

The Light Car and Cyclecar

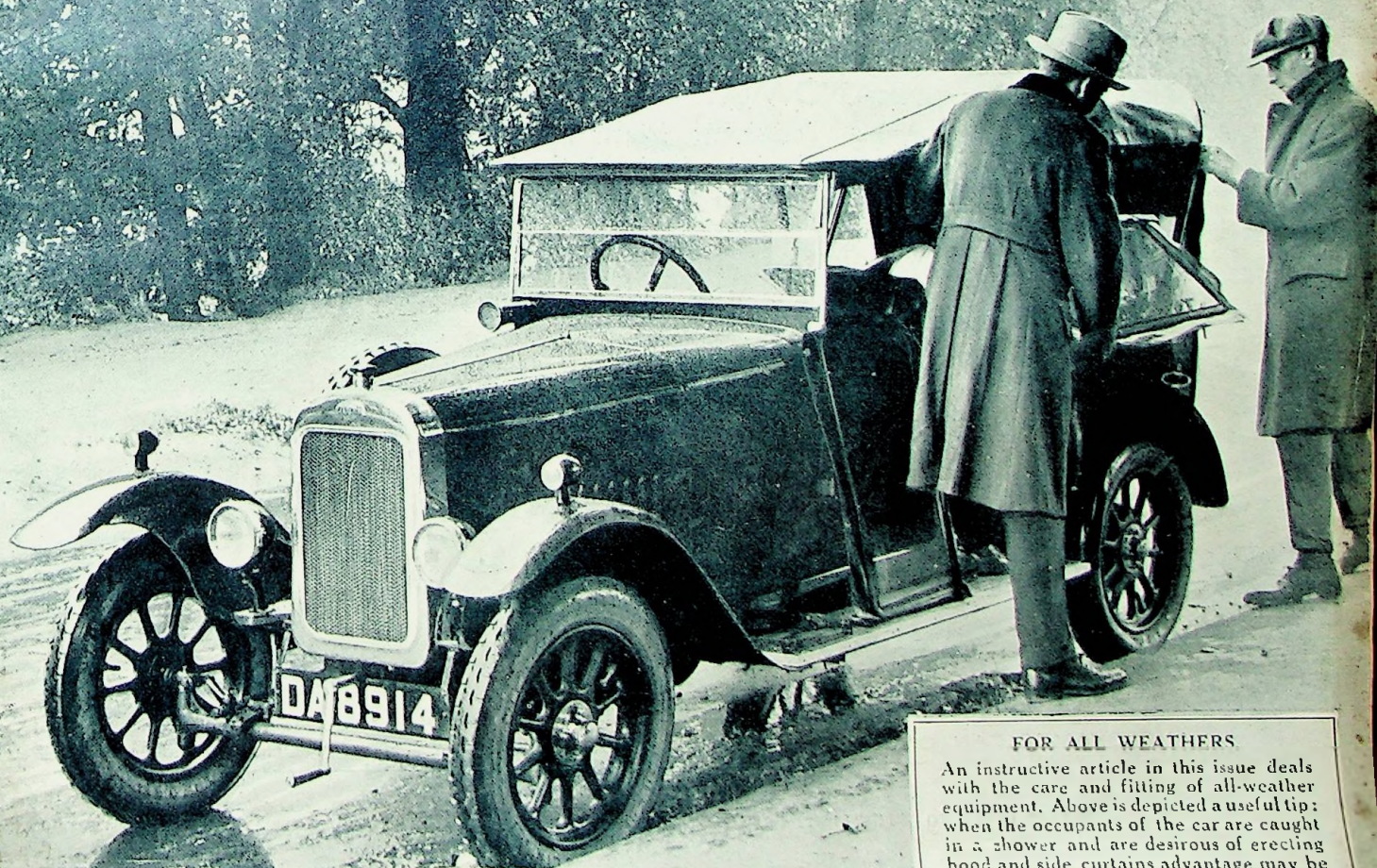
Founded 1912

The only Small Car Journal

3rd

Vol. XXIV No. 619
Friday, Oct. 3, 1924

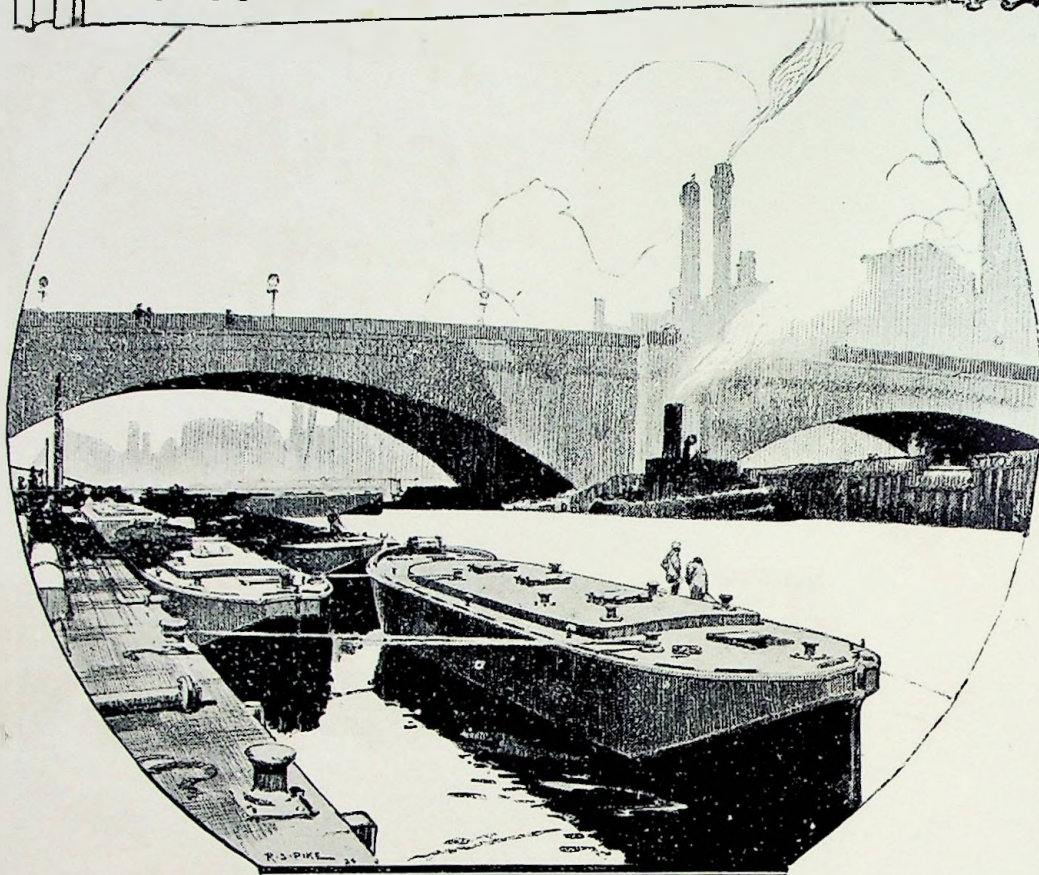
Registered at the G.P.O.
as a Newspaper



FOR ALL WEATHERS

An instructive article in this issue deals with the care and fitting of all-weather equipment. Above is depicted a useful tip: when the occupants of the car are caught in a shower and are desirous of erecting hood and side curtains advantage may be taken of the shelter of a friendly tree.

Pratts National Service Series



INLAND WATER TRANSPORT

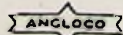
IN conveying Pratts Spirit to the various distribution centres throughout the Kingdom, the Anglo-American Oil Co., Ltd., avails itself of every means of safe and economical transport. The illustration above shews a few of the Barges that transport Pratts Spirit in bulk from quay-side to inland centres.

This series of announcements is to convey some idea of the comprehensive distributive organisation of the Anglo-American Oil Co., responsible for the maintenance of the supply of Pratts Spirit to thousands of garages and a million motorists. Watch for the next of the series.

PRATTS

*Uniform everywhere
Reliable always*

D.A. 383



ANGLO-AMERICAN OIL COMPANY, LTD. 36 QUEEN ANNE'S GATE, LONDON, S.W. 1.

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



CITROËN

Effective 1st October, 1924.

7.5 h.p.

2-seater	...	...	...	...	£145
3-seater	...	...	...	...	£155
Coupe	...	...	...	...	£170

11.4 h.p. ENGLISH BODY.

2-seater	...	...	...	...	£240
4-seater	...	...	...	...	£250
Coupe, with Dickey	...	...	...	...	£305
All-Weather	...	...	...	...	£365

11.4 h.p. FRENCH BODY.

4-seater	...	...	...	...	£225
Saloon 4-seater	...	...	...	...	£295
Landaulette	...	...	...	...	£350

INCREASED EQUIPMENT:

ENGLISH BODY MODELS—Automatic Wind-screen Wiper.

7.5 h.p. MODELS—Speedometer, Wind-screen Wiper, Driving Mirror, Licence Holder.

Send for Citroën Book 18.

CITROËN CARS, LTD.,

CITROËN BUILDING, BROOK GREEN,
HAMMERSMITH, LONDON, W.6.
Telephones: Riverside 2220-7.
Telegrams: "Citroën, Hammer, London."

WEST END SHOWROOMS:
60, PICCADILLY, LONDON, W.1.
Telephone: Gerrard 6272.
Telegrams: "Citrocar, Piccy, London."

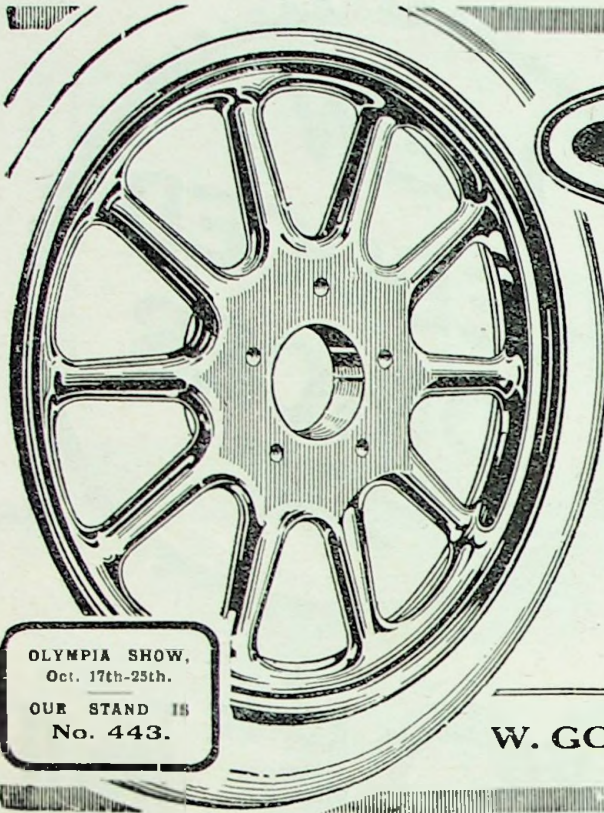
K. 119

PRICES

from

£145

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



OLYMPIA SHOW,
Oct. 17th-25th.
OUR STAND IS
No. 443.

GOODYEAR

Patent Steel Wheels

To the Prospective Car Purchaser.

PLEASE LEAVE THE WHEEL EQUIPMENT TO THE JUDGMENT OF THE CAR MANUFACTURERS.

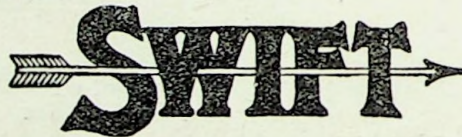
*This is the surest way of having
GOODYEAR STEEL WHEELS Fitted to your Car.*

ALL THE LEADING BRITISH CAR MANUFACTURERS USE THEM AS STANDARD EQUIPMENT.

W. GOODYEAR & SONS LTD., DUDLEY.

Good stuff!

Referring
to the 1925



"Ten" Full
Four-Seater

One of our North of England Agents writes:

"It's just like all its sister Swifts good stuff!"

AND when one refers to "Good Stuff" in relation to SWIFT Cars it is with the thought that they are good, not only on the surface, but throughout. In the Showroom you will appreciate the excellent finish of the SWIFT Coachwork, but we would have you lift the bonnet and examine carefully all that can be seen, and then reflect that the whole of the chassis is finished in the same meticulous and superb style. If SWIFT Cars are Ten, Twenty, or even Thirty Pounds more than others of the same power, the excellent reason will be discovered upon a comparison of the chassis and coachwork finish and the completeness of the equipment. Good materials and honest workmanship tell in the end to the benefit of the owner's purse. The SWIFT "Ten" is a safe choice because it is "good stuff" throughout.

Fully **£235** Equipped

Agents in all parts of the country, who will be pleased to demonstrate a SWIFT or supply you with full information.

Manufacturers:—

SWIFT of COVENTRY LTD., COVENTRY.

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

Say it now, and keep on saying it until OLYMPIA—say it now, and keep on saying it if you're interested in the economy of motoring—just "49," because that is the Stand number of the RHODE MOTOR CO. where will be exhibited the MOST ECONOMICAL CAR IN THE WORLD. You can buy cars which cost you less in initial purchase—we readily grant you that—but you can buy no other car that is so reasonable in FIRST AND AFTER COST or so full of those distinctive features which are more than half the pride of motoring—you can buy cars that "everybody" buys and be "just ordinary" always, and you can even buy the car that "brings the meat round," too.—You can, but DON'T—you can, but you WON'T when once you have seen the latest models of the car which, since its introduction, has put up a record in the classic trials unequalled in competition history—in a word, THE CAR THAT WINS ALL THE PRIZES—in another word, the

Remarkable Rhode

You're coming to Olympia—then say "49" and call—You're not, then write us quickly for full details.

RHODE MOTOR CO., TYSELEY, B'HAM.
 London : : : : Godfrey's Ltd., Gt. Portland Street.

THE LIGHT CAR AND CYCLECAR

GAMAGES GREAT SALE NOW IN FULL SWING!

This Huge Autumn Clearance is a **Record** Sale in every sense of the word. Record Stocks are involved—record crowds are flocking in to buy, and, above all, **record price cuts** have been made. Come early to secure!



CHAMOIS LEATHERS

Fine soft quality, size about 22 x 24. No motorist should be without some. Sale Price each 3 for 10/3 Post extra under 10/-



FORCE FEED OIL CANS

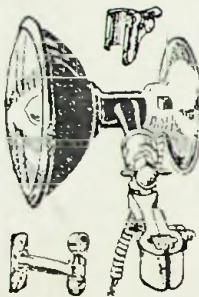
Made in heavy gauge brass and fitted with good pump, force feed. Ensures the oil reaching the

Order by Post—Money refunded if not satisfied.

part you want to lubricate. Usual Price 5/9.

Sale Price **4/6** Postage 4d.

Electric Spot Light



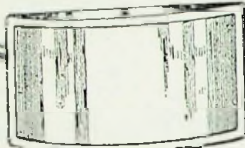
Light Car Electric Spot Light.

Finished Back with Nickel-plated mounts complete with bulb. Usual Price 25/- Sale Price

21/-

Combined Foglight, Inspection Lamp and Driving Mirror. Swivels freely on universal joints and directs light to anywhere from position on wind screen. Heavy plated reflectors, 6 inch diameter front. Convex mirror is 8 inch diameter and embodies bar switch

SALE LIST POST FREE



"SCOPE" MIRROR

This Mirror gives a very large range of vision owing to the Shape Reflector. It is nicely finished and of strong construction. Hundreds of these mirrors have already been sold and altogether the "Scope" has proved to be one of the most popular models of the season. Usual Price 14/6 Sale Price **9/3** Postage 6d.



ORDER NOW The Holborn Step Mat.

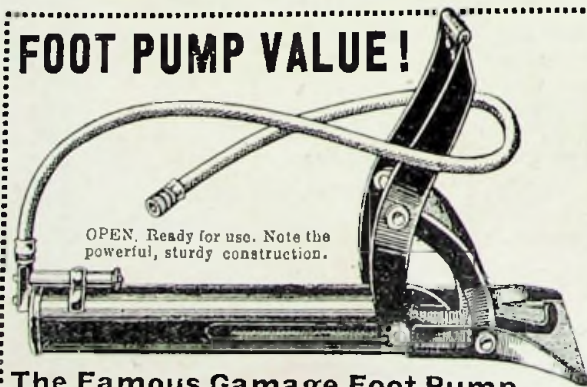
Another typical Gamage Sale Value of which immediate advantage should be taken. This splendid step mat is complete with turn buttons for fastening. Usual Price 4/6 Sale Price **4/6** Postage 9d.



PETROL POURERS

Made of S.S. Brass and fitted with fine nozzle strainer. Got one of these and do away with all mess and inconvenience. Usual Price 1/9. Postage 2d. Sale Price **1/5**

FOOT PUMP VALUE!



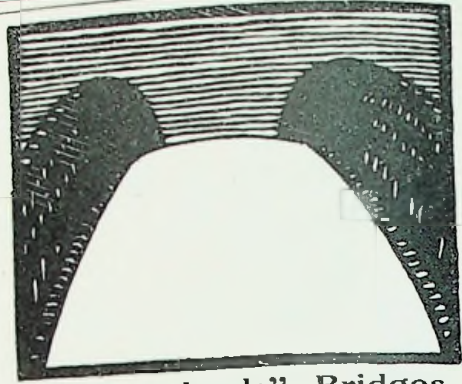
OPEN. Ready for use. Note the powerful, sturdy construction.

The Famous Gamage Foot Pump

Fills your tyres with the least effort. Makes tyre inflation a pleasure. Easy to work. Very powerful in action. In use it takes a firm grip of the ground, enabling utmost pressure to be used with each stroke. Fitted with accurate and reliable gauge, enabling the correct pressure in your tyres to be ascertained at all times. Usual Price 21/- Carriage 9d. Sale Price **17/6**

GAMAGES, HOLBORN, LONDON, E.C.1

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



"Hump-back" Bridges

THESE bridges can always be relied upon to provide a little sensation to the motorist. Take them at speed and as you dash over the crest you get that "left in the lift" sensation . . . if the road is clear. But there may be another sort of sensation when you top the rise—in the shape of a lorry, car, or farm waggon—then it is a case of steady nerves and smart brake work. Brakes correctly adjusted and lined with Ferodo Lining will take control immediately you press the lever. Ferodo Linings never let you down—their grip never weakens. They stand the terrific stress of brake friction without slipping or seizing and they never break up.



FERODO LTD., CHAPEL-EN-LE-FRITH
DEPOTS and AGENCIES: London, Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Glasgow, Cardiff, Brighton, and Liverpool. A110

Replace 'DOUBT' with 'CERTAINTY'

"Enots"

PETROL LEVEL GAUGE

can be fitted in 10 minutes. Know at a glance the exact quantity of petrol in your tank.

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

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

WHY BE STRANDED WITH AN EMPTY TANK?

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

PRICE

10/6

Each



FAME!

PRINTED PAPER RATE.



*To the makers of the
"Little Engines with the
Big Pull"
England.*

Posted in Simla, India, August 24th, received September 9th.

Everywhere a Jowett goes
it makes firm friends.

Jowett car owners always
become Jowett enthusiasts.

When a man buys a good
car he tells all his friends.

Thus comes fame to him
who builds right, builds to
last and cost little to run.

And Jowett cars are cheap to buy.

- 2-seater - - - - £150
- Light 4-seater or Chummy - - £160
- Full 4-seater - - - - £170

Our characteristic literature yours for a P.C.

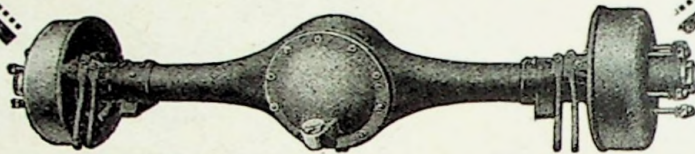
JOWETT CARS, IDLE, BRADFORD.

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 MOSS B.A.2 Axle goes one better.

Contemporary Light Car Axles are eclipsed by this latest Moss product, which embodies sounder and more practical features than any. For instance, the axle casing is a one-piece steel pressing without joints or welds; axle shafts are semi floating and take the torque only; shafts and gears are mounted on Timken tapered Roller bearings.

Two brakes are fitted side by side, operating on rear hubs supplied to suit Sankey, Michelin, or similar standard wheels. The shafts are made of special alloy steel and the driving gears are of nickel case-hardening chrome steel. The axles are oil-tight and the oil filler is so constructed that the axle cannot be overfilled with oil. May we send YOU further particulars? There are numerous other superior features.



THE MOSS GEAR CO., LTD.,
Aston Manor, BIRMINGHAM.

Hampton

THINK for a moment of exactly what *must* be included in the specification of the car of your choice. Electric starting and lighting of course; a four-speed gear box; Enots grease gun chassis lubrication; real leather upholstery; efficient all-weather equipment and a full range of accessories. Those are essentials—you find them all on the Hampton, yet the price is moderation itself. Feel the

power of its sturdy overhead valve engine—test the wonderful suspension—let its enticing comfort make its own appeal to you and assuredly you will find that your ideal car is found at last.

In possession you will verify that fact with every mile of travel.

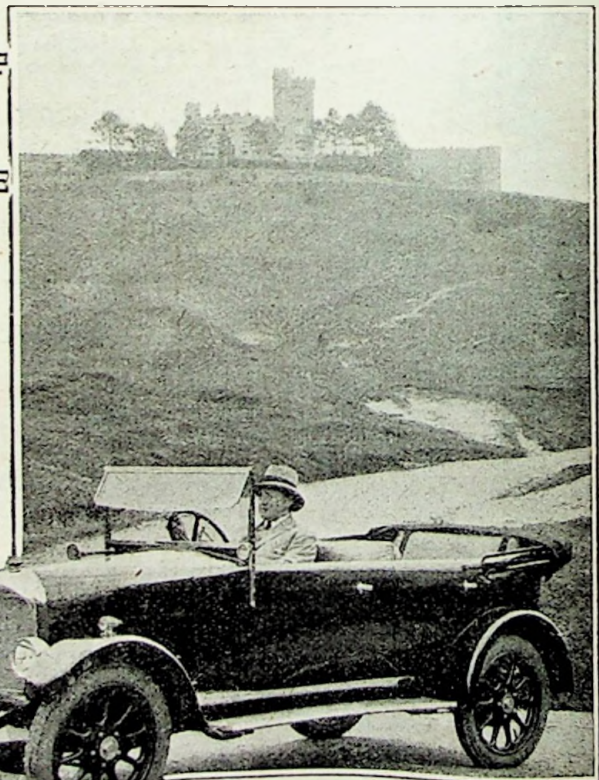
10 h.p.

2-seater	£275
4-seater	£298
Coupe	£330
or complete with four-wheel brakes and balloon tyres:—	
2-seater	£295
4-seater	£318
Coupe	£350

STROUD MOTOR MANUFACTURING CO., LTD.

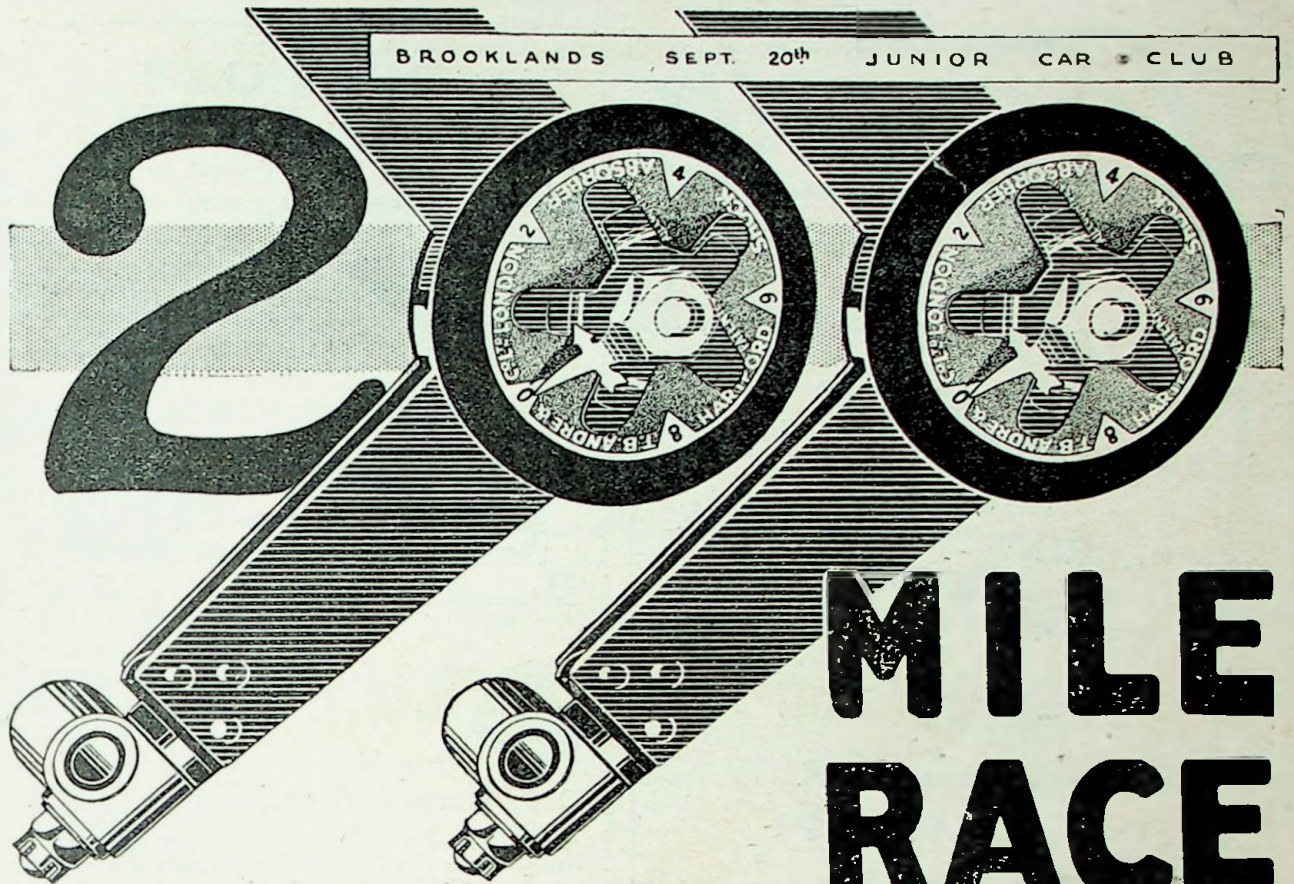
Dudbridge - - - - - Stroud, Glos.

Telephone: 271-2 Stroud. Telegrams: "Widawak, Stroud."



OLYMPIA MOTOR SHOW—STAND No. 61.

BROOKLANDS SEPT. 20th JUNIOR CAR CLUB



MILE RACE

for the ANDRE GOLD CUP WON ON

HARTFORD
T.B. ANDRE & CO. LTD.
SHOCK ABSORBERS

1,500 c.c. CLASS.	1,100 c.c. CLASS.	750 c.c. CLASS.
1st 2nd 3rd 4th & 5th	1st and all finishing cars	1st and all finishing cars

ALL ON HARTFORDS The World's Best and Cheapest

This race has been won four times in succession on Hartfords.

T. B. ANDRE & CO., LTD., 5, DERING ST., LONDON, W.1

Miscant

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.

B1

Lagonda

JUNIOR CAR CLUB'S
(South Western Centre)

SOUTHAMPTON
TO
EXETER

RELIABILITY TRIAL, Sept. 6th, 1924

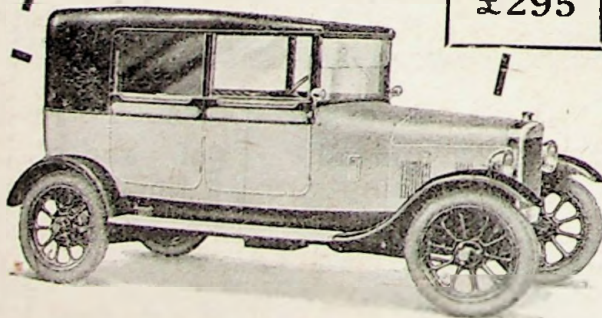
AWARDS GAINED:
"PERRIN'S" CHALLENGE
TROPHY
(FOR THE SECOND YEAR IN SUCCESSION.)

A SILVER CUP
(FIRST CLASS AWARD)

and
**2 SILVER
MEDALS**

The **MOTOR CLUB'S**
SURBITON HALF DAY RELIABILITY TRIAL
September 13th, 1924
AWARDED
"BALLARD'S" CHALLENGE
CUP
and
GOLD MEDAL
FOR BEST PERFORMANCE
THROUGHOUT THE TRIAL.

Prices
from
£295



LAGONDA LIMITED,
195, Hammersmith Road, London, W.6.
Telephones - - Hammersmith 3342-3343.
Head Office and Works - - - STAINES.

THE COAN "CONE" STEPMAT

THE MOTOR MAT THAT MATTERS
THE ORIGINAL and ONLY STEPMAT OF ITS KIND PATENTED
(No. 167602)



CAST ALUMINIUM NUMBER PLATES



Regulation Size — Silver Polished Numerals — Black Ground

Write for Booklets and terms.



R. W. COAN Ltd.

The Aluminium Foundries,



219, Goswell Road, London, E.C.1.

Telephone No.
Clerkenwell 4466 (4 lines).

Telegrams:
"Krankases, Barb, London."

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

FREE

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

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

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

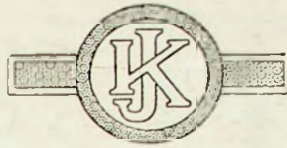
If you are interested in Poultry, send for Thornber's Annual. It is worth 1/- but is sent FREE.

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



THORNBOR BROS.,
11, Mytholmroyd,
Yorkshire.

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



K J. Motors (The Enthusiastic Agents)
Score Again !
Mr. O. Wilson-Jones (K.J. Motors)
Driving a
SALMSON
Wins 200 Miles Race (1,100 c.c. Class)
Average Speed 85.7 M.P.H.

Salmson
'10'

De Luxe Model

Equipped 5 Wheels and Tyres, Clock, Speedometer, Horn, Self-starter, Electric Lighting, All-weather Curtains.

£198

The supremacy of the SALMSON is again conclusively proved by its success, for the third year in succession, in the 200 Miles Race. On the track or on the road the SALMSON leads by virtue of its inherent qualities of design and construction. It is the ideal car for the Owner-driver—offering extreme comfort, wonderful road-holding powers, a fine turn of speed and yet withal, moderately priced.

Get Your New Car from
K.J. MOTORS,
The Enthusiastic Agents.

Our long association with the SALMSON car enables us to offer you exceptional facilities. Our experience and advice is placed freely at your disposal and our organisation is equipped to deal expeditiously with your order, study your requirements and render a comprehensive after-sale Service. The 'personal element,' by which we mean the keen individual interest taken in every client's requirements, is a feature of our Service which has gained us a wide circle of friends amongst discerning motorists. Now, how can we help you?

Deterred Payments—Cash—Exchanges.

K.J. MOTORS,
Bromley—Kent.

Telephone : Ravensbourne 1727

Salmson
'10'

Sports Model

Fully equipped Thoroughly reliable 2-Seater for fast touring. Road speed 60 m.p.h.

£190

Salmson
'10'

Three-Seater

Equipped 5 Wheels and Tyres, Speedometer, Horn, Self-starter, Electric Lighting and Hood.

£178

Salmson
'10-15'

Equipped with Dynamo Lighting, Self-Starter, Clock and Speedometer, 5 Wheels and Tyres.

4-Str. Torpedo £325

4-Door Saloon £425

Balloon tyres and front wheel brakes extra.

V.O.C.

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

CLYNO CARS

—and comparative values

Spend half a minute NOW on finding exactly what the Clyno gives you for your money. Compare the specification below with that of any car of its price. Mark the note of real **individuality** that the Clyno possesses and remember that 40-45 m.p.g. is no optimistic guess but plain fact—

Need we say more, except to mention that the name of the nearest Clyno agent and detailed particulars of all models are yours on request?

Olympia
S and No.
175

NEW REDUCED PRICES :

The 2-Seater	... ..	£175
The 4-Seater	... ..	£195
The Occasional 4-Seater	... ..	£185
The De Luxe 2-Seater	... ..	£195
The De Luxe 4-Seater	... ..	£210
The Clyno "Royal" 2-Seater	... ..	£225
The Clyno "Royal" 4-Seater	... ..	£235
Coupe (2-door)	... ..	£285
Saloon (4-door)	... ..	£345

STANDARD SPECIFICATION :

11 h.p., 4 cyl. water-cooled engine. Electric starting and lighting with five lamps. Three forward speeds and reverse with righ-hand gear change. Single cantilever spring. Full All-weather equipment and double wind-screen. Spare wheel and tyre. Grease screen. Spare chassis lubrication. Mic elin gun. Comfort Tyres. Clock speedometer, horn, petrol can and holder, special container of Wakefield Castrol instrument board locker, hood envelope, and full kit of tools. Rear windscreen to all 3-Seaters, and upholstered sunk dickey to all 2-Seaters.

Send for new Catalogue.

CLYNO Engineering Co.
(1922) Ltd., WOLVERHAMPTON

AGENTS:

London and South-East Counties: **ROOTES, LTD.**, 141, New Bond Street, W.1. Staffs, Warwickshire and Wores.: **GEORGE HEATH, LTD.**, Birmingham. Lancashire and Cheshire: **LOOKERS, LTD.**, Manchester. Yorkshire: **CENTRAL GARAGE, LTD.**, Town Hall Square, Bradford. Devon, Cornwall and Somerset: **MAUDE'S MOTOR MART**, Exeter.

Pronounced "BRYCO"

BRICO

TRADE MARK

IT'S THE LITTLE THINGS THAT COUNT.

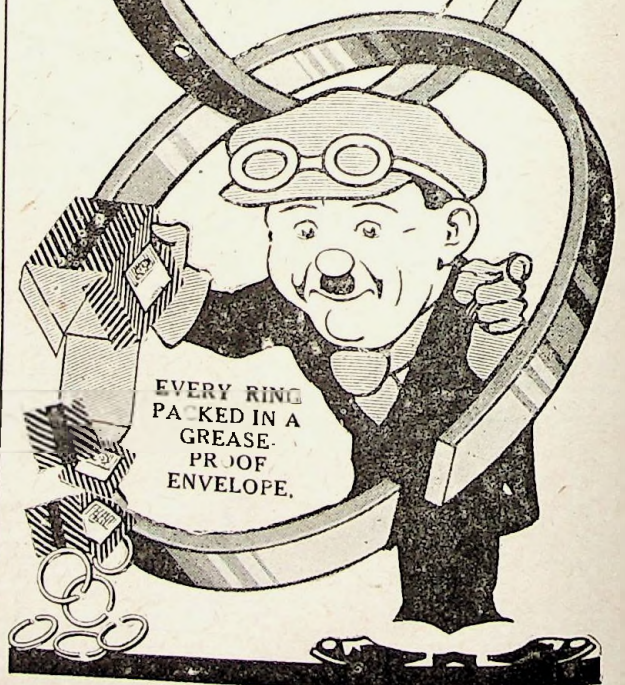
BRICO Piston Rings prolong the life of your engine and stand the severest strains of over-heating and rough usage to which a motor-car is subject. BRICO Piston Rings always fit no matter how much they are used. That's why BRICO Piston Rings are the best rings that money can buy. They are made by a firm whose years of specialised experience has taught them how to produce a ring perfect in every respect. The special BRICO Heat Treatment leaves nothing to chance. It ensures an absolutely uniform hardness which gives maximum wear and prevents any possibility of scoring—the wear comes on the ring, which can be replaced. BRICO Piston Rings are packed separately in sealed grease-proof envelopes with the exact size marked on the outside of each, ensuring that the rings are in the same perfect condition as when they left the factory.

There's a BRICO Ring for EVERY engine.

Special sizes supplied in 24 to 48 hours.

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

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



H.P.

B4

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

The Motor Show Specials



The demand for the Complete Report number of "The Motor" last year exceeded 100,000 copies. To avoid disappointment a definite order should be placed at least a week in advance. The price of each of these numbers will be 6d.

TEMPLE PRESS LTD.,
7-15, Rosebery Avenue,
London, E.C.1.

NEXT TUESDAY 1st Show Number

FIRST PUBLISHED REPORT OF THE PARIS SALON.

FORECAST OF THE EXHIBITS AT OLYMPIA AND AN ILLUSTRATED DESCRIPTION OF MANY NEW BRITISH CARS AND ACCESSORIES

Many Special Contributions by prominent personalities, including:

SIR LOUIS NEWTON
Lord Mayor of London, whose article, "A Civic Guild for the Motor Industry," shows how a metamorphosis is taking place in the Loriners' Company, which is embracing motor manufacturers.



SIR LOUIS NEWTON,
Lord Mayor of London.



Sir Herbert Austin, K.B.E., M.P.

SIR HERBERT AUSTIN, K.B.E., M.P., head of the Austin Motor Co., and therefore the producer of one of the most popular makes of car in this country, will give his views on "Future Motor Body Design."



Mr. W. Heath Robinson,
the famous cartoonist.

Mr. W. HEATH ROBINSON, has drawn an inimitable sketch specially for "The Motor," illustrating a Heath Robinson aspect of "Scientific Tests of Balloon Tyres."

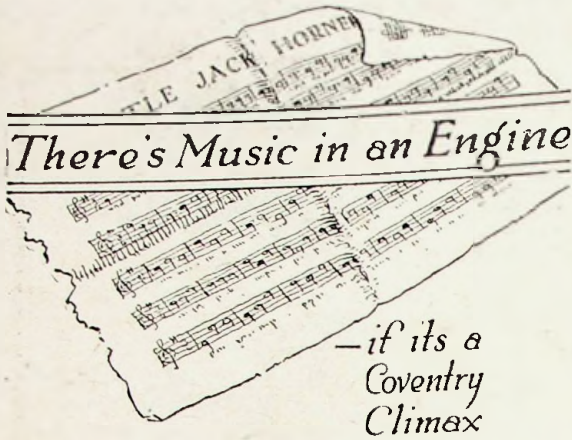
2nd Show Number—Tues., Oct. 14th.

Prices of all 1925 Cars.

3rd Show Number—Tues., Oct. 21st.

The only complete Report in one Issue.

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



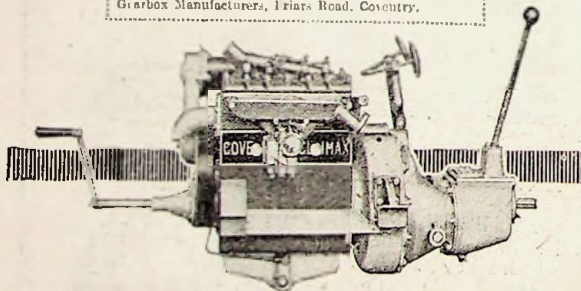
The Nursery Rhyme

The Songs of Bedtime—memories of childhood's days which none forgets. The thumb and the plum, the miss and the spider, the cow and the moon—their memory never fades—and when the day comes we pass them on. Simple songs, tunes with no plumes or frills upon them, honest straight-to-the-point tales, which make music in the critical mind of a child.

You will find the music of a perfect engine in a Coventry Climax. This masterpiece of engine construction has no plumes or frills—just a worthy honest job, built, like the bedtime songs, plainly and simply for one purpose,—to do the job faultlessly and to last a lifetime.

Is YOUR car fitted with a Coventry Climax Engine?

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in three sizes of the Four-Cylinder type and a Six-Cylinder engine which is just within the Two Litre class. See Stand Nos. 68 and 69 at the BRITISH EMPIRE EXHIBITION. Full particulars and quotations upon request to COVENTRY CLIMAX ENGINES, LTD. Engine and Gearbox Manufacturers, Friars Road, Coventry.



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

Engines for every type of Light Car
COVENTRY CLIMAX ENGINES

H.P.

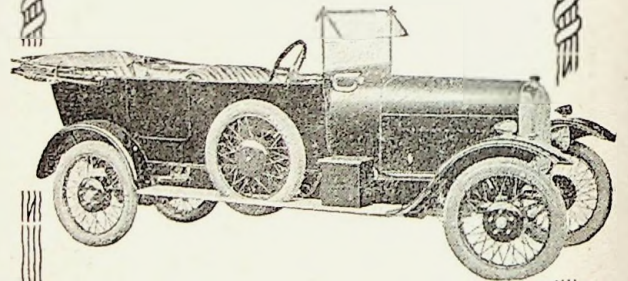
B6

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.



'Simply Efficient'

—with the simplicity which is an essential of true efficiency. Let us give you details of the wonderful disc-drive, the extraordinary speed and hill-climbing powers, and the exceptional value of the latest G.W.K. Models. There is no car in the world that will give you finer service or more economical "motoring de luxe." You will do well to make the G.W.K. your choice.



- 10.8 h.p. Two-Seater Standard Model £200
- 10.8 h.p. Two-Seater Coupé Model £250*
- 10.3 h.p. Four-Seater Standard Model £225*
- 10.8 h.p. Four-Seater De Luxe Model £255*

* Balloon tyres, electric horn and clock fitted as standard.

Write to-day for illustrated catalogue of all models to

G.W.K., LTD.,
 Successors to G.W.K. (1919), Ltd.
 Cordwalles Works, MAIDENHEAD
 Telephone: Maidenhead 624.

London Distributors: W. G. Nicholl, Ltd., 50-54, Whitcomb Street, W.C.2.

Agent: Capt. Richard Twelvetrees, F. & P. Vandervell, 199, Piccadilly, W.1

LEA-FRANCIS

ELEGANCE and ECONOMY.

The 10 h.p. Lea-Francis is recognised by experienced motorists as "leading its class." The 1925 models are quality built cars of outstanding attraction. Retaining the characteristic features which have won unanimous approval, the new Lea-Francis embodies refinements that make it a car of supreme value.

OLYMPIA, STAND 51,

Oct. 17th to 25th.

MODELS and PRICES.

TWO-SEATER, with all-weather hood and side curtains and double dickey.
Price - - - 250 gns.
FOUR-SEATER, with all-weather hood and rigid side curtains.
Price - - - 260 gns.
DROP HEAD COUPE, with double dickey.
Price - - - £325
STANDARD FOUR-SEATER SALOON.
Price - - - £350
DE LUXE SALOON.
Price - - - £375

AWARDED

SPECIAL

GOLD MEDAL

for consistent running, hill-climbing, and condition after trial in the 1,000 Miles R.A.C. Small Car Trials.

The following chassis improvements have been embodied in the 1925 Model:—

Frame and wheelbase lengthened by 9 in.; depth of frame increased by $\frac{3}{4}$ in. with an additional cross-member.

Front springs lengthened, also increased to $1\frac{1}{4}$ in. in width.

Radiator increased in depth by 1 in.

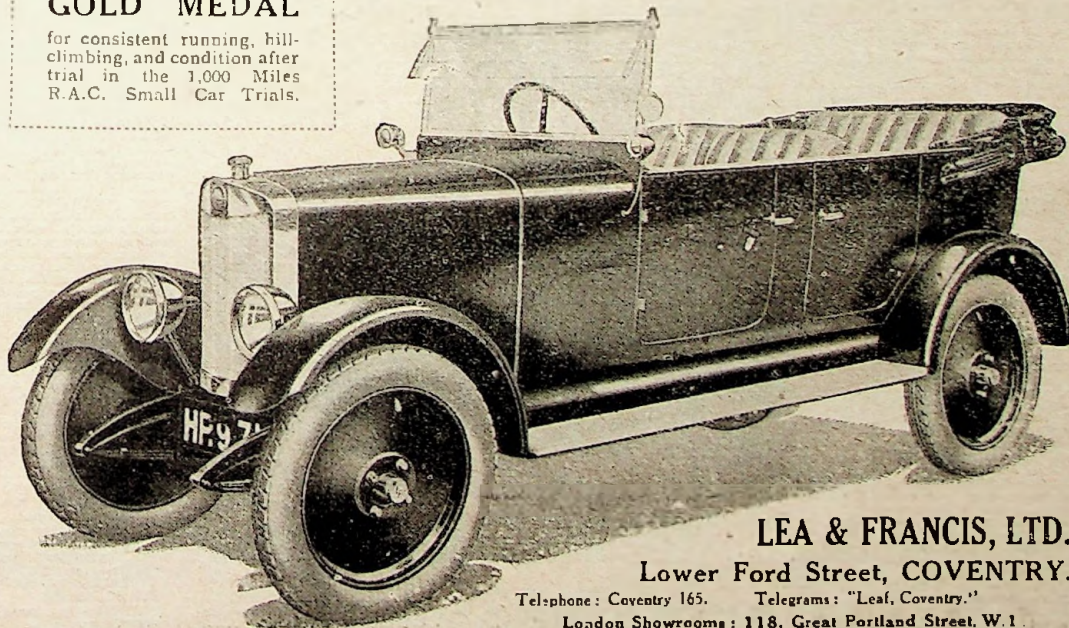
Improved type of rear axle. Shafts $\frac{3}{4}$ floating, and may be withdrawn from the axle without dismantling the casing.

Rear springs, anchored to brackets, free to move on phosphor-bronze bearings on rear axle casing.

Improved type of torque member.

Internal diameter of foot brake drums increased from $8\frac{1}{2}$ in. to 11 in.

Four-speed gearbox, circular in shape, very rigid and silent on all gears. All gears and shafts mounted on gearbox end plate and may be withdrawn for inspection in a few minutes. With right hand gate change. Body room increased, comfort improved. Improved type of all-weather hood and rigid curtains fitted.



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Lower Ford Street, COVENTRY.

Telephone: Coventry 165.

Telegrams: "Leaf, Coventry."

London Showrooms: 118, Great Portland Street, W.1

Telephone: Museum 8720-3.

Telegrams: "Rusorncy, Weido, London"

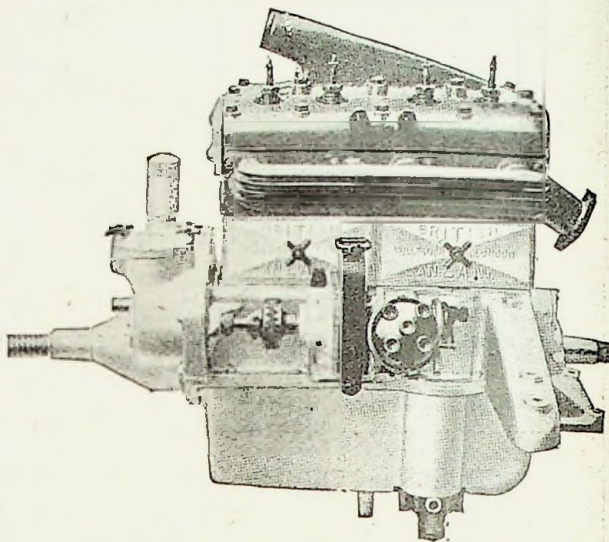
DO NOT HESITATE to send your enquiries to "The Light Car and Cyclecar."

AN EXPERT'S OPINION OF THE 11.9 BRITISH ANZANI ENGINE.

The Manufacturer of a well-known and popular light car to which the British Anzani Engine is fitted, recently informed us that he has tried in his chassis every make of 11.9 proprietary engine on the market, and that in his opinion not one of them could be compared with the British Anzani Engine for power and speed, and general excellence of performance, and he has arranged with us for a supply of engines for his 1925 model.

If he, as an expert, backs his opinion by continuing to use the British Anzani, surely it is well worth your while to follow his lead and see that your new car has a British Anzani engine.

We are exhibiting at Wembley and Olympia.



Write for details:—

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

YOUR FIRST RUN WILL COST £50

OTHER BARGAINS
UNDER £100:

A.B.C. 1923. Sports 2-seater, sunk dicker, dynamo lighting starter, detachable disc wheels, spare, tyres almost new, all accessories, taxed December, upholsterer, paint, and hood unscratched, in first class condition throughout, very smart fast car, £2 10s. down and 10 equal payments, or cash, £98.

A.B.C. 1923. Special Sports 2-seater as above, but no starter, but fitted with every conceivable accessory, taxed, special cylinder heads etc. £2 16s. down and 10 equal payments, or cash, £95.

A.B.C. 1922. Surbiton Model 2-seater, sunk dicker, disc wheels, dynamo lighting, detachable wheels, spare, tyres almost new, all accessories, taxed December, just completely repainted, upholsterer, etc., perfect, exceptionally economical, smart and reliable car, £2 10s. down and 10 equal payments, or cash, £95.

A.B.C. 1922. 2-seater, Surbiton Model as above, fitted with special 2-door body; otherwise identical, £2 16s. down and 10 equal payments, or cash, £98.

BELSIZE BEADSHAW, 1923, 9 h.p., 2-seater, dynamo lighting, detachable disc wheels, spare tyre, very good, all accessories, taxed December, luggage grid, etc., upholsterer, paint and hood perfect, side curtains, just overhauled, in exceptionally good condition throughout, very smart, fast car, £2 10s. down and 10 equal payments, or cash, £95.

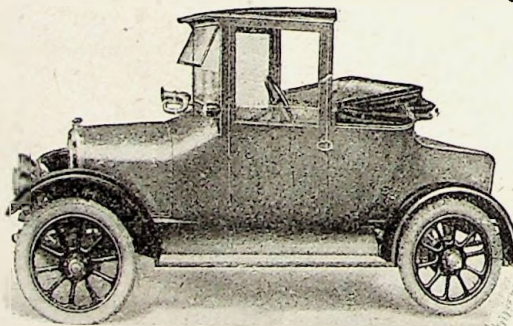
CALCOTT, 1919, 10.4 h.p., Coupe, full drop head dynamo lighting, detachable wheels, two spares, tyres very good, all accessories, taxed December, upholsterer, paint and hood unscratched, in exceptionally good mechanical condition throughout, very smart, reliable all-weather car, £2 16s. down and 10 equal payments, or cash, £98.

CALCOTT, 1917, 10.4 h.p., 2-seater, dicker, dynamo lighting, detachable wheels, spare, tyres almost new, all accessories, taxed December, side curtains, upholsterer, hood very good, just completely repainted, very smart economical car, £2 16s. down and 10 equal payments, or cash, £98.

IF YOU BUY A NEW CAR

Use a New Car once and it depreciates anything from 25% of its value. This on a £200 car represents £50.

YOU CAN BUY A GOOD USED CAR FOR WHAT YOU WOULD LOSE ON A NEW ONE.



1921 SINGER COUPE ... £85 or £5-10-0 down and 10 equal payments

Insurance Free till October 16th only.

THE CLEARING HOUSE FOR SMALL CARS.

Benmotors 30/32, High Street, Wandsworth, S.W.18

TERMS from 10% DEPOSIT — BATTERSEA 1509 —
LISTS AND TERMS WITH PLEASURE.

CALCOTT, 1917, 2-seater, as above, with 1923 set paintwork, otherwise identical £2 16s. down and 10 equal payments, or cash, £95, choice of two others.

CITROEN, 1921, 10.4 h.p., 4-seater, dynamo lighting, starter, detachable disc wheels, spare, tyres good, all accessories, upholsterer, paint and hood perfect, in first class mechanical condition, very smart, economical 4-seater, £2 16s. down and 10 equal payments, or cash, £95.

MATHIS, 1921, 9 h.p., "chassis" 4-seater, dynamo lighting, starter, detachable disc wheels, spare, tyres very good, all accessories, side curtains, upholsterer, paint and hood perfect, exceptionally good condition, very smart, economical light four, £2 16s. down and 10 equal payments, or cash, £95.

SINGER, "10," 1921, Coupe (as illustrated), dynamo lighting, starter, detachable wheels, spare, tyres very good, all accessories, taxed December, upholsterer, leather and hood perfect, just completely overhauled, immaculate windows, speed-meter, in exceptionally good mechanical condition, very smart, fast, economical all-weather car, £2 10s. down and 10 equal payments, or cash, £95.

SINGER "10," 1921's, as above, choice of four others.

SINGER "10," 1919, Coupe, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed December, many extras, Bedford cord upholsterer, paint, and hood very good, first class mechanical condition, very smart, economical, £2 10s. down and 10 equal payments, or cash, £75.


FREE INSURANCE WITH ALL THESE AND EVERY CAR SOLD BEFORE OCT. 16th INST. ONLY.

Many others as above always in stock, nothing over £100, all open to A.A. or R.A.C. Inspection willingly.

TERMS—From ONE-TENTH OF THE PURCHASE PRICE DOWN, BALANCE OVER 10 MONTHS.

DELIVERY—Anywhere in the country £2 10s. extra.
EXCHANGES—Your present machine as first payment, if desired.
CALL AND INSPECT OUR STOCK. IT COSTS NOTHING.

AUTOMOBILES
SALMSON



Sole Concessionnaires :

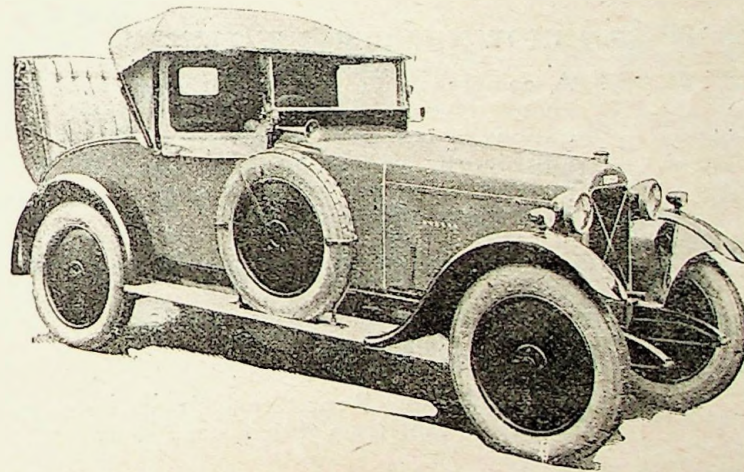
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17a, Motcomb Street, Belgrave Square, S.W.1.

'Phone VICTORIA 8856.

FOR
THREE YEARS IN SUCCESSION

The SALMSON has
WON
THE 200 MILES RACE
 (1,100 c.c.)



10 h.p. 2-Seater De Luxe, with double dickey, for

£198

(Balloon Tyres and Wire Wheels, £5 extra).

The Car that stands for
SPEED, SECURITY and SUCCESS.

LONDON DISTRIBUTORS AND SHOWROOMS :

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& Co Limited
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MOTOR SHOW

The Light Car & Cyclecar

NEXT FRIDAY.

.....

FIRST SPECIAL SHOW NUMBER

Special features of this number will include details of innovations and new departures which will be on view at Olympia. Many special articles will also be presented in this issue.

2nd SHOW NUMBER—FRIDAY, OCT. 17th.

A comprehensive forecast of exhibits, giving advance descriptions and illustrations of new cars, improvements and equipment, and embodying special features which will render it a practical guide for visitors to Olympia.

3rd SHOW NUMBER—FRIDAY, OCT. 24th.

The complete and fully illustrated Report of every light car exhibit, including Accessories and Equipment.

The only Show Report exclusively devoted to the interests of small car owners.

PRICE AS USUAL, **3d.**

: : **Order Now.** : :

TEMPLE PRESS LTD.,
7-15, Rosebery Avenue, London, E.C.1

PARKER'S

(MANCHESTER and BOLTON) LTD.

Astounding Offer

of

BRAND NEW
1924



de luxe
CARS

LIST PRICE

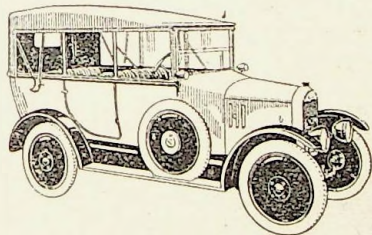
£235



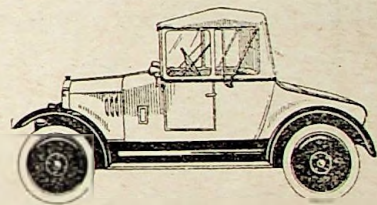
OUR PRICE

£178/10

CASH.



£50
DOWN



SECURES IMMEDIATE DELIVERY.

BRAND NEW
1924 MODELS

EXTENDED PAYMENTS
UP TO 18 MONTHS

A REAL MONEY-
SAVING OPPORTUNITY

The SINGER de LUXE specification includes:—

4-cylinder, overhead valve engine, rated 10 h.p., dynamo lighting (5 lamps), electric starter, electric horn, speedometer, all-weather equipment, adaptable as rear screen, spring gaiters, 40/45 m.p.g., etc., etc.

Call, write, wire or phone and secure one of these bargains NOW.

TRADE INQUIRIES INVITED.

Owing to the entire remaining stock of 1924 models having been purchased, this offer cannot possibly be repeated.

Depots:

MANCHESTER:

246/52, DEANS GATE

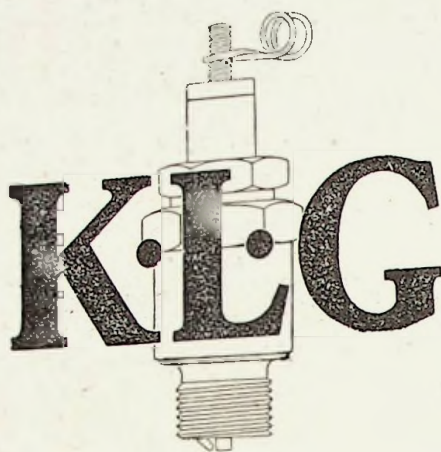
Telephone—Central 864.

BOLTON:

BRADSHAWGATE

Telephone—1348.

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

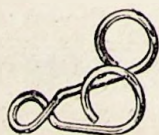


1—2—3 IN THE "200."

In 1921 Darracqs finished First, Second and Third in the 1,500 c.c. Two Hundred Miles Race. In 1922 they were First and Third. This year they were again First, Second and Third. These cars have never been beaten—and they have always been equipped with K.L.G. plugs. On September 20th all three ran the full distance without a misfire, and all three set up new records. K.L.G. were on the winners and all finishers of the 750 c.c. and 1,100 c.c. races. This is a reliability of a unique character. If you want maximum power out of your engine—any engine—and a complete freedom from ignition troubles, fit K.L.G.'s. They cost just a little more, to start with, but they are more than worth it.

Sole Manufacturers:
THE ROBINHOOD ENGINEERING WORKS LIMITED,
 PUTNEY VALE, LONDON, S.W.15. Telephones—PUTNEY 213213.
 Sole Export Agents Messrs. S. Smith & Sons (M.A.) Ltd., Cricklewood, N.W.2.

Woodwright.



B12

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 LATEST APPARITION! — Fortunately he works only in the daytime, otherwise this road sprayer, whose pitch at present is between Lichfield and Rugely, might frighten many nervous motorists off the road.

NOTES, NEWS AND GOSSIP OF THE WEEK

Cheaper Austin Sevens.

Thousands of potential light carists will be interested to learn that the price of the family model Austin Seven is now £155, the sports model £170. This information arrived too late for the Austin advertisement to be corrected.

This Week.

Of particular interest this week is a special article on the practice of steering as applied to small cars. The information given should be of great assistance to every owner-driver. Our centre pages are devoted to the question of all-weather equipment and many useful hints and tips are given. A road test of the latest model Clyno, and full details of the 1925 Singer are other prominent features.

Placings in the "200."

The actual placings in the 200-Mile Race irrespective of class were as follows:—1st, Darracq (K. Lee Guinness); 2nd, Darracq (G. Duller); 3rd, Darracq (H. O. D. Segrave); 4th, A.C. (J. A. Joyce); 5th, Bugatti (L. Cushman); 6th, Alvis (F. B. Halford); 7th, Alvis (A. G. Miller); 8th, Alvis (C. M. Harvey); 9th, Eric Campbell (R. C. Morgan); 10th, Salmson (O. Wilson Jones); 11th, Bugatti (L. Montant); 12th, Horstman (C. G. Coe); 13th, Aston-Martin (H. S. Eaton); 14th, Austin (E. C. Gordon England); 15th, Frazer Nash (E. Ringwood); 16th, Austin (Gordon Hendy).

No 619. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, Oct. 4th, 1924.

London ... 6.30	Edinburgh ... 6.40
Newcastle ... 6.34	Liverpool ... 6.41
Birmingham ... 6.36	Bristol ... 6.40
Dublin ... 6.54	

The above are the lighting-up times for rear lamps in England, Wales, Scotland and Ireland.

Moon—First quarter, October 5th.

Another Road Up.

Within the next few months a mile of the wood paving in Chiswick High Road, London, from Goldhawk Road to beyond Turnham Green will be entirely remade. Motorists are advised to avoid this stretch during the repairs.

The Latest Bulletin.

T. R. Allichin, Ware's mechanic, who was injured in the 200-Mile Race, is now out and about again, and we understand that E. B. Ware himself is making good progress. We are pleased to be able to state that K. Lee Guinness, whose car was wrecked at San Sebastian, is not injured so seriously as had been at first supposed, and that it is hoped he will be out of hospital this week. Perkins, the late Dario Resta's mechanic, is also improving.

New Cyclecars.

Despite the pessimists the interest in cyclecars is still by no means dead. Last week we gave details of two interesting new models, the Sheret and the Heron.

Service After Sales.

In proposing the health of the agents at the annual dinner of the Rhode Motor Co., which was held at the Imperial Hotel, Birmingham, particular stress was laid by Mr. Mould on the importance of giving service after sales.

Talbots in 1925.

The popular 8 h.p. Talbot will be marketed next year only as a coupé at £325; the 10-20 being available as a two or four-seater at £365, as a coupé at £430 and as a saloon or Weymann saloon at £465.

Next Week.

We cannot overestimate the importance to the reader of ordering next week's issue of *The Light Car and Cyclecar*, which will be our first Olympia Motor Show Number. In past years casual buyers have been disappointed and "Sold Out" has been the answer of many bookstall attendants on Friday evening. The outstanding features of interest will be the complete guide to every light car and cyclecar marketed in this country, and a full report of small cars at the Paris Salon.

B.S.A.s for 1925.

There will be no material alterations to the 10 h.p. B.S.A. for 1925, the popular 90-deg. air-cooled twin engine with Daimler worm gear as final drive being retained.

A Silencer Test.

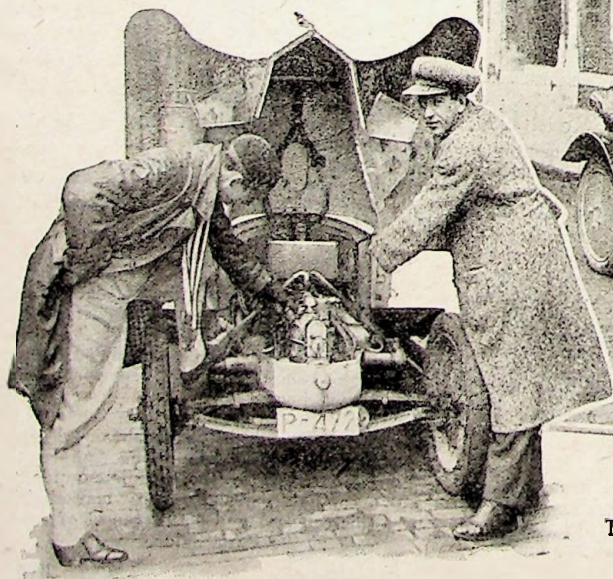
The Auto-Cycle Union proposes to arrange a silencer test for motorcycles. It will be held at Brooklands during the week preceding the Motorcycle Show at the beginning of November. Considering how very easily the average four-cylinder motor car is silenced, there seems no reason why the motorcycle should not give in to the same treatment.

The Moribund Chummy.

A recent visit to the Midlands suggests that the occasional four-seater type of body is rapidly going out of favour. Several manufacturers who were concentrating on this model last year express the opinion that it was merely a phase and they are now giving it up in favour of three or four-door four-seaters. In order to do this several are having to lengthen the wheelbase of their chassis.

Novel Foreign Cyclecar.

We have already alluded to the Tatra cyclecar in our columns and we reproduce herewith two photographs which show the successful conclusion of a trip made by two representatives of the Prague newspaper *Tribuna*, who arrived in London after a 1,400-mile tour across Europe in one of these cars. Of particular interest is the fact that the bonnet, wings and headlamps complete with wiring can be lifted in order to facilitate inspection of the engine. This is of the two-cylinder horizontally opposed type, cooling being by air, and the bore and stroke 82 mm. and 102 mm. Automatic lubrication by a plunger pump is provided, and ignition is by high-tension magneto. The cooling system, by the way, is interesting, in that it is of the suction-operated type, air being drawn in through louvres in the sides of the bonnet by a combination flywheel fan situated at the rear of the power unit. The drive is transmitted through a four-plate dry clutch to a centrally operated four-speed gearbox.



THE TATRA CAR.

The first "close-ups" of the interesting air-cooled Tatra car to reach this country. — The bonnet and wing are in one—a very novel idea, and one which facilitates engine inspection.



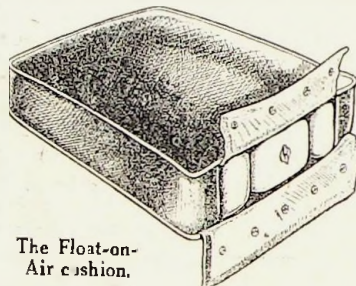
MOTOR TERMS TRAVESTIED.

No. 32.—Query: What is the Term?

We offer a prize of ONE GUINEA for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday next. Only postcards will be considered. (The solution to last week's picture is in "Around the Trade.")

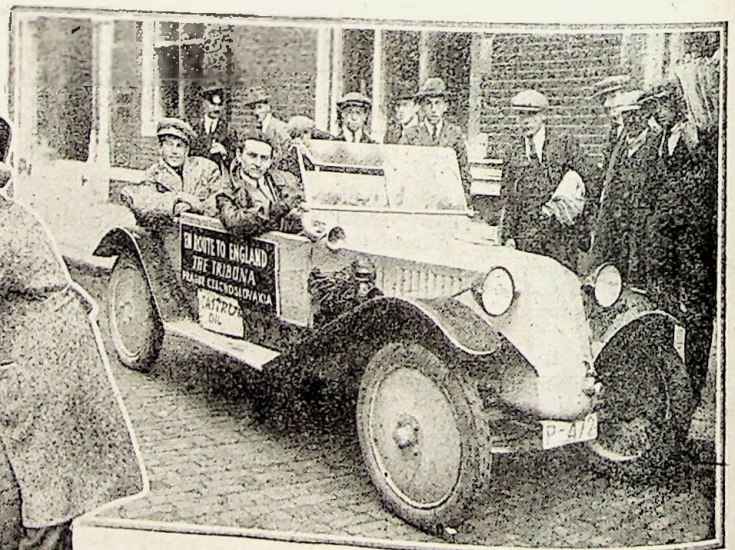
Floating on Air.

An accompanying illustration depicts the Moseley Float-on-Air Cushion which was used on the Darracqs in the 200-



The Float-on-Air cushion.

Mile Race. The drivers were enthusiastic with regard to the comfort they thus obtained.



Slough Reliability Trial.

A closed permit has been issued by the Royal Automobile Club in connection with the Reliability Trial which will be held by the Slough and District M.C. and L.C.C. on October 4th.

Lea-Francis Cheaper.

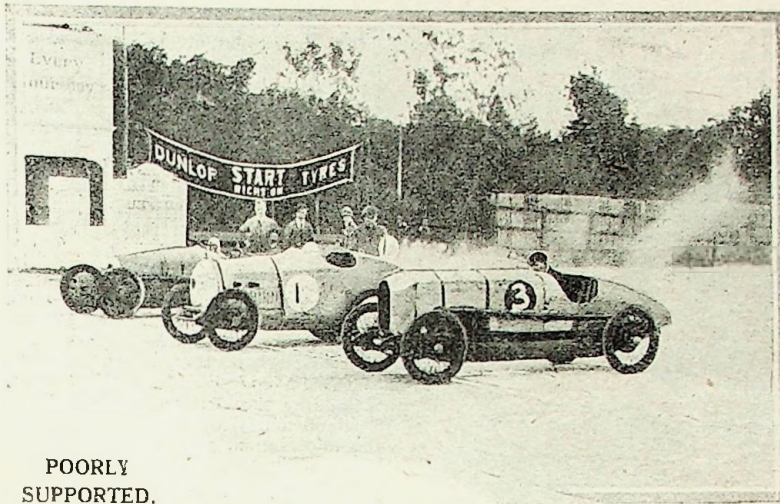
We are informed that Lea and Francis, Ltd., Lower Ford Street, Coventry, have still further reduced the prices of the Lea-Francis since we announced the 1925 programme. The new prices are as follow—two-seater, 250 guineas; four-seater, 260 guineas.

Motor Ship Engines.

Particulars of the latest developments in power units for ocean-going vessels, which will be of interest to those of our readers concerned with motor-propelled ships, are contained in the current number of *The Motor Ship*. Among those dealt with are a new double-acting two-stroke engine and a new auxiliary Diesel motor, whilst a comparison of various types of Diesel engine is also given.

Holme Moss Hill-climb.

Driving "Cordon Bleu" Raymond Mays clocked 77½ secs. at Holme Moss on Saturday last, lowering the record for the hill by 3½ secs. Mays now has the distinction of holding the record for every important hill in England for 1,500 c.c. machines. At the conclusion of his ascent he had a very narrow escape, the throttle of his Bugatti sticking open, and the steering-wheel magneto cut-out failing to act. At a high speed Mays was obliged to charge the bank; the Bugatti heeled over at a dangerous angle, nearly throwing its driver out, but he managed to jerk the gear lever out of engagement and shut off the petrol. The engine screamed round at a high rate of revolutions until the petrol supply in the carburetter exhausted itself. E. R. Hall (Aston Martin) clocked 80½ secs. The previous record for the hill stood at 80½ secs., and was held by Malcolm Campbell (six-cylinder Sunbeam).



POORLY SUPPORTED.

The Wallington M.C. Brooklands Meeting was poorly supported by car drivers. G. Duller (Thomas Special) and L. Cushman (Bugatti) proved to be the winners of the two races.

New Amac Carburetter.

A new single-lever carburetter, especially for use on cars, is now being introduced by Amac, Ltd., Lion Works, near Witton Station, Birmingham. This carburetter has been under test for over two years, and is an extremely efficient instrument. It should make an ideal fitting for the average light car.

Chief Constable as Judge.

Capt. Unett, chief constable of Essex, acted as judge at the Essex County and Southend A.C.'s Motor Gymkhana, which was held last Saturday at Ray-



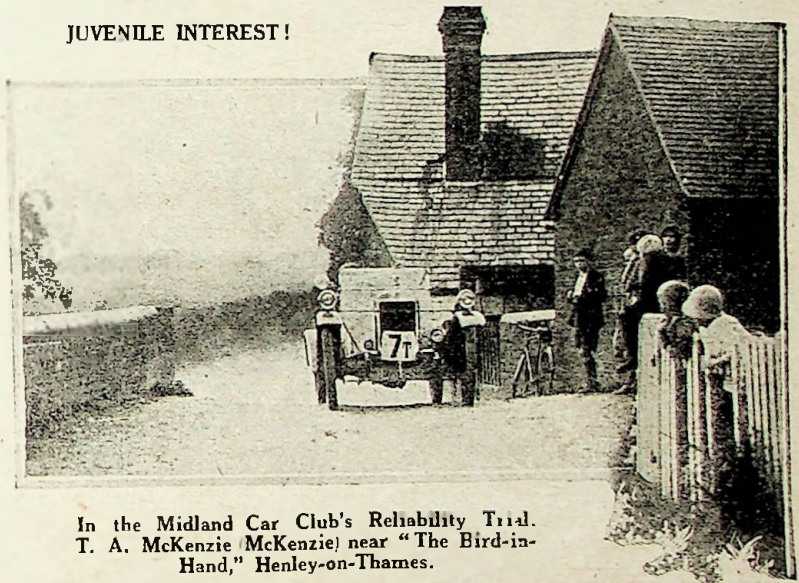
Smiling once again. T. R. Allchin, who is now convalescent (see paragraph on first page of News).

leigh. The events included tent-pegging, egg and spoon race, a skilful driving race, musical chairs, a blindfold event and a tortoise race.

To Prevent Mud-splashing

A new tyre section has recently been patented by Mr. Fred W. Chambers, of Blackburn, the object of which is to prevent mud-splashing. In effect the tyre cover is equipped with a lip or flange formed in one piece with the cover round its circumference, which forms a kind of valance. This, it is claimed, will effectually prevent mud being thrown up by the tread proper. It is interesting to note that in our issue dated February 1st, 1919, page 220, a member of our staff suggested an exactly similar device.

JUVENILE INTEREST!



In the Midland Car Club's Reliability Trial. T. A. McKenzie (McKenzie) near "The Bird-in-Hand," Henley-on-Thames.

Camera Found

Mr. H. Scrutton, Hollyfield, Higham, Kent, found a camera in his "Austin 7" car at the 200-Mile Race meeting. He will be pleased to return it to the owner who, however, must provide him with a full and correct description.

Morgan Club.

A most successful run to Devil's Dyke, at Brighton, was held on September 28th by the Morgan Club, some 30-odd enthusiasts taking part. It is hoped to get the club in full swing in the near future, and to this end a general meeting will be held at the "Mail Coach," Camomile Street, Liverpool Street, on Friday, October 10th, at 7.30 p.m., to elect a committee and officers of the club for the forthcoming season. Will those unable to be present, but who would care to join, kindly write to the hon. secretary, Mr. S. G. Scouler, Elmsfield, Prince of Wales Road, Carshalton? The next run is fixed for Sunday, October 19th. Bedford being the venue, and the meeting place "The Red Lion," Hatfield, at 10.30 a.m.

Side Lights Compu'sory.

Motorists in Glamorganshire and Staffordshire should take particular care to see that their cars are equipped with two side lights. A motorist was recently summoned and fined 10s. in the first-named county for driving with only one side light illuminated.

New Michelin Valve.

The Michelin Co. have now standardized a new valve, incorporating a special design of cap, which alone is responsible for retaining the air in the tube. The old rubber-headed plunger is still employed, but it comes into operation only when the tube is being inflated. Another improvement is in connection with the detachable disc wheel, which is now fitted with a skew valve so as to make the fixing of the tyre pump connector far easier.

Special Roads for Motorcars.

The King of Italy recently opened the first special motor road forming part of the system which is to link Milan with

the Lakes in the Como district. These roads will be reserved solely for motorcars, to the exclusion of even motorcycles, and are the first of their kind in the world. Italy has set an example which, we hope, will speedily be followed in this country.

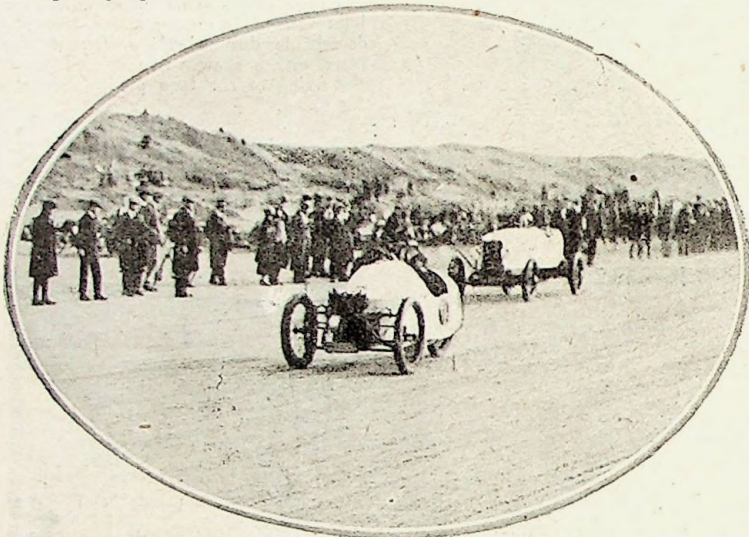
To secure a quick sale of a second-hand light car advertise it direct to small-car enthusiasts.

"The Light Car and Cyclecar" is the *only* journal catering exclusively for small-car users. Its small advertisement columns form a live specialized market for the disposal of second-hand light cars.

Advertise your vehicle through the Special Scheme, particulars of which are given in the Small Advertisement Section.

SPEED TRIALS ON SOUTHPORT SANDS.

TEN or twelve thousand people must have lined the course along the sands at Birkdale last Saturday, when the Southport M.C. held a series of sprint and long-distance races for cars, sidecars and motorcycles. The car events were principally confined to sprints over



A MORGAN IN THE LEAD. — J. Bullough winning the one-mile race for 1500 c.c. cars at Southport, on Saturday last.

four-fifths of a mile, in which Upton's Crouch and Moss's Morgan were most successful. The most exciting event, however, was the nominal 10-mile race, which consisted in a number of out-and-home sprints, necessitating the cars skidding round the limit posts in the most thrilling manner. In this event the running was made by two 15.9 h.p. cars, which quickly outdistanced the 1,500 c.c. vehicles represented by Simister's red Alvis, Marendaz's Marseal, and Shepherd-Walsh's Riley. One of the big cars then ran out at the end of the straight a lap too early, leaving Porter, in a Bentley, an easy winner, his time for the eight miles being 7 mins. 58 secs. Previous to this the unlimited capacity mile sprint for amateurs had been won by Shepherd-Walsh (Riley).

ONE-MILE EVENTS.

1,100 c.c., General.—A. Moss (Morgan), E. P. Paxman (Frazer-Nash), J. Bullough (Morgan).
Novice.—A. Moss (Morgan), E. Paxman (Frazer-Nash).
1,500 c.c., General.—J. Bullough (Morgan), H. Upton (Crouch).
Novice.—R. Upton (Crouch), A. Moss (Morgan), Shepherd-Walsh (Riley).
2,000 c.c., General.—R. Upton (Crouch), J. Bullough (Morgan), T. Simister (Alvis).
Novice.—H. Upton (Crouch), Shepherd-Walsh (Riley).
Ten Miles, 3,000 c.c.—G. Porter (Bentley), T. Simister (Alvis), D. Marendaz (Marseal).

Make SURE of Your Copy.

Light Car FIRST OLYMPIA
Cyclecar SHOW NUMBER.

NEXT FRIDAY.

B16

Fenny Stratford Trap.

A member of the staff reports the presence of a police trap on the St. Albans-Fenny Stratford road, which has been operating four miles before reaching the last-named town. The trap is placed with the beginning and end on opposite sides of the cross roads, so that it is possible that a charge of common danger will also be laid against any unfortunate victims.

B.E.S.A. Publication.

Some interesting tests on samples of motor spirit were recently carried out for the information of a sub-committee

Bexhill Speed Trials.

The final event of the Kent and Sussex Light Car Club's season will take place on Saturday, October 11th, when speed trials open to touring, sporting and racing cars from 750 c.c. to 1,500 c.c. will be held at Bexhill-on-Sea. The event is also open to members of the Essex Motor Club, Brighton and Hove Motor Cycle and Light Car Club (cars only), and Eastbourne Motor Club (cars only).

"The Motor Guide."

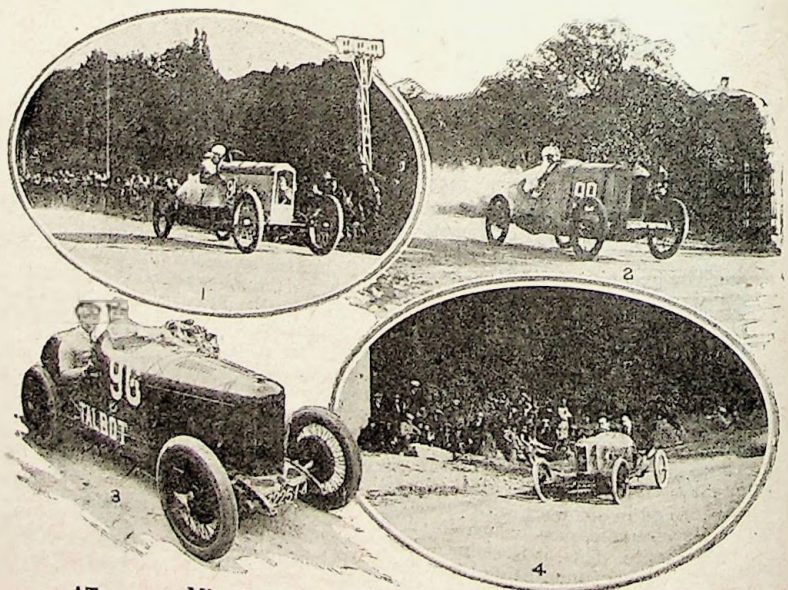
A new publication "The Motor Guide," published by the New Century Publishing Co., at 1s. is to be brought out quarterly. It aims at being the motorist's *vaude mecum*. The contents include an excellent motor road map of England and Wales and a mass of touring information, while a special feature is the addresses of car manufacturers, with brief details of their products.

I.A.E. Graduates' Section.

At a meeting of the Coventry Graduates of the Institution of Automobile Engineers, an attractive programme was fixed up for the forthcoming session. Arrangements are being made for papers on the following subjects amongst others to be submitted:—Supercharging, two-stroke engines for motorcycles, Steam vehicles for road transport, Piston rings; Automobile steels; Gears and Bodywork.

The Gaillon Hill-climb.

Although the weather was fine, the attendance at the annual French hill-climb at Gaillon, which took place on Sunday, was not so great as usual. Scales, in a Talbot, beat all records up to 5 litres, making the ascent in 37½ secs., an average speed of 97.77 k.p.h. Joyce (A.C.) was second. Mestivier (Amilcar) beat last year's record for his class. Miss Ivy Cummings was disqualified, as her car was not fitted with a reverse, but she was allowed an unofficial run, and actually clocked 42½ secs., being ½ sec. faster than Mestivier. At the last moment Joyce was penalized by having to carry an additional load of 220 lb. of sand!

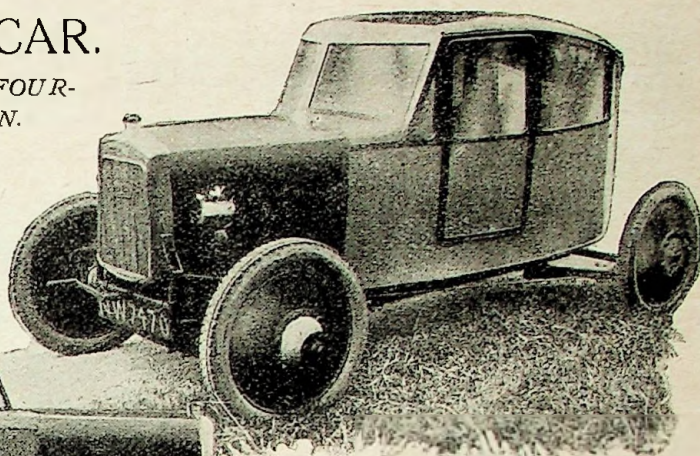
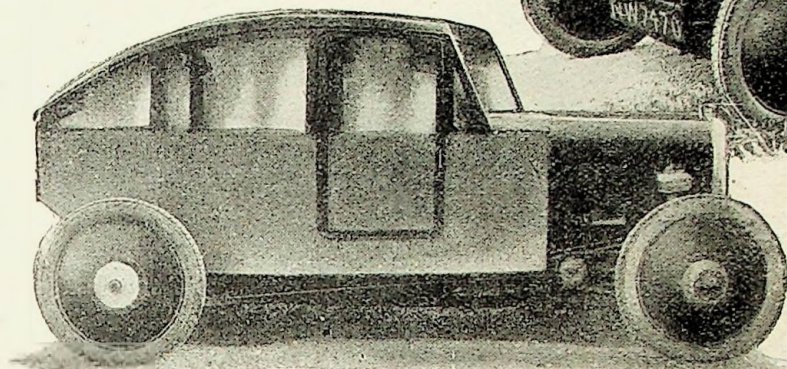


AT GAILLON. — Miss Ivy Cummings (Frazer-Nash), Scales (Talbot), Joyce (A.C.), and Mestivier (Amilcar), can be easily recognized in the above photographs.

A STRIKING LIGHT CAR.

FIRST DETAILS OF THE NEW FOUR-WHEELED STANHOPE SALOON.

WE are able to publish this week the first pictures of a small Stanhope saloon, which is probably the most interesting machine at present on the market. Its most unusual feature is, of



Apart from its unconventional appearance the Stanhope is a notable departure from convention in that it is fitted with front-wheel drive. Two chains are used as the final step in the transmission

course, the use of front-wheel drive. For this two chains are used—one driving each front wheel.

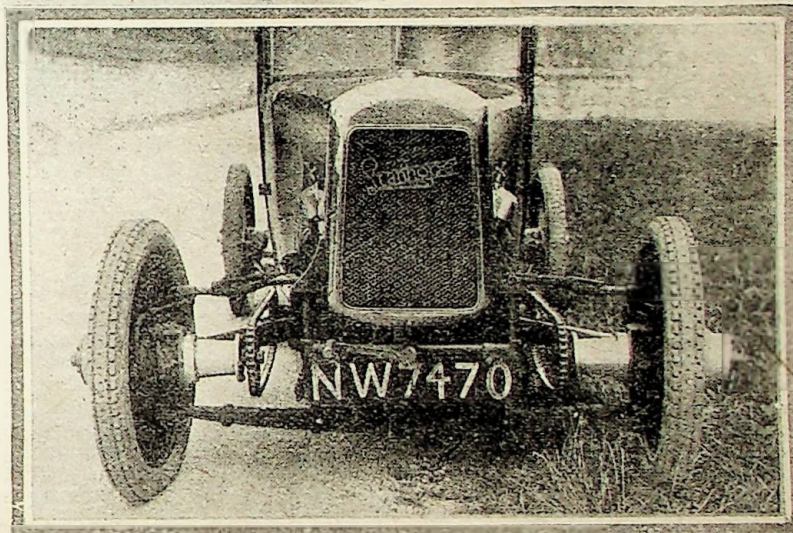
The wheels themselves are mounted on tubular arms of 2½ ins. diameter, which project forward from the differential gearcase at an angle of 45 degrees to the centre line of the chassis. The arms are free to move in a vertical plane, their movement being controlled by the long, transverse spring which can be seen.

It might be thought that the design would limit the steering lock, but actually a lock of 40 degrees is provided, and a special feature of the design is that it is claimed that perfectly uniform torque is transmitted at any angle of lock.

The engine used is a 10 h.p. o.h.v. Blackburne, which is bolted up to the gearbox and differential case to form a single unit. A special advantage of this arrangement is that on lifting the bonnet the whole of the mechanism is accessible.

As at the forward part of the car, one finds originality at the rear. The springs, for example, are widely splayed and the spring seats on the straight steel tube, which serves for the back axle, are mounted in such a manner that no initial bending stress comