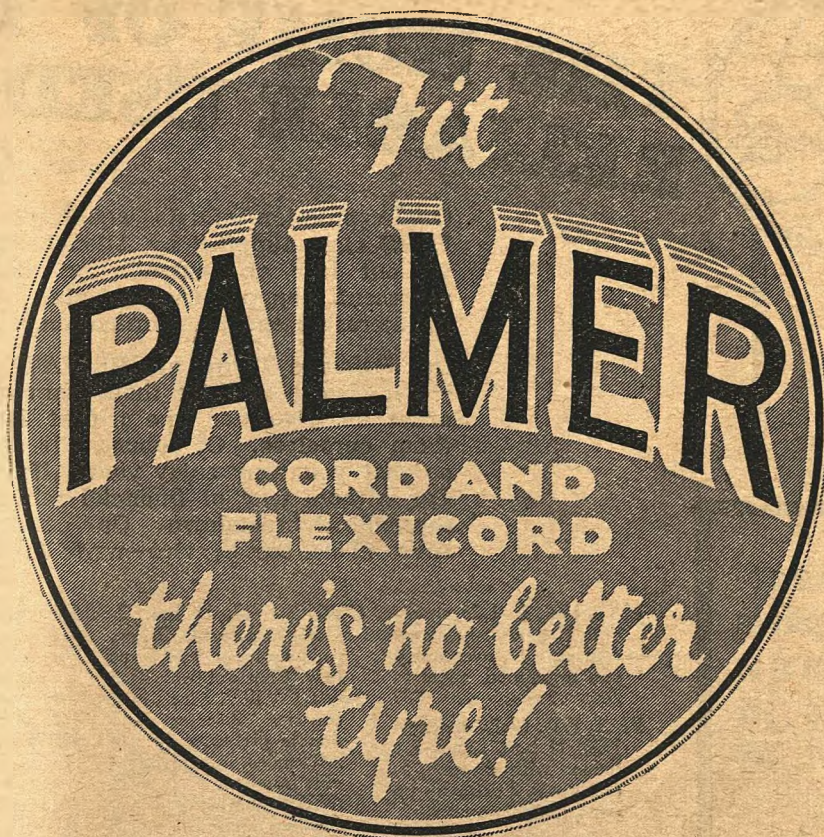
or write to:—

**KNOCK-OUT FIRE EXTINGUISHERS LTD.**  
16-18, BARDWELL STREET, NORTH ROAD, LONDON, N.7.

North 3747.

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



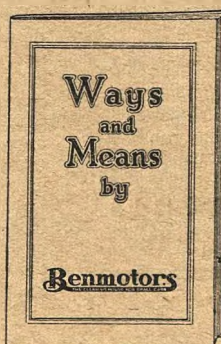


## INFORMATION WITHOUT OBLIGATION



**IT** will cost you nothing and tells you everything about small Used Cars, under £100.

**IT** will interest you even if you are not contemplating the purchase of a car at the moment.



**IT** will save you time and money if you require any small RELIABLE Used Car under £100 carrying a full guarantee.

**IT** will entail no obligation, neither will you be pestered to buy.

IT WILL TELL YOU ALL ABOUT  
SMALL USED CARS UNDER  
**£100**

Let us forward this post free.

IT IS QUITE SUFFICIENT TO TEAR OUT THIS PAGE AND FORWARD WITH YOUR NAME AND ADDRESS TO

**Benmotors**

30-32, High Street, Wandsworth, S.W.18

BATTERSEA 2425-2426.

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



ALLEN

# THE HOME OF THE RELIABLE USED CAR

Our reputation stands squarely behind every USED CAR supplied by Allen-Bennett. We say, without fear of contradiction, that these cars represent unapproachable value, and we invite disinterested expert examination.

Our Deferred Terms are PRIVATE and Personal—you choose and fix them yourself, and we, in order to give you the widest latitude, finance them ourselves. Of course, full service is given so that you may enjoy your Allen-Bennett Used Car without fear of financial embarrassment or mechanical breakdown. Our catalogue tells you more about our Service—write for it.

**Contracting Agents for and Models in Stock of Austin, Clyno, Humber, Lea-Francis, Riley, Rover, Singer Cars.**

FIAT, 1921, in 1925 condition, 11 h.p. Coupe, fully equipped, overhauled and re-painted, equal to new .. .. £95

FIAT, 1925, (delivered new 1926) 11 h.p., Limousine Saloon with division, 5-seater and 2 extra tip-up seats, perfect condition .. £210

CEIRANO, 1927, 12 h.p., special English body, 2-seater, only 4 weeks old, mileage 1,200, unsoiled. Cost £375, our price £265

LEA FRANCIS, 1926, 12/22 h.p., 4-seater touring model. Extensively equipped and indistinguishable from new .. .. £210

SINGER, 1925, 10/26 h.p. de Luxe, 4-seaters, complete as makers' specification, excellent condition, choice of four, prices varying from .. .. £100-£115

SINGER, 1926, 10/26 h.p., 4-seater, as makers' specification. Only run 6,400 miles, perfect condition .. £150

CEIRANO, 1926, 12 h.p., Special Sports 4-seater, recessed hood and every conceivable accessory, as new .. .. £250

CLYNO, 1927, 11 h.p., 2-seater and double dickey, fully equipped, F.W.B., as new. Choice of two .. £125

JOWETT, 1927, 7 h.p., long chassis, 2-seater and double dickey, only run 2,500 miles. Indistinguishable from new .. £125

JOWETT, another as above, finished maroon .. £125

A.B.C., 1922, 10 h.p., Regent model, 2-str. and double dickey, overhauled, re-painted as new .. £40

A.B.C., 10 h.p., Sports model, 2-seater, fully equipped, balloon tyres, repainted two shades brown, very smart and fast .. £55

CLYNO, 1924, 11 h.p., 2-seater and double dickey, fully equipped, exceptionally nice condition .. £60

SALMSON, 1922, 10 h.p., Sports model, 2-seater and double dickey, fully equipped, wire wheels, finished cream with red wings. Very fast .. £55

MORGAN, 1925, w.c.J.A.P. engine, dynamo lighting, many extras. Finished maroon, exceptionally nice order throughout .. £65

MORGAN, 1925, Family model, J.A.P., dynamo lighting, fully equipped. Excellent condition .. £65

SINGER, 1927, 10/26 h.p., 4-door Saloon, as makers' specification, many extras, only run 3,000 miles, perfect and indistinguishable from new .. £215

JOWETT, 1923, 7 h.p., 2-seater and dickey, fully equipped, balloon tyres, excellent condition .. £55

ROVER, 1926, 9/20 h.p., 4-seater, fully equipped, low mileage, as new throughout .. £165

ROVER, 1924, 8 h.p., full 4-seater, fully equipped, splendid condition .. £45

ROVER, 1922, 8 h.p., chummy model, perfect condition .. £35

ROVER, 1925, 9/20 h.p., Sports 2-seater, disappearing hood, repainted as new, very fast .. £110

FIAT, 1927, 9 h.p., 2-seater and dickey, completely equipped, only run 5,000 miles, as new .. £145

SINGER, 1923/4, 10 h.p., 4-seater, fully equipped, in exceptionally good condition .. £65

RHODE, 1923, 10 h.p., chummy model, fully equipped, excellent value .. £40

WOLSELEY, 1924, 10 h.p., 4-seater de luxe model, fully equipped, splendid condition .. £85

**You'll find you cannot do better than**  
THE  
**ALLEN-BENNETT**  
MOTOR COMPANY LIMITED,  
BROAD GREEN, LONDON ROAD, WEST CROYDON.  
Phone—Croydon 2450-1, 0968. Grams—"Track, Croydon."

Hours of Business: 9 a.m. to 7 p.m., Saturdays included.

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



# SECOND-HAND

AND NEW

**LIGHT CARS, CYCLECARS,  
and ACCESSORIES FOR SALE**

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

## RATES.

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

**DISPLAYED ADVERTISEMENTS.** Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

## REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, 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. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public, or trade reasons, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same, or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to, or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

## NOTICES.

**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. (5d. in the £) 2s. 6d. minimum on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

## CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, 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.

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.

Inserts, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD.—the responsible printers of the journal.

Head Office: 5-15 Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Holb., London."

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (8 lines).

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

## NOTICE.

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

## SECONDHAND

### LIGHT CARS AND CYCLECARS FOR SALE

**A.B.C.,** £27 10s. 1922, 2-seater and dickey, taxed, dynamo lighting, fully equipped, smart, good condition throughout. 36a, Old Devonshire Rd., Batham, S.W.12. 769-249

**A.B.C.,** 12-40, super sports, 1926, perfect throughout, very fast, many extras, carefully used, sacrifice £60; evenings and week-ends. Waters, 16 Portedown Avenue, Golders Green. 769-1298

**A.B.C.,** 1921-22, 10.4hp. 2-seater and dickey, dynamo lighting, spare wheel, clock, speedometer and usual equipment, splendid chassis and of smart appearance, £25; exchanges. Teddington Garage, 160 High St., Teddington. Kingston 2562. 769-1394

**A.B.C.,** 1922, sports, exceptional condition, 2 carburettors, c.i. cylinders, fully taxed, very fast, exchange, terms, £48. 51 Upper Richmond Rd., East Putney, S.W.15. 769-328

**A.B.C.,** super-sports streamline body, used demonstration only, 60 m.p.h., exchange, terms, 98 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 769-324

**A.B.C.,** 1921, 2 doors, double dickey, year's tax, good condition, £24 10s. 6 Penwortham Rd., Streatham. Phone 5159. 769-x183

**A.B.C.** 1922 sports 2-seater, dynamo, excellent condition, £32. 64 Dartmouth Rd., Hendon. 769-1338

**A.C.** Jarvis and Sons, Ltd., offer 1925 dark blue antique hide, in sound condition, just repainted, £107 10s. Wimbledon 2526. zzz-157

**A.C.** registered March, 1921, 2-seater, sunken dickey, dynamo, clock, speedometer, windscreen wiper, spare wheel, etc., recently repainted. Open to any expert trial or examination, bargain, £44. Vadium Co., 852 High Rd., Willesden Green, N.W.10. Willesden 2469. 769-85

**A.C.,** 1925, Royal, 2-seater, one owner, in superb condition, recently overhauled, taxed. 4 Newcastle Place, 281-3 Edgware Rd. 769-79

**A.C.,** 1924-5, 12hp, 4-seater, in first-class condition, £135, also 2-seater, repainted, £105. Newham Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 769-127

**A.C.,** 1926-27, Royal 4-seater, in superb condition, paintwork, upholstery and mechanical condition exactly as turned out from works, open to A.A. examination on a trial of 50 miles by any expert, price £165, taxed. 97 Streatham Hill. Phone, Streatham 3440. 769-272

**A.C.,** 1924, Royal 2-seater, lighting and starting, all-weather equipment, good tyres, taxed, £96. 51 Upper Richmond Rd., East Putney, S.W.15. 769-326

**A.C.,** 1924 (late), 2-seater and dickey, full equipment, very attractive and splendid running car, taxed, £78; exchanges, terms. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 769-389

**A.C.s,** and many others, under a £100. See page 25. 769-95

**A.C.** 1921 2-seater, dickey, overhauled, excellent condition, £49. Croindene, Fassett Rd., Kingston-on-Thames. 769-1337

**A.C.** Harold Simons, the A.C. specialist, for real bargains with a written guarantee. I specialize in what I sell. The following have full standard equipment, with various extras, are open to any test whatsoever, and are all ready for a journey anywhere. Every one of nice appearance; deferred terms to suit yourself.

1926 A.C. Royal 2-seater, 140 guineas; 1925 A.C. Royal 2-seater 115 guineas; 1925 A.C. any-weather 2-seater, 90 guineas; 1924-25 A.C. special Royal coupe, 125 guineas; 1924 A.C. Royal 4-seater (with £50 of extras), 100 guineas; three 1924 A.C. Royal 2-seaters, 90, 95 and 100 guineas; two 1924 A.C. any-weather 2-seaters, 80 and 85 guineas each; 1922 A.C. Royal 2-seater, 65 guineas; 1922 A.C. any-weather 2-seater, 52 guineas. Also a few six-cylinder models in stock. I always have a reliable and good selection of guaranteed A.C.s. Stock changes daily and any requirements can be met. Deferred terms to suit yourself. Harold Simons, the A.C. specialist, 29 Downham Rd., Dalston, N.1. Chissold 7061 Always open. 769-273

**A.C.,** special 200-mile racing car with hand-finished Anzani engine, complete with Brooklands silencer, racing cord tyres, etc., £90; exchanges and deferred. Bartlett, 173a Westbourne Grove. 769-186

**A.C.** 1922-23 super-sports 2-seater, all-aluminium starter, lighting, rev. counter, clock, etc., 59 guineas. Above. 769-186

**A.C.** For used guaranteed A.C. cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1 769-192

**ALBERT** car overhauls, guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne's Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1730 Chiswick. zzz-37

**ALBERT,** 1921, 2-seater, double dickey, lighting and starting, any trial, bargain, quick sale, £25. 152 Astonville St., Southfields, S.W.18. Putney 4770. 769-1404

**ALVIS,** 69 guineas. Special bargain. 1922 super-sports 2-seater, polished aluminium, excellent condition throughout, very smart, 4-speed, dynamo lighting, leather upholstery, very good tyres, spare wheel, outside exhaust pipe, Smith's 80 m.p.h. speedometer, clock, bonnet cowls, electric and bulb horns, etc., taxed; two other Alvis cars. Cash, deferred or exchange. Open 8 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (two lines). 768-50

**ALVIS** 12hp sports 2-seater, 1923, aluminium body, 6 wire wheels lighting and starting, clock, speedometer, etc., reconditioned throughout, £115. Meude's Motor Mart, Wolverhampton St. Walsall Phone 444. 769-17

**ALVIS,** 1924, 12-50hp, 2-seater, super-sports, specially tuned, £210. Bartlett, Ltd., Foley St., Langham St., Gt. Portland St., W.1. 769-217

**ALVIS,** 1924 model, delivered December 1923, 4-seater touring car, excellent condition and appearance, tax paid, £115 or exchanges. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham C225. 769-304

## AMILCAR.

Vernon Balls, Authorized Agent.

Famous for spares and service.

Large selection of second-hand Amilcars.

Deferred terms, exchanges.

Vernon Balls, 95 High Holborn, W.C.1. Phone, Chancery 8124. zzz-791

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



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

**AMILCAR**, 1926, Grand Sports 3-seater, privately owned, new condition throughout, English hood, over £35 extras, cost £350, accept £160. 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 769-123

**AMILCAR**, Boon and Porter, Ltd., sole concessionaires, have a few used Amilcars in first-class condition, including 1927 Grand Sport Surbaise 2-seaters from £200. For all Amilcar information apply 169-163 Castelnau, S.W.13. Riverside 4444. 769-140

**AMILCAR**, 1923, little used, excellent condition, £57 10s., a snip. Service Co., Holborn. 769-j271

**AMILCAR**, 1926, 8hp, Grand Sport 2-seater, grey and red, very full equipment, £155. Newnam Motor Co., 237 Hammersmith Rd., W.6. 769-132

**AMILCAR**. We have the finest and largest selection of used Amilcars in Great Britain.

**AMILCAR**, special, with 2-seater racing body, special H.C. engine, concealed hood, Triplex screen, f.w.b., etc., £160; exchanges and deferred. Bartlett, 173a Westbourne Grove, Park. 0523.

**AMILCAR**, 1925, Grand Sport 3-seater, V screen, pneumatic upholstery, f.w.b., etc., £125. Above.

**AMILCAR**, 1925, Grand Sport, 2-seater, starter, lighting, rev. counter, speedometer, f.w.b., etc., 98 gns. Above.

**AMILCAR**, 1925, Petit Sport, with Grand Sport body, specially tuned engine, 79 gns. Above. 769-183

**AMILCAR**, 1925, 8hp, 2-seater, finished apple green, with red wheels and undercarriage, upholstery to match, Rapson cord tyres, tax paid, an attractive sports car, £49 10s.; guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 769-294

**AMILCARS**, and many others, under a £100. See page 25. 769-94

**ARIEL**, £35; late 1923, 9hp, chummy, starter, electric lighting, a real snip. 179 South Norwood Hill, South Norwood. 769-j439

**ARIEL** 9, 1922-23, chummy, 9hp, starter and accessories, real bargain and in first-class running order, £48; deferred terms, exchanges. Many other makes. Written guarantee. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-156

**ARIEL** 9hp 1924 chummy, speedometer, dynamo lighting, starter, etc., taxed, £62 10s.; exchanges. J. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 769-149

**AUREA**, 1925, 11hp, saloon, special body, perfect condition throughout, £145; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 769-278

**AUSTIN**. We have a large selection of second-hand AUSTINS, including 1924 to 1927 models, prices ranging from £80 to £125. All cars offered have been through our workshop; deferred terms and exchanges. Ingrave Motors, Ltd., the Official Agents and Service Repair Depot, 26a Ingrave St., S.W.11. Battersea 5360. zzz-888

**AUSTIN** 7, three 1926 late models, perfect condition, £107 each; 1925, £89; seven days' trial. Taylor's, Sussex Place, South Kensington Station. Ken. 8558. zzz-67

**AUSTIN**, 80 m.p.h., brand new, unregistered, but shop-soiled, Brooklands model Austin 7hp, list price £265, what offers? Must be cleared; instalments accepted or exchanges. Owner, Wimbush Garage, Princes Sq., W.2 (near Whiteleys). zzz-41

**AUSTIN** 7, late 1924, chummy, lighting and starting, new tyres, fully licensed and in perfect order. £79. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-244

**AUSTIN** 7, 1927, chummy model, licensed, insured 1927, delivered 100 miles, £115. 290 Birmingham Rd., Dudley, Worcestershire. 769-h137

**AUSTIN** 7, 1924, chummy, £75. Regent Garage, New King's Rd. 2240 Putney. 769-j244

**AUSTIN** 7, late 1926, chummy, perfect condition, new tyres, equipped with several extras, taxed and insured till next April, £100. C. Douglas, 78 Coventon Rd., Tooting Broadway. 769-j241

**AUSTIN** 7, late 1925, chummy, kingfisher blue, carefully used, perfect condition, new cord balloon tyres, Stewart speedometer, many other extras, taxed and insured, £95. 4 Burnfoot Avenue, Fulham, S.W.6. 769-j231

**AUSTIN**, 1927, mileage 4,000, 2-colour body, carry full equipment, taxed and insured to 1928. £120.

**AUSTIN**, 1926, Gordon England saloon, one owner, little used, taxed year, guaranteed perfect, £145.

**AUSTIN**, 1926 (February), 3 new tyres, one owner, speedometer, 7,500 miles, taxed, £95. Below.

**AUSTIN**, 1925, speedometer, clock, taxed, recently repainted and overhauled, £83. Below.

**AUSTIN**, 1924, starter, speedometer, good tyres, many extras, taxed, insured April, 1928. £70. Below.

**AUSTIN**, 1923, taxed year, insured June, 1928, £62; another, taxed only, £53. Below. Smith and Hunter, Austin specialists, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. Saturday till 6, Sunday 10-1. 769-70

**AUSTIN** 7, 95 guineas. Special bargain. 1926, 7hp, chummy, kingfisher blue, one owner, very good condition throughout, f.w.b., dynamo lighting, starter, shock absorbers, excellent Dunlop cord balloon tyres, spare wheel, rigid side curtains, Smith's speedometer, automatic screen wiper, electric horn, stepmate, etc. year's tax; 5 other Austin 7s. Cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (2 lines). 769-51

**AUSTIN** 7, 66 guineas. Special bargain. 1924, 7hp, sports 2-seater, blue, very good condition throughout, f.w.b., dynamo lighting, starter, good tyres (2 as new), spare wheel, Smith's speedometer, electric horn, etc.; 5 other Austin 7s. Cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (2 lines). 769-52

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

**AUSTIN** 7, 1927, brand new, taxed, 125 guineas. H. Rock, Cradley, Staffs. Tel., 145 Cradley. 769-j129

**AUSTIN** 7, 1926, Show model, latest side screens, head, wing and dash lamps, f.w.b., connected, speedometer, mirror, luggage grid, running boards, etc., taxed and insured, very carefully used, open to expert examination and 50 miles' trial, 95 guineas. Private owner, 39 Fleeming Rd., Walthamstow. 769-j132

**AUSTIN** 7, touring car, 1926, very fully equipped, small mileage, in excellent condition throughout, tax paid, bargain, £105. Weybridges Automobiles, Ltd., York Rd., Weybridge. Phones 235-6. 769-1

**AUSTIN**, 1925, 7hp, exceptionally good condition, £90; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-11

**AUSTIN**, F.O.C.H., Ltd., have several excellent Austin 7s, all fully equipped, from £65. 5 Heath St., Hampstead. (Tube Station.) 769-37

**AUSTIN** 7s. Large selection tourers and sports from £65. Write for list and pamphlet of Burghley sports and saloon models. Wilson Motors, Austin Agents, 7 Eccleston St., S.W.1. Victoria 1366. 773-50

**AUSTIN**, 7hp, 1926 (April), absolutely perfect, rigid screens, best Austin engine on road, £110. Fryer, Uttoxeter. 770-18

**AUSTIN** 7, 1923 (July), taxed year, splendid condition, luggage grid, mirror, etc., £53. Reading, 21 Lytton Rd., Leytonstone. 769-j21

**AUSTIN** 7, 1925, just repainted kingfisher blue and overhauled at cost of £12, now externally and internally equal new, nearly new Dunlop balloons, speedometer, taxed, insured to April, 87 guineas. Adeldene, Brooko Avenue, South Harrow, N.W. 769-j296

**AUSTIN** 7, just repainted kingfisher blue, condition as new throughout, price £82 10s. Below.

**AUSTIN** 7, 1926 model chummy, kingfisher blue, in fine condition throughout, taxed to December, several extras, including fog lamps, luggage grid, step mats, petrol and oil-can carriers, special windscreen wiper, etc., price £100. Below.

