

The Light Car and Cyclecar

Founded 1912
The only Small Car Journal

3[¢]

Vol. XXVII, No. 685
Friday, Jan. 8, 1926
*Registered at the GPO
as a Newspaper*



FINDING THE WAY.

With the modern arterial roads it is easy to drive from one large town to another, but on cross-country runs some skill at map reading is necessary if the need for outside help is to be avoided. An article inside deals with the subject in an educative and entertaining manner.

NORMAND

GARAGE LTD.

You want
the best Light Car
We have it! for
Immediate Delivery

Low Deferred
Payment Terms

3¾%

AUSTIN

7 h.p. Chummy .. £149

CLYNO

Saloon £245
Tourer £190
Two-seater £170

CITROEN

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

WOLSELEY

11/22 h.p. Tourer .. £235

JOWETT

Full Four-seater .. £167

LEA FRANCIS

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

Available for Demonstrations.

All Makes of
LIGHT CARS SUPPLIED
on
Deferred Terms

92, Gloucester Rd., S.W.7

(5 doors from station).

Telephone: Kensington 8940/1

489, Oxford Street, W.1

(Near Marble Arch).

Telephone: Grosvenor 3256/7

Fair Prices
allowed for
Second Hand
Cars.

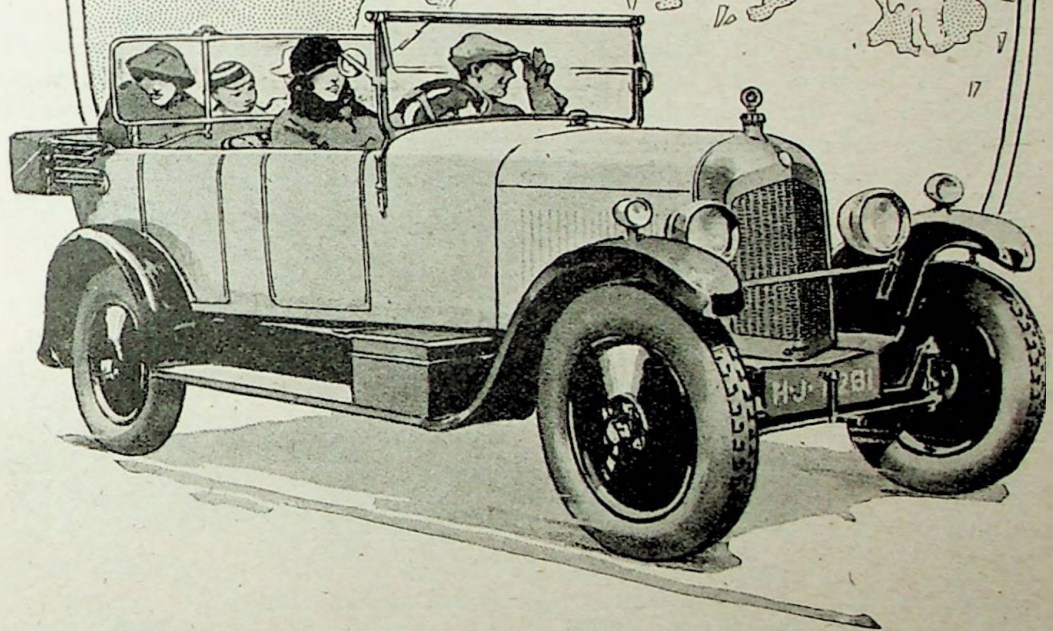
*Our Six Months
Service Guarantee
is unique.*

Buy your

CITROËN

NOW

11.4 HP
ENGLISH BODY
4 SEATER
£210



Improved chassis with aluminium pistons, bigger and more efficient brakes, crankshaft of larger diameter, and improved steering.

"The refinements made in the engine have resulted in smoother running, greater power, quicker acceleration and a better pull at low speeds . . . a remarkably good hill-climber." *Sunday Times, 20/12/25.*

Order Now for Early Delivery

CITROËN CARS LTD., Citroën Building, Brook Green, Hammersmith, London, W.6
Showrooms: 60, Piccadilly, W.1.

Send for Citroën Book 18.

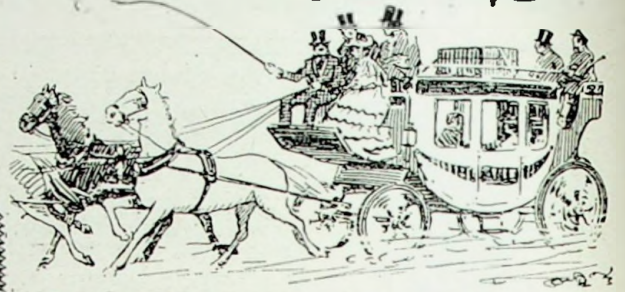
K358

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

A1

Without This

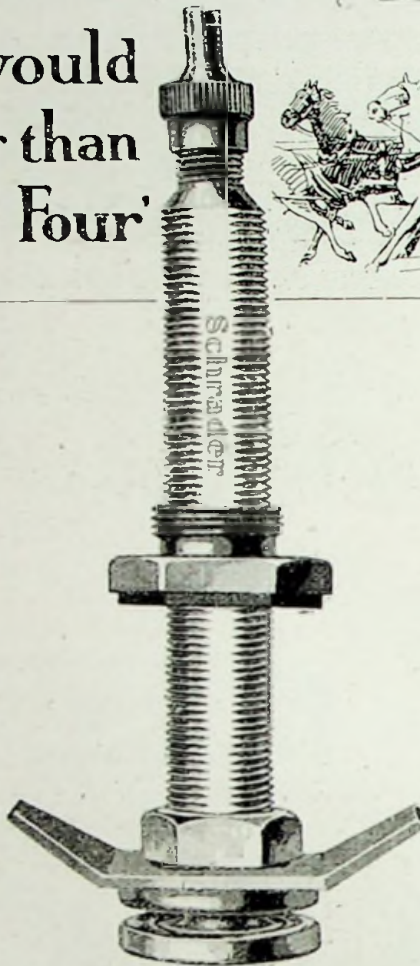
your car would
ride no better than
a 'Coach and Four'



IN the middle of the nineteenth century it was quite the thing to ride in a "Coach and Four." In spite of the jolting of iron tyres, it was considered a luxury. No one then thought of riding on air.

To-day your car rides on cushions of air—controlled by the Schrader Valve. You take the efficiency of the Schrader Tyre Valve for granted. And not without cause, for it is the best device known for holding air in tyres.

The tyre makers choose the Schrader Valve because it is air tight; you



*The Schrader Tyre Valve, -
complete with all its parts
except the Dust Cap.*

can rely on their choosing the most satisfactory valve for the purpose. When you buy a tube with a Schrader valve you follow the example of millions of motorists who have done and are doing the same as you, year after year. They know—as the tyre makers know—that the Schrader Valve is efficient, durable, simple and trouble-free, and that—with a Schrader Tyre Gauge—it helps to prolong the life of tyres.

Remember the axiom: "Be sure it's a Schrader—look for the name"—and your motoring will benefit accordingly.

A. Schrader's Son, Inc.
Offices and Main Distribution Stores:
26-29, New Street, Westminster, S.W.1.

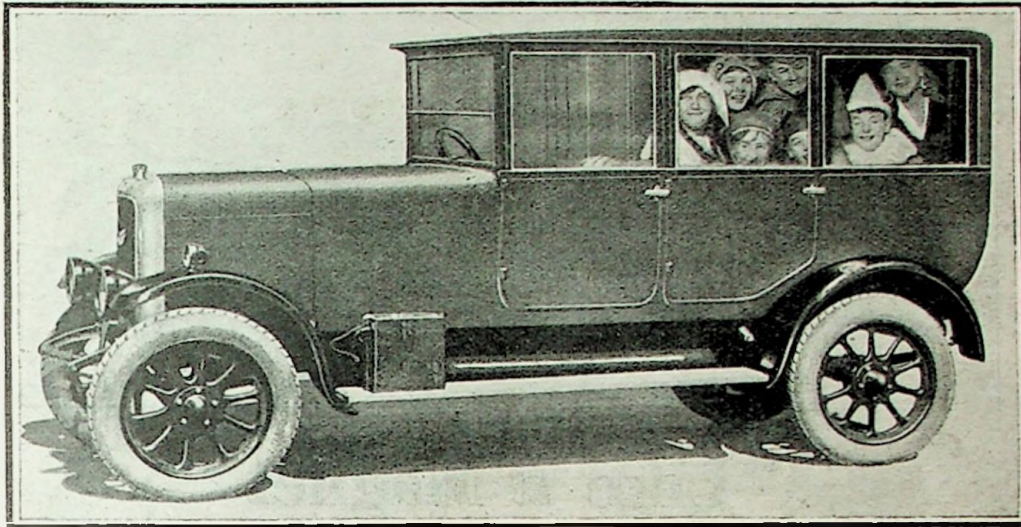
Schrader

Makers of Pneumatic Valves Since 1844

Tyre Valves · Tyre Gauges

BE SURE IT'S A "SCHRADER": LOOK FOR THE NAME.
(Read Trade Mark.)

A LOAD OF MISCHIEF.



All ready, just waiting for father.
 As usual, he is a bit late, bless him!
 He's not worrying, because he knows
 the Jowett will get there on time.

Here's a "close up" of the "load of mischief."



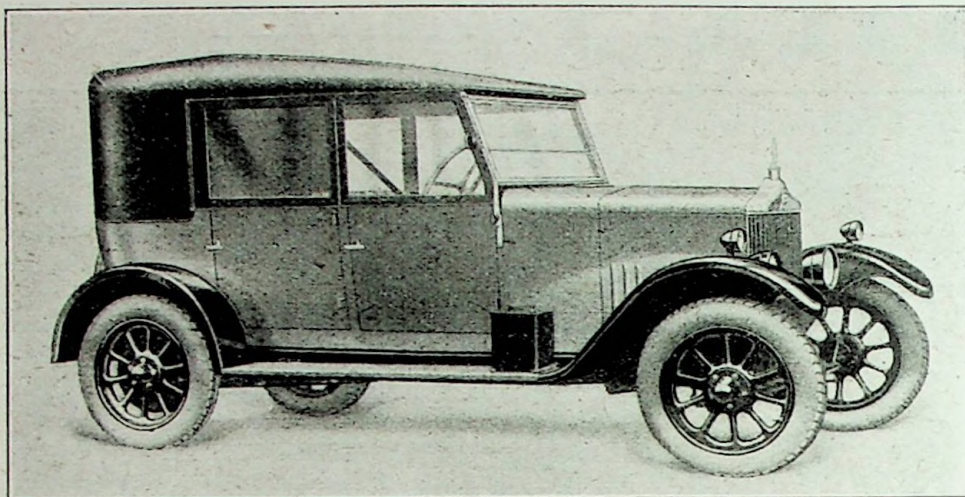
Our Catalogue, "This Freedom," describes the new Saloon as "another room added to your home, a room on wheels — with a Magic Carpet." Send for "This Freedom." It will captivate you.

2-Seater, £150. Light 4, £160. Full 4, £167. Saloon, £200.

All have starters and Dunlop Balloons. They can be had on very easy payment terms, licensed and insured, from £35 down.

JOWETT CARS, IDLE, BRADFORD.

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



“Like a Magnet in a Spring Mattress”

“THE way the car holds the road is extraordinary. I have driven 7 makes of car, but in none of them did I get the same sensation of pleasure, and, indeed, some other sensation I cannot describe, that I got when I felt this little Standard like a magnet in a spring mattress. With the needle on 40 she seemed to settle right down into the road like a bed” J. W.

¶ The 11 h.p. Knowle is a 4-seater 4-door body. Adjustable front seats with hinged backs. Choice of 3 colours—leather. Equipment includes scuttle ventilator, speedometer, clock, dashlamp, driving mirror, ash tray, screen wiper, petrol can and carrier, Dunlop L.P. 27 in. by 4.40 reinforced tyres.

The All British
Standard
11 h.p. “KNOWLE” 4-SEATER

£225 with complete equipment.

¶ All Standard Open Cars are now finished in the Zofelac Cellulose Process. Colours: Red, Blue and Fawn.

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

“COUNT · THEM · ON · THE · ROAD”

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

The BEST for the BRITISH

IT is a known fact that in no country in the world is the grade and standard of petrol so high as that supplied to motorists in the British Isles.

An independent chemist's report, which has been published, states that—

"PRATTS PERFECTION SPIRIT when distilled gives the highest percentage at 100° centigrade as compared with all others."

The distribution of petrol, all of which comes from overseas sources, implies a great British Industry, involving the employment of thousands upon thousands of British workmen.

PRATTS

PERFECTION SPIRIT

Famous for Easy Starting

D.A. 641

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

SINGER

A Coach-built Four-door Saloon for £280

SNUGLY ensconced on the delightful pneumatic upholstery—windows up and screen down—engine purring away merrily—why need you worry about the weather? Mid-winter driving becomes as comfortable as mid-summer, and you need not fear the skid fiend. Reinforced Dunlop Balloons and the four-wheel brakes eliminate this menace.

The coachwork and equipment are indistinguishable from a £500 model.

The 26 h.p. engine, with a Treasury Rating of 10 h.p., puts a comfortable 50 m.p.h. at your disposal, on a petrol consumption of 35 to 40 m.p.g.

We can arrange convenient terms and make a handsome allowance for your old car.

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

OTHER MODELS.

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

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

SOLE LONDON DISTRIBUTORS—

H. B. COOK, LTD.,

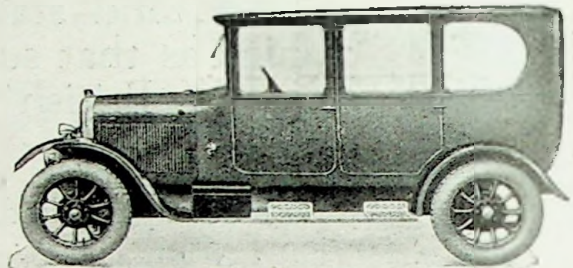
202, Gt. Portland Street, London, W.1.

*Phone—Mayfair 3314 (3 lines).

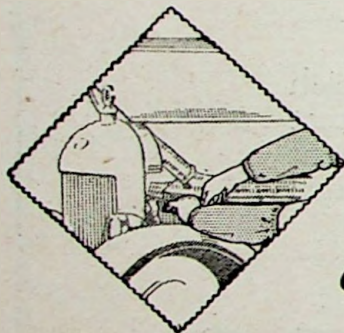
*Grams—"Runabout, London."

Equipment includes:

Rotax 12-volt electrical equipment, four-wheel brakes, electric horn, Jaeger new type speedometer, automatic screen wiper, sliding luggage grid, hood cover and spring gaiters, Dunlop reinforced balloon tyres, two interior lights, winding window lifts, leather or Bedford Cord pneumatic upholstery.



Woolwich



Dirty jobs need "P.P." Sleeves

2/3

POST FREE.

Any of the hundred and one dirty jobs that are associated with the mechanism of a car call for P.P. Sleeves. Made of strong, durable twill and rubber lined—water and grease proof—they keep the coat sleeves clean and dry. Fitted elastic top and bottom. Reach to just below the elbow. Can be slipped on and off in a moment. Price 2/3 post free.

Poughers's Patents Ltd.

30, Stonegate, York.

A6

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



ALL'S WELL!

FLUXITE soon puts that little job right! A broken connection that would have meant getting help from the nearest garage—probably miles away—but for that little tin of FLUXITE in the tool bag. So simple—it only took a minute or two, but it saved time and money. Never go on the road without FLUXITE.

ALL MOTORISTS SHOULD HAVE THE FLUXITE SOLDERING SET

It is perfectly simple to use and will last for years in constant use. It contains a special "small space" Soldering Iron, with non-heating metal handle, a Pocket Blow Lamp, FLUXITE, Solder, etc., and full instructions. Price 7/6. Write to us should you be unable to obtain it.

Fluxite itself can also be obtained in tins from all Hardware and Ironmongers' Stores. Price 8d., 1/4, and 2/8. Get a tin to-day.

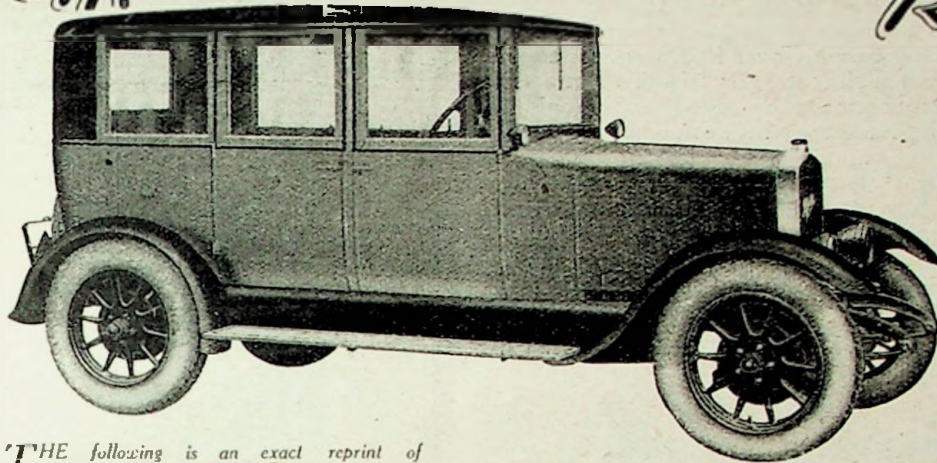
FLUXITE SIMPLIFIES SOLDERING

Another use for Fluxite: Hardening Tools and Case Hardening. Ask for Leaflet on improved methods.

FLUXITE, LTD. (Dept. 420), West Lane Works, Rotherhithe, S.E. 16.



From The Daily Telegraph ^{24/12/25}



THE following is an exact reprint of Mr. Thornton Rutter's article:

"The winter months are apt to send motorists in search of economical and moderate-priced saloon cars. British motor manufacturers are realising this trend of the trade, and are catering for it very successfully. As an example of this type I may quote the new 10·8 h.p. rated overhead-valved-engined Rhode saloon, with its four-wheel brakes, comfortable coachwork, and four doors for the passengers. Its cost complete is £350, and, provided its owner will be content not to exceed a speed of thirty-five miles an hour, its petrol consumption is forty to forty-two miles per gallon. Whether he will always care to do so when the engine is capable of giving a road speed of a mile a minute with four full-sized passengers in the car is another matter. In any case the fuel consumption is very low.

Provided with a four-speed centrally placed gear change, the driver finds the ratios easy to alter either up or down without any special treatment. The acceleration is good, as on the Dorking-Reigate road this car, with four passengers, reached a speed of 55 miles per hour, and increased it to 63 miles an hour as a maximum in half a mile; from a gentle amble of ten miles an hour. It gets up to forty miles an hour very quickly, so that the accelerating quality is at the right end of the

scale for a traffic emergency in which a sudden jump forward may save an accident. This Rhode saloon also sits well at speed on the highway, whether rough or smooth, so that the driver handles it with confidence. From the passengers point of view it may be added that the engine is quiet in running, the cushions are comfortable, the doors wide, and the leg room ample. On this trial all four passengers were six feet or thereabouts.

The steering is particularly light and free from vibration, as with the Dunlop cord balloon 28 x 4·95 in. tyres no wheel wobble was experienced at any speed. Thus this car is as suitable for a lady to drive as for a man. Wheel wobble is a very undesirable fault in a car that is to be handled by women, as it is apt to upset their nerves. The equipment and fittings are in good taste and are especially designed to give an owner-driver the minimum of trouble. Lubrication is by the Rhode patent automatic system, every moving part being lubricated. The four-wheel brakes pull up the car promptly without the help of the centrally-placed hand-brake. The power developed by this tiny 66 m.m. by 90 m.m. four-cylinder engine required good brakes, as this Rhode saloon, with a yearly tax of £11, can overtake many of the bigger-engined saloons on the road."

This is further proof that

the best way is by

Rhode
the finest light car in the world

The fuller details you will want on request from:—

THE RHODE MOTOR COMPANY - TYSELEY - BIRMINGHAM

London: Godfreys Ltd., 366-368 Euston Rd. N. Wales & N. W. England: Arnott & Francis Ltd., Warrington

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

OPPORTUNITY

is beckoning to you at this very moment. Will you meet it half-way by calling at our spacious showrooms—occupying over 10,000 sq. ft. super—and roam around at your leisure among the scores of well-groomed shop-soiled and thoroughly sound second-hand bargains we now have to offer?

EXCHANGES

Probably you already own a Car or Motorcycle and wish to dispose of it because it does not quite meet your requirements. It may have been your first mount which has served its purpose in giving you the experience necessary to enable you to now choose a car really suited to your needs. We can take it off your hands at a good price in part payment for a new car.



£46:17:3

secures immediate delivery
of a £225 STANDARD

De Luxe Model, 2 or 4-seater, fully insured. Balance payable in 12 monthly instalments of £15 : 13 : 4 at

TAYLORS

ANY MAKE SUPPLIED

We are official contracting Agents for all the most popular makes—including

7 h.p.	AUSTIN	£149
11 h.p.	STANDARD	£225
7.5 h.p.	CITROEN	£145
7 h.p.	JOWETT	£150
9 h.p.	ROVER	£190
10 h.p.	SINGER	£225
10 h.p.	FIAT	£315

BARGAINS IN USED & DEMONSTRATION CARS

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

1925, 10 h.p., SINGER de Luxe, 4-seater (new)	£205
1925, 11 h.p., STANDARD, Kington, 4-seater (new)	£190
1923, 12 h.p., DE DION, 2-seater and dickey	£225
1924, 10 h.p., SINGER, 4-seater	£125
1925, 9 h.p., ROVER de Luxe, 4-seater	£155
1922, 8 h.p., ROVER, 2-seater	£58
1924, 11 h.p., STANDARD, 2-seater and dickey	£118

TAYLORS' FAMOUS "ALL-IN" POLICY

offers you any make of CAR upon the market, complete with all accessories, full insurance policy, for DOWN and the balance, plus interest, payable in 12 or 18 equal monthly instalments, with rebates for shorter periods.

H. TAYLOR & Co., Ltd.

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Phone: Kensington 5555-4 & 5140. Telegrams: "Dynametro, Southkens."



9th Edition.

A CAREFULLY REVISED AND
RE-ILLUSTRATED EDITION.

A complete guide to the efficient and safe driving and handling of a car. All the subtleties and finer points of driving are fully dealt with by text and illustrations, and by following the instructions practically every emergency and circumstance arising from the crowded state of the roads can be met.

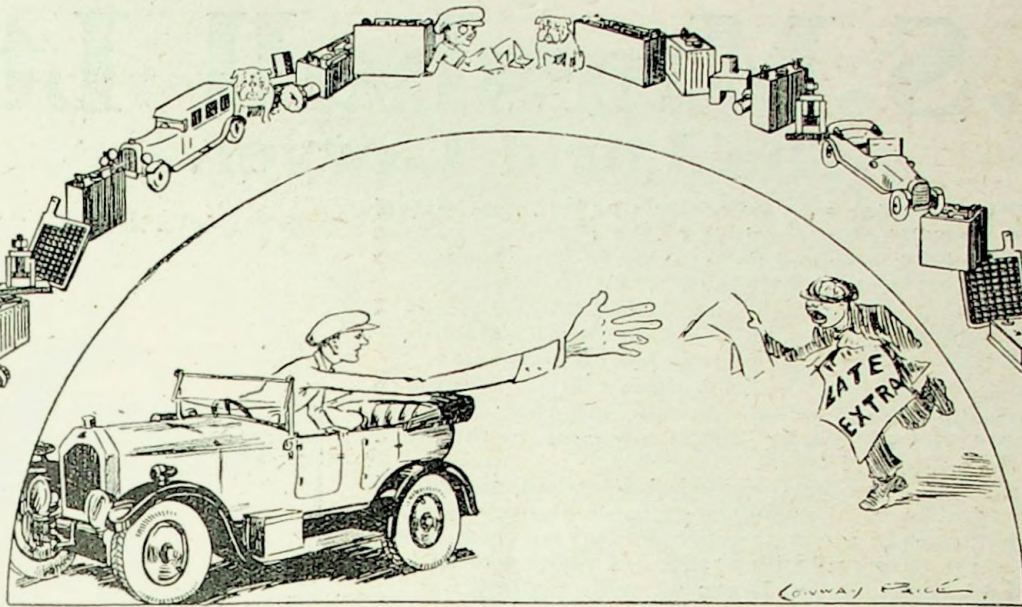
Driving for efficiency and for avoidable waste and undue wear and tear of the car is a subject also dealt with.

2/6
NET.

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

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

Write for free booklet of Useful
Information for Motorists.



THE ART OF KEEPING UP TO DATE

The Man of the World knows what's what! He reads, he learns, and he inwardly digests—and TESTS! You see, he doesn't treat the written word as gospel—he wants to know, to learn by experience.

The good things he swallows and digests—but he doesn't swallow everything. Not by a long chalk! (There are some things, swallowed, would give an ostrich indigestion.)

P & R Accumulators are British from first to last—they are made in our perfectly equipped works at Dagenham Dock, Essex, and each and every battery is subjected to the most rigorous tests before it leaves the factory. It is this unremitting care, this particular attention to every little detail, that enables us, with the utmost confidence, to GUARANTEE every Accumulator bearing the name—

It is our honest belief that the P & R Accumulator is the very best on the market to-day—a good British job worthy of a good British case—so we selected "Dagenite" as the Container most worthy of the Cell.

But we do not ask you to accept our word and that P & R Accumulators are the best that money can buy—we invite you to discover the fact by actual experience!

PETO & RADFORD

Use P. & G. & E.P.S.
ACCUMULATORS
for lighting your
Country House.

(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)

HEAD OFFICES AND SHOWROOMS:
50, GROSVENOR GARDENS,
VICTORIA—LONDON, S.W.1.

Telephone—Victoria 3667 (5 lines). Telegrams—"Storage,
Sowest, London."

Ask your own dealer
for particulars or
write direct for
latest Catalogue.



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

B. S. Marshall Ltd.

The Lurid Lawyer.

FOR a legal man he really was lurid as he told me of the shortcomings of the cheap car he was running. He had one craving in life—formed by his early training—RELIABILITY! He had an open mind, and would buy anything I advised if I was prepared to sell to him on reliability—and take the car back if it failed on that score. I put him on board a Hampton, and at the end of three quarters of an hour he said "My dear Sir, I am more than satisfied, but can it stand up to the work at such a price?"

"You have your legal remedy," I replied, and then I told him the history of a few elderly Hamptons with which I was in intimate touch, and he was convinced. We came to an amicable settlement about his old car, and a satisfied client drove off with a smile.

I can arrange a handsome allowance for your present car, and can usually accept it as a deposit on your new one—balance as convenient.

AGENTS FOR LEA-FRANCIS, SINGER, STANDARD,
AND ALL CARS THAT COUNT. B.S.



17A Hanover Square, London, W.1.

Telephones: Mayfair 5906/7
Telegrams: Aum.arshano-
Wesdo, London.

"Woodwright"

**A BIGGER TYRE
for the same price**
Important concession to users
of 700 x 80 or 26 x 3 tyres



THE
STEPNEY
REINFORCED TYRE
27 x 3.75

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

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

PROMPT DELIVERY.

27 x 3.75 Stepney Cord Cover, £3 19s.
Inner Tube, 13s.

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



—WILL NOT
EXIST AFTER
YOU FIT THE— **Warnolite**

TAIL LAMP WARNING BUZZER

Yet one more aid to motoring comfort and one for which there has long been a need. Fit the Warnolite and forget all about rear light troubles and Police Court fines.

If your tail lamp goes out the Warnolite will let you know. It can be fitted on the Dash or any other convenient position.

Write for particulars of the remarkable Warnolite guarantee, whereby the Police Court fine is refunded if it has failed to give you warning of the failure of your rear light.

When ordering state voltage, and if for mounting on wood or metal.

16/- Popular Model.
30/- De Luxe Model.

WARNOLITE LIMITED,
Lloyd's Chambers,
COLNE, LANCs.

Demonstration Models on view at The Premier Battery & Magneto Co., 38, Great Portland Street, London, W.1.



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

SPRING TIME IS WINTER

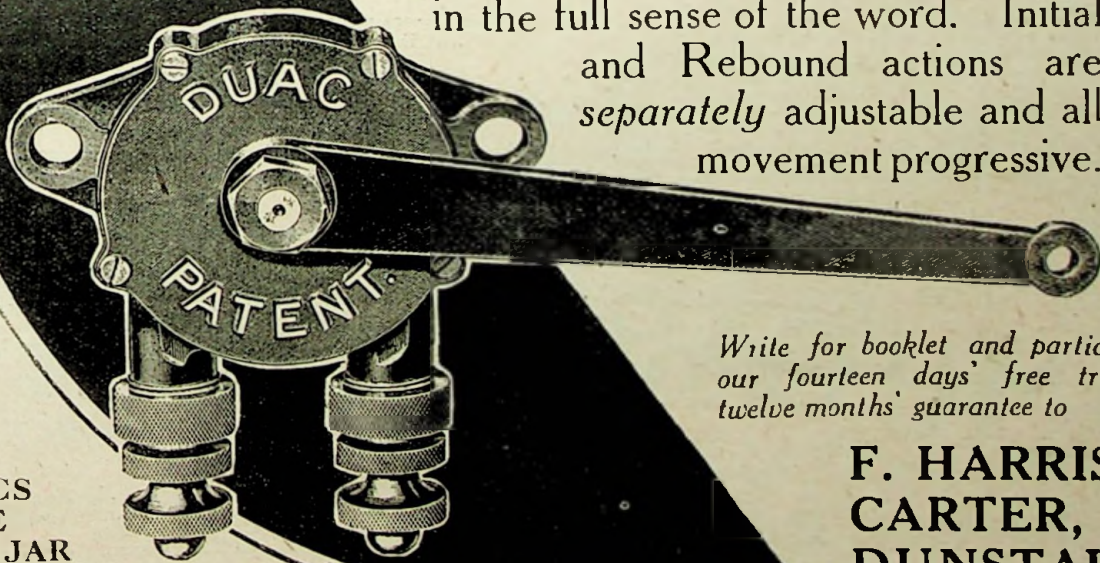
—that's when roads are most exacting and when mud and rain rust your springs. So fit your



DUAC SHOCK ABSORBERS

now when weather conditions are at their worst; they will save you pounds, and, once adjusted, need no attention.

Moreover, you can put them on to your next car. No! weight doesn't matter; it's merely a matter of re-adjusting, and they will last you a lifetime. They are *not* snubbers, but *absorbers* in the full sense of the word. Initial and Rebound actions are *separately* adjustable and all movement progressive.



DUACS
TAKE
THE JAR
FROM
THE CAR

Write for booklet and particulars of our fourteen days' free trial and twelve months' guarantee to

**F. HARRISON
CARTER, Ltd.
DUNSTABLE.**

Makers of the Carter Gearcase, 1892.

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

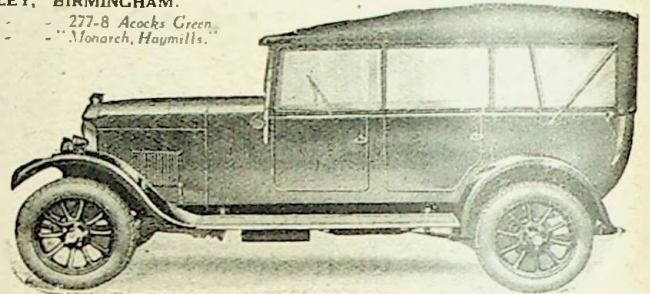
Nothing
at Bayliss
Thomas price
compares with
Bayliss
Thomas excellence!

The specification
below will help
you to under-
stand why

BAYLISS THOMAS & CO.,
Proprietors: **THE EXCELSIOR MOTOR
CO., LTD., TYSELEY, BIRMINGHAM.**
Telephones - - - - - 277-8 *Acocks Green.*
Telegrams - - - - - *"Monarch, Hagmills."*

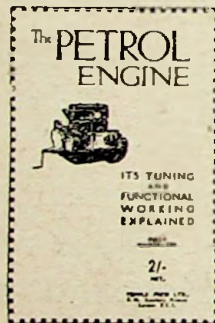
10/22 h.p. TOURING 4-SEATER
O.H.V. 1247 c.c. engine, Lucas electric lighting and starting, extremely comfortable body with three wide doors, Dunlop cord balloon tyres, rigid side screen opening with doors, self-starter, speedometer, spare wheel and tyre, windscreen wiper, grease gun, electric horn, 1 gallon tin of Castrol, inspection lamp and complete kit of tools -
£235

THOUGH there may be cars cheaper than the Bayliss Thomas, there is not a single one at its price or near it to compete with it on the common ground of value. Its performance, that of a more powerful car; its comfort, finish and completeness of equipment, worthy of a much more expensive one, are the clues to its acknowledged supremacy. Lower priced cars make no approach to Bayliss Thomas excellence; and as for more expensive ones, you'll wonder what can justify their extra cost. Before making your choice, just think whether it is not truer economy to pay a trifle more and get the proved best—Bayliss Thomas.



PRICE
2/-
NET.

Obtainable from all
booksellers or direct
from the publishers,
213 post free.



"THE PETROL ENGINE."

A Manual of Motor Mechanics.

A UNIQUE work, dealing in simple language with the secrets of engine tuning for speed, power and economy, and the tuning of carburetters of all makes, and for any purpose. The functional working of an internal-combustion engine is also dealt with in a complete and concise manner.

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

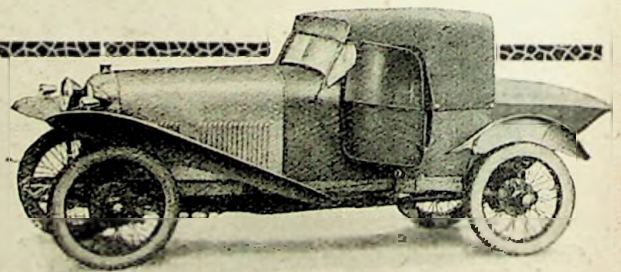
Built for Speed and Comfort!

THE NEW GRAND
SPORTS

AMILCAR

NEW ALL-WEATHER
EQUIPMENT.

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



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

Hire Purchase
from £80 down

COLOUR
TO CHOICE.

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.

S.M.S. Ltd.,
17a, MOTCOMB ST.,
BELGRAVE SQUARE,
LONDON, S.W.1
SLOANE 4839.



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

The London-Exeter Reliability Trial.

A PHOTOGRAPH THAT SPEAKS FOR ITSELF

(Reproduced from "The Daily Mirror," December 30th, 1925, by courtesy of that journal.)

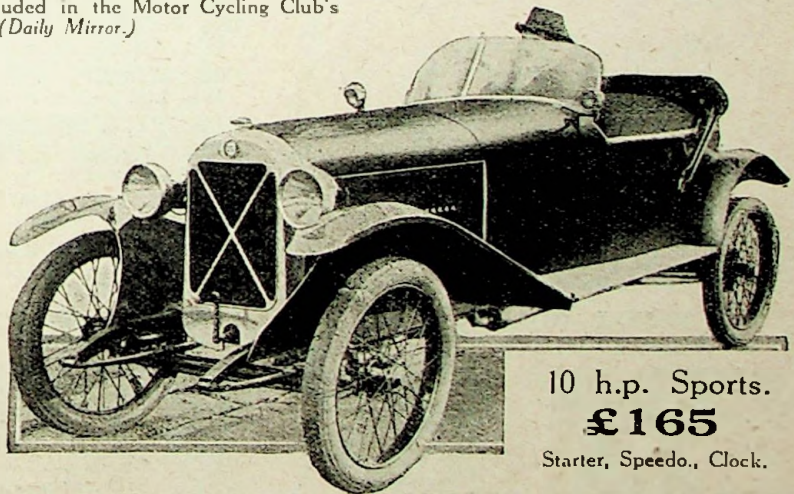


GREAT MOTOR TRIAL.—A Salmson car easily negotiating the stiffest part of Falcombe Hill, one of the most difficult climbs included in the Motor Cycling Club's mid-winter run from London to Exeter and back.—(Daily Mirror.)

The Highest Possible Price
given for your old Car
or Motorcycle in Part
Exchange.

Deferred Terms over
long periods arranged.

Write for Catalogues.



10 h.p. Sports.
£165
Starter, Speedo., Clock.

Sole London
Distributors:

31,
BROOK ST.,
BOND ST.,
LONDON,
W.1.

All models may
be inspected and
trials arranged.

Gordon Watney
& Co Limited
PART EXCHANGE HOUSE.

Phone:
Mayfair 2965/6

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

The Motor

The
National Motor
Journal.

EVERY
TUESDAY,
4^D.

SUBSCRIPTION.
12 ms.
U.K. and
Canada - 26/-
Abroad - 32/6
Shorter periods
pro rata.

Specimen Copy
Post Free.

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

Next Tuesday

(Jan. 12)

RECOMMENDED HOTELS.

COMMONS AND A COMMA.

Motor Picnics and the New Law of Property Act.

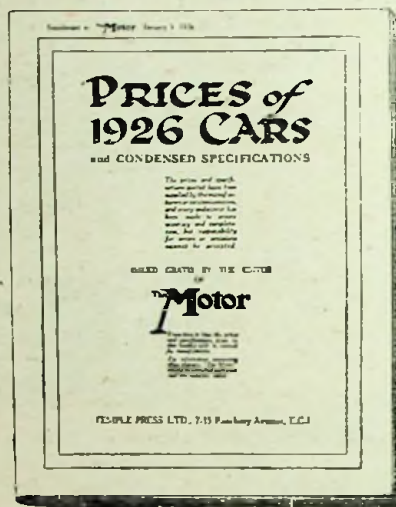
SPECIAL ROAD FUND CARTOON

And all the News
and News Pictures.



NOW ON SALE
— Special —
NEW YEAR NUMBER

WITH
FREE
GIFT
BOOKLET



16-pages.
Prices of all
1926 cars with
condensed
specifications.
(As illustrated.)

RECOMMENDED HOTELS.

"The Motor" New Scheme. What the French Club, "Les Purs Cent" Accomplishes.

THE VOGUE IN 1926 CARS.

Fads, Fashions and Fancies.

THE MOTORIST AS PEDESTRIAN.

Is he Less Reckless?

MINISTRY OF TRANSPORT'S FUTURE.

OWNER-DRIVER TOPICS.

Useful Suggestions for Minor Improvements.

GETTING THE BEST OUT OF A CLYNO.

Hints on the Upkeep and Maintenance of a Popular 11 h.p. Car.

MOTOR CAR INSURANCE.

The Ambiguity of Replacement Value Clauses. Proposal Forms as Bases of Contracts.

INACCURATE SPEEDOMETERS.

Faulty Proportioning of the Driving Gear.

WINDSCREEN ANGLES AND POSITIONS.

Eliminating Draughts and Improving Visibility.

HOW TO FIT A FOURTH DOOR.

Making a Driver's Entrance to a 14 h.p. Wolseley Touring Model.

THE MODERN CAR AND HOW IT LOOKS.

IV. The Brakes and Their Operation. Servo Systems.

SPORTING EVENTS OF 1926.

The Principal Races and Competitions, and Where They Will Take Place.

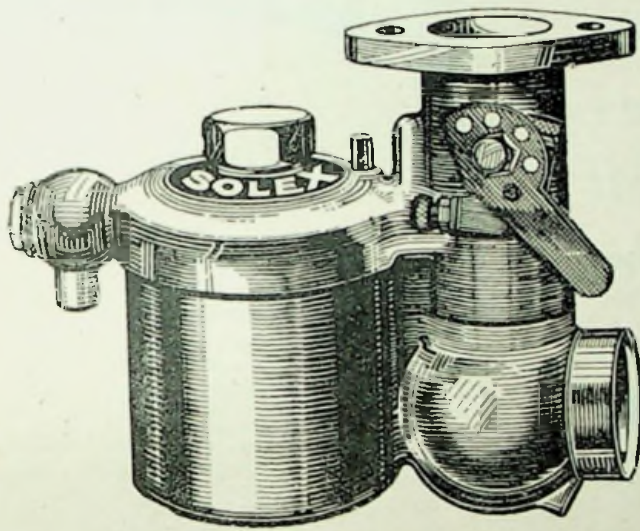
Cartoon: THE MODERN CLAUDE DUVAL.

FIVE HUNDRED MILES OF ROAD RECONSTRUCTION.

Shown by a Special Map.

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

A Carburettor Achievement



THERE is no fake about the results given by

The New SOLEX M-Type Carburettor

Its wonderful performance is the result of long experience and arduous research. Acclaimed by trade and public as setting a new standard of carburettor efficiency.

Try it on your Car for 30 days' Free Trial. Write to-day. Why delay?

SOLEX LTD
(LICENCEES)
115 SOUTHWARK STREET,
LONDON, SE1

Gordon Richards, Director.

Telephones - - City 5222, Central 5172, and Hop 2734.
Telegrams - - "SOLEXCARB, BORO4, LON J J J."

SOLEX

THE NO-TROUBLE CARBURETTOR

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.

Buy an
*Austin
Seven*

for 1926
and keep
your total
running
cost per
mile *well*
within the
penny!

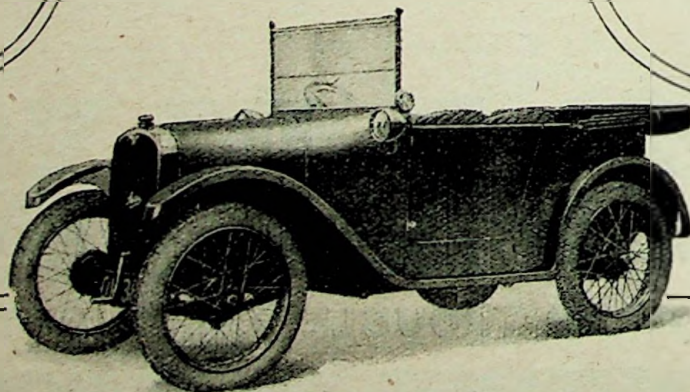
PRICE
at Works: **£149**

THE AUSTIN MOTOR
COMPANY, LIMITED,
LONGBRIDGE — BIRMINGHAM.
LONDON:
479-483, OXFORD STREET, W.1.

1926

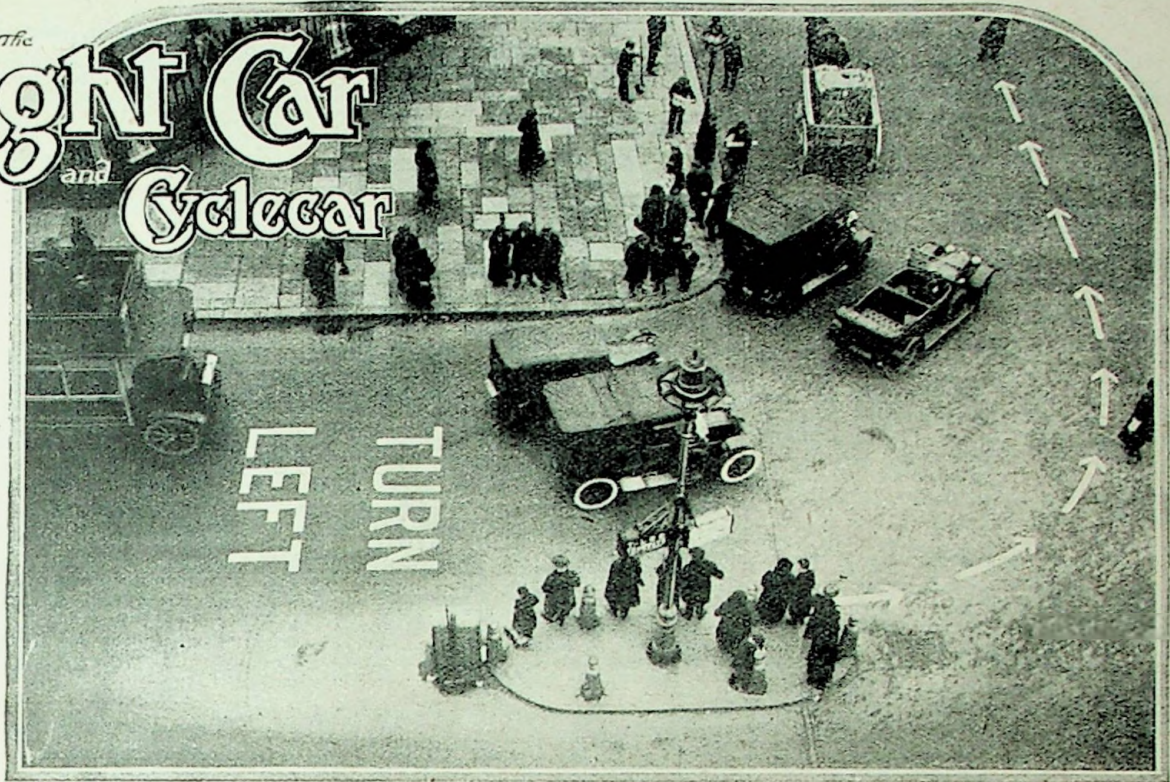
Features :

4-cylinder engine.
Electric starter.
Electric horn.
Speedometer.
4-wheel brakes.
Balloon tyres.
A door for the driver.
Shock absorbers.
Two adjustable seats.
Automatic oiling.
Grease-gun system.



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

The Light Car and Cyclecar



IMPORTANT LONDON TRAFFIC EXPERIMENT.

During the week Parliament Square has been the scene of an interesting trial of "circular" traffic control. Here is the entrance to the control area from Westminster Bridge, showing the bold, white directions painted on the roadway. Every motorist should understand exactly how the system works. A full explanation, illustrated with photographs and a sketch plan, appears on pages 210 and 211.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

Cyclecar Comments ..	208
"Circular" Traffic Control ..	210
Really Dirty Jobs ..	212
New Vacuum Braking System ..	214
The 11.4 h.p. Citroën on Test ..	216
Simple Tests for Lubricants ..	218
Principles of Carburation (Concluded) ..	220
Rich Mixture ..	222
Topics of the Day ..	225
Finding the Way ..	226
When Water is Scarce ..	228
Our Readers' Opinions ..	229
Ideas for Owners ..	233

LIGHTING-UP TIMES (Rear Lamps) for Saturday, January 9th.

London ..	3.34	Edinburgh ..	4.27
Newcastle ..	4.26	Liverpool ..	4.40
Birmingham ..	4.40	Bristol ..	4.45

Our Cover Picture.

One of the latest 9-20 h.p. Humbers figures in our front cover picture this week. The photograph shows the R.A.C. guide outside his box on the Great North Road at what is locally known as the "Bedford turn," north of Tempsford.

Economizing in Rubber.

The war-cry contained in the economy programme launched by the National Rubber Association and the National Automobile Chamber of Commerce (America) is "A patch in time saves nine." Every motorcar user and every garage manager is being asked to cooperate with the rubber trade in obtaining longer tyre mileages and the greater use of repaired tyres.

Next Week.

As indicated in a previous paragraph, "With Hose and Sponge," a copiously illustrated article which explains the best way of washing a car, will be one of our principal features next week. As the result of careless treatment during the washing process a new car may soon lose its pristine appearance, but the writer of the article in question shows how, to a very great extent, this may be avoided. The latest model of the four-seater Humber Nine will figure in our road test report, and amongst other items we hope to include a most instructive article dealing with the care, fitting and repair of Bowden wire mechanism of all kinds.

New Year Rush.

Over a hundred temporary clerks had to be taken on by the London County Council to cope with the sudden rush of business caused by the renewal of car licences for 1926.

This Week.

This issue contains a number of more than usually interesting features. Particular attention is directed to the description of the circular traffic experiment which was tried for the first time on Monday this week in Parliament Square, London. So far as our own observations went, the scheme worked with remarkable success. "Finding the Way" is the title of an article which, in addition to a number of useful hints for road users, contains a brief description of the Ministry of Transport's road classification system. The article appears on our centre pages. Our road test report deals with the 11.4 h.p. four-seater Citroën. We regret that we are obliged to hold over the promised article on washing a car; this is entitled, "With Hose and Sponge," and will appear next week.

Busy Inventors.

Of the 35,000 patent applications filed at the British Patent Office in 1925 over 12,000 related to motor vehicles and internal-combustion engines.

Second-hand Car Show.

The Royal Agricultural Hall, Islington, will be the scene of a used car and motorcycle show from March 18th to 27th. Full information can be obtained from Mr. J. Pattison, 13, Victoria Street, London, S.W.1.

"Logic Applied to Failures."

During January a paper, entitled "Logic Applied to Failures," will be read before the Coventry, Glasgow and Manchester Centres of the Institution of Automobile Engineers by Mr. J. D. Parkes. The paper deals with the correct investigation of mechanical failures on all types of cars.

Whose Sidecar?

An R.A.C. guide found a deserted motorcycle and sidecar by the roadside in Leicestershire on Christmas Eve. He removed it to a garage and reported to the police and to the Club. The owner should communicate with the Royal Automobile Club, Pall Mall, London, S.W.1.

French Coachwork.

The subtle difference between English and French coachwork is plainly exemplified by an accompanying photograph of a standard French fabric saloon body on a 10-20 h.p. De Dion-Bouton. Completely equipped, the car sells for £375, at which figure it represents very good value for money, being fitted with six side windows, double-panel windscreens and the other refinements usually associated with a high-class saloon.



LIGHT CAR PROVERBS.—No. 2.

This drawing depicts a well-known saying with which every reader should be familiar. Write it on a postcard addressed to the Editor and marked Proverb No. 2 in the top left hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

That Increase.

When will writers in the lay Press who deplore the increasing number of motor accidents realize that motor traffic is increasing by leaps and bounds and that the actual proportion of accidents is no greater than of yore?

Echo of the London-Gloucester.

Cyclecar enthusiasts will be interested to know that in the recent London-Gloucester-London trial the four cars of the Morgan team were awarded cups, a fifth obtaining a similar award.

The "Super"-taxicab.

"I know something about motorcars," said a witness at Southport, and went on to say that a taxicab was being driven so fast that it developed "speed wobble."

Jury Demands Cycle Lights.

That bicycles should carry rear lights was the rider by the jury at a Chester inquest upon a cyclist who, riding an unlighted bicycle, was knocked down by an overtaking motorcycle.

Colouring Concrete.

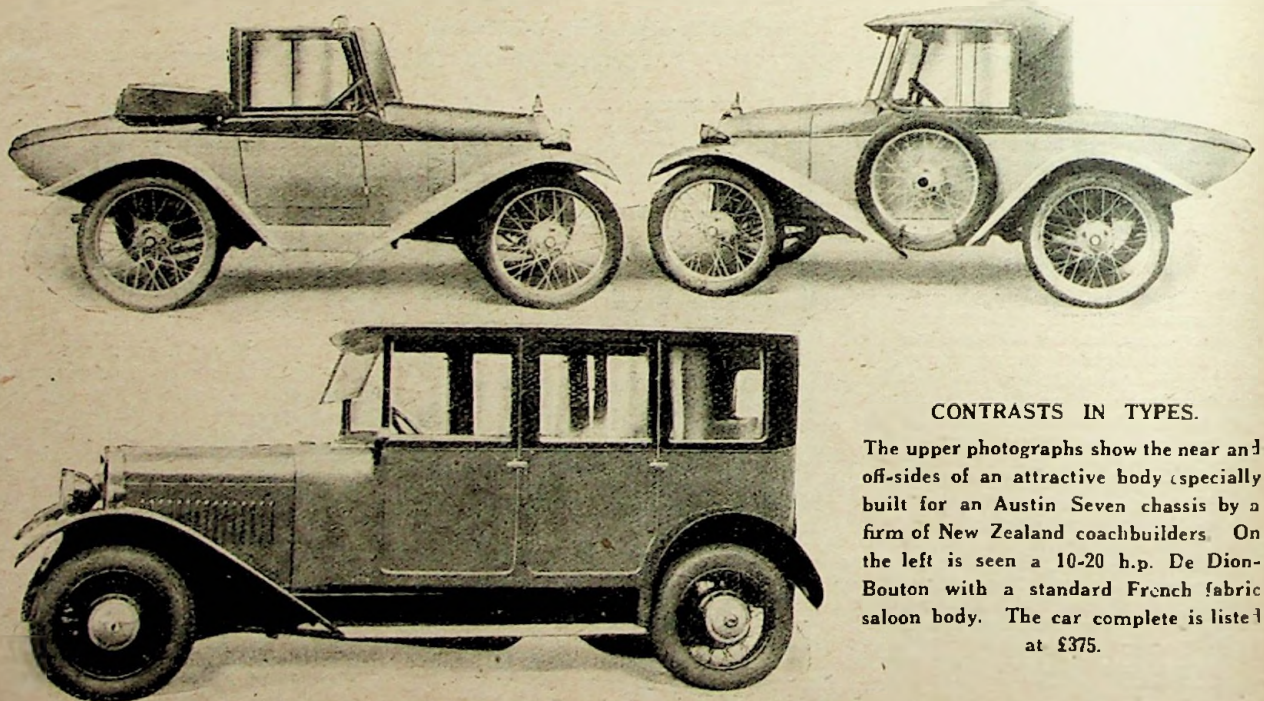
The Cumberland County Council has been successful in building a concrete bridge coloured pink by the admixture with the concrete of a special colouring material. This lends interest to the suggestion that concrete roads should be slightly tinted so as to reduce glare.

R.A.C. and Emergencies.

In a circular letter issued to its members the R.A.C. states that the Club has undertaken to help the authorities in maintaining essential public transport services should a national emergency arise. It will be recalled that the R.A.C. has assisted in this capacity on previous occasions.

That Deadly Exhaust.

Considering the number of people who attended to motorcars in buildings insufficiently ventilated it was marvellous there were not more deaths from exhaust fumes, said the Bradford coroner, Mr. J. G. Hutchinson, at an inquest recently. The public should know that the oily smell of the exhaust was no criterion of the percentage of poisonous gas. There was also, he added, danger from such fumes in closed cars if the various joints in the exhaust system—often situated below the floorboards—were leaking.



CONTRASTS IN TYPES.

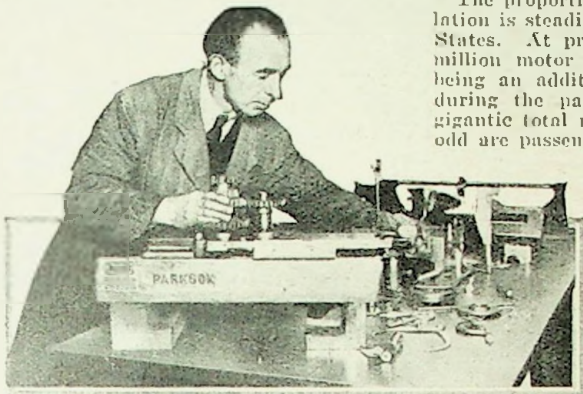
The upper photographs show the near and off-sides of an attractive body (especially built for an Austin Seven chassis by a firm of New Zealand coachbuilders. On the left is seen a 10-20 h.p. De Dion-Bouton with a standard French fabric saloon body. The car complete is listed at £375.

Touring in France.

Readers visiting France, who propose to stay in that country for more than 60 days, are warned by the R.A.C. that they must obtain an identity card on arrival, or there will be considerable complication when they wish to return home.

Germany Bans Racing.

In view of foreign competition, German manufacturers have decided



Police Activities.

There appears to be a striking increase in police activities with regard to 10-mile limits, unsuitably silenced exhausts and illegible number plates. Particular care is necessary in the London area. A case has come to our notice where a summons was served six weeks after the police took their initial action.

Steadily Growing.

The proportion of motorcars to population is steadily growing in the United States. At present there are over 20 million motor vehicles registered, this being an addition of over two million during the past 12 months. Of this gigantic total no fewer than 17 million odd are passenger cars.

GEARS IN THE MAKING.

Testing a gear wheel for ovality or other faults at the A.C. works. Errors are shown by a tell-tale clock adjacent to the operator's left hand.

The Amsterdam Show.

The annual Dutch Motor Exhibition at Amsterdam will be held from January 15th to 24th. British light car makers will be represented by the Austin, Clyno, Rhode, Rover, Singer and Wolseley.

Car Rally at Monte Carlo.

On January 20th there will be a car rally at Monte Carlo; whilst coinciding with the holding of the Paris-Nice trial, which takes place from February 16th-18th, there will be a car carnival and the usual Battle of Flowers at Cannes and Nice. An automobile week will be held in Cannes, beginning February 28th.

The Indianapolis Grand Prix.

Already the keenest interest is being taken in this year's 1½-litre Indianapolis race, and entry forms for this, the fourteenth race of the series, which is fixed for May 31st, have been sent out to every prominent driver in America and Europe. This, of course, is the first year in which 91½ cubic inches (i.e., 1,500 c.c.) has been fixed as the engine-capacity limit, in previous years 122 inches (2 litres) having been the limit. Readers should watch the pages of *The Light Car and Cyclecar* for further news in connection with the race, developments of which should be of particular interest.

to concentrate on the reduction of production costs and no money will be sacrificed on racing. This position is made clear by the decision of the German National Motorear Association, which says that it will not sanction any racing during 1926

Good Business in U.S.A.

In spite of the reduced prices of cars which were effective during the third quarter of 1925, the profits of American motor and motor accessories companies were only slightly below those for the second quarter, whilst for the nine months ended September they exceeded those for the whole of 1923 and 1924 by 15 per cent. and 60 per cent. respectively.

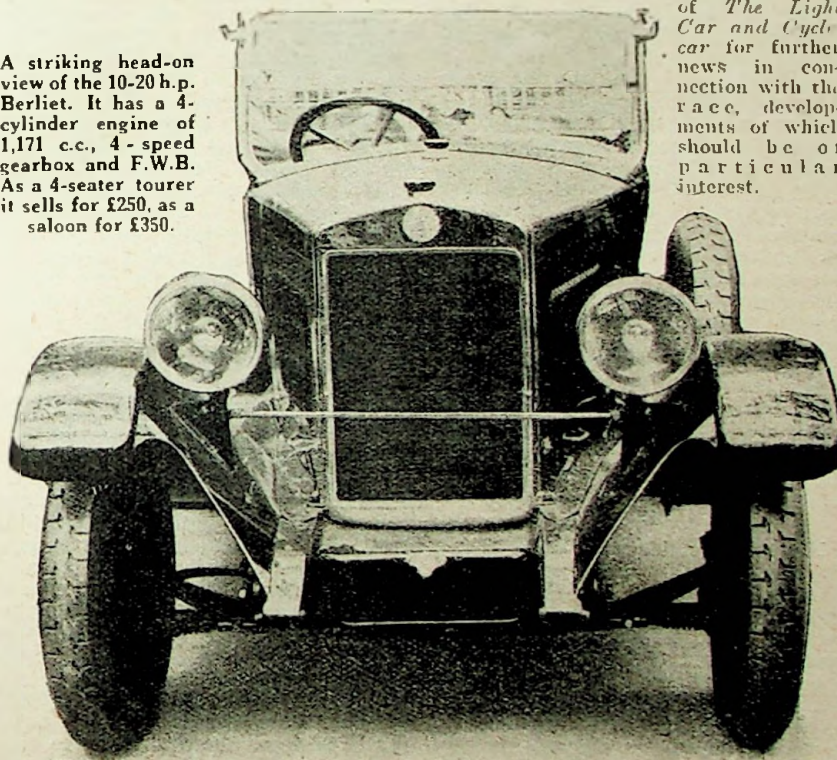
Routes to Sutton Bank.

We learn from the North Yorkshire Automobile Club that the road from Helmsley through Rievaulx and Seawton to the top of Sutton is not now suitable for motor traffic. Motorists are therefore advised to take the route via Sproxtou and Waterloo Lane. It should be noted also that the road up what is known as "White Horse Hill," between Kilburn and Hambleton Hotel, is also unsuitable for motor traffic.

A Singular Accident.

Modern progress has created a new peril. During the high wind which marked the departure of the Old Year a friend of mine, writes "Focus," was about to drive his car into his home garage, when, without any warning, his neighbour's wireless pole snapped and fell across the car. It demolished the windscreen, wrecked the bonnet, and made a nasty mess of the bodywork. Fortunately, the car owner was opening the garage doors when the crash came; otherwise he would have been seriously injured. With the widespread use of wireless poles, many of which adjoin public highways, some method of ensuring their soundness would appear necessary.

A striking head-on view of the 10-20 h.p. Berliet. It has a 4-cylinder engine of 1,171 c.c., 4-speed gearbox and F.W.B. As a 4-seater tourer it sells for £250, as a saloon for £350.

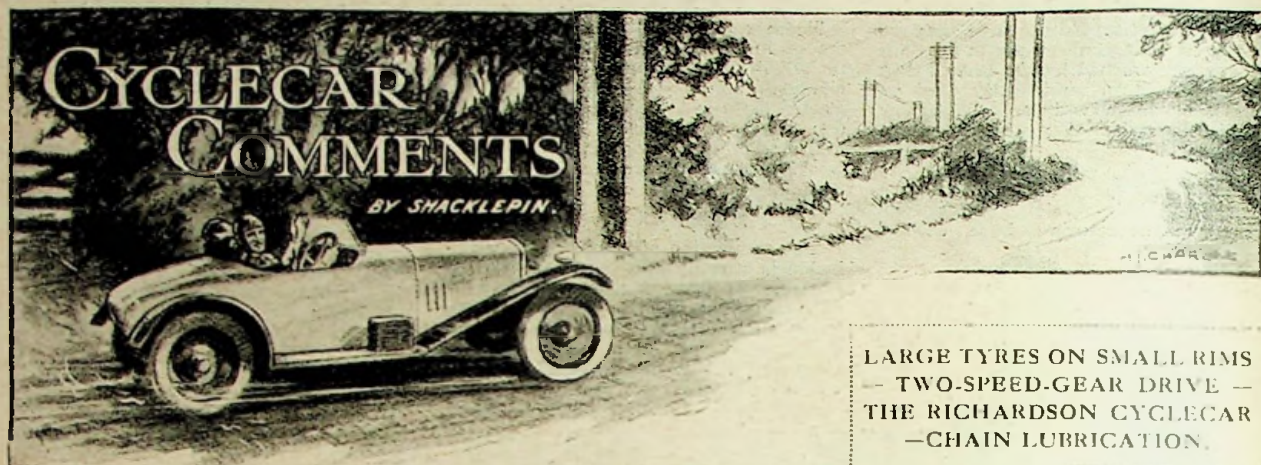


Trams and the Roads.

Stating the case for the reinforcement of tramway tracks, *The Roadmaker* says: "When one considers the concentrated load of a loaded tramcar vehicle weighing from 15 to 20 tons, speeding along at a fairly high rate and taking the form of a decidedly live load acting on a comparatively small area, then the foundation laid down to withstand this shock, together with the additional loads of motor vehicles in the same area, cannot be too well strengthened for such heavy duty as this."

Doctors and Obstruction.

Dr. Roland Sells, when fined £1 at Southend for causing an obstruction with his car, made a vigorous protest to the magistrates, pointing out that, whilst doctors apparently were not allowed to leave their cars outside patients' houses, motorvans were permitted to remain stationary outside shops for considerable periods whilst goods were being loaded and unloaded. The magistrates, we learn, have since arranged with the police for every consideration to be extended to doctors.



LARGE TYRES ON SMALL RIMS
— TWO-SPEED-GEAR DRIVE —
THE RICHARDSON CYCLECAR
— CHAIN LUBRICATION.

WITH the exception of the Gnome, I know of no modern cyclecar which is fitted with balloon tyres, but when air-cooled G.N.s were at the height of their popularity I remember seeing several which had 710 mm. by 90 mm. covers in place of the 650 mm. by 65 mm. fitted as standard.

Opinions concerning the big tyres were divided, but experience is the best argument, and it was generally conceded that the practice was not to be recommended. The reasons given were as follow:—If the tube were pumped up to the pressure recommended by the makers, it was far too hard for comfortable riding, if it were allowed to be "soft," steering became erratic, the car rolled badly on corners and punctures were more probable because of the larger area distributed over the road surface.

It seems reasonable, however, to suppose that the correct pressure-load ratio could be found without difficulty, and I must confess that the idea appeals to me.

Has any reader had unsatisfactory results with the type of two-speed gear fitted at one time to P. and M. and Royal Enfield motorcycles? Consisting of two chains giving different ratios and locked to a countershaft by independent friction clutches, these gears appear ideal for a cyclecar transmission.

A single lever, serving both for the clutch and gear control sufficed in the case of both the P. and M. and the Royal Enfield, and in the latter instance a nominal 8-10 h.p. was easily transmitted. If this arrangement would transmit so much power and haul a heavy combination with three or four adult passengers about the country, why has no cyclecar manufacturer ever made use of it? I know at the present time of two small concerns which are toying with the idea of marketing a cyclecar, and both of them have a friction-gear machine on the drawing-board.

n14

Turning over some old photographs the other day, I came across one or two views of the friction-driven Richardson, and they recalled memories of a rather exciting week-end which I had with one of these cars.

Let me hasten to assure my readers, in fairness to a reasonably good vehicle, that my troubles were not wholly due to faults of design, but rather to sheer bad luck—the old tale of a split pin which had not been replaced and a nut which had worked loose. Unfortunately, the nut in question was the sheet-anchor, so to speak, of the whole assembly, and it was indeed fortunate that I had reached a spot within a mile or two of the end of my journey when the friction gear "unhooked" itself in all directions and left me practically stranded.

It was then quite dark and raining hard, so I hope my readers will not blame me for abandoning the car and covering the rest of my journey in a public conveyance. On the next day I returned to the garage, and within an hour had the Richardson running and on the road, but I am afraid that I had done quite a lot of damage to the driven disc, this being the only part which had to be renewed.

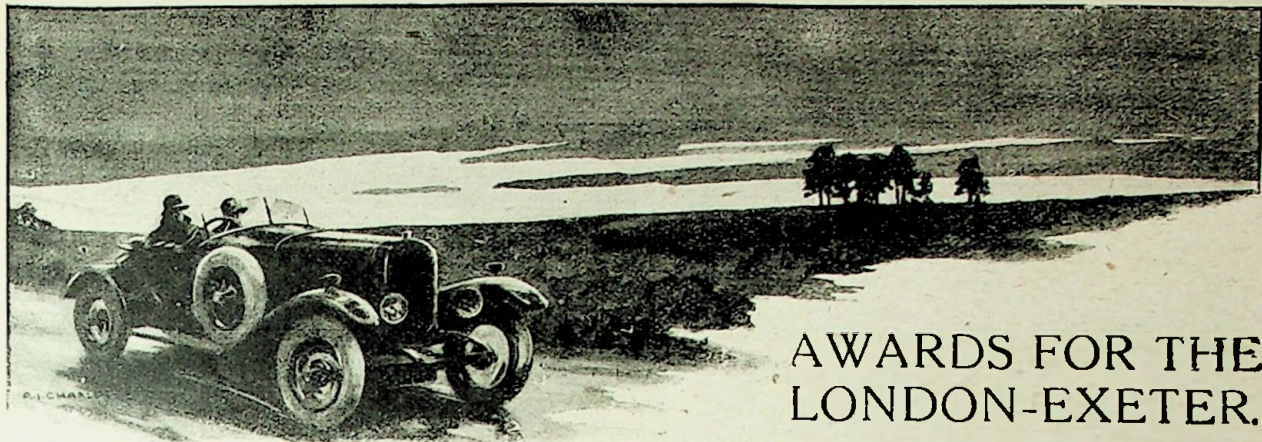
It was a pity that the Richardson went out of production, for it was a really serious attempt to solve the cyclecar problem. The engine, as my readers will remember, was an air-cooled two-cylinder 8 h.p. V-twin J.A.P., the drive being by open shaft to the friction mechanism at the back, with a final drive by chain. Could anything be more simple or offer less mechanism for the owner-driver to keep in order? The body of the Richardson was one of its strongest points, and it was a really comfortable two-seater for those days. The wheels were not detachable, and I could not help thinking that this was a disadvantage. It had the effect of cutting down the

cost, however—a most important consideration.

In the Richardson we should have seen friction drive at its best, for it had to propel a vehicle weighing less than 10 cwt., and one, moreover, which it would have been difficult to overload. Even the most optimistic supporters of friction drive admit that there is a limited amount of load which discs can comfortably shoulder. Incidentally, coming designs—of radiator—sometimes cast their shadows before them. Look at the sloping "radiator" of the Richardson and compare it with a well-known make of modern racing car.

We know, from our old cycling days, that chain drive is never more satisfactory than when the chains are lubricated by a constant stream of oil, as in the case of the little oil bath which figured on Sunbeams, and I notice, coming down to more modern times, that where chains are employed for racing cars it is not at all uncommon to find that lubricant is fed to each chain by a special pipe, the end of which terminates close to the top side of the upper run. I think it would be quite a good plan to adopt this system on standard touring machines which have chain drive, but I think it would be far better to direct the oil on to the upper side of the lower run, thereby endeavouring to defeat the effects of centrifugal force, resulting in a saving of oil and in better lubrication.

Of course, a system like this might prove to be expensive, and the oil bill of the enthusiast who decided to do the thing properly might be very heavy. There should be moderation in all things, however, and if the supply of oil could be regulated so that some two or three drops per minute were the maximum amount of oil which could pass, I feel sure that the cost would be saved by the increased life of the chains and the sweeter running of the car.



AWARDS FOR THE LONDON-EXETER.

FEW GOLD MEDAL WINNERS.

WE print below the awards gained by all the cyclecar and car competitors in the Motor Cycling Club's London-Exeter-London 24-Hour Trial, which started on the night of December 28th, and it will be noticed that, considering the trying nature of the event, a very fair number of gold medals has been won.

To secure a gold medal a competitor had to maintain an average speed of 20 m.p.h. throughout, never being more than 10 mins. early or 10 mins. late of the prescribed schedule. In addition, he had to make a non-stop ascent of Peak and

Marl pits Hills, to average a certain speed over half a mile from a standing start on Salcombe Hill and to restart on the 1-in-5 portion of White Sheet Hill, covering the first 10 yds. from the starting line in 10 secs.

The speeds which had to be averaged on Salcombe Hill were:— Cars over 1,500 c.c. and three-wheelers, 18 m.p.h.; cars under 1,500 c.c., 15 m.p.h.; and cars under 1,100 c.c., 12 m.p.h.

To win silver medals competitors were called upon never to be more than 10 minutes early or 20 minutes late of schedule time, to make clean ascents of two of the observed hills,

and to be within 2 m.p.h. of the gold medal speed on the timed ascent of Salcombe Hill.

Bronze medals, of course, are more in the nature of souvenirs than of awards, for they are given to everyone who did not qualify for a higher award but who managed never to be more than 30 minutes late or 10 minutes early, regardless of the manner in which the hills were climbed.

We understand that the reason for a number of competitors receiving no awards was because they were caught more than 10 minutes early in a secret check.

SUCCESSFUL AND UNSUCCESSFUL CAR COMPETITORS.

GOLD MEDALS.

- 260 C. J. Turner, 10 h.p. Morgan.
- 266 A. C. Maskell, 10 h.p. Morgan-Blackburne.
- 267 A. W. Wood, 10 h.p. Morgan.
- 269 S. A. McCarthy, 8 h.p. Morgan.
- 275 A. H. Johnston, 10 h.p. Morgan.
- 276 W. H. Noble, 9 h.p. Rover.
- 278 S. E. Ellis, 9 h.p. Amilcar.
- 279 R. C. Porter, 8.9 h.p. Amilcar.
- 284 C. M. Anthony, 8.2 h.p. Sénéchal.
- 290 J. Richardson, 7 h.p. Austin Sports.
- 291 I. J. Higgs, 9.5 h.p. Salmsun.
- 292 C. D. Conradi, 9.5 h.p. Salmsun Sports.
- 293 J. Harper, 9 h.p. Rover Sports.
- 296 H. J. Lovatt, 7 h.p. Jowett.
- 299 C. L. Clayton, 8.7 h.p. Amilcar.
- 301 G. H. Martineau, 10 h.p. Salmsun Sports.
- 302 R. N. Martineau, 10 h.p. Salmsun Sports.
- 304 S. Wright, 9.20 h.p. Humber.
- 320 D. N. Letts, 12-50 h.p. Alvis.
- 323 A. G. Gripper, 10.8 h.p. Aston-Martin.
- 324 P. C. Polhill, 11.9 h.p. Deomater.
- 332 R. C. Elwes, 10.8 h.p. Rhoads.
- 333 Sir John J. K. Shaw, 12 h.p. Frazer-Nash.
- 334 E. Hillary, 11.9 h.p. Frazer-Nash.
- 335 H. Jeffries, 11.9 h.p. Frazer-Nash.
- 339 Richard Twelveteeths, 11.40 h.p. Riley.
- 345 E. P. Paxman, 11.9 h.p. Frazer-Nash.
- 344 E. Veendam, 11.9 h.p. Frazer-Nash.
- 345 G. N. Bell, 10 h.p. Lea-Francis.
- 352 V. G. Wallgrove, 10.8 h.p. Riley.
- 353 N. W. Jones, 12 h.p. S.S. Alvis.
- 364 I. P. Macdonald, 12-50 h.p. Alvis.
- 365 P. J. Chessum, 11.9 h.p. Alvis.
- 369 S. E. A. Watson, 10 h.p. Surrey.
- 371 C. R. Whitcroft, 10.8 h.p. Riley.
- 380 W. G. Nicholl, 12-22 h.p. Lea-Francis.
- 381 V. A. Bruce, 16 h.p. A.C.
- 383 C. R. B. Chiesman, 13.9 h.p. M.G. Super-sports.
- 394 W. L. Douglas, 15.9 h.p. Bentley.
- 398 C. A. B. Broomhall, 11.9 h.p. Phoenix.
- 402 G. L. Morrish, 30-98 h.p. Vauxhall.
- 410 G. G. Pitt, 14 h.p. Delage.
- 411 F. W. Dealey, 15 h.p. Angello.
- 417 A. H. Loughborough, 23.8 h.p. Chrysler.
- 424 A. G. Armstrong, 11.4 h.p. Darracq.
- 426 R. G. Mundy, 19.8 h.p. Oakland.

SILVER MEDALS.

- 259 *D. B. Ware, 7-17 h.p. Coventry-Victor runabout.
- 261 D. F. Heybourn 8 h.p. Morgan-Aero

- 263 J. W. Fosse, 10 h.p. Morgan.
- 265 W. G. Godley, 10 h.p. Morgan.
- 269 A. T. Clark, 8 h.p. Morgan.
- 270 H. R. Taylor, 8 h.p. d'Yraan.
- 272 H. Beart, 10 h.p. Morgan.
- 275 R. D. Smith, 8 h.p. Morgan Special.
- 281 R. M. Brown, 7 h.p. Austin.
- 285 P. D. Clegg, 8.2 h.p. Sénéchal.
- 286 C. M. G. Turner, 7.6 h.p. Gwynne.
- 288 I. Stevens, 8 h.p. Gwynne.
- 289 J. Eddy, 7 h.p. Austin Seven.
- 294 C. Ford, 8.96 h.p. Rover.
- 297 P. C. Everett, 7 h.p. Jowett.
- 298 C. W. Gallifent-Holmes, 7 h.p. Jowett.
- 300 L. Martineau, 8 h.p. Gwynne Sports.
- 308 F. C. Granger, 8.3 h.p. Renault.
- 309 F. W. Taylor, 8.3 h.p. Renault.
- 310 A. E. Jackson, 7 h.p. Jackson-Jowett.
- 311 C. L. Brown, 7 h.p. Jowett.
- 313 S. Cullis, 8.3 h.p. Renault.
- 314 F. C. Harper, 8.3 h.p. Renault.
- 318 *B. Alan Hill, 10.8 h.p. Rhoads.
- 321 W. E. Bliss, 10-15 h.p. Fiat.
- 322 F. Broomfield, 11.8 h.p. Palladium.
- 323 G. H. Kemp, 11.9 h.p. Palladium.
- 327 F. S. Hutchence, 12 h.p. A.C.
- 328 P. King, 12-24 h.p. Lagonda.
- 329 P. W. White, 11.9 h.p. Lagonda.
- 330 H. N. Edwards, 12 h.p. Lagonda.
- 331 J. D. Dixon, 11.4 h.p. Standard.
- 336 E. Fairbrother, 10-15 h.p. Windsor.
- 339 R. C. E. Glazier, 11 h.p. Windsor.
- 338 F. Milne, 10-15 h.p. Windsor.
- 341 H. H. S. Keogh, 10.8 h.p. Riley.
- 347 L. T. Delaney, 12 h.p. Lea-Francis.
- 348 W. G. B. McKechnie, 10.4 h.p. Windsor.
- 349 P. W. Hubbard, 10.4 h.p. Windsor.
- 350 D. De Burch, 10.4 h.p. Windsor.
- 351 F. Moss-Blundell, 11 h.p. A.C.
- 353 G. F. Smith, 10.8 h.p. Riley.
- 354 J. P. Dingle, 12 h.p. Lea-Francis.
- 355 A. A. Maulverer, 12 h.p. Lea-Francis.
- 356 F. Hallam, 11.9 h.p. Lea-Francis.
- 358 P. G. Jones, 11-23 h.p. Straker-Squire.
- 359 W. A. Schenke, 11-28 h.p. Straker-Squire.
- 360 *C. B. Moss-Blundell, 11 h.p. Riley.
- 361 S. H. Roe, 10.8 h.p. Riley.
- 366 J. Holt, 10.8 h.p. G.W.K.
- 368 P. S. Daxat, 10.4 h.p. Windsor.
- 372 J. A. Thorn, 11-40 h.p. Riley.
- 373 R. Newitt, 10.8 h.p. Rhoads.
- 375 F. J. Watson, 10 h.p. Lea-Francis.
- 376 W. P. G. Stephens, 11.9 h.p. A.C.
- 377 C. R. M. Dickinson, 10.5 h.p. Wolsley.
- 378 H. W. Harrington, 11.9 h.p. Clyno.
- 379 W. H. Shephard, 10.8 h.p. Riley.

- 382 W. L. Allen, 12 h.p. Austin.
- 384 E. H. Channon, 11.9 h.p. Morris-Cowley.
- 385 M. G. Clapperton, 12-40 h.p. Riley.
- 386 S. G. Marshall, 11.9 h.p. Riley.
- 387 V. E. Leverett, 11.9 h.p. Riley.
- 388 G. L. Jackson, 12-50 h.p. Alvis.
- 391 H. E. Hewens, 11.9 h.p. Morris-Cowley Sports.
- 393 W. Cooper, 13.9 h.p. M.G. Super-sports.
- 395 G. L. White, 11.9 h.p. Riley.
- 396 W. H. H. Blackburn, 11.3 h.p. Riley.
- 397 F. Beley, 12 h.p. Riley.
- 399 A. S. Llewellyn, 11.9 h.p. Morris-Cowley.
- 400 W. E. Kendrick, 16 h.p. A.C.
- 401 H. F. Pedlar, 11.9 h.p. Morris-Cowley.
- 403 A. J. M. Ivison, 20.9 h.p. Star.
- 404 S. C. H. Davis, 12-25 h.p. Humber.
- 405 John Havers, 11.9 h.p. Riley Lynx.
- 406 W. E. Ratcliffe, 11.9 h.p. Riley.
- 407 S. H. Newsome, 11.9 h.p. Riley.
- 408 A. H. Thomas, 12 h.p. Vulcan.
- 409 R. M. Andrews, 11.9 h.p. Vulcan.
- 415 R. G. McVicar, 16-50 h.p. Waverley.
- 416 L. Beadle, 16-50 h.p. Waverley.
- 418 F. P. Williams, 11.4 h.p. Humber.
- 420 Geo. H. Strong, 16.9 h.p. Rollin.
- 422 G. E. Gather, 13.9 h.p. Morris Oxford Sports.
- 423 F. F. Burge, 11.9 h.p. Morris-Cowley.
- 425 A. T. Bell, 11.9 h.p. Riley.

BRONZE MEDAL

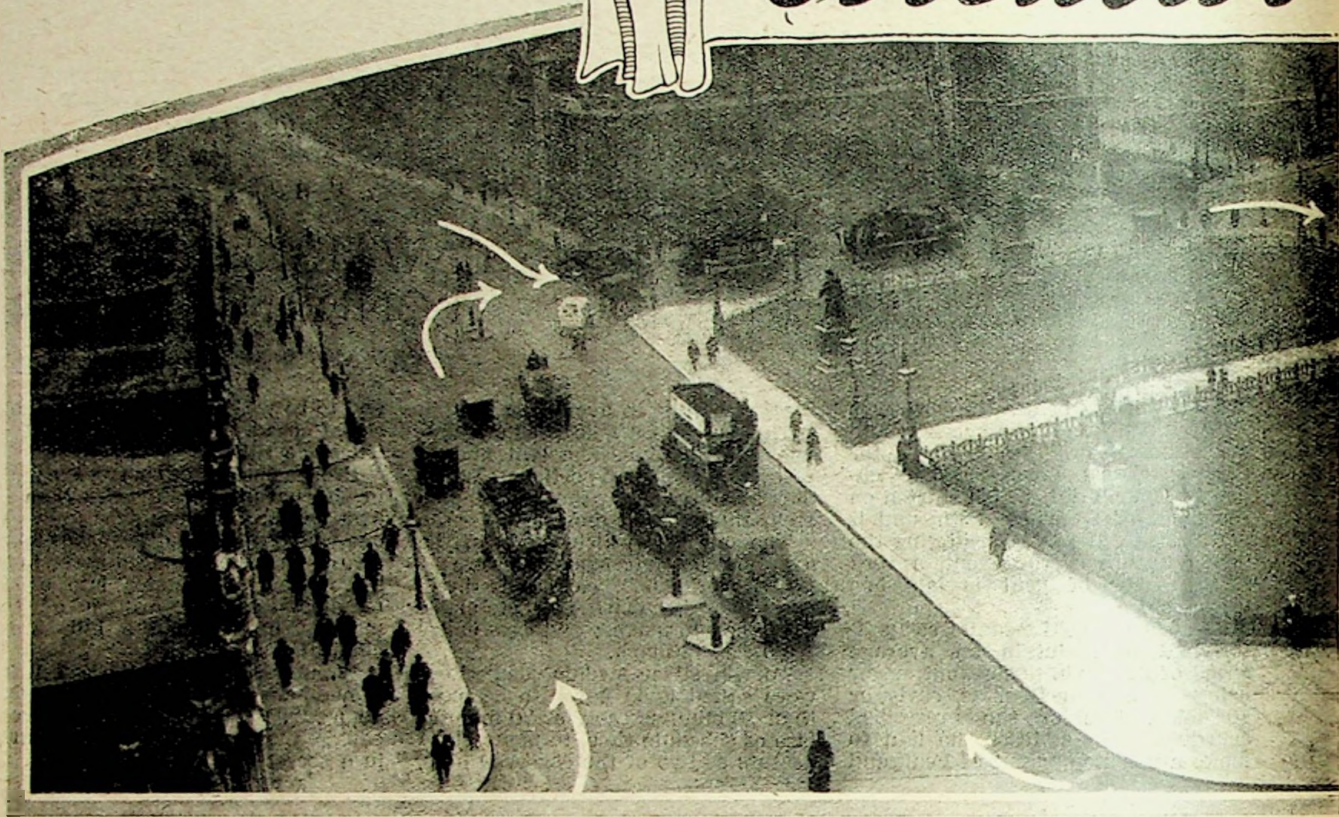
- 412 D. S. M. Scott-Moncrieff, 10.4 h.p. Alvis.

NO AWARDS

- 262 B. D. F. Russell, 10 h.p. Morgan-Blackburne.
- 264 W. M. Couper, 10 h.p. Morgan-Aero.
- 277 W. H. Chadwick, 9 h.p. Rover.
- 282 S. H. Collier, 8.9 h.p. Talbot.
- 287 A. H. Bartley, 8 h.p. Gwynne.
- 305 J. A. Driskell, 9.5 h.p. D.F.P.
- 306 J. S. Bendall, 8.9 h.p. A.V. Biar.
- 307 T. H. W. Clarke, 9 h.p. Amilcar.
- 316 D. J. Stone, 9.5 h.p. Scintille.
- 342 H. J. Aldington, 11.9 h.p. Frazer-Nash.
- 357 F. B. Robinson, 11.9 h.p. Frazer-Nash.
- 392 B. G. Bearman, 13.9 h.p. Morris-Oxford.
- 413 E. H. Grimsdell, 12 h.p. Alvis.
- 414 J. G. Richards, 16.9 h.p. Metallurgique.
- 419 P. C. Richards, 16.9 h.p. Rollin.
- 421 W. D. Hawkes, 32 h.p. Auburn.

* Denotes travelling marshal.

"Circular"

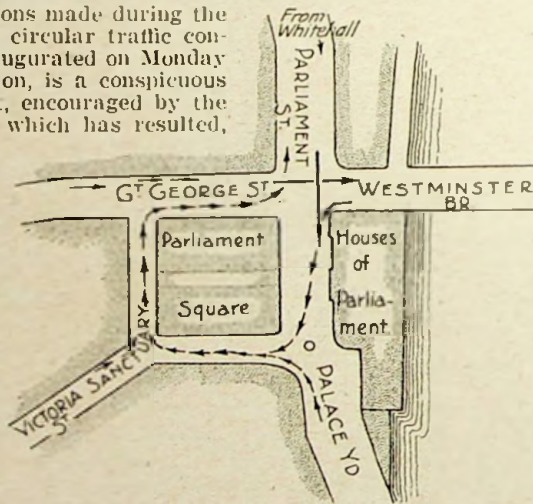


If one may judge by observations made during the busiest hours of the day, the circular traffic control experiment which was inaugurated on Monday last in Parliament Square, London, is a conspicuous success, and it seems likely that, encouraged by the far smoother working of traffic which has resulted, the system will soon be adopted not only in Parliament Square, but at other busy centres in London and the principal cities of the country.

Briefly, the system consists of making traffic turn left directly it enters the control area from a side turning, but there are exceptions as will be shown later. After turning left drivers follow round in a clockwise direction until they reach the turning they wish to take, when they swing easily out of the stream.

Traffic flows in one direction only and automatically regulates itself. Time is saved because there is none of those irritating hold-ups which are a very aggravating feature of point control.

Exactly how the arrangement works out in practice will be understood if an actual example is taken. Let it be assumed that a driver approaching Parliament Square from Westminster Bridge wishes to turn into Parliament Street, leading to Whitehall. Under the ordinary regime he would, having obtained the consent of the policeman on point duty,



The panoramic view shows, by arrows, the direction taken by all traffic entering the square. The arrows have been drawn in by the artist and must not be confused with the real official arrows on the road surface. The short arrows in the plan show, as an example, how traffic from Westminster Bridge, Palace Yard, Victoria Street and Great George Street, passes into Parliament Street for Whitehall.

merely swing right, but under the circular traffic control system he would turn left as though making for Palace Yard, and, travelling in a clockwise direction, would traverse the four sides of the square, turning left into Whitehall within a few yards of the spot where he turned left in the first place.

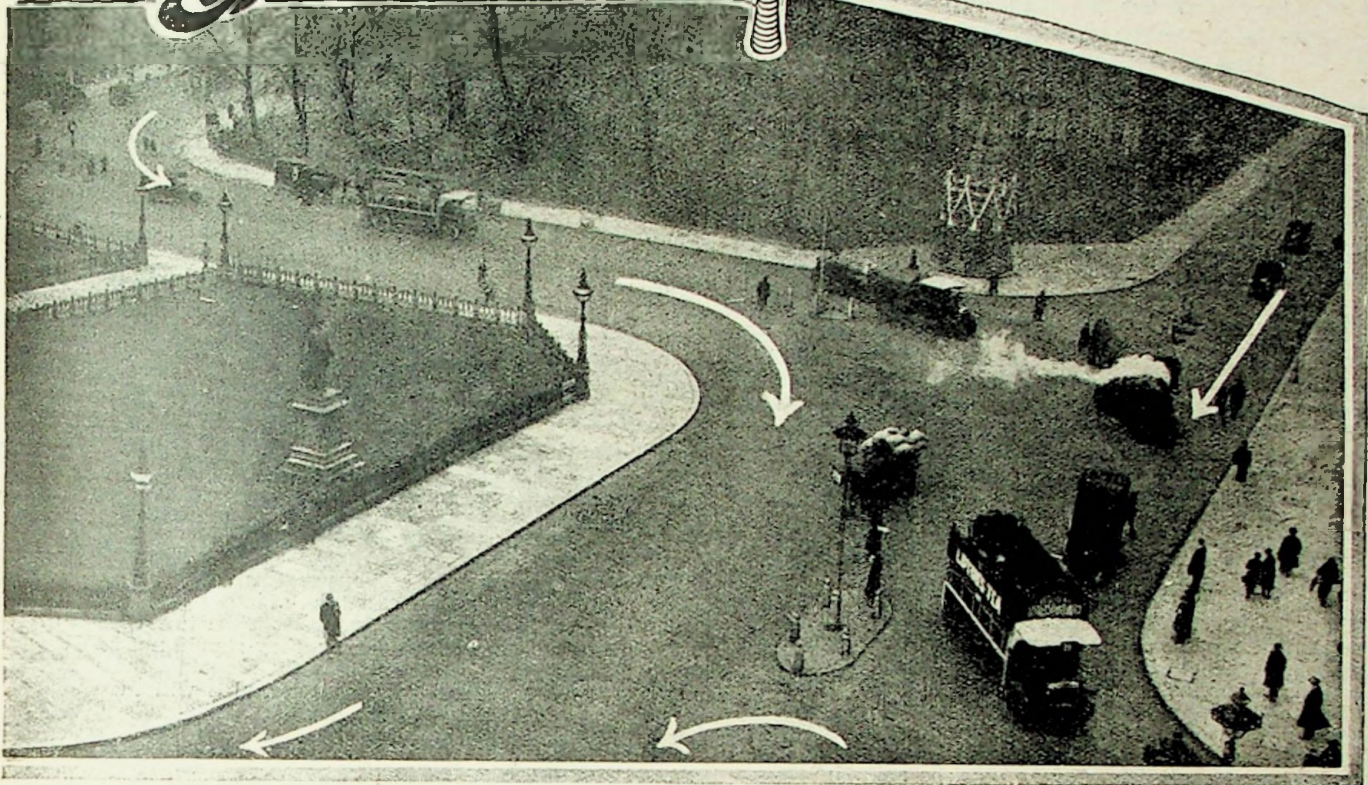
This may appear to be a quite unnecessary waste of time and energy, but it must be remembered that his progress would be uninterrupted, and that, on the average, he would probably travel from Westminster Bridge to Whitehall in a shorter space of time than that occupied under the point control system. Obviously, where the two roads are closer together, the advantage will be even greater.

There appears to be one difficulty in connection with the scheme as it operates in Parliament Square. Traffic wishing to cross from Great George Street to Westminster Bridge has to intersect that wishing to cross from Parliament Street

to Palace Yard, and at this junction—as indicated by the heavy arrows in the site plan—point control is essential during the busy hours.

The flaw, if it can be so described, is due to the peculiar traffic conditions which exist at this junction.

Traffic Control



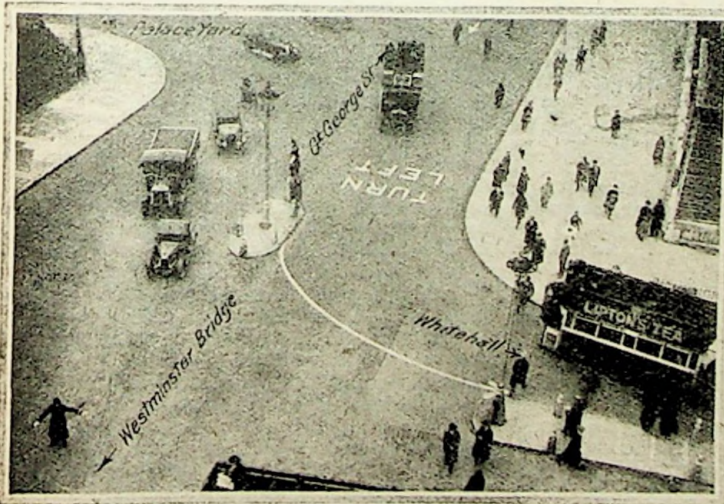
One rather novel feature is that within the "magic circle" there is no right or wrong side of the road: in fact, until a turn to the left is meditated, the traffic automatically hugs the wrong side of the road so as to permit easier ingress of other traffic.

During our observations we were struck by the ease with which drivers automatically adjusted themselves to the new conditions: for, although they were guided by large white arrows painted on the road surface, the conditions were so different from those which exist normally that there were in evidence all the elements for a really first-class traffic mix-up.



A UNIQUE SPECTACLE.

In the photo, on the left we have the unique spectacle of traffic swinging round the "wrong" side of a central refuge. Within the control area there is no right or wrong side of the road. A point duty policeman is seen on the extreme left, his mission being made clear in the text and by the site map. (Oval) The public are taking a great deal of interest in the experiment and "lunch time lookers-on" are very numerous.



REALLY DIRTY JOBS—

—AND HOW TO TACKLE THEM.—HOW TO DRESS—A "LAND DIVING SUIT"—PROTECTING AND CLEANING THE HANDS.

TO most owner-drivers keeping a car in good order is pleasant work, providing that the various jobs which have to be done are not of too dirty a character. Unfortunately, however, the car has not yet been built which can be oiled and adjusted in white kid gloves, and some of the work which falls to the lot of a careful owner is really "messy."

Often, for instance, there are little adjustments which can be made only by crawling under the chassis, such as tightening the nuts on a rear universal joint or charging the leather gaiter which covers the splined joint. The brake spindle greasers may be really accessible only from under the car, whilst a rattling exhaust pipe points to the necessity for tightening up the clips which hold it to the chassis—another job which must be tackled from beneath.

When Access is Difficult

On most cars the clutch spigot and withdrawal mechanism require lubrication periodically, and sometimes can be reached only by lying on one's back; whilst, as a final example, one may mention draining the sump.

To tackle any of these jobs half-heartedly is foolish, and may, indeed, be nothing more than a waste of time. The owner at the outset must be determined to tackle the work systematically, and he must be suitably clad. A boiler suit or an old lounge suit specially set aside for the purpose are equally satisfactory.

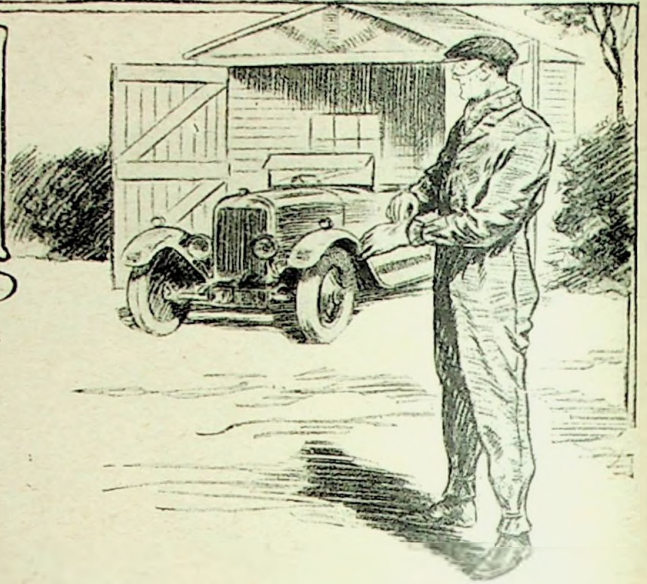
The sleeves at the wrists should be tied with string to keep them out of the way and shirt sleeves may with advantage be rolled above the elbows. A tight-fitting cap should be worn and a light muffler tied round the neck, whilst last, but not least, for working beneath the car it is an excellent plan to wear goggles.

In a "land diving suit" of the kind described the dirtiest jobs can be tackled with the greatest degree of comfort that is possible under the conditions which necessarily rule.

For a matter of eighteenpence or so it is possible to



If gloves are not worn—and they are often inconvenient—the nails may be partly protected by scraping them across a tablet of soap. This will prevent dirt finding its way under the tips.

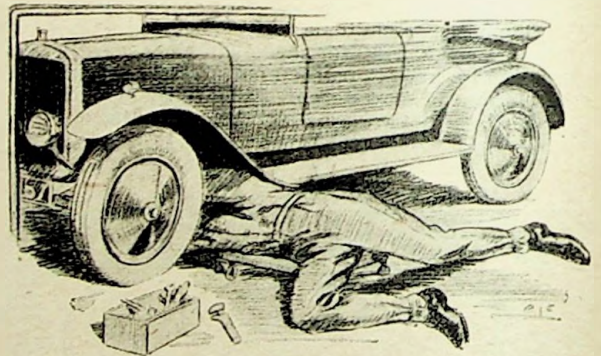


Preparing for action. The boiler suit is tied at the hands and wrists, a muffler protects the neck and goggles are worn to prevent particles of grit from finding their way into the eyes.

purchase what are known as housemaid's gloves. The latest examples of these are fitted with leather grips for the fingers; but if amateur mechanics consider that they hamper the free use of their hands, they should not be above protecting their finger nails by scraping them across a tablet of soap—a precaution which will save quite a lot of scrubbing afterwards.

The Inspection Pit

A boiler suit is preferable to a lounge suit, for "blues" can be washed fairly easily, and, further, they can be slipped over an ordinary suit, thus saving time. Again, one's ordinary jacket can be removed when a boiler suit is worn, thus giving far greater freedom for the arms.



This sketch plainly indicates why an elaborate costume like that illustrated in the heading picture is necessary. It prompts the question: why cannot the sump plug be made more accessible on all cars?

An inspection pit is a luxury of which the home garage seldom boasts; but when the plans are being prepared for a private building of this nature it will be found that the extra cost of including a pit in the specification is comparatively small. If you are fortunate enough to have a pit, remember that cleanliness is next to godliness.

Only too often oily rags, paper and all sorts of "junk" accumulate on the floor of the pit, which soon becomes a danger to the health of anyone who has to work in

it. A warning of another kind is called for also; never have a naked flame in an inspection pit. Petrol fumes, being heavier than air, sink into the pit and gradually fill it with what may easily become an explosive mixture. These fumes do not disperse quickly, and, for safety's sake, some form of ventilating shaft entering the pit at the bottom and in direct communication with the open air is advisable if not absolutely necessary.

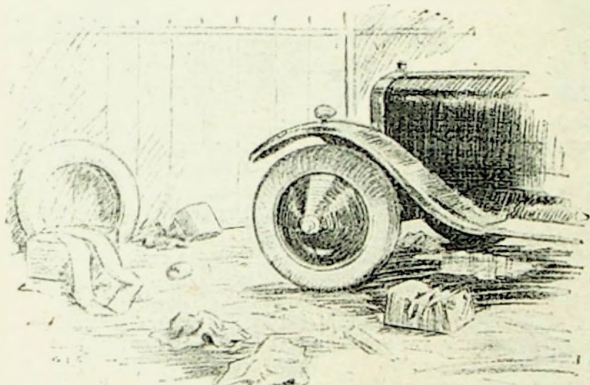
There are a number of essentials for really satisfactory working under a chassis, one of the most important in the absence of a pit being a "creeper." This, in its simplest form, is a flat board with a small cast-iron wheel at each corner, upon which one can lie and push oneself backwards or forwards.

In a more elaborate form the creeper has a cushion top and casted wheels, so that one can move about in any direction. Anyone with the rudiments of carpentering knowledge at his disposal should be able to make a creeper which will give just as satisfactory service as the most expensive article that can be bought. Arm-chair casters work admirably.

A Few "Essentials."

Among essentials are rags, paraffin and a stiff brush. The rags should be graded into clean and dirty, the latter being used to clean off mud, oil, and so on, after it has been loosened or partially removed by the use of the paraffin brush. The paraffin should be carried in a flat and fairly large container, which can be kept under the particular parts which are being cleaned so that the superfluous paraffin will drain back into it.

It is a mistake to trust to the magic properties of paraffin alone when the parts to be cleaned are thickly coated with a mixture of mud and grease. On these



An untidy garage is a hindrance when any kind of work has to be done on the car. Rubbish should be thrown away; useful articles stored in their proper places.

occasions an old table knife will work wonders, skimming off the dirt and leaving the parts beneath so clean as to require only a final wipe over with a piece of paraffin-moistened rag.

To tackle a dirty job in the cleanest possible manner is one of the best ways of doing it in the shortest space of time and in the most satisfactory manner. If the owner has "saved up" a few jobs which necessitate crawling beneath the chassis or using the inspection pit, as the case may be, it is an excellent plan to have the car washed thoroughly as a preliminary, and, although a washer seldom regards the removal of dirt from the underside of the crankcase, and so forth, as part of his job, he will at any rate pave the way for the final cleaning operations which have to be carried out.

Whilst working under the car it is more than probable that one will come across traces of rust on certain parts where its presence is undesirable, and one will feel in a far happier frame of mind if the rust is removed and a coat of some suitable protecting medium, such as black enamel, applied. The oppor-

tunity should not be missed of "trying" all the accessible parts for slackness, and if any show the slightest signs of being loose they should, whenever practicable, be tightened up.

Examining a "Suspect."

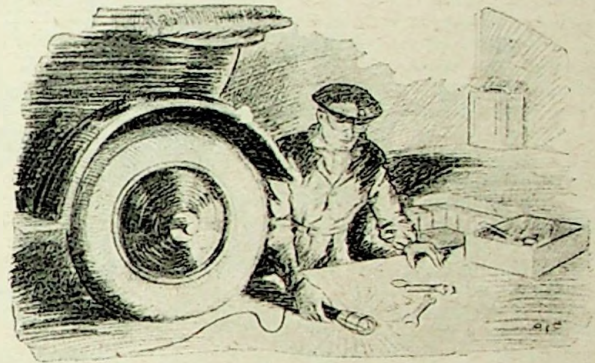
With the paraffin tin and brush handy it is comparatively easy to clean any suspected nut or bolt, and examine it at close quarters, for slackness is not always caused by a loose nut and investigation always pays.

A final hint for the comfort and convenience of the amateur mechanic may be given. Creepers are seldom fitted with any form of headrest, but a support of this description will rob an awkward job of much of the discomfort it frequently causes. Any sort of headrest will do; in an emergency a petrol or oil tin laid flat will serve admirably, especially if an improvised pillow is placed in position to take off the "hardness" of the tin.

Here are a few "condensed" hints that may prove of service when really dirty jobs have to be tackled:—

An ordinary brush of the type supplied with pots of paste makes a good paraffin brush.

Newspapers tied round the legs and acting as gaiters



Never use a naked flame when working in an inspection pit. If an electric lamp is available make sure that the bulb is guarded by a wire cage.

are an admirable protection against grease and dirt when a boiler suit is not worn.

A brazing brush, which has bristles of stiff, flat wire, is excellent for cleaning the waterside of the sump or other places where caked oil and mud usually collect.

If a "creeper" is not available, the operator should lie on sacking or an old mat, especially when the floor is of concrete.

Adequate illumination is half the battle. In the absence of an inspection lamp a pocket flash lamp will often enable a satisfactory examination of any particular part to be made.

Oily rags need not be thrown away. They make good fire-lighters, providing, of course, that they are not damp.

Let us now assume that the work has been concluded, that the tool kit has been tied up and put away, and that there remains nothing for the owner-driver but to make himself presentable once more.

Really hot water is the secret of the easy removal of dirt from hands and face, no matter what is used as a basis for getting rid of oil and grease. There is a selection of patent hand cleansers on the market, and nearly all of these will be found to work well; but in the absence of any special preparation of this kind it is a mistake to use paraffin or petrol. These have to be applied fairly liberally if they are to get all the dirt out of the lines of the hands, and both are injurious to the skin. It is far better to fall back on the domestic stock and use one of the powdered preparations which are sold for cleaning pots and pans. These, when used with ordinary soap, will work into a good lather, whilst if a nail brush is also called into play an even more satisfactory result will be obtained.



A NEW VACUUM BRAKING SYSTEM.

AMERICAN INVENTION WHICH PNEUMATICALLY SUPPLEMENTS THE PRESSURE EXERTED BY THE DRIVER ON THE BRAKE PEDAL OR LEVER.



INADEQUATE braking power is not a failing of the average light car, the strength of the driver being sufficient in practically every case to apply the brakes satisfactorily. At the same time a considerable amount of energy is used for this purpose during a journey, and devices which reduce the effort required go far to lessen driving fatigue. The servo principle, in which the momentum of the car is used to apply the brakes, is already well known to our readers, while vacuum-brake operation is gaining in favour on large cars.

A new application of the latter principle is embodied in an American invention known as the B. K. Booster brake. This device is so small and light that its weight is only 13 lb.; yet it is capable of adding a pull of 360 lb. to the pressure which can be applied by the driver.

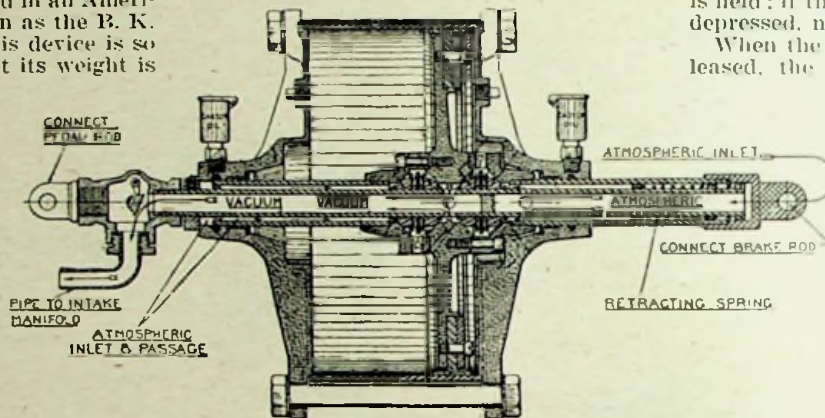
As will be seen from the illustration, the Booster brake consists of a short cylinder, 7 ins. in diameter, through which passes a hollow sliding shaft mounted in long bearings at each end. This shaft is provided with suitable ports. One end of it is connected with the brake lever or pedal and the other end with the brake rods. On the centre of the shaft, within the cylinder, is mounted a piston, and, by means of a by-pass at one end, connection is made by pipes with the intake manifold of the engine.

When the engine is running, the suction produced is used to withdraw air from the interior of the cylinder on both sides of the piston, so that normally the piston has a vacuum on each side of it. Suitable valves

enable either side of the piston to be connected with the atmosphere or with the intake manifold as required, this valve operation being entirely automatic and brought into play by the movements of the shaft.

When the brake lever is moved towards the "on" position the shaft is drawn forward, and, in doing so, the valve which admits air to the rear of the piston is opened and atmospheric pressure pushes the piston forward, thus adding power to the pull of the brake lever or pedal. Directly the pedal movement stops, the valve closes and the pressure is held; if the lever is still further depressed, more air is admitted.

When the brake pressure is released, the backward movement of the shaft opens the rear cylinder to the vacuum pipe, which quickly exhausts the air within it and restores the vacuum on each side of the piston; if the brake lever is moved back rapidly air is admitted to the front side of the piston, thus forcing the brake off very quickly.



A sectional drawing of the B. K. Booster Brake, showing the air passages and the hollow sliding shaft carrying the piston.

The cylinder, it is claimed, is easily fitted to any chassis, as it is provided with brackets by which it may be attached to one of the side members of the frame, being secured in such a way that the sliding central shaft is in line with the brake connections already existing.

It should be noted that the B. K. Booster brake is designed rather to supplement the power applied by the driver than to operate the brakes entirely, although, of course, it does the majority of the work.

EXHAUST GAS POISONING.

DURING the winter months the all-important question of exhaust gas poisoning cannot be given too much consideration and attention by the motorist when working in the home garage. The main point to consider is never to start up the engine and keep it running without ample ventilation. The average small garage is not usually well ventilated, and with the cold weather we have been experiencing of late too much ventilation is not at all comfortable while working in the garage.

Carbon-monoxide gas, which is present in the exhaust of all car engines, has been known to be the cause of many deaths, as, being odourless and smokeless, it does not give warning of its existence until it has the victim in its clutches. For instance, in the late war many hundreds were gassed by an explosion of T.N.T., which contained 60 per cent. or more of carbon-monoxide. Of course, the carbon-monoxide content of a motor-engine exhaust is only small, but it becomes fatal when human beings or animals breathe certain quantities of it in a confined and unventilated space, such as a small garage.

B20

Carbon-monoxide poisoning results from breathing air that has been contaminated with that gas, and it is the writer's intention to set forth useful information on symptoms and how to act in cases of carbon-monoxide poisoning. This information has been furnished with the help of a well-known authority on such cases, and should be carefully read and memorized.

In carbon-monoxide poisoning the most important thing is to get the gas out of the patient's blood as quickly as possible and to get oxygen into the blood instead. The victim should be immediately removed into the fresh air and, if possible, to a warm place. So soon as he begins to breathe pure air, a good deal of the monoxide is exhaled and the blood slowly resumes its normal oxygen-carrying function.

Often this gradual elimination is too slow; it may require from nine to fifteen hours, during which time serious developments can take place. Medical assistance should, of course, be called; in the meantime, however, a good deal may be done to assist the patient to obtain a greater supply of oxygen. This is done by

rolling him on his stomach, with the face to one side so that the nose and mouth are free for breathing. A successful scheme is to locate the victim so that one of his hands is under his chin while the other is extended straight out beyond his head. This position tends to expand the lungs, and it is the posture which is commonly advocated in the resuscitation of apparently drowned persons.

How to Restore Breathing.

Just as in the water rescue, the operator should straddle the patient's body, facing his head and resting the palms of his hands on the loins—the muscles of his back—with the thumbs nearly touching each other and the fingers spread over the lower limbs.

With arms held straight, the operator now swings forward so that the weight of his body is gradually brought to bear on the victim. The act should take about two seconds. Then, leaving the hands in place, he swings backwards and forwards, causing one complete respiration about every four seconds. This attempt at restoring breathing should be continued until the patient begins to breathe, or at least for three hours.

Occasionally respiration restored in this manner will stop again, and this should be watched for. In such case the procedure must be gone over again. Another essential point is to keep the victim flat; if it should become necessary to transport him to another place, it is best to carry him on a stretcher, or even on a board. No liquid should be given until consciousness has returned.

Upon arriving, the physician, if he finds the victim still in a state of coma, may administer oxygen. Inhalings of pure oxygen will remove the carbon-monoxide

four times as fast as will ordinary air. Still better results are said to be obtained by having the patient breathe a mixture of 5 per cent. carbon-dioxide in oxygen. Pure oxygen, however, is more easily obtained, because it is used in industry and by the health authorities, as well as by the rescue personnel of fire departments.

While respiration treatment is being administered, the circulation of the blood should be aided by rubbing the limbs and keeping the body warm with blankets, hot-water bottles, heated bricks or other devices. This helps in tiding the body over a period of low vitality. Other stimulants, such as hypodermic injections of caffeine, sodium benzoate, or camphor in oil, should be given only by the physician after he has considered the possibility of over-stimulation and the likelihood of consequent collapse.

There is a record of instances in which persons poisoned by carbon-monoxide have been saved by direct blood transfusion.

Avoiding the Danger.

To quote a well-known proverb, "Prevention is better than cure," and owners will do well to consider how the danger may be avoided. The obvious way is never to run the engine in a garage, but this is scarcely practicable in the case of owners who carry out their own adjustments. The best plan, therefore, is to slip a length of flexible tubing over the exhaust pipe, the other end of this tubing being led to the open air. Failing this, all doors and windows should be opened and the engine not left running any longer than is necessary. Where it is possible to extend the exhaust pipe, it will be found that metallic tubing is better than rubber hose. F.G.B.

CARRYING TWO SPARE WHEELS

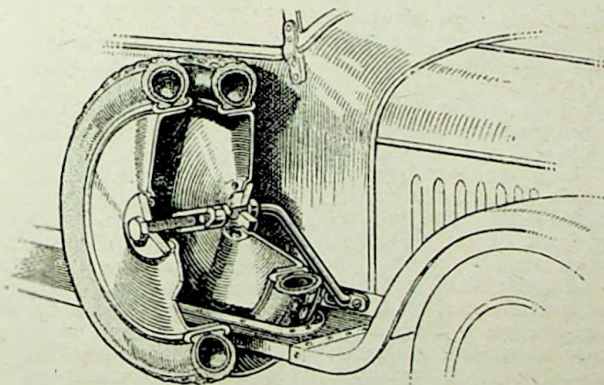
IMMUNITY from tyre trouble is never more desirable than when fairly long journeys have to be undertaken in winter. Punctures cannot be prevented, but the carrying of two spare wheels will make it far less likely for annoying and messy roadside repairs to inner tubes to be necessary.

An extra wheel can always be obtained from the manufacturers of the car, but the carrying of it sometimes presents a difficulty.

With sports cars one finds frequently that the spare is carried on the tail; in this case an extension piece can be made which will screw over the existing anchorage stud so that two wheels instead of one can be clamped in position. The extension may be made conveniently from tubing internally screwed at one end to go on the existing stud and at the other to take a set-screw.

On touring cars it is usual for the spare to be fitted up on the running-board which has a well into which the lower part of the wheel drops. Obviously the extra wheel must be placed outside the well. The disadvantage is that unless some form of supplementary support is made, the extension piece upon which the wheels are mounted may have to carry all the weight of the extra wheel; but it must not be forgotten that if the original spare fits snugly into its well so that the running-board really acts as a support for it, it will in turn be the means of supporting the second wheel, and no auxiliary bracket will be strictly necessary.

When the spare wheel is carried well forward on the running-board so that part of its circumference is sunk into the wing, the problem is not so easily solved, but this arrangement is seldom adopted on light cars, and does not, therefore, call for particular mention. If a second spare is fixed as shown, care will be needed when driving through narrow gateways.



Showing how the extra wheel may be mounted, by means of a screwed extension, on the same bracket that carries the existing spare.

Where difficulty would be experienced in fixing up a second wheel on the existing spare-wheel carrier, an endeavour should be made to house the extra wheel in the dickey. Nowadays most dickey-seat cushions are removable and are seldom wanted on a long tour when two people only intend to make the trip. If the cushion be taken out there will be plenty of room for another wheel, and it will still be possible to close the lid of the dickey.

Failing an extra spare wheel, the long-distance winter tourist should make a point of equipping himself with a spare tube and, if

possible, a spare outer cover. The former can be packed neatly and carried in the tool locker; the latter can be lashed in position beside the ordinary spare wheel. It would not be out of place here to suggest that far less trouble in connection with wheel changing will be experienced if owners take the trouble to go over their tyres periodically, extracting flints and "stopping" cuts and gashes. Remember also to grease the hubs whenever the wheels are changed, and thus prevent the likelihood of rust.

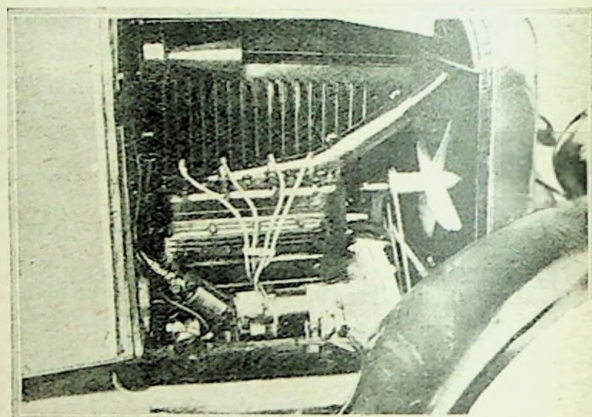
Road Tests of 1926 Models.

The N.A.H.P. Citroën

Road Impressions
of the Latest £210
Full Four-seater.



Very complete equipment is a feature of the latest Citroën models. The engine is one of the few in the light car category which still employ a fan.



ALTHOUGH largely of French manufacture, there is so much essentially English about the 11.4 h.p. Citroën that there are doubtless many folk in this country who believe it to be of British origin. The chassis are actually manufactured in a giant works on the banks of the Seine, under the control of M. Andre Citroën, who, immediately after the war, transformed his huge munition factory into a car works and presented the world with a small car, the name of which has become a byword.

In a highly standardized job such as the Citroën, radical alterations from year to year are not to be expected, thus the chassis for 1926 differs from that of last year in four points only. These are the fitting of aluminium pistons in place of cast-iron, a stouter crankshaft, larger and more powerful brakes, and an improved steering layout incorporating a bigger reduction between the wheel and the steering arm.

The particular model which was placed at our disposal by Citroën Cars, Ltd., for an extended test was a four-seater with English body, the price being £210 and the equipment so complete as to make that figure one which represents surely the last word in value for money.

Exceptional Equipment.

The body is graceful in outline, sturdily constructed and well finished. It is essentially of the heavy but comfortable type, the car as a whole weighing, unladen, 18 cwt. The equipment includes a six-panel rear windscreen with aprons, driving mirror, Boyce Motometer, Folberth automatic windscreen wiper, electric horn, Citroën combined filler cap and petrol gauge which can be read from the driving seat, clock, speedometer, licence holder, dash lamp, oil gauge, strangler, Hartford shock absorbers at the rear and an adequate kit of tools housed in a commodious mahogany tool box firmly anchored to the off-side running board, where it is easily

accessible. This contains, amongst other items, a very handy inspection lamp and a grease gun for chassis lubrication.

The front windscreen is of the two-panel type, whilst the lighting system is of the five-lamp order and an electric starter is fitted. When it is added that there are four doors, all with pockets, ample legroom both front and back, space for two adults and a child to sit in comfort at the rear, deep comfortable cushions and squabs and rigid all-weather equipment, it will be seen that the purchaser is being given the benefit of every penny of the purchase price.

Before dealing with the performance of this car on the road, it might be as well to refresh the memories of our readers with a brief review of its specification. The four-cylinder water-cooled engine (68 mm. by 100 mm., 1,453 c.c., tax £12) is built as a unit with the single dry-plate clutch and three-speed gearbox, the anchorage of the whole being of the three-point order. The ratios are 4.4, 8.1 and 14.1 to 1.

An open propeller shaft transmits the power to the Citroën "herring-bone" final-drive gear, which, of course, incorporates a differential. Steering is by worm and sector—irreversible—whilst the suspension all round is by quarter-elliptic springs, those at the rear being duplicated, and superimposed. The equipment includes five Michelin detachable disc wheels, with Comfort tyres.

The brakes are of the internal-expanding type, and the Citroën is one of the few light cars in which this principle is adopted for the transmission brake, which

is just behind the gearbox. Incidentally, the brake drums are heavily ribbed to dissipate heat.

We may very appropriately start to describe our impressions of 400 miles' running by dealing first with the really efficient electric starting mechanism. From dead cold the engine springs into life at the merest touch on the starter button, which is operated with the left heel, the right toe being kept on the accelerator and the left hand free to operate the strangler.

The slow-running adjustment is mounted on the dashboard itself. It might, with advantage, be brought up to the fascia board so that it is more accessible. We must admit, however, that we had no occasion whatever to adjust it during our test, the one setting serving admirably both for starting from cold and for idling when hot. Incidentally, it is somewhat surprising to discover, after one has found how merrily the starter swings the engine, that the electric system is of the 6-volt and not the 12-volt variety.

More Comfort Than Speed.

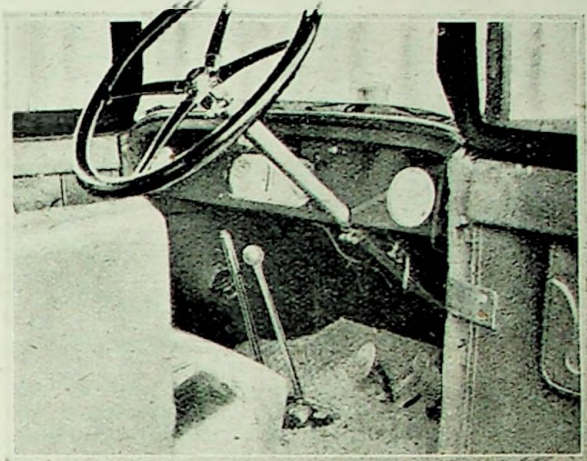
Both brake and gear lever are central, but in providing a deep and comfortable seat the makers of the English body have rather robbed the driver of easy and complete accessibility to them, particularly when the gear lever is in the second-gear notch. The gears, of course, are operated with the ease characteristic of the Citroën, the clutch is light and smooth in action, and the general driving position is most restful.

Unquestionably the steering has been improved, but here let it be said that the car which we took over from Citroën Building, Brook Green, Hammersmith, London, W.6, had only 100 miles to its credit and it was undeniably stiff. It was refreshing to discover as the mileage mounted up that the car became easier to control and far more lively.

It would be fair to say that this model, as it stands, is one which has been produced more from the point of view of comfort than speed. We found that the best m.p.h. was just over 40 and that 37-38 m.p.h. was really the most comfortable maximum speed. Again, 20-25 m.p.h. was about the limit in second gear, whilst 10 m.p.h. was probably the limit in first.

Within a few hours of leaving Brook Green we were

heading northwards over treacherous, icebound roads, our headlamps piercing the inky blackness of a real December night—and what excellent headlamps, too. They threw a well-focused and brilliant beam, which allowed us to cover some 24 or 25 miles in every hour, and when we struck those icy films which were the undoing of more than one motorist during the Christ-



The door on the driver's side is a great convenience, entry or exit being easy without disturbing one's passenger. The controls follow standard Citroën practice.

mas holidays, it was found that the well-defined pattern and the large area of the Michelin balloon tyres helped the car to hold the road in a very reassuring manner.

Needless to say, in anticipation of snow or sleet showers—definitely promised in the previous night's bulletin from B.L.O.—every scrap of all-weather equipment had been erected, and very warm and snug it was as we sped along the bleak North Road.

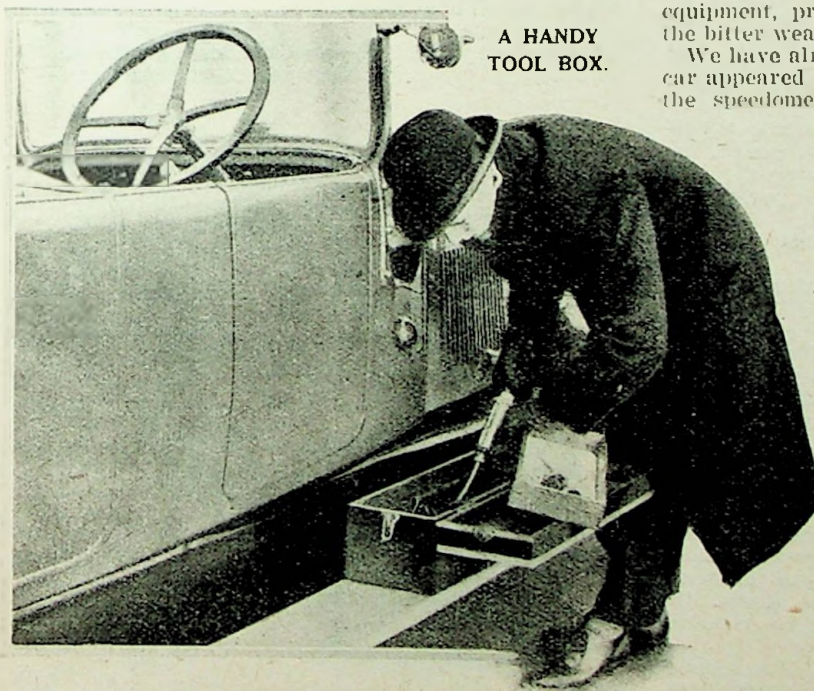
On the ensuing days a number of cross-country trips were undertaken, but we had no desire or even temptation to lower the hood and dismantle the all-weather equipment, preferring to guard against the effects of the bitter weather and travel in maximum comfort.

We have already intimated that in the first place the car appeared to be stiff and somewhat unwieldy, but as the speedometer approached the 300-mile mark the major part of the stiffness had vanished and we began to appreciate the far better acceleration and hill-climbing which are made possible by the aluminium pistons.

The brakes were beyond reproach; the foot brake, if anything, a little too powerful, but this obviously leaves a useful margin for that slight neglect which nearly every car has to suffer and we have no adverse criticism to offer on that account.

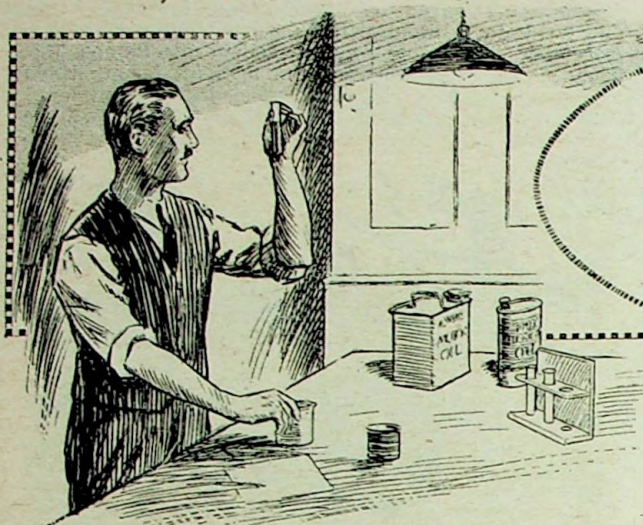
Few cars on the British market can lay a more legitimate claim to being real family models than this four-seater Citroën. Cheap in first cost, commodious, riding very comfortably and—in parentheses be it said—without even a suggestion of rolling on corners, well equipped and giving a petrol consumption of some 35 miles to the gallon, it represents a proposition which must undeniably attract a large section of the motoring community.

In addition to the model which we tried, the range of 11.4 h.p. Citroëns includes a three-seater, £165; three-seater, £180; two-seater, £205; saloon, £245; three-seater coupé, £275; coupé with dickey, £290; landaulet, £295.



A HANDY TOOL BOX.

The essential running tools are carried in a polished mahogany chest fixed to the offside running board. The contents include a spot-light and a grease gun; for small articles there is a shallow lift-out tray.



SIMPLE TESTS FOR LUBRICANTS.

HOW TO GAUGE THE CONDITION OF THE OIL IN AN ENGINE SUMP.

By Dr. A. H. STUART.

ONE of the jokes frequently made against early petrol engines was that the oil consumption was approximately equal to the petrol consumption. This fault has, in recent years, been eliminated to a large extent, and the actual consumption of oil (i.e., the amount which disappears) in a modern engine is relatively very small.

In spite of this welcome advance, there still remains the problem of changing the oil in the sump. The makers of a car usually advise draining the sump every 1,000 miles or thereabouts. Advice of the same order is given by the oil companies. In either case, the condition of the engine and the manner in which it is driven and maintained are not taken into consideration. Yet these influence the lubricating properties of the oil very considerably. It is, therefore, proposed to describe one or two simple tests by which one can gain a very definite estimate of the quality of the oil after it has seen a certain amount of service.

It must be understood, in the first place, that oil may lose its power of lubrication through one or more of three causes.

(1) Oil may be partially charred and carry particles of carbon and other impurities in suspension. In other words, it becomes "dirty."

(2) The oil may be diluted by petrol which has entered the cylinders in liquid form (through the much condemned practice of priming, or through an inefficient induction system) and has passed the piston rings and drained to the sump.

(3) Water may have reached the sump through a bad joint in the water-jacket.

It may seem to be bordering on the ridiculous to suggest a test for the presence of dirt. Of course, if dirt is present in quantities large enough to clog up the filter there is no doubt about its being sufficiently contaminated to require changing. But, apart from this extreme case, it is not easy to estimate the extent of the presence of dirt by merely looking at the oil in bulk.

Comparing Old With New.

A good plan is to place *one drop* of it on a clean piece of white blotting paper, placing beside it another drop of clean oil of the same grade. If the paper is now held before a bright light, the two spots appear as more or less translucent discs and the presence of dirt (if any) in the former is plainly seen and its relative amount and character easily estimated.

The dilution of lubricating oil by petrol is a serious matter. Most oils (*all* the mineral oils, in fact) are readily soluble in petrol, and the presence of petrol has the effect of materially reducing the viscosity of the lubricant.

Now, the importance of having an oil of suitable

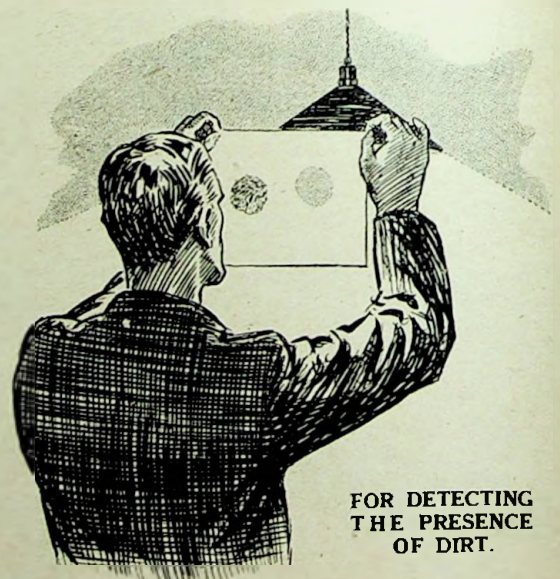
viscosity has been much discussed, and although it is admitted that a suitable viscosity is not the *only* property called for in a lubricant, it is a very necessary property, without which other merits would be useless.

Most bearing surfaces work under considerable pressure, which, of course, tends to squeeze out the film of oil separating them. It is the viscosity of the oil which resists this squeezing-out effect. Apart, therefore, from its friction-reducing properties, an oil must have sufficient viscosity at the temperature at which the bearing works to resist being ejected by the pressure exerted. A greater viscosity than this is undesirable, because its effect is to increase resistance. We see, therefore, the importance of using (*and maintaining*) oil of the correct viscosity.

Viscosity Investigations.

To compare the viscosities of two oils is quite a simple matter, but to obtain the viscosity of a sample expressed in some definite unit is a much more difficult undertaking. However, the former is, fortunately, the problem with which we have to deal, and all that is necessary for this purpose is a short length of glass tube, about 10 mm. bore and 100 mm. long, drawn out at one end, leaving a hole about 1 mm. across. Two suitable points are marked on the tube, either by scratching with a diamond or by fixing two strips of stamp edging.

To use this simple appliance one merely fills the tube with oil and notes the time in seconds taken for the



FOR DETECTING THE PRESENCE OF DIRT.

A visual comparison between clean and dirty oil gives an accurate indication of the quality of the latter.

oil level to fall from A to B. This number is directly proportional to the viscosity of the oil.

In the writer's engine Mobiloil A is used in the sump. A fresh sample of this oil was run through a tube similar to that described, and the time noted was 82 seconds (this being the average of a few trials). A sample of the oil (taken from the sump after doing 2,000 miles (the makers of the car recommend changing at intervals of 1,000 miles) ran through the tube in 76 seconds, care being taken that the oil was at the same temperature in both tests.

For comparison we will take the viscosity of new oil as 100, when that of the used specimen becomes

100 × 76
82

= 92.5. One may gain some idea of the significance of this drop by the following facts:—The viscosity of all oils falls with a rise of temperature, and experiments on the oil in question gave these figures:—

Temperature in degrees F.	Relative Viscosity.
70	100
80	76
100	45
120	26
140	16
160	12
180	9

It will be seen that the fall of 7½ per cent. in the viscosity of the oil resulting from 2,000 miles' running was much less than the variations due to changes of engine temperature. It may be mentioned that every care is taken to keep liquid petrol out of the cylinders, and the engine is never primed.

In this connection the reader's attention may be drawn to the Skinner oil rectifier which is now fitted to some cars, notably the Rickenbacker straight-eight. In this appliance the oil, before it drains to the sump, is passed through a chamber which is maintained at partial vacuum and heated by the exhaust gases. The temperature is controlled at 150 degrees F. by a thermostat.

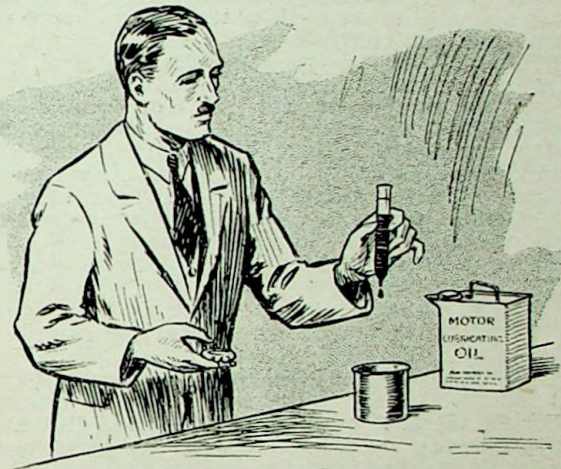
Under these conditions any petrol in the oil is distilled off and is passed to the induction pipe, while the oil travels through a filter to the sump for further use. It is claimed that a car fitted with the rectifier has been run satisfactorily for three years without changing the oil in the sump.

These facts clearly reveal the importance of rectification, and it is to be hoped that rectifiers will soon make their appearance on small cars.

Detecting Water.

The presence of water in any considerable quantity will, under the agitation of the engine, form an emulsion with the oil resembling mud, and no difficulty is experienced in recognizing it. The best test for small traces of water is copper sulphate or "blue vitriol." This substance owes its blue colour to the presence of water in the formation of the crystal. If a little blue vitriol is crushed, placed on a tray and left in a warm oven for an hour or two, the crystalline structure is destroyed and a powder, consisting of more or less anhydrous copper sulphate, is left. This powder is white. If a little of it is shaken up with a sample of oil, the powder will show a deep blue colour if a mere trace of water is present.

It should be borne in mind that if the anhydrous powder is left exposed to the air for a time, it will absorb moisture from the air and turn blue again. In this case it will need heating once more before it can be used for testing purposes.



A piece of glass tubing drawn at one end makes a convenient method of comparing the viscosity of used oil with new.

A SIMPLE FILING SYSTEM.

PROBABLY few subscribers to *The Light Car and Cyclecar* bind their copies of the paper. It covers such a wide field that only a page or two of each number are likely to be of use to any particular reader for future reference. Moreover, it is not usual to include advertisements, which often contain information worth keeping, in a bound volume, but every keen motorist should file pages likely to meet his special needs.

The best thing for this purpose is a large book-form file of the "wire-arch" type, with alphabetical index sheets. This kind allows any sheet to be filed without disturbing the rest and each sheet to be turned over independently. A punch is the only other necessity.

A simple and elastic method of indexing must be adopted to make the information readily accessible. The easiest way is to write on the top of the front of each sheet, first, in capital letters, the class to which its contents belong, secondly the subdivision, if any, in that class, and, finally, the detailed description.

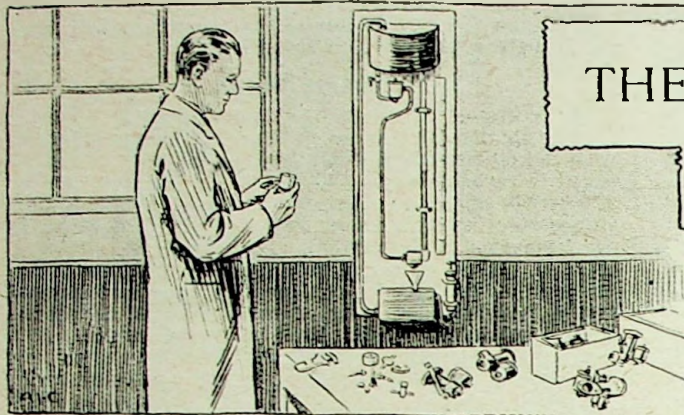
Thus, a sheet containing a description of the Solith carburetter should be headed "CARBURETTER, Solith." In this case no subdivision of the class is necessary. It is then filed under the index letter C. If the description covers two sheets, they must each be marked, i.e., "CARBURETTER, Solith 1" and "CARBURETTER, Solith 2," so that, if the second sheet were removed by mistake, there would be no difficulty about

putting it back, even though the letterpress contained no mention of the word Solith.

Every sheet referring to carburetters should be filed under the heading "CARBURETTER." A description of the Cyclone extra-air valve should be headed "CARBURETTER, Extra-air Valve, Cyclone." In this case the subdivision "Extra-air Valve" is necessary. A plain sheet of paper should also be filed, headed "EXTRA-AIR VALVE," followed by the instructions "See CARBURETTER, Extra-air Valve."

In the same way everything referring to tyres should be filed under the heading "TYRES." An article on vulcanizing, for example, is best headed "TYRES, Vulcanizing." But a plain sheet should be included under the index letter V, headed "VULCANIZING," followed by the instructions "See TYRES, Vulcanizing."

It often happens that two articles are described on one page, such as under "Interesting Accessories." Suppose descriptions of a Quickfill grease gun and a Beemlyte spot-light, both on one sheet, were to be filed. The page could be headed "GREASE GUN, Quickfill," and a plain sheet filed, headed "LAMP, Spot-light, Beemlyte," with the instructions underneath "See GREASE GUN, Quickfill." Possibly there might already be a sheet on file describing this spot-light. It would be sufficient to write the cross-index direction underneath the heading already on the sheet. P.R.



THE PRINCIPLES OF CARBURATION.

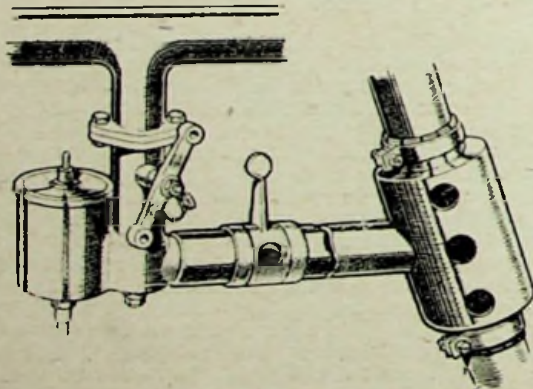
THE SECOND PART OF AN ARTICLE WHICH EXPLAINS IN SIMPLE LANGUAGE THE WHYS AND WHEREFORES OF A COMPLEX SUBJECT.

WE have seen the method adopted in a carburetter to produce a mixture of petrol and air in approximately correct proportions, and it will be understood that it is necessary for the mixture to be in a condition suited to the needs of the engine. These conditions may now be considered.

Before all else, it is necessary for the petrol to be vaporized, as the jet delivers it in the liquid form. It is well known that every liquid requires a definite amount of heat to convert it into a vapour, independent of that required to raise it to the boiling point. This heat is called the latent heat, and if it is not supplied externally it is taken from the objects immediately surrounding the locality in which the evaporation occurs. This, of course, results in a fall of temperature. The following latent heats may be useful for purposes of reference and comparison:—

- Water, 966 British thermal units per lb.
- Petrol, 250 to 288 British thermal units per lb.
- Benzole, 232 British thermal units per lb.
- Commercial alcohol, 520 British thermal units per lb.

For the petrol to be vaporized, therefore, it is absolutely necessary to supply to every gallon of petrol passing through the jet approximately 1,900 B.Th.U. of heat. This is equal to the heat required to raise about 14 gallons of cold water to the boiling point. The more readily this heat is supplied the more readily does the petrol evaporate, but the point to be remembered is that the petrol will not evaporate without it.



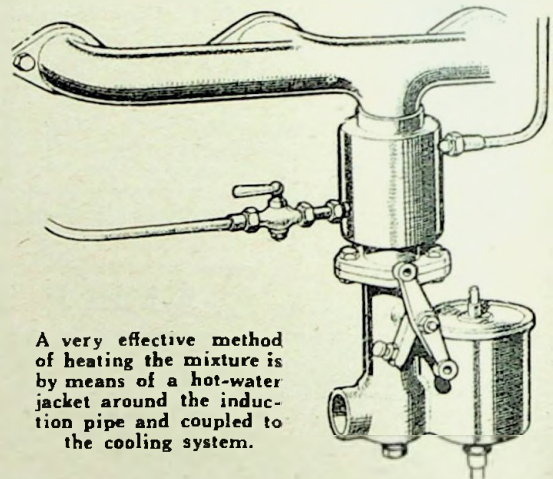
Vaporization is improved by coupling the air intake to a muff around the exhaust pipe, but a slight loss in charge weight might result from this method.

It can be proved that if no heat is forthcoming from external sources, a correct mixture of air and petrol will be cooled 33 degrees F. if the petrol is completely vaporized. Now, there are two important aspects of this question.

(1) Assuming that the petrol is all vaporized, this is all to the good, for the function of the induction stroke

is to get as much mixture into the cylinder as possible. "Much" here refers to *weight*, not volume, and as a cold mixture will be specifically heavier than one which is warmer, the reduction in temperature will be an advantage.

(2) On the other hand, at low temperatures the petrol will not vaporize so readily, and the mixture may reach the cylinder before the process of evaporation has had time to take place completely. This will tend to increase carbonization, and, in any case, will seriously impair the efficiency of the engine. Further, if the initial temperature of the air is less than 65 degrees F., it will be seen that, assuming complete evaporation, the temperature of the mixture will fall below 32 degrees F., and if the air contains much moisture (it always contains *some*) the result will be a deposit of hoar-frost in the choke tube and around the jet.



A very effective method of heating the mixture is by means of a hot-water jacket around the induction pipe and coupled to the cooling system.

In aeronautical work, where engines are called upon to work at the low temperatures of high altitudes, cases have occurred in which the choke tube has been almost completely obstructed by a deposit of hoar-frost, of course resulting in engine stoppage.

Thus it is necessary to heat the carburetter, but it is one of those difficult cases in which one is called upon to supply enough heat, but not too much. There must be sufficient to vaporize the petrol completely and prevent the formation of ice, but no more. Generally speaking, the case is met by placing the carburetter in some sheltered corner where some heat may reach it from the engine, but for certain classes of aeronautical work and motor work in cold climates something more is necessary. In such cases the choke tube is generally jacketed and put in circuit with the hot-water system.

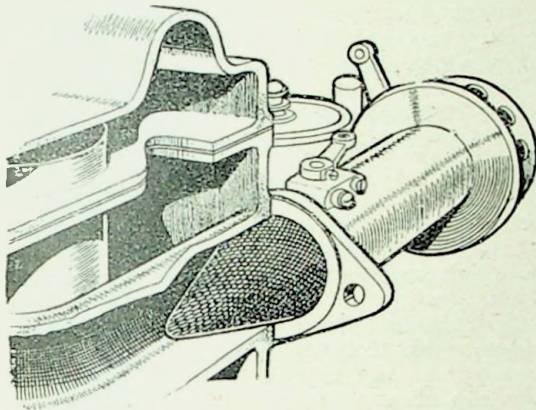
Perhaps one may add that the proximity of the carburetter to the warm engine, while quite necessary in cold weather, is not only unnecessary, but undesirable, in hot weather. There are many objections to moving

the carburetter to cooler summer quarters, but something may be gained by fixing a screen of asbestos or other non-conducting material to serve the purpose of intercepting the passage of the heat from the engine to the carburetter.

In the early days of petrol engines the mixture was supplied by a surface carburetter. This consisted of a tank holding a gallon or so of fuel through which air was drawn on its way to the engine, suitable provision being made for regulating the strength of the mixture. An improvement on this design was the wick carburetter, in which a number of wicks hung from a framework into the petrol and air drawn through this wick chamber became heavily charged with vapour.

An instrument of this type was a standard fitting on a famous luxury car until comparatively recently. Amongst the reasons which led to its abandonment were popular prejudice and the fact that it did not work at full efficiency with modern fuels, a much lighter spirit being required.

As the complete vaporization of the petrol is of supreme importance, we may profitably investigate the



A gauze cone of correct area fitted in the induction tract will improve vaporization by breaking up the petrol globules.

process which goes on in the immediate neighbourhood of the jet. Consider one drop of petrol. The only portion of this which can evaporate is the *surface*. The interior of the drop has no chance whatever. It is therefore necessary for efficient working that there should be the maximum amount of surface between the petrol and the air. In other words, the drops of petrol should be as small and as numerous as possible.

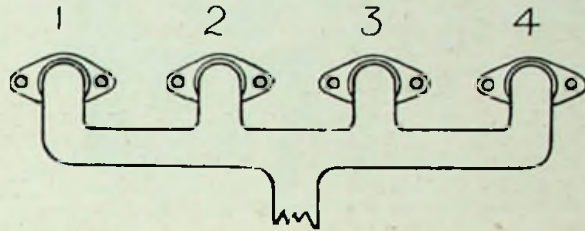
This condition is often produced by drawing a small quantity of air through the jet with the petrol, as is done in the common scent spray, thus delivering the petrol in the form of a mist. In addition to aiding the evaporation of the petrol this has a further advantage in reducing the inertia effect, with which we will now deal.

Induction Pipe Design.

Consider a four-cylinder engine with an induction pipe of the form shown in the sketch on this page. Let the firing order be 1, 2, 4, 3 and suppose that No. 2 cylinder has just completed its induction stroke. The next valve to open is No. 4, and behind it is a stationary column of mixture which has to be set in motion before any can enter the cylinder. This takes time and energy, owing to what is known as the inertia of matter. No. 3 cylinder is the next to perform a suction stroke, and when this valve opens it finds the mixture already in motion behind it, and therefore is able to take advantage of some of the work done by the piston of No. 4.

No. 1 cylinder bears the same relation to No. 3 as No. 4 did to No. 2. Hence we see that with this type of induction pipe there is a tendency for cylinders 1 and 4 to be starved.

This effect is very greatly enhanced if some of the petrol is still in the liquid state when it reaches this branch of the induction pipe. This is due to the very high inertia of a drop of petrol compared to that of an equal volume of vapour. Hence this indicates the importance of completely vaporizing the petrol, if there were no other reason.

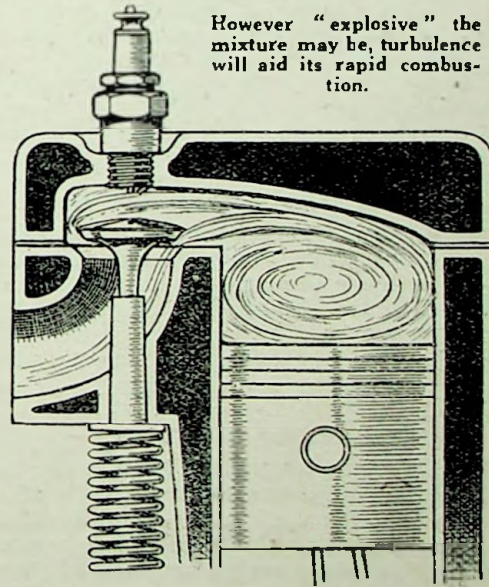


With an induction pipe of the shape depicted above there is a tendency for cylinders 1 and 4 to be starved.

In some cases where difficulty has been experienced an improvement has been effected by inserting a copper gauze cone between the carburetter and the induction pipe. Any drops of petrol larger than the mesh of the gauze are then caught on the wires of the gauze, and the rush of air through the meshes readily brings about the evaporation of the petrol.

Caution is necessary in applying this remedy, as it introduces additional resistance to the flow of the gas, and it is possible for the cure to be worse than the complaint. It is further necessary for the gauze to be securely fixed, as one case has come under the writer's notice in which the suction was sufficient to tear the gauze out of its fixing.

Generally speaking, one should impose as few obstacles as possible to the mixture entering the cylinder.



However "explosive" the mixture may be, turbulence will aid its rapid combustion.

Thus, all sharp turns in the induction pipe should be avoided. Inlet valves should be ample, but in this respect it is easy to jump out of the frying pan into the fire.

For efficient working—indeed, at high speeds for any working at all—it is necessary for the mixture to be in a state of violent agitation—to which the name "turbulence" has been given—at the moment of ignition. Turbulence is very largely produced by the gases passing through the comparatively constricted opening of the inlet valve, although, of course, the compression stroke contributes to the process.



RICH MIXTURE

Light Car Comment —
— and Advice.

By *Fours*

Medicinal Cures.

A CORRESPONDENT in a contemporary draws attention to the unique properties of eucalyptus as a polish for aluminium. This has prompted a friend to inquire into the possibilities of a "pharmacy for small fours"—he even anticipates the golden prospects of a commercial venture, thus:—

When your engine coughs and wheezes,
Comes too quickly to the boil,
Rub its valve chest (stop its sneezes)
With some camphorated oil.

Or perchance 'tis cold as mutton,
Merely shivers when you lean
On the starter-motor button—
Try some tincture of quinine.

Maybe other cars are faster:
Your car wants some "hotting up."
Just the thing! A mustard plaster,
Or some potent steaming cup.

There are lots of other cunning
Preparations you can try,
Guaranteed to keep cars running:
Won't you step inside and buy?

Away with Level-crossings.

FOLLOWING my recent remarks on the danger of railway level-crossings, the subject has been taken up in other directions, and questions have been asked in the House of Commons; but the matter must not be dropped. Unless we hammer away nothing will be done. Once again, then, I urge—away with the level-crossing.

Oatmeal for the Hands.

EVERYONE who looks after his own car knows that hands get ingrained with filth after a half-day's greasing and oiling, and that it is extremely difficult to make them clean again without using a scrubbing brush, some form of abrasive soap compound and plenty of warm water. Having brought these necessities into play, the hands are generally difficult to dry afterwards and, if the skin is delicate, may get badly chapped.

A friend at whose house I did a job of work on a car a few days ago has discovered a way to avoid chapped hands, no matter how hard you scrub them, and as it is simple and inexpensive I will pass it on. The requisite materials consist of a biscuit tin about 10 ins. by 10 ins. by 4 ins., a nail and a couple of pounds of medium oatmeal. Secure the tin to the wall over the kitchen sink

B28

with the nail and pour in the oatmeal. After washing and drying the hands plunge them into the oatmeal and rub it thoroughly into the skin. I will not attempt to explain the effect, but it is so good that our grocer's bill already has an item. "Oatmeal, medium, lb., 2 of," or something of the kind.

Rover Eight Oil Pumps—

THE job of work to which I referred in the preceding paragraph was on a 1923 Rover Eight. My friend, whilst on a short run, had noticed that the engine was beginning to get somewhat rough and, opening the bonnet, found that no oil was flowing through the sight feed. Being near home, he injected a large gun full of oil through one of the unions, drove the car to his garage and then proceeded to investigate.

Removal of the cylindrical tank from beneath the engine showed the drive to be apparently in order, as the tongue revolved when the starting handle was turned, so he directed his attention to the vane pump in the base of the tank and discovered that the vanes had worn so much that the spring holding them apart had made its way through the ends, fouled one of the ports, damaged the bore and spoiled things generally. Being a handy man, my friend soon scraped the bore clean, wound a new spring, plugged the holes in the vanes and reassembled everything, but found, to his consternation, that the pump still failed to work.

—to Avoid Trouble.

AT this stage of the proceedings my services were called in, but, after stripping down the whole affair again and reassembling, the pump still declined to work. Obviously, it was either receiving no fuel or no drive, and the latter proved to be the case. Off came the radiator and the timing-case cover, and the vertical skew gear was found to have three teeth missing. Whilst testing the drive from a prone position beneath the car, it had appeared to be O.K. owing to an undamaged part of the skew gear being in mesh, but so soon as the engine had been started the skew gear had been turned until the missing teeth registered, and then, of course, the drive had ceased to operate.

The only remedy, naturally, was to obtain a new skew gear, entailing some delay and the car being off the road for a week-end when it was badly needed. I advise owners of air-cooled Rovers fitted with these pumps to avoid a similar misfortune by measuring the vanes the next time they

dismantle them for cleaning, and making sure that undue wear owing to friction with the eccentric bore on which they bear has not taken place. The vanes should measure $\frac{1}{2}$ in. by 13-32 in. by 3-16 in.

Hyde Park as a Short Cut.

FOR some years now the man who knows his London has made considerable use of Hyde Park when travelling citywards from the west. You enter the Park at Lancaster Gate or Marble Arch, and proceed via Hyde Park Corner, Constitution Hill and The Mall to Whitehall, through the Admiralty Arches. Not only is this quicker than the Oxford Street way to Charing Cross, the Strand and Fleet Street; it is also a quicker way to New Oxford Street itself, and Holborn, although you are virtually covering three sides of a square instead of one. Many people find this hard to believe, but I have proved it again and again, in both directions.

Last summer, having been held up by traffic jams at Hyde Park Corner two or three evenings in succession, I began to have doubts myself, and tried the more direct route. I soon convinced myself that the park route was still the better. These remarks apply, of course, only to weekdays, between, say, 9 a.m. and 7 p.m. On Sundays one can make a beeline from Marble Arch to the City with less bother than a similar distance on the Great West Road would entail.

Where Instinct Fails.

HOW many people are there who would unthinkingly step on to a railway track? Probably none. No matter how absent-minded a person may be in the ordinary course of life the sight of the line has a wonderful effect in sharpening the wits. If any of us have occasion to use a level crossing we scan the signals, look both ways, and, with eyes and ears on the alert, hurry over as quickly as our legs will carry us. It is strange that this instinct for safety should so often fail when people cross a road. The average thoroughfare is infinitely more dangerous than a railway, with its trains running at intervals, its signals, and the ample warning given of the approach of a train.

On the road we have traffic keeping to no timetable, a wide variety of vehicles travelling at different speeds (most with very little noise), no ordered stopping places, and side streets adding complications. Yet, despite the fact that people are far more accustomed to streets than to stations and should be well aware of their perils, they have not yet developed that subconscious sense of danger which should warn them against a thoughtless step.

Accidental Reversing.

I HAVE seen several startling incidents caused by drivers accidentally engaging reverse, but the most hair-raising I have ever witnessed occurred a few days ago. I was walking along the pavement in a main thoroughfare when I met a friend and stopped for a chat.

On the opposite side of the road was a narrow street, and in it a small coupé was standing with its rear number plate towards us. Coming down the main street was a large saloon car followed by a tram. They had almost reached the side street when suddenly, without any warning, the coupé shot out backwards. Travelling at a remarkable pace it passed between the saloon and the tramcar, came right across the road, and while we leapt for our lives, crossed the pavement and crashed into the wall of a public-house. The car took the blow on its dickey and bounced back into the road, the whole incident occupying only a few seconds.

Lucky Coincidences.

THE extraordinary part of the affair was that, although it occurred at the busiest hour of the day, when, as a rule, the street is full of traffic and the pavements crowded with pedestrians, there were at the moment no other vehicles at the spot save the saloon and the tram and no other people on the pavement except my friend and myself. Moreover, had the car hit the building a foot to the right or the left it would have crashed into a window. It was fortunate, too, for the car driver that the tram had such powerful brakes, for it pulled up almost dead. It would



ON SALISBURY PLAIN.

Not the least trying feature of a winter trial is the need for wasting time in order to keep down to the 20 m.p.h. schedule. This London-Exeter photograph shows E. Fairbrother's Windsor at the front of a string of stationary cars, whilst J. Hobbs (Riley) and F. G. Jones (Straker-Squire) are passing.

be a million chances to one against the driver finding such a lucky combination of circumstances again.

What had happened was that he had unthinkingly put his gear in reverse and, seeing the street clear in front of him, had "trodden on the gas." Why, when he felt the car shooting backwards, he did not declutch or brake passes my comprehension.

The Race.

AS usual, a certain section of the lay Press has fallen into the error of suggesting that the London-Exeter was a "race"—an element of slight exaggeration which prompts me to hope that next year they will really do the thing properly. Something on these lines!

Nearly five thousand machines were lined up side by side at Staines last night waiting for the starter's flag to fall on the twelfth annual race from London to Exeter and back organized by the Middlesex Cricket Club. Hardly had the echo of the pistol shot died away when, in a great mass, the roaring cars and motorcycles leaped across the River Avon in a single body and the great struggle for supremacy began. Salisbury Plain resembled Brooklands a thousand times magnified. On, on, through the bleak December night, first one then another, then the other in the lead.

(The copy being "short," a bright sub. pops in a cross-leading.)

The Sentry's Challenge.

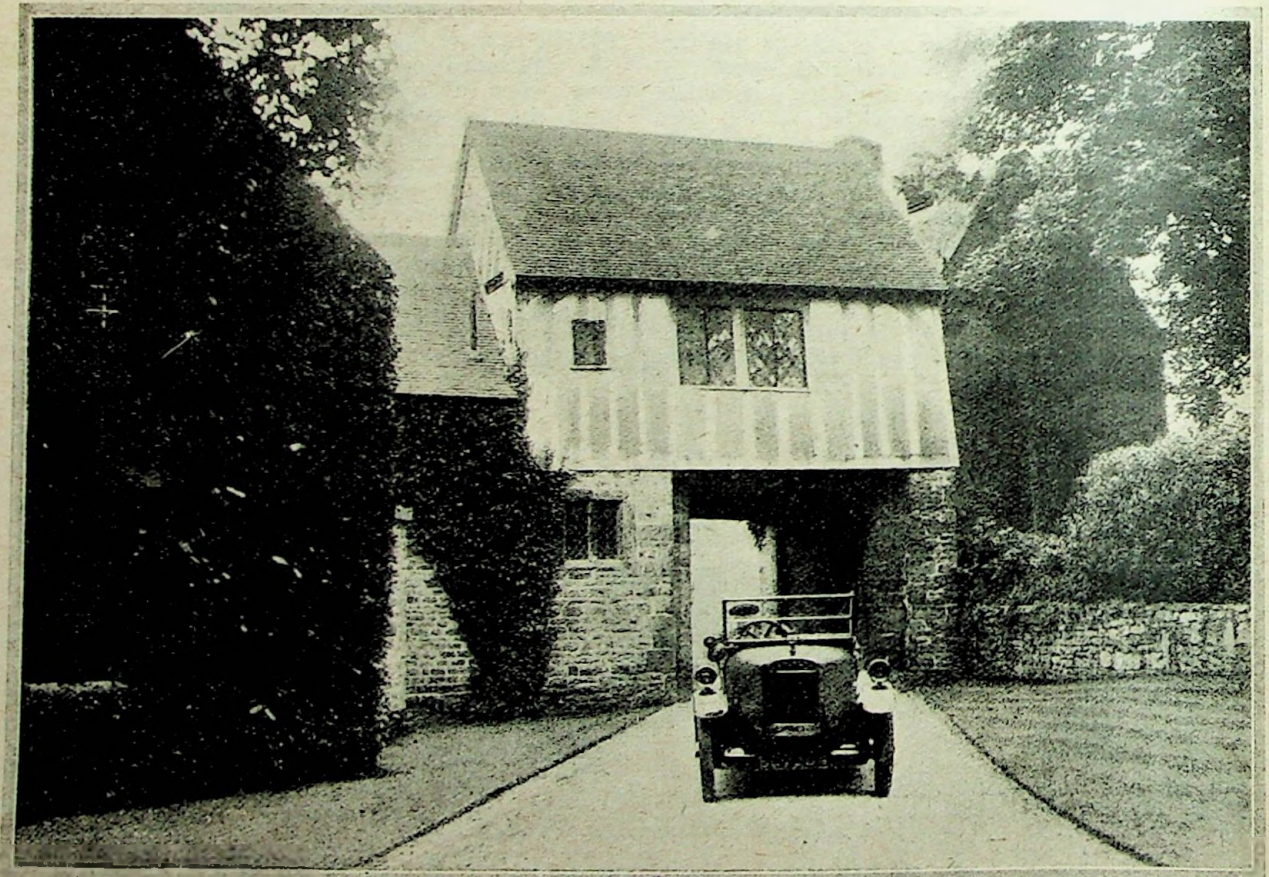
A halt. The cavalcade has now reached Salisbury and the first man in is welcomed with cheers and cries

of "Bravo!"—but can he stay the course? Again a pistol rings out and again he hurls himself into the saddle, adjusts his screen wiper and stamps on the gas. What a race! What a struggle! What endurance!

Twenty-four hours after; the scene again at Staines. Thousands of spectators are grouped round the historic steps of the Old Gate House; the field-glasses of the timekeepers are sweeping the inky blackness of the night; there is a tense silence. Suddenly a cry, "He comes, he comes!" and hurtling down the straight we see him, swaying from side to side from exhaustion, the pack at his heels. In a flash he goes by, then the crowds surround him and the stentorian voice of a marshal is heard above the din of acclamation. "By heaven, sir, you've won!" But who is that rushing towards him? His little daughter Poppy, so keen a motorist that the hard rims of countless wheels have left their silent imprint upon her baby cheeks. "Daddy," she sobs, "you've won the race. I knew that No. 1 was lucky."

The March of Progress.

THERE are many old posting houses still in existence, but surely none is in a less likely place than Whitcomb Street, London. I am informed that Nicholl's Garage, which must be familiar to all who visit the West End, was once one of the most famous posting houses of its day. An old print which has just been unearthed shows the horse stalls round the walls, with a neat little tablet over the "front door" of each animal's abode, giving its name. The echo of hoofs has now given place to the mechanical noises of the motorcar, whilst within a stone's throw are the headquarters of the Automobile Association.



A LINK WITH GUY FAWKES. — This interesting gatehouse at Ashby St. Ledgers, Northamptonshire, was one of the meeting places of the conspirators in the Gunpowder Plot. The car is a 1923 Lagonda.

MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill,
Phone: Central 2572-3.
COVENTRY: 6, Warwick Row,
Phone: Coventry 1775.
NORTHERN OFFICES:
MANCHESTER: 196, Deansgate,
Phone: Central 2467.

The Light Car and Cyclecar

Conducted by
EDMUND DANGERFIELD.
TEMPLE PRESS LIMITED,
7-15, Rosebery Avenue,
London, E.C.1.
Telephone - - Clerkenwell 16000
(Seven Lines).
Telegrams - - "Pressimus, Holb.,
London."

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

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

We hold the opinion that the circular system at important city cross-roads and circuses speeds up traffic, adds to the safety of all concerned, and robs traffic driving of many of the difficulties experienced at the present time by strangers who are unaware of local rules and regulations. Under the existing system, it is often almost impossible at a traffic centre, such as Trafalgar Square, to decide on which side the various refuges should be passed, and it

Do Not "Black Out."

IN view of semi-official decisions and the overwhelming majority of motorists who are against "blacking out," it is surprising to discover that the minority still holds out, and thus becomes a menace to itself and everybody else who uses the roads at night. A courteous but sensible motorist cannot help feeling a bit of a brute when he carries on with blazing headlamps in the face of an oncoming driver who has extinguished his headlights, but there is no help for it, and it is the most forcible manner of showing him the error of his ways.

Unfortunately there is a growing tendency towards reprisals on the part of those who believe they are suffering in a just cause. This may take the form of suddenly switching on again—generally at a moment which will cause a "non-dimmer" the maximum of annoyance and discomfort—or "blinking" the headlamps; that is, switching on and off rapidly a number of times. The first course of action is hardly playing the game, the second is absolutely criminal, and we appeal most earnestly to the fair-mindedness of these offenders, urging them to fall into line, and adopt the rule of the majority—the only safe rule—*do not switch off*. There is, however, an exception to the rule. When "the other man"—usually a bus or lorry driver—has lamps which are no more powerful than your own side lamps, then it is wise to slow down and switch off your headlamps. An emphatic reiteration of its views by the Royal Automobile Club would do good at the present time, and we suggest that the Club should take immediate action.

Circulation or Stagnation?

AN important experiment was begun in Parliament Square, London, last Monday, when the Commissioner of Police of the Metropolis instituted the Parisian plan of making all vehicles entering the square proceed around the outside of it in a clockwise direction instead of passing straight across. Doubtless no official information with regard to the conclusions drawn by the traffic experts who watched the experiment will be available for some considerable time, but whether they decide that it is a success or a failure, they will at least have gained valuable experience.

Topics of the Day

must be remembered that failure to comply with the accepted practice may cause a driver to be prosecuted for driving to the danger of the public! With the circular plan the driver cannot make a mistake, and for this reason, if for no other, it should receive the support of every motorist who cherishes the possession of a clean licence. That the circular system works well in Paris cannot be denied, but the streets of the French capital are less crowded than those of our principal cities, whilst the cross-roads and circuses are much more suitably designed.

A Good Sign.

THE keen interest taken by the general public in this year's London-Exeter-London trial is yet another indication of the facts that motoring sport is attracting more and still more adherents, and that the motorist is gradually beginning to lose the horns and tail with which all non-motorists hitherto have credited him. They are beginning to find that he is really quite a reasonable fellow, that he takes his sport very seriously, and that he has managed without the searchlight of daily paper publicity not only to perform feats of physical endurance called for in few other realms of sport, but to keep "his end up" with the other countries of the world.

We think, however, that it is necessary for the public to be told that the Motor Cycling Club's runs are not searching tests of reliability, but purely sporting events, supported largely by amateurs, and organized almost solely for their benefit. Such events as the 200-Mile Race and the big Six Days' trials are entirely different, but, so far, the former has attracted public attention only from a sensational point of view, whilst the very existence of the latter is unknown except to keen motorists.



DESPITE all the criticisms levelled against it, the extensive system of signposting adopted in this country is probably the finest in the world, and there is no doubt that even a novice, with only a very brief experience of the road, could find his way from London to Glasgow—or to any other of the large cities of the country—by referring merely to signposts and unassisted by maps or local directions. The great arterial roads have made finding the way even easier than it was of old, but there is no denying the fact that a general knowledge of the direction and locality of the larger cities on or near one's route is of material assistance, and it would therefore be hardly fair to sum up the case by saying that maps are unnecessary.

It is when the objective is some obscure village or town of the geographical position of which one may not have the slightest idea that guide-books and maps are essential.

Searching for "Blankby."

Let it be assumed that we have to start post-haste for a little village which we will call Blankby. Obviously, it would be a never-ending task to take a map of England and Wales and endeavour to find the exact locality of this little village, although one might be so lucky as to hit on it after a few moments' searching; but the system is wrong.

What we have to do first is to look up the name in a road guide which has been prepared especially for such references. Road guides, however, are not always sufficiently comprehensive to include places which may comprise only a few scattered houses. If they fail to provide the information, a railway guide can be consulted on the off-chance that there is a local station, or the Post Office Guide on the assumption that Blankby has a post office.

To keep a complete library of gazetteers and large-scale maps covering the whole of England may be an ideal way of tracing any town or village at a moment's notice, but few motorists have such a store of information at their command. If the name cannot be found on any available map, the next best thing to do is to turn to the guide-book and look up one or two of the prominent towns in the particular county indicated and find out whether the name of the village is mentioned in connection therewith as being so many miles away.

Having discovered approximately the situation of Blankby, the next thing to do is to trace out the best route by means of a proper road map, and it is better to plot out a route to the nearest big town rather than to trust to cross-country roads which may appear to offer a shorter mileage. It is here that one's general geographical sense is of assistance, for be it Dover, Bath, Gloucester, Leicester, Lincoln, Manchester or any other of the better-known towns or cities, the traveller can set out instinctively in the right direction.

Telegraph Posts as Guides.

When finding the way whilst actually on the road, there are certain fairly obvious and quite natural guides which will assist the traveller. For instance, the arms which carry the insulators upon the telegraph posts are nearly always to be found on the London side of the post. There are, of course, exceptions, but they serve merely to prove the rule. One can therefore always establish the fact that one is travelling either towards or away from the Metropolis.

Again, the sun, the moon and the stars are infallible guides as to direction, and there are few roads in the British Isles which double back on themselves to such an extent as to defeat the rough calculations which an amateur astronomer may make.

Railways and rivers are not to be despised; the direction in which a river is flowing, for instance, will indicate the course being followed when one is lost; whilst railway stations, as a rule, are clearly identified with

their names, and these can often be read from a distance.

There is no doubt that, although the Ministry of Transport system of signposting has been in vogue now for a considerable time, confusion still exists as to the exact meaning and significance of the numbers which are painted at the extremity of the indicating arms. This system was fully described in *The Light Car and Cyclecar* dated February 20th, 1925, and the information given may well be repeated in a condensed form.

By referring to the accompanying map, it will be seen that the country is divided into nine zones, each of which lies between two of the main great roads. As an example, we will take the area between the Bath Road and the Holyhead Road, which is called Zone 4. Every classified road starting within that zone has a number commencing with the numeral 4, thus clearly indicating that any such road is within the zone mentioned.

Let us take a case slightly nearer the "nerve centre" of the system, and quote the letter and number A129. "A" signifies a main classified road and the index number "1" shows that it lies between the main north road and the Dover road. To discover the significance of the remaining two numerals, one must refer to the special editions of the official maps of the Ministry of Transport, whereon are shown the precise course of every Class 1 and Class 2 road with its number, the "A" or first-class roads being coloured red and the "B" or secondary roads a distinctive shade of green.

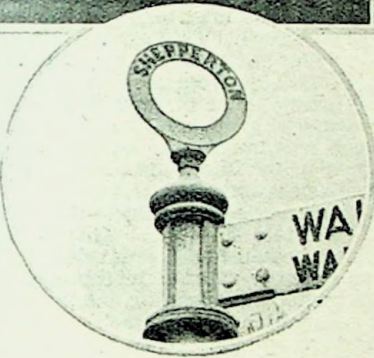
The complete edition, however, comprises no fewer than 73 sheets, and unless the reader is in the happy position of being able to equip himself with this veritable goldmine of information, he will have to rest content for

SIDLIGHTS ON

Two of the photographs of signposts, that in the circle the town, village or hamlet is indicated. The map on the M.O.T. Road Classification for night driving is invaluable photo

Swinging Way

AN ARTICLE OF PARTICULAR INTEREST AT THIS TIME OF THE YEAR, WHEN ROAD CONDITIONS ARE DIFFICULT, AND FINDING THE WAY REQUIRES A CERTAIN AMOUNT OF SKILL AND KNOWLEDGE.



the time being by limiting his knowledge of what the Ministry of Transport's lettering and numbering signifies to the amount of usefulness which can be derived by studying our key map. The letters and numbers have more of an official than a public use.

Finding the way by daylight is a comparatively simple matter, providing, as already stated, that one's objective is near a well-known town or village, but at night-time the task becomes far more complicated, if for no other reason than that signposts are easily passed without being properly read.

If time permits, it is an excellent plan before starting on a long run to prepare a route card giving the main towns and villages to be passed through, together with the mileages between each and the total mileage from the starting point. One will then know tolerably well which direction to take in the centre, say, of a busy town

or when faced with the alternative of a fork road.

Once again we would stress the usefulness of a spotlight—still an illegal, but almost universal, fitting. With its aid signposts may be read whilst the car is on the move and any amount of time and trouble saved. In the absence of a spotlight, however, many motorists

endeavour to direct their headlamps or side lamps on to the signposts—an impossible job very often unless the car is deliberately run off the road or swung round at an angle which may make it a danger to other road users.

A hint worth remembering in this connection is that signposts on the near side of the road may sometimes be sufficiently illuminated by the tail light, without the normal direction of the car having to be altered.

No doubt many owner-drivers have toyed with the idea of using a compass on their cars to help them when trying to find the way in remote parts of the country, and the writer has, in fact, seen a light car with a marine type of compass fitted on the fascia-board. Actually, of course, it is almost impossible to employ any form of magnetic compass satisfactorily on a car, as its reading would be made hopelessly wrong by the proximity of electrical apparatus and the large mass of iron and steel with which it would be necessarily surrounded.

Correcting a Compass.

It is possible, of course, to correct a compass so that it records truly, despite the nearness of large quantities of metal, and this is done in the case of compasses used on ships and aircraft, but their use entails "swinging" the craft to obtain the necessary corrections, and these apply only provided that after the swinging no subsequent alterations are made. Thus, if a car fitted with a compass was swung to obtain the corrections it would be fatal, so far as the accuracy of the compass was concerned, if the jack or a bag of tools were later moved from one tool box to another. So sensitive is a magnetic compass to the presence of metal that helmsmen at sea may have no metal objects about their clothing, and even the spring in a naval seaman's cap has to be made of cane.

There is one method, however, of finding one's way on the road with the aid of a mariner's compass, and this was described in *The Light Car and Cyclecar* dated December 11th, 1925, in the course of an article dealing with desert travel by motorcar. The participants in the adventure which was described drove to a compass course by occasionally getting out of the car with their compass, walking some distance away from the car and obtaining a bearing on a cloud or landmark on which they could steer for some little time before taking a fresh bearing.

A mariner's compass is sometimes useful on tour when one is in a wild part of the country where signposts do not exist, and it is certainly helpful for map-reading, providing that one does not attempt to use it too near to the car.

To Find Due South.

In cases where no compass is available and where tourists are unaware of whether they are travelling, say, north or south, considerable help may be obtained from the sun. At noon a shadow cast by the sun points due north; nearer sunrise it points in a more westerly direction and nearer sunset in a more easterly direction.

With the aid of a watch, quite accurate compass bearings may be taken from the sun. The procedure consists of holding the watch face upwards with the hour hand pointing towards the sun. An imaginary line drawn from the centre of the dial to a point midway between the tip of the hour hand and 12 o'clock will then point approximately due south.

When the sky is overcast and the sun consequently not visible, it is impossible by day to determine one's bearings without the aid of a compass, but by night, if any stars are visible, it needs only a very small knowledge of astronomy to determine which way is north and which south.

The moon also can be helpful to a night driver, whilst the writer once obtained considerable assistance when following a road marked on a very inaccurate map of northern Spain, by deciding from the direction of the wind which turning to take at forks and cross-roads.

The accompanying article will be of special interest to light car owners who live in remote country districts where there is no water supply. A soft-water tank is nearly always found in a house so situated, but is seldom fixed where it can be used by the motor owner.

WHEN WATER IS SCARCE—

—WASHING A CAR MAY STILL BE EASILY AND EFFECTIVELY CARRIED OUT.

WHEN hints and tips are being given as to the best way in which to wash a car, it is generally taken for granted that a nearby inexhaustible supply of water is available, but with the growth of home garages there are literally thousands of motorists who cannot benefit by the handy water main and who must perforce wash their cars with the limited means at their disposal.

A constant supply of water is, of course, ideal, but it is possible, nevertheless, thoroughly and effectively to wash a car with the comparatively small quantity of water which can be carried in a bucket.

The light car owner who looks and thinks ahead will not fail to realize that the roofs of his garage and his house really provide a very fine water supply and the possibility of building an underground tank adjacent to the wash-down, into which this natural source of aqua pura can be directed, should not be overlooked.

The most simple way of installing such a supply system is to purchase a galvanized iron tank of, say, 1,000 gallons capacity. This may sound rather a lot, but it is just as well to pay a little extra, and thus provide accommodation for all the water that will be required than to save a few shillings and be under-supplied.

The tank should be sunk into the ground, and if the job is undertaken scientifically the pit which contains it will be brick-lined.

An alternative where there is a clay soil is to dig the hole for the tank slightly larger than the overall dimensions of the tank itself, spread about 2 ins. of concrete over the bottom, drop the tank in place, and fill in all round with concrete.

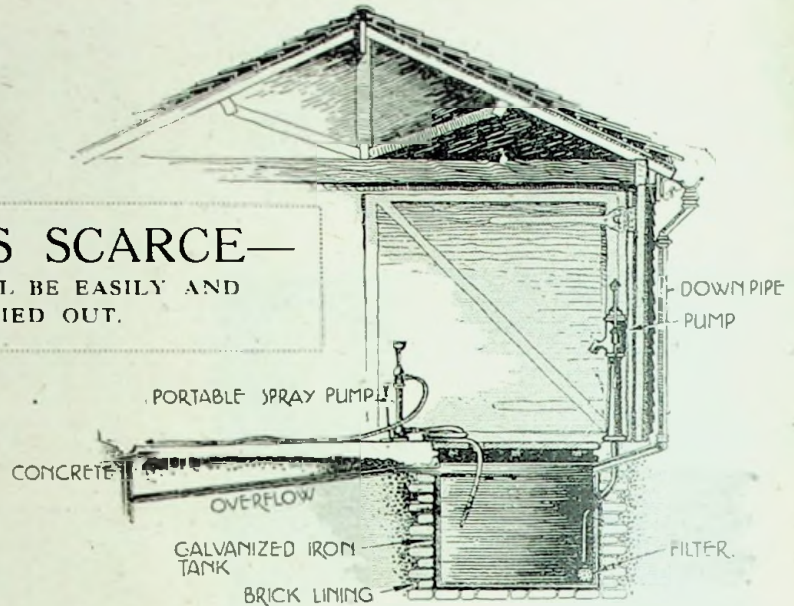
Strong Cover Needed.

A firm floor, of course, must be made over the tank, but it should be removable so that periodically the tank can be cleaned out. Two-inch boards make a floor which is strong enough to withstand the weight of the car should it have to cross the tank when being driven into or out of the garage. The guttering of the house and garage must be connected up in the most effective manner, and this may be left to the ingenuity of the individual owner-driver.

It is possible to pick up a small second-hand bucket pump at a comparatively low figure, and this completes the installation, but if the owner wishes to make his washing system even more effective he will purchase a portable force pump, such as the "Iron Arm," which will draw its supply from the tank and which can be used to clean the muddy under-parts of the car as well as the bodywork.

In the ordinary way a large bucket and the usual washing materials will be required, and, with the assistance of the sponge, the body and wings may be cleaned, plenty of water being used. In the case of a car which is very dirty, it may be necessary to go round with the sponge and a clean supply of water once more before the final leathering-down is given.

The secret in this method of washing, as in all others, B34



THE SUGGESTED INSTALLATION.

Showing the underground tank fed from the roof of the garage, the overflow pipe, the bucket pump, and the portable high-pressure pump.

is to tackle the mud before it has had time to become hard and caked. This applies with even greater force to the under-parts of the car, for when the mud is soft the powerful jet from the force pump will remove practically every trace of mud from the axles, undersides of wings, and so on, whilst if it be allowed to cake hard a brush will have to be used in addition, and this, as every operator knows, is a somewhat dirty and inconvenient operation.

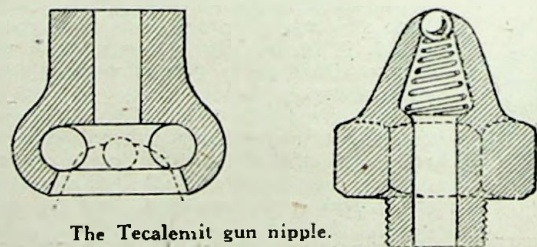
It is not advisable to drain the water which has been used back into the tank. This is false economy, from which no benefit and a great deal of trouble will result.

The average rainfall in this country should provide ample water for cleaning. After all, it is rain in the first case which makes washing the car necessary, and if the heavens and the tank run dry it is quite obvious that cleaning operations by means of copious quantities of water are hardly necessary.

The tank, by the way, should be fitted with an overflow pipe, as in very wet weather its capacity will not be nearly sufficient to deal with the water which is collected from such a comparatively large area.

Push-on Grease Guns.

MANY users of grease guns are still in the dark as to the working of the push-on type using a plain nipple, and they cannot see how lubricant is forced in without leakage from the gun nozzle. The illustrations of a recent Tecalemit patent will explain matters.



The Tecalemit gun nipple.

The nipple is conical in shape and is normally closed by means of the familiar spring-loaded ball. The end of the grease gun which connects with the nipples has an annular groove inside the nozzle fitted with a leather packing ring. The inside diameter of this ring is such that it makes a tight joint with any nipple with which it comes in contact.

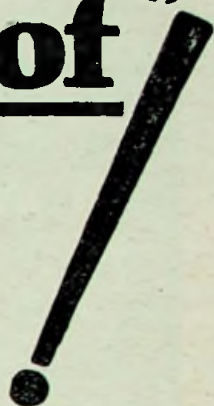
"Abundant Proof"

MILEAGE IS THE ACID TEST OF QUALITY

DUNLOP claims are supported by *performance*.
Read this letter from

MR. TALBOT O'FARRELL

the famous music-hall star, about the Dunlop Straight Side Cords
on his 30 h.p. Armstrong-Siddeley Saloon car.



TELEPHONE 1
HORNSEY 4282

"GREYSTONES,"
SHELDON AVENUE,
LONDON N 6

The Dunlop Rubber Co. Ltd.,
Birmingham.

Sept. 17th, 1925.

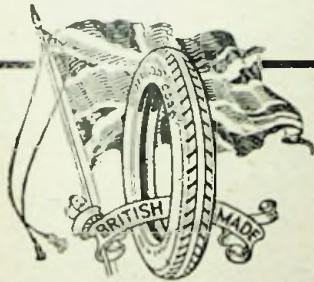
Dear Sirs,

I thought perhaps you would be interested to know that a pair of S.S. 33x5 Tyres on my 30 h.p. Armstrong Saloon (Heavy Body) have already done 18,138 miles, and are good for some more yet. I intend to use these Tyres to destruction to see just what they will do. I shall be in Birmingham next week, when you can see the Tyres still in use if you wish. I think this is abundant proof of Fit Dunlop and be Satisfied.

Yours sincerely,

TALBOT O'FARRELL.

P.S. I may say 18,138 very hard and fast miles!



The Dunlop Straight Side Tyre is the *safe* tyre—it does not depend upon air pressure for its hold upon the rim. It has inextensible wired-edges, and whether the tyre is inflated or not, it cannot accidentally leave the rim.

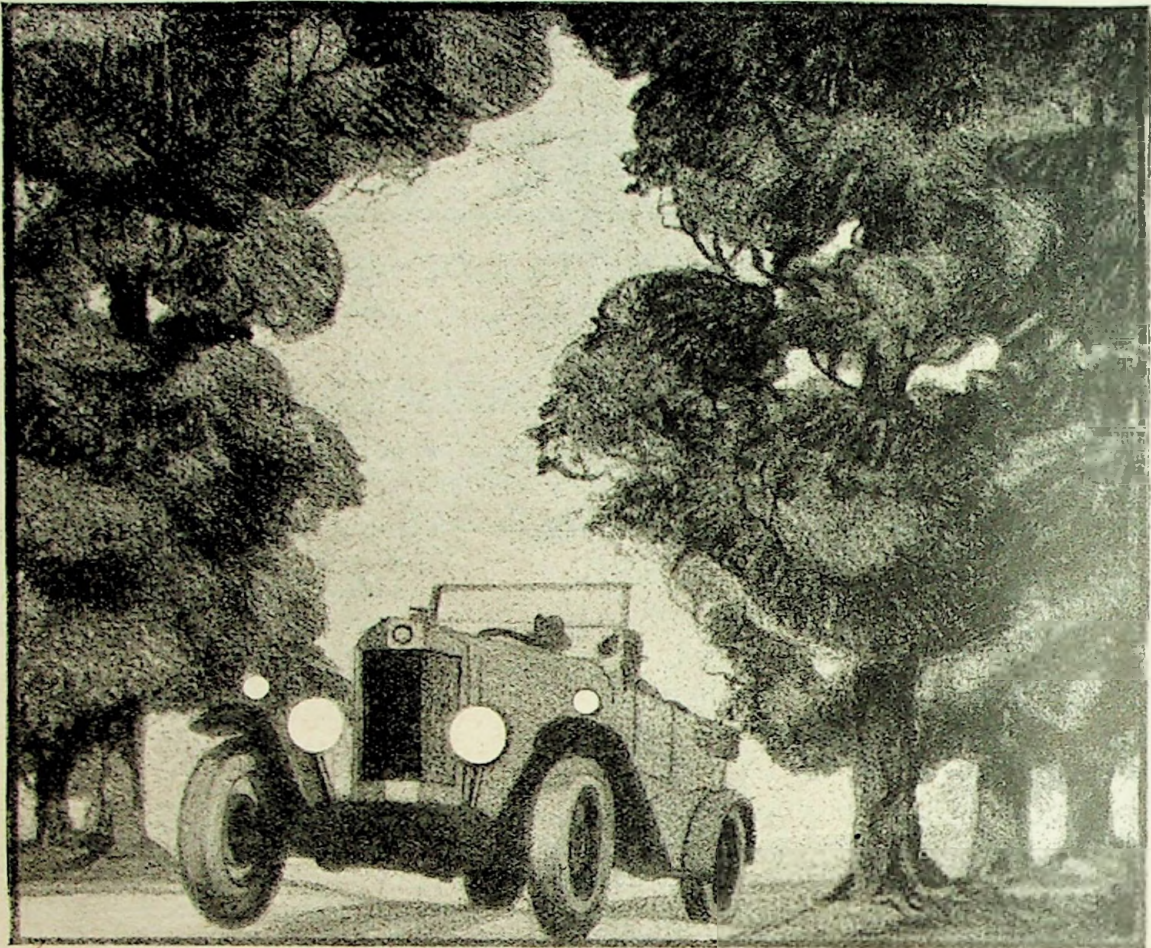
Mileage—safety—simple and effective fitting and detaching: these are some of the outstanding advantages of Dunlop Straight Side Cords.

'fit Dunlop and be satisfied'

DUNLOP RUBBER COMPANY LIMITED, FORT DUNLOP, BIRMINGHAM.

DUNLOP — THE STANDARD by which ALL TYRES are JUDGED

C.F.H. 974



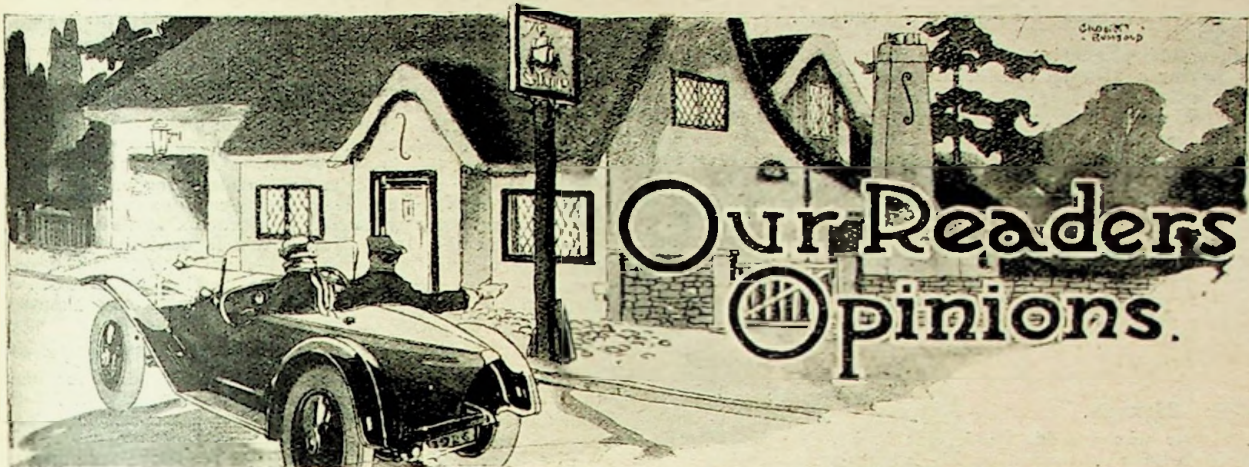
Success follows success in the records of Lea-Francis Cars. Almost every week sees new trophies added to the already extensive collection. All motordom has noted with interest the fact that these successes are ALWAYS achieved by standard models—we guarantee this. A personal trial will convince YOU of Lea-Francis superiority.

Cars of
Quality
from
£210

Why not arrange for a trial run? We shall be pleased to arrange for our nearest local agent to place a car at your disposal. Catalogue on request.

LEA & FRANCIS, LTD., LOWER FORD ST., COVENTRY.
LONDON SHOWROOMS 118-120, GT. PORTLAND STREET, W.1.

LEA-FRANCIS



Our Readers Opinions.

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

WIPE OUT THAT SURPLUS! The Unjust Raid — Motorists Must Unite.

Extra Police Proposed and —

I read in a daily newspaper recently that Mr. Churchill, unable to give up his desire to raid the Road Fund, proposes now to allot some of our money towards the payment of an increased police force. I gathered

—The Motorist Pays!
that the excuse for this proposal is that the growing army of motorists requires additional marshalling. But do we not suffer too much already from police attention? If the extra constables were to be used only on purely traffic-control duties the scheme might be allowable, although other members of the community, who pay nothing, would also benefit.

What we have to fear, however, is that the newcomers will be turned loose on trapping duties and similar schemes of motoring persecution.

L. BONE.

Faiding the Road Fund.

Mr. Winston Churchill, make no mistake about it, is fully determined to lay his hands on the motorists' money. A responsible Minister does not make overtures such as those of which he has been the author unless

Suggested Solution he means to tackle the problem seriously, of the Problem. and the rumour that he will endeavour to coat the pill by taking only the surplus above a fixed amount, say 15 millions, is probably very near the truth.

In that case motorists have the remedy in their own hands; let them ensure that there is no surplus. Exactly how this can be done may be explained by saying that if every car in the kingdom were laid up for three months in the year the return from the horse-power tax at the period ended, say, December 31st, 1926, would be anything from two to four millions less than that obtained last year; in fact, it would represent the major part of that surplus upon which the Chancellor is casting covetous eyes.

There might be some odd shillings in his favour, but few motorists would grumble at this. The so-called surplus of the Road Fund would become a world-wide joke and would undoubtedly make the present and future Chancellors of the Exchequer think very hard before they decided to meddle with funds of such an uncertain quantity.

The biggest drawback of the scheme would, of course, be the loss to the trade—that is, the supplier and repairer; but it is a moral certainty that during the dark winter months cars, although licensed, are not used nearly so much as in the summer. Furthermore, the three months' idleness would

give the owner every opportunity of having his car thoroughly overhauled, the money which he saved by suspending his licence helping towards the cost of the work and going into the pockets of the repair man instead of those of Mr. Churchill.

K. J. MOORE.

Government Promises.

I see from a recent issue that the Essex Motor Club has decided to address a strong protest to the Chancellor of the Exchequer against the proposed raid on the Road Fund. I certainly think that this club has set an excellent example, and I agree with you in recommending that every other club should follow suit. It seems to me that

Motorists Should Combine.

if every motoring club in the kingdom (and there is a very large number) were to protest, the combined effort would have the desired effect.

The motorist does not want favours; he merely wants his rights, one of which is the carrying out of the promise given to motorists when the Road Fund was instituted. If the Chancellor of the Exchequer, Mr. Churchill, has forgotten this promise, it is up to motorists to remind him of it.

If the promise is broken in spite of the reminder, we must not forget the fact when the next election comes along. Not only have we the vote, but we also have the power of gaining other votes by using our cars for canvassing purposes. If this power is used judiciously at election times, I do not see that motorists should have much to fear in the way of repressive legislation and taxation in the future.

A. H. A. McM.

"Honouring" the Motorist.

In casting a speculative eye on the Road Fund, Mr. Winston Churchill seems to have overlooked far more obvious and more lucrative sources of revenue for his own particular little schemes. He is too

Tame Rabbits and Mr. Churchill. modest in his aspirations; too careful to avoid hurting the feelings of the people; too easily satisfied with the few odd millions that he hopes to annex from capital most solemnly allocated at the time of the institution of the horse-power tax to the improvement of roads.

Can it be that he does not realize how gladly every citizen would pay another 6d. in the £ on income tax; how eager cyclists are to contribute their quota towards better roads; how anxious are the owners of cats, parrots,

OUR READERS' OPINIONS (contd.).

tame rabbits, canaries, and so on, to enrich the Exchequer by paying a nominal tax for the pleasure they derive from their pets?

Who would not credit a brilliant Chancellor of the Exchequer with more acumen? Millions lying idle, wealth within easy reach and all for the same war-cry, "Pro bono publico!" Come, come, Mr. Churchill, do not be satisfied with merely raiding the Road Fund; go the whole hog—tax everything, raid the lot! We motorists feel edified that we should have been chosen for the signal honour of figuring in your first experiment, but we would like to share the distinction with others as worthy as ourselves. Look round you, dear sir. Millions? Why, there are billions obtainable by means as simple as those which you propose to adopt, and everybody could share the honour and the glory!

JUSTITIA.

Whip Signals.

As one who had his windscreens broken last week by a carter who was indicating his intention to turn to the right by brandishing a heavy whip on the off side of his vehicle, I should like to join issue with "Focus" and Mr. Bigley in protesting that signalling with a whip should be stopped. What are the views of the National "Safety First" Council?

J. L. ANDREWS.

Unseen Whip Signals and—

"Focus" and Mr. S. Bigley complain that the whip signals given by drivers of horse-drawn vehicles are difficult to see; but my complaint is that one very seldom has an opportunity of seeing them because few horse drivers trouble to give them. Whether they do not know their responsibilities in this direction, or whether it is deliberate "awkwardness," I cannot say, but so far as my observation goes not one horse driver in ten ever gives a traffic signal.

Another point is that drivers of horse-drawn vehicles are not required to give "audible warning of approach." Why not? Because one can hear the horse's hoofs? So can a man with good ears (!) hear a tram or a motor lorry, but both these vehicles must carry some apparatus for giving the required audible warning.

I do not wish to appear unduly biased, but it does seem that the horse and cart comes off very well in the modern scheme of things. Small matters, such as badly placed, extinguished or non-existent tail lamps, often escape the notice of the lynx-eyed constable who would spot a wrong-sized car number plate at 1,000 yards on a foggy night! I wonder what is the reason?

F. SMITHSON.

The Will to Safety.

A year ago, foreseeing a vast increase in the number of cars on the road, and consequently a reduced chance of surviving the season without trouble, I made a resolution

to have no motoring accident during 1925. The terms of the resolution were to be interpreted in the strictest possible sense. I should not accept from myself the excuse that it was the other fellow's fault.

Accidents due to other people were among those I had to avoid. That is what gave zest to the resolution. I was backing my own care and resourcefulness against the other fellow's negligence or recklessness.

I have kept my resolution. My mileage has exceeded 8,000, mostly in London and the Home Counties, but not so much as a scraped wing have I suffered or inflicted. On three occasions I preserved my clean sheet by inches only—and I think it extremely probable that the idea firmly fixed in my mind that I must not have an accident helped me on those occasions to act quickly and correctly. Its great value, however, lies in engendering a habit of watchfulness and caution that prevents emergencies arising.

Why cannot every motorist pledge himself during the coming year to have no accident? Let us all make it a point of pride to keep a clean record, seeing to it that we are not even the victims, much less the practitioners, of bad or careless driving. The result would be an astonishing decrease in the number of accidents, and we should all feel proud of ourselves when the figures were announced. Start the campaign, somebody!

A.B.

St. Christopher's Life.

Mr. Birch's letter, which was published last week and dealt with some incidents in the life of St. Christopher, interested me very much indeed, but did not seem to be at all logical. Mr. Birch points out that Offerus came one day to a crucifix and, being told that it was Christ who hung upon it, forthwith enlisted under Him and later ferried Him as a child across a river. The point which occurs to me as being so illogical is that St. Christopher first saw Christ on a crucifix and subsequently met Him in the flesh. Surely this is contrary to all the teachings of the Scriptures, and I am sure that I cannot be the only reader who seeks further enlightenment. Perhaps Mr. Birch will oblige.

ROYAL AIR FORCE.

Sparking-plug Position.

Knowing the reputation of Lodge Plugs, Ltd., I am loath to criticise their opinion regarding the best position for the sparking plug in a cylinder, but I should hesitate to put the mark of finality on their statement that

The Need for Turbulence.

"the best position for the spark gap . . . is flush with the inside surface of the combustion chamber." This, in my

opinion, is a compromise which is only justified in an engine which overheats its plugs.

The experiments of Baird and Alexander show that in a fixed cylinder (that is, with no turbulence) the time of explosion was reduced by 35 per cent. by moving the sparking point from a position flush with the surface of the combustion chamber to a central position.

Prof. W. Watson (*Proc. I.A.E.*, 1909) has shown that the period of explosion in an engine cylinder is only about one-tenth of that taken under exactly similar conditions, but with no turbulence. Indeed, without turbulence the internal-combustion engine would not function.

I am not aware that any results have shown that the advantages of turbulence preclude those to be obtained by a central plug position. On the contrary, the paper by Prof. Watson, quoted above, showed that two sparking points increased horse-power of an engine by something over 12 per cent.

The whole point of using two plugs, and of aiming at a central position, is to reduce the period of explosion and thus get a good "peak" on the indicator diagram.

A. H. STUART.

Close-up Mudguards and—

Being a constant reader of your most excellent and instructive journal, I am naturally interested in the various suggestions and discussions which appear in your columns from time to time, and two recent topics, to my

—Swivelling Headlamps.

mind, bear rather an important relation to each other—i.e., "close-fitted wings which move with the front wheels" and "lamps which operate in conjunction with the steering." Now, if such wings were fitted and the lamps were mounted on these (we already have lamps in this position on a number of cars, and they appear to be quite satisfactory) the happy combination of better light and better mud protection would result.

Of course, a substantial wing support would be necessary, but should not cost any more than if the usual lamp brackets were fitted, and would even reduce weight to a certain extent. Naturally, the wiring would have to enter the wing at the point of least movement, say, at the stub axle.

Another point, of course, is that, on taking a bend, the lamps would be thrown temporarily out of conjunction owing to each lamp moving either to right or left, according to direction of travel, thus producing two separate beams instead of the merged effect which results when the lamps are in the same plane. This latter being only of short duration, would not, I think, be much of a drawback in ordinary circumstances.

This idea, if exploited, would, I think, prove to be a success. It certainly has its advantages and no serious faults, so far as I can see. What do other readers think?

ALAN H. STEVENS.

* * Our correspondent loses sight of the fact that "close-up" mudguards are unsprung, and therefore it is doubtful if the lamp filaments would withstand the jolting to which they would be subjected. We would point out also that as the law stands at present swivelling headlamps are illegal.—Ed.

The NEW AC PLUGS

The new AC Plug embodies the greatest advance made in plug construction for years. It incorporates:—

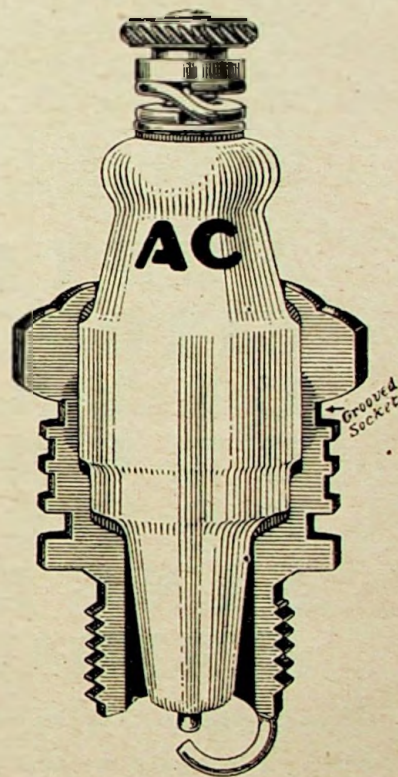
- A better design*
- A better metal for sparking points*
- A better insulator*
- A better glaze*

Good plugs are essential to good engine performance; almost everyone knows that.

AC Plugs are exceptionally good plugs; almost everyone knows that, too.

That's why over 100 British motor manufacturers have chosen them as standard equipment; why more than 80% of all American cars, excluding Ford, are factory equipped with AC Plugs.

ACCEPT NO OTHER—INSIST ON AC PLUGS WITH THE GROOVED ASSEMBLY



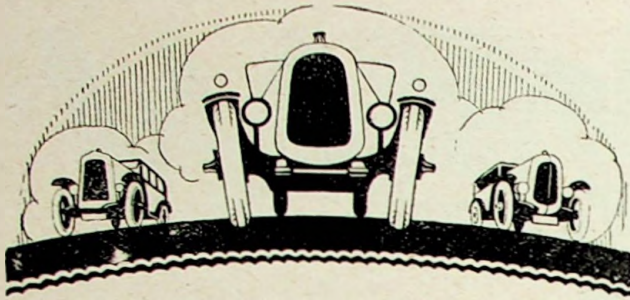
AC
42 Y Metric
Reach
Price 5/- each

AC-TITAN
Flint,
Michigan,
U.S.A.

Made in England by the
AC-SPHINX SPARKING PLUG CO., LTD.,
BIRMINGHAM

AC-OLEO
Levallois-
Perret,
FRANCE

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



The Pick of the Light Cars

The cars you see now in Godfrey's show-rooms are the cars that will still be giving their owners every satisfaction in two, three and five years' time. For this reason—they represent "the pick of the best light cars." No matter for what road-purpose you require a car, Godfrey's will give you sound and logical advice when it comes to selecting the right car at the right price. We are in business to give service to our clients not merely to make a sale—because it is by giving service that our business has grown to what it is to-day. Recommendation by satisfied customers has always been our best advertisement.

**A U S T I N
C I T R O Ë N
C L Y N O
R H O D E
R O V E R
S I N G E R
S T A N D A R D**

*Don't defer OWNING a car
any longer — defer the
PAYMENTS instead through*

GODFREY'S

Deferred
Payments
Arranged.

Part
Exchanges.

Trial runs
without
obligation.

L I M I T E D
for Cars
and satisfaction

366368, Euston Road
London, N.W.1.

Telephone: MUSEUM 3401 (3lines).



25th EDITION.
(690th Thousand.)

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

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

2/6
NET.

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

TEMPLE PRESS LTD.,

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

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

OUR READERS' OPINIONS (contd.).

Jowett Running Costs.

The enclosed account of the running costs of a 1925 two-seater Jowett over a period of nine months may prove of interest. The car is fitted with balloon tyres and Smith's shock absorbers, a combination which gives satisfactory comfort, provided that the tyre pressures recommended by the car makers (15 lb. front and 17-20 lb. rear) are maintained. The pressures advised by the makers of the tyres (20 lb. front and 22 lb. rear) will give much less pleasant riding. The tyres show hardly a sign of wear.

Useful Figures.

Mileage 5,700.

	£	s.	d.
Tax (9 months) ...	5	10	3
Insurance (9 months) ...	6	1	4
Driving licence ...		5	0
Petrol ...	10	11	3
Oil and grease ...	1	15	9
Garage and washing ...	1	12	6
Accessories ...	5	14	3
Repairs and adjustments ...	1	6	0
	£32	16	4½

Mine is by no means a fast car; 40 m.p.h. is its absolute maximum, but it will keep up an easy 35 m.p.h. for

hours on end. The petrol consumption works out at 43.3 m.p.g., a most satisfactory figure, especially as about one-third of the total mileage has been done in Devonshire. The only trouble experienced has been a slight leak in the radiator. I received most generous treatment from the manufacturers, who sent me a new one in exchange even before inspecting the faulty one, as they were entitled to do under the terms of the guarantee. Repairs and adjustments include 7s. 6d. carriage on the two radiators.

Garage and washing is for holidays; I possess a garage and normally do my own washing with an Iron Arm pump, which I have found invaluable. Accessories include this pump (£1 17s. 6d.), a waterproof sheet to cover the car (£2 2s.) and a clock (£1). The cost of these should really be spread over several years.

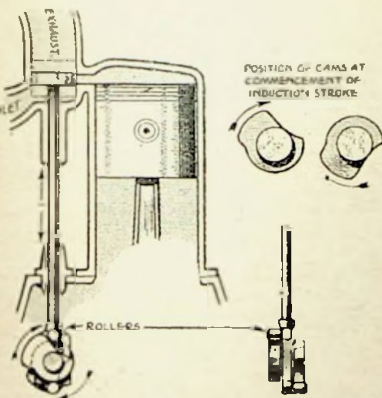
The only criticisms concern the clutch, which remains on the fierce side, and the foot brake, which chatters badly when applied with any force. The last trouble has been practically cured by the local agent simply by fitting a much stronger spring. I pass on the tip to other Jowett owners. A special word of praise is due to the same local agents, Henry Butcher, Ltd., Northampton. For a comprehensive knowledge of the Jowett, coupled with courteous attention even to the most trivial trouble, I should think it would be hard to find their equal.

E. E. KIRBY.

Engine Modifications—Three-wheelers—Cross-road Dangers.

Eliminating Poppet Valves.

Your recent article on sleeve and slide-valve engines prompted me to send you a description and sketch of a piston-valve design which I have recently protected. In place of the normal poppet valves for each cylinder one small piston is employed. Two cams are used to control each piston, which, in its mid-stroke position, covers the cylinder port during the compression and explosion strokes. On the suction stroke the piston is pushed upwards



The valve gear depicted here is suggested as an alternative to poppet valves. In practice it could be modified as required without altering the principle.

by one of the cams and uncovers the cylinder port and the intake port. On the exhaust stroke the piston is drawn downwards by the other cam, thus covering the intake port and uncovering the exhaust port. The accompanying diagrammatic sketch will enable the sequence to be followed.

The mechanical details include a fork on the end of the piston rod. This fork drops over the camshaft and has on it two rollers which bear on the two cams. The actual timing of the engine will, of course, be governed by the contour of the cams and the manner in which they are set in relation to each other. I shall be interested to have your readers' opinions as to whether the idea is workable.

W. F. HERITAGE.

The D'Yrsan in the "Exeter."

In last week's issue of *The Light Car and Cyclecar* the following comment was made in your special account of the London-Exeter-London Trial:—"The only observed hill on the outward journey—Peak—is long, rough, but easy. We watched a considerable number of the cars on the gradient, but none save H. R. Taylor's d'Yrsan came near to failing and there was little to choose between the performances."

This comment as regards my d'Yrsan must surely be an error in composition. With my passenger may we point out that Peak gave us no difficulty whatever? Ascending the hill we passed an A.J.S. motorcycle combination, took to the rough and reached the summit at 15 miles an hour in low gear with plenty of power in hand. Your comment is indeed correct in that "Peak is long, rough, but easy," but it is certainly incorrect to say the d'Yrsan came near to failing.

H. R. TAYLOR.
B. L. MATTERSON.

Police and Traffic Signals.

With reference to Mr. J. Brown's recent letter under the heading of "The Duties of a Constable," it may interest him to know that I complained recently at a police station that a constable had, to my way of thinking,

"Supposed to Give Them." nearly caused an accident to me at a cross-road by failing to take any interest in approaching traffic, and I understood from a sergeant at the station that any constable, whether on traffic duty or not, is supposed to give signals.

I was approaching the cross-road, sounded my hooter and held out my hand, the constable saw me and made some movement with his hands which looked like one's usual movement of the hands after a heavy meal, and a yaw! I went on, as the signal, if any, was anything but the stop signal, and I had to brake as hard as possible to avoid another car, doing about 20 m.p.h., across my bows. Having carelessly mislaid a limb some years before "in foreign parts," I had no wish to part with the others, and felt very sore with the constable, whose action might have caused a nasty accident.

I took his number, but had no wish to get the man into serious trouble, which I think would have happened, had I pressed the matter at the station.

H.M.M.

WHY not make sure of obtaining THE LIGHT CAR AND CYCLECAR regularly by placing a firm order with your newsagent?

OUR READERS' OPINIONS (contd.).

Moving Cars by Hand.

With reference to the article "Regaining the Road When Ditched." in your issue of December 25th, I should like to give a hint which may prevent others from having an accident similar to one which I had recently. Always take great care when pulling the spokes of the rear wheels of a car, in order to ease it along, because there is great possibility of catching either the first or little finger (whichever way the spoke is being held) in the outer brake band, and breaking or seriously injuring it.
PAINFULL.

Night Driving Conditions.

So much has been said, written and thought about the difficulty or otherwise of night driving that one hesitates to add anything to the grand total, but it has occurred to me that the remedy, if remedy there is, lies not in the lights, but the roads. Living in rather a secluded spot, a good deal of my driving is done over roads that have never had so much as a touch of the tar brush, so that they reflect the light in a manner that makes driving a pleasure and powerful headlights a mere extravagance. Why not, therefore, replace the present tar dressing by something of a more cheerful colour?
IAN PARKWORTH.

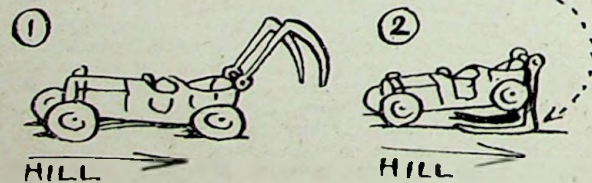
Improved (?) Jacking Systems.

With reference to the idea of using a wheel brace instead of a jack handle, contained in a paragraph by "Focus" in your issue of January 1st, may I ask how your contributor proposes to put the scheme to work on the back axle of an average car? So far as I can see it would be practically impossible to grasp the crank handle of the brace owing to its position; according to the distance between the axle itself and the rear number plate. However, one could, of course, detach the latter, or even work the brace sideways with a specially made crank that would pass through the spokes of the road wheel. Otherwise I am afraid that Harley Street may encounter a further motoring malady in the shape of the malformation depicted in the sad little sketch below.



The dire consequences of using an awkward jack handle may be avoided by adopting the suggestion depicted below!

Alternatively, I have an idea myself which might interest "Focus," and which, no doubt, he could elaborate. To eliminate the jack altogether, have pivoted at the back of the car two large, scythe-like gadgets as in sketch (1).



When a puncture occurs, drive up the nearest hill slowly, release the scythes and run backwards upon them, as in sketch (2), thus lifting the rear wheels of the car off the ground. This could be done to lift the front wheels of the car as well, but up to the moment I have not quite decided how to get the repaired vehicle back on all its four wheels again, once it has been lifted.

Perhaps "Focus" might suggest a way of doing this.
HIGH TENSION HERB.

Sunday Sabbath Delusion.

Permit me to correct an error made by the contributor of the account of the London-Exeter-London run in your issue of January 1st, in calling Sunday the Sabbath. This is a misnomer and very misleading to the public, although often indulged in. The Fourth Commandment distinctly says that "The Seventh Day is the Sabbath of the Lord thy God." The 7th day is Saturday, the last day of the week; any schoolboy knows that. This law has never been abrogated and is still in existence; that being the case, Sunday is the first day and is an ordinary day, standing on the same footing as Monday or Tuesday.
STANLEY HOSKING.

Three-wheelers in "The Exeter."

With reference to the letter by Mr. H. George Morgan, in your issue of January 1st, regarding the excellent performances put up by these vehicles, which, in spite of having only two speeds, had to average 18 m.p.h., as compared with cars of the same capacity with three speeds having to average only 12 m.p.h., I think it only justice to these gallant little three-wheelers to draw attention to the fact that they can not only more than hold their own in heavy going, but in the 100-mile high-speed test held at Brooklands on October 17th last these cyclecars had to average 41 m.p.h., as compared with 37 m.p.h. for four-wheelers of the same capacity, not only so, but out of the nine Morgans entered eight finished, gaining eight premier awards. Out of the 45 cars entered only 35 gained similar awards; in fact, nine cars had to retire. Surely a very fine testimonial to the speed and reliability of these handy little vehicles.

Your recent description of Mr. H. Beatt's record-breaking Morgan was extremely interesting.
J. R. LEISHMAN.

Spring Gaiter Experiments.

Referring to the paragraph in a recent issue of *The Light Car and Cyclecar*, may I add my appreciation of the utility of spring gaiters? The correspondence that took place regarding these early last year left the matter somewhat obscure, and I determined to try them for myself. After some consideration I obtained a set for my 7.5 h.p. Citroen from Messrs. Brace, Windle, Blyth and Co., of Walsall, and, when fitting them, made my own arrangements to observe the effects.

After more than six months I have found, upon examination, that the grease has penetrated thoroughly between the leaves of the springs and is being held there, that there is no sign of rust in spite of being out in all weathers, and that there is no foreign matter anywhere. The springs remain smooth and the gaiters have given no trouble. To the most casual observer it was obvious when the gaiters were removed that no attention was necessary for a considerable period, and I am satisfied that the claims made by the makers are more than justified.

Messrs. Brace, Windle, Blyth and Co. gave my order prompt and courteous attention and the gaiters supplied were a perfect fit and of excellent appearance.

FRANK E. RICHES.

CONDENSED CORRESPONDENCE.

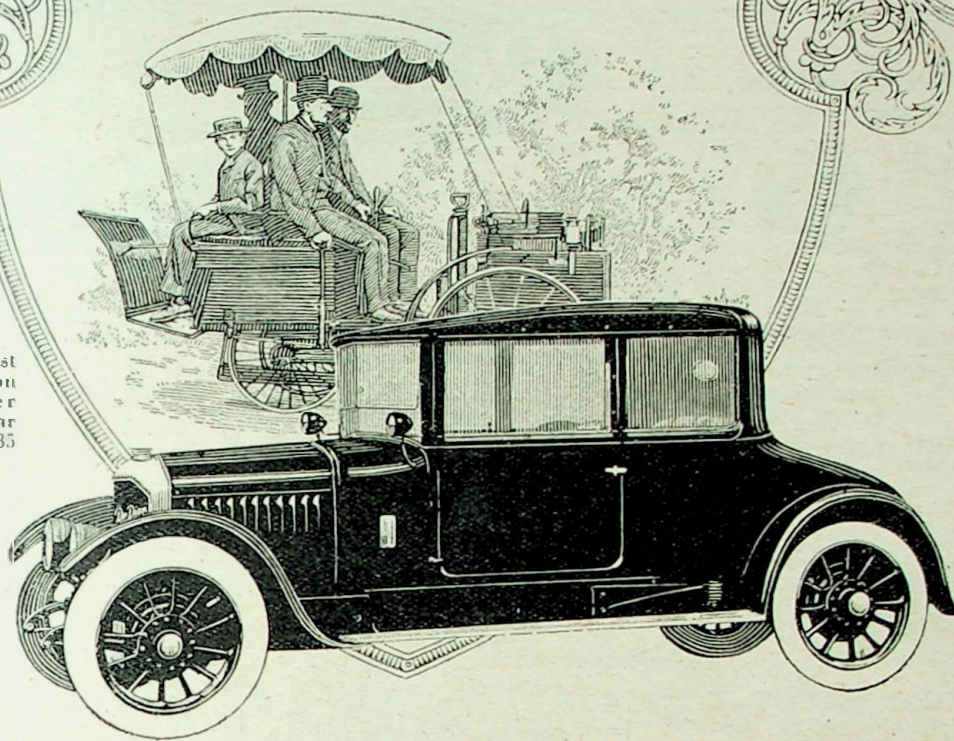
Writing on the subject of bumpers, Motor Necessities, Ltd., state that their J.M. fender bar weighs only 4 1/2 lb. and that the material from which it is made is 25 per cent. stronger than steel. Its cost is not unduly high.

D. B. Ware, who drove the Coventry Victor three-wheeler in the London-Exeter trial, calls our attention to the fact that he is not a newcomer to competition work, as we described him last week, being the holder of three gold medals gained in M.C.C. events.

INFORMATION WANTED.

10 H.P. MORGAN-M.A.G.—The loan or sale of a 1925 engine instruction book is requested.—A. Green, 126, Braid Road, Edinburgh.

The first De Dion 4-seater steam car circa 1885



What a wealth of experience!

IT is forty years since the first De Dion was built—the world's first—horseless carriage. Even before the internal combustion engine had left the scientist's laboratory and taken practical form, the De Dion Steam Car was a commercial success.

Small wonder, then, that the name De Dion is held in such respect and admiration. To such breadth of vision, to such courage and daring originality, and to such dogged perseverance the world owes, in a large measure indeed, the automobile as we know it to-day. De Dion—the pioneer leader of fine car engineering.

And now in these magnificent new models, De Dion engineers

have excelled themselves. Superb riding comfort due to its exquisite British coachwork—a power almost liquid in its smoothness—a longevity without parallel—finger-light steering—a constant and enduring performance entirely without attention—these are a few of the qualities which are the true culmination of the many tens of thousands of De Dion Cars which have preceded them.

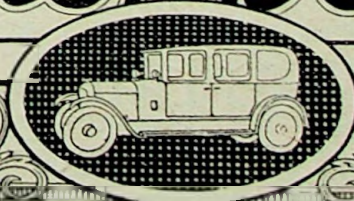
If you are surfeited with the heavy cost of repairs—wearied of trivial faults—overburdened with the high cost of maintenance, consider carefully the De Dion and its wonderful record for economy.

10 20	
De Dion Model J.P.	
4-Seater	£295
Fabric-built Saloon	£375
2-Seater de Luxe	£350
4-Seater de Luxe	£350
2-Seater Coupe	£395
<small>*All-British Coachwork.</small>	

De Dion Bouton

THE WORLD'S FIRST

CAR BUILDERS




Advertisement of DE DION BOUTON LTD. Head Office: 10 GREAT MARLBOROUGH ST., REGENT ST., W.1 Gibson Ad. 4385
 The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.

Necessities of ROTAX the Season—

ROTAX SPOT LIGHT.

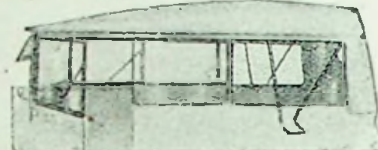
VERY fine spotlight. Can be swivelled in any direction required, and gives powerful light projection. Invaluable for reading sign posts, finding turnings, etc.



Di. of Aperture 3 1/2"
WINDSCREEN MOUNTING.
CAT. NO. 530 . . . PRICE EACH 35/-
SALOON MOUNTING.
CAT. NO. 531 . . . PRICE EACH 35/-
WINDSCREEN MOUNTING.
CAT. NO. 537 . . . PRICE EACH 27/6
SALOON MOUNTING.
CAT. NO. 528 . . . PRICE EACH 27/6

Patent ALL-WEATHER SIDE CURTAINS. Rigid

ROTAX Side Curtain Equipment enables you to obtain and enjoy the advantages of a closed saloon for a thrillingly small sum. They are perfectly rigid with the hood up or down open with the doors, and are the essence of smartness.



CITROEN, English body, 4-seater, 6 panels, 2-31" x 15 1/2", 2-21" x 15 1/2", 2-25" x 15 1/2" . . . Price £6-16-6

CITROEN, French body, 4-seater, 8 panels, 2-19 1/2" x 15", 2-13 1/2" x 15", 2-18" x 19", 2-22" x 19" . . . Price £9-9-0

CITROEN, 7-5 h.p. (Cover-leaf body), 4 panels, 2-23 1/2" x 17 1/2", 2-20" x 17 1/2" . . . Price £4-0-0

SWIFT, 10 h.p., 4-seater, 6 panels, 2-27 1/2" x 15", 2-24 1/2" x 19", 2-19 1/2" x 19" . . . Price £6-18-6

SWIFT, 12 h.p., 4-seater, 6 panels, 2-31 1/2" x 15", 2-25" x 15", 2-20" x 15" . . . Price £7-1-9


FIAT, 4-seater, 6 panels, 2-25 1/2" x 15", 2-20" x 15", 2-25" x 15" . . . Price £6-10-6

JOWETT, 4-seater, 6 panels, 2-17 1/2" x 15 1/2", 2-16 1/2" x 15 1/2", 2-17 1/2" x 15 1/2" . . . Price £5-15-6

Front panel pairs supplied at pro rata prices.

ROTAX FOG LIGHT.


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



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

GRADUAL REGULATING DIMMING SWITCH

ABSOLUTELY "THE CURVE" for a Dazzle. Any degree of light obtained between full on and mere glow. As easy to fit as it is to use. The cost is less than a trial. But for safety sake fit one to your car. You'll be glad you did. Also supplied for fitting to the dash.



CAT. NO. 3332 . . . PRICE 15/-

ROTAX (MOTOR ACCESSORIES) LTD. WILLESDEN JUNCTION, LONDON, N.W.10

Telephone : Willesden 2480 (Private Branch Exchange). Telegrams : Rodynalite, Phone, London Codes : ABC 5th Edition and Marconi International.

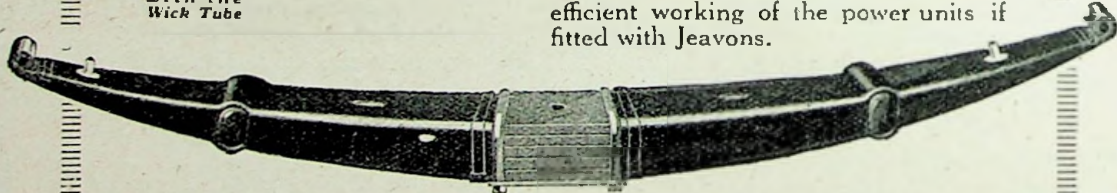
BRANCH WORKS AND DEPOTS:

Birmingham: Landor St. *Phone: East 430. *Grams: Rotaxmo, Birmingham.	Taunton: Newton's Works. *Phone: Taunton 9. *Grams: Air, Taunton.
Glasgow: 19/21, Oswald St. *Phone: Central 579. *Grams: Rotaxmo, Glasgow.	Manchester: 291/3, Deansgate. *Phone: Central 7415. *Grams: Rotaxmo, Manchester.
Bristol: 7, Temple St. *Phone: Bristol 5700. *Grams: Rotax, Bristol.	Leeds: 117, Park Lane. *Phone: 29758. *Grams: Rotax, Leeds.

THROUGH MUD & RAIN & SNOW



The Gaiter with the Wick Tube



Though forgotten, the springs of your car will never complain, but will constantly minister to your riding comfort and to the efficient working of the power units if fitted with Jeavons.

JEAVONS LUBRICATING SPRING GAITER prevents rust and lifeless springs by putting a film of oil round every part of the spring leaves and keeping it there continually. Though forgotten, the springs of your car are well cared for if fitted with Jeavons.

Manufactured by the makers of the well-known

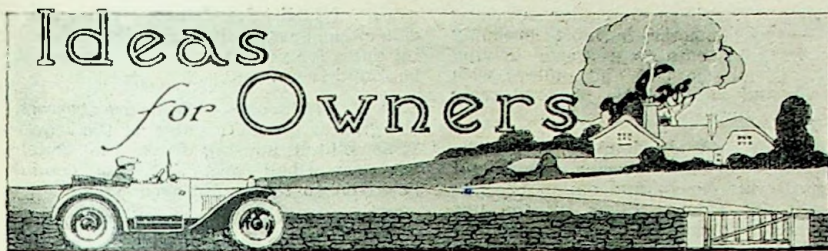


The Cozy for Wintry Weather.

Write for FREE Illustrated List, No. 45L.

RAMSDENS (HALIFAX) LIMITED,
147/149, GREAT PORTLAND ST., LONDON, W.1
Telephone: Langham 3122, 3123. Telegrams: "Jeavogaita, Phone, London."
FACTORY HALIFAX ENGLAND

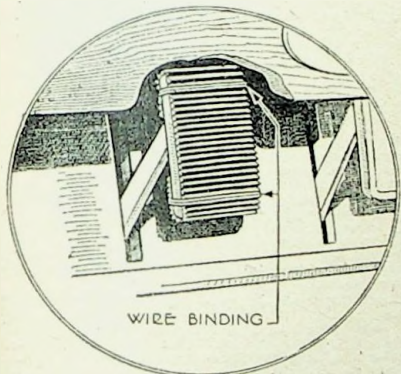
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



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

In Place of a Lathe

It is extremely difficult to reduce the diameter of a stud or bolt without employing a lathe, and filing down by hand is a long task; in all probability, too, the stud will not be truly circular when the job is complete. If a geared hand-brace is available, however, it may be used in place of a lathe, and the matter will present no difficulty. The brace should be firmly gripped in a vice in such a way that its working is not restricted. The part to be reduced may then be secured in the chuck and, while the brace is turned with one hand, a file may be held against the work with the other. If the assistance of a friend, who will turn the handle, can be obtained, more attention can be devoted to manipulating the file and a better finish will result. This idea can naturally only be put into practice where small parts are concerned.



Pedals may often be improved by covering with rubber.

Simple Pedal Covers.

In addition to the discomfort caused by one's feet slipping off the pedals there is always an element of danger. Even a rough metal surface affords a poor grip for boot soles, particularly when the feet are not placed quite squarely on the pedals. To overcome this difficulty rubber pedal covers may be used, and a cheap set can easily be made from rubber matting, scrap pieces often being suitable.

There are many methods of attachment, but, broadly speaking, they fall into two classes—those which necessitate drilling the pedal plates and those which do not.

In the first case holes must be bored in the rubber pieces to correspond with

those previously made in the pedals. If holes are undesirable, or the necessary tools not available, the rubber may be fixed direct to the pedals by means of solution, as used for fastening rubber boot soles. An even cheaper and more simple plan is to make the fixing by means of wire. This is effective, but, of course, not so workmanlike in appearance. A firmer hold for the rubber is ensured if the strips are cut longer than the pedals and turned over at the top and bottom before binding.

Uses of Acetylene Tubing.

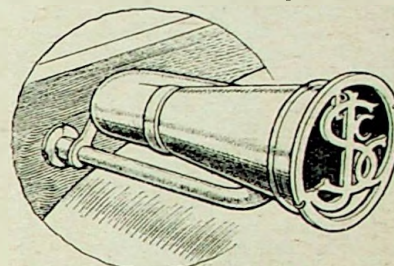
Among the sundries and spares which are well worth their place in a car is a length of acetylene tubing. There are several roadside troubles which may be cured with its aid, the most important probably being the temporary repair of a broken petrol or oil pipe. It is a very simple matter to slip a piece of the tubing over the broken ends of the pipe, securing it in position with insulating tape, copper wire or string. It will not, of course, last indefinitely, as the action of petrol or oil will gradually destroy the rubber; but it will be found quite satisfactory until a proper repair can be effected.

Another use of acetylene tubing is as a temporary fan belt. If the proper belt breaks and cannot easily be repaired, it is only a matter of a few minutes' work to stretch a length of tubing round the pulleys and tie the ends together with string. It sometimes

happens, too, that the insulation of the sparking plug leads becomes chafed and gives rise to a short-circuit. If the insulation is only slightly damaged, insulating tape bound tightly round the spot will stop the short-circuit, but, should the chafing be serious, a much better way is to slip a piece of rubber tubing over the lead, sticking it with rubber solution to keep it in place.

Neat Badge Mounting.

Finding a conspicuous position for a club badge is often a difficult task when the radiator cap is occupied by a thermometer or some other accessory; but those possessing a small metal drill capable of making holes about 1/16 in. diameter, can secure most types of badge to the bell mouth of a bulb horn. It should be noted that this applies to the "openwork" kind of badge only, as solid plates would obviously affect the



A neat and attractive method of mounting a club badge.

working of the horn. The number of holes which have to be drilled in the bell of the horn vary according to the badge to be fitted, but three-point attachment is preferable. Small bolts or wire can be used for fixing.

Owing to the contrast between the usual aluminium or white-metal badge and the black mouth of the horn, the badge is clearly defined. Cleaning is easy, and, if detached at any time, there is little evidence of the fact, there being no disfigurement of the car.

In Answer to your Query.



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

R.S. (London, W.11).—Unsuitable sparking plugs or excessive carbon deposit are the most likely causes of your engine continuing to run after the ignition is switched off. Pre-ignition is certainly the trouble.

L.J.C. (Biggleswade).—We should not advise you to remove such a large amount of metal as 1/4 in. from the cylinder base flange in order to increase compression. The most satisfactory course will be to obtain a set of new pistons which are deeper from the crowns to the centres of the gudgeon pins than the existing pistons.

E.E.T. (Stourbridge).—The difficulty you have found in starting your two-stroke engine when hot is most probably due to too rich a mixture.

H.G.H. (Taunton).—We are afraid that we cannot express an opinion on a second-hand car without seeing it. There are doubtless independent engineers in your district and we should advise you to employ one of them to inspect and report upon the car.

E.M. (Newark-on-Trent).—The "kicking" which you experience with the hand brake lever of your car may be overcome by lubricating the bearings of the brake camshafts. The lever will be moved backwards and forwards if the camshafts cannot turn easily, as, with Hotchkiss drive, the whole axle casing turns slightly backwards and forwards under the influence of torque; faulty design is often a cause of this.

IN ANSWER TO FOUR QUERY
(contd.).

A.B. (Shrewsbury).—You are not draining all the water out of your Jowett cooling system by removing the plug below the radiator. There is also a drain plug on the underside of each cylinder which requires attention.

N.H.W. (London, W.12).—The most simple way of lubricating the spring leaves is to jack up the car under the frame, allowing the wheels to hang, when their unsupported weight will open the spring leaves. You can, of course, separate them to a certain extent without raising the vehicle by inserting a screwdriver with a tapered blade.

A.St.C. (Sheffield).—Most makers of grease-gun outfits market standard conversion sets for the majority of popular light cars. Write to the concern you favour, giving the make of your car, the date of manufacture and model, and they will inform you whether they stock suitable sets. Nipples of one make as a rule are not usable with a gun made by a different concern.

D.R. (Stoke Newington).—You need have no fear of a conflagration resulting from the use of a radiator lamp. These are constructed on the well-known Davy safety lamp principle, and can be hung under the bonnet with safety. It is not a bad plan to assist the efforts of the safety lamp by using a radiator cosy and also throwing a rug over the bonnet.

L.H. (Whitby).—Irregular working of the speedometer is most probably due in your case to a greasy driving belt. Clean the belt and pulleys with petrol and rub a little powdered resin on to the surfaces.

R.W.M. (Wolverhampton).—The movement of the steering column of your Jowett car in and out of the box should not exist. Slack off the nut which clamps the steady tube in position in the steering box and tap the tube farther into the box, re-tighten the nut, and you will find that the looseness has disappeared.

J.G. (Colne).—The method of adjusting the hand brake on your 10-15 h.p. Fiat is as follows: Remove the floor-boards, and you will find that on the cross-shaft carrying the brake-lever there is a sleeve with a hexagon in the centre; by rotating this sleeve, which has right and left-hand threads, the cables will be slackened or tightened, according to the direction of rotation.

R.V.N. (London, S.W.12).—The squeak coming from the engine of your Jowett car is most probably due to lack of oil in the dynamo-drive bearing in the timing case. A lubricator is provided on the boss in front of the flexible coupling; this should receive attention daily until the engine becomes somewhat more worn and the supply of oil from the engine is automatic. At present there is not sufficient clearance for the oil easily to find its way right through the long bearing.

T.P. (Carlisle).—Look at the underside of the battery lid. Details of charging rates for your particular battery will be found there.

O.W. (Lincoln).—You are correct, the greaser on the off side of the Rover Nine clutch housing feeds the clutch withdrawal bull race. Attention should be given to this point frequently.

H.G.B. (Newport).—Irregular operation of the electric horn is generally due to loose or dirty connections. A broken vibrator usually causes the note to be consistently feeble. We should recommend a careful inspection of the wiring and the contacts in the switch.

O.S. (Luton).—On your particular car the chassis number is usually given on a plate on the dashboard. As this has, apparently, been removed, we can only suggest that inspection of the registration book may be helpful, as this detail should be included. You could write to the makers, quoting the engine number, and ask for their help.

R.A.C. (Plymouth).—By joining one of the clubs associated with the Royal Automobile Club you obtain what are known as associate membership advantages. These comprise privileges covering the points which you mention, "get-you-home" vouchers and legal defence. You must remember that the price which you pay for associate membership is far less than the subscription for full membership.

CLUB ITEMS AND SPORTING EVENTS.

SOUTHPORT CLUB'S RACE MEETING.

An excellent entry has been received for the Southport Motor Club's race meeting, which is to be held to-morrow (January 9th) on the Southport beach. At the time of going to press entries totalled 75, including a number of light cars, while added interest centres in the event owing to the fact that Major H. O. D. Segrave (Sunbeam) will be competing. In the evening the club will hold its annual dinner and prize distribution.



J. C. Wood (Rover Nine, passing along Penrith High Street in the Liverpool M.C.'s Liverpool-Penrith-Liverpool trial, which was held on Saturday last.

TO CLUB SECRETARIES.

At this time of the year when clubs are busy planning events for the coming season and new officials are being appointed, we would draw the attention of club secretaries to the fact that we are always willing to publish details of sporting and social fixtures. Reports of this nature must reach us by the first post on Tuesday morning for inclusion in the issue published on the following Friday. We shall also be glad to receive the names and addresses of newly appointed secretaries and other club officials.

COVENTRY TRIANGLE M.C.

The annual general meeting of the Coventry Triangle Motor Club will be held at the club headquarters, the "Admiral Lord Rodney," Much Park Street, Coventry, on January 14th. January 23rd is the date fixed for the club's "Retiring Officials' Night," when there will be a supper and dance at the Sir Colin Campbell Hotel, Coventry.

FORTHCOMING EVENTS.

- January 8.
Essex M.C. Annual Dinner and Dance.
- January 9.
Kent and Sussex L.C.C. Annual General Meeting.
Southport M.C. Race Meeting and Annual Dinner and Prize Distribution.
- January 10.
City of London Motoring Association.
Circular Tour of Kent.
- January 14.
Southern Jowett L.C.C. Social Evening.
Coventry Triangle M.C. Annual General Meeting.
- January 19.
Belsize-Bradshaw L.C.C. Annual General Meeting.
- January 21.
Coventry Triangle M.C. "Retiring Officials' Night."
- January 24.
City of London Motoring Association.
Social Run to Begnor.
- January 30.
City of London Motoring Association.
London-Stratford-London Trial.

BELSIZE-BRADSHAW L.C.C.

The Belsize-Bradshaw Light Car Club held a very successful dance at the Bridge House Restaurant, London Bridge, on Tuesday, January 5th, over 100 members and friends being present. Dancing commenced at 8 p.m., and the floor was fully occupied until midnight. In a brief but very informative speech, the

treasurer, Mr. Hawkins, paid a graceful but well-merited tribute to the never-flagging enthusiasm of the hon. sec., Mr. G. E. R. Nicholson, who was not only the organizer of the dance but the life and soul of the club. One of his many duties, said Mr. Hawkins, was to keep members supplied with Belsize-Bradshaw spares at very reasonable prices. Mr. Nicholson gave his services entirely gratuitously, and undertook to send off these spares within 48 hours of the receipt of the order; whilst the profits from these transactions automatically go to the club funds. Further he appealed to owners of these cars throughout the country to rally round the club, the membership of which is, at present, under 100, and the membership fee only 5s.

The annual general meeting will be held at 7.45 p.m. in the Bridge House Restaurant, on Tuesday, January 19th, and members are earnestly requested to make a special point of being present.

The address of the hon. secretary is 56, Barrowgate Road, Cliswick, London, W., and he will be pleased to hear from all owners of Belsize-Bradshaw light cars. We understand that during the coming season an endeavour will be made to carry out an attractive social programme.

CITY OF LONDON M.A.

The City of London Motoring Association, which is just completing its first year, has had a very successful season, and plans are now being made for 1926. An attractive programme has been drawn up, the most important event in the near future being a long-distance reliability trial from London to Stratford-on-Avon, which will be run on January 30th.

The club subscription, which is 10s. 6d., includes associate membership of the R.A.C. and affiliation to the A.C.U. A special insurance policy is being developed, whereby members may receive greater benefits than those generally available. The committee is also turning its attention to the subject of the welfare of the motorist, especially in London, and is attempting through the medium of its members to promote "better motoring." Motor-cycling members are being urged to carry rear lights on their machines, and all members are being asked to observe a special code of road rules which has been carefully drawn up by the committee.

Information concerning the City of London Motoring Association will be readily forwarded by the hon. secretary, Mr. F. W. S. Osborne, 27, East India Dock Road, London, E.14, on receipt of a post-card.

HAPPIER MOTORING THIS YEAR!

LET Dunhills show you the way to happier motoring this year. Let them show you how to make engine starting in cold weather an easy matter, how to keep the outside of your car spick and span, and the inside clean and warm; how to make your motoring more enjoyable in the most economical way. If you cannot call at their showrooms in London or Glasgow, write for the complete catalogue No. A.2 — it is the clue to happier motoring.

An Accessory you cannot be without this Winter.



PROTECTOR SAFETY LAMP.

This lamp is constructed along the lines of a miner's lamp, and is absolutely foolproof. When fixed under bonnet, prevents radiator and engine getting chilled. With one filling it will burn for 20 hours at a cost of considerably less than one penny. In Turned-in Brass. Weight, 3 1/2 lbs. Size 10 in. high by 3 1/2 in. diameter. Price 20/- Postage 1/-



Dunhills Radiator Muff

Made in water-, rot- and grease-proof material to follow the contour of each make of radiator. DUNHILLS Muffs add rather than detract from the appearance of the car.

Quilted Radiator Muff in "Resistal" Cloth with roll front	Up to 8 h.p. & Fords.	Up to 20 h.p.	Above 20 h.p.
Plain Radiator Muff with roll-up front	25/-	28/6	31/6
	22/6	25/-	27/6



CARBOTRON STOVES
The "MODERN"

Size 27 in. by 8 in.
Price 42/- each.
Complete.

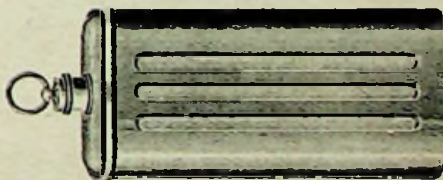
These stoves may be carried about with safety, whilst burning, and require practically no further attention after the fuel is started.



SIMONIZ and CLEANER in an attractive tin complete with the necessary cloths. The secret of Simoniz lies in the fact of using suitable cloths. Price 15/-, Postage 9d.



OSTRICH FEATHER DUSTER. An invaluable accessory, made of real Ostrich Feathers. Detachable and folds into a neat case. No. 5829/80. Price 7/6 Postage 6d.



"COLFALGAR" HOT-WATER FOOT WARMER.

Made in polished aluminium. 5/6 each. Postage 1/-. When not in use as a foot warmer can be utilized to carry extra petrol. Length 10 1/2 in. Circumference 14 in. 3 in. Thick

Make use of Dunhills "Reply-by-return" service. Orders dispatched and enquiries answered by return of post; satisfaction guaranteed.

Dunhills Limited

359-361, EUSTON ROAD, LONDON, N.W.1.
WEST END BRANCH 2, CONDUIT STREET, W.1.
GLASGOW 72, ST. VINCENT STREET.

Dunhills serve you as well by post as if you actually called at their showrooms. You may order from the catalogue with full confidence.

WRITE FOR DUNHILLS ACCESSORIES CATALOGUE No. A.2.

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

Looking for an Honest Man.



WAS it not Diogenes who went looking for an honest man? If you are looking for an honest bargain your search need not produce headaches and heartaches. Mr. John Prieleau has had much to say regarding this in the EVENING STANDARD. We always supply a good car at a fair price, minus bothers and aches, so get into touch with us and make certain of the best allowance for your present car and for the supply of a new Model under the easiest possible conditions. If you are looking for a second-hand vehicle—one able to face the A.A. or R.A.C. Engineers—then ask for our current list.

A WORD to the wise. A little foresight has resulted in our securing a batch of 1926 10 h.p. 4-Door Saloons, some Two and Four-seater Touring cars of 10 and 2 h.p. rating, etc., and they will be available shortly at prices that will make even a pessimist interested. Can we send you details?

DEFERRED TERMS TO SUIT ALL.

The pick of the Second-hand Car market comes to Mebes & Mebes.

AUSTIN
On view **CLYNO** always
CALTHORPE
FIAT
R H O D E
STANDARD

London Distributors of Calthorpe Cars:

MEBES & MEBES

ESTD. 1893

Light and Medium Powered Car Specialists,

144, Gt. Portland St.,
LONDON, W.1.

Phone: MUSEUM 4244.

Specialists in the Repair
of Austin, Clyno, Cal-
thorpe, Fiat and Rhode
Cars.



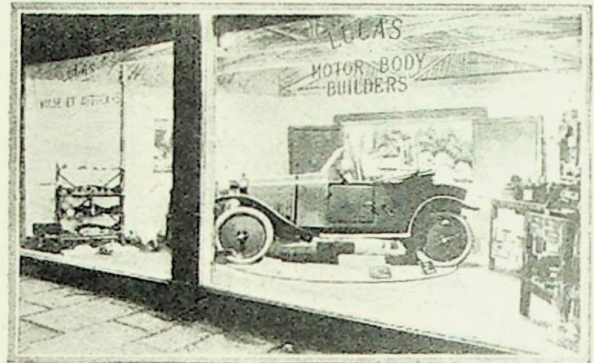
EVER WATCHFUL
to give Service.

AROUND THE TRADE.

Th. Schneider cars are handled in this country by Schneider Automobiles (England), 138, Long Acre, London, W.1.

Ramsdens (Halifax), Ltd., Station Works, Halifax, held their annual staff social and dance on Wednesday, December 23rd. Dancing, accompanied by the Works Orchestra, was continued until a late hour, all present having a most enjoyable time.

Owing to the rapidly increasing development of the commercial side of their business, the Laffly (England) Co., Ltd., have decided to concentrate on this and are accordingly relinquishing the concession which they have held for the distribution and sale of Donnet-Zedel cars in Great Britain.



The Christmas window display of F. W. Lucas (1922), Ltd., 240, Brixton Hill, London, S.W.2. The scene depicted a garage, while the car was mounted on a revolving platform, one half being in a very dilapidated condition, the other half having been renovated by the concern.

The Automobile Engineering Training College of 5, Coventry Street, Piccadilly Circus, W., and Chelsea, held a most successful end-of-term dinner and dance at the Meera Cafe on Thursday, December 17th. Mr. C. H. Roberts, the principal, presided, and more than 100 students and their friends were present.

The Birmingham Small Arms Co., Ltd., of Birmingham, have entered into an agreement with the Standard Telephones and Cables, Ltd. (formerly Western Electric Co., Ltd.), whereby the developments of the latter company in connection with radio broadcast receiving apparatus will operate for both companies. A new B.S.A. company has been formed under the name of B.S.A. Radio, Ltd., which company will market the new B.S.A. products. The head offices of B.S.A. Radio, Ltd., are at Small Heath, Birmingham.



LIGHT CAR PROVERBS. No. 1.

The winner is
Mr. M. S. Cotterell,
134, Harborough Road,
Streatham, S.W.10.

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

Hope deferred maketh the heart
grow sick.

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



Supplied for
all cars from
£6:6:0
per set of four

On the lookout for potholes

Driving constantly on the lookout for potholes is decidedly unpleasant—

Yet the number of motorists who follow this comfort-destroying practice is astonishing. Why look for potholes? Far easier, and decidedly more satisfying, to ride over them. Potholed roads do not worry the owner of a GABRIEL-equipped car. Roads you have previously dreaded will lose their terrors, and your motoring becomes a genuine source of comfort and satisfaction when your car is similarly fitted. GABRIEL REBOUND SNUBBERS keep the car body on an even plane by controlling the action of the springs when wheels meet bumps and depressions in the roadway.

5 reasons why it pays to fit Gabriel Rebound Snubbers" is the title of an interesting and instructive brochure.

May we send you your copy? Free and post free on request.

GABRIEL SNUBBERS

Rebound Shock Absorbers

for **COMFORT** and **ECONOMY**

Brown Brothers Limited
— Allied Companies —
THOMSON AND BROWN BROTHERS LTD
BROWN BROTHERS (IRELAND) LTD

Head Offices and Warehouse. Wholesale only:
GT. EASTERN ST., LONDON, E.C.2.
126, George Street, Edinburgh, and Branches.

A Few Examples from To-day's Stock.

- 1923 Amilcar, 2-str. £88
- 1922 Amilcar Sports (4) . . . £88
- * 1922 A.B.C. Chummy . . . £88
- 1922 A.B.C. Regent . . . £88
- 1921 A.B.C. Sports . . . £58
- 1921 A.B.C., 2-str., de Luxe. . £88
- 1922 A.B.C. Sports (2) . . . £88
- * 1921 A.C., 2-str. (4) . . . £95
- 1923 Ariel, Chummy . . . £88
- 1923 Austin "7," Chummy. . £88
- * 1923 Bayliss Thomas, 2-str. . £95
- 1922 Belsize-Bradshaw, 2-str. £69
- * 1923 Belsize-Bradshaw, 4-str. £88
- * 1922 Calthorpe, 2-str. . . £78
- 1924 Citroen "7," Coupe . . £98
- * 1921 Citroen, 2-str. (2) . . £58
- * 1921 Citroen, 4-str. (3) . . £89
- * 1922 Citroen "7," 2-str. . £85
- * 1922 Citroen, 4-str. . . £85
- * 1923 Clyno, 4-str. . . . £98
- 1922 Coventry Premier (2) . £55
- * 1923 Gwynne "8," Chummy(2) £89
- * 1922 Hands, 2-str. . . . £88
- 1921 Hillman, 2-str. (2) . . £78
- 1922 Jowett, 2-str. (3) . . £78
- * 1923 Rhode Chummy (4) . . £95
- 1922 Rhode Chummy, 4-str. . £88
- 1921 Rover "8," 2-str. (2) . £48
- 1923 Rover "8," 2-str. (3) . £68
- 1923 Rover Chummy, 4-str. . £75
- * 1923 Rover "8," Chummy . £75
- 1924 Rover "8" 4-str. . . £88
- 1923 Salmson, 2-str. (3) . . £88
- 1922 Salmson, 2-str. (3) . . £69
- 1925 Senechal Semi-Sports . £98
- * 1923 Singer, 4-str. (C.F. Model) (2) . . . £88
- * 1923 Singer, 2-str. . . . £95
- * 1922 Singer, 2-str. . . . £78
- * 1923 Swift, 4-str. . . . £98
- 1923 Talbot (2) £98
- 1922 Talbot "8," 2-str. . . £88
- 1923 Wolsley "7" (2) . . . £78
- * 1921 Wolsley "10," 2-str. . £85

Many others, always over 80 odd in stock.

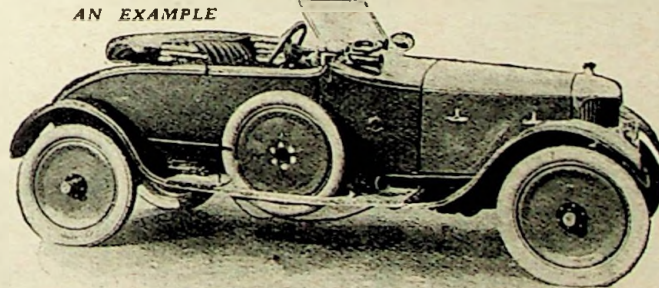
* Cars marked thus have starters.

FRUITERERS?

NO !!

BUT WE'LL SELL YOU A REAL PEACH OF A CAR UNDER £100

AN EXAMPLE



1921/2, A-C 2-Scater de Luxe . . £95

This, or any other, YOURS for

ONE-TENTH of the Purchase Price **DOWN**

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

Benmotors
THE CLEARING HOUSE FOR SMALL CARS

30/32 High St., WANDSWORTH, S.W.18

Phone: BATTERSEA 1509.

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

TERMS.

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

Any new Cars. Immediate deliveries of almost any make.

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

EXCHANGE.

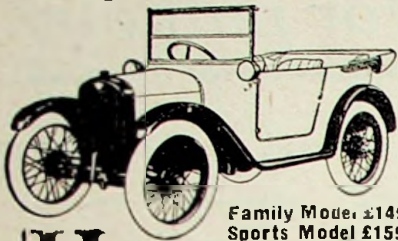
Definite Allowance per return for your present car or motorcycle on receipt of full particulars, including collection and delivery charged at 22-10-0 extra to any distance. Let us forward lists and terms; you will be pleased and surprised to see how easily and pleasantly the whole transaction can be completed. Right to your very door, no matter what distance.

SPECIAL NOTE.

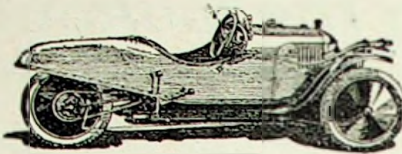
We do not deal in all Types from 40-50 Saloons to Motorcycles. WE SPECIALISE in SMALL CARS UNDER £100 and UNDER 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class. All cars guaranteed good mechanically, and open to A.A. and R.A.C. examination willingly.

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

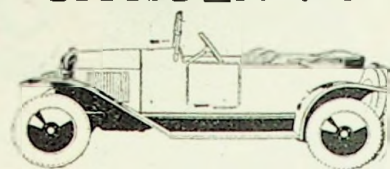
PROMPT DELIVERIES. EXCHANGES OR DEFERRED TERMS.
AUSTIN "7" **MORGAN** **CITROËN 7.5**



Family Model £149
Sports Model £159



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



3-seater Cloverleaf, £145

HOMAC'S
MOTOR AGENTS

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

MOTOR MATS Best British Fibre
Made to fit any Car

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

CLYNO, 2-seater ..	27/6
4-seater Front ..	27/6
4-seater Rear ..	13/6
(Please state model.)	
HUMBER, 8-18 Chummy ..	25/-
Front ..	25/-
Rear ..	9/-
SINGER, 10 h.p. 2-seater ..	22/6
4-seater Front ..	21/-
4-seater Rear ..	14/-
HOVER, 9-20 2-seater ..	27/6
4-seater Front ..	21/-
4-seater Rear ..	12/-
WOLSELEY 11-23 ..	19/-
2 and 4-seater ..	19/-



Send to

Thorogoods Ltd. Baldock, Herts.

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

The Bowden CARBURETTER FLOODER



INDISPENSABLE to all up-to-date motorists. Despite air stranglers, shutters, etc., most drivers flood the carburetter to provide an easy start. The Bowden Flooder is operated from the dash and obviates lifting the bonnet, besides preventing soiled hands and clothes. Can be used on any carburetter having a float.
Price complete, 2/-

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



A Special Garage at a Special Price

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

THORNBER'S OWNER-DRIVER'S GARAGE

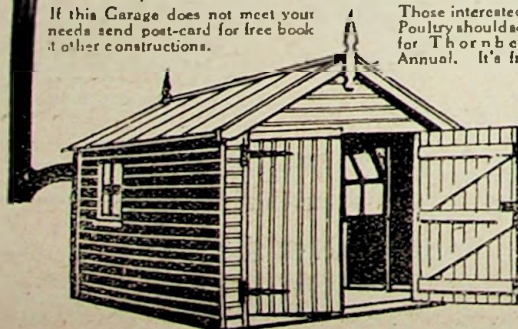
Size 15 ft. x 9 ft. **£15** CARRIAGE FORWARD.
x 7 ft. x 9 1/2 ft.

Wood Floor £4 extra

Thornbers Locjoint weatherboards defy all weather, and are used for the sides and ends. This Locjoint boarding (3 in. thick) on 3 in. x 1 1/2 in. frame. 2 in. T. and G. Boards, on 3 in. x 1 1/2 in. purlins form the roof. Best Ruberoid Felt, battens, barge boards and finials are sent loose for safe transit. Doors are strongly battened, securely held by bands, gudgeons, bar bolts, lock and key provided. Well framed window at each side, with 21 oz. clear glass. Top half to open. All bolt holes are bored and bolts supplied.
THORNBER BROS., 11 Mytholmroyd, Yorks.
 London Office - 47, Victoria Street, S.W.1.

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

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



4th Edition.

GREATLY ENLARGED, RE-WRITTEN AND RE-ILLUSTRATED.

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

2/6
NET

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

TEMPLE PRESS LTD.

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

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

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.

TO-MORROW!!

is the last day of our offer of
FREE TAX
on all CARS purchased.

Send a deposit now and reap the benefit.

ALL OUR MACHINES ARE GUARANTEED

Exchanges and Terms as Usual.
COMPARE OUR PRICES.

KIRK & CO.

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

Phone : Paddington 6049.

CITROEN, 1924-25, English all-weather body, 4-5-seater tourer, rear screen, full equipment, balloons, first-class condition. £122 10

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

A-C, 1922, Royal model, 2-seater and double dickey, dynamo lighting and starting, all equipment in really superb condition throughout. £95

AUSTIN 7, Chummy, 1924-25, all-weather, starter and lighting, speedometer, equal to new throughout. £95

CITROEN, 1924-25, 7.5 h.p., 3-seater, all-weather, dynamo lighting and starter, speedometer, balloon tyres, practically new. An exceptional offer. £92

Another, similar. £88

MORGAN, 1924, Grand Prix, 8 h.p., I.A.P., dynamo lighting, electric horn, speedometer, exceptionally smart and very fast. £78

ROVER 8, 1924, 4-seater, all-weather, dynamo lighting, exceptionally smart, and in excellent mechanical condition. £69 10

ALBERT, 3-seater tourer, starter and lighting, etc., completely overhauled and re-coachpainted. £65

CITROEN, 1923, 7.5 h.p., 2-seater, dynamo lighting, starter, electric bulb horn, good tyres, chrome finish, very nice car and reliable. £60

Another. £55

JOWEIT, 1922-23, 7 h.p., 2-seater and double dickey, dynamo lighting, good tyres, new hood, very smart, thoroughly reliable. £58

MORGAN, de Luxe, 1922, M.A.G. engine, w.c., dynamo lighting, in nice condition. £57/10

A.B.C., 1922, Regent model, 2-seater and dickey, dynamo lighting, speedometer, excellent condition throughout and attractive. £56

MORGAN, 1922, 8 h.p., M.A.G., engine, dynamo lighting, spot light, been very carefully used, very smart and reliable. £54

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

Another, at. £50

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

G.N., 1922, 2-seater and dickey, special all-weather body, dynamo lighting, speedometer, spare wheel, double screen, good appearance and condition. £40

Another. £36

M.S., sports, 2-seater late model, fitted with 8.3 h.p. Chapuis Dornier 4-cylinder w.c. engine, electric lighting, very fast and sporty gift. £39

ROVER, 8 h.p., 2-seater models, 1921-22. We have several in stock at bargain prices from. £35

MORRIS-OXFORD, 9 h.p., 2-seater and dickey, good tyres, spare wheel, re-coachpainted, thoroughly sound, genuine bargain. £30

G.N. 1921 and 1922, 2-seater models. We have several in stock at bargain prices from. £25

Easier Filling The Gun Charger for the ENOTS flexible GREASE GUN

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

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



Ask your dealer or write—
BENTON & STONE, Ltd.

"Enots" Works, BHAM.

London Depot: 172, Gt. Portland St., W.1
Telephones: Maxim 6114 and 6415.
To obtain maximum satisfaction from your "Enots" Grease Gun, always purchase "Enots" Grease. This is put up in 5 lb. Round Grease Tins specially for use with the above Filler. The price is 4/6 per 5 lb. tin plus postage.



**"LUCKY —
I've got a
tin handy"**

When your car begins to show little scratches, dents and scraped enamel work, don't run the risk of rust and decay. Always keep a tin of ROBBIALAC on your shelf, ready to touch up the surface. In ROBBIALAC you have the perfect enamel, ready for use, smooth as syrup, with a rich, glass-like finish absolutely free from ugly brushmarks. It dries with a beautiful lustrous surface that will not crack, chip or peel, and remains unaffected by rain, grease, oil or mud.

FREE!
Your Initial in Gold

Send us a p.c. today for the free ROBBIALAC leaflet on Car Painting, and we will send you in addition, two handsome Gold Transfers of your surname initial for the doors of your car.

Get a tin to-day. Your local dealer stocks it in Whitty Black and all popular colours.

ROBBIALAC, DEPT 1,
WARTON RD., STRATFORD
LONDON, E.15



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



—here is another list of BARGAINS in SECOND-HAND Light Cars :

All these cars are in good running order, ready for instant service. They can be seen and demonstrated any day (Saturdays included) between 9 a.m. and 7 p.m.

Just a selection from a large number, typical of the opportunities that ALLEN-BENNETT'S offer—demonstrating yet more conclusively that "there is no one quite like A.B.'s for Second-hand Cars." Nowhere else can you find so big, so varied a stock—and so high a standard of VALUE. Any car can be purchased on Allen-Bennett's REALLY CONVENIENT TERMS—payments spread over 18 months.

FALBOT , 1923, 8 h.p., Coupe, just overhauled and repainted ..	£125	CLYNO , 1925, 11 h.p., 2-seater and dickey, two to choose from, both equal to new ..	£125	RHODE , 1924, 10 h.p., Chummy, special Sports engine, very nice condition ..	£110
BELSIZE - BRADSHAW , 1924, 9 h.p., 4-seater, starter, etc., in perfect condition ..	£85	1924, 11 h.p., ditto ..	£90	Also one at £65, another at ..	£75
RILEY , 1925, 11-40 h.p., de Luxe, 4-seater Tourer, wire wheels, rear screen, etc., equal to new in every respect. 1926 list price £460. Our price ..	£325	A-C , 1924, 12 h.p., Royal, 2-seater, magnificent condition ..	£185	ROVER "8" , several in stock, 2-seaters from £65, Chummys £60, full 4-seaters ..	£75
1925, 11-40 h.p., Coupe, 2-6 seater, guaranteed, indistinguishable from new. 1926 list price £495. Our price ..	£335	1924, 12 h.p., any-weather, new balloon tyres, many extras, looks and runs like a new car ..	£165	HUMBER , 1925, 8 h.p., 2-seater and dickey, new and unused. List price £240. Our price ..	£185
1925, 11-40 h.p., Tourer, rear screen, etc., run under 2,000, as new in every respect ..	£285	1922, 12 h.p., Royal, 4-seater, very nice ordar ..	£120	LAGONDA , 1921, 11'9 h.p., Coupe, 2 in stock at £60 and £75, also 4-seater all-weather at ..	£75
SINGER , 1925, 10-26, h.p., 4-seater, de Luxe, finished maroon, with artillery wheels, unsoiled ..	£165	STANDARD , 1921, 11'9 h.p., 2-seater and dickey, long chassis model, perfect condition ..	£75	WOLSELEY , 1923-4, 10 h.p., de luxe, 2-seater, overhauled and equal to new in every respect ..	£135
1924, 10 h.p., de Luxe, 4-seater, balloon tyres, most carefully used, very much above the average ..	£120	AMILCAR , 1925, 9-50 h.p., Grand Sports, 2-seater, F.W.B., etc., guaranteed, 75 m.p.h. 1926 list price over £300. Our price ..	£185	MARSEAL , 1923, 11'9 h.p., 2-seater, aluminium body, many extras ..	£75
1923-4, 10 h.p., de Luxe, 2-seater, exceptional condition ..	£75	CITROEN , 1925, 7'5 h.p., 2-seater, indistinguishable from new ..	£105	1923, 11'9 h.p., 2-seater, nicely equipped, splendid order ..	£70
		BUGATTI , 1922-3, 11'9 h.p., modified Brescia model, 2-seater and dickey, semi-Sports, wire wheels, every conceivable accessory, just been repainted ..	£135	1924, 11'9 h.p., Special 4-seater, Sports aluminium body, red wings, red leather upholstery, very smart, exceptionally fast ..	£120
				SWIFT , 1920, 10 h.p., 2-seater and dickey, equipped, perfect condition in every respect ..	£40

NEW CARS ALWAYS IN STOCK INCLUDE:
AUSTIN, CLYNO, HUMBER, RILEY, ROVER,
SINGER, STANDARD and MORGANS.

The ALLEN-BENNETT MOTOR CO., LTD.
8, 9, 10, 11, Royal Parade, West Croydon. Croydon. 2450-1 & 968.

Quarter of a mile from West Croydon Station.
A dozen bus routes pass by or near.

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

**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 2s. (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

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

NOTICE.

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

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

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

A.B.C., 1922. Regent 2-seater and dickey, electric lighting, starting, good condition. £45. Cheater Mighall, Stourcliffe St., Edgware Rd., Padd. 3555. (Fourth turn right from Marble Arch.) Always open. 685-515

A.B.C., 1922. 2-seater and dickey. £55; fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5091. 685-532

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

1923 2-seater, 2 doors, sunken dickey, many extras, absolutely as new, 52 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 685-524

A.B.C.s. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-715

A.B.C., 1923. 4-seater, dynamo lighting, starter, hood and side curtains, many extras, in almost new condition, £80. Exchanges or terms, Fredrics and Co., Ltd., 89 Gt. Portland St., London, W. 685-477

A.B.C., 1926 model super-sports, with bulbous back aluminium body, pneumatic upholstery, twin carburettors, Specialoids, latest type crank, etc., as per makers' specification, shop-soiled, £220. Below.

A.B.C., 1926 model super-sports as above, used for demonstration only, 185 guineas. Below.

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

A.B.C., 1925 sports, polished aluminium body, twin carburettors, good tyres, exceptionally fast, an exceptional car, £80. Below.

A.B.C., 1923 sports, overhauled, repainted, new condition throughout, £70. Below.

A.B.C., 1922. 12-volt lighting and starting, electric and bulb horns, overhauled, £70. Below.

Cash, deferred, exchange. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2818-19. 685-194

A.B.C., 1923-4. 4-seater, car like new throughout and complete, £70; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 685-513

A.B.C.s. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-495

A.B.C., 1922. 10hp, Regent, 2-seater and double dickey, dynamo lighting, re-coachpainted, tyres sound, exceptionally nice order, £42. Naylor, 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 685-665

A.B.C., £45. 1922, Regent, dickey, specialoids, etc. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 685-682

A.B.C., 1921. 2-seater and dickey, in very good condition throughout, fully equipped, £42 10s. K.J. Motors, Bromley. 687-617

A.B.C., 10hp. sports, 2-seater, registered May, 1924, £65; or exchange motorcycle. 6 Penwortham Rd., Streatham. Phone, 5159. 685-106

A.B.C. H. F. Edwards offer.

1922 Regent 2-seater, sunk dickey, fully equipped, cast-iron crinders, excellent condition, 45 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-724

A.B.C., sports 2-seater, £65; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 5293. 685-717

A.C., 1923. Royal 2-seater and dickey, 11.9hp, all-weather equipment, many other extras, balloon tyres, paint and upholstery and mechanical condition equal to new, taxed to end of year, £155 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-438

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

A.C., £160. late 1924, Empire any-weather 2-seater, painted grey, rigid side curtains and full equipment, in perfect condition. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 685-462

A.C., 1925 (very late model), 2-seater and double dickey, self-starter, clock, speedometer, etc., car very carefully handled and is as new throughout, £125. Below.

A.C. 1924 2-seater, as above, but painted light blue, spot lamp and many other extras, perfect order, £157. Exchange, extended payments. Mears and Bishop, 225a and 227 Hammersmith Rd., W.6. Riverside 2250. 685-694

A.C., 1924. all-weather 2-seater, been carefully used, 2 spare wheels, will give any trial, any time, £150. 31a Hydeborne Rd., Balham. Phone, Streatham 3440. 685-702

A.C. 1924 2-seater, dickey, all-weather equipment, nice condition throughout, £155; exchanges. Noringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 685-705

A.C. coupe; terms: £15, and 10 payments of £15, or cash £150. McCarthy's Motors, 49 Green Lane, Newington Green, N.16. Clissold 6628. 685-831

A.C., 1924. 2-seater, dickey in new condition and exceptional engine. £145; deferred terms. Bartlett's, 93 Gt. Portland St. 685-559

A.C.s. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-497

A.C., 1922. 11.9 coupe, tax paid, balloon tyres, excellent condition. £140; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 685-646

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

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

A.C., 1922. Royal model, 2-seater, double dickey, antique leather upholstery, painted blue, starter and lighting, side curtains complete, good tyres, 2 horns, hood envelope, speedometer and numerous other extras, very nice order throughout, £238, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 526 Euston Rd., N.W. Phone, Museum 5391. 685-655

A.C. Harold Simons. See "Miscellaneous Cars." 685-x109

A.C. H. F. Edwards offer 1923 Royal 2-seater, completely equipped, leather upholstery, excellent condition, 125 guineas. Below.

A.C. 1920 11.9 2-seater, completely equipped, starter, excellent condition, 70 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-725

ALBATROS, 1923, sports 2-seater and dickey, 9.5hp, aluminium body, 55 m.p.h., 50 miles per gallon, electric starter and lighting, Sankey wheels, tyres and everything perfect, stored for 12 months, any trial, lowest £59 10s. 17a Fuzedown Market, Tooting. 685-x104

ALBERT, 1921-22, G2 model, 2-seater coupe and dickey, 12hp, 4 speeds, starter and dynamo lighting, speedometer, clock, mirror, screen wiper, etc., 2 spare wheels, all tyres perfect, very good appearance and splendid mechanical condition, an exceptional bargain at £49. Teddington Garage, 160 High St., Teddington. Kingston 2562. 685-h788

ALBERT, G3 model 4-seater, C.A.V. lighting and starter, clock, speedometer, rear windscreen, new tyres, total mileage 9,145, excellent condition, cost £450, accept £125. Alderton, Reigate, Surrey. Phone 154. zzz-482

ALBERT. Clearance sale. 1921 2-seater, starter, good condition, £55; no reasonable offer refused; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 685-673

ALBERT. Harold Simons. See "Miscellaneous Cars." 685-x108

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

ALVIS, 1924, 12-40hp, 4-seater de luxe, painted dark blue, antique leather upholstery, Austin rear screen, automatic screen wiper, shock absorbers, temperature meter, anti-dazzle lamps, etc., guaranteed 60 m.p.h., a splendid car, will accept £255. Exchange, extended payments. Meara and Bishop, 225a and 227 Hammersmith Rd., W.6. Riverside 2250. 685-633

ALVIS, 1924, 12-50 super-sports 4-seater, £50; deferred payments; exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 685-627

AMILCARS.
Vernon Balls, Phone, 1995 Putney.
AMILCAR spares.
Vernon Balls, London.
AMILCAR service.
Vernon Balls,
25 High St., Fulham. zzz-30

AMILCARS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-498

AMILCAR.
Bacon and
Porter, Ltd.,
Sole concessionaires,
Offer the following guaranteed used models:—
1925 sports 2-seater, taxed, small mileage, £145.
1925 G. sports 3-seater, good condition, specially equipped, £220.
1925 sports 2-seater, finished blue, new condition, guaranteed, £180.
159-151 Castelnau, Barnes, S.W.13. (Close Hammersmith Broadway) 685-654

AMILCAR. H. F. Edwards offer 1925 sports 2-seater, completely equipped, starter, speedometer, Harfords, V screen, disappearing hood, excellent condition, 130 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-736

ARIEL. Sprosen, Ltd. for Ariels. Exchanges, deferred payments.
1925 (July) Ariel 10, full 4-seater, as new in every way, tonneau cover, rigid curtains, balloons, cost £245, negligible mileage, £145. 111 Gt. Portland St., W.1. Phone, Langham 1212. 685-527

ARIEL 9, 1924 (June), chummy 3-seater, mileage under 7,000, excellent condition, £85. Fletcher, 11 Calcott Rd., Kilburn, N.W.6. 685-h797

ARIEL 9, chummy, 1925, owner-driver, guaranteed in perfect order, £90 or near. Phone, Willesden 2185. F. Hall, 249 High Rd., Willesden Green. 685-h690

ARIEL 10. H. F. Edwards offer 1925 4-cylinder 4-seater, completely equipped, starter, speedometer, all-weather curtains, superb condition, 150 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-726

AUSTIN 7, 1924, chummy, self-starter, all-weather equipment, several extras, speedometer, £98; exchanges, terms. Allbar Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4588. 685-600

AUSTIN, 89 guineas, October, 1924, 7hp, chummy, electric starter, good tyres, extremely smart appearance, very fast, exchanges, deferred. Empire Motors, 525 High Rd., Chiswick, W.4. Phone 303. 685-581

AUSTIN 7, 1924, chummy, starter, fully equipped, all-weather screens, beautiful condition throughout, repainted, £95. D. E. Foulkes and Co., Lion Garages, Shrewsbury. 685-b495

AUSTIN, 1923, dynamo lighting, speedometer, guaranteed first-class mechanical condition, trial, £85, 22 Westbury Avenue, N.22. 685-h594

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

AUSTIN 7, 1924, large body, starter, mileage about 2,000, original tyres as new, £100; exchanges. Noringtous, 116 Hampstead Rd., N.W.1. Museum 5078. 685-108

AUSTIN 7, 1924, self-starter, in exceptional condition, £100. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 3548. 685-699

AUSTIN 7, 1924, self-starter, clock, speedometer, all-weather equipment, luggage grid, shock absorbers, in new condition, 95 gns., or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 685-x100

AUSTIN, 7hp, chummy, starter, etc., bargain, £80. Bartlett's, 93 Gt. Portland St. 685-565

AUSTIN 7, 1925, 1 month old, 250 miles only, £155; exchanges, easy terms, etc. Cummings, 101 Fulham Rd., South Kensington, S.W. 685-571

AUSTIN 7, 1924, absolutely as new, low mileage, tyres perfect, speedometer, headlights, 98 gns, bargain. 106 Sydney Rd., West Wimbledon. 685-h776

AUSTIN 7, 1925, low weeks' use, otherwise brand new, £120. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 685-577

AUSTINS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-499

AUSTIN 7, clearance sale, usual equipment, overhauled, top condition, £72 10s., no reasonable offer refused; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 685-674

AUSTIN 7hp 1925 chummy, starter and lighting, all-weather equipment, spare wheel, shock absorbers, tyres, almost new, finished Peugeot blue, £117 10s., another £105. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 685-665

AUSTIN 7s. Several 1924 and 1925 models in stock, condition as new, small mileages, only, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 685-618

AUSTINS. See page 25. Exchanges, deferred payments.
1924 7hp, starter, perfect mechanically and in appearance, 95 gns., 111 Gt. Portland St., W.1. Phone, Langham 1212. 685-559

A.V. monocoar, usual equipment, good condition, £22; A.V. bike, motorcycle lamps, good running order, £28; A.V. runabout, lamps, etc., £30. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 685-457

BAYLISS THOMAS 10 4-seater, self-starter, wonderful value, £75. Telford, North Row, Marble Arch. 685-517

BAYLISS THOMAS, 1923, 10hp, 4-seater de luxe, starter and lighting, paintwork and upholstery as new, tyres excellent, special price, £73, cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 685-661

BAYLISS THOMAS, 1924, 4-seater, excellent condition, tax paid, £95. George Newman and Co., 369 Euston Rd., London. 685-645

BAYLISS THOMAS, 1925, 11-22hp, 4-seater, lighting and self-starter, whole car like new, cost £295, accept 145 gns. 49 Little Albany St., N.W.1. Museum 5315. 685-b808

BELSIZE. H. F. Edwards offer 1924 10-20 2-seater, double dickey, starter, speedometer, balloons, all-weather equipment, excellent condition, 105 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-737

BELSIZE-BRADSHAW, 59 guineas, 1923, 4-seater, self-starter, all-weather equipment, smart appearance, extremely nice condition; exchanges, deferred. Empire Motors, 525 High Rd., Chiswick, W.4. Phone 303. 685-585

BELSIZE-BRADSHAW. Cummings and Simpson for bargains.
1923 2-seater, self-starter, balloon tyres, almost new, £50.
1923 4-seater, self-starter, good order, ready for use, £55.
1923 4-seater, self-starter, almost new, ready for use, £60.
Terms from 10 per cent. down; exchanges. 3 Putney Bridge Rd., Wandsworth. Putney 2728. 685-592

BELSIZE-BRADSHAW, 1925, 2-seater and dickey, £60; fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 685-535

BELSIZE-BRADSHAW, 1923, 5hp, 2-seater, dynamo, dickey, excellent condition, £65; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 685-455

BELSIZE-BRADSHAW. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-711

BELSIZE-BRADSHAW, 1925, coupe, dickey, self-starter, clock, speedometer, new tyres, balloons on rear, as new, £75. 51 Upper Richmond Rd., East Putney. 685-x95

BELSIZE-BRADSHAW, 1925, coupe, S.S. dickey, as new, £85; deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 685-624

BELSIZE-BRADSHAW. Harold Simons. See "Miscellaneous Cars." 685-x111

BELSIZE-BRADSHAW, 1923, 2-seater, taxed, in very good condition, trial any time, price £60. Haverstock Hill Garage, 50 Haverstock Hill, N.W.3. Phone, Hampstead 6609. 685-x107

BLERIOT-WHIPPET, 1921, 2-seater, 9hp Blackburne engine, electric lamps, spare wheel, usual equipment, economical and reliable little car, £14. Teddington Garage, 160 High St., Teddington. Kingston 2562. 685-h786

BLERIOT-WHIPPET, 1923, 2-seater, 8hp Blackburne, electric lighting, spare wheel, luggage carrier, splendid condition, £30; d.p. and ex.; others from £20. Andrews Motor Mart, 151 White Hart Lane, Barnes. 685-650

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

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

BUGATTI 11.9 16-valve 2-3-seater, 1923 model, finished green with black wings, electric lighting and starting, is capable of high speeds, just repainted and in very good mechanical condition, £125. John Pollitt and Son, 37 Renshaw St., Liverpool. Tel., No. 2944-5 Royal. 685-197

BUGATTI, Super-bargain, 1925, 11.9hp, 16-valve, sports clover-leaf 3-seater, exceptionally fast car, 4-speed, dynamo lighting, starter, polished aluminium dashboard, shock absorbers, wire wheels, 2 excellent Dunlop cord tyres, 2 practically unsoiled Englebert Chevron cord tyres, spare wheel and excellent Rapson oversize super comfort cord tyre, tonneau cover, hood, hood cover, windscreen, 80 m.p.h. speedometer, 8-day clock, 5 lamps, dashboard lamp, Klaxon electric horn, bulb horn, windscreen wiper, mat, aluminium and rubber stepmat, aluminium number plates, etc., 105 guineas, cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 685-440

BUGATTI, Brescia, £225, 1924, done 4,000 only, fine condition, dynamo, starter, 2 spare wheels, spinnifers, 2 carburettors, aluminium streamlined 2-seater, guaranteed 94 m.p.h., suitable road work, cost over £650. Allen, 15 Granville Place, W. Mayfair 5299. 685-h817

CALCOTT Service Depot.

CALCOTT spares. Trade supplied. Any Calcott repairs, overhauls, exchanges, deferred payments, bargains in second-hand Calcott cars, also 1925 models in stock. 11 Hammersmith Rd., opposite Olympia, London. 685-h789

CALCOTT, 1924, 10hp, semi-coupe, excellent condition, £145, exchange considered. Jack Proun, Weston-super-Mare. zzz-324

CALCOTT. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-715

CALCOTT 10, 1925, 2-seater, sunk dicky, starter, all-weather, mileage 8,000; exchange. Ewers, Newton Rd., Burton-on-Trent. 685-475

CALCOTT, 1919, 2-seater and sunk dicky, dynamo lighting and completely overhauled, very reliable, any trial, £55. Empiro Motor Co., Withington, Manchester. 685-476

CALTHORPE Specialist. Exchanges, deferred payments. 1922 de luxe 4-seater, all-weather equipment, starter, good condition, £79. Exceptionally nice 1925 24 semi-coupe, all-weather 2-seater, dicky, lighting, starter, 4 speeds, £38; 1925 ditto, £88; 1920-21 4-seater, £69. Scarborough, 33 Handier Rd., East Dulwich. Sydenham 2452. 685-552

CALTHORPE, 1919, 4-seater, 5 new tyres, real bargain, £48; exchanges, deferred. Makin and Harrison, 327 High Rd., Chiswick. Phone 568. 685-605

CALTHORPE, 55 guineas, 1921 sports 4-seater, dynamo, starter, etc., smart appearance and exceptionally fast, exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone 305. 685-582

CALTHORPE, 48 guineas, 1921, 2-seater, dynamo, starter, etc., double dicky, smart appearance, any trial; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone 305. 685-585

CALTHORPE coupe, 1920, 10hp, Charlesworth body, electric starting, lighting, recently overhauled, perfect condition, little used, what offers? After 7 p.m., or appointment, 49 Lyndale Avenue, Cricklewood Lane, N.W.2. 685-h676

CALTHORPE, 1922, 10hp, de luxe 2-seater, dynamo, starter, dicky, excellent condition, £87 10s.; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 685-454

CALTHORPE, 69 guineas; 1925, de luxe 4-seater, antique leather, rear screen, every conceivable accessory, condition and appearance almost as new; exchange; offers. 181 Newton Rd., Burton-on-Trent. 685-472

CALTHORPE, de luxe, clearance sale, 1922, 4-seater, many extras, attractive car, £65, no reasonable offer refused; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone, 3265. 685-675

CALTHORPE, Harold Simons. See "Miscellaneous Cars." 685-x112

CARDENS, Cardens, Cardens, 1921 and 1922 2-seaters, side-by-side seating, 7hp engine, 2 speeds, hood, screen, horn and all in running order, from £20 to £50. These can be supplied for £10 down and balance easy terms. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 685-651

CASTLE THREE, spare and interchangeable wheels, dynamo lighting, hood, side curtains, 3 speeds and reverse, £30 or nearest. Bomford, Artwood Bank, Redditch. 685-h805

CHARRON-LAYCOCK, 1921, 2-3-seater and large dicky, 2 spare wheels, tyres as new, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 686-156

CHARRON-LAYCOCK, 1921, 2-3-seater and large dicky, tyres as new, luggage grid, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 687-615

CITROEN, H. F. Edwards offer 1924 model 11.4 English-bodied 2-seater, completely equipped, perfect condition, 110 guineas. Exchange or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-758

CITROEN, 7.5hp, 2-seater, 1925 (April) licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E. 18. Phone, Wanstead 2393. zzz-770

CITROEN, 10.4hp, 4-seater, terms £7 10s. and 10 payments of £7 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-h205

CITROEN specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. Phone, Hendon 1023. 696-h259

CITROEN, 1925, 7hp, 2-seater, perfect, unscratched, 1,900 miles only, £95, taxed. A.G. Motors, High St., Purley. Phone 1414. 685-h766

CITROENS, Sproson, Ltd., for Citroens. Exchanges, deferred payments. 1924 (July), 7hp, 2-seater, balloon, perfect condition, £75. 111 Gt. Portland St., W.1. Phone, Langham 1212. 685-525

CITROEN 1925 model, as brand new, £105. Delofords, North Row, Marble Arch. 685-620

CITROENS, choice of 3, 11.4hp, English tourers de luxe, 1925, 1924, 1923, taxed and as new, £165, £150, £120. Blaxton's, 21 Swallow St. Piccadilly, W.1. Gerrard 3518-9. 685-510

CITROEN, 1925, 2-seater, as new, £100; 1920 coupe, £50; all fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 685-635

CITROEN, 53 guineas, 1925, 7hp, 2-seater, dynamo lighting, good tyres, very smart appearance, any trial; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 305. 685-584

CITROEN, 1924, 7.5hp, clover-leaf, very fine order, £65. South Ealing Garage, Ealing 2983. 685-587

CITROEN, 1925 model, 11.4hp, English 4-seater, clock, speedometer, balloon tyres, rear and side screen, beautiful condition, taxed quarter, £120; another, 1924, very smart, £105. Exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 685-601

CITROEN, F.O.C.H., Ltd., offer 1923-24 coupe, 7.4, new condition, bargain, £90. 5 Heath St., Hampstead (Tube Station). 685-429

CITROENS. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-709

CITROENS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-499

CITROEN, £105; 1925, 7hp, 2-seater, balloon tyres. Arthur Stuart and Co., 16 Little Portland St., W.1. 685-480

CITROEN, 1925, 7.5, cloverleaf, latest model, new condition, mileage 1,500, reasonable offer. Write, E. Carter, 52 Gascony Avenue, Hampstead, N.W.6. 685-h749

CITROEN, 1925, 7.5, 2-seater, Hartfords, speedometer, balloon tyres, small mileage, as new, £98. Below.

CITROEN, 1922, 7.5, 2-seater, usual equipment, £52. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 544. 685-487

CITROEN, 1922, 10.4hp, 4-seater, starter, lighting, rear screen, mechanically perfect, appearance excellent, taxed, £77. 56 Holmwood Rd., Seven Kings. 685-h777

CITROEN, 1925, 11.4hp, 4-seater, taxed March, insured June, £80, offers. Write, M., 4a Moreton Terrace, Old Brompton Rd., S.W.5. 685-h778

CITROEN, 1925, 7hp, 2-seater, as new, £95; deferred terms. Bartlett's, 95 Gt. Portland St. 685-561

CITROEN, 1924-5, 11.4hp, 4-seater, all-weather equipment, balloons, paintwork, etc., as new, £110; deferred terms. Bartlett's, 95 Gt. Portland St. 685-562

CITROEN, 1924 ((August)) 7.5hp 3-seater, starter and lighting, almost new tyres, lavishly equipped, exceptionally low mileage, indistinguishable from new £82. Below.

CITROEN, 1923, 7.5hp, 2-seater, starter and lighting, very smart, guaranteed mechanically perfect, £57. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 685-666

CITROEN, £80, taxed and insured, 1923 (June), 10hp, 4-seater, perfect order, 45 m.p.g., deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 685-681

CITROEN 10.5hp light car, 4-seater, good condition, £100. 219 Roundhay Rd., Leeds. 686-h812

CITROEN 1925 7hp 2-seater, self-starter, balloons, speedometer, etc., as new, spare tyre unused, smart, economical, accept £87 10s., part exchange considered; call Saturday before 4 p.m., or write, Herbert, 29 Oral Place, S.W.8 (behind Osborne Terrace, Clapham Rd.). 685-h824

CITROEN, 85 guineas, 1925, 7hp, cloverleaf, balloon tyres, etc., excellent condition. Virvan, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 685-658

CITROEN, 11.4hp, 4-seater, excellent condition, terms £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-h850

CITROEN 7, 1923, 2-seater, newly painted, speedometer, clock, good tyres, £68; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 685-707

CITROEN 7, 1924 (late), 3-seater, balloon tyres, speedometer, new condition, £85; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 685-706

CITROEN, late 1922, 7.5hp, 2-seater, perfect condition, taxed, 45 cns. Phone, Clerkenwell 8582. 685-h824

CITROEN, 10.4hp, 1920, French 2-seater, all-weather equipment, excellent condition, £43. Haverstock Hill Garage, 50 Haverstock Hill, N.W.3. Phone, Hampstead 6609. 685-h825

CITROEN, 1922, 11.4hp, 4-seater, painted blue, self-starter, clock, speedometer, Adster rear screen, paintwork and tyres as new, mechanically perfect, a bargain, £69. Exchange, extended payments. Messrs. Green and Bishop, 225a and 227-Hammersmith Rd., W.6. Riverside 2230. 685-695

CITROEN, 1925, 7.5hp, coupe, almost equal to new, £125. The Black Horse Auto Service Co., Sheen and Grens Rds., Richmond, Surrey. 685-h785

CITROEN, 7.5, 1925, 2-seater coupe, balloon tyres, exceptionally fine condition, 95 guineas. Reading Car Mart, 37 Erleigh Rd., Reading. Phone 1509. 685-h781

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

CITROEN, 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 5295.

CLULEY, H. F. Edwards offer 1922 10hp 2-seater, sunk dickey, starter, speedometer, leather upholstery, excellent condition, 65 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-727

CLYNO. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-714

CLYNS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-500

CLYNO, clearance sale, 2-seater, balloon tyres, as new throughout, maroon and black wings, very smart car, £97 10s., no reasonable offer refused; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone, 5265. 685-676

CLYNO 1926 Royal 2-seater, front-wheel brakes, real leather, Hartfords, many extras, dickey, mileage 200, full maker's guarantee, £190. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 685-685

CLYNO, 1925, 2-seater, new August, with insurance policy, £150. Parkside Garage, Ltd., Coventry. 685-813

CLYNO, occasional 4-seater, terms £10 and 10 payments of £10, or cash £100; another at £80. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-853

COVENTRY-PREMIER, 1923, 10hp, 4-cylinder Singer, chummy 4-seater, bargain, £75. Bartlett's, 95 Gt. Portland St. 685-565

COVENTRY-PREMIER, 1922, 8hp, 2-seater and dickey, dynamo, in guaranteed mechanical condition, £35; another similar, £45; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 685-667

COVENTRY-PREMIER, 8hp, 1922, 2-seater, dynamo lighting, splendid condition, £50. Reading Car Mart, 37 Erleigh Rd., Reading. Phone, 1909. 685-1785

COVENTRY-PREMIER, 1922, 2-seater, large double dickey, dynamo, speedometer, 3 speeds, reverse, spare wheel, good running order, £50. Deferred terms and exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 685-652

CROUCH, 60 m.p.h., 1925, Anzani 11.9, 4-seater, starter, saxo blue, brown leather, £95, perfect deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 685-680

CROUCH, H. F. Edwards offer 1925 10hp 4-cylinder, 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 85 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-728

DOUGLAS, £29; exchanges, deferred payments; 1920 Douglas 2-seater, dickey, 10hp, lighting, starter, spare wheel, originally cost £500. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 685-556

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

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

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

ERIC-CAMPBELL, 1924, chummy, dynamo and starter, £95; 1925 sports 2-seater, aluminium body, red wings and wheels, perfect condition, £80; both fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3981. 685-535

ERIC-CAMPBELL, H. F. Edwards offer immediate delivery of brand-new 1925 8-20 chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 139 guineas. Below.

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

ERIC-CAMPBELL, 1925, 10-22, 2-seater, with sunk double dickey, completely equipped, starter, clock, speedometer, double windscreen, all-weather equipment, leather upholstery, Rudge wheels, superb condition, 95 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-729

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

FIAT, 2-seater, exceptionally smooth and strong running, new condition, £150. Owner, Craigleith, Hadley Rd., Barnet. 685-494

FRAZER-NASH, sports, 1924 2-seater, aluminium body, Anzani engine, very small mileage, £195, used 6 months only. Hatton's Garage, Southport. Tel. 1137. zzz-271

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

FRAZER-NASH, 1925, 2-seater, guaranteed 75 m.p.h., in perfect condition, £235.

FRAZER-NASH, 1925½, 3-seater, Anzani engine, mileage negligible, absolutely as new, taxed, £235. 111 Gt. Portland St., W.1. Phone, Langham 1212. 685-522

FRAZER-NASH. Special 1925 super-sports, fitted with o.h.v. engines built for the 1924 200-Mile Race, mileage 6,000 and in perfect condition, fitted with rev. counter, speedometer, dynamo lighting, pressure fed to petrol, fitted detachable fared wheels, exceptional leg room, has just been tuned for competition work and is absolutely ideal for this purpose. Any trial. Hatcher's, 74 Arthur Rd., Wimbledon. Phone, Wimbledon 511. 685-754

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

FRAZER-NASH. We have several demonstration and second-hand cars for disposal. Prices from £165, with full equipment. William G. Thomas and Frazer Nash, Ltd., London Rd., Kingston-on-Thames. Telephone, Kingston 3610. 685-755

G.N. H. R. Godfrey, the original designer and manufacturer, for the best G.N.s. Below.

G.N. Before deciding to purchase a G.N. write for particulars of rebuilt G.N.s. in guaranteed condition. Below.

G.N. Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone, zzz-572 5024.

G.N.s. Good second-hand cars always in stock. Overhauls. Conversions. Rebuilding. Special tuning. All spares stocked. Expert guaranteed work only. Bring your car to the southern agents and service. The Eastgate Garage, Lewes. 690-886

G.N. "Kim II." The famous racing G.N. Rebuilt and reconditioned, very fine order, still world record holder, £155. Eastgate Garage, Lewes. 685-650

G.N., £29; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, smart, good condition. Seabridge, 55 Hansler Rd., East Dulwich. Sydenham 2452. 685-555

G.N., 1921, 9hp, 2-seater, electric lighting, recently overhauled, price £20. Fred Lloyd (Motors), Ltd., Nun's Corner, Grimsby. 685-6511

G.N., standard model, dynamo, speedometer, dickey seat, spare wheel, £25; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 685-659

G.N.s. Vadum Co., premier G.N. specialists, for value in reconditioned G.N.s. (3 months' guarantee) at advertised prices.

G.N., superb 1922 model semi-sports, cream body, polished aluminium bonnet, dickey newly upholstered, safety hub caps, speedometer, dynamo, really excellent tyres, roller-bearing engine, bargain, £39.

G.N., almost the last 1922 made, lavish equipment, grease-gun lubrication, dickey, new black hood, really good, guaranteed, £44.

G.N., standard touring, 1922, fully equipped, £37 10s., several others.

G.N., beautiful Legero model, polished aluminium body, fast, £55.

G.N., 1922 Frazer-Nash, o.h.v., repainted, total mileage 10,000 only, very fast, guaranteed, £49.

G.N., 1921 cars from £18.

G.N. Specialists, Vadum Co., 57 Beaconfield Rd. (near "White Hart"), Willesden Green, N.W.10. Phone, Willesden 692. G.N.s. bargain for cash, overhauled and sold. Open on Saturdays. Deferred, exchanges, 685-485

G.N.s. 2, 1921, 2-seater, dynamo, speedometer, spare wheel, £35 cash, or exchange motorecycle. 51 Upper Richmond Rd., East Putney. 685-658

G.N. "Kim II." The famous racing G.N. Rebuilt and reconditioned, very fine order, still world record holder, £155. Eastgate Garage, Lewes. 685-650

G.N.s. Go to Earls and secure a bargain for the spring.

G.N., 1920-21, dynamo lighting, 5 detachable wheels, painted dark blue, engine overhauled, bargain, £21.

G.N., 1922, dynamo lighting, shock absorbers, electric horn, hood recovered, painted dark grey, £42.

G.N., 1922, o.h.v. Frazer-Nash engine, only wants seeing, bargain, £50.

G.N., 1922, dynamo, dickey seat, speedometer, etc., £40.

G.N., 1922, dynamo lighting, dickey seat, electric horn, nice condition, £42.

G.N.s. We have a good stock of new tyres suitable for these machines, also a few second-hand at bargain prices.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.5. Phone, Hampstead 5287. Book to Hampstead Tube Station. Open till 9 Friday. 685-608

G.N., late 1922, very good condition, extras, side windcreens, dash and inspection lamps, new back tyres, fast, £50. 64 Woodside Park Rd., North Finchley. 685-821

G.N., 1921, 8hp, 2-seater, dynamo lighting, good tyres and spare, hood, in extra special condition, £29, cash or deferred terms. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimb. 2041. 685-671

G.N., Clearance sale, 1921, good condition, £20, no reasonable offer refused; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 5265. 685-677

G.W.K. Messrs. G.W.K., Ltd., Cordwalles Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 685-899

Light Car
and
Cyclecar

SMALL
ADVERTISEMENT
SCHEME.

To encourage private advertisers a reduction of 10% is allowed from the prepaid rate of 2d. per word (minimum 12 words) on orders for three insertions. We return the cost of the second and/or third insertion if a quick sale is effected. The only stipulation we make is that we must be notified at the latest by first post Tuesday, in order to omit the advertisement from the following Friday's issue.

NOTE—Latest time for receiving advertisements first post Tuesday. Displayed advertisements have been eliminated from these columns. Offices - 7-15, Rosebery Avenue, London, E.C.1.

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

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

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

G.W.K. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-716

G.W.K. competition car, overhauled and repainted, self-starter, usual accessories, guaranteed 3 months, fast, exceptional hill-climbing, price £120. G.W.K., Ltd., Maidenhead. 686-692

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone Western 3568. zzz-929

HILLMAN 8-9hp, dynamo lighting, excellent condition, 35 guineas. 53 Cambridge Rd., S.W.20. Phone, Wimbledon 2724. 685-1767

HILLMAN, 1921, 9.8hp, sports, polished aluminium body, with black wings, leather upholstery, long outside copper exhaust pipe, polished aluminium discs to all wheels, dynamo lighting, cord tyres throughout (3 practically as new), 2 spare wheels and tyres, hood, windscreen, Bonnikson 100 m.p.h. line speedometer, Smith's clock, lamps, large Apollo electric horn, £79 10s.; another, 1922, 95 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 685-441

HILLMAN, 2-seater, terms £7 and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-1832

HORSTMAN genuine 200-Mile racing car, fitted for road use, real bargain, £50, exchange or easy terms. Cummings, 101 Fulham Rd., London, S.W. 685-576

JOWETTS. We offer 2 excellent 1925 model 2-seaters. As below.

JOWETTS. Deferred terms arranged and exchanges. Propositions negotiated. Below.

JOWETTS. 93 gas, each. Two 1925 model 2-seaters, fitted speedometers, all weather equipment, Lucas lighting sets, etc., both in splendid order and done small mileage only. Maynard's, Second-hand Jowett Specialist, 368 Hornsey Rd., London, N.19. 3294 Mountview. 685-1855

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-95

JOWETT, R. G. Gamble, Crystal Palace, authorized agent, specializes in the Jowett. Many testimonials from satisfied customers.

JOWETT, new and guaranteed second-hand cars. Exchanges, deferred payments.

JOWETT. Repairs, spares, improvements and special accessories. Write for list.

JOWETT Service Depot, 16 and 22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3579. zzz-124

JOWETT, F.O.C.H., Ltd., the London Depot and Service Station for new and second-hand Jowetts. 5 Heath St., Hampstead (Tube Station). 685-426

JOWETT, 2-seater, late 1925 model, run 9,000 miles, perfect condition, all tyres good and 2 new, £100 or near offer, many accessories. Apply, Stisted, Hebron, Bracknell, Berks. Phone 42. 685-5592

JOWETT, 1924, 2-seater, bargain, £85; exchanges and deferred. 529 Lordship Lane, S.E. 685-b795

JOWETT, 2-seater, December, 1925, self-starter, 6 wheels, spare battery, clock, electric lead, many refinements, owner-driven, perfect condition, any trial, bargain, £75. H., 11 St. Ann's Terrace, London, N.W.8. 687-b742

JOWETTS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-501

JOWETT, 1925, chassis No. 54857, 2-seater, large double dickey, speedometer, all-weather equipment, semi-balloon Dunlops, run only 2,500, with every care, and quite as new throughout, immediate sale desired, accept £100. Preferably write appointment. 75 Warwick Rd., Bowes Park, N.11. 685-1852

JOWETT, 1925, 2-seater and dickey, condition as new, oversize tyres and headlights, specially tuned engine, did recent Exeter trial on time all checks, £115. G. H., 26 Wymond St., Putney. 685-818

JOWETT, £95, 1924, de luxe, starter, real leather, auto screen wiper, rigid side screens, dickey condition, guaranteed. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 685-684

JOWETT, 1924-25, 2 and 4-seaters, from £90, according to condition, all guaranteed. R. C. Gamble, 16 and 22 Gipsy Hill, Crystal Palace. 685-751

KINGSBURY JUNIOR 2-seater, 8hp, w.c., 3 speeds, reverse, £50; deferred payments and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 685-654

K.R.C., 1925, £150; 2-seater special sports, 4 speeds, fitted hood, V screen, electric lighting, Marles steering, guaranteed over 60 miles per hour. White, 146 Holland Rd., W.14. 685-1779

LAGONDA, £310, 12-24hp, saloon, fitted with front-wheel brakes and balloon tyres, complete equipment, loose covers to upholstery, in excellent condition. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., London, W.6. 685-491

LAGONDA, beautiful coupe, registered 1921, little used, self-started, sacrifice £45, room wanted. 57 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. Extended payments. 685-484

LAGONDA coupe, requires painting, £25. Canfield Garage, 1 Canfield Place, adjoining Finchley Rd. Met. Station, N.W.6. 685-1744

LAGONDA 1924 all-weather 4-seater, £145; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 685-534

LAGONDA, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Scarborough, 35 Hansler Rd., East Dulwich, Sydenham 2452. 685-557

LAGONDA, H. F. Edwards offer 1924 12hp 4-door all-weather, completely equipped, pneumatic upholstery, winding windows, excellent condition, 150 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-730

MARSEAL, 1924, model, 2-seater, lighting and starting, new tyres all round, mechanically and externally first-class, £65. 51 Upper Richmond Rd., East Putney. 685-x97

MARSEAL, 1923, 10hp, sports 2-seater, starter and lighting, all-aluminium body, tyres sound, in very nice condition, £49, cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. 685-670

MATHIS, 7.5, 3-seater, August, 1925, aluminium pistons, 4 speeds, electric lighting, starter, spare wheel, 3 new tyres, 4 Hartfords, Bonnikson, any trial, 68 guineas. Owner, Series, 6 Cecil Rd., Muswell Hill. 685-b760

MATHIS sports, 9hp, 1926, shop-soiled only, real bargain, £120, lighting, starter and completely equipped; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 685-572

MATHIS, 1925, 8hp, 2-seater, sound condition, only reason sale owner going abroad. Apply, Box No. 5405, care of "The Light Car and Cyclecar." 685-b765

MORCAN, 1923, de luxe, 8hp, w.c. M.A.G., fully equipped, tyres excellent, paintwork good, sound mechanical order, £65. Below.

MORCAN specialists, Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 685-664

MORCAN, G.P., very fast, £50; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 2559. 685-625

MORCAN, 1924, De Luxe, J.A.P., water-cooled, speedometer, dynamo lighting, £90. Below.

MORCAN, 1923, De Luxe, water-cooled, M.A.G., electric lighting, speedometer, finished purple, £75. Below.

MORCAN, 1921, De Luxe, water-cooled, M.A.G., electric lighting, speedometer, £58. Below.

MORCAN, 1925, De Luxe, o.h.v. Blackburne, s.-sided tyres, front-wheel brakes, speedometer, small mileage, £115. Below.

MORCAN, 1925, De Luxe, water-cooled M.A.G., Lucas starter and lighting set, speedometer, small mileage, £125. Below. Maude's Motor Mart. Lists continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676. 685-615

MORCAN, August, 1924, Aero Anzani, painted red, lined white, discs, hood, dynamo, electric and bulb horn, spotlight, spring gaiters, very fast, small mileage, excellent condition, 80 guineas, privately owned. Seen at Hadyn Park Garage, Hadyn Park Rd., Shepherd's Bush. 685-b798

MORCAN, Aero, 1924, M.A.G., front handle starter, Dunlop S.S. tyres, dynamo, speedometer, Ace disc wheels, foot accelerator, clock, electric horn, hood, shock absorbers, etc., £89. Canham, Beulah Hall, Atkins Rd., S.W.12. 685-b780

MORCAN, 1924 (late), G.P. Anzani, dynamo lighting, discs, several extras, perfect and as new, £85. Below.

MORCAN, 1924, 8hp, standard model, speedometer, low mileage, beautiful condition, £55; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmore 4388. 685-604

MORCAN, special racing, known as "Land Crab," 2 magnetos, 2 carburettors, absolutely a special machine, ready for immediate use, £55; exchanges and extended payments. 5 Putney Bridge Rd., Wandsworth, Putney 2728. 685-595

MORCAN, 1924, De Luxe, w.c. J.A.P., small mileage, £80. South Ealing Garage, Ealing 2985. 685-589

MORGANS. Homac's have for disposal the following guaranteed Morgans:

1925 Aero model, o.h.v. Blackburne, straight-sided tyres, hood, speedometer, very low mileage, £115.

1924 de luxe, w.c. J.A.P., dynamo, speedometer, £95.

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

1924 family, w.c. J.A.P., side screens, etc., £90

1924 family, w.c. J.A.P., speedometer, £85.

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

1918 Grand Prix, w.c. J.A.P., lamps, hood, overhauled, £45.

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

Any of the above machines can be supplied on deferred terms. Homac's, Official Agents, 245-7 Lower Clapton Rd., E. 5. Phone, Clissold 2408. 685-579

MORCAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 245 Lower Clapton Rd., E. 5. Clissold 2408. zzz-840

MORGANS. James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

MORCAN, 1922, Grand Prix, water-cooled Blackburne, dynamo, 6 lamps, special chassis, fast, sound, £65. 51 Upper Richmond Rd., East Putney. 685-x101

MORCAN, w.c., 1926, de luxe, speedometer, etc., mileage 420, brand new, £120. Matthews, Beni Mora, Oakthorpe Estate, Palmers Green. 685-b753

MORCAN, Aero, 1924, Blackburne, new body, repainted, rebuilt by Beart, i.w.b., Hartford, 7 lights, Ford steering, new tyres, Triplex screens, pneumatic cushions, foot accelerator, electric horn, speedometer, £115 or offer. 25 High St., Fulham. 685-b745

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 1925, Family model, w.c. J.A.P., small mileage, as new, £107 10s. Below.

MORGAN, 1923, Family model, in exceptionally nice order, good tyres, speedometer, £68. Elce, Ltd., 11-15 Bishopsgate Avenue, Camonile St., E.C. 3. 'Phone, Avenue 5548. 685-489

MORGANS. Write for our list of overhauled second-hand machines. Deferred terms, exchanges. Elce, Ltd., 11-15 Bishopsgate Avenue, Camonile St., E.C. 3. 'Phone, Avenue 5548. 685-488

MORGAN, £59; exchanges, deferred payments: 1922 de luxe J.A.P. w.c., dynamo lighting, speedometer, fast, very good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 685-555

MORGAN, 1924, Anzani engine, Grand Prix, dynamo, disc wheels, etc., in new condition, £80, deferred payments. Bartlett's, 93 Gt. Portland St. 685-560

MORGANS, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-h677

MORGAN, F.O.C.H., Ltd., have several bargains. 5 Heath St., Hampstead (Tube Station). 685-428

MORGAN, 1921, M.A.G. engine, in splendid condition, £45. Groom, Central Garage, Towcester. 685-h693

MORGAN, family model, 1925, J.A.P. engine, w.c., hood, screen, acetylene lighting, £65. Norfolk Box No. 3589, c.o. 'The Light Car and Cyclecar.' 685-h692

MORGAN, 1925, 8hp, J.A.P. mileage under 5,000, one owner only, insured till April, £85. Exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd., Padd. 3553 (4th turn right from Marble Arch). Always open. 685-515

MORGANS. Sprosen, Ltd., for Morgans. Exchanges, deferred payments. 1924 de luxe w.c. J.A.P. deers, dynamo, in perfect condition, 75 guineas. 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 685-525

MORGANS. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-710

MORRIS-OXFORD, splendid 2-seater, 10hp 4-cylinder, spare wheel, hood, screen, lamps, speedometer, tax paid if purchased this week, 29 guineas; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 685-595

NEW GARDENS, 1924 family models, accommodating 2 adults and 2 children under same hood, beautiful appearance and in splendid condition, 7hp engine, tax, £7, electric lighting, detachable wheels, £40 to £63; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 685-635

NEW GARDEN. H. F. Edwards offer 1924 7hp 4-seater chummy, electric lighting, all-weather equipment, excellent order, 29 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-759

NEW HUDSON, 1922, 10hp M.A.G., 3-wheeler, dynamo, Bonniksen, spare wheels, 3 speeds, reverse, recently property of De Lissa of M.A.G. Co., £58. 51 Upper Richmond Rd., East Putney. 685-x102

PRINCESS 8hp small 4-seater, dynamo, speedometer, 3 speeds, reverse, spare wheel, £42 10s.; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 685-640

RENAULT, 1923, 8.5hp, 2-seater and dickey, fully equipped and in exceptional condition, £75. K.J. Motors, Brouley. 685-274

RENAULT coupe, 8.5, 1925 model, mileage 7,000, new condition, £155. Greenways, The Woodlands, Wallington. 685-h765

RENAULT, 1924-5, 8hp, 2-5-seater all-weather, 6 balloon tyres, speedometer, electric lighting, starting and horn, taxed, small mileage, exceptionally fast and powerful, £145. Write Wilson, 5 Arundel St., W.C.2. 685-h802

RENAULT, 1924, 8.5hp, cloverleaf, 4-wheel brakes, excellent condition, £135; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 685-643

RENAULT, 8.5, 1925, 4-seater, balloon tyres, f.w.b., £140; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 685-704

RHODE, Mebes and Mebes (Est. 1893), second-hand Rhode specialists, have to offer an exceptionally smart 11hp 1924 Light Four full 4-seater with differential, painted maroon and fitted with dynamo starter, speedometer, clock, windshield wiper, mirror, step mats, spare petrol can and carrier; the condition is excellent and the car open to examination by R.A.C., A.A., etc.; the low price of £125 will secure; deferred terms and exchanges. 144 Gt. Portland St., W.1. Museum 4244. 685-474

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSON 1921 2-seater, 8hp J.A.P., 3 speeds, reverse, dickey seat, £22; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 685-556

RILEY. Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

ROVER, 1925, 9hp, de luxe, 4-seater model, slightly used condition, almost equal to new, mechanical condition guaranteed, £155. Taylors, 49-55 Sussex Place, South Kensington. 'Phone, Ken. 8558-9. zzz-91

ROVER, 1923, 8hp, 2-seater de luxe coupe, d. l. and s., leather upholstery, speedometer, clock, condition throughout as new, taxed December, £83 or exchange A. Green, Water St. (back of No. 9 Blackfriars St.), Salford. Tel., 2191 Cent. zzz-456

ROVER. The Liverpool Rover agents, John Pollitt and Son, of 57-41 Renshaw St., have several 8hp and 9hp 2 and 4-seater cars always on hand for disposal at prices from £60 to £150; cash or extended payments. 685-196

ROVER, 8hp, several in stock, every model, prices from £35. Pollards Garages, Ltd., Chelmsford. 685-492

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

ROVER, 1924, de luxe, 4-seater, dynamo lighting and many extras, in excellent condition throughout, £75; exchanges or terms. Fredrick and Co., Ltd., 89 Gt. Portland St., London. 685-478

ROVER, late 1921, brown, double dickey, dynamo lighting, splendid condition, spare wheel, new tyre, tools, pump, jack, inspection lamp, etc., any trial with pleasure, £49; would drive 100 miles to purchaser, 17 Highbury Grove, Ilford. 685-h751

ROVER 9-20, sports, December, 1925, like new, £165; also several touring models at attractive prices. L. Bowley, Rover Agent, Westwood Rd., Coventry. 'Phone 2087. 685-h750

ROVER, £65, 1924, chassis 65698, blue, taxed, insured, 2-seater, large dickey, new tyres, owner driven only, perfect condition, any trial, deliver anywhere England, bargain, owner going abroad. Butler, Sherwood, Embscot Rd., Warwick. 685-h746

ROVER 9, 1925, 4-seater, balloons, speedometer, etc., in first-class order, £150. Below.

ROVER, 1922-23, 2-seater, 2-door body, dickey, repainted, completely overhauled, good tyres, first-class condition throughout, £56. Below.

ROVER, 1922, 2-seater, dickey, self-starter, good tyres, sound, £48. Cash, deferred exchange, below.

Ward and Co., 51 Upper Richmond Rd., East Putney. 'Phone 2818-18. 685-896

ROVER, 1925, model de luxe, self-starter, clock, speedometer, electric and bulb horns, all-weather equipment, leather upholstery, mileage only 9,000, splendid condition, £60. Healey, 100 Watford Rd., Kings Norton, Birmingham. 685-h774

ROVER, 9-20, 1925 de luxe 4-seater, lighting, starter, etc., splendid condition throughout, £125, exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 685-575

ROVER, 8, 1924, de luxe 4-seater, lighting, starter, all-weather equipment, etc., splendid condition, £75; exchanges, easy terms, etc. Cummings, 101 Fulham Rd., South Kensington, S.W. 685-569

ROVER, £59, exchanges, deferred payments, 1923, chummy 4-seater, de luxe, dynamo, all-weather equipment, leather upholstery, clock, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 685-538

ROVER. Super bargain. 1921 8hp, brown, with black wings and wheels, Lucas dynamo lighting, 2 tyres excellent, 2 new Dunlop caps, spare wheel and tyre, hood, side curtains, Easting side screens, windshield, lamps, horn, etc., 28 gns. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 685-442

ROVER, 1922-23 de luxe 2-seater, Lucas starting and lighting, speedometer, electric and bulb horns, dashlight, etc., this car had over £20 overhaul at Rover's works last month, receipts shown, exceptional condition, £48. 'Phone, Brixton 2582. Cms, 12a King's Ave., Clapham, S.W. 685-h691

ROVER, 1921, 8hp, 2-seater, good condition throughout, insured till June, £37 10s. Chester Mighall, Stourcliffe St., Edgware Rd., Padd. 3553 (4th turn right from Marble Arch). Always open. 685-516

ROVER, February, 1925, 3-5-seater, in splendid condition throughout, £105. DeLofords, North Row, Marble Arch. 685-519

ROVER, 8, 1924 (July), navy blue, de luxe 2-seater, double dickey, many extras, perfect condition, mileage about 7,000, new tyres, £85, any trial. 9 Seven Kings Rd., Ilford. 685-h773

ROVER, 8hp, late 1925, 2-seater, brand new, all-weather equipment, large dickey seat, Dunlop balloon tyres, maker's guarantee, slightly soiled, reduced price £120. Deferred terms, exchanges. Eagles and Co., 275 High St., Acton. 685-551

ROVER, 8hp, 1924, 2-seater and dickey, excellent condition, £85; two 1922 model 8hp Rovers, both in excellent condition, £45 each. Exchanges or deferred terms. 'The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 685-549

ROVERS. See our wonderful nine days' offer on page 27. Kirk and Co., 22 Praed St., Paddington, W.2. 685-712

ROVERS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 685-502

ROVER 8s, 2-seaters, 4-seaters, and saloon coupes, in stock, must clear, any reasonable offers. South Ealing Garage, Ealing 2985. 685-588

ROVER 8s. We have a selection of 6 2-seaters, several with dickey seats, from £32 10s. upwards, carefully chosen and consequently in the best of condition; also 1923 chummy model, with starter, as new, 49 guineas; 1924 full 4-seater, leather hood and upholstery, absolutely unscratched, positively equal to new; exchanges, deferred. Empire Motors, 525 High St., Chiswick, W.4. 'Phone 505. 685-586

ROVER, 1924, 8hp, brand-new 4-seater Weymann saloon body, sliding windows in door, self-starter and lighting, Bedford cord upholstery, makers' full guarantee, special price £115.

ROVER 1924 8hp 4-seater, starter and lighting, speedometer, all-weather equipment, almost new tyres, spare wheel, finished Nile blue, guaranteed in perfect condition, £75.

ROVER 1925 9hp 4-seater, starter and lighting, clock, speedometer, all-weather equipment, almost new tyres, absolutely as new throughout, £105.

ROVER 1925 9hp de luxe, 2-seater and double sunken dickey, starter and lighting, 5-lamp set, mileage approximately 4,000, finished Nile blue, positively new condition, £125.

ROVER 1923 8hp chummy, dynamo lighting, tyres as new, spare wheel, in exceptional order, very smart, £57; choice of 3.

ROVER 1922 8hp 2-seater, dynamo lighting, spare wheel, comprehensively equipped, sound tyres, mechanically guaranteed, £53.

ROVER 1921 8hp 2-seater, dynamo lighting, good tyres, absolutely sound mechanically, £32.

ROVER specialists. Exchanges, cash, deferred. Naylor, 45 and 406 Garratt Lane, Kilsfield, S.W. 18. 'Phone, Wimbledon 2041. 685-662

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.

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

ROVER 8, 1925, chummy, fully equipped, excellent condition, 65 guineas; exchanges or deferred. Clark, 225 Hammersmith Rd., W.6. 685-688

ROVER 9, 105 guineas, 1925, 4-cylinder, like new, starter, bargain, dickey, rigid side curtains. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 966. 685-685

ROVER, 1925, 9-20hp, 2-seater, double dickey, starter, balloon tyres, new and unregistered, makers' guarantee, reduced price. Isma, Ltd., Ashby-de-la-Zouch. 685-1822

ROVER, 1922, 8hp, exceptionally good condition, many extras, £58. Smith's, 85 Chalk Farm Rd., opposite Chalk Farm Tube Station. 685-1819

ROVER 8, £55, 1922, 2-seater, dynamo lighting, exceptionally good order and appearance, bargain. 406 York Rd., Wandsworth. 685-1816

ROVER 8, 1925, dynamo, excellent dickey, speedometer, magnificent condition, £38; another, 1922, excellent condition, £32; exchanges. 65 Solon Rd., Brixton. 685-1815

ROVER 8, 1925, de luxe, dynamo, clock, speedometer, leather upholstery, an amazing bargain at £58; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 685-637

ROVER 8s, several to choose from, 2-seaters and chummies, from £40; deferred payments, exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 685-626

ROVER 8, 1925, 2-seater de luxe, dynamo lighting and starting, balloon tyres, as new, £59. Another, without starter, £50. Reading Car Mart, 37 Erleigh Rd., Reading. Phone 1909. 685-1782

ROVER 8, chummy, starter, etc., bargain, £59; exchanges and deferred. 329 Ladbroke Lane, S.E. 685-1792

ROVER, 8hp, 1923, beautiful condition, laid up since 1924, very little used, 2-seater and dickey, £40. London Car Exchange, 27 Queen's Mews near Whiteleys, Bayswater. Park 924. 685-609

ROVER 8, 1922, all-weather, good tyres, £42, choice of several, exchanges. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 685-607

ROVER 8, 1921, 2-seater, dickey, dynamo, speedometer, very smart condition, £38, exchanges, terms. Alber Garage, Thornsett Rd., Earlsfield, S.W. Latimore 4388. 685-603

ROVER 8, £59, 1921, 2-seater, good tyres, repainted, new hood, guaranteed sound mechanically, bargain. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 685-597

ROVER, £65, 1924, 8hp, 4-seater, absolutely ready for use, any trial, only wants seeing; terms from 10 per cent. down. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 685-591

ROVER, 8hp, 2-seater, £5 and 10 payments of £5, or cash £60. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-1827

ROVER, 1924, 8hp, 4-seater, terms £9 and 10 payments of £9, or cash £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-1828

ROVER, 1924, 8hp, 4-seater de luxe, clock, speedometer, etc., just overhauled, free insurance to April next, a bargain, £70; exchange, extended payments. Mears and Bishop, 225a and 227 Hammersmith Rd., W.6. Riverside 2250. 685-696

ROVER 8, 1922, exceptionally smart appearance and good condition, taxed, £52, or exchange motorcycle. 6 Penwortham Rd., Streatham. Phone 5159. 685-1105

Phone 8. Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, taxed, only one owner, superb condition, bargain, £80. 132 High Rd., E. Finchley. Phone, 2538. 685-750

ROVER 8 2-seaters, several 1921-3 models, cheap; exchange motorcycles, balances deferred. Newhams, Heath Rd., Twickenham. Phone, Richmond 3295. 685-718

ROVER, 1922, 8hp, 2-seater, dynamo lighting, a-w. curtains, condition excellent throughout, quiet running, smart appearance, £57 10s., or near, consider motorcycle part. Call Saturday before 4 p.m. or write. Herbert, 29 Oval Place, S.W. 8 (behind Osborne Terrace). 685-1825

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchange and special deferred terms arranged. 51 Brook St., London, W.1. Phone, Mayfair 2966. zzz-283

SALMSON, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured and taxed, £275. K.J. Motors, Bromley. 686-135

SALMSON, late 1925, Grand Prix, fitted with beautiful mottled Valanium 2-seater body and dickey, windscreen, hood, disc wheels, starting and lighting, fully equipped, very fast, an exceptional car, £145. K.J. Motors, Bromley. 686-275

SALMSON, 1924½, Grande Sports, special model, 2 overhead camshafts, high-compression pistons, Wex carburettor, special gears, 2 Triplex wind-screens, 8-day clock, 75 m.p.h. speedometer, extra large headlights, painted light blue and scarlet lined wings, guaranteed perfect, £130 cash, exchange 1926 Blackburne Morgan Aero. Lowe, 51 Latham Rd., Twickenham. 685-1432

SALMSON, sports, 1924, splendid order and condition, bargain, £75; exchanges, easy terms, etc. Cummings, 101 Fulham Rd., South Kensington, S.W. 685-570

SALMSON. Sprosen, Ltd., for Salmsons. Exchanges, deferred payments. 1922, delivered 1925, 2-seater, dynamo lighting, clock, speedometer, in excellent condition, £65. 111 Gt. Portland St., W.1. Phone, Lang-ham 1212. 685-526

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

SALMSON, 1926, Grand Sport; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 685-649

SALMSON, 1924, de luxe 2-seater, dickey, £78. 8 Cornwall Mews South, S.W.7. 685-1800

SALMSON 1925 Sports, blue, starting and lighting, clock, speedometer, £95. Below.

SALMSON, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured, £275. K.J. Motors, Bromley. 687-614

SALMSON 1925 sports, painted yellow, red wings, very fast, £100; exchanges, deferred payments. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 685-628

SALMSON, £75; 1925, 2-seater, dickey, side curtains, speedometer, ventilators, electric horn, screen wiper, new accumulators, excellent order throughout. Seen and tried by appointment after 6 p.m. or week-end. Hollingworth, 5 Queensthorpe Rd., Sydenham. 685-1762

SALMSON 1925 2-seater, dynamo lighting and starter, one owner, perfect, £75. Cole, Feeder Rd., Bristol. 685-1796

SALMSONS. See page 25. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 685-605

SALMSON, 2-seater, dickey, excellent condition; terms, £7 10s. and 10 payments of £7 10s., or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-1829

SALMSON. H. F. Edwards offer 1924 10hp, de luxe English body, 2-seater, sunk double dickey, completely equipped, excellent condition, 88 guineas; exchanges or deferred, 175 Gt. Portland St., W.1. Mayfair 6977. 685-731

SALMSON, 1925, 2-seater, new condition, £110; exchanges, balance deferred. Newhams, Heath Rd., Twickenham. Phone, Richmond 3295. 685-719

SALMSON, 1923, 10hp, semi-sports 4-seater, starter and lighting, English body, all-weather equipment, clock, speedometer, recently overhauled, £78, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 685-668

SALMSON, 1924, English 2-seater body, starter and lighting, excellent condition, 88 guineas; exchanges or deferred. Clark's, 225 Hammersmith Rd., W.6. 685-689

SINGER 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition, guaranteed, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-787

SINGER 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E.23. zzz-944

SINGER 1925 10hp 4-seater, small mileage, revarnished, £150. Sumner Bros., Barrack Square, Coventry. zzz-327

SINGER, 1925, 10-26, de luxe, 4-seater, all-weather, new condition, bargain, £150. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 685-578

SINGER, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £155; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 6885-453

SINGER, 1925 model 10hp, 4-seater, painted blue, in exceptional condition, almost new, £165. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 685-463

SINGER, 10hp, 1924, de luxe 2-seater, all-weather equipment, balloon tyres (unpunctured), exceptional condition, £116 10s. Farles and Co., 275 High St., Acton, W.3. 685-550

SINGER, £100; 1924 model, 10hp, 2-seater, like new. Arthur Stuart and Co., 16 Little Portland St., W.1. 685-479

SINGER coupe, 1921, starting and lighting, fully equipped and overhauled by Singers at a cost of £72, mechanically equal to new, accept £75. Empire Motor Co., Withington, Manchester. 685-475

SINGER 2-seater, excellent condition, good tyres, bargain, 19 guineas. Makin and Harrison, 327 High Rd., Chiswick. Phone, 558. 685-606

SINGERS. See page 25. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 685-605

SINGER, 1925, 10hp, 2-seater, perfect condition, many extras, small mileage, insured to June, £145. Below.

SINGER, 1925, 10hp, 4-seater, rigid all-weather curtains and rear screen, perfect condition, 68 guineas. 49 Little Albany St., N.W.1. Museum 5515. 685-1807

SINGER, 1916, 2-seater, dickey, quiet, fine order, overhauled, electric lights, taxed, £30, lowest. 21 Trinity Square, Acru Lane, Brixton. 685-1804

SINGER. K.J. Motors, Bromley, offer 1921 10hp 2-seater and dickey, starting and lighting, very nice condition, £35. 687-616

SINGER, 1925, 10-26hp, 4-seater de luxe, pneumatic upholstery, Triplex screen, luggage grid, small mileage, practically new, £175. Pickworth and Hill, 107 Gt. Portland St., W.1. Langham 1998. 685-619

SINGER, 1925, de luxe 4-seater, as new, £95, deferred payments, exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 685-623

SINGER 10, dynamo, speedometer, 3 speeds, reverse, good running order, £35; another at £20; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 685-638

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER. Safety first! Ernest Grimaldi Ltd., authorized Singer agents, offer the following used models carrying 3 months' written guarantee:—

SINGER, 1925, 4-seater de luxe, shop soiled only, £195.
SINGER, 1925, 4-seater de luxe, excellent throughout, £160.
SINGER, 1925, saloon, been very carefully used, £195.
SINGER, 1924, 4-seater de luxe, perfect condition, £115.
 Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W. 1. Museum 3951.
 685-661

SINGER, 1921, 10hp, 2-seater; terms, £5 10s. and 10 payments of £5 10s., or cash £55. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628.
 685-4855

SINGER 1924 de luxe 4-seater, starter, rigid side screens, £110; exchanges, balance deferred. Newhams, Heath Rd., Twickenham. Phone, Richmond 3295.
 685-720

SINGER, £42, sports, 1921, starter, new tyres, fast. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986.
 685-686

SINGER, 1924-25, de luxe, all-weather 4-seater, everything in nice order, balloon tyres, £98. 31a Hydeborpo Rd., Balham. Phone, Streatham 3440.
 685-705

STANDARD, 1924, 11.4hp, 4-seater, in really good condition, £129. Tankard and Smith, 232 High Rd., Tottenham.
 685-795

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625.
 zzz-19

STANDARD. Cas's Motor Mart, Ltd. (Established 1911). 1925 shop-soiled 11.4hp saloon, blue, terms, exchanges, bargain, £220. 245 Brompton Rd., S.W.3. Sloane 2544.
 685-460

STANDARD, 1924, all-weather 4-seater, dynamo and starter, £110; ditto, 2-seater, £100, all fully equipped, licensed and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081.
 685-548

STANDARD, 3-5-seater, as brand new, £98. Delofords, North Row, Marble Arch.
 685-521

STANDARD, 2-seater and dickey, dynamo, speedometer, 3 speeds, reverse, spare wheel, £55; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes.
 685-639

STANDARD 1925 11.4 2-seater, £150; deferred or part exchange. George Newman and Co., 369 Euston Rd., London.
 685-648

STANDARD 1921 9.5 2-seater, £75; deferred or part exchange. George Newman and Co., 369 Euston Rd., London.
 685-647

STANDARD 1925 2-seater, double dickey, 11.4hp, all-weather equipment, starter and lighting, painted buff, balloon tyres, speedometer, small mileage, indistinguishable from new, £128; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5591.
 685-656

STANDARD 1925 11hp Piccadilly saloon, balloon tyres, perfect condition, £185. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998.
 685-620

STANDARD 1924 11.4hp 2-seater, starter, dickey, clock, speedometer, good tyres, very smart appearance, £98; exchanges, terms. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Letchmore 4388.
 685-602

STANDARD, 11.4 saloon, August, 1925, as new, £195. Paulton's Garage. Telephone, 1355 Wolverhampton.
 zzz-725

STANDARD. Hydeborpo Motors, of 31a Hydeborpo Rd., Balham, offer the following Standards for sale or exchange; deferred terms. Phone, Streatham 3440.

STANDARD, 1924, 2-seater de luxe, blue, in excellent order, £98

STANDARD, 1925 (October), 4-seater all-weather, 11.4, paintwork, tyres, upholstery perfect, £84.
 685-701

SWIFT, 1923, 10hp, 2-seater, excellent order, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E. 18. Phone, Wanstead 2393.
 zzz-772

SWIFT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625.
 zzz-20

SWIFT, 1921, de luxe 2-seater, dynamo lighting, etc., perfect condition, £42 10s. H. Beasley, late Roy (Established 1900), 374 Euston Rd. Museum 7600.
 685-467

SWIFTS. F.O.C.H. Ltd., have several from £20. 5 Heath St., Hampstead (Tubo Station).
 685-427

SWIFT 10, 3-5-seater, nearly new, maroon, right-hand change, balloon tyres, lovely little car, £180; exchange, deferred; another, 1922 model, in perfect condition throughout, guaranteed, £95. Delofords, North Row, Marble Arch.
 685-513

SWIFT, 1923, chummy, self-starter, all-weather equipment, good order, £76. 51 Upper Richmond Rd., East Putney.
 685-x99

SWIFT cars, brand new, at bargain prices: 1925 10hp saloons, list £285, our price £225; 2-seaters, list £255, our price £189; special deferred terms and exchanges. Henleys, of Gt. Portland St., W. 1.
 685-599

SWIFTS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509.
 685-504

SWIFT, 1921, 10hp, 2-seater and double dickey, starter and lighting, almost new tyres, exceptional condition, any trial, genuine bargain, £55, cash or deferred. Napiers, 405 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041.
 685-669

TALBOT 1925 10-23hp (£9 tax) 2-seater and sunk-in dickey, condition throughout equal to new, taxed, £165 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent.
 zzz-459

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

TALBOT, £95, 1923, 8hp, 2-seater. Arthur Stuart and Co., 16 Little Portland St., W. 1.
 685-481

TALBOT, 8-18, coupe, colour maroon, small mileage, excellent condition throughout, £130. Wilson, 7 Eccleston St., Victoria 1566.
 685-508

TALBOT, 8-18hp, 2-seater, dickey, starter, mechanically excellent, £85. Bartletts, 95 Gt. Portland St.
 685-564

TALBOT, 1924 (late), 8-18, 2-seater, in exceptional condition. H. Beasley, late Roy (Established 1900), 374 Euston Rd. Museum 7600.
 685-468

TALBOT 8, 1923, 2-seater and dickey, rigid side curtains, excellent condition throughout, £95. Exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 5555 (4th turn right from Marble Arch). Always open.
 685-514

TALBOTS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509.
 685-509

TALBOT coupe, 10-23hp, 1924, shock absorbers, luggage grid, 2 spare wheels, revarnished, retired, as new, £210. Walton Smith, 21 Mearway Court, Golders Green.
 685-h814

TALBOT, H. F. Edwards offer 1924 10-23, 4-door saloon, completely equipped, painted maroon with cord upholstery, exceptional condition, 225 guineas. Below.

TALBOT 1925 10-23 4-seater, completely equipped, rigid all-weather equipment, excellent condition, 120 guineas; exchanges or deferred, 175 Gt. Portland St., W. 1. Mayfair 6977.
 685-732

WOLSELEY, 1924, 4-seater, like new throughout and complete, real bargain, £120; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W.
 685-374

WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625.
 zzz-21

WOLSELEY 7. Offers, 1924, de luxe, starter, all-weather, dickey, and extras, absolutely as new, exchange. Ewers, Newton Rd., Burton-on-Trent.
 685-471

WOLSELEY, 11-22hp, 1924 2-seater de luxe, condition as new, £145. Ratcliffe Bros., 200 Gt. Portland St., W. 1.
 685-405

WOLSELEY, 10hp, 1921, excellent condition, £70. Blagdon Garage, Hawstead Rd., Catford, S.E.16.
 685-4591

WOLSELEY, 1921, 10hp, 2-seater, tax paid, excellent condition, £50; deferred or part exchange. George Newman and Co., 369 Euston Rd., London.
 685-644

WOLSELEY, Brooklands model 10hp, aluminium body, very smart and fast, ship, £175, cash or deferred terms. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628.
 685-h854

WOLSELEY de luxe 2-seater, 1922, 10hp, very clean, terms £10 and 10 payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628.
 685-h856

WOLSELEY, H. F. Edwards offer 1924 10hp de luxe 2-seater and dickey, completely equipped, leather upholstery, superb condition, 125 gns. Below.

WOLSELEY, 1923, 10hp 2-seater, sunk dickey, completely equipped, starter, clock, speedometer, excellent condition, 104 gns. Below.

WOLSELEY, 1925, 7hp 2-seater, completely equipped, starter, excellent condition, 72 gns. Exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977.
 685-735

WOLSELEY. Harold Simons. See "Miscellaneous Cars." 685-x110

WOLSELEY, £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details, "Motoring Out of Income." Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972.
 685-745

SPARE PARTS FOR LIGHT CARS.

CALTHORPE spares, every part in stock. Trade supplied. Repairs and overhauls. Mann, Egerton and Co., Ltd., 1a High Rd., Kilburn, N.W.6. Telephone, Maida Vale 2047.
 692-440

DEEMSTER service.

ELEPHANT MOTORS, LTD., are the actual Deemster spare part manufacturers, and can supply owners and garages with all parts from stock at lower than Deemster official prices, with the guarantee that all goods are genuine to Deemster standards, made by Deemster specialists, and passed by our Deemster technical inspection department.—Many Deemster improvements are now available. Elephant Motors, Ltd. Below.

BELSIZE-BRADSHAW service.

ELEPHANT MOTORS, LTD., have undertaken the manufacture of these parts, and a complete range of replacements is now available. Elephant Motors, Ltd. Below.

ELEPHANT, replacement service for Sloger, Calthorpe, Calcott, Alldays, Enfield, Marschal, Meteorite, Mercury, A.C., G.N., Duplex, etc., etc. Elephant Motors, Ltd. Below.

ELEPHANT service for lamps, horns, dynamos, accumulators, magnetos, carburetors, Ferodo, Whittle belting, wings, spare wheels, tyres, etc., at lower prices than elsewhere.

ELEPHANT MOTORS, LTD., Elephant House, 97-101 Newington Causeway, London, S.E. 1 (1 minute Elephant Tubo Station). Telephones, Hop 7076-7-8.
 685-507

G.N. spares. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. Phone, Headingley 480. Wire, "Trubic, Leeds." zzz-497

KINGSBURY JUNIOR and Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W. 2.
 692-480

SPARE PARTS FOR LIGHT CARS

(continued).

DEEMSTER official service depot, overhauls and repairs by ex Deemster staff. All parts made to

DEEMSTER original jigs, patterns and drawings.

E. J. HARRISON, having purchased goodwill of Deemster depot, has the only service to offer these facilities.

E. J. HARRISON, Deemster Depot, 6 Queen Anne Mews, Cavendish Square, W.1. Langham 2253.

MAUDES' for Morgan spares. All spares in stock. Trade supplied. Repairs a speciality. Maudes', 100 Gt. Portland St., London. zzz-808

MORGAN Metropolitan Area Service Depot, Elce, Ltd. oldest and largest firm (pre-war) handling Morgan runabouts. Specially appointed distributors of spare parts, all models; enormous stocks. List free. 11-15 Bishopsgate Ave., Camomile St., E.C.3. 'Phone, Avenue 5548. zzz-118

L.S.D. spares. Any part supplied. The One-Tree Motorcycle Co., Highfields, 'Phone 1920.

SCOTT SOCIABLES. Scott Sociables. We are the only expert repairers and spare parts stockists in the South. Satisfaction guaranteed. Wellford St., St. James St., Brighton. 695-165

ZEBRE. All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W.

CHARRON-LAYCOCK. Spares in stock for all models. Bookless Bros., Abbeystead Rd., South, Dore, near Sheffield. 685-4496

MORGAN, petrol and oil tank, new, never used, 1 Morgan front wheel, 1 Morgan rear wheel, lot for £4 4s., carriage paid. A.H., Homestead, Barrack Lane, Aldwick, Bognor. 685-h590

CARDEN and New Carden spare parts supplied solely by us. (Trade supplied). Overhauls and repairs a speciality. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1827. 685-642

LONDON MORGAN SERVICE DEPOT. Officially appointed by the Morgan Motor Co. Overhauls and repairs a speciality. All spares in stock. Homestead, 243-7 Lower Clapton Rd., E.S. 'Phone, Clissold 2408. 685-580

1921 ROVER 8, breaking up, all parts for sale. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559.

HUMBERETTE spare parts supplied immediately from stock. Wandsworth Motor Exchange, Esher St., Wandsworth (Town Station). 685-594

NEW LIGHT CARS AND CYCLECARS.

A.H.C. cars

A.H.C. Motors, Ltd., Walton-on-Thames, Surrey. zzz-209

A.C. 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-308

A.C. Guildford and district agent, Jackson's Garage. 'Phone 345. Immediate delivery 1926 12hp Royal 2-seater, £553. zzz-451

A.C. Manchester sole agents, Graham Bros., 15-15 Peter St. Wide range of models in stock. 689-99

A.C. cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2625. zzz-12

AMILCARS. Vernon Balls. 'Phone, 1995 Putney.

AMILCAR spares. Vernon Balls, London.

AMILCAR service. Vernon Balls, 25 High St., Fulham. zzz-29

AMILCAR. Boon and Porter, Ltd. Sole concessionaires for these famous little sports cars. Immediate deliveries of Grand Sport models in many distinctive finishes. 159-161 Castelnau, Barnes, S.W.13. 685-653

AUSTIN 7s. Moss's Agencies for Austin 7s. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-775

AUSTIN, 7hp, latest model all-weather, £149, immediate delivery; exchanges and deferred payments arranged. Taylor's, Ltd., 49-53 Sussex Place, South Kensington. 'Phone, Kensington 8558. zzz-200

AUSTIN. Rootes, Ltd., distributors and specialists, 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Dorking. zzz-606

AUSTIN For immediate delivery. Normand Garage, Ltd., will arrange part exchange; deferred payments. Write for our service guarantee. Normand Garage, Ltd., Authorized Agents, 52 Gloucester Rd., S.W.7 (5 doors from station). 'Phone, Kensington 8940. zzz-804

AUSTIN distributors for West Hants and East Dorset. Imperial Motors, Ltd., 187 Old Christchurch Rd., Bournemouth. zzz-651

AUSTIN. Car Mart, Ltd., are London Distributors and can give earliest deliveries of all Austin 7 models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 1620. Museum 2000. zzz-814

AUSTIN. Ratcliffe Bros. Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-985

AUSTIN 7. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-461

AUSTIN. Jackson's Garage, Guildford. 'Phone 345. Immediate delivery from stock 1926 models. zzz-452

NEW LIGHT CARS AND CYCLECARS

(continued).

AUSTIN 7. Immediate delivery 1926 models, blue or grey. Crow Bros., Guildford. 'Phone 434. 687-825

AUSTIN 7hp Burghley sports model 2-seater. The prettiest sports car on the road. Call or write for pamphlet to Wilson Motors, Austin Agent, 7 Eccleston St., S.W.1. Victoria 1366. 688-133

AUSTIN. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-545

AUSTIN. In stock. 1926 7hp, electric starter, speedometer, £149; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton, also 246-252 Deansgate, Manchester. 685-461

AUSTIN. F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 685-430

AUSTIN 7 sports, 1925 model in stock. Motorcycle or car taken in part exchange. A.V. Motors, Park Rd., Teddington. Telephone Kingston 710. 685-456

AUSTIN. Boon and Porter, Ltd. 1926 models in stock for immediate delivery. Improved family model, 7hp, £149. Exchanges and deferred terms to suit your convenience. Within 5 mins. of Olympia. 159-161 Castelnau, Barnes, S.W.13. 685-650

AUSTIN 7. Finchley Motors, authorized agents. Exchanges, deferred payments. 132 High Rd., E. Finchley. 'Phone 2358. 685-749

AUSTIN 7s. Immediate delivery; car, exchange or easy payments. Maudes', 100 Gt. Portland St., London, W.1. 685-510

CALTHORPE. Jackson's of Croydon, main agents. Specialized repairs. Park St., Croydon. 'Phone 2025. zzz-836

CITROEN. Expert advice; easy deferred terms. Second-hand cars and motorcycles taken in exchange. Young's, Ltd., The Parade, Kilburn, N.W.6. zzz-178

CITROEN. Ratcliffe Bros Citroen 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-987

CITROEN. Immediate delivery 1926 models. Jackson's Garage, Guildford. 'Phone 345. zzz-453

CITROEN. Purchase from Godfrey's, Ltd., authorized agents, and ensure good service; deferred payments, exchanges, specially motorcycles. 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-462

CITROEN, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-831

CITROEN. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-547

CITROEN cars. Mears and Bishop, Ltd., specialize in these good cars, being large direct contracting agents. Immediate delivery from stock of 11.4hp and 7hp models. Exchanges arranged in any part of the country, delivery and collection by us at our expense. Let us know your requirements. Deferred terms if desired. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., London, W.6. Three minutes from Hammersmith Broadway. 'Phone, Riverside 2230. 685-693

CITROEN 7 5hp 3-seater, delivered on payment of £9 5s. 3d. down and 17 monthly payments of £9 5s. 3d. 11.4 4-seater, delivered on payment of £13 8s. 4d. down and 17 monthly payments of £13 8s. 4d. 11.4 saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d. Other models on pro rata terms. McCarthy's Motors (1925), Ltd., 43 Green Lanes, Newington Green, N.16. Clissold 6628. 685-h837

CLYNO cars. South London. Titjen and Hillier authorized agents, 110 Woodvale, Honor Oak, S.E.23. Sydenham 2432. 1926 cars from £162 10s. Repairs and service after purchase; exchanges and deferred terms. Call and inspect the latest models. zzz-170

CLYNO, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-832

Restalls Garage, authorized agents. Immediate delivery and genuine service. 241 Lower Clapton Rd., E.5. Clissold 3162. 723-150

CLYNO. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. 'Phone, Museum 3401 (3 lines). zzz-463

CLYNO cars. North-east London.

CLYNO cars from £162 10s. For earliest deliveries, part exchanges and after-sales service consult The Olympia Motor Co., 1 Hammersmith Rd., Kensington, W.14. 'Phone, Western 4140. zzz-856

CLYNO. Sole city agents, Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. 'Phone, Avenue 5548. zzz-498

CLYNO. In stock, 11hp, 2-seater, f.w.b., balloon tyres, £170. W. G. Nicholl, Ltd., 50 Whitcomb St., Leicester Sq. Regent 3116-7. 685-512

CLYNO. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-544

CLYNO cars. For all models try Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 685-509

CLYNO. F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 685-431

CLYNO 11hp 2-seater, delivered on payment of £10 17s. 3d. down and 17 monthly payments of £10 17s. 3d. 11hp, Royal 4-seater, delivered on payment of £15 14s. 9d. down and 17 monthly payments of £13 14s. 9d. 11hp saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d. All with front-wheel brakes. Other models on pro rata terms. McCarthy's Motors (1925), Ltd., 43 Green Lanes, Newington Green, N.16. Clissold 6628. 685-h838

NEW LIGHT CARS AND CYCLECARS

(continued).

ALYNO cars in stock. 8. Phone, Regent 986. Deferred terms, part exchanges. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, Reg. 986. 685-679

ALYNO, ex stock; cash, exchange or easy payments. Maudes' 100 Gt. Portland St., London, W.1; also at Exeter and Cardiff. 685-611

D'YRSAN, the sports car; 70 m.p.h., tax £4. Service station and spares, 35 Kinnerton St., S.W.1. Franklin 6525. 689-563

ERIC-CAMPBELL. H. F. Edwards offer immediate delivery brand-new 1926 model 8-20 chummy, fully equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, 159 gns.; finest value ever offered. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-754

FIAT, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-835

FIAT, 7hp. Early delivery, deferred payments. Corbishley and Son, Station Garage, Macclesfield. Tel. 549. zzz-810

FIAT cars. Accredited Agents, Moore's Presto North End and Tamworth Rd., Croydon. Phone 2623. zzz13

FIAT 10-15 2-seater, painted maroon, in stock for immediate delivery at list price, £315. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerard 3518-9. 685-611

FIAT. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-546

FRAZER-NASH cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 690-526

FRAZER-NASH. One 1926 de luxe model, as exhibited at the Scottish Motor Show, with 4-seater body, f.w.b., and all-weather equipment, special price, £540. William J. Thomas and Frazer-Nash, Ltd., London Rd., Kingston-on-Thames. Telephone, Kingston 3610. 685-752

FRAZER-NASH. Cleverlys, Ltd., West End distributors. 1926 models in stock, immediate delivery. 175 Cleveland St., W.1. (by Gt. Portland St. Station). Museum 4232. 685-748

G.W.K. Sole London concessionaires. Try the new £159 model. Deferred terms, part exchanges. Brompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel. Kens. 7274); Service Depot, 107 King's Rd., Chelsea (Tel. Kens. 410). 686-178

GWYNNE S. Earliest deliveries of 1926 models can be obtained from Chinery, Gwynne specialist, Olympia Motor Co., 1 Hammermith Rd., Kensington. Phone, Western 3568. zzz-564

GWYNNE S. 1926. 4-seater, in stock, £225, luxurious model; deferred terms, exchanges. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, Regent 986. 685-678

HUMBER. Official agent, Burt, of Trinity Rd., Balham. Deferred terms and exchange. T.N., Battersea 1528. zzz-950

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 1620. Museum 2000. zzz-816

HUMBER. Ratcliffe Bros. Humber 9hp 2-seater and 4-seater models, £260, early delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-986

HUMBER, 1926 cars. Any car taken in part exchange. Deferred terms, George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-834

HUMBER. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-541

JOWETT cars, 1926 models and prices. 2-seater, £150; chummy, £160; full 4, £167; saloon, £200. All models have starters and balloon tyres. Main agents, Telc. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-526

JOWETT. Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

JOWETT Service Station (London). Main agents and specialists. All models, trial runs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-92

JOWETT, Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 51 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-846

JOWETT. Jackson's of Croydon. Years of experience must count. Our customers say: "For best repair service, Jackson's of Croydon are unequalled." New and used cars. Largest stock of spare parts in the south. Park St., Croydon. Phone 2023. zzz-641

JOWETT. Hoffmann's Garage, Ltd., for all 1926 Jowett models. Special purchase out of income terms; immediate delivery. Huddersfield Rd., Halifax. Tel. 1560. zzz-198

JOWETTS. Lovatts for Jowetts. Early delivery of all 1926 models; cash or deferred. To ensure Jowett Service consult the Jowett Specialists. Lovatts, 105 Streatham Rd., Mitcham. 1597 Mitcham. 685-486

JOWETT. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-538

JOWETT. F.O.C.H. Ltd., London Jowett depot. 1926 models in stock. Easy payments; exchanges; free tuition and service. F.O.C.H. Ltd., 5 Heath St., Hampstead (Tube Station). Phone, Hampstead 3732. 685-435

JOWETT saloon in stock, £200. Early delivery other models. Nelson's. 11thyl. zzz-458

LAGONDA. T. H. Wright, The Leading Lagonda Agents. All models actually in our showrooms for immediate delivery; deferred payments and part exchanges gladly arranged. T. H. Wright, Ltd., The London Agents, 12 Upper Saint Martin's Lane, W.C.2. Phone, Regent 5070-1. 685-744

NEW LIGHT CARS AND CYCLECARS

(continued).

LAGONDA. Jackson's Garage, Guildford. Phone 345. Immediate delivery 1926 models from stock. zzz-454

LEA-FRANCIS, 10hp, 2-seater, 3 speeds, £210; 10hp 2-seater, 4-speed gearbox, long wheelbase, front-wheel brakes, £262 10s.; 4-seater, £275. 12-22hp 2-seater, long wheelbase, front-wheel brakes, £275; 4-seater, £285.

12-22hp saloon, £365; 12-40hp sports models from £370. Specialists in hire purchase and part exchange.

C. B. Wardman and Co., Ltd., 118 Gt. Portland St., W.1. Telephone, Museum 8720-3. zzz-785

LEA-FRANCIS. Watkin and Doncaster, Ltd., 16 Albemarle St., London, W.1. Early delivery of 1926 models from £210. Part exchange and deferred terms arranged. Phone, Gerrard 6877-8. zzz-905

LEA-FRANCIS Agents, Ratcliffe Brothers. All models supplied for cash or payment out of income. Exchanges a speciality. 200 Gt. Portland St., W.1. Museum 8603. zzz-984

LEA-FRANCIS. Burghley sports 4-speed model 2-seater and dickey. The most beautiful sports car on the road. Call or write for pamphlet of this and all models to London and district agents, Wilson Motors, 7 Eccleston St., S.W.1. Victoria 1366. 688-134

MORGANS. Moss's Agencies for Morgans. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-774

MORGANS. Maudes' Motor Mart. Morgan agents and distributors. Best deliveries. Below.

MORGANS. Exchange or deferred payments. Maudes', 100 Great Portland St., London, W.1. Museum 7676. Also at Walsall, Norwich and Exeter. 685-612

MORGANS at Clark's. All model Morgans in stock for immediate delivery; exchanges or deferred. Official agents in West London. 225 Hammermith Rd., W.6. Phone, Riverside 5327. 685-650

MORGAN. H. F. Edwards, direct agents and specialists, offer best delivery any model. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 685-735

RENAULTS. Sole agents Kingston, Surbiton. Part exchanges, deferred payments. Immediate deliveries. Welham's Yellow Garage, Surbiton. Phone, Kingston 1875. 686-9409

RENAULT, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-835

RENAULT, 1926 cars; exchanges and deferred terms. East Cheshire Agents, Corbishley and Son, Station Garage, Macclesfield. Tel. 549. zzz-809

RENAULT. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-542

RENAULT. F.O.C.H. Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 685-432

RHODE. Godfrey's, Ltd., sole distributors for the London area. Invariably have full range of models in stock for immediate delivery. Call for demonstration or write for catalogue. Deferred payments, exchanges, free tuition. 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-464

RHODE cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 690-527

ROVER. Ratcliffe Bros. Rover 9hp models for immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum zzz-990

ROVER. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-465

ROVER. Jackson's Garage, Guildford (Phone 345), can give immediate delivery 1926 models from stock, including Sports model with dickey. zzz-455

ROVER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-856

ROVER. Immediate delivery from stock of all models, 9-20hp, prices from £185; exchanges, easy terms, etc., arranged. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Phone, Kensington 3694. 692-751

ROVER. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-540

ROVER Super Nine, 4-seater, in stock, £225. Nelson's, Rhyl. zzz-459

ROVER. Boon and Porter, Ltd., For best deliveries. Exchanges and deferred terms. 159-161 Castelnau, Barnes, S.W.13. 685-652

SALMONS. Northern distributors, the Salmon specialists, Helgate, Legat and Co., Accrington. 690-916

SALMONS, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-857

SALMONS. Gordon Watney and Co., Ltd., sole London distributors, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 51 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-847

SENECHAL, 1926 models, 2-seater sports £240, 3-seater sports £245. Exchanges. Deferred terms. Cars always on view at the showrooms of the sole concessionaires for Great Britain. A.S.C., 166 Gt. Portland St., London, W.1. zzz-97

SINGER. Eagles and Co., authorized agents. Early deliveries of 1926 models, your old car taken in exchange at full value; deferred terms. 275 High St., Acton. Telephone, 556 Chiswick. zzz-913

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

NEW LIGHT CARS AND CYCLECARS

(continued).

SINGER. Ratcliffe Bros. Singer 10hp, any model applied for cash or exchange; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8605. zzz-989

SINGER cars. The new London showrooms always have on view a complete range of all models. Any make of car taken in exchange. Special deferred-payment arrangements. Write for brochure. Sole London distributors to the trade. H. B. Cook, Ltd., 202 Gt. Portland St., W. Museum 8666. zzz-310

SINGER. 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-838

SINGER. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-466

SINGER 1926 models, immediate delivery. Jackson's Garage, Guildford. Phone 345. Official agents. zzz-456

SINGER. Sales and Service Depot. Exchanges and deferred terms. Corbushley and Son, Station Garage, Macclesfield. Tel. 349. (See "Repairs.") zzz-808

SINGER. 1926, 10-26hp limousine saloon, £280; actually in stock. Immediate delivery. Exceptionally high prices for your present car in part exchange. Balance cash or easiest of easy terms. Delivery and collection arranged anywhere. Let us quote you. Call, write or phone. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 685-h791

SINGER. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-543

SINGER. F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tubo Station). 685-434

SINGER. Ernest Grimaldi, Ltd., authorized Singer agents. Immediate delivery of 1926 Singer de luxe 4-seater, £225, or saloon £280. Liberal allowance for your present car in part exchange. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 685-660

STANDARD. The Light Car Co., official agents, can give best delivery, and will take your old car at full value, balance on easy deferred terms if desired. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. zzz-141

STANDARD light cars.

The latest model 11hp Standard light cars may be seen at the Company's London Showrooms, full particulars, price, etc. being obtainable on application to The Standard Motor Co., Ltd., 49 Pall Mall, S.W.1. zzz-996

STANDARD, official agent. Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. zzz-931

STANDARD. Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-816

STANDARD. The Service Co., 273-4 High Holborn, are authorized agents for Standards. Efficient service, easiest deferred terms. Est. 1889. Phone, Holborn 666. zzz-239

STANDARD. Ratcliffe Bros. Standard 11hp 1926 models for early delivery; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8605. zzz-991

STANDARD. South London. Tiffin and Hillier, 110 Woodvale, Honor Oak, S.E. 25. Official agents. Free driving tuition, etc. Exchanges, deferred terms. zzz-699

STANDARD. Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 51 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-848

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-14

STANDARD. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-539

STANDARD. Boon and Porter, Ltd. For earliest deliveries of the new 1926 12hp models. Liberal exchange and deferred terms. Within 5 minutes of Olympia. 159-161 Castelnau, Barnes, S.W.13. 685-651

SWIFT light cars. Get in touch with Sam. E. Clapham, 27 Stockwell St., Greenwich, S.E. 10. zzz-862

SWIFT cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-15

SWIFT, in stock, 10hp, new type 1926 2 and 4-seaters, l.w.b., £235; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 685-452

SWIFT. F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tubo Station). 685-435

TALBOT cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Oldby Rd., Leeds. 690-525

WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-16

WOLSELEY, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-839

WOLSELEY, 11-22hp, de luxe, latest model, 4-seater, 4 doors, £275; in stock. Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Phone, Holborn 5972. 685-746

WOLSELEY. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 685-537

MISCELLANEOUS LIGHT CARS AND 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

MISCELLANEOUS LIGHT CARS AND CYCLECARS

(continued).

USED guaranteed cars save depreciation. Write for list. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 685-531

PAIR Parsons chains for sale, size 650 by 65, unused, offers. Hutton, Whitehouses, Hettford. 685-h747

F.O.C.H., LTD., for new and reliable second hand cars; exchanges and deferred payments. 5 Heath St., Hampstead (Tubo Station). Weekdays 9 till 8.30; Sundays till 2.30. Phone, Hampstead 3752. 685-439

FOUR bargains. Bebo Peugeot, £25; Stellite, dynamo lighting, £25; Lecoy, £25 and G.N., £35; must be cleared. South Ealing Garage, Ealing 2983. 685-590

COLLAPSIBLE 4-seater runabouts; no garaging bother. Lists components. Almsworth, Allenton, Derby. 685-h795

STOCKTAKING. Special clearance offers. Second-hand and showroom soiled bargains. Rover, 1921, 8hp, 2-seater, dickey, lighting, speedometer, side screens, excellent condition, £42 10s.; Singer 1920-21, 2-seater, lighting, starter, speedometer, nearly new tyres, £47 10s.; Singer, 1921, 2-seater, dickey, side curtains, starter, clock, many extras, overhauled, guaranteed, £49 10s.; Morgan, late 1923, 10hp, Grand Prix Blackburno, water-cooled, lighting, etc., excellent condition, £62 10s.; Rover, late 1923, 8hp, 2-seater, lighting, new tyres, full equipment and guaranteed, £62; Rover, 1924, 8hp, 4-seater, lighting, all-weather, fully equipped, special bargain, guaranteed, £76 10s.; Talbot-Darracq, 1922, 8-hp, 2-seater, dickey, lighting, starter, all-weather, insured, etc., £79 15s.; Calcott, 1923, 10-hp, 2-seater, double dickey, lighting, starter, all-weather, speedometer, etc., £94 10s.; Singer, 1924, 2-seater de luxe dickey, lighting, starter, all-weather, etc., guaranteed, £112 10s.; Calcott, 1924, 10.5hp, 2-seater, lighting, starter, all-weather, excellent condition throughout, many extras, guaranteed, £125; Standard, 1924, 11.4hp, 4-seater de luxe, speedometer, all-weather, excellent condition, £120; Singer, late 1925, 4-seater de luxe, full equipment, very small mileage, brand new in August, fully guaranteed, £179 15s.; Citroen, 1925, 11.4hp, English body, 4-seater, brand new, only slightly shop-soiled, fully guaranteed, bargain, £179 15s.; Singer, 1925, 4-seater model de luxe, finished maroon, brand new but slightly soiled, fully equipped per maker's specification, fully guaranteed, £189 15s. Full particulars upon request. Easy payments, part exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 685-h790

BARCAIN TIME at Downham Road.

HAROLD SIMONS has removed to larger and very accessible premises at 29 Downham Rd., Dalston, N.1, opposite Kingsland Fire Station (Clissold 7061), and offers a further batch of bargains as a special advertisement of the new premises. Each car is open to expert test and examination, and is of very smart appearance. Deferred terms to suit all.

Late 1923 **ALBERT,** 11hp, 4-seater, 4-door all-weather, enclosed overhead-valve engine, 4 speeds, self-starter, dynamo lighting, clock, speedometer, windscreen wiper, rigid all-weather equipment, electric and bulb horns, luggage grid, etc., balloon tyres, 2 spare wheels and tyres, etc., painted French grey and black, £88.

Late 1922 **A.C.** 2-seater, double sunk dickey, Royal model de luxe, antique leather upholstery, self-starter, dynamo lighting, clock, speedometer, extra-air valve and choke control, spotlight and rigid all-weather equipment, oversize tyres, drop-step to running board, painted primrose and black, faultless appearance, £110.

1923 (July) **A.C.** 2-seater, Royal model de luxe, double sunk dickey, description as above, but painted violet, £135.

1921 (September), **A.C.** 2-seater, double sunk dickey, self-starter, dynamo lighting, clock, speedometer, all-weather equipment, and various extras, £75.

1921-1922 **WOLSELEY** 10hp 4-seater, de luxe model, leather upholstery, self-starter, dynamo lighting, clock, speedometer, all-weather equipment, extra air, spring gaiters, automatic screenwiper, oversize tyres, electric and bulb horns, various extras, £78.

1924 model **AUTOGRAT** (listed at £310), 2-seater, double sunk dickey, 9.5hp (Meadows all-enclosed overhead-valve engine), self-starter, dynamo lighting, clock, speedometer, rigid all-weather equipment, and many extras, £88.

1923 (September) **CALTHORPE** 10hp 2-seater, double sunk dickey de luxe model, antique leather upholstery, self-starter and very complete equipment, very smart car, £80.

1923 **CALTHORPE** 4-seater, de luxe model, leather upholstery, self-starter and very complete equipment, £90.

1925 **ROVER** 8, 2-seater, full standard equipment, £45.

1924 **BELSIZE-BRADSHAW** 2-seater, dickey, self-starter, dynamo lighting, etc., and various extras, £82 10s.

1920 **SINGER** 2-seater, dickey, self-starter, etc., £45.

AND various other bargains, all open to expert test and of smart appearance. Deferred payments to suit all. Exchanges. Please note address:

HAROLD SIMONS, 29 Downham Rd., Dalston, N.1 (opposite Kingsland Fire Station). Clissold 7061. Hours 9 a.m. to 9 p.m. Sundays to 2.30 p.m. Trams and buses from all parts to Downham Rd. 685-h113

WANTED—Cars.

H. F. EDWARDS AND CO., 175 Gt. Portland St., W.1, offer immediate cash and absolutely best market price for any modern light car, especially Austin 7, Citroen, Morgan, Rover 9 and Clyno; distance no object. Call, write, wire or phone. Mayfair 6977. zzz-958

K AND CO., large buyers of modern light cars. Phone, Paddington 6049. 22 Praed St., Paddington. zzz-63

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 2363 and 2365. zzz-749

WANTED, Morgans and Rover Eights. Best prices. Maude's, 100 Gt. Portland St., London. zzz-621

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control. 2s. 6d. net. 2s. 9d. post free.

WANTED—Cars (continued).

AUSTINS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 685-443

ARCHIE SIMONS AND CO. have private purchasers waiting for your car, therefore we are cash buyers for any amount and any make. Write, phone or call. 6-7 Warren St., W.1. Museum 2578-9. zzz-554

GWYNNE 8 cars wanted for cash or in part exchange for new cars of any make. Chisney, 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-458

G.N.s wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 685-444

AUSTIN wanted, 7hp, 1925, state lowest price for cash. Fryer, Dove Walk, Uttoreter. 695-452

MORGANS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 685-445

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-557

WANTED immediately, good second-hand light cars of well-known makes. Standards, A.C.s, Rovers, etc. 2 or 4-seater open cars; large or small. We buy for cash or make good allowance in part exchange for any make of car; no waiting for your money, cash on first inspection. Representative sent to any part of the country. Send fullest particulars; immediate action taken. Write, phone or wire the second-hand car specialist, Chambers and Bright, Ltd., 115 Gt. Portland St., W.1. Langham 2461 and 2462.

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 High St., Hampstead. 685-448

THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-112

AUSTIN 7, genuine 1925, complete, give £100 cash. Austin, 40 New Kent Rd. 685-h764

ROWLAND SMITH will pay cash on sight for Austins, Clynos, Rovers, Singers, Calcotts, Talbots, Citroens, A.C.s, Standards, Bugattis, A.B.C.s, Salmons, G.N.s, Hillmans, Morgans, or any other modern cars. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 685-446

WANTED, light car, must be good order and cheap. A. Hodgson, Engineer, Mablethorpe, Lincs. 685-h748

G.N., 1922, or Salmon wanted, cheap for cash. Write, Cook, 25 Kingdon Rd., N.W.6. 685-485

THE LIGHT CAR CO. give best prices for second-hand cars of any make. 404, 410-414 Euston Rd., London, N.W. Phone, Museum 3081. 685-528

MORGANS. We are cash buyers of w.c. models; highest prices. Write, phone or call. Elco, Ltd., The Morgan Specialists, 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 685-490

MORGAN. Send full particulars. M., 185 High St., Brentford, Middlesex. 685-h772

WE are cash buyers of modern cars. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 685-447

F.O.C.H., LTD., pay highest prices on sight; exchanges arranged. 5 Heath St., Hampstead. (Tube Station.) 685-436

CASS'S MOTOR MART, LTD. (Established 1911), will purchase for cash 7hp Austin, 7hp Citroen 3-seaters, 10-15hp Fiats, 10hp Singers, 11.4hp Standards, 10-25hp Talbots and 10hp Wolseley. Distance no object. Send chassis number and fullest particulars. Above models taken in part exchange for any new car. 5 Warren St., W.1 (Museum 623); 245 Brompton Rd., S.W. 5 (Sloane 2544). 685-461

WANTED, 50 Austin 7hp cars for cash, good prices given. Ratcliffe Bros., 200 Gt. Portland St., W.1. 685-466

H. BEASLEY, LATE REY (Established 1900). Cash on sight for your present car, or taken in part payment for Austin, Citroen, Clyno, Lea-Francis, Renault, Rover, Rhoda, Singer, Standard, Wolseley, Swift, etc. 374 Euston Rd. Museum 7600. 685-470

WANTED, modern 2 or 4-seater, cheap. 8 Cornwall Mews South, Gloucester Rd., S.W.7. 685-h799

WANTED, A.B.C., Rover 8, Morgan, Austin 7, Citroen 7, or similar for spot cash, also motorcycles, any make, top prices given. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 685-657

PICKWORTH AND HULL, The Light Car Specialists, purchase for cash 1925 models of the following makes: Austin, Rover 9, Singer, Standard, Talbot, Wolseley, etc. 107 Gt. Portland St., W.1. Langham 1998. 685-621

WANTED, a large number of air-cooled light cars and runabouts. Spot cash or exchange. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 685-641

AUSTIN, 7hp, sports, 1925, or late 1924; state lowest price. 53 Cowslip Rd., South Woodford. 685-h801

AUSTIN 7's. Pickworth and Hull, Austin specialists, require urgently 1926 or late 1925 models. Best prices paid. 107 Gt. Portland St., W.1. Langham 1998. 685-622

100 LIGHT CARS wanted for cash or weekly auction sale. Palmer's Garage, Tooting. 685-747

ROVER 8, cheap. Write details, chassis number, 232 Clements Rd., East Ham. 685-700

R. B.

CLARK AND CO., 223 Hammersmith Rd., W.6. Cash buyers, any make modern car, especially Morgans, Rovers, etc. Call, write or phone, Riverside 3327. 685-691

AUSTIN, 7hp, or Morgan wanted, 1925 or later; state lowest price for cash. Green, 1 Elvastore Rd., Herham-on-Tyne. 685-h820

WANTED, Austin 7, Citroen or similar. Box No. 3404, care of "The Light Car and Cyclecar." 685-h826

WE will buy your old car now for cash and supply a new one when required. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 685-568

THREE-WHEELERS wanted, any make. Wandsworth Motor Exchange, Elmer St., Wandsworth (Town Station). 685-596

CARDENS, Blerlots, G.N.s, any similar types. Good prices given. Get our offer before disposing elsewhere. Teddington Garage, 160 High St., Teddington. King-ton 2562. 685-h787

CARS FOR HIRE.

YOU drive. We hire. Any car. Anywhere. The Light Car Co., 404, 410 to 414 Euston Rd., London. zzz-855

TWO and 4-seaters, fitted with all-weather equipment, dynamo lighting and starter, really ready for any run, unlimited mileage, Friday to Monday, £5 10s.; 7 days, £7; 28 days, £20, insurance included. Garage, 12 Cornwall Terrace Mews, All-op Place, N.W.1. Baker St. Station. Phone, Langham 2953. zzz-42

CARAVAN TRAILERS.

ECLES motor trailer caravans and luggage trailers for all purposes. Write for catalogue. The Holiday Caravan Co., Ltd., Oxford. zzz-464

BODIES.

SALOON detachable heads fitted to all light cars. 2 and 4-seaters, of frameless sliding glass windows, interior light, lining to choice; 2-seaters, £12 10s.; 4-seaters, £26 10s.

SPECIAL saloon body, large doors. At Austin 7hp. £65 10s.; coupé saloon body, £60. Saloon Coupe Head Co., 284 High Rd., Willesden Green, London, N.W. zzz-46

ARMSTRONG'S patented conversions, tourers converted to smart saloons. Austin 7's and similar, from £25 private coach finish. Renovations, alterations, repainting, low prices. Armstrong, 4 Leyfield Rd., Shepherd's Bush, London. 685-740

SALOON, 2-door, painted blue, trimmed grey antique, brand new, 8ft. 6-in. to 8-ft. chassis, price for quick sale, £100. H. C. Davis, Worcester Works, Charles St., Barnsbury, N.7. 685-h775

CLOTHING.

BANKRUPT stock. 200 best chrome leather motor coats, half price, unusual opportunity. State size, requirements; approval against cash. Bleach, Marmion Rd., Southsea. 685-276

CONSULTING ENGINEERS.

HUGH P. MCCONNELL. The established light car expert. Unbiased expert advice on new and second-hand cars; part exchanges or hire purchase negotiated; experienced expert witness licensed valuer, 159 Piccadilly, London. zzz-192

HARRDS advise on the purchase of any make of new or second-hand car. Experts senting distance to examine and report for a small fee. Special information given on cars for export. See advertisement under "Extended payments." Knightsbridge, S.W. Phone, Sloane 1234. zzz-751

DYNAMOS.

DYNAMOS, new Rotax, 12 volts, for cars and motorcycles. £2 15s. each. 35 Flack Walk, Hampstead (back of Hampstead Tube Station). zzz-78

ENGINES.

10.5hp **CALTHORPE** engine, 4-cylinder monobloc, in good running order. Fred Lloyd (Motors), Ltd., Nuns Corner, Grimsby. Phone 2850. 685-h510

TWIN water-cooled J.A.P. engine (Morgan), enclosed bevel, practically new, 300 miles, £9; ditto magneto, £2 10s. 7 Cowdrey Rd., Wimbledon. 685-h810

EXCHANGES.

EXCHANGES. To motor owners. Before going elsewhere, consult us re exchange of your old car for your new model. Deferred terms arranged to suit your own requirements. Your second-hand car taken as deposit. Any model, new or second-hand, supplied. Agents for all leading makes. The Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W.1. Regent 4164. zzz-978

YOUR present motorcycle or light car taken in exchange for any make of new car, balance payable in cash or in 18 monthly instalments. Top market prices given, distance no object. May we have particulars of the car you have for disposal? Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2460-2451. zzz-984

AUTO-AUCTIONS, LTD., are prepared to take any make of car or motorcycle in part exchange for either a new or second-hand car. Horseferry Rd. (Embankment end), Westminster, S.W.1. Phone, Victoria 5220. zzz-207

HALIFAX. A.C., Austin, Jowett, Lagonda and Singer, latest models; Morgans and motorcycles wanted in exchange. Halifax Motor Exchange, Horton St., Halifax. zzz-502

MANCHESTER. We will allow you top price for your present car or motorcycle in part payment for any new or second-hand car. Blackley Motor Co., Rochdale Rd., Blackley. Phone, Cheetham Hill 102. zzz-209

CAR MART, LTD. Never decide on accepting a price for your old car before seeing London's largest car dealers first, who always have a representative stock of new and second-hand cars. Balance on deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1 and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-817

LONDON AUTO SALES CO. will exchange your car for any make; you choose, we supply. Pembroke Works, Pembroke St., King's Cross. North 2716. zzz-984

BEECHINGS, of Farnborough for exchanges. Let us quote you. We specialize in exchanges. Cars or motorcycles. Beechings, Ltd., Farnborough, Hants. Phone, South Farnborough 79. zzz-436

BAMBERS, of Southport

EXCHANGES. Distance no object.

YOU will do better at Bambers. New models of the Rover, Jowett, Standard and Wolseley for immediate delivery. Any make supplied. Get Bambers price for your present motorcycle or car in part exchange. 2 Eastbank St., Southport. Phone 607. zzz-481

HARRY WRIGHT can give you better allowance for your car in exchange for another. Call, write or phone. Give your wants to me for personal attention. Easy hire-purchase. Harry Wright, 163 Gt. Portland St., London, W. Phone, Langham 3050. zzz-211

LIVERPOOL. We exchange anything. Highest allowance off any make. Get our terms. Nash's Motors, 31 Islington. zzz-468

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.

EXCHANGES (continued).

MANCHESTER. Exchange your present car for a new car, or a guaranteed used car. In stock, 1924 Singer, 1924 Standard, 1923 Austin 7, 1924 Rhode, all 4-seaters, 1925 Bhp Derby, 1921 Rover Bhp 1923 Crouch; many others; from £20 to £135; deferred, arranged. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. Phone, 3338 Central. zzz-760

GEORGE NEWMAN AND CO. positively give the highest price for any make of second-hand car in part exchange for any make of new car. 569 Euston Rd., N.W.1. zzz-438

YOU want an exchange? We will arrange it advantageously for you on any car. The Light Car Co., 404, 410 to 414 Euston Rd., London. 685-529

PIANOS, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Scabridge, 35 Ilminster Rd., East Dulwich. Hours 9-6; no Sunday business. Phone, Sydenham 2452. 685-554

JOWETT, 1924, 2-seater, dicky, exchange for 4-cylinder or cash, £95. Loftus, Wensley, Yorks. 685-h689

F.O.C.H., LTD. Exchange specialists. Highest prices allowed; easy terms. Call, Heath St., Hampstead (Tube Station). 685-437

H. BEASLEY, LATE REY (Established 1900). Any make of car taken in part payment; cash or extended terms for Austin, Clyno, Citroen, Lea-Francis, Renault, Rover, Rhode, Singer, Standard, Swift, Wolseley, etc. 374 Euston Rd., Museum 7600. 685-469

EXCHANGE 1923-24 Calthrop 2-seater tourer, dicky, for late Aero Morgan sports model. Box No. 3402, c/o "The Light Car and Cyclecar." 685-h676

ROWLAND SMITH will make you a liberal allowance for your present car or motorcycle in exchange for any make of new or second-hand car, Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 685-449

NEW cars for old, balance by deferred if desired. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 685-450

DO you? Do you want to buy a new or second-hand car or motorcycle? Do you want to sell your present car or motorcycle? Do you want to exchange your present car or motorcycle? If so, call, write, phone or wire to—The Aldershot Motor Mart, state your wants, and they will do the rest. Terms to suit yourself. Distance no object. Collection and delivery free to any part of the United Kingdom. We can supply any vehicle from a Rolls-Royce to a scooter. We pay cash for second-hand vehicles. The Aldershot Motor Mart, Ltd., High St., Aldershot (opposite Police Station). Phone, 522 Aldershot. 685-743

EXCHANGE new Austin, Clyno, Citroen, Singer, Swift, etc. for old cars, motorcycles. Balances deferred. Second-hand car/motorcycle list on request. (Including A.B.C. Rovers, Singer, Citroen, Salmson, Hillman, G.W.K., Nownhams), Heath Rd., Twickenham. Phone, Richmond 3295. 685-722

WE will allow you an exceptional price for your car or motorcycle against any make of new or second-hand car. Send for list. Meats and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Phone, Riverside 2230. 685-697

HUMBER coupe, 10hp, lighting and starting, mechanically excellent, exchange with cash for G.P. Morgan, similar. 7 Crowdry Rd., Wimbledon. 685-h811

"CARS OF REPUTE" will tell you how to exchange your car on the most advantageous terms. May we send you a copy free? Newham Motor Co., 243-5 Hammersmith Rd., W.6. 685-567

EXCHANGES in any part of the country are best arranged with the Newham Motor Co. Simply send a written description of your old car and the new model required, when a definite proposition will be made by post to include free delivery and collection to any part of the country. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 685-566

PIANOS in exchange for new and second-hand cars, part cash if necessary. Robertson and Co., Piano Makers, 103 Elthorne Rd., Halloway, Mountview 3982. 688-h856

EXTENDED PAYMENTS.

THE SERVICE CO. The house of highest repute for extended payments; established over 30 years; no outside finance; easiest of terms to your convenience; new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-666

ALWAYS at your service. We offer all types of motor vehicles on extended payment terms. Our new booklet, "Buying a Car," gives useful information respecting cars and terms; post free. Wm. Whiteley, Ltd., Queen's Rd., W.2. zzz-984

LAMB'S, LTD. of Walthamstow, Wood Green and opposite Gt. Portland St. Station are the originators of the "Option of a special rebate" system on deferred payments. There is usually £10,000 worth of stock to select from. zzz-796

BENMOTORS, High St., Wandsworth, S.W.18.

TERMS from one-tenth down on any second-hand car, payments up to 18 months. Get our lists and terms of some 60 odd small second-hand cars under £100 on the above terms, they will interest you; immediate delivery of any new car, all the well-known makes; your present car or motorcycle as deposit, balance to suit yourself; definite allowance per return on receipt of full particulars; delivery and collection anywhere. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. zzz-739

HARRODS terms for deferred payments are the lowest. For new cars one-fifth of the purchase price down; for second-hand cars one-third, plus 2½ per cent. only. The balance in 12 equal monthly payments. Should you wish to purchase a car from someone unable to offer you extended payments. Harrods will purchase such car and resell to you for a small profit on the above terms. Any make of new car supplied. Knightsbridge, S.W.1. Sloane 1234. zzz-752

UNIQUE credit system. Absolute privacy guaranteed; no references or bills required; car selected delivered same day; accommodation charge from 2½ per cent. with £50 down. Any make supplied; exchanges arranged with balance on credit. Write or call at our showrooms for deferred payment brochure. H. B. Cook, Ltd., 202 Gt. Portland St., W.1. Museum 8666-7. zzz-311

GEORGE NEWMAN AND CO. will supply any make of new or second-hand car on the most advantageous deferred terms; your present car taken in part exchange as deposit. 369 Euston Rd., N.W.1. zzz-439

"PROFILE ROAD BOOK." A guide to the main roads and gradients throughout England and Wales. 2s. net. 2s. 1½d. post free.

EXTENDED PAYMENTS (continued).

GORDON WATNEY AND CO., LTD.

SPECIALIZE in supplying any new or second-hand car on deferred terms. Long periods, absolute privacy guaranteed. Write for booklet. 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-245

WILL you motor "When Your Ship Comes Home, or Now?" Read, learn and digest this publication. Any dealer or agent will do the rest for you. Apply, National Sales Corporation, Ltd., 155-157 Gt. Portland St., London, W.1. 95-98 Exchange Buildings, Birmingham. 696-131

DEALERS and agents should read "It's Not the Month, It's the Money, Mister." Free copies from National Sales Corporation, Ltd., 155-157 Gt. Portland St., London, W.1. 95-98 Exchange Buildings, Birmingham. 696-132

THE LIGHT CAR CO. gives the best terms and takes your old car as deposit. 404, 410-414 Euston Rd., London, N.W. Phone, Museum 3081. 685-530

ALLEN-BENNETT'S specialize in extended payments and offer you advantages not generally obtainable. Allen-Bennett's unique system exactly meets your individual needs, gives you the fairest possible terms, and makes provision for emergencies. Payments can be spread over 18 months. You need not fear "the unexpected" in dealing with Allen-Bennett's. Your present car (or motorcycle) in part exchange. Allen-Bennett's Motor Co., Ltd., 9, 10, 11 Royal Parade, West Croydon, Croydon 2450. 685-31

F.O.C.H., LTD. supply any make, new or second-hand. Easy terms; exchanges. 5, Heath St., Hampstead (Tube Station). 685-438

CAITHNESS AND CO., LTD. offer exceptional terms for any make of car; moderate charges, small deposits. Transactions carried through expeditiously and in strictest privacy. Full particulars on request. 65 Gt. Portland St., W.1. Telephone, Langham 2172. 685-464

WARNING. Do not buy that car until you have obtained a free copy of our booklet "How to Choose a Motor Car." It contains particulars of the best deferred terms yet introduced. Write Henlys, of Gt. Portland St., W.1. 685-598

GARAGES.

CHARING CROSS GARAGE, Villiers St., Strand. Capacity 150 cars. Always open. Running repairs, accessories, etc. Lock-ups to order. Gerrard 1489. zzz-59

BARNSBURY PARK GARAGE, LTD., 114 Offord Rd., Islington. Capacity 150 cars. Always open. North 3833. 692-e658

HOODS AND SCREENS.

LOCKWOODS. Hoods re-covered from 45s. in 12 hours. Best workmanship and materials. All-weather curtains, envelopes, loose covers, re-upholstering and painting. 136 Highgate Rd., Kentish Town, N.W.5. Phone, Mountview 3679. zzz-874

ALL-WEATHER equipment. Hoods, side screens. Hood re-covers. Covers ready to tack on. Screens re-celluloided. Repairs. Grafton Co., Sycamore Grove, New Malden, S.W. Phone, Malden 161. zzz-803

TODD AND CO. Hoods and side shields repaired and re-covered. Hood covers made from patent, ready to tack on. Materials supplied. Dugan St., Islington. Phone, Clerkenwell 9049. 688-830

TWO-SEATER covers, £2; pair of rigid side screens and back curtains, 50s.; celluloid replacements and repairs. Materials supplied. Henry Jones, 778 High Rd., Tottenham, London. zzz-80

CELASTOID windscreen material, non-inflammable, 36 by 20, 11s.; 32 by 20, 9s. 6d.; 24 by 20 and 50 by 10, 7s.; 20 by 16, 5s.; 24 by 10 and 20 by 12, 3s. 9d., all post paid. Smith and Son, 8½ Woodhouse Lane, Leeds. 685-g33

INSURANCE

THE "OPEN ROAD" Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply to the Army, Navy and General Assurance Association, Ltd., 217 Piccadilly, W.1. Telephone, Regent 716. zzz-51

LOWEST premiums with fullest cover. Lloyds and best companies. Consult Nicholson's, Insurance Brokers, 3 Lombard Court, E.C.3. 690-1184

AUSTIN, Citroen, Jowett, Morgan, Rover, £6; comprehensive policies; others at advantageous rates; quarterly premiums arranged. Ernest Bass, Insurance Broker, 40 Chancery Lane, W.C.2. Holborn 328. zzz-408

11.9hp OWNER-DRIVEN; comprehensive policy, £6 18s. 8d., covering legal liability, passengers. Rovers from £5 5s. 4d. Norton, Motor Specialist, Portobello, Midlothian. 686-h949

"PREMIER" is the motorist's best insurance policy; reasonable rates, prompt service. Premier Motor Policies, Ltd., Glebe House, Sherborna Lane, King William St., E.C.4. 694-w144

TAKE out a policy. Low premiums, instalments if required. Insurance of all kinds effected with Lloyd's tariff or non-tariff companies. Parker (est. 1865), 39 Lombard St., London, E.C.3. Tel., Royal 4310. zzz-166

CAR insurance; obtain lowest rates. Geo. Webb, 63 Bristol Rd., Birmingham. 697-h757

MAGNETOS AND MAGNETO REPAIRERS.

SOUTH WALES MAGNETO REPAIRING CO., the most efficiently equipped repairers of magnetos in Wales. Your repairs are handled by Bosch skilled mechanics. Phone 5720. Late W. M. Holbeck and Co. 4 Wynubam Crescent, Cardiff. 687-b695

ASSOCIATED MAGNETO UNITS.

IF its repairs to magnetos and dynamos, go to Associated Motor Units for skilled workmanship and prompt delivery. All repairs guaranteed 12 months. Only address, 5 Howland St., Tottenham Court Rd., W.1. Phone, Museum 5180. Grams, "Assomotuni, Wesdo, London." zzz-930

MISCELLANEOUS.

LIGHT car wings. Thomas Hill's Motor Fittings Co., Ltd. Temple St., Wulterhampton. 688-839

7hp AUSTIN split bushes for valves, complete with bush tongs for instantly placing in position, Pat. No. 19416/25. Set of 8 bushes and bush tongs 5s., at nearest garage or post free. Robley Co., 28 Trinity Churchyard, Coventry. 692-565

SPEEDOMETERS, reconditioned, large selection, from 30s., fully guaranteed, 21 days' approval. J. W. Robins, Speedometer Specialist, 97 Latchmere Rd., Battersea. zzz-849

AUSTIN 7 owners. 12-in. polished aluminium one-piece stopmats, non-slip tread, foot scraper and valance protector, 12s. 6d. a pair.

DITTO, less foot scraper, 10s. a pair; post free; screws included. Trade supplied. Martin Bros., 90 Brunswick St., Hackney Rd., London. 686-h889

DECARBONIZER (Shippey's), cleans cylinder, piston, valves; saves dismantling, 2s. 9d., 6s. 6d. Shippey Bros., 41 Finsbury Square, E.C.2. 685-h993

WINGS. Humberettes, Morgans, G.N.s, Rovers, Singers, etc. Premier Metal, 27 Church Rd., Teddington. 686-h806

DYNAMOS, 6v., 30a.; rear screens, 30s.; sports horns, dash fitting, 6s. 6d.; loud speakers, 20s.; Nelson 3-flament valves, 8s. 6d.

JAEGAR flush clocks, 20s.; Jaeger speedometers, 25s.; Bosch contact screws, 2s.; Klaxons, 6v., 15s.; Stewart, 12v., 15s.; Dunlop tyre gauge, 2s.; spotlights, 12s.; Clarend carburettors, 10hp, 20s.; postages: approval willingly. Bridge Garage, S.E.24. 685-h805

NUMBER PLATES.

ALUMINIUM number plates, best quality, raised, embossed numbers, 10s. pair, post free. Freeman, Oakes and Co., Ltd., Devonshire St., Shemeld. zzz-341

NUMBER plates, solid aluminium (not pressed), raised figures and beading, polished, 8s. per plate, prompt delivery; terms to the trade. Bale, 44 Howland St., Tottenham Court Rd., W. 1. Phone, Museum. 690-95 6731.

QUICK delivery number plates (ready in one hour); raised polished aluminium figures on black beadless background, 10s. 6d. pair; terms to the trade. Bale, 44 Howland St., Tottenham Court Rd., W. 1. Phone, Museum 6731.

HIGHEST quality cast aluminium number plates, 12s. 6d. pair. Deane-Mounts Rd., Wednesday. 685-g538

QUICK dispatch plates, cast aluminium letters, steel back, 8s. 6d. pair; embossed aluminium, 5s. 6d. pair; hackneys, 2s. 6d. Southern Manufacturing Co., 34 Blissett St., Greenwich. 685-h745

PARTNERSHIPS AND FINANCIAL.

YOUNG GENTLEMAN required for service garage in London suburb as partner; experience not essential if keen to learn; capital required £600; references required and given. 22 Warwick Rd., Earl's Court. Phone, Ken. 8545. 685-h794

PATENTS.

PATENTS. Trade marks. Inventions Advice Handbook and cons. free. B. T. King, Regd. Patent Agent, 146a Queen Victoria St., London. E.C.4. 40 years' references. zzz-305

PATENT AGENTS.

A. P. THURSTON, D.Sc., M.I.A.E., F.R.Ac.S., 329 High Holborn, W.C.1. Patents, trade marks, designs. zzz-91

J. E. S. LOCKWOOD, 3 New St., Birmingham. Phone, 5681C. Patents guide free. 690-d689

RADIATORS.

JOHN LANCASTER AND CO., 151 Wardour St., W. 1. Radiator repair specialists, also lamps and electro-plating. Regent 6178. zzz-240

REPAIRERS.

SCORED cylinders. Scores in cylinder bores repaired by genuine Lawrens process to fit existing pistons and returned in 2 days. Repairs are permanent and guaranteed. Laytall, Ewer St., Southwark, London, S.E.1. zzz-564

MAUDES' MOTOR MART for repairs and overhauls. Estimates free Insurance work a speciality. 100 Gt. Portland St., London; Paris St. Exeter; Walsall Garage, Walsall; and Norwich Garage, Norwich. zzz-620

THE HEADINGLEY MOTOR AND ENGINEERING CO., LTD. All repairs with a 3 months' guarantee. Special attention to owner-drivers. Accumulator charging. Comprehensive stock of spares. Phone, Headingley 480. Wire, "Truble, Leeds." 8 Otley Rd., Leeds. zzz-323

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94 Cheyne Walk, Chelsea, London S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 704-g326

SCORED cylinders. Scores in cylinder bores (air-cooled or water-cooled) can be filled in by Barimar metallurgical (patented) process to fit existing pistons and returned in 2 days under money-back guarantee at low cost. Barimar, Ltd., 14-18 Lamb's Conduit St., London, W.C.1. 728-128

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-98

REPAIRS! Repairs! W.K.B. Motors, Ltd., are specialists in repairs and overhauls. Modern plant, labour-saving appliances and skilled mechanics. Estimates free. Note address: 14 Eden St., Hampstead Rd., N.W.1 (opposite tram terminus). Phone, Museum 1628. 690-d815

J. THOMPSON'S Austin Seven Service, late foreman 7hp Austin car department, undertakes all repairs. Personal attention and civility. Inquiries to 15 Friern Park, N. Finchley, N.12. 691-c389

SINGER service and repairs in charge of A. J. West, late of Singer Service. Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-811

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

REPAIRERS (continued).

SPECIALISTS in welding repairs. Broken cylinders, crankcases, gearboxes, etc. scored cylinders filled in. The Carr Welding and Brazing Co., St. Mary's St., Nelson, Lancs. 685-g910

SCORED cylinders repaired by New Welding patent process, guarantee the life of the engine. 26 Rosebery Ave., E.C.1. Phone, Clerkenwell 6776. zzz-224

SPARKING PLUGS.

20,000 sparking plugs, Government surplus. K.L.G., F.7. detachable and Lodge 3-point, all guaranteed, price 1s. each.; 10s. per doz. Special price for quantities. K.L.G. and Lodge, fitted with Ford adaptor, 1s. 3d. each. J. J. Dooley, 398 Wandsworth Rd., S.W.8. Telephone, Battersea 1579. zzz-672

TUITION.

BRITISH SCHOOL OF MOTORING, LTD. The Training Institute for the Motor Industry. Largest and best-equipped school in England. Special facilities for car-owners and ladies. Driving tuition on fleet of 1924 and 1925 cars. Greatest variety of cars for teaching, which enables the pupil to drive any car on completion of tuition. Unlimited courses until proficient and satisfied, one inclusive fee. No extra charges. Best possible training obtainable in England. Day and evening tuition. Special course for light-car owners to learn in the shortest possible time. Individual tuition, mechanism and driving, £3 13s. 6d. Training for Royal Automobile Club Certificate. Call or send postcard for full particulars, the Secretary, British School of Motoring, Ltd., 5 Coventry St., Piccadilly Circus, W.1. zzz-96

B.A.S.

MOTOR TUITION FREE

from all unnecessary mechanical routine. Learn to run your car under all road conditions. B.A.S. modern system of tuition is the best and cheapest. Call or write for free booklet. Head Offices, British Automobile Schools, Ltd., Gloucester House, 19 Charing Cross Rd., W.C.2. Phone, Regent 6936. zzz-905

TELEPHONE MOTORS, LTD., will teach you to drive, and instruct you on running repairs. Latest type cars used. Times arranged to suit each customer. Terms from 15 Allsop Place, Baker St. Station. Phone, 1507 Langham. zzz100

THE MOTOR TRAINING INSTITUTE, established in 1907, has trained over 25,000 motorists. On the list of schools officially appointed by the Royal Automobile Club. Private instruction in driving, maintenance and mechanism on the latest model 1925 cars. Inspection invited. Prospectus free. 12 Heddon St., Regent St., W.1. Gerard 7527. zzz-489

CENTRAL MOTOR INSTITUTE, LTD., established four years ago by disabled officers, is now the leading school in London. Sound and courteous instruction makes learning a real pleasure. School open 9 a.m. to 9 p.m., for classes and private lessons. Apply for latest prospectus, 112a-118a Finchley Rd., N.W.3 (Finchley Road Station, Metropolitan Railway). Phone, Hampstead 1014 and 1015. 706-h808

CROYDON. Lowest fees for thorough training in driving, mechanism and repairs. Special features, efficiency and economy. Private lessons for owner-drivers. Day and evening instruction. Agents for all cars. Unlimited instruction to purchasers of cars through our agency including 6 months' service free of charge. Payment out of income if desired. Prospectus free. South-Western School of Motoring, 231 London Rd., West Croydon. Phone, Thornton Heath 1154. zzz-950

TYRES AND TUBES.

MASONS. Really good New Tyres at lowest prices available. We guarantee every tyre, approval against remittance, carriage paid.

MASONS. New Michelin Cable Cords, factory soled, we guarantee 8,000 miles (recent deliveries); 700 by 80, 57s. 6d.; 28 by 3, 58s. 6d.; 710 by 90, 67s. 6d.; 760 by 90, 75s.; 765 by 105, 92s. 6d.; balloons. Reinforced, 27 by 4.40, 65s.; 715 by 115, 65s.; 730 by 130, 75s.

MASONS. Dunlop stockists. 31 by 4.40 Dunlop Cord Balloons (for 30 by 3½ b.c. rim). Perfect, Makers' Guarantee, 65s.; 27 by 4.40 D. Cord Reinforced Balloons (Morris, etc.). New, soled, 57s. 6d.; 28 by 4.95 ditto, 70s.; 29 by 4.40 ditto, 60s.; 26 by 3.50, Austin 7, etc., 52s. 6d.

MASONS. Pirelli Racing (Standard Pattern), Cords, in makers' wrappings, new, soled; we guarantee minimum 8,000 miles; 700 by 80, 52s. 6d.; 710 by 90, 62s. 6d.; 760 by 90, 70s.; 765 by 105, 85s.; 28 by 3, 52s. 6d.; 30 by 3½, 65s.

MASONS. Goodyear Diamond Cords, New, soled; 710 by 90, 57s. 6d.; 760 by 90, 65s.; Balloons, Reinforced, 27 by 4.40 (Morris, etc.). 67s.; 6d.; 28 by 4.95, 70s.; 775 by 145, 87s. 6d.

MASONS. 650 by 65 Michelin Cable Cords, new, soled, 37s. 6d.; Michelin Universal, 30s.; 650 by 65 Michelin Cable Cords, perfect, 44s.

MASONS. 700 by 80 Goodyear Diamond Superheavy, 42s. 6d.; Clincher Cords, Henley Cords, Large Section, 47s. 6d.; Steppy Roadgrip, 45s.; Spencer-Moulton Cords (wrapped), 50s.; Firestone Cords, 45s.; tubes, 8s. 6d.; 710 by 90 Steppy Cords, Moseley Cords, 65s.; Steppy Roadgrip (wrapped), 52s. 6d.; Beldam Super Black, perfect, 45s.; tubes, 9s.; all new, soled.

MASONS. 760 by 90 Aron Duroth Cords, Goodrich Super Cords (American stock), perfect, makers' guarantee, 62s. 6d.; tubes, 9s. 6d.; 765 by 105 Assorted Cords, guaranteed, 70s.

MASONS. 28 by 3 Goodyear Diamond Superheavy, 42s. 6d.; Henley New Pattern Cords, wrapped, 45s.; Peter Union Heavy, 32s. 6d.; Steppy Cords, in makers' wrappings, 42s. 6d.; 29 by 3½ Firestone Heaviest, 45s.; 28 by 3½ Moseley Cords, Henley Cords, wrapped, 55s.; Steppy Cords, Superheavy, 62s. 6d.; Oldfield Diamond, 37s. 6d.; all new, soled; tubes, 9s.

MASONS. New canvas tyres, heavy rubber Non-skids; 580 by 65, 32s. 6d.; 700 by 80, 37s. 6d.; 710 by 90, 45s.; 760 by 90, 37s. 6d.; Masons, "A" Dept., The Tyro House, Ipswich. 685-687

WHAT offers? Two heavy Clincher cord tyres and tubes, 710 by 90, brand new. Parris, 11 Hallsbam Avenue, Streatham Hill, S.W.2. 685-d762

TYRES AND TUBES (continued).

HOMERTON RUBBER WORKS for bargains in light car covers. 550 by 65 new Michelin cable, 44s.; 650 by 65 Burnett g.a.s., 50s.; 700 by 80 Englebert cord, 45s.; Michelin cable cord, 55s.; 710 by 90 Beldam all-blacks, 50s.; Englebert and Spencer-Moulton cords, 57s. 6d.; Palmer cords, 60s.; 28 by 3 1/4 Dunlop Magnum, 40s.; Stepney cable cord, 57s. 6d.; 28 by 3 Englebert cord, 55s. New tubes in above sizes 8s. each. Homerton Rubber Works, 11 Upper St. Martin's Lane, W.C.2. zzz-456

TYRE ECONOMY, LTD. Special price reductions during stocktaking only. Buy now and save money. Prices will probably increase within the next few weeks.

TYRE ECONOMY, LTD. Write us your requirements, when we shall be pleased to quote special cut prices for any make of tyre. Approval against remittance; immediate dispatch, carriage paid; trade supplied.

TYRE ECONOMY, LTD., 2 Victoria Bridge, Manchester. Phone City 5518. "Grams," "Pneucover," Manchester." 685-495

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO.

Largest stock in the country.

Surplus stock.

Huge deal in genuine Dunlop Clipper Cords, extra-large section. Fully guaranteed by the Dunlop Rubber Co.

650 by 65, 30s.

26 by 3 or 710 by 90, or 700 by 80, 50s.

28 by 3, 50s.

28 by 3 1/4, 50s.

760 by 90, 50s.

765 by 105, 52s. 6d.

10,000 light car cord covers to be cleared immediately.

700 by 80 Avon Sunstone Fabric, 32s. 6d.

700 by 80 Dunlop Steel Studs, 25s.

700 by 80 Clincher Cord, £2.

700 by 80 or 26 by 3 Englebert Chevron Cord, 45s.

700 by 80 Miller Cord, Fisk Cord, names on, £1 15s.

700 by 80 Goodrich Safety Tread Canvas, 32s. 6d.

700 by 80 or 26 by 3 Dominion Traxlon Tread (Blemished), 35s.

710 by 90 or 27 by 3 1/4 Dominion Traxlon Tread (Blemished), 35s.

710 by 90 Englebert Chevron Cord, 50s.

710 by 90 Dominion Royal Cord, genuine, 1923 Process, 50s.

710 by 90 genuine Dunlop Steel Studs, 30s.

710 by 90 Dunlop grooved, 30s.

760 by 90 genuine Goodyear all-weather cord, 60s.

760 by 90 Hutchinson Fabric, £1 10s.

760 by 90 Dominion Royal Cord, genuine, 1923 Process, £2 10s.

765 by 105 Dominion Royal Cord, genuine, 1923 Process, £2 10s.

765 by 105 Pirelli, extra strong, £1 15s.

29-in. by 3 1/2-in. oversize, 28-in. by 3-in. genuine Continental Cord, extra heavy, 32s. 6d.

In cases where urgent despatch is requested and the stock is temporarily exhausted, tyres equivalent in value will be sent on approval, unless definite instructions to the contrary accompany the order.

STHENOS, Amac carburettors, huge purchase of 500, sizes to fit anything from 7hp to 15hp, brand new, 20s.; Zenith and Claudel-Hobson, 30s.; 7 days' approval against cash.

BIRMINGHAM MOTOR TYRE REPOSITORY CO., 76-77 Broad St., Birmingham, Midland 3393. Proprietor, J. J. Smith. Goods forwarded carriage paid 7 days' approval. zzz-811

BULL'S, Light car tyre and accessory specialists. Established 19 years. West End agents Dunlop, Michelin, Goodyear, Pirelli, Avon, etc.

BULL'S, New Michelin cable cords, soiled. We guarantee 10,000 miles. 550 by 65, 58s. 6d.; 700 by 80, 57s. 6d.; 700 by 85, 67s.; 28 by 3, 58s. 6d.; 710 by 90, 67s. 6d.; 760 by 90, 75s.; 765 by 105, 97s. 6d.; 715 by 115, 67s. 6d.; 730 by 130, 75s.; blemished Michelin, 715 by 115, 52s. 6d.; 730 by 130, 57s. 6d.

BULL'S, 700 by 80 Henley cord, 45s.; 700 by 80 Goodyear diamond, 42s. 6d.; 700 by 80 Stepney, 42s. 6d.; 710 by 90 Henley cords, 57s. 6d.; 28 by 3 Henley or Firestone, 27s. 6d.; 28 by 3 1/4 ditto cords, 55s.; 760 by 90 Pirelli, 37s. 6d.; 765 by 105 Henley cords, 57s. 6d.

BULL'S, New cable sapur cords, 700 by 80, 54s.; 710 by 90, 65s.; 760 by 90, 75s.; 765 by 105, 91s.; 30 by 3 1/2, 69s.; 28 by 3, 56s. 3d.; 28 by 3 1/4, 65s. 10,000 miles' guarantee.

BULL'S, New balloon cords, Dunlop, Michelin, etc., 31 by 4.40, 60s.; 27 by 4.40, 52s. 6d.; 28 by 4.95, 65s.; 29 by 4.40, 55s.

BULL'S, Second-hand covers, all sizes. New motorcycle covers from 20s.

BULL'S, Tyres repaired, retreading, special process, guaranteed 5,000.

BULL'S, All above carriage paid against remittance. Hundreds of tyre bargains, all sizes. Bull's Rubber Co., Ltd., 3 Upper St. Martin's Lane, London, W.C.2. Telephone, Gerrard 1347. zzz-454

BALLOON tyres re-rubbered by us give 90 per cent. new tyre mileage. All sizes and types. Recommended by "Runabout," of "The Auto-car." Oudura Tyre Works, Keighley. zzz-425

BNV retreaded tyres. 700 by 80, £1 19s. 6d.; 710 by 90, £2 4s. 3d.; 50 by 3 1/4, £2 10s.; 815 by 105, £3 2s. Customers own carriages also retreaded and repaired. Full guarantee. Turpin's, 45 Brook Green, Hammersmith. 697-h809

ECONOMIC TYRE CO. New clearance tyres sent passenger train, carriage paid, on seven days' approval against remittance.

ECONOMIC, 700 by 80 Goodyear Diamond, 39s. 6d.; Cord 45s.; Michelin Cable, 57s. 6d.; 710 by 90 Goodyear Cord, 59s. 6d.; 760 by 90 Goodyear Cord, 55s.; 28 by 3 Goodyear Diamond, 42s. 6d.; Cord, 45s.

ECONOMIC TYRE CO., 314, New Cross Rd., S.E.14. Phone, New Cross 1393. 685-742

TYRE REPAIRS.

S.C.V. tyre repairs.

GUARANTEED process. Bursts from 6s. 6d.; broken beads from 7s. 6d.; 4-ply retreads from 12s. 6d. W. A. Dunn, 203 Shaftesbury Avenue, London. Tel., Regent 2242. zzz-844

TYRES. Repairs, bursts, retreading, etc., low prices. Armstrong, 4 Leysfield Rd., Shephord's Bush, London. 685-741

BOOKS AND PUBLICATIONS.

"THE MOTOR MANUAL." 25th edition; 690th thousand. All about motors in simple language. The working, principles, care, repair and maintenance of petrol-driven vehicles are concisely dealt with in "The Motor Manual." 2s. 6d. net; 2s. 10d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, E.C.1. zzz

"THE MOTOR ELECTRICAL MANUAL." 2nd Edition. A compact encyclopaedia of electrical information for motorists, clearly explaining the principles of all ignition systems, starting, lighting and road-warning equipment, which is practically standard on all cars to-day, and also describing various modern auxiliary appliances. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"HOW TO DRIVE A CAR." The Niceties of Control. By the Editor of "The Motor." 9th Edition. A complete guide to the efficient and safe driving and handling of a car. All the subtleties and finer points of driving are fully dealt with by text and illustrations. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1. zzz

"MOTOR REPAIR MANUAL." 4th Edition. A complete guide for the owner-driver and amateur mechanic, dealing exhaustively with the most modern methods of motor vehicle repair. Practically every necessary tool and operation is shown in illustration. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"THE PETROL ENGINE." A Manual of Motor Mechanics. Dealing with the functional working of the internal-combustion engine, it also gives complete information on the secrets of engine tuning and the tuning of carburettors, 2s. net; 2s. 3d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"MOTOR CYCLING MANUAL." 6th Edition. A completely re-written and re-illustrated edition. It deals with every up-to-date feature of the motorcycle and as nearly as possible in the space available covers the whole field of the subject. It is an indispensable work for the beginner and a handy reference for the expert rider. 2s. 6d. net; 2s. 10d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"MOTORCYCLE EFFICIENCY AND HOW TO OBTAIN IT." 1st edition 2nd impression. A practical handbook for motorcyclists. Written in the simplest non-technical language, it describes how any type of motorcycle can be maintained at its highest pitch of efficiency, and expense, time and labour be economized. 200 pages of practical information; 150 clear illustrations. 2s. 6d. net; post free 2s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

"THE MARINE MOTOR HANDBOOK." A work of instruction for all who have to do with marine motors for commercial purposes particularly with reference to paraffin and heavy-oil motors for fishing craft, canal barges and coasting vessels, 2s. 6d. net; post free 2s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C.1.

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

Head Offices.—7-15, ROSEBERY AVENUE, LONDON, E.C. 1. Telephone—Clerkenwell 6000 (7 lines). Telegrams—Pressimus, Holb., London.

Midland Offices.—16, Bennett's Hill (corner New Street), Birmingham. Telephone—Central 2572-3. Telegrams—Presswork, Birmingham.

6, Warwick Row, Coventry. Telephone—Coventry 1775. Telegrams—Presswork, Coventry.

Northern Offices.—196, Deansgate, Manchester. Telephone—Central 2467. Telegrams—Presswork, Manchester.

EDITORIAL.—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

SUBSCRIPTION.—THE LIGHT CAR AND CYCLECAR will be mailed regularly at the following rates:—

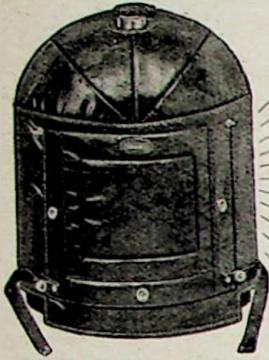
	12 ms.	6 ms.	3 ms.
United Kingdom and Canada	15s. 0d.	9s. 6d.	4s. 3d.
Abroad	21s. 0d.	10s. 6d.	5s. 3d.

REMITTANCES.—Postal orders, cheques, etc., should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

Those bitter East winds

go right to the delicate radiator of your car.



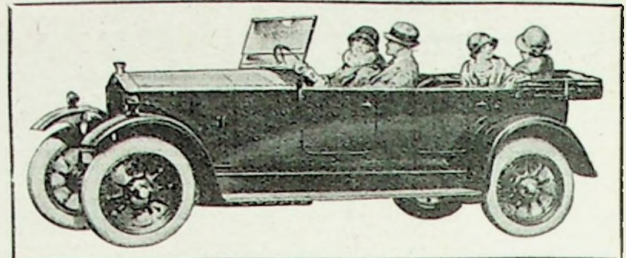
Fit it with a
BROOKS

RADIATOR COSY

made by the famous saddle firm,
J. B. BROOKS & CO. LTD.,
73, Criterion Works, Birmingham.
108, Gr. Portland St., London, W. 1.

BROOKS MODEL
Size 1 .. 18/-
.. 2 .. 20/-
.. 3 .. 22/6

INDUSTRIA MODEL
Size 1 .. 14/6
.. 2 .. 16/6
.. 3 .. 19/-



WHEN YOU HAVE BOUGHT
THIS BRITISH CAR

USE EXTRA HEAVY
WOLSELEY

Filtrate
REGISTERED
FOR
WOLSELEY CARS.

AS RECOMMENDED BY THE WOLSELEY CO.

AND SOLELY MANUFACTURED BY

A BRITISH FIRM

118 YEARS OLD

FILTRATE WORKS, LEEDS.

2nd
Edition



A Book for Every Motorist.

ENTIRELY REVISED — OVER 100 NEW ILLUSTRATIONS.

A compact encyclopædia of electrical information for motorists, clearly explaining the principles of all ignition systems, starting, lighting, and road warning equipment, which is practically standard on all cars to-day, and, in addition, describing and illustrating various modern auxiliary appliances.

PRICE 2/6 NET.

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

TEMPLE PRESS LTD.,

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

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


G N
Spare, Repairs and Second-hand Cars for Sale and Wanted
EARLS, LTD.
The Vale, Hampstead, N.W. 3
Phone: 3287.
O.E.V. Sets, £10
Safety Hub Caps, 6 each
Ball-bearing Front Hub Thrust Washers 4, 6 each

The Motor The National Motor Journal
Every phase of Motoring. Practical articles well illustrated. All the news of the automobile world.
TUESDAYS - - - - - 4d.
Offices: 7-15, Rosebery Avenue, E.C.1.

SUTCLIFFE'S MOTOR HOUSE
£14 14 Carriage Paid
A BARGAIN. Sectionally built 2-in. sawn weather boards. Roof boarded and felt. A bone-dry weather-proof garage for two or four-seater cars. 14 ft. x 9 ft., 7 ft. eaves, 0 ft. ridge. Erected in 3 hours. Only £14-14. Satisfaction guaranteed.
F. & H. SUTCLIFFE,
26 Wood Top, Hebburn, Yorks
Phone 55. London Showroom: Evelyn House, 62, Oxford St., W.
ORDER TO-DAY. Wonderful three-colour book of Motor Houses and all kinds of Sectional Buildings sent free.

NEW WELDING Cylinder Repairs
26, Rosebery Avenue, E.C.1
CLERKENWELL 6776.
GUARANTEED. REASONABLE CHARGES.

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.



25th EDITION
(690th Thousand)

Recognized as the standard work on the subject. This new edition has been brought right up to date and embodies a large amount of re-written text, new illustrations and additions

2/6
NET.

Obtainable from all principal Book sellers and Bookstalls, or direct from the Publishers, 2/10 post free.

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

CELLULOID
FIRST QUALITY
TRANSPARENT
FOR HOODS, SCREENS, ETC.

Samples and prices on application.

GREENHILL & SONS, LTD.
23, Water Lane, Ludgate Hill, LONDON, E.C.4.

FIT ANY CAR



M.A.P. FOR MATS

Made Absolutely Perfect and Guaranteed.

M.A.P. Co. 246, Gt. Lister Street, BIRMINGHAM.

NO GLARE LONG RANGE

PARABOLITE

Wide-spread No Dimming HEADLAMP LENSES. Fit any Headlamp 7/6 to 17/6 Per Pair.

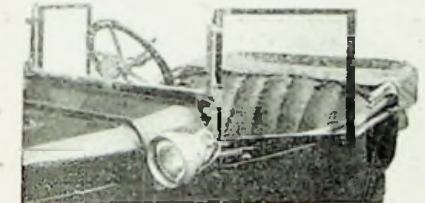
MILES C. BRIDGMAN, Bath House, Millers Wood, E.C.

RADIATORS OF ALL TYPES
FOR ALL REQUIREMENTS.
Prompt Service and quality repairs to any design.

RANDLE RADIATORS LTD. Chelyesmore, COVENTRY.

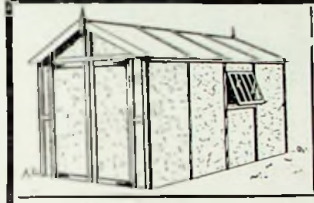
Telegrams: "Coolers." Telephone: 675.

ORTO SIDE SCREENS
For Morgans and all types of cars



Set-out type as illustration, 22/6 each. Standard type leatherette or khaki, 18" x 16", 16/6 each. Any size to order, Celluloid fitted to old screens.

ATKINSONS, 306 Uxbridge Road, W.12



ASBESTOS MOTOR HOUSE

Well and substantially made and practically Fireproof.

12ft. x 8ft.	£14 2 6
15ft. x 8ft.	£17 10 0
16ft. x 9ft.	£20 0 0

Well Built Garage at Moderate Price.

12ft. x 8ft.	£12 14 0
14ft. x 9ft.	£15 15 0
16ft. x 10ft.	£18 18 0

Car. Paid.



Send for illustrated list of Bungalows and all Portable Buildings, post free.

GODDARD'S LTD., Vicarage Lane, ILFORD, ESSEX

That worn Patch

on your upholstery looks unsightly and detracts from the appearance of an otherwise smart car. Give it a coat of

ACCORDIAN FLEXIBLE LEATHER PAINT

and make it look like new. Accordian will renovate and protect the material of both hood and upholstery, whether it be leather or imitation, making it pliant and waterproof. In 6 colours, black, brown, blue, green, red and grey.

No. 0 size (sidecar aprons, etc.)... 3/-
No. 1 size (2-3 seater car) ... 9/6
No. 2 size (4-5 seater car) ... 19/-

From Garages, Dealers, or in case of difficulty, direct and post free from the sole manufacturers:
THE AVONDALD MANUFACTURING CO.,
(Dept. 3), Avondale Works, Chippenham, Wilts.
Accordian Leaflets free on request.



ACCORDIAN Flexible Canvas Paint makes all canvas hoods like new and endures them thoroughly waterproof. In Buff, Khaki, Brown, Grey or Black.

1/2 gal. (2-3 seater) 9/6 ; 1 gal. (4-5 seater) 19/-
Special size (sidecar aprons) 3/-

The Motor

PROFILE ROAD BOOK OF ENGLAND

A comprehensive guide to the main routes and gradients throughout the country, of the greatest interest and utility.

PRICE 2/- NET.

Direct from the Publishers
2/1 1/2 post free.

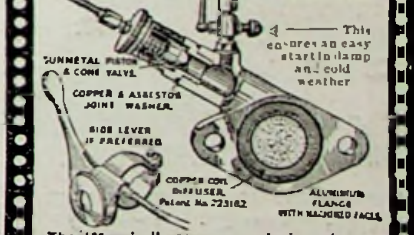
TEMPLE PRESS LTD.,
7-15, Rosebery Avenue, London, E.C.1.

FIT A MOSAIRE VALVE & SPIRAL AIR EASY STARTING DEVICE

which provides a simple and reliable method for tuning your Carburettor so that you can get

MAXIMUM ENGINE EFFICIENCY at less cost, also an easy start and an auxiliary brake without any mechanical wear

PRIMING TAP Patent No. 22137
PRICE 32/6 COMPLETE.




The "Mosaire" possesses exclusive advantages and is the best value in the market.
"Models available for most makes of Cars."
Supplied on 30 days Free Trial.

ALDAM & CO
M Dept
Motor Engineers
MISTERTON
DONCASTER

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control.
2s. 6d. net. 2s. 9d. post free.

PRATTEN'S DUPEL JOINT GARAGE

Our Latest Production.



100% Value

Garage your Car in the warmest portable Garage on the market. Safe and secure against all weather.

Constructed of our DUPEL JOINTED WEATHER BOARDS. Patent No. 237460/24.

WIND AND RAIN-PROOF. This Garage will enhance our reputation and your judgment for good work.

14 ft. by 8 ft. 6 in. £15 - 19 - 6 Carriage Paid.
16 ft. by 8 ft. 6 in. £17 - 19 - 6 Write for 92-page Catalogue 35.

F. PRATTEN & CO., LTD., MIDSOMER NORTON, Near BATH.

Fitted for
Oil or Grease
Lubrication as
preferred.

AUSTIN, 7 h.p.,	27/6	per set.
CITROEN, 7 h.p.,	30/-	" "
JOWETT, 8 h.p.,	63/-	" "
CLYNO, 11 h.p.,	50/-	" "
(1925 Model)		
CLYNO, 11 h.p.,	63/-	" "
(1926 Model)		

Post Free.

Quick Fit

gaiters

FOR ALL CARS

W. DICKINS & CO. LTD. Cross Chequer, COVENTRY

S. HALL

91, St. Peter's St.,
ST. ALBANS.

Telephone - - - - - St. Albans 636



ALL-WEATHER SIDE SCREENS for MORGANS
ANY MODEL. IMMEDIATE DELIVERY.

MORGAN SERVICE DEPOT

(Appointed Official
Repairer 1914.)

PRICE LIST OF NEW AND USED MORGANS SENT ON REQUEST.



DON'T think of having your cover Retreaded when you can see the tube, it's too late. Send that worn cover to us, car, paid, and we will advise you. We have had 18 years' experience in this class of work. Why not avail yourself of some? It's free. The cost is a price of new tyre. We pay return carriage and despatch promptly. Phone 3664.

LEICESTER TYRE REPAIR CO.
Dept. 'C' Granby Place, Leicester

Read "THE MOTOR"
Every Tuesday. Price Fourpence.

OSCO

RENOVATOR PAINT

Get a tin - 10 Day!

AND MAKE YOUR OLD HOOD NEW AGAIN.

For Canvas Hoods, Curtains, etc. A coat of this flexible paint and you have a hood thoroughly waterproofed, with all stains removed. Applied like paint, it will not crack or chip off.

MADE IN COLOURS:

Khaki, Grey, Black, Navy Blue.	
Motorcycle Hood size	.. 2/- post free.
4 gallon (for 2-8 seater hood)	.. 9/2 "
4 gallon (for 4-5 seater hood)	.. 18/- "

OSCO GLOSSY LEATHER PAINT.
For Leather Hoods, Upholstery, etc. Is flexible, washable, and durable. Made in Black Green and Navy Blue. Easily applied.

Same prices and sizes as above.



OWEN BROS. & CO., Ltd., HULL, Eng.

Try our

CAR POLISH AND LEATHER REVIVER.

IN BOTTLES	4 Pint 2/-	1 Pint 3/9	POST FREE
------------	------------	------------	-----------

COOK'S NON-SCRATCHING MOP

Specially designed for the Operator to reach those parts in Car Cleaning which are an eyesore to the Motorist.

An Ideal Brush for Disc Wheels

Sole Manufacturer
A. W. COOK
7, Davey Place, NORWICH

Pat. No. 232386

This little RUBBER BONNET also saves your Knocks and those who can ordinarily brush paint.

TEN SHILLINGS CARRIAGE PAID.

Easy - Economical - Effective

Vibrationless Twin Engines.

COVENTRY VICTOR

Engine and Gear Box Units.
The 7 h.p. Coventry Victor Runabout.

The Coventry Victor Motor Co., Ltd., Coventry.
Phone: 962 Coventry. Grams: "Precision."

G·N

SPARES—REPAIRS—REBUILT G.N.'s.

Owners and Trade write for free catalogue.

H. R. GODFREY MOTORS.
MANOR ROAD RICHMOND, LONDON, S.W.
Phone—Richmond 3624.



Makers:
The M-L Magneto Synd., Ltd., Coventry.

Inquiries to S. Smith & Sons (M.A.) Ltd., Cricklewood Works, London, N.W.2

MAGNETOS

Fit

Triplex

and be Safe

TRIPLEX SAFETY GLASS CO. LTD
1 ALBEMARLE ST. PICCADILLY, LONDON W.1

SPECIAL FRICTION DISCS

FOR

G.W.K. and OTHER CARS, also DISC TRUING MACHINES.

Apply to: A. G. GRICE—Theale Motor & Engineering Company, THEALE, BERKS.

A12 "THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.

Humber

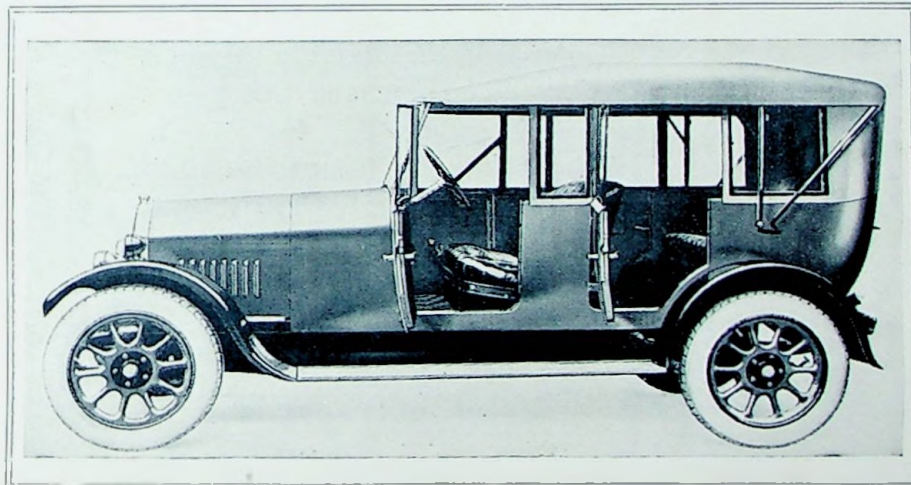
SUPERIORITY IN ROAD PERFORMANCE

HUMBER superiority is borne out by that indisputable authority, "Road Performance."

The Humber engine gives a remarkable degree of flexibility—a wonderful acceleration and a sweet, powerful running that makes you want to keep on and on. Gear changing involves a mere flick of the lever with the thumb and forefinger. Braking is gentle but firmly effective, and, indeed, your guarantee of safety on the road.

9/20 h.p. 2/3-Seater with Dickey Seat	£260
9/20 h.p. 4-Seater Tourer	£260
9/20 h.p. 4-Seater Saloon	£315

Dunlop Tyres Standard.

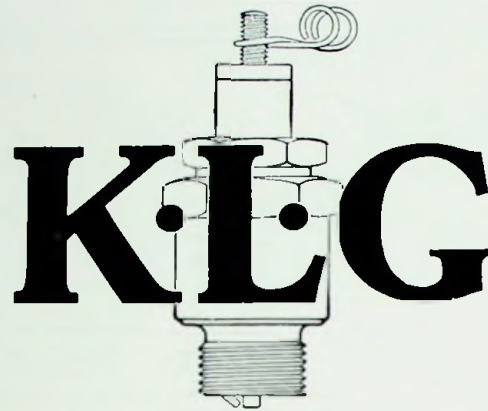


HUMBER LIMITED, COVENTRY

LONDON:

- West End Showrooms: - - - Humber House, 94, New Bond Street, W.1.
- Export Branch Office: - - - - - 32, Holborn Viaduct, E.C.1.
- Service Depot: - - - - - Canterbury Road, Kilburn, N.W.6.

Intending Purchasers from abroad will obtain full information regarding shipment of models to all parts of the World from our Export Branch Office: 32, Holborn Viaduct, E.C.1.



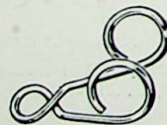
"FIT AND FORGET."

NUGGETS OF GOLD

If two similar looking golden nuggets were placed in your hand you would probably have difficulty in deciding which was the purer metal. But any difference would soon be shown up by the assay. It is much the same with sparking plugs. They all look rather alike, even to the eye of the expert, but they show up very differently under the probing test of their real worth. Racing is the crucible through which K.L.G.'s have passed, continue to pass, and will go on passing in the future. If there be a weakness in plug design, racing will infallibly find it out. All K.L.G.'s—there are a number of types each suitable for a particular purpose—are not racing plugs, but all without exception are made in the light of that knowledge which only racing could have afforded. They are the best, therefore, for all normal purposes.

Sole Manufacturers :

THE ROBINHOOD ENGINEERING WORKS LIMITED,
PUTNEY VALE, LONDON, S.W.15. Telephones—PUTNEY 2132/3.
Sole Export Agents: Messrs. S. Smith & Sons (M.A.), Ltd., Cricklewood Works, N.W.2.



Woodwright.