**AUSTIN** 7, 1927 chummy, colour blue, taxed to December, in very fine condition throughout, price £115. Come and take your choice from the South Ealing Garage, 152 South Ealing Rd. Ealing 4161. 769-117

**AUSTIN** 7, 1927 models from £117 10s., 1926 from £90, 1925 from £82 10s. Gordon England, Ltd., 28 South Molton St., Oxford St., W.1. Mayfair 6378. 769-122

**AUSTIN** 7s, 1926, late models, chummy, excellent condition, £100; another £105; exchanges. Clark's, 223 Hammersmith Rd., W.6. 769-113

**AUSTIN** 7, 1924, chummy, rear tax, nice condition, £62. 19 Fore St., Edmonton. 769-j427

**AUSTIN** 7, 1926, touring model, rigid side screens, 4 new tyres, taxed, price £95. S. Hall, 91 St. Peter's St., St. Albans. 769-334

**AUSTIN**. For used guaranteed Austin cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-193

**AUSTIN** 7, June, 1927, blue, 4-seater, taxed 1928, insured May 1928, carefully used, £116. Hines, Lauriston, Perry St., Billericay. 769-j367

**AUSTIN** 7, chummy, Triplex, mileage 1,780 only, written guarantee. Steele Griffiths, Ltd., Camberwell Green, S.E. Open until 8. 769-312

**AUSTIN** 7, July, 1926, run 3,312 miles, equal new, £100, taxed to December; seen in London. Box No. 8284, c.o. "The Light Car and Cyclecar." 769-j369

**AUSTIN** 7, chummy, £95; written guarantee. Steele Griffiths, Ltd., Camberwell Green, S.E. Open until 8. 769-307

**AUSTIN** 7, 1927, chummy, used 2 months only, taxed, beautiful little car, £114, exchanges or deferred terms. Rose and Young, 97 Streatham Hill, Streatham 3440. 769-279

**AUSTIN** 1927 Gordon England fabric saloon, mileage negligible, taxed until December, has been carefully used since new, has every conceivable accessory, suitable for lady, price £149. Rose and Young, 97 Streatham Hill. 769-275

**AUSTIN** 7, 1926, late chummy model, balloons, 6,000 miles, taxed to December, appearance and mechanical condition like new, £97 10s. 4 Voltaire Rd., Clapham, S.W.4. 769-315

**AUSTIN** 7, 110 guineas, 1927, chummy, in excellent condition, tax for year. Whitticks, 89 Gt. Portland St. Phone, Langham 1601. 769-299

**Light Car  
and  
Cyclecar**

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NOTE.—Latest time for receiving advertisements first post Tuesday. Displayed advertisements have been eliminated from these columns. Office - - 5-15, Rosebery Avenue, London, E.C.1

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.



# SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**AUSTIN 7**, chummy, 1927, mileage 1,000, extras, £138; exchange car or motorcycle, balance deferred. Newnham, Heath Rd., Twickenham. Popesgrove 1035. 769-308

**AUSTIN 7**, 1926, chummy, taxed, perfect order, any trial welcomed, guaranteed 3 months, £90. Metro Motors, 45 Newman St., Oxford St., W.1. zzz-313

**AUSTIN**, 1926, Gordon England Cup model, mileage 6,000, hood, all-weather equipment, in exceedingly good condition, exchange, terms, £117 10s. 51 Upper Richmond Rd., East Putney, S.W.15. 769-331

**AUSTIN 7**, 1923, repainted, engine overhauled, taxed, exchange, terms, £58. 51 Upper Richmond Rd., East Putney, S.W.15. 769-330

**AUSTIN 7**, 1927, few miles only, unscratched, exchange, terms, £125. 51 Upper Richmond Rd., East Putney, S.W.15. 769-329

**AUSTIN 7**, 1927, saloon, primrose and black, as new, very little used, taxed, bargain, £130. S. T. Lea, Austin Specialists, The Aeroplane Shop, 141 New Bond St. Mayfair 4376. 769-285

**AUSTIN 7**, 1926, chummy, rigid curtains, new condition, £98; exchanges, deferred terms. Frank Norrington, 115 Hampstead Rd., N.W.1. Museum 9078. 769-284

**AUSTIN 7**. £115; 1927, taxed, as new. Below.

**AUSTIN 7**, £85; 1925 (late), taxed, splendid condition throughout; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 769-281

**AUSTIN 7**. Three special bargains. 1924 chummy, electric starter, taxed year, splendidly tried and in excellent condition, 65 guineas; another at 58 guineas and a third, perhaps the best, a beautiful little car, maroon finish, extra air speedometer and new oversize tyres, 52 guineas. Deferred terms. Mountview Motors, 368 Hornsey Rd., N.19. 3294 Mountview. 769-3431

**AUSTIN 7**, £65; 1924 model, chummy, starter, practically new balloon tyres, recently overhauled and in splendid condition. 179 South Norwood Hill, South Norwood. 769-3436

**AUSTIN 7**, £85; 1926, chummy, balloons tyres, taxed for year, condition excellent. 179 South Norwood Hill, South Norwood. 769-3435

**AUSTIN 7**, 1923, chummy, engine overhauled and repainted, £60 or exchange Aero Morgan; cash adjustment. 193 London Rd., Kingston. 'Phone 4158. 769-356

**AUSTIN 7**, 1924-25 model, startar, speedometer, excellent condition, £70; after 6 p.m. Swift, 99 Sunnyhill Rd., Streatham, S.W.16. 769-355

**AUSTIN 7**. Sydney G. Cummings, 97-101 Fulham Rd., London, S.W., offers 1927 model cup model, in splendid order and condition, real bargain, £117 10s.; exchanges, easy terms, etc., arranged. 'Phone, Kensington 3698. 769-270

**AUSTIN 7**, 1926, chummy, taxed, splendid condition. £95. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4633. 769-263

**AUSTIN 7**, late 1925, tax December, new tyres, automatic screen wiper, speedometer, rear mirror, perfectly good order, £85; exchange, deferred. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 769-268

**AUSTIN 7**, 1927, f.w.b. attachment, grid, taxed December, guaranteed next July, £123. 15 Fox Hill, Selly Oak, Birmingham. 769-351

**AUSTIN**, 7hp, 1926, rigid curtains, tax paid, £97 10s. Below.

**AUSTIN**, 7hp, 1923, excellent condition, £57 10s. Elce, Ltd., 11 Camomile St., E.C.3. 769-239

**AUSTIN 7s**. Earls, Ltd., for good cars and low prices.

**AUSTIN 7**, 1924 (December), chummy, repainted, dynamo and starter, £62 10s.

**AUSTIN 7**, 1925, chummy, beautiful condition, £85.

**AUSTIN 7**, 1925, special sports 2-seater, £90, exchange Morgan.

**AUSTINS**. Old models bought for spot cash or exchanged for new; deferred terms. Earls, Ltd., The Vale, Hampstead. Showroom: 75 Heath St. (almost opposite Hampstead Tube Station). Open 9 till 8, including Sundays. 769-245

**AUSTIN specialists**. Naylor, of Earlsfield, offer the following bargains; exchanges and deferred. Below.

**AUSTIN 1925 7hp chummy**, starter, balloons, f.w.b., a-w. equipment, speedometer, mirror, tyres very good, £89.

**AUSTIN** as above with very good tyres, taxed year, £82.

**AUSTIN 1924 7hp sports 2-seater**, starter, spare wheel, f.w.b., very good tyres, reconspainted and looks as new, £78.

**AUSTIN 1923 7hp chummy**, dynamo lighting, good tyres, a-w. equipment, spare wheel, very smart and good engine, taxed, £62.

**AUSTIN specialists**; exchanges and deferred, 12 or 18 months.

Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 769-249

**AUSTIN 7**, 1927, run 4,000, wheel discs, spot-light, taxed year, carefully used, as new, £117 10s. Brayson Motor Co., 10 Yeomans Row, S.W.3. Sloane 2838. 769-211

**AUSTIN 7**, 1924, chummy, excellent order, 60 guineas; another, in absolutely 1926 condition and taxed December, at 65 guineas; exchanges, deferred. Maynards, 241a High Rd., Wood Green, N.22. 1148 Palmers Green. 769-346

**AUSTIN 7** tourer, May, 1926, perfect condition, mileage 6,000, £105. "Cranbourne," Clarence Rd., Windsor. 769-329

**AUSTIN 7**, 1926, Gordon England Cup model, good condition, £110. 17 Richmond Avenue, Willesden Green, N.W.10. 769-327

**AUSTIN 7**, 1924½, starter, speedometer, mirror, dashlamp, etc., new appearance, £69. 9 Upper Brockley Rd., S.E.4. 769-326

**AUSTIN 7**, Cup model, delivered April, 1927, several extras, small mileage and taxed till end of year, price £127 10s. Turners, Lower Addiscombe Rd., Croydon. 'Phone, Addiscombe 1800. 769-235

# SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**AUSTIN 1927 Cup model** for £127 10s.; this car has done under 4,000 and is as good as new, several extra accessories and taxed. C.O. Turners, Lower Addiscombe Rd., Croydon. 'Phone, Addiscombe 1800. 769-236

**AUSTIN 7**, £55, 2-4-seater, dynamo lighting, spare wheel, tax paid, remarkable value; exchanges; open Sunday mornings. King's Motors, New Rd., Oxford. 769-233

**AUSTIN 1926 7hp touring model**, £117 10s. Henlys, Direct Official Austin agents, 91, 155-157 Gt. Portland St., W.1. 769-172

**AUSTIN**, 1924 (late), taxed, very good tyres and condition, £68; deferred terms, exchanges, many other makes. Andrews Motor Mart, 97a White Hart Lane, Barnes. 'Phone, Putney 1827. 769-165

**AUSTIN 7**, 1927, taxed, gaiters, step mats, mirror, spotlight, extra air (Bowden), petrol oil gauges, luggage grid, specially tuned, augmented rear springing, cost over £170, sacrifice £129. 60 Hawstead Rd., Catford. 769-318

**AUSTIN 7**, 1926, in perfect condition, just repainted and overhauled, no dealers. Craft, The Stanley, Westmoreland St., Pimlico, S.W.1. 769-316

**AUSTIN 7**, 1926 (late), perfect condition, taxed, £110. Carpenter, 127 Longhurst Rd., Lewisham. 770-307

**AUSTIN 7**, 1926, taxed, speedometer, mirror, luggage carrier, excellent condition, £97. Wilkinson, 53 Bromley Rd., Walthamstow. 769-302

**BAYLISS-THOMAS**, 1921, 10hp, 2-seater, sound lot, £4 down and 10 monthly payments of £4, or cash £40. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-238

**BAYLISS-THOMAS**, 1924 sports, 10.4hp, aluminium body, starter, dynamo, speedometer and fullest equipment, very attractive lines and a real hot-stuff little bus, an exceptional bargain at £49; exchanges. Teddington Garage, 160 High St., Teddington. Kingston 2562. 769-392

**BELSIZE**, 1924, 9hp, 4-cylinder, o.h.v., 2-seater, excellent condition, £60. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-266

**BELSIZE-BRADSHAW**, electric lighting and starting, newly painted, new hood, 2 horns, £45. Jack Pilling, Y.M.C.A. Buildings, Bury. 769-68

**BELSIZE-BRADSHAW**, 1923, balloon tyres, starter and host accessories, repainted and in excellent condition, £45; deferred terms, exchanges. Many other makes. Written guarantee all cars over £34. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-155

**BELSIZE-BRADSHAW**, 1923, starter, dickey, side curtains, taxed, 3 new tyres, fast, £36. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 769-291

**BELSIZE-BRADSHAW**, 1922-23, 2-seater, 9hp, dynamo lighting, taxed, £52 10s. Talbot, 19 Hill St., Richmond. 'Phone 3656-7. 769-388

**BLERIOT-WHIPPET**, requires tyre, one cam wheel, body completing, £9, or near offer, for quick sale. Presley, Winchcomb, Cheltenham. 769-h922

**BLERIOT-WHIPPET**, late 1920, 2-seater, 8hp Blackburne, just overhauled, new bearings, electric lighting, spare wheel, etc., only £10. Lea's Garage, Junction Harborne, Birmingham. 769-h923

**BLERIOT-WHIPPET**, 8hp Blackburne engine, spare wheel, electric lamps, £11 10s. Ayden, 159 Hornsey Rd., N.7. 769-j322

**BLERIOT-WHIPPET**, 2-seater, 8-9 Blackburne engine, very good mechanically, speedometer, spare wheel, etc., £28, or near offer. Tucker, 104 Nimrod Rd., S.W.16. 769-317

**BUCKINGHAM**, 1923, double dickey, very smart, good mechanical condition, taxed, £28 10s. 6 Perwortham Rd., Streatham. 'Phone 5159. 769-x182

**BUGATTI**, 16-valve, 1924 small 4-seater L. and S., overhauled and painted as new, very fast, any trial, £75. C.S., 107 The Grove, Stratford, Maryland 2962. 769-j150

**BUGATTI**. Sydney G. Cummings, 97-101 Fulham Road, London, S.W., offer late 1923, fitted with special 4-seater coachbuilt all-weather body, lighting, starter, etc., splendid order and condition, real bargain, £85; exchanges, easy terms, etc. 'Phone, Kensington 3698. 769-269

**CALCOTT**, 1923, 10.5, new condition, mechanically sound, new spare, trial, £65. Barlow, 125 Castle Rd., St. Albans. 769-g714

**CALCOTT** 2-seater coupe, electric lighting and starting, speedometer, etc., very good condition, £39. Olympia Motor Co., 5 Hammersmith Rd., W.14. 'Phone, Western 4140. zzz-883

**CALCOTT**, 1925 (late) 10-15 de luxe tourer, under 8,000 miles, one owner, taxed year, insured February, 1928, £95. 4 Newcastle Pl., 281-3 Edgware Rd. Padd. 9081. 769-73

**CALCOTT**, £15; 10.4hp, 4 cylinders, 2-seater, good running order. 86 Acre Lane, Brixton. 769-360

**CALCOTT**, 2-seater and dickey, 1919, taxed, lavishly equipped, dynamo lighting, in perfect running order, many extras, spotlight, etc., any trial, £22 10s. 2a Balham Hill, S.W.12. 769-353

**CALTHORPE**, 4-seater, fitted starter, dynamo lighting, etc., £38. A.V. Motors, 28 The Causeway, Teddington. 'Phone, Kingston 0710. 769-111

**CALTHORPE**, 1926 10hp 4-seater, balloon tyres, leather upholstery, finished maroon, as new, list price £215, our price £125; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-7

**CALTHORPE**, 1921 (December), 2-seater, Mulliner body, dickey, leather upholstery, starter, 5 lamps, speedometer, discs, side curtains, electric and bulb horns, carefully used, £43. Frazer, 71 Bolingbroke Grove, Wandsworth Common, S.W.11. 769-j114

**CALTHORPE**, 1926, 4-seater, nice condition, taxed, £75; exchanges. 19 Fore St., Edmonton. 769-j430

**CALTHORPE**, 1923, 10hp, 2-seater, 4 speeds, repainted, £6 down and 10 monthly payments of £6, or cash £60. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-239



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

**CALTHORPE**, £35; exchanges, deferred. 1920-21 Calthorpe semi-sports 2-seater, 10hp, lighting, starter, bulbous back, side screens, painted cream, polished bonnet. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 769-205

**CASTLE THREE**, 1925, 3-wheeler, 4-cylinder water-cooled engine, spare wheel, requires attention, £12 cash, bargain for mechanic, open Sunday mornings. King's Motors, New Rd., Oxford. 769-231

**CEIRANO** sports 4-seater, 1925-6, 6,000 miles, cost £500, in fine order, taxed, £150. Denman 4 Denman Place, Piccadilly Circus. Regent 0986. 769-293

**CHATER-LEA** 2-seater, dynamo, 3 speeds, reverse, new engine, 4-cylinder water-cooled, £12 10s. Bridge Garage, Loughborough Junction, S.E.24. 769-311

**CITROEN** coupe, 1924, 11.4, perfect condition throughout, seven days trial, £86. Taylor's, Sussex Place, South Kensington Station. Ken. 8558. 769-311

**CITROEN** 7, 2-seater, 1925, mileage 5,000, £70, or exchange Austin, cash adjustment. 97 Casewick Rd., West Norwood, S.E.27. 769-245

**CITROENS**. Vadum Co., used Citroen specialists, offer as selected bargain, Citroen, 1924, 4-seater, 11.4; this excellent car has recently been repainted grey, black wings, has good hood, clock, speedometer, double windscreens, dynamo, starter, electric horn, excellent tyres, and presents an exceptional opportunity to anyone requiring a reliable and flexible 4-seater at the low price of £49. Expert examination and trial invited. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 769-82

**CITROEN**, 1926, 7.5 cloverleaf, balloons, one owner, in "as new" condition, taxed, £77. Below.

1925 7.5 special 4-seater, balloons, taxed, the owner bought larger car, £66. 1925 7.5 cloverleaf, balloons, taxed, insured, April, 1928; in superb condition, £65. Smith and Hunter, 4 Newcastle Pl., 281-3 Edgware Rd. Padd. 9081. 769-71

**CITROEN**, 7.9 clover (June, 1925), small mileage, splendid condition, fitted rigid side screens, luggage grid, clock, oil gauge, tool box, many other extras, tyres as new, taxed December, £72. Barrington, Marconi, Carnarvon. 769-115

**CITROEN**, 7.5hp, 1924 2-seater, dynamo lighting, starter, good balloon tyres, just overhauled at makers, repainted blue, genuine bargain, £52 10s. Bacon, 1 Goring Rd., Bowes Park, N.11. 769-292

**CITROEN** 7, 1924, 2-seater, new side screens, very good hood, tyres, upholstery, etc., taxed, painted primrose and black, in new condition throughout, £38; exchanges, deferred. 34a Hereford Rd., Westbourne Grove, W.2. 769-274

**CITROEN**, 1924, 11.4hp, 2-seater, in good condition, £75. Newnham Motor Co., 237 Hammersmith Rd., W.6. 769-133

**CITROEN** 1925 7hp coupe, balloons, repainted, £78. Newnham Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 769-124

**CITROEN** 7, 1925-26, cloverleaf, absolutely as new, £65; easy payments. 21 Bentley Rd., Sipson Rd., Chorlton-cum-Hardy, Manchester. 769-231

**CITROEN** 7, 2-seater, repainted, 5 new balloon tyres, £42 10s. Bartlett, Ltd., Foley St. Langham St., Gt. Portland St., W.1. 769-218

**CITROEN**, £99. exchanges, deferred. 1925, 4-seater, saloon, 3 doors, lighting, starter, clock, speedometer, screen wiper, 2 horns, balloons, spare wheel, smart car. Seabridge. Below.

**CITROEN**, £45, exchanges, deferred. 1921 Citroen 4-seater, 10hp, dynamo, rear screen, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 769-207

**CITROENS**, and many others, under a £100. See page 25. 769-96

**CITROEN** coupe, repainted, year's tax, £65. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 769-289

**CITROEN** 1925 3-seater, overhauled, repainted, £65. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 769-290

**CITROEN**, £45, drop head coupe, balloon tyres, taxed till end of year, recently repainted, starter, etc. 179 South Norwood Hill, South Norwood. 769-137

**CITROEN** late model 7hp 2-seater, starter, a-w. equipment, rigid side screens, most economical and reliable, taxed year, £49. Auto Service Co., 5 Cumberland St., Deansgate, Manchester. Exchanges and deferred payments. Open till 8 p.m., Sundays 11 to 3 p.m. 769-395

**CITROEN** 1926 (July) 7.5hp coupe, in new condition and repainted, taxed, £85 or near offer. 110 Capel Rd., Forest Gate, E.7. 769-362

**CITROEN** 1925 7hp 2-seater, excellent condition, £55. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-264

**CITROEN**, 1926, 7hp, 2-seater, starter and lighting, balloon tyres, in new condition, £65. Below.

**CITROEN** 1925 7hp 2-seater, starter and lighting, tyres as new, exceptionally smart finish in 2 colours, guaranteed mechanically, £53; exchange and deferred. Naylor's, 43 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 769-250

**CITROEN**, 1926 model, 7.5, cloverleaf 3-seater, completely equipped, starter, speedometer, balloons, finished maroon, excellent condition, 65 guineas. Below.

**CITROEN**, 1927 model, 11.4hp, 4-door saloon, completely equipped, f.w.b., balloons, excellent order throughout, 125 gns.; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 769-300

**CITROEN** saloon, 11.4hp, f.w.b., 1926-7 model, in excellent condition throughout, taxed, a real bargain, £150; deferred terms and exchanges. Royal Crown Garage, Sevenoaks. Phone, 557. 769-255

**CITROEN** 7.5 2-seater, lighting and starter; exchange for good Morgan. Earl, 75 Heath St., Hampstead, N.W.3. 769-244

**CITROEN**, 1925, English body, 4 new tyres, splendid condition, £65. 22 Millfields Rd., Clapton. 769-309

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

**CITROEN** 7hp 2-seater, starter and dynamo lighting, a-w. screens, taxed, £40. J. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 769-145

**CITROEN** 7, 35, 1922, tax year, starter, full dash, new hood, 2 horns, good tyres, repainted; any time. 54 Alsen Rd., Hornsey Rd., Holloway. 769-324

**CITROEN**, 7hp, a very nice 1924 2-seater, with starter, dynamo lighting, etc., and runs very sweetly, price £46 10s.; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m., and Sunday morning. Chiswick 0303. 769-178

**CITROEN**. For used guaranteed Citroen cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-194

**CITROEN**, 1926, 3-seater cloverleaf, dynamo lighting, balloon tyres, all-weather equipment, tax paid, condition and appearance equal to new, £77 10s. Choice of 2 more, £72 and £69.

**CITROEN** coupe, 1925, 7.5hp, 2-seater de luxe, starter, balloon tyres, very smart and in splendid mechanical condition, £64 10s.; guaranteed, exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 769-289

**CITROEN**, 7hp, 2-seater, choice of three from £45. Written guarantee. Steele Griffiths, Ltd., Camberwell Green, S.E. Open until 8. 769-310

**CITROEN**, 10.4, tourer, a-w. fittings, written guarantee, £48. Steele Griffiths, Ltd., Camberwell Green, S.E. Open until 8. 769-309

**CITROEN**, 7hp, 1925, 2-seater, tax paid, good tyres, refinished, £50. Renault Sales, Surbiton Hill Rd., Surbiton. Kingston 1873. 769-291

**CLYNO**, 1925, tourer, grey, taxed year, two horns, speedometer, clock, spare petrol can, carefully used, £75. 4 Newcastle Place, 281-3 Edgware Rd. 769-78

**CLYNO**, 11hp, 1926, owner going abroad, condition engine excellent, insured March, 1928, taxed December, two new tyres, £55; others considered. Marriott, Farm House, Rushden, Northamptonshire. 769-134

**CLYNO**, 1923, occasional 4-seater, full equipment, £65. Maudes' Motor Mart, Wolverhampton St., Walsall. Phone 444. 769-15

**CLYNO**, £115; 11hp royal 2-seater, worth double; dickey, f.w.b., Hartfords, cigar lighter, mileage 7,000, mechanically perfect, owner-driven, very carefully used, taxed and insured December. Box No. 8262, c.o. "The Light Car and Cyclecar." 769-855

**CLYNO** 1923 4-seater, taxed, nice condition, £55; exchanges. 19 More St., Edmonton. 769-428

**CLYNO**, 1927, saloon, as new, £155; also 1926 2-seater, f.w.b., £100. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 769-226

**CLYNO**, 1927 Royal 4-seater, absolutely new condition throughout, taxed year, cost £212 10s., bargain, £137. Below.  
1926 4-seater, taxed only wants seeing and trying, new tyres, etc., £99. 1 Mitcham Lane, Streatham. Phone 6666. 769-214

**CLYNO**, Royal 2-seater, 1926, taxed December, f.w.b., genuine bargain, £95. Dennis Bros., 2 Sunderland Rd., Forest Hill 769-342

**CLYNO**, 4-seater, 5,000 miles, f.w.b., like new, £98. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 769-294

**CLYNO**, 1927, 2-seater, excellent condition, £120. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-260

**CLYNO**, 1926, saloon, excellent condition, £135. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-261

**CLYNO**, £100; 1926, 4-seater, taxed, repainted blue, excellent condition throughout; exchanges, deferred. Below.

**CLYNO**, £80; 1925, aluminium 2-seater, sports, taxed, good condition; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 769-279

**CLYNO**, 1925, 2-seater, dickey, balloons (3 new), starter, genuine bargain, £62 10s.; terms. Mountview Motors, 368 Hornsey Rd., N.19. 3294 Mountview. 769-343

**CLYNO**, Late 1925, 4-seater, engine perfect, decarbonized, new tyres, £85. 32 Denton St., Wandsworth. 769-288

**CLYNO** 11hp 4-seater, 1926 equipped, f.w. brakes, a-w. screens, clock, speedometer, etc., taxed year, £110; exchanges or deferred. J. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 769-148

**CLYNO**. For used guaranteed Clyno cars get our complete list. The Light Car Co., 404 Euston Rd. N.W.1. 769-195

**CLYNO**, 1924, 11hp, de luxe 4-seater, completely equipped, balloons, taxed, beautiful condition, 70 guineas. Below.

**CLYNO**, 55 guineas, 2-seater, dickey, starter, completely equipped, excellent order; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 769-301

**CLYNO**, 1926, 11hp, saloon, 4 doors, f.w.b., small mileage, perfect condition, year's tax, £145. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 769-266

**CLYNO** 1927 4-door saloon, in brand-new condition, has been carefully used, a genuine bargain for quick sale, £139. Rose and Young, 97 Streatham Hill. Phone, Streatham 3440. 769-27

**COVENTRY-PREMIER**, 2-seater, splendid little car, £12 deposit and 12 £1 17s. 6d. monthly instalments. Open Sunday mornings. Kings Motors, New Rd., Oxford. 769-229

**COVENTRY-PREMIER**, 1922, 2-seater, condition as new throughout, taxed, £35. Below.

**COVENTRY-PREMIER**, 1922, 4-wheeler, starter and lighting, good condition, £26; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone, 3265. 769-274

**COVENTRY-PREMIER**, 8hp, de luxe 2-seater, double dickey, late 1922, in exceptionally fine condition, almost as new, taxed, £28; exchange. Yarwood's Garage, Stoneley Rd., Tottenham. Phone 3122. 769-187

"THE MOTOR REPAIR MANUAL" For the Owner Driver and  
Amateur Mechanic. 2s. 6d. net. 2s. 9d. post free.



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

**COVENTRY-SIMPLEX**, £35; sports 4-seater, excellent mechanical condition and very attractive appearance. 179 South Norwood Hill, South Norwood. 769-j440

**CROUCH**, 1924, super-sports, all-aluminium 2-seater, Anzani engine, a real 70 m.p.h. car, 59 guineas. Bartlett, 173a Westbourne Grove. 769-184

**CROUCH**, 1921, 8hp w.c. twin, running, 5 detachable wheels, equipment, £5. General Engineering Co., 13b High Rd., Kilburn, N.W. 769-j312

**CROUCH**, 8.9, 2-door, 2-seater and double dicky, in superb condition throughout, lovely body and engine, taxed and guaranteed in writing 12 months, £55; liberal exchange, deferred. Delofords, 550 Oxford St., next Marble Arch Tube. 769-218

**D.F.P.** 1926 10hp sports 2-seater, starter, V screen, wire wheels, speedometer, leather upholstery, 4 tyres as new, hood, finished 2 shades of green, positively in new condition, taxed year, £85; exchange and deferred. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 769-254

**D'YRSAN**. Metro Motors, the 3-wheeler specialists, for D'Yrsans. Below.

**D'YRSAN**, 1925, s.v., sports, dynamo lighting, hood, spare wheel, taxed, £70. 45 Newman St., Oxford St., W.1. 769-314

**ENFIELD-ALLDAYS**, 1923 model, super sports 3-seater, 2 spare wheels, lighting, starting, full equipment, very fast car, £75; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, London, S.W. 769-283

**ENFIELD-ALLDAYS** super sports 3-seater, finished in chocolate and biscuit, aluminium bonnet, dynamo lighting, 5 detachable wire wheels, one-man hood, a genuine sports car, ready for the road, bargain, £65; exchanges and terms. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 769-312

**ERIC-CAMPBELL**, 1925, original 200-mile and Boulogne racer, 2-seater racing body, fitted brand-new Coventry-Simplex o.h.v. 8.9 special sports engine, 75-80 m.p.h., 40m.p.g., 4-speed gearbox, recently overhauled and super-tuned, painted blue and cream, two spare wheels, electric lighting £95 or near offer. 'Phone, Stanmore 275. Write, Abbotswood, Harrow Weald. 769-19

**ERIC-CAMPBELL**, aluminium and red, sports, 2-seater, late 1924, long chassis, dynamo lighting, 5 new tyres, perfect condition throughout, taxed, insured, £60. Large, 84 Cambridge St., S.W.1. 769-j290

**ERIC-CAMPBELL** 2-seater, in superb condition throughout, lovely engine, taxed and guaranteed in writing 12 months, £55; liberal exchange, deferred. Delofords, 550 Oxford St., next Marble Arch Tube. 769-217

**ERIC-CAMPBELL** 1925 sports 2-seater, very smart polished aluminium body, dynamo lighting, speedometer, good tyre, etc., an exceedingly smart little car, bargain, 55 gns. Exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m., also Sunday mornings. Chiswick 0303. 769-175

**ERIC-LONGDEN**, £48; 1923, 2-seater sports, polished aluminium body, pale blue wings and wire wheels, Goodyear balloons, dynamo lighting, speedometer, etc., taxed, a fast and exceptionally attractive car. 36a Old Devonshire Rd., Balham, S.W.12. 769-j248

**FIAT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone, 2623. zzz-436

**FIAT**, 10-15hp, 2-seater, electric light, starter, in perfect condition, seven days' trial, £75. Taylor's, Sussex Place, South Kensington Station. Ken. 8558. zzz-65

**FIAT**, 9hp, 4-seater, 1927 model, taxed and insured and in excellent condition throughout, £119. Olympia Motor Co., 3 Hammersmith Rd., W.14. 'Phone, Fulham 1807. zzz-56

**FIAT**, 10-15, 2-seater, de luxe, splendid condition, taxed December, balloons, wiper, etc., any trial, £105. 93 Moore Park Rd., Fulham, S.W.6. Putney 0979. 770-54

**FIAT**, very late 1926 9hp 2-seater, as new throughout, small mileage only, £135; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, London, S.W. 769-285

**FIAT**, 10-15, 4-seater tourer, paintwork and upholstery dark blue, tyres as new, taxed to December, £97 10s. Call at the South Ealing Garage, 152 South Ealing Rd., Ealing 4161-2. 769-118

**FIAT**, 1925, 10-15hp tourer, in excellent condition, £145. Newnham Motor Co., 237 Hammersmith Rd., W.6. 'Phone, Riverside 4646. 769-128

**FIAT** 1926 (July) 9-20hp 4-seater, taxed, complete, f.w.b., spotless, £125. Below.

**FIAT** 1921 10-15hp saloon, balloons, starter, excellent condition. £65. Allery and Bernard, 344 King's Road, Chelsea. Kensington 4633. 769-262

**FIAT** 10-15hp 4-seater, 1925 model, in excellent condition throughout, £115; exchange, deferred. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 769-260

**FIAT**. For used guaranteed Fiat cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-201

**FIAT** 1922 10-15hp English 4-seater, starter, repainted, £7 down and 10 monthly payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-243

**FRAZER-NASH**, super-sports model, June, 1925, 2-seater aluminium body, 60 in second, excellent condition, must be sold, £125. M. G. Adamson, Printstile, Bidborough, Tunbridge Wells. 769-h543

**FRAZER-NASH**. Aldington Motors for Frazer-Nash cars. Bought, sold or exchanged. Service spares. Below.

**FRAZER-NASH**, 1925, 2-seater, super-sports, £135; 1926 fast tourer, £195; 5 others. Write for list. Aldington Motors, 22-28 Manor Rd., Richmond. 'Phone 3024. zzz-167

**FRAZER-NASH**, Akela 8-valve racer, suitable fast touring, 4-speed, well base wheels, £125. Godfrey and Proctor, Manor Rd., Richmond. zzz-168

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

**FRAZER-NASH** 1927 super-sports 2-seater, 85 m.p.h., pneumatic upholstery, as new, cost £384 February, accept £295. Phelps, Bungalow, Kenilworth. 769-x188

**G.N.s.** G.N., Ltd., manufacturers of the G.N. cars, always have a large stock of good second-hand G.N.s. Prices from £18. Exchanges arranged. Write for list. Spares, repairs and service for all models. 150 East Hill, Wandsworth. 'Phone, Battersea 0033. zzz-904

**G.N.** Marshall Motors, Ltd., for guaranteed G.N. cars. 65a Old Town, Clapham, S.W. Battersea 2403. zzz-718

**G.N. H. R. Godfrey**, the original designer for G.N.s. Spares, repairs and service. Godfrey and Proctor. Below.

**G.N.**, 1922, standard, good order, £22; ditto, rebuilt as new, £45; 1922 o.h.v. Vitesse, aluminium body, £60; 1920-21s, £15-£25. Godfrey and Proctor, Vitesse Works, Manor Rd., Richmond. 'Phone 3024. zzz-169

**G.N.**, 1922, 2-seater and dicky, 4 new tyres, spare wheel, electric lighting, etc., taxed, in good running order. Davidson. 459 High Rd., Leyton. 769-j344

**G.N.**, £29, exchanges, deferred. 1923, shaft-drive G.N., 3 speeds, gearbox, 2-seater, sunken dicky, dynamo, 7 lamps, clock, speedometer, spare wheel, smart, excellent condition. Seabridge. Below.

**G.N.**, £25; exchanges, deferred. 1921 (November), chummy, 4-seater, 10hp, 4 cylinders, water-cooled, dynamo lighting, spare wheel, luggage grid, hood, screen, etc. Seabridge, 55 Hansler Rd., East Dulwich, Sydenham 2452. 769-206

**G.N.s.** Vadum Co., The Second-hand G.N. Specialists and Repairers, offer—

**G.N.**, o.h.v. sports, Solex carburetter, clock, speedometer, aluminium bonnet, spare wheel, £17.

**G.N.**, 1922, touring, in exceptional order, taxed, dicky, dynamo, speedometer, very smart, strongly recommended, any trial, £24.

**G.N.s.** Large quantities of really serviceable used spares at give-away prices. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. Open all Saturday. 769-83

**G.N.**, 19 gns. Special bargain. Late 1922, 8.7hp (front-handle starter), 2-seater, dicky, dark blue, very good condition throughout, three speeds and reverse, dynamo lighting, excellent tyres, spare wheel, speedometer, mirror, mechanical and bulb horns, etc. Exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421. (two lines). 769-53

**G.N.**, £10; 1921, 2-seater, electric lighting. 27 St. Katherine's St., Northampton. 769-j151

**G.N.**, 1922-3, 9hp, 2-seater, dynamo, good running order, tax paid, £17 10s. evenings. Ewen, 20 Treen Avenue, White Hart Lane, Barnes, S.W.13. 'Phone, Putney 2539. 769-314

**G.N.**, 1922, 9hp, special 2-seater, front-handle starter, sunken dicky, dynamo lighting, beautiful mahogany finished body with new hood and cover, rigid all-weather equipment, polished aluminium disc wheels, with nickel-plated centre pieces, good tyres, tax paid, super bargain, £29 10s; guaranteed. Exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 769-296

**G.N.**, taxed September, perfect condition, £18. 26 Brackley Rd., Chiswick, W.4. 769-j272

**G.N.s.** Earls, Ltd., for genuine bargains.

**G.N.** 1921 sports, dynamo lighting, 5 lamps, petrol gauge, mirror, disc wheels, £16.

**G.N.** 1921 standard, dynamo lighting, speedometer, 5 detachable wheels, safety hub caps, painted grey and black, £18.

**G.N.** 1922 coupe, dynamo lighting, dicky seat, very smart car, £26.

**G.N.** spares, both new and second-hand; repairs a speciality.

**G.N.** safety hub caps at 6s. 6d. each.

**G.N.s.** bought for spot cash, condition no object.

**G.N.s.** Earls, Ltd. Showroom, 75 Heath St. (almost opposite Hampstead Tube Station). Open 9 till 8, including Sundays. 'Phone, Hampstead 3287. 769-243

**G.N.**, 1921 and 1922, 2-seaters, fully equipped, from £15; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-157

**G.N.**, 1923, shaft drive, dynamo lighting, very good condition, £35; deferred terms, exchanges, many other makes. Andrews Motor Mart, 97a White Hart Lane, Barnes. 'Phone, Putney 1827. 769-166

**GNOME**, 1925, 2-seater, 4hp, four speeds, reverse, electric lighting, just overhauled, £32. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-158

**G.W.K.**, 1921, 4-seater, dynamo lighting, mechanically sound, new hood, rigid curtains, tax September, insured April, trial by appointment, £35. W.S., 319 Baker St., Enfield. 769-j232

**G.W.K.**, splendid 2-seater, spare wheel, drive away, gift, 12 guineas; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 769-251

**G.W.K.** 1922 very smart 2-seater, electric lighting, etc., £35. Ayden, 159 Hornsey Rd., N.7. 769-j323

**G.W.K.** 1921 4-seater, sound condition, good running order, complete, £25. K.J. Motors, Widmore Rd., Bromley 771-227

**G.W.K.**, 29 guineas. Look, 1924, 4-cylinder, 2-seater, dicky, dynamo, splendid condition; exchanges. 73 Kew Rd., Richmond. 'Phone 0799. 769-j306

**GWYNNE** car overhauls, bodywork and spares, second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. 'Phone, 1780 Chiswick. zzz-36



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

**GWYNNE** 8 cars, all types, overhauled and guaranteed, from £55. Chinery, Gwynne Specialists, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-913

**GWYNNE**, 1924, 8hp chummy 4-seater, starter, o.h.v., wonderful condition, £90; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-12

**GWYNNE** 8 chummy, overhauled makers, starter, speedometer, good order, £60. Lynton, Ridgeview Rd., Whetstone, N.20. 769-1246

**GWYNNE** 8, 1924, chummy model, 4-seater, in excellent mechanical condition, has been overhauled at big expense 2 months ago, price £58. 97 Streatham Hill, S.W. 769-274

**GWYNNE**, 1924, full 4-seater, starter, any trial. 65 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 769-292

**HANDS**, 2-seater, Dorman engine, good running condition, £40 or nearest offer. 136 Shooters Hill Rd., Blackheath. 769-242

**HANDS** 10, 3-5-seater, in superb condition throughout, taxed and guaranteed fully 12 months, £55; liberal exchange, deferred. Deleford, 550 Oxford St., next Marble Arch Tube. 769-216

**HANDS** 1924 10hp 2-seater and dickey, converted and suitable for a one-legged driver, excellent condition throughout, fully equipped, licensed and guaranteed, £65. The Light Car Co., 404-414 Euston Rd., London, N.W. Phone, Museum 3081 and 2122. 769-202

**HILLMAN** sports, aluminium body, copper exhausts, Triplex screen, £50; exchange Morgan or Austin. Earl, 75 Heath St., Hampstead, N.W.3. 769-246

**HUMBER**, 1926½, 9-20hp, 4-seater tourer, done 4,900, taxed, insured, in A1 condition, £170, or near offer. Apply, 14 Ewart Grove, Wood Green. 770-335

**HUMBER**, 1925, 8hp saloon, starter, clock, speedometer, bulb and electric horns, balloon tyres, all new, tax paid year, perfect order throughout, £135; exchanges and deferred payments. Auto Service Co., 5 Cumberland St., Deansgate, Manchester. Open till 8 p.m. Sundays 11 a.m. to 3 p.m. 769-396

**HUMBERS**, and many others, under a £100. See page 25. 769-99

**HUMBER**, 1925, 8hp, chummy, as new, £135; also 1923 ditto, excellent order. £80. Bartlett, Ltd., Foley St., Langham St., Gt. Portland St., W.1. 769-219

**HUMBER** 8hp 2-seater and dickey, starter, 5 lamps, excellent condition, 45 guineas. Sprosen, Ltd., 111 Gt. Portland St., London. Phone, Langham 1212. 769-154

**JOWETT** in Manchester. The original main distributors. New and used models always in stock. Exchanges, deferred. Saxon Jefferies, 253 Deansgate (Tel., City 1010), and 27 Lower Moseley St. (Tel., Central 4978), Manchester, "Grams," "Saxjeirs." zzz-592

**JOWETT** Service Station (London). Main agents and specialists, all models, trial runs, reliable used cars, Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-556

**JOWETT**, 1924, 4-seater, electric horn and starter, insured and tax paid, expert examination invited, £90, trial run by appointment. Ledger, 3 Norbury Rd., Reigate. 769-843

**JOWETT**, bargain, full 4-seater, brand new, shop soiled only, £138 cash, or £35 down and 12 payments of £9 8s. 4d. each. Elce, Ltd., 11 Camomile St., E.C.3. 769-240

**JOWETT**, £49, exchanges, deferred. 1923 model Jowett, 7hp, 2-seater, sunken dickey, dynamo, all-weather equipment, spare wheel, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 769-209

**JOWETT**, 1925, full 4-seater, electric horn and starter, many extras, splendid condition, five balloon tyres, £80; must sell, going Australia. H. Prior, Post Office, Westbourne Grove, W.2. 769-1263

**JOWETT**, full 4-seater, dark red, excellent condition, six lamps, other extras, one owner, trial with pleasure, £85. 22 Swinburne St., Derby. 769-1250

**JOWETT**, F.O.C.H., Ltd. Jowett London Showrooms and Service Station, give a written guarantee with all second-hand Jowetts. Cash or deferred terms. 5 Heath St., Hampstead (Tube Station). 769-38

**JOWETT**, 1927, 2-seater, long chassis, dickey, taxed year, taken part payment saloon, £110. Below. 769-38

**JOWETT**, 1923 (October), dickey, starter, four new tyres, £50. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. Saturday till 6. Sunday 10-1. 769-74

**JOWETT**, 1924½, 2-seater, with luxurious dickey, starter, black hood, rigid side screens, taxed, very smart, exceptionally silent and flexible, open to any expert trial or examination, bargain, £55. Vadum, 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 769-84

**JOWETT** 7, 39 gns., offers; 1924, 2-seater sunk dickey, beautiful condition. Ewers, Newton Rd., Burton-on-Trent. 769-1111

**JOWETT**, 1927, full four picked demonstrator, mileage negligible, indistinguishable from new, £137. A.V. Motors, 28 The Causeway, Teddington. Phone, Kingston 0710. 769-109

**JOWETT**, 1926, full 4-seater, taxed, mileage negligible, been carefully used since new by one owner only, £92 10s. Rose and Young, 97 Streatham Hill, Streatham 3440. 769-278

**JOWETT**, full 4-seater, 1924-5 model, starter, luggage rack, oversize tyres, taxed year, wonderfully fine condition throughout, genuine bargain, £66 10s.; terms arranged. Mount View Motors, 368 Hornsey Rd., N.19. 3294 Mountview. 769-1432

**JOWETT**, 1925, 2-seater, painted blue, upholstered real leather, fitted with washable seat covers, roomy double dickey seat, equipment includes speedometer, clock, 2 dash lamps on instrument board, open to any trial or examination, tax is paid for year, bargain at £65, owner buying Jowett 4-seater. Hyde, 18 John Bright St., Birmingham. 769-257

**JOWETT**. Real genuine value. 1925 2-seater and dickey, fitted with starter, numerous extras, including electric and bulb horn, speedometer, clock, specially coachbuilt tool box, etc., etc.; coachwork finished blue, balloon tyres, taxed September, mileage 3,400, spotless condition throughout. This car must be seen to appreciate its real value at £75. A. E. Hayes, 180 West End Lane, Hampstead 1802. 769-115

**JOWETT**, 1927, 2-seater, taxed, new condition, 95 guineas. Phone, Freeman, North 5190. 769-1282

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

**JOWETTS**, and many others, under a £100. See page 25. 769-97

**JOWETT**. For used guaranteed Jowett cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-196

**JOWETT**. This 1924 full 4-seater is in perfect condition in every respect and looks exceedingly smart; fitted with dynamo lighting, starter, speedometer, etc.; £79; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 769-177

**LAFITTE** 1927 7hp chummy, the £100 car, one only, shop-soiled carrying makers' guarantee, at bargain price £55; exchanges and deferred payments. Auto Service Co., 5 Cumberland St., Deansgate, Manchester. Open till 8 p.m. Sundays 11 a.m. to 3 p.m. 769-399

**LAGONDA**, 1921, 11.9hp, 4-seater, dynamo lighting, starter, complete spare wheel, taxed, in splendid condition, £28. 17 Boundary Rd., W.11. 769-1334

**LEA-FRANCIS**, 1927, 12-22hp, 2-seater, f.w.b., mileage 2,000, practically new, years' tax, £215. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 769-267

**LEA-FRANCIS**, 1924-5, 2-seater and dickey, balloon tyres, open to any trial, £75. Rose and Young, 97 Streatham Hill. Streatham 3440. 769-280

**LEA-FRANCIS**, 1924-5, 10hp, 2-seater de luxe, o.h.v. engine, in new condition throughout, bargain, £95; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, London, S.W. 769-284

**LEA-FRANCIS**. For used guaranteed Lea-Francis cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-197

**LEA-FRANCIS**, £150, 1926, 12hp, 4-seater, 4-speed, one owner, colour maroon, cost £285. Below. 769-159

**LEA-FRANCIS**, £59, 1923, 9.8, 2-seater, fitted starter, speedometer, all-weather equipment, exceptionally smart and splendid running car; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 769-179

**LEA-FRANCIS**, and many others, under a £100. See page 25. 769-98

**MARSEAL**, 1923, 2-seater, double dickey, starter, overhauled and repaired, guaranteed three months, £45; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-160

**MARSEAL**, 1922, 9hp, special sports 2-seater, with sunken dickey, dynamo lighting, many extras, leather upholstery, good tyres, and tax paid, fitted with magnificent polished aluminium sports body, a great bargain, £38; guaranteed. Exchanges, terms. Kirk and Co., 22 and 49 Praed St., Paddington. 769-295

**MATCHLESS**, 1924, 10hp, 4-seater, dynamo lighting, clock, speedometer, 4-wheel brakes, etc., perfect order, £48; deferred terms, exchanges. Many other makes. Andrews Motor Mart 97a White Hart Lane, Barnes. 769-159

**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, Hona's, 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

**MORGANS**. James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Sheffield, Rotherham and district agents. Full stock of spares carried; new and second-hand Morgans nearly always in stock. Trade supplied. When in difficulty 'phone 2460 Central, or wire "Tact, Sheffield." zzz-828

**MORGAN** Service Depot. Hall, 91 St. Peter's St., St. Albans. Tel. 636. Official repairer. Second-hand Morgans and all spares in stock. zzz-823

**MORGANS**. Nottinghamshire. Call and inspect; trial runs without obligation. See these time-tried machines. Prices from £79. Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-764

**MORGANS**. New and second-hand. Always in stock. Cash, exchange, deferred. Olympia, Wakefield. 775-552

**MORGAN** de luxe, dynamo lighting, good running order, licensed, £37 10s. Alderton, Reigate. Phone 154. zzz-881

**MORGAN**, 1926, family, w-c. J.A.P., dynamo lighting, taxed, insured, £78, perfect condition. 51 Calabria Rd., Highbury, N. 770-607

**MORGAN**. Maskell for Morgans. Sole South London agent. Spares and overhauls. New and Second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 3582. zzz-967

**MORGAN**, 1927, de luxe, 8hp, water-cooled J.A.P., dynamo lighting, hood, screens, speedometer, clock, f.w.b., many extras, engine and appearance as new, £100. 118 Elms Rd., Clapham. 770-6639

**MORGAN**, Aero, 1925, Blackburne 10-40, dynamo, speedometer, clock, voltmeter, buffers, pneumatic upholstery, grid, hood, dash, spot lamps, £85, offer. Clerk, 5132, Inglenook, Park Avenue, Langdon Hills, Essex. 769-339

**MORGAN**, 1927, Aero Special, o.h.v. J.A.P., Bonniksen time-speedometer, clock, special hood, straight-through pipes, £130 cash, or £26 down and 12 payments of £9 2s. Elce, Ltd., 11 Camomile St., E.C.3. 769-235

**MORGAN**, 1926, De Luxe model, water-cooled J.A.P. engine, straight-sided tyres, speedometer, condition as new, £87 10s. cash, or £17 10s. down and 12 payments of £6 2s. 6d. Elce, Ltd., 11 Camomile St., E.C.3. 769-234

**MORGAN**, 1925, De Luxe model, 10hp water-cooled M.A.G. engine, fully equipped, £75 cash, or £15 down and 12 payments of £5 5s. Elce, Ltd., 11 Camomile St., E.C.3. 769-235

**MORGANS**, second-hand. Write for our full list of second-hand machines. All overhauled and guaranteed. Special offer. Any second-hand model supplied on deferred terms. 20 per cent. deposit, remainder, plus 5 per cent., in 12 monthly payments. W. H. Elce and Co., Ltd., 11 Camomile St., E.C.3. Phone, Avenue 5548. 769-236

**MORGAN**, De Luxe, a-c. J.A.P., splendid condition, £55. 57 Brookfield Rd., Chiswick. 769-1330

**MORGAN**, 1925, G.P., Anzani, dynamo, speedometer, steering damper, pneumatic upholstery, excellent condition, £56. Pringle, 27 Finchley Avenue, N.3. Finchley 0244. 769-1343

**MORGAN**, 1925, Grand Prix, 10hp o.h.v. Anzani, water-cooled, dynamo lighting, pneumatic upholstery, louvers, electric and bulb horns, disc wheels, excellent tyres, taxed and insured, cost £160, bargain £70. Drake, 50 Portland Villas, Hove. 769-1352

**"THE PETROL ENGINE."** Deals fully with the petrol engine as applied to motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. Profusely illustrated. 3/6 net; 3/10 post free.



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

**MORGAN**, 100 gns. Special bargain. 1927, Aero, 8hp, water-cooled J.A.P., light blue, very small mileage, practically new condition, very smart, f.w.b., dynamo lighting, pneumatic upholstery, excellent Dunlop cord balloon tyres, Aero screens, hood, electric horn, etc.; year's tax; 14 other Morgans. Cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (two lines). 769-54

**MORGAN**, family model, new July, mileage 150; best offer. Mawker School, Whitby. 769-347

**MORGAN**, 1926, Aero, o.h.v., Blackburne, many extras, taxed year, insured 1928, as new, cost £141, price £95. Below.

**MORGAN**, 1926, de luxe, superb condition, some extras, taxed year, £20; also 1925 model with starter, £70. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. S081. Saturday till 6. Sunday 10-1. 769-75

**MORGAN**, 69 gns. Special bargain. Late 1925, Aero, 10hp, o.h.v., water-cooled racing Blackburne, maroon and black, very good condition, f.w.b., dynamo lighting, pneumatic upholstery, excellent tyres (two as new), hood, Aero screens, 100 m.p.h., speedometer, cow ventilators, electric and bulb horns, etc.; year's tax; 14 other Morgans. Cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (two lines). 769-57

**MORGAN**, 52 gns. Special bargain. 1926, 8hp J.A.P., grey, excellent condition throughout, dynamo lighting, very good tyres (two practically unworn), pneumatic upholstery, hood, screen, side curtains, Smith's speedometer, screen wiper, horn, etc.; year's tax; 14 other Morgans. Cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (two lines). 769-58

**MORGAN**, £107 10s. (cost over £160). Special bargain. 1927 Aero, 1,100 sports, o.h.v. water-cooled J.A.P., very fast, practically indistinguishable from new, maroon, f.w.b., dynamo lighting, pneumatic upholstery, straight-through exhaust pipes, excellent Dunlop cord balloon s.s. tyres, hood, Aero screens, 80 m.p.h., speedometer, electric horn, mirror, mascot, etc.; taxed; 14 other Morgans. Cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (two lines). 769-56

**MORGAN**, 35 gns. Special bargain. 1925, de luxe, 8hp J.A.P., blue, very good condition throughout, practically new tyres, hood, P. and H. lighting, screen wiper, etc.; 14 other Morgans. Exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (two lines). 769-55

**MORGAN**, 12 gns. Special bargain. About 1920, de luxe, 8hp water-cooled J.A.P., red, excellent 3-in. tyres, screen, P. and H. lamp set, horn, etc. (requires attention); 14 other Morgans. Exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (two lines). 769-59

**MORGAN**, Aero, 1925, cost £185, accept £90; G.P., 1925, dynamo, perfect, £55. H. Rock, Cradley, Staffs. 769-128

**MORGAN**, sale, 1924, Grand Prix. Taylor, 102 Albert View, Peillon, Halifax. 769-117

**MORGAN**, special built body, British Anzani engine, electric lamps, nearly new tyres, in new condition everywhere, price £55. Bone, 30 Wokingham Rd., Reading. 769-116

**MORGAN** de luxe, repainted, water-cooled J.A.P., bargain, £45; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-8

**MORGAN**. F.O.C.H., Ltd., have several excellent Morgans. All fully equipped and bargain price. 5 Heath St., Hampstead (Tube Station). 769-39

**MORGAN**, 1926, standard model, dynamo lighting, fully equipped, grey, £50. Maude's Motor Mart, Wolverhampton St., Walsall. 'Phone, 444. 769-14

**MORGAN**, Blackburne, 1925 model, 10-40hp, o.h.v., water-cooled racing engine, very speedy, just repainted, like new, speedometer, bonnet louvers, pneumatic cushions, new tyres, bargain, 60 guineas. 239 Seely Rd., Southcroft Rd., Mitcham Lane, Streatham. 769-815

**MORGAN**, M.A.G., 1922, w.-c., De Luxe, dynamo, speedometer, newly painted, sound mechanically, insured, £40. Long, 46 Commercial St., Hereford. 769-336

**MORGAN**, May, 1927, a.c. J.A.P., front brakes, speedometer, etc., best offer secures, seen by appointment, insured 1928, taxed year. Hibbert, 115 Highbury Quadrant, N.5. 769-372

**MORGANS**. Homac's have for disposal the following guaranteed Morgans—

1926 Aero 10-45hp racing Blackburne, Lucas dynamo, straight-sided tyres, speedometer, straight-through, mileage 1,745, as new, £112 10s.

1926 Grand Prix o.h.v. Anzani engine, dynamo lighting, hood, etc., exceptionally nice condition, £87 10s.

1925 Aero, o.h.v. Anzani, Lucas dynamo lighting, speedometer, electric horn, £87 10s.

1924 Family 10hp, water-cooled Blackburne, dynamo, speedometer, nice order, tax paid, £65.

1922 standard air-cooled J.A.P., taxed and insured, fully equipped, £38. Also another at £28 10s.

Any of the above machines supplied on deferred terms. Your present machine accepted in part payment. Homac's, The London Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 769-316

**MORGAN**, 1926 Grand Prix, condition as new, mileage only 5,300, taxed, £59. 6 Penwortham Rd., Streatham. 'Phone 5159. 769-185

**MORGAN**, 1926 Grand Prix, taxed December, dynamo, small mileage, brand new condition, £88; exchanges, deferred terms. Frank Norington, 116 Hampstead Rd., N.W.1. Museum 9078. 769-286

**MORGAN**, 1925, 2-seater, J.A.P. engine, excellent condition, £50; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 769-276

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

**MORGAN**, 1925 de luxe air-cooled J.A.P., Lucas dynamo lighting, M.I. magneto, B. and B. carburetter, black hood, car finished blue, £60. Below.

**MORGAN**, 1926 Aero-Blackburne racing engine, straight-sided tyres, Desmo spotlight, dynamo lighting, F.E.W. bumpers, tax paid, hood, many extras, £100. Maude's, 100 Gt. Portland St., London, W.1. 769-283

**MORGAN**, 1924, de luxe, Blackburne, dynamo, new tyres, clock speedometer, excellent condition, £55. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4635. 769-264

**MORGAN** de luxe 1925, excellent tyres, thoroughly overhauled, new chains, taxed for year, side screens, water-cooled J.A.P., speedometer, absolute bargain, £62 10s. Spot Motors, Golders Green. 769-255

**MORGAN**. Naylor's, of Earlsfield, offer a 1926 Aero Morgan, Anzani, 10hp, o.h.v., Lucas dynamo, f.w.b., 3 new tyres, Beart steering, hood, absolutely perfect condition, taxed year, £92.

**MORGAN**, standard model, 8hp J.A.P., new hood, 3 excellent tyres, very smart and guaranteed mechanically, taxed year, £49.

**MORGAN** specialists, Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 769-252

**MORGAN** Aero, 1926, o.h.v., 10-45 Blackburne, f.w.b., s.a. tyres, s.t. exhaust, many accessories, cream and black, £100; several others. Earl, 75 Heath St., Hampstead, N.W.3. 769-247

**MORGAN**. Renno's. 1921, 8hp water-cooled M.A.G., front starter, dynamo lighting, mechanically sound, body wants doing up, first 25 gns. secures. 232-3 Upper St., Islington, N.1 (near Tubes). North 2966. 769-305

**MORGAN**, air-cooled Blackburne engine, dynamo lighting, speedometer, exchange, terms, £33. 51 Upper Richmond Rd., East Putney, S.W.15. 769-327

**MORGAN**. H. Beart and Co., Ltd., 102 London Rd., Kingston, have the following Morgans for sale:—

1926 aero, o.h.v., racing Blackburne, straight-sided tyres, straight-through exhaust pipes, speedometer, hood, dash lamp, front-wheel brakes, ball-joint steering, gaiters on rear springs, and many other extras, £105.

1926 o.h.v. Blackburne aero, Grand Prix screen, straight-sided tyres, straight-through exhaust pipes, speedometer, hood, cash lamp, just been repainted, £100.

1923-24 Grand Prix o.h.v. Anzani, dynamo lighting, hood, speedometer, oversize tyres, in perfect condition, £58.

1924 Family model, s.v., w.-c. J.A.P., dynamo lighting, reduced steering, foot throttle, been repainted, in perfect condition, £60.

1925 de luxe model, s.v., w.-c. J.A.P., speedometer, new tyres, side screens, dynamo lighting, bargain, £65.

We have many other new and second-hand machines in stock for immediate delivery.

H. Beart and Co., Ltd., 102 London Rd., Kingston. 'Phone 5148. 769-203

**MORGAN**, late 1926, Aero, with o.h.v. Blackburne engine, dynamo lighting, speedometer, hood, electric horn, cows, etc., very smart, bargain, £89; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0305. 769-180

**MORGAN**, 1924, G.P., dynamo lighting, good tyres, many extras, in splendid condition throughout, £50; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 0305. 769-182

**MORGAN** de luxe, 1921, M.A.G., w.-c., dynamo, geared steering, pneumatic cushions, inside ratchet brake, disc, late type forks, spiral valves, excellent condition, £35. 36 Adamsrill Rd., Sydenham. 769-325

**MORGAN** de luxe, 1925, w.-c. M.A.G., dynamo lighting, electric horn, hood, screens, clock, taxed, insured, excellent condition, £60. 38 Gubyon Avenue, Herra Hill. 769-1289

**MORGAN**, 1927 Aero, 10hp, o.h.v. J.A.P., lavishly equipped, cost £170, as new, £125. Ward, 157a Hillingdon St., S.E.17. 769-299

**MORGAN** de luxe, 1927, 8hp J.A.P., starter, disc wheels, all-weather side screens, in new condition, taxed December, price £90. S. Hall, 91 St. Peter's St., St. Albans. 769-353

**MORGAN**, £27, 1920, Grand Prix model, M.A.G. water-cooled engine, poor appearance, must be sold; open Sunday mornings. King's Motors, New Rd., Oxford. 769-232

**MORGAN** specialists. Sprosen, Ltd. Exchanges, deferred. Below.

Sprosen, Ltd. 1926 family de luxe, w.-c. J.A.P., dynamo, rigid curtains, many extras, 93 guineas, unscratched, sold with guarantee. Below.

1926 Aero, o.h.v., dynamo, 80 m.p.h. speedometer, bumpers, guaranteed, 85 guineas.

Sprosen, Ltd. 1926 o.h.v. Anzani, dynamo, aluminium discs, rigid curtains, many extras, unscratched, guaranteed, 67 guineas. Below.

Sprosen, Ltd. 1922 Grand Prix, w.-c. J.A.P., electric lighting, discs, many other extras, 42 guineas. Below.

**MORGANS**. Sprosen, Ltd., 111 Gt. Portland St., London. Langham 1212. 769-150

**MORGANS**, several from £20, one nice sporting Morgan, £28; exchanges; before 10 or evenings. 3 Lander Rd., Stockwell. 769-1300

**MORGAN**, 1924, family, M.A.G. water-cooled, dynamo lighting, excellent condition, £60. Hoad, Garden St., Lewes. 769-1320

**MORGAN**, Aero, 10-40 racing Blackburne, just overhauled, repainted saxe blue, red chassis, prettiest car on the road, Vortex silencer, spotlight, dashlamp, outside gear change, speedometer, etc., £75, no offers. Bell, Cedar Villa, Lesbourne Rd., Reigate. Tel., Reigate 183. 769-1519

**NEW GARDEN**, 1924, 7hp, small 2-4-seater, tax paid, £19, bargain. Open Sunday mornings. King's Motors, New Rd., Oxford. 769-230

**OMEGA**, 1926, de luxe, reduced steering, speedometer and many other extras, mileage under 2,000, perfect condition, £75. Day, 54 Salehurst Rd., Brockley, S.E.4. 769-1304

**OMEGA** 3-wheelers, 1927 sports model, shop-soiled only, taxed, £110, and a 1927 Popular model, aluminium body and red wings, taxed to December, price £87 10s. Why not come and inspect at the South Ealing Garage, 152 South Ealing Rd. Ealing 4161-2. 769-121



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

**PEUGEOT** 7-12 2-seater, May, 1926, £85, mechanically perfect. Grant, Builder, Glenfield, Leicester. 769-h620

**PEUGEOT**, 1926, 7hp, 2-seater cabriolet, sunken dickey, glass side screens, dynamo lighting, starter, speedometer, balloon tyres, gorgeous condition, taxed to December, £84 10s., guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 769-288

**PEUGEOT** 7-15 tourer, 1926 model, £95. Steele Griffiths, Ltd., written guarantee. Camberwell Green, S.E. Open until 8. 769-308

**RENAULT**, late 1926, 9hp, 4-seater de luxe, taxed December, insured to July, 1928; first-class condition, small mileage, £110. Martin's Garage, Highgate Village. Phone, Mountview 0350. 769-878

**RENAULT**. Offers. 1926, 8.3, full 4-seater, f.w.b., taxed, exchange. Ewers, Newton Rd., Burton-on-Trent. 769-1111

**RENAULT**, 1927, 9-15hp, coupe, small mileage, first-class order, £165. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-262

**RENAULT**, 1927, 9-15hp, 4-door Weymann saloon de luxe, excellent condition, £180. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-263

**RENAULT** 1926 8.5 4-seater, tax December, fine condition, £98; exchanges, deferred terms. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 769-285

**RENAULT**. Finchley Motors offer 9-15hp 1927 model de luxe tourer, English rigid screens, mileage 3,000, years' tax, new condition, £135. 132 High Rd., East Finchley. Phone 2338. 769-518

**RENAULT**, 9-15, special 4-door fabric saloon, cost £260, accept £210; shop-soiled only. Call and inspect. Renault Sales, Surbiton Hill Rd., Surbiton, Kingston 1873. 769-282

**RENO**, 1923, 9.5hp, small 4-seater, dynamo lighting, new hood, smart appearance, perfect, £40. 211 Garratt Lane, Wandsworth. 769-295

**RHODE**, 1924, 4-seater, dynamo lighting and starter, clock, speedometer, recently repainted, £57 10s. J. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 769-146

**RHODE**, 1923, chummy, dynamo lighting, three speeds, reverse, spare wheel, etc., £50; deferred terms, exchanges. Many other makes. All cars over £34 sold with written guarantee. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-161

**RHODE**, 1925, chummy, taxed, insured, f.w.b., in good condition, £80. Nicholson, 63 Corsica St., Highbury, N.5. Phone, N. 4543. 769-1252

**RHODE** 1922 9.5hp 4-seater, fully insured, perfect condition, £45. Hinds, 51 All Souls' Ave., N.W.10. 769-1294

**RHODE**, £42; exchanges, deferred. 1922 model, chummy 4-seater, dynamo, all-weather equipment, spare wheel, speedometer, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 769-210

**RHODE**, 1922, 9hp, chummy, dynamo lighting, £47 10s. Bartlett's, Ltd., Foley St., Langham St., G. Portland St., W.1. 769-221

**RHODE**, 1926, 11hp, 4-door 4-seater, real bargain, £95. Bartlett, Ltd., Foley St., Langham St., Gt. Portland St., W.1. 769-220

**RHODE** 1922 4-seater chummy, cellulose finish, dynamo lighting, electric and bulb horns, all-weather equipment, exceptional mechanical condition and appearance, taxed December, good cord tyres, £44 10s. Guaranteed, exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 769-293

**RHODE** super sports, 1924 (June), overhead camshaft, outside copper exhaust (beautiful note), re-coachpainted crimson and black, taxed, aluminium bonnet, wire wheels, spare, dynamo lighting, starter, electric horn, clock, speedometer, Triplex V-screen, variable ignition, hood, upholstery excellent, very fast, £75; exchanges considered. Penn, Hailsham, Sussex. 769-370

**RILEYS**. A reconditioned Riley is as reliable as any new car. South Coast experts, Lewes Motor Works, Sussex. zzz-80

**RILEY**, 89 guineas. Special bargain. 1923, 10hp, super-sports 2-seater, dickey, painted yellow, red wings and chassis, exceptionally smart, very good condition throughout, 4-speed, dynamo lighting, starter, red leather upholstery, shock absorbers, practically unworn cord tyres, spare wheel, revolution counter, speedometer, clock, Boyce motorometer, mascot, etc., taxed; 4 other Rileys; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (2 lines). 769-61

**RILEY**, £159 10s. Special bargain. 1925, 10.8hp, super-sports 2-seater, dickey, cream, red wings, exceptionally smart, very fine condition throughout, red pneumatic upholstery, 4-speed, dynamo lighting, starter, shock absorbers, wire wheels, excellent cord tyres (2 as new), spare wheel, red hood, Triplex screen, Watford 80-m.p.h. speedometer, revolution counter, electric and bulb horns, screen wiper, etc.; 4 other Rileys; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (2 lines). 769-60

**RILEY**, 1923, 10hp, de luxe 2-seater, starter, bulb and electric horns, leather upholstery, finished dark brown, disc wheels, perfect condition, taxed, £65; exchanges and deferred payments. Auto Service Co., 5 Cumberland St., Deansgate, Manchester. Open till 8 p.m., Sundays 11 a.m. to 3 p.m. 769-1398

**RILEY**, 1926 (August), 11-40hp, sports 2-seater, aluminium, with red hood, etc., dickey, f.w.b., really splendid condition throughout, cost over £500, accept £255. Vivian, 4-12 Palmer St., Victoria St., S.W.1. 769-225

**RILEY**, 1924, 11hp coupe, repainted, lovely order, £117 10s.; also 11hp de luxe 4-seater, £115. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 769-227

**RILEY**, 1923-24, super-sports, Redwing 2-seater, just completely overhauled, 4 speeds, starter, lighting, a really fast and reliable car, only wants seeing, £110. Bartlett, 173a Westbourne Grove. 769-188

**ROVER** 9, 4-seater, 1927, demonstration car, duplex finish, leather upholstery, superb condition, tax paid, list price £250, our price £199. Taylors, Sussex Place, South Kensington Station. Ken. 8558. zzz-363

**ROVER**, 1926, 9-20hp, 4-door coachbuilt saloon, f.w.b., taxed December, splendid order, cost £350, accept £185. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 769-221

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

**ROVER**. If you want a second-hand Rover 8, 9, 9-20 or 10-25hp remember we specialize on this make and have a constantly changing stock of all types. We want satisfied clients and for that reason we do our level best to see our second-hand cars are turned out right. Deferred terms and part exchanges when desired. We deal with Rover users all over the British Isles, both in cars and parts. Rover distributors for Liverpool, Wirral, South, West and East Lancashire. Pollitt and Son (successors to the Rover Co. Ltd.), 37-41 Renshaw St., Liverpool. 772-432

**ROVER** 8, de luxe, 1922, 1923 engine, taxed, dickey, electric horn, recently overhauled, repainted heliotrope, new brake linings, only run 19,000 miles, mechanically sound, tyres good, price 35 guineas. 116 Frankwell, Shrewsbury. 769-h992

**ROVER** 9, 1926 (late), 2-seater, super de luxe, complete and as new, taxed December, £145. K.J. Motors, Widmore Rd., Bromley. 771-228

**ROVER** 8s. Rover 8s. Rover 8s. We are extensive dealers in this particular car and can offer you the finest selection to be found in or around London. All models over £34 are sold with three months' written guarantee, and they are fully equipped with dynamo lighting, spare wheel, etc., and many have dickey seats and lot of accessories. Deferred terms best in trade. Phone, Putney 1827. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-162

**ROVER** 8s. As above at prices from £25 to £55, including 2-seaters chummies and full 4-seaters. Andrews Motor Mart, 97a White Hart Lane, Barnes. 769-162

**ROVER**, 1927 model, 9-20hp, coachbuilt 4-door saloon, taxed December, f.w.b., spare unused, mileage 4,000, cost £325, accept £197 10s. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 769-222

**ROVER**, 1927 model, 9-20hp, semi-sports 4-seater, f.w.b., fully equipped, cost £275, accept £175. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 769-223

**ROVER** 1926, 9-20hp, super de luxe 2-seater, f.w.b., taxed December, cost £240, accept £125. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 769-224

**ROVER**, Super 9-20, 1926 (May), 4-seater, in every way as new, balloon tyres, sold with guarantee, f.w.b., 139 guineas; another, 1925, 9hp, 4-seater, as new, starter, 75 guineas. Sprosen, Ltd., 111 Gt. Portland St., London. Phone, Langham 1212. 769-151

**ROVER** 8, 1924, 4-seater, dynamo lighting, starter, excellent condition, £45. 83, Penshurst Rd., Thornton Heath. 769-314

**ROVER**, £185. Mebes and Mebes (Est. 1893). 9-20hp, late 1926 semi-sports 4-seater, light blue, black wings, starter, speedometer, clock, dash lamp, luggage carrier, wiper, mirror, practically new, small mileage, taxed year, fully guaranteed; deferred terms and exchange. 144, 154-6 Gt. Portland St., W. Museum 4244. 769-92

**ROVER** 8, full 4-seater, starter, side screens, speedometer, oil gauge, clock, spare wheel, etc., recently repainted, very smart, exceptional hill-climber, bargain, £44. Vadum, 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 769-86

**ROVER**, 1927, 9-20, 4-seater, 2-colour cellulose finish, guaranteed 3,500 only, taxed, as new, £185. Below.

1925, 9, tourer, 3-door, 8,000 miles only, taxed year, insured 1928 £85. Below.

**ROVER** 8, 1924, full 4-seater, dynamo, repainted Nile blue, sound, good tyres, £40. Below.

**ROVER** 8, 1923, 2-seater, specially fine order, privately owned, £33. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. (Sat. till 6. Sunday 10-1.) 769-76

**ROVER**, 29 guineas. Special bargain. 1922 8hp chummy, brown, very good condition throughout, dynamo lighting, starter, excellent tyres, spare wheel, hood, rigid side curtains, speedometer, luminous clock, horn, etc.; four other Rovers; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (2 lines). 769-63

**ROVER** 9, £179 10s. Special bargain. 1927 8.9hp o.h.v. semi-sports 4-seater, duplex finish, red and cream, one owner, small mileage, practically new condition throughout, blue antique pneumatic leather upholstery, f.w.b., dynamo lighting, starter, excellent Dunlop cord tyres (balloon), spare wheel, rigid side curtains, speedometer, clock, automatic screen wiper, 2 electric horns, luggage grid, mascot, mirror, etc., year's tax; four other Rovers; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (2 lines). 769-62

**ROVER**, 19 guineas. Special bargain. 1921 8hp 2-seater, dickey, grey, very good condition throughout, dynamo lighting, good tyres (1 new Dunlop cord), spare wheel, hood, special rigid side curtains, speedometer, horn, mirror, etc.; 4 other Rovers; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421 (2 lines). 769-64

**ROVER** 8, 1924, 2-seater, dickey, e.l., starter, new tyres, screen wiper, etc., taxed, insured £38. 29 Constantine Rd., N.W.3. (Evening.) 769-1119

**ROVER**, 1923 8hp chummy model, exceptionally good condition throughout, £42 10s.; exchanges; deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-9

**ROVER** 8, 2-seater, £27 10s., dynamo lighting, speedometer, etc., one owner. Jenner Parson, Ltd., Welwyn Garden City. 769-32

**ROVER**, 8hp, 1923, occasional 4-seater, Lucas dynamo lighting, painted brown, £35. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 769-16

**ROVER** 9, 1925 model 4-seater, colour blue, condition as new, a bargain at £92 10s. Below.

**ROVER** 9, 1926 2-seater, painted dark green, taxed to the end of year, just the very car for you, £105. South Ealing Garage, 152 South Ealing Rd. Ealing 4161-2. 769-119

**ROVER**, 1926-7, 9-20hp, 2-seater, with detachable coupe top, very fully equipped, perfect order, £165. Newnam Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4645. 769-125

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

**ROVER**, 1924-5, 9-20hp, 4-seater, in very good order, £95. Newnham Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 769-134

**ROVER** 1926-7 9-20hp 2-seater, in very nice condition, £135. Newnham Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 769-129

**ROVER 8**, 1924, full 4-seater, taxed, in very good condition throughout, £37; exchanges, deferred. 34a Hereford Rd., Westbourne Grove, W.2. 769-1275

**ROVER 8**, 1923, chummy de luxe, leather upholstery, dynamo lighting, speedometer, clock, all accessories, low mileage, recently overhauled, good tyres, perfect condition, taxed, insured, any trial, £49. 72 Denning Avenue, Waddon. 769-1333

**ROVER 8**, 1922, 2-seater, dynamo lighting, good condition, any trial, £30. Large, 149 Broad St., Dagenham. 769-1347

**ROVER**, 1927, 9-20hp, Weymann saloon, 5-seater, starter and lighting, tax paid, f.w.b., small mileage, £185. 69 St. Paul's Avenue, Willesden Green, London. 769-1349

**ROVER 8**, 1924, 2-seater, double dickey, dynamo, extras, exceptionally good condition and appearance, taxed, £42. Chandler, 102 Carleton Rd., Tufnell Park, N.7. 769-1332

**ROVER**, 1927 model, semi-sports 2-seater, practically new condition, cream and maroon finish, taxed, £175. Below.

**ROVER**, 1926 model, 9hp, 4-seater, starter and lighting, balloon tyres, f.w.b., all-weather equipment, taxed, painted brown, very nice order throughout, £130. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Museum 5591. 769-232

**ROVER 9**, 1925, de luxe model, 2-seater, clock, speedometer, leather upholstery, balloons, £85 cash, or £17 down and 12 payments of £6 each. Elce, Ltd., 11 Camomile St., E.C.3. 769-238

**ROVER**, 1926, 9-20hp, 2-seater, 2 doors, excellent order, £110. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 769-228

**ROVER**, Nippy 9hp, semi-sports 4-seater, one only, 1926 model, finished grey cellulose with black wings, green leather upholstery, separate adjustable bucket-type front seats, pneumatic cushions to rear seats, fitted with Lucas lighting and starter, 8-day clock, speedometer, V-type adjustable windscreen, mechanical windscreen wiper, wire wheels front-wheel brakes, shock absorbers all round. This car has been in the hands of one owner only, has been most carefully used, and is in exceptionally good condition throughout, numerous extras have been fitted, tax paid September, cost £300, offered on behalf of the owner at £170. John Pollitt and Son, 37-41 Renshaw St., Liverpool. 769-216

**ROVER 8** 1924 4-seater, nice condition, taxed, £37; also 1922 2-seater, £20. 19 Fore St., Edmonton. 769-1429

**ROVER**, 125 gns.; 1926 9-20 super 2-seater and dickey, completely equipped, f.w.b., balloons, sunk dickey, perfect condition. Exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 769-302

**ROVER 9-20**, 1927, de luxe 2-seater, delivered May, mileage negligible, as new, fully guaranteed, finished in two colours, £165, or would transfer hire-purchase agreement. Denman, 4 Denman Place, Piccadilly Circus Regent 0986. 769-332

**ROVER**. For used guaranteed Rover cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-199

**ROVER 9**. This car that is offered at £125 is a beautiful 1926 4-seater, in excellent condition throughout, and can be bought with confidence, completely equipped and ready for service. Empire Motors. Below.

**ROVER 9**. Empire Motors offer 1925 4-seater, colour blue, balloon tyres, starter, etc., very fast, £89. Below.

**ROVER 8hp**. 1922 2-seater, dickey seat, dynamo lighting, etc. This car has had a very careful owner, and will give good service, £52. Exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0503. 769-174

**ROVERS**, and many others, under a £100. See page 25. 769-100

**ROVER 9**, 1926, super 4-seater, f.w.b., all-weather equipment, a smart and genuine bargain, open to any examination, £109 for quick sale. Rose and Young, 97 Streatham Hill. Phone, Streatham 3440. 769-276

**ROVER 8hp** 2-seater, choice of 2, from £35, written guarantee. Steele Griffiths, Ltd., Camberwell Green, S.E. Open until 8. 769-311

**ROVER 8**, September, 1924, 2-seater, sunk dickey, dynamo lighting, excellent condition, full equipment, side curtains, etc., £40; evenings. 20 Wheathill Rd., Anerley, S.E.20. 769-1363

**ROVER 8** 1922-3 2-seater, only wants seeing, taxed, special bargain, £20. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 769-1390

**ROVER 8**, £14, 1921, 2-seater, dynamo, etc., good running order, shabby appearance. 86 Acre Lane, Brixton. 769-1357

**ROVER 8**, 1922 (November), 2-seater, taxed, £20. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 769-277

**ROVER**. Naylors, of Earlsfield, always have the largest stock of Rover cars in London or out. Exchanges and deferred. Terms over 18 months.

**ROVER**, 1926, Nippy 9, 9-20hp, super 4-seater, starter and lighting, a-w. equipment, balloon tyres, f.w.b., clock and speedometer, in perfect condition throughout, £145. Below.

**ROVER**, 1925, 9-20hp, 4-door 4-seater, balloons, a-w. equipment, superb condition throughout, genuine bargain, taxed, £89.

**ROVER**, 1923, 8hp, chummy de luxe, dynamo, good tyres, very smart car and perfect runner, £35.

**ROVER** 1924 8.9hp 4-seater, dynamo lighting, side curtains, good tyres, painted dark blue, in good condition, £42.

**ROVER** 1923 8hp 2-seater, dynamo lighting. Choice of 5 at prices from £27.

**ROVER** 1923 8hp 2-seater, dynamo lighting, speedometer, spare wheel, good tyres, guaranteed mechanically, £35.

**ROVER** specialists. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 769-251

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

**ROVER**, 1927, 10hp, 4-door Weymann saloon, mileage under 2,000, taxed, £210. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-268

**ROVERS**, 1921, 1920, dynamo lighting, 2-seaters, spare wheel, hoods, screens, speedometers, from 25 guineas; exchanges, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 769-350

**SALMSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 0267-8-9. zzz-283

**SALMSONS**. Vadum Co., specialists in used Salmson cars, offer 1924 7-8 Salmson, special o.h.v. high-compression sports engine, carefully tuned, giving performance much above ordinary, 2-seater body, double dickey, rigid side screens, clock, speedometer, starter, etc., excellent appearance, taxed, must be tried to be appreciated, bargain, 52 guineas. Salmsons bought for cash, overhauled, and sold; deferred terms. 352 High Rd., Willesden Green, N.W.10. Willesden 2469 769-81

**SALMSON**, 1926 model, double dickey, starter, taxed, one owner, good condition, £62 10s. 6 Penwortham Rd., Streatham. Phone 5159. 769-x184

**SALMSON**, 1927, 10-20hp, 4-door Weymann saloon, mileage under 1,000, tax paid year, £185. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-257

**SALMSON**, 1927, 10-20hp, Grand Sports 2-seater, taxed year, as new, £175. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-258

**SALMSON**, 1927 model, San Sebastian 2-seater, as new, capable of over 90 m.p.h., £250. George Newman and Co. 369 Euston Rd., London, and Old Steine, Brighton. 769-259

**SALMSON**, 1926 model, 10-20hp, special 2-seater, very fast, £155. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-265

**SALMSON**, 32 guineas. Special bargain. 1922, 10hp, o.h.v., 2-seater, dickey, blue, very good condition throughout, dynamo lighting, good tyres (2 practically unworn), spare wheel, side curtains, mirror, horn, etc.; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 4821 (2 lines). 769-65

**SALMSON**, 1926, £85, 2-seater sports, painted red, V screen, very lively car. Mears and Bishop, Ltd., 227 Hammersmith Rd., W.6. Riverside 4191-2. 769-116

**SALMSON**, special Grand Prix, saloon body, Triplex glass. 57 Llanfair Rd., Cardiff. 769-1354

**SALMSON** 1925 sports 2-seater, repainted blue with red wings, Hartfords, taxed, £70; 1923 ditto, exquisite condition, Hartfords, £48. K.J. Motors, Wicmore Rd., Bromley. 771-226

**SALMSON** 1926 10hp Grand Prix 2-seater, f.w.b., etc., 70 m.p.h., splendid order, cost £300, genuine bargain, £125. Virian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 769-220

**SALMSON**, 49 guineas, 1924 sports 3-seater, very smart, cream with red wings, any trial; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0503. 769-181

**SALMSON** 1926 Grand Sport, twin overhead camshaft, f.w.b., etc., £125; 1924-1925 Salmson sports 2-seater, f.w.b., balloon tyres, very smart and fast, 69 guineas; 1925 sports 2-seater, paintwork unscratched, 69 guineas; 1924 sports, 39 guineas. Bartlett, 173a Westbourne Grove. 769-187

**SALMSONS**, and many others, under a £100. See page 25. 769-103

**SALMSON**, 1923 sports 2-seater, dickey, new tyres, starter, speedometer, dynamo lighting, perfect condition, taxed, £40, or nearest offer. Field, 28 Holmwood Gardens, Finchley, N.3. Phone, Finchley 1667. 769-1348

**SALMSON**, special sports 2-seater, 10hp o.h.v., late 1925, red and cream wings, new condition throughout, lighting and starting, speedometer, 8-day clock, Boyce motometer, disappearing hood, £65 or exchange Morgan. 22 Warwick Rd., Earl's Court, S.W.5. Phone, Kensington 8545. 769-1331

**SALMSON** 1923 10hp 2-seater sports, dynamo lighting, fully equipped, tax paid, very attractive, £44 10s.; guaranteed, exchanges, terms. Kirt and Co., 22-49 Praed St., Paddington. 769-292

**SENECHAL** cars. As the sole concessionaires for Great Britain, we always have several good second-hand Senechal cars in stock. Free advice on the history of any second-hand Senechal advertised gladly given. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-162

**SENECHAL**, £40, 1923, 2-seater, taxed, excellent condition and appearance; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 769-280

**SENECHAL** 1925 2-seater, super-sports, in excellent condition, 35 guineas. Sprosen, Ltd., 111 Gt. Portland St., London. Phone, Langham 1212. 769-153

**SENECHAL**, 1925, 9hp, super-sports 2-seater, starter, wire wheels, spare hood, clock, speedometer, very fast, 95 guineas; exchanges, easy payments. Open Sunday mornings. King's Motors, New Rd., Oxford. 769-234

**SENECHAL** 1925 super-sports, Laystall balanced engine, special variable ignition and oil pressure gauge, etc., an exceptionally fast car, 79 guineas. Bartlett, 173a Westbourne Grove. 769-185

**SIMA-VIOLET**, 1927 sports 2-seater, hood, rear wheel, lighting, fast, flexible, economical cyclecar, slightly shop-soiled, listed £88, clearing at 57 gns; inspection invited.. Metro Motors, 45 Newman St., Oxford St., W.1. zzz-315

**SINGER**. Singer. Singer. Sole district agents. New and second-hand cars for immediate delivery. Buy your new or second-hand car from the firm of Singer specialists. Cash, deferred or exchanges. The Wright Automotive Co., Ltd., 253 Queen's Rd., Battersea, S.W.8. Phone, Battersea 4944. zzz-820

**SINGER Juniors**. We specialize in this model, new or second-hand, cash or deferred terms. Stanley, Norman and Co., Rodmorton Mews, Baker St., W.1. Phone, Ambassador 9702. zzz-366

**SINGER** 10, 79 guineas. Offers, exchange. 1925, balloon tyres, original condition, good, taxed. 181 Newton Rd., Burton-on-Trent. 769-168



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

**SINGER**, 1925, 10, tourer, latest all-weather equipment, taxed year, exceptionally fine, £95. Below.

**SINGER**, 1924, 10, tourer, nearly new tyres, taxed year, recently painted and overhauled, £65. Below.

**SINGER**, 1921, 10, 2-seater, dickey, speedometer, choice 2. £118. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 769-72

**SINGER**, 32 guineas. Special bargain. 1923, 10hp, o.h.v., 2-seater, double dickey, grey, dynamo lighting, starter, leather upholstery, good tyres, rigid side curtains, speedometer, horn, etc.; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (2 lines). 769-66

**SINGER**, 1924, 10hp, 4-seater, overhauled and repainted, balloon tyres, repainted, £90. Maude's Motor Mart, Wolverhampton St., Walsall. 'Phone 444. 769-13

**SINGER**, 1925, 10hp, 2-seater, repainted, £85. Brookman, 5 St. Albans Rd., Watford. 769-110

**SINGER**, 1924, 10hp, 2-seater and double dickey, starter and full equipment, body finished blue, upholstered in leather, beautiful condition, taxed, £75; exchanges and deferred payments. Auto Service Co., 5 Cumberland St., Deansgate, Manchester. Open till 8 p.m. Sundays 11 a.m. to 3 p.m. 769-397

**SINGER** Junior, 1927, 8hp, 4-seater, taxed December, indistinguishable from brand new, £120; also Singer Junior, new, unregistered, shop-soiled model, £125; exchanges, deferred terms. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 769-287

**SINGER**, 2-seater, 10hp, 1925, exceptional order, balloons, £88; exchanges, instalments. 11a Rumsey Rd., Stockwell Rd., S.W.9. 769-265

**SINGER** 1926 (late) 4.5 seater tourer de luxe, done 6,000 miles, Harfords all round, 8 tyres, many accessories, owner-driven, very carefully used and in excellent condition, taxed 1927, insured to July, 1928, price £150; no dealers, no offers. 42 Taylor Rd., Wallington, Surrey. 769-3295

**SINGER** 10, 1924, Weymann saloon, repainted blue and black, taxed, good tyres, in good condition throughout, £85; exchanges, deferred. 34a Hereford Rd., Westbourne Grove, W.2. 769-3275

**SINGER** 1926 models from £125, also excellent range of 1925 and 1924 models. Newnham Motor Co., 237 Hammersmith Rd., W.6. 'Phone, Riverside 4646. 769-158

**SINGER**, 1926, 10hp, 2-seaters, choice of two, £155 and £145; also several 1925 models from £105 and 1924 models from £68. Newnham Motor Co., 237 Hammersmith Rd., W.6. 'Phone, Riverside 4646. 769-155

**SINGER**. Call at the South Ealing Garage to see their Singer cars, including:—

1925 2-seater Singer, in very fine condition, £90.

1926 model 2-seater, taxed December, £120.

1926 Singer 4-seater tourer, colour maroon, taxed December, £130.

1926 model Singer saloon, 10-26, colour blue, £145. 150-2 South Ealing Rd. Ealing 4161-2. 769-120

**SINGER** 1926 saloon, taxed, nice condition, £155; exchanges. 19 Fore St., Edmonton. 769-3426

**SINGER**, 1923, 10hp, de luxe 4-seater, starter and lighting, very good tyres, painted grey, complete with all-weather equipment, £59. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 769-248

**SINGER**, 1926, 10hp, maroon de luxe 4-seater, f.w.b., £148; liberal exchanges, deferred terms. Newnham, Heath Rd., Twickenham. 769-309

**SINGER**. Finchley Motors offer 1926, 10-26hp de luxe tourer, f.w.b., tax for year, small mileage only, one owner, superb condition, £139. 132 High Rd., East Finchley. 'Phone 2338. 769-320

**SINGER**, 10hp, £75; 4-seater, 1924, exceptionally good condition throughout, repainted and taxed for year. Whitticks, 89 Gt. Portland St. 'Phone, Langham 1601. 769-298

**SINGER**, 1926, 10hp, 4-seater, new condition, £120. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 769-267

**SINGER** 8, 4-seater, almost brand new, used for demonstration only, mileage 250, taxed, £125; exchange, deferred. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 769-261

**SINGER** 10, 4-seater, 1925, new balloons, excellent condition, £90; exchange, deferred. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 769-259

**SINGER**. Cass's Motor Mart, Ltd. (Established 1911.) 1926 de luxe 10hp 4-seater, f.w.b., just revarnished, exceptional condition, three months' written guarantee, demonstrations free within 50 miles, terms, exchanges, £130. Cass's, 5 Warren St., W.1. Museum 0623. 769-271

**SINGER**, £50; 10hp, 4-seater, separate gearbox unit, starter, real leather upholstery, in splendid mechanical condition and open to any trial. 179 South Norwood Hill, South Norwood. 769-3438

**SINGER** 10, 4-seater, blue, 1923, good condition, licensed, starter and a-w. equipment, £60. Streatham 2014. French's, 279 High Rd., Balham. 769-253

**SINGER** coupe, 1921, taxed, starter, exceptional condition, £30. Below.

**SINGER**, 1921, 2-seater, excellent condition throughout, £25; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 769-275

**SINGER** 1924 10hp 2-seater, double dickey, 5-lamp set, starter, excellent order, £65; deferred terms, exchanges. Many other makes. Andrew's Motor Mart, 97a White Hart Lane, Barnes. 'Phone, Putney 1827. 769-167

**SINGER** 1924 10hp 2-seater, starter, snip. £8 10s. down and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-237

**SINGER** 10 4-seater, taxed, insured, £50. 28 Elder Rd., West Norwood. 769-308

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

**SINGER**, 1923, 4-seater, starter, dynamo lighting, etc., in good condition, £65. A.V. Motors, 28 The Causeway, Teddington. 'Phone, Kingston 0710. 769-110

**SINGER**. For used guaranteed Singer cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-200

**SINGER**, 1922 10hp 2-seater, starter, dickey seat, speedometer, etc., smart little car, bargain, £35; exchanges; cars or motorcycles. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. also Sunday morning. Chiswick 0303. 769-176

**SINGERS**, and many others, under a £100. See page 25. 769-102

**SINGER** 1924 2-seater, taxed December, carefully used, splendid condition, all on, £75. 14 Malvern Rd., Dalston, E.8. 769-371

**SINGER**, 1925-26, 4-door saloon, mileage negligible, paintwork, which is original, is in new condition, guaranteed never been painted, a perfect car for £115. 97 Streatham Hill, S.W. 769-277

**SINGER** 1923 9hp 4-seater de luxe, dynamo lighting, starter, speedometer, leather upholstery, good tyres, beautifully coach finished, £59 10s. 769-105

**SINGER** 10hp 2-seater, dynamo lighting, usual equipment, good appearance, £24; guaranteed, exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 769-291

**STANDARD** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2625. zzz-19

**STANDARD**, 1926 model, 11.4, 2-seater and dickey, perfect condition, 7 days' trial, £127 10s. Taylors, Sussex Place, South Kensington Station. Ken. 8558. zzz-66

**STANDARD**, 1925, 11.4, 2-seater de luxe, repainted, taxed December, £112 10s. Blaxton's, 21 Swallow St., Piccadilly, W.1. Ger. 3518-9. zzz-911

**STANDARD**, 1925, 11hp, 4-seater, little used, exceptional condition, £100. Arthur Stuart and Co., 29-31 Vauxhall Bridge Rd., S.W.1. 769-91

**STANDARD**, 1924, 11.4, 4-seater de luxe, leather upholstery, appearance and mechanical condition excellent, 6 wheels, fully equipped, taxed year, privately owned, any trial, £65. Bearman, Station Approach, Dalston Junction. Clissold 5558. 769-3243

**STANDARD**, 1926, 11.4, tourer, repainted and varnished chocolate, very small mileage, £110. 4 Newcastle Place, 281-3 Edgware Rd. 769-77

**STANDARD**, 1925, tourer, good order, £75. 135 London Rd., Kingston. 769-69

**STANDARD**, 1924, 11.4hp, 4-seater, de luxe, dynamo, starter, rigid side screens, etc., engine just overhauled, splendid condition, £65; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 769-358

**STANDARD**, 1925, 11hp, 2-seater and dickey, de luxe, starter, balloon tyres, leather upholstery, finished blue, very smart and in excellent condition, £77 10s.; exchanges and deferred payments. Auto Service Co., 5 Cumberland St., Deansgate, Manchester. Open till 8 p.m., Sundays 11 a.m. to 3 p.m. 769-3400

**STANDARD**, 11hp, 4-seater, taxed December, late 1924, cellulose painted, splendid condition, £75. 'Phone, Freeman, North 3190. 769-3283

**STANDARD**, 1925, 11.4hp, Piccadilly saloon, balloon tyres, very good order, £125. Newnham Motor Co., 237 Hammersmith Rd., W.6. 769-126

**STANDARD**. Boon and Porter, Ltd., have May, 1925, 11.4 Standard Piccadilly saloon, original tyres, spare unused, mileage 9,000, absolutely unscratched, taxed for the year, in faultless condition, £120. 159-163 Castelnau, S.W.13. Riverside 4444. 769-141

**STANDARD**, 1925, Kenilworth, 4-seater, 11.4hp, starter, balloons, all-weather equipment, tyres very good, condition as brand new throughout, taxed year, late property of Lady Oxford, accept the liberal figure of £92; exchanges and deferred. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 769-253

**STANDARD**, 53 guineas, 1924 2-seater, 11.4, exceptional condition, exchanges. 75 Kew Rd., Richmond. 'Phone 0799. 769-306

**STANDARD** 1924 11.4 2-seater, large sunken dickey, lighting, starter, all new tyres, smart, excellent condition, £70. Knott, 10 Scrubbs Lane, Willesden, N.W.10. 769-303

**STANDARD** 1924 11.4hp 2-seater, starter, very clean, £8 10s. down and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-242

**STANDARD** 2-seater, dickey, lighting, starter, good tyres, taxed, condition as new, £48. 73 Ravenslea Rd., Balham. 769-301

**STANDARD**. For used guaranteed Standard cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 769-198

**STANDARDS**, and many others, under a £100. See page 25. 769-101

**STANDARD** 1924 11.4hp 4-seater de luxe, dynamo lighting, starter, rigid all-weather equipment, many extras, good condition and splendid appearance, £65; guaranteed, exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 769-290

**STANDARD**, 1925, 11hp, 2-seater, overhauled, £87 10s. Bartlett, Ltd., Foley St., Langham St., Gt. Portland St., W.1. 769-222

**STANDARD** 1925, 11hp, Piccadilly saloon, excellent order, £125. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 769-229

**STANDARD**, 1926, 11hp, 4-seater, leather upholstery, a bargain, £115. Bartlett's Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 769-230

**STANDARD**, £39; exchanges, deferred; 1920-21, 2-seater, dickey, 9.5hp, long wheelbase, dynamo, starter, side screens. Seabridge. Below.

**STANDARD**, £69; exchange, deferred; 1924 Standard 2-seater, large sunken dickey, lighting, starter, all-weather equipment, smart excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452 769-208

**STANDARD**, 65 guineas; 1925 2-seater, large sunken dickey, beautiful order in every way, taxed December; exchanges, deferred. Maynard's, 241a High Rd., Wood Green, N.22. 1148 Palmers Green. 769-345

**SURREY** 1922 9hp small 4-seater, dynamo, all-weather equipment, £18. Ewen, 20 Treen Ave., White Hart Lane, Barnes, S.W.13. 'Phone, Putney 2339. 769-313



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

**SWIFT** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone, 2623. zzz-20

**SWIFT.** One only, 10hp, 4-seater model, used one or two demonstration runs only, indistinguishable from new, licensed September, £185; cash or deferred payments. Parker's, Ltd., Bradshawgate, Bolton. 769-10

**SWIFT,** 1927, 10hp, 2-seater, painted black and red, Hartfords, Andre bumps, taxed for quarter, run small mileage as demonstrator, £195. Newnham Motor Co., 237 Hammersmith Rd., W.6. 'Phone, Riverside 4646. 769-156

**SWIFT,** 1927, 10hp, 4-seater in black and red, demonstration model, taxed for quarter, £185. Newnham Motor Co., 237 Hammersmith Rd., W.6. 769-150

**SWIFT** 10, 1925, 3-5-seater, in superb condition throughout, taxed year, and guaranteed in writing 12 months, £85, liberal exchange, deferred. Delofords, 550 Oxford St., next Marble Arch Tube. 769-219

**SWIFT,** 9.3, 2-seater and dickey, dynamo, starter, etc., splendid condition, taxed, 1928, £34; exchanges. Yarwood's Garage, Steneley Rd., Tottenham. 'Phone 5122. 769-x186

**SWIFT** 1923 10hp 2-seater, many extras, in excellent condition, 53 guineas. Sprosen, Ltd., 111 Gt. Portland St., London. 'Phone, Langham 1212. 769-152

**SWIFT** 1927 10hp 2-seater, f.w.b., £175. Henlys, 155 Gt. Portland St., W.1. 769-171

**SWIFT,** 1926, 4-seater, 9hp, has been used by one owner since new, guaranteed mileage 3,000, taxed and insured, price £114. Rose and Young, 97 Streatham Hill. 769-273

**SWIFT** 1927, 4-seater, special demonstration model, only done 375 miles, listed £210, only £175, subject being unsold. 1 Mitcham Lane, Streatham. 'Phone 6666. 769-215

**TALBOT,** 10-23hp, 4-seater, 1923, excellent condition, any trial, £60. Roots, Station Rd., Westgate-on-Sea. 771-335

**TALBOT,** 1922-23, 8-18hp, 2-seater and dickey, usual equipment, splendid mechanical condition, attractively coach-finished saxe blue, taxed December, £48; exchanges, terms. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 769-J391

**TALBOT,** £55; 1923 model, 8-18hp, 2-seater, dickey, dynamo, starter, clock, speedometer, tools, side screens, etc., excellent condition; exchanges, deferred. 86 Acre Lane, Brixton. 'Phone 3401. 769-J359

**TALBOT** 1923 10-23hp 4-seater, starter, repainted, £10 down and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-241

**TALBOTS,** and many others, under a £100. See page 25. 769-104

**TALBOT,** 1924-5, 8-18hp, coupe, as new, £145. Bartlett, Ltd., Foley Langham St., Gt. Portland St., W.1. 769-223

**TALBOT,** 1924, 10-23hp, 4-seater, in excellent condition, £120. Bartlett, Ltd., Foley St., Langham St., Gt. Portland St., W.1. 769-224

**TALBOT,** 8-18, 1923, 2-seater, balloon tyres, £57 10s. Brayson Motor Co., 10 Yeoman's Row, S.W.3. Sloane 2838. 769-212

**TALBOT** 1926 10-23hp saloon, 4 doors, fully equipped, very small mileage, exceptionally well kept, indistinguishable from new, year's tax, £245. Below.

**TALBOT** 1924 10-23hp 4-seater, tonneau cover, luggage grid, exceptional condition, year's tax, £135. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 769-268

**TROJAN** car, pneumatic tyres, unpunctured, excellent order, 7,000 miles, tax paid, 1927, £65; consider exchange Family Morgan. Bartlett, Runwell, Wickford, Essex. 769-j340

**WOLSELEY,** 11-22, 4-seater, f.w.b., shop soiled only, £225, fully guaranteed, brown cellulose, must clear, £198 or near offer. Tampilis, 12 King St., Twickenham. 'Phone, Popesgrove 2251. 769-67

**WOLSELEY,** 1924, 10hp, 2-seater and double dickey, starter, excellent tyres, painted blue, taxed year, £58. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 769-247

**WOLSELEY,** 1927, hardly used, 4-seater, 4-door, 4-wheel brakes, absolutely as brand new, £150; list £225. 12 Cornwall Terrace Mews, Allsop Place, N.W.1. (Baker St. Station.) 'Phone, Langham 2953. 769-242

**WOLSELEY** 1924 10hp 4-seater, repainted, starter, £9 down and 10 monthly payments of £9, or cash £90. Also 1925 11-22hp 2-seater, £110 cash, or terms. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-240

**WOLSELEY** 1925 11-22hp de luxe 4-seater, full equipment, £120. Newnham Motor Co., 237 Hammersmith Rd., W.6. 'Phone, Riverside 4646. 769-131

**WOLSELEY,** 1925, 11-22, 4-seater de luxe model, tax paid, two brand-new covers, £95. Elce, Ltd., 11 Camomile St., E.C.3. 769-237

**WOLSELEY,** 1923, 2-seater, to clear, £55. Bartlett, Ltd., Foley St., Langham St., Gt. Portland St., W.1. 768-225

**WOLSELEY** 1923 4-seater, 10.4hp, £55. Talbot, 19 Hill St., Richmond. 'Phone, 3656-7. 769-j386

**WOLSELEY** 1922 2-seater, 11hp, £40. Talbot, 19 Hill St., Richmond. 'Phone, 3656-7. 769-j387

**WOLSELEY-STELLITE,** 2-seater, excellent order, fully equipped, taxed, £15. W. H. Robinson, Croham Garage, Croham Rd., South Croydon. 'Phone 0852. zzz-156

**LE ZEBRE** 8hp 2-seater, lighting and starting, nice condition, taxed, £28 10s. J. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 769-147

## SPARE PARTS FOR LIGHT CARS.

### AMILCAR.

**BOON AND PORTER, LTD.,** Sole Concessionnaires.

**CAN** give immediate delivery of all Amilcar spares. Expert repairs and service. 159-163 Castelnau, S.W.13. Riverside 4444. 769-13

**RICHARDSON CAR CO.,** Millthorpe, near Sheffield. Spare parts in stock. zzz-615

**MORGAN RUNABOUT.** The City Service Depot can supply parts for all models from stock; list free on application. Elce, Ltd., 11, 13, 15 Bishopsgate Ave., Camomile St., E.C.3. 'Phone, Avenue 5548. 'Grams, Elcemorgano, Stock, London. zzz-806

**G.N.S.** The manufacturers, G.N., Ltd., East Hill, Wandsworth, carry spares for all models. Write for illustrated list. Repairs and service. 'Phone, Battersea 0033. zzz-147

**G.N.** spares, serviceable used spares at one-third list prices, and less. Examples: crankcase 32s. 6d., pistons 5s., hood 15s., cylinders 7s. 6d.; write us your requirements. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 769-87

**BELSIZE-BRADSHAW** service. Elephant Motors, Ltd., have purchased the goodwill, stock, drawings, jigs, etc., of Belsize Motors, Ltd., and can supply all parts for all models from stock. Send for our "Belsize-Bradshaw Instruction and Improvement Book," latest edition, with all drawings, 2s. 6d. post free. The only service for genuine and standard parts. Elephant.

**DEEMSTER** service. Elephant Motors, Ltd., are the actual Deemster spare part manufacturers and can supply all parts at lower than Deemster official prices, with the guarantee that all goods are genuine to Deemster standards. Many improvements are now available. Elephant.

**ELEPHANT** replacement service for Singer, Calcott, Calthorpe, Alldays, Enfield, Marseal, Meteorite, Mercury, A.C., Duplex, Little Greg, Le Zebre, Lagonda, Albert, etc., etc. Elephant.

**ELEPHANT** service for lamps, horns, dynamos, accumulators, magnetos, carburettors, Ferodo, Whittle belting, wiugs, spare wheels, tyres, etc., at lowest prices.

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**AMILCAR** spares; largest stock in Great Britain. Vernon Balls, famous for immediate service and efficient repairs. 95 High Holborn, W.C.1. 'Phone, Chancery 8124. zzz-22

**ROBERTS** for Belsize-Bradshaw pattern spares.

**STUB** axles, valves, bearings, road springs, axle shafts, etc., etc.

**ROBERTS,** Regent House, Regent St., London, W.1. Mayfair 1390. zzz-676

**G.N.** spares. We hold a comprehensive stock of every part; also excellent used spares at 50 per cent. off list: cash or c.o.d. The Headingley Motor and Engineering Co., Ltd., 8 Oley Rd., Leeds. 'Phone 52080. Wires, "Trubie, Leeds." zzz-849

**ERIC-CAMPBELL** spares. Any parts can be immediately supplied from stock, in most cases 50 per cent. below list. We are the only holders of genuine E.C. spares. Watkins and Doncaster (Service), Ltd., Rink Garage, Stamford Hill, N.15. zzz-919

**MORGAN** spares. Immediate delivery, retail and trade. Kays, 8-10 Bond St., Ealing. zzz-250

**KINGSBURY JUNIOR** and Rob Roy spares in stock. Kennedy Motors, 19 Ashton Lane, Glasgow, W.2. 773-53

**AUSTIN** 7 spares and accessories. Immediate delivery. Kays, 8-10 Bond St., Ealing. zzz-351

**ROVER** 8hp and 9hp spares. Immediate delivery. Kays, 8-10 Bond St., Ealing. zzz-352

**SINGER** service. We specialize in spares and repairs for every car manufactured between 1913 to 1923. Huge stock of new and second-hand parts from the smallest item, to complete engine or axle units, bodies, etc.; accessories, hoods, windscreens. Write or 'phone for details. Special collection and delivery scheme. The Car Valet and Maintenance Service, 41a London Avenue, N.E. Portsmouth. 'Phone, 6928. zzz-575

**CALCOTT.** The whole of the jigs and patterns, finished and unfinished spares for all models, with the exception of the 12-24 and 6-cylinder, are in our hands. We are continuing manufacture of these spares and are now in a position of being able to give immediate delivery from stock of all parts. We have just produced a new spare parts catalogue, and all owners of Calcott cars should obtain a copy of same. Write for copy, which will be sent post free. Below.

**PERRY** Do not scrap that old Perry car. You can obtain immediate delivery for any spare part from R. H. Collier and Co., Ltd., Spares Specialists, Coventry Rd., Yardley, Birmingham. zzz-445

**ROVER** 8, 9 and 10hp Owner-drivers.

We are daily supplying information and parts to Rover owners everywhere. If you are in the slightest doubt regarding any portion of your car, we have information available which you are not likely to get elsewhere, and it is right up to the minute as we visit the factory for this purpose about once a fortnight. Modification in design and all such matters affecting the replacement of parts or the improvement of earlier type cars is in our hands and we have it in such concise form that it is readily placed at the disposal of users. The owner who wishes to carry out his own repairs and lacks machinery can also be assisted. We do all the little jobs which he cannot undertake himself, such as fitting valve guides, etc. All the best accessories have been tested and fitted by us and we can always give sound advice as applied to your particular car. Send your query and the chassis number and tell us what you want to know. Prompt delivery of parts can be given. The new Rover 8hp instruction book, price 2s. 2d. post free, is in stock. Pollitts, the Rover Specialists, 37-41 Renshaw St., Liverpool. zzz-343

**MORGAN.** Inside ratchet hand brake for Morgans, 15s. Send for particulars. Horrockses, Motor House, Bolton. zzz-608

**MARSEAL** replacements. We manufacture these parts. Immediate delivery. Elephant Motors, Ltd., 97-101 Newington Causeway, London, S.E.1. 'Phone, Hop 7076. zzz-529

**DOMED** mudguards, fitted inside shields, 40s. set of 4, adaptable to Morris, Singer and other light cars. Elephant. Below.

**NEW ALBERT** hoods; 2-seater 50s., 4-seater 70s. Elephant. Below.

**ELEPHANT** extra-air valve, no springs, positive action, simple fittings, 22s. 6d. each, complete with control.

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**CALTHORPE** spares in stock for all models. Mann, Egerton and Co., Ltd., Church St. Works, Edgware Rd., N.W.8. Telephone, Paddington 5671-2. 776-80

**D. M. K. MARENDAS, LTD.,** 1 Brixton Rd., The Repair Specialists for all makes. Only comprehensive stock Marseal spares. zzz-43



## SPARE PARTS FOR LIGHT CARS

(continued).

**BELSIZE-BRADSHAW.** All spares for sale, cheap. K. Collins, rear of 84 High St., Putney, S.W.15. 'Phone 2167. 778-1990

**SALMON** spares. All parts in stock or by return. Advice on maintenance and tuning. The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. 'Phone 52080. Wire, "Trubie, Leeds." zzz-814

**MORGAN** owners. Hall, 91 St. Peter's St., St. Albans, official repairer and spare part stockists. Write for list of special Morgan fittings and spares. zzz-844

**ZEBRE.** All parts immediately. Boon and Porter, Ltd., 159-163 Castelnau, S.W.13. Riverside 4444. 769-142

**ROVER** 9-20hp owners.

**QUERIES** we have never received. No. 7 was sent by C. Latter, Esq., who did not write as follows:—"Why this excitement because the cuckoo was heard at 3.42 a.m. in Kensington, when my car can be heard constantly? I object to this newspaper fuss, and have one quiet tappet which annoys me. Will bring my car over to you if you can guarantee more noise, as I cannot bear hearing my passengers' conversation (they are generally near relations)." This was the simplest repair we ever did. The method being as follows:—All rocker-shaft locking screws were loosened, together with the tappet-bolt locknuts, and the car run without oil or water at top speed for 51 miles. The owner is now deaf. Try us for sensible advice as well. Pollitt's, The Rover Specialists, 37-41 Renshaw St., Liverpool. 769-20

**WINDSOR.** Messrs. Watkins and Doncaster (Service), Ltd., having purchased the goodwill, jigs, tools, patterns, stock-in-trade, and drawings of the above car, beg to advise owners and agents that they can supply immediately any spares and carry out any repairs at the Hink Garage, Stamford Hill, N.15, pending the removal to the new factory. 781-31

**HUMBERETTE** spares; everything supplied; state wants. Wandsworth Motor Exchange, Ebner St., Wandsworth. 769-249

**CARDEN** and New Carden spare parts supplied solely by us. (Trade supplied.) Overhauls and repairs a speciality. Andrews Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1927. 769-164

**G.W.K.** 9.2hp 1914 2-seater, dismantling, parts for sale. H. Anderson, Croxdale, Durham. 769-1341

**ROVER**, 8hp, complete stock of good second-hand spares, including bodies, wheels, axles, tyres, dynamo, wings and complete units. Repair specialists for these cars. Quotations for any spare by return approval. C.O.D. Clare, 268 Brixton Hill, S.W. 774-1365

**MORGAN SERVICE DEPOT.** Officially appointed repairers by the Morgan Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents. Homac's, 243-7 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 769-317

## SPARE PARTS—Wanted.

**WANTED**, G.W.K. cylinder block, state price. Tanner, Tirphil, Cardiff. 769-1350

**GEARS** wanted for 1913 Swift, 7hp, price and condition. 10 Statham Ave., Lymm, Warrington. 769-1336

**WANTED** for Rover 8s any quantity of good serviceable parts, complete units, or cars. Send particulars and price to 242 Brixton Hill, S.W.2. 774-1366

## NEW LIGHT CARS AND CYCLECARS.

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**AMILCARS.** Edwards and Parry, sole West End agents, can give earliest delivery of all models; exchanges, deferred terms. 109 Gt. Portland St. Mayfair 2666. zzz-657

**AMILCAR.** Boon and Porter, Ltd., Sole Concessionaires. The Improved Grand Sport models and new 9hp saloons are now available, 9hp 4-door saloon, used for few demonstrations only, £295; trial and fullest information of these famous cars can be obtained. 159-163 Castelnau, S.W.13. Riverside 4444-5-6-7. 769-139

**AMILCAR.** Aero and Motors, Ltd., can give immediate delivery from stock of the famous grand sports and 9hp saloon. Tuning and repairs are our speciality. Foxbank St., C. on M., Manchester. 'Phone, Rush, 860. 'Grams, "Aerolite." 'Phone, Manchester. 769-21

**AUSTIN** 7hp cars. Immediate delivery. Ernest Osborne, Ltd., 17 and 18 Rathbone Place, W.1 (near Tottenham Court Road Tube Station). Telephone, Fitzroy 1273. zzz-514

**AUSTIN.** Wellington Car Depot, authorized Austin agents, 52 Wellington St., Woolwich, S.E.18. 'Phone, Woolwich 1128-29. 776-71

**AUSTIN.** For early delivery.

Normand Garage, Ltd., will arrange part exchange; deferred payments. Write for our service guarantee. Normand Garage, Ltd., Authorized Agents, 92 Gloucester Rd., S.W.7 (5 doors from station). 'Phone, Kensington 8940. zzz-804

**AUSTIN** 7s. Immediate delivery. Burghley sports and tourers, also saloon-landaulet. Write for illustrated pamphlet. Wilson Motors, Austin Agents, 7 Eccleston St., Victoria, S.W.1. Tel., Vict. 1566. 773-29

**AUSTIN.** All models for early delivery; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-5

**AUSTINS** on "No Deposit" or other terms to suit you at Henlys, direct official Austin agents, 91, 155-157 Gt. Portland St., W.1. Langham 3341 (10 lines). 769-168

**AUSTIN**, brand-new 7hp, now reduced to £135, supplied from stock with one year's insurance on payment of £25 cash down, balance over 12 or 18 months. Other models on pro rata terms. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-246

## NEW LIGHT CARS AND CYCLECARS

(continued).

**AUSTIN** 7 new 1927 models; chummy model, £135; deferred payments arranged to suit requirements. Wauchopes, 9 Shoe Lane, Fleet St., London, E.C.4. 769-323

**AUSTIN** 7s, 1927, in stock, immediate delivery, £135, ex works, or exchange. 51 Upper Richmond Rd., East Putney, S.W.15. 769-325

**AUSTIN** 7. Finchley Motors, authorized agents, offer new grey chummy for immediate delivery; exchanges, deferred terms. 132 High Rd., East Finchley. 'Phone 2338. 769-316

**AUSTIN.** Rootes, Ltd., largest distributors of the famous 7hp model; part exchanges, deferred payments. Devonshire House, Piccadilly, W.1. Grosvenor 3401. Also at Maidstone, Dorking, Rochester and Birmingham (Geo. Heath, Ltd.). zzz-553

**AUSTIN.** Ratcliffe Bros. All models for early delivery; part exchange and deferred terms a speciality. 200 Gt. Portland St., W.1. Museum 8603. zzz-491

**AUSTIN.** Prompt delivery of all latest models. 7hp. Exchanges; hire-purchase; free tuition. Godfrey's, Ltd., 366-368 Euston Rd., N.W.1. zzz-798

**AUSTIN.** Car Mart, Ltd., are London distributors and can give earliest deliveries of all Austin 7 models; part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 3311, Museum 2000. zzz-614

**AUSTIN.** Weybridge Automobiles, Ltd., official distributors and specialists. Exchanges arranged. Unique service. Write for folder and catalogues. York Rd., Weybridge. 'Phone, 235 (2 lines). zzz-57

**AUSTIN** 7s. Call, write or 'phone London Auto-Sales Co. for new or second-hand, only £25 down. The Broadway, Mill Hill, N.W.7. 'Phone, Mill Hill 1350. zzz-742

**AUSTIN** 7, in stock for immediate delivery, £145. Nelsons, Rhyl. zzz-372

**AUSTIN** 7. Immediate delivery of standard tourers. Early delivery of saloons. Purchase through the official agents and service repair depot and take advantage of our three months' genuine after-sales service. Free tuition. Deferred terms, exchanges. Ingrave Motors, Ltd., Ingrave St., Falcon Rd., Clapham Junction, S.W.11. Battersea 5360. zzz-752

**AUSTIN** 7, immediate delivery; any make of car or motorcycle in part exchange; deferred terms arranged. Olympia Motor Co., 1 Hammersmith Rd., Kensington. 'Phone, Western 4140. zzz-642

**AUSTIN** specialists. Popplewell's Garage, Ipswich, specialize in Austin cars. Delivery from stock. zzz-654

**AUSTIN** distributors for West Hants and East Dorset, Imperial Motors, Ltd., 187 Old Christchurch Rd., Bournemouth. zzz-44

**AUSTIN** agents. Jones Garage. Austin Sevens from stock. 79 Stroud Green Rd., Finsbury Park, N.4. zzz-279

**AUSTIN** 7 tourers and saloons for immediate delivery. W. J. Wells Ltd., Austin Distributors, Central Garage, Woodford Green. zzz-275

**AUSTIN.** S. T. Lea, Austin Specialist. All 7hp models for immediate delivery. Tourers £135, saloons £150; the most wonderful value in the world. Buy your Austin from Austin Specialist; deferred terms, exchanges. The Aeroplane Shop, 141 New Bond St. Mayfair 4376. 769-144

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**AUSTINS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-297

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**CITROEN.** The Citroen car specialists offer any model Citroen car for £25 down and the balance over 18 months. Any make car taken in part exchange. W. H. Jones and Co., Ltd., 101 Gt. Portland St., W.1. zzz-382

**CITROEN**, 1927 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-831

**CITROENS** on "No Deposit" or other terms to suit you at Henlys, England's leading motor agents, 91, 155-157 Gt. Portland St., W.1. Langham 3341 (10 lines). 769-169

**CITROEN** cars supplied on payment of £25 cash down, including insurance, balance 12 or 18 months. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-244

**CLYNO.** Wellington Car Depot, authorized Clyno agents, 52 Wellington St., Woolwich, S.E.18. 'Phone, Woolwich 1128-29. 776-72

**CLYNO.** £15 secures saloon. £199 10s. Other models pro rata. Balance up to 18 months at 5 per cent. p.a. Titjen and Hillier, Woodvale, S.E.25. zzz-253

**CLYNO**, 1927 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-832

**CLYNO.** F.O.C.H., Ltd. Immediate delivery. Exchanges. Easy payments from £10 down. 5 Heath St., Hampstead. (Tube Station). 769-42

**CLYNO** cars supplied on payment of £25 down, including insurance, balance 12 or 18 months. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 769-245

**CLYNOS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-300

**FIAT**, 9hp. We can give immediate delivery of the 4-seater model from our showrooms and other models without delay. See us before placing your order. Authorized Fiat agents, The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-890

**FIAT.** Woodford. Any car taken in part payment for new 9hp 2 and 4-seater Fiats by the authorized distributors, Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Wanstead 2393-4. zzz-74

**FIAT** cars. Accredited agents. Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2623. zzz-13

**FIAT.** Griffiths, Harrison and Co., authorized agents for Fiat cars, offer earliest deliveries of all models, including the new 9hp. 1 Albemarle St., London, W.1. Telephone, Regent 3440-1. zzz-245

**FIAT**, 1927 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-833



## NEW LIGHT CARS AND CYCLECARS

(continued).

**FIAT.** For attractive hire-purchase terms.**FIATS** at Bamber's.

From £195-£195-£195-£195-£195-£195.

Reduced prices. Brand-new models. The new 9hp and 12hp Fiat cars are now in Bamber's (Birkdale), Southport, showroom. We are authorized agents for Fiat cars, and would be very pleased to demonstrate these wonderful new models to you. Write for free illustrated catalogues. These new 12hp Fiat cars are capable of at least 3½-60 m.p.h. on top gear with absolute silence, fitted with 4-wheel brakes, 4-speed gearbox, semi-low-pressure tyres, new type radiator, etc., etc., and super coachwork. For those who are requiring a really high-class car, which will last for many years, a Fiat should be chosen. New prices, viz., Open 3-seater £290, 5-seater £295, de luxe coupe £360, 5-seater 4-door saloon £350; also new 9hp Fiats, 2 and 4-seaters and saloons, from £195. New models in stock. Your present car taken in part exchange. Call or write to-day. Liverpool Rd., Birkdale, Southport. Attractive hire-purchase terms. Phone, 561 Birkdale. Enquiries, please, to Bamber's for Fiats. 769-25

**FIATS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-298

**FIAT.** Finchley Motors, authorized agents, offer new 9hp, model 504, blue, 4-seater, for immediate delivery; exchanges, deferred terms. 132 High Rd., East Finchley. Phone 2338. 769-317

**FRAZER-NASH** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 769-889

**G.W.K.** sole London concessionaires, Brompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel. Kens. 7274). Service Dept., 107 King's Rd., Chelsea, S.W. (Tel., Kens. 0410). 769-295

**HUMBER.** Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 9-20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 3311. Museum 2000. 769-816

**HUMBER.** Ratcliffe Bros. All models for early delivery; part exchange and deferred terms a speciality. 200 Gt. Portland St., W.1. Museum 8603. 769-490

**HUMBER, 1927 cars.** Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. 769-834

**HUMBER 9-20 touring car, f.w.b., immediate delivery.** Ernest Osborne, Ltd., 17 and 18 Rathbone Place, W.1, near Tottenham Court Road Tube Station. Telephone, Fitzroy 1275. 769-512

**JOWETT** service station, London. Main agents and specialists. All models in stock; trial runs; deferred terms; part exchanges; front-wheel brakes fitted, £11 11s. extra; service after sale; repairs accurately and quickly carried out. All makes of cars supplied. Westminster Bridge Garage, 5 Lambeth Palace Rd. Hop 5275. 769-952

**JOWETT.** Ratcliffe Bros. All models for early delivery; part exchange and deferred terms a speciality. 200 Gt. Portland St., W.1. Museum 8603. 769-485

**JOWETT.** Bournemouth District Agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd. Phone 2895. 769-497

**JOWETTS.** Manchester. Always a full stock. The original main distributing depot. Easiest of easy terms. Liberal exchanges. Saxon Jeffers, 253 Deansgate, Manchester. Telephones, City 1010; Central 4978. "Grams," "Saxjeffers." 769-335

**JOWETT, Wigan, Leigh and district main agents.** Cash and deferred payments, exchanges. John Andrews, Ltd., Ashton-in-Makerfield. Phone 112. 769-501

**JOWETT.** Lovatts for Jowetts. South London Service Depot. Early delivery all 1927 models; cash or deferred. To ensure Jowett service consult the Jowett Specialists. Lovatts, Jowett House, 91-105 Sreatham Rd., Mitcham. 1597 Mitcham. 769-856

**JOWETT.** Taylor's for immediate delivery and advantageous terms. 49-53 Sussex Place, S.W.7. Phone, Kens. 8558. 769-409

**JOWETT.** Get in touch with the East Surrey agents. Earliest deliveries of all models; highest price given for your present car in exchange. Wray Park Garages, Jowett Specialists, Reigate. 769-759

**JOWETT cars.** For quick exchange or easy payment terms Buntings are unbeaten. Buntings, Wealdstone, Harrow. 769-892

**JOWETT.** For attractive hire-purchase terms.

**JOWETTS** at Bamber's.

From £139, £139, £139, £139, £139, £139.

In stock, brand-new, latest 1927 models, 7hp (annual tax £7): 2-seater, £139; light 4-seater, £146; long 2-seater, £150; full touring 4-seater, £150; saloon, £135. Write now to Bamber's, the Jowett Specializing Agents (distance no object), for the new Jowett illustrated catalogue, post free. Your present car or motorcycle taken in part exchange at full value. Bamber's; distance no object.

Liverpool Rd., Birkdale, Southport. Attractive hire-purchase terms. Enquiries, please, to Bamber's for Jowetts. 769-27

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**F.O.C.H.** London Jowett showrooms. Service station and main agents. All models on view. Place your order with us now.

**F.O.C.H.'s** deferred terms are the best. Pay from £10 down. Balance arranged to suit you.

**F.O.C.H.** will take your present motorcycle or car in part exchange. Free driving lessons and free service.

**F.O.C.H., Ltd.,** 5 Heath St., Hampstead. (Tube Station.) Phone, Hampstead 3752. 769-40

**LEA-FRANCIS.** Bournemouth District Agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd. Phone 2895. 769-498

**LEA-FRANCIS.** Ratcliffe Bros. All models for early delivery; part exchange and deferred terms a speciality. 200 Gt. Portland St., W.1. Museum 8603. 769-488

**LEA-FRANCIS.** 10hp models from £210; 12-22hp 2 and 4-seaters, long wheelbase, front-wheel brakes, £285; 12-22hp saloons from £325; 12-40hp sports models from £325. Specialists in hire-purchase and part exchange. C. B. Wardman and Co., Ltd., 118 Gt. Portland St., W.1. Tel., Museum 8720-3. 769-953

## NEW LIGHT CARS AND CYCLECARS

(continued).

**LEA-FRANCIS** cars in Yorkshire. We are concentrating on the Lea-Francis as we consider it to be unequalled for quality. Do not miss the 12hp light saloon at £325. The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. 769-810

**LEA-FRANCIS.** All models for early delivery. Exchanges and deferred. Sands, Burnham, Bucks. Phone 85. 769-47

**LEA-FRANCIS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-299

**MATHIS.**

B. S. Marshall, Ltd.

Sole concessionaires for Great Britain.

Immediate delivery of all models.

Weymann saloons and coupes from £255.

Open models from £235.

Four-cylinders, 4-speed, 4-wheel brakes.

B. S. Marshall, Ltd., 25 Basil St., Knightsbridge, S.W.3. (near Harrods). 769-22

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**MORGAN.** H. F. Edwards and Co., direct agents and specialists, offer fresh deliveries, all models, distance no object; exchanges and deferred. 175 Gt. Portland St., W.1. Langham 4161. 769-303

**MORGAN.** Maude's Motor Mart. The oldest and largest London agents and distributors. London officially appointed repairers. Trade supplied. Maude's, 100 Gt. Portland St., London, W.1. 769-282

**MORGANS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-306

**MORGANS.** All models on view at the City Light Car Showrooms (W. H. Elce and Co., Ltd.), 11 Camomile St., E.C.3. Deferred terms from 2½ per. cent. Part exchanges. Trade supplied. Phone, Avenue 5548. 769-94

**MORGAN.** 1927 models; liberal exchange allowances, deferred payments. Motor Exchange, 25 Horton St., Halifax. 771-993

**MORGAN.** Horrocks Motor House, Bolton. The best firm in the country for Morgan runabouts. Cash, deferred terms, exchanges. The house that Morgans built. 769-607

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**PEUGEOT.** 1927 models in stock. 7-12hp cabriolet, £165; 7-12hp 4-seater, £164. Liberal exchanges. Convenient payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-4

**PEUGEOTS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-301

**RENAULT.** Authorized agents, W. H. Elce and Co., Ltd., The City Light Car Showrooms, 11 Camomile St., E.C.3. Exchange and deferred terms. Phone, Avenue 5548. 769-559

**RENAULT, 1927 cars.** Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. 769-835

**RENAULT.** Bournemouth District Agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd. Phone 2895. 769-500

**RENAULT.** Croydon Sales and Service Depot. Jackson's, Park St. Croydon 2023. 769-159

**RENAULTS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-302

**RHODE.** Immediate delivery from the sole London and Home Counties distributors.

Normand Garage, Ltd., 92 Gloucester Rd., S.W.7 (5 doors from station). Phone, Kensington 8940; and 489 Oxford St., W.1 (near Marble Arch). Phone, Grosvenor 3256. Also 7 and 8 Fairmeadow, Maidstone, Kent. Phone, Maidstone 274. 769-976

**RHODE** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 769-888

**RHODE.** Latest type 10-30hp de luxe models in stock, £210. Minimum exchange allowances and deferred payments. Parker's, Ltd., Bradshawgate, Bolton. 769-6

**ROVER.** Ratcliffe Bros. All models for early delivery; part exchange and deferred terms a speciality. 200 Gt. Portland St., W.1. Museum 8603. 769-487

**ROVER.** Main agency and service depot for S.E. London. 9hp cars actually in stock. Weatherley's, 295-7 High St., Lewisham. 769-889

**ROVER** 1927 cars. Any car taken in part payment. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. 769-836

**ROVER** 10, new model Weymann saloon in stock, £250. Nelson's. Queen St., Rhyll. 769-5

**ROVER, 10-25hp,** new model Paris saloon in stock, immediate delivery, £250; exchanges, deferred terms. Eagles and Co., 275 High St., Acton. 769-433

**ROVERS.** For attractive hire-purchase terms.

**ROVERS** at Bamber's. Reduced prices.

From £185, £185, £185, £185.

New 10-25hp 1927 model Rovers can now be purchased from Bamber's Birkdale, Southport, at the new prices, as follows: 2-seater, £220 (chassis only £185); 4-seater, £225; coupe, £235; Weymann saloon, £250; semi-sports 2 and 4-seaters, £260. Get Bamber's price for your present car in part exchange. Distance no object. Call or write to-day. Bamber's, Liverpool Rd., Birkdale, Southport. Attractive hire-purchase terms. Phone, 561 Birkdale. Bamber's for Rovers. 769-26

**ROVERS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-303

**SALMON.** Gordon Watney and Co., Ltd., sole London distributors, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 0267-8-9. 769-847



## NEW LIGHT CARS AND CYCLECARS

(continued).

**SALMSON** cars in stock from £165; any car or motorcycle taken in part payment; easy terms arranged. 'Phone, Conway West Motors, Ltd., 17-18 High St., Woking, 1160, for demonstrations. zzz-85

**SALMSON** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-475

**SALMSON** cars, spare parts and repairs. Apply to sole concessionaires at their new service depot, S.M.S., Ltd., Church Wharf, Chiswick Mall, London, W.4. Chiswick 3531-2. zzz-538

**SALMSON** 1927 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-837

**SALMSONS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-304

**SENECHAL** cars. Made by Chenard and Walcker. Complete range of sports models from £215. Call and inspect at the showrooms of the Sole British Concessionaires, A.S.C., Ltd., 166 Gt. Portland St., W.1. 'Telephone, Museum 6626. zzz-832

**SINGER** cars. The new London showrooms always have on view a complete range of all models. Any make of car taken in exchange. Special deferred payment arrangements. Write for brochure. Sole London distributors to the trade. Cook and Palmer, Ltd., 202 Gt. Portland St., W. Langham 3314. zzz-310

**SINGER.** Ratcliffe Bros. All models for early delivery; part exchange and deferred terms a speciality. 200 Gt. Portland St., W.1. Museum 8603. zzz-486

**SINGER,** 1927, Junior, £148; and various Senior models in stock. Motorcycles accepted in part exchange. Catalogues and divided-payment terms from Lovetts, Ltd., 418 Romford Rd., Forest Gate, E.7. Grange-wood 1234 (3 lines). zzz-71

**SINGER.** Junior, Senior. Prompt delivery of all models. Trial run by appointment. Exchanges; hire-purchase; free tuition. Godfrey's, Ltd., 366-368 Euston Rd., N.W.1. Museum 3401. zzz-799

**SINGER** 1927 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-838

**SINGER** 8hp touring cars. Immediately delivery. Ernest Osborne, Ltd., 17 and 18 Rathbone Place, W.1 (near Tottenham Court Road Tube Station). 'Telephone, Fitzroy 1273. zzz-513

**SINGER.** F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments from £10 down. 5 Heath St., Hampstead. (Tube Station.) 769-44

**SINGER,** 1927, 8hp Junior, 4-seater, listed at £148 10s., supplied with one year's insurance on payment of £25 down, balance 12 or 18 months. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. Other models on pro rata terms. 769-247

**SINGERS.** French's, of Balham, agents for Singers; Junior and Senior models in stock; exchanges and deferred terms. Streatham 2014. 279 High Rd., Balham. 769-252

**STANDARD.** Ratcliffe Bros. All models for early delivery; part exchange and deferred terms a speciality. 200 Gt. Portland St., W.1. Museum 8603. zzz-489

**STANDARD.** The Light Car Co., official agents, can give best deliveries, and will take your old car at full value, balance on easy deferred terms if desired. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. zzz-141

**STANDARD** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2623. zzz-14

**STANDARD.** Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 3311; Museum 2000. zzz-815

**STANDARD.** Wellington Car Depot, official agents for Standard cars, 52 Wellington St., Woolwich. 'Phone, 1128-29. 776-73

**STANDARD.** F.O.C.H., Ltd. Immediate delivery. Exchange; easy payments from £15 down. 5 Heath St., Hampstead. (Tube Station.) 769-45

**SWIFT** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone, 2623. zzz-15

**SWIFT** light cars. Get in touch with Sam E. Clapham, 27 Stockwell St., Greenwich, S.E.10. zzz-250

**SWIFT.** F.O.C.H., Ltd. Immediate delivery. Exchanges. Easy payments from £15 down. 5 Heath St., Hampstead. (Tube Station.) 769-43

**SWIFT.** 1927 models in stock. Exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 769-3

**SWIFTS** on "No Deposit" or other terms to suit you at Henlys, Chief Swift Distributors for London, 91, 155-157 Gt. Portland St., W.1. Langham 3341 (10 lines). 769-170

**TROJAN.** All models on view. High prices allowed for your present car. Low deferred-payment terms. Immediate delivery from the Sole London and Kent distributors. Normand Garage, Ltd., 92 Gloucester Rd., S.W.7 (5 doors from station), 'Phone, Kensington 8940; and 489 Oxford St., W.1 (near Marble Arch), 'Phone, Grosvenor 3255; and 7 and 8 Fairmeadow, Maidstone, Kent. 'Phone, Maidstone 274. zzz-375

**TROJAN.** Deliveries from stock. Sussex distributors. Lewes and Works, Lewes and Brighton. zzz-79

**TROJANS.** Steele Griffiths, Ltd., Camberwell Green. Actually in stock. Open until 8. 769-305

**WINDSOR** cars in Yorkshire. See The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. zzz-891

**WINDSOR,** 1927, touring, the last word in design and finish, one only, showroom-soiled model, painted claret colour, offered at £210, list price £295, at the sole agents, The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. 769-2

**WOLSELEY** 1927 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-839

**WOLSELEY.** Wellington Car Depot. Wolseley main dealers, cash or deferred terms. 52 Wellington St., Woolwich, S.E.18. 'Phone, Woolwich 1128-29. 776-70

## MISCELLANEOUS LIGHT CARS &amp; CYCLECARS

**I BUY** motorcars for cash.

**I SELL** motorcars for cash or easy payments.

**I EXCHANGE** motorcars.

**DROP** me a line or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. 'Telephone, Kensington 3698. zzz-111

**F.O.C.H., LTD.,** for new and reliable second-hand cars; exchange and deferred payment. 5 Heath St., Hampstead. (Tube Station.) Week-days 9 till 8.30, Sundays till 2.30. 'Phone, Hampstead 3752. 769-49

**LARGE** variety of low-priced second-hand cars always in stock. Inspection and trial without obligation. Complete list gladly sent on request. Cash or deferred terms to meet your convenience. Colmore Depot, 49 John Bright St., Birmingham. Mid. 3630. 769-112

**AUSTIN** 7 1927 Gordon England Cup model, in stock, new, slightly soiled, £158. Below.

**AUSTIN** 7 1926 (July) Brooklands sports, racing tyres, one owner, small mileage, dynamo lighting, usual accessories, excellent condition, £135. Below.

**WOLSELEY** 1926 (July) 16-35 4-5 tourer, a-w. equipment, 4w.b., painted grey, chauffeur driven, one owner, under 8,000 miles, taxed December, beautiful condition throughout, £210. Below.

**G.N., Ltd.,** 144 East Hill, Wandsworth, S.W.18. 'Phone, Battersea 0033-34. 769-248

**WATCH** this space for weekly bargains. The Horns Auto Supplies and Garage, 190 Kennington Park Rd., S.E.11. Reliance 1515. 769-321

## WANTED—Cars.

**SALMSONS,** Citroen 11s, Rovers, Frazer-Nashes. Vadum Co. are definitely the best cash buyers; bring your car to us before accepting other offers. Open Saturdays and Sunday mornings. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 769-88

**H. F. EDWARDS AND CO.,**

**175 GT. PORTLAND ST., W.1,** offer immediate cash and absolutely best market price for any modern light car, especially Austin 7, Citroen, Morgan, Rover 9 and Clyno; distance no object. Call, wire, write or 'phone, Langham 4161. zzz-958

**SALMSONS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-79

**BUGATTIS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-74

**CONSULTING** engineers require few privately owned cars for clients. Box No. 8060, c.o. "The Light Car and Cyclecar." zzz-28

**CITROENS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-75

**AUSTIN** 7 wanted at once; good price given if in good condition. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. zzz-496

**CLYNOS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-76

**GEORGE NEWMAN AND CO.** will give spot cash on sight for any make of new or second-hand car. 369 Euston Rd., N.W.1. zzz-537

**MORGANS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-78

**THE SERVICE CO.,** 273-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-112

**SALMSONS,** Citroen 11s, Rovers, Frazer-Nashes. Vadum Co. are definitely the best cash buyers; bring your car to us before accepting other offers. Open Saturdays and Sunday mornings. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 769-89

**AUSTIN** 7 wanted, exchange De Luxe Morgan, 1922, w-c., with cash adjustment. P. Young, Pier View Studio, Ryde, I.W. 769-337

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**AMILCARS** wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-73

**ROWLAND SMITH** will pay cash on sight for Austins, Clynos, Rovers, Singers, Calcotts, Talbotts, Citroens, A.C.s, Standards, Amilcars, Bugattis, A.B.C.s, Salmsons, G.N.s, Hillmans, Morgans, or any other modern cars. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-81

**CASH** on sight for cars, light cars and cyclecars, any make, age or condition. Write, 'phone, or call. Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W.14. 'Phone, Richmond 2362 and 2363. zzz-749

**SPORTS** A.C., sports Hillman, sports Riley, sports Alvis and other modern sports cars wanted; also all other types. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-83

**THE** best way to sell any light car is to send it to the Motor House, Ltd. You can draw 50 per cent. of the value on sight, and the balance day after sale, thus ensuring the fairest price and quickest disposal. 20 Finchley Rd., St. John's Wood. rzz-249

A trial advertisement in this section of "The Light Car and Cyclecar" will prove to you its value as a publicity medium, reaching users of small cars direct.



**WANTED—Cars (continued).**

IF it's a Morgan, any model, age or condition, Rowland Smith will buy it. Open 9 till 8, 7 days a week. Rowland Smith (Motors). Ltd., 78, 79, 81 and 6a High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421 (2 lines). zzz-71

**H. BEASLEY**, late Rey. (Established 1900.) Cash buyer for any type of car. Exceptional prices for recent models. 374 Euston Rd. Museum 7600. 769-105

**LATE** Fiat or Austin required. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 769-256

**CASS'S MOTOR MART, LTD.** (Established 1911), will purchase any modern light car; cash on sight. Call, 'phone or write, 5 Warren St., W.1. Museum 0623. 769-272

**ROVER** 8s, G.N.s, Salmons, Citroen, and any similar cars up to 12hp, good prices given, get our offer before disposing. Teddington Garage, 160 High St., Teddington. Kingston 2562. 769-j393

**JOWETT** or Austin 7, reasonable, private. Flat 7, 56 Tollington Park, N.4. 769-1434

**KIRK AND CO.** urgently require Austin 7s, Citroen 7s, A.C. 2-seaters, Bean 2 and 4-seaters, also coupe models. If you want the best price, don't waste your time, bring your car to the firm that will pay it. Kirk and Co., 22-49 Praed St., Paddington. 769-287

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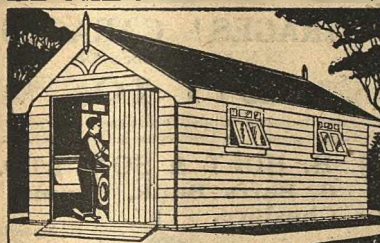
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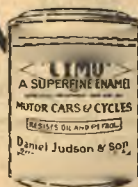
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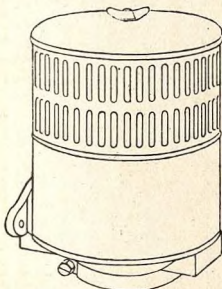


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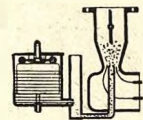
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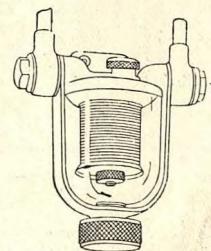
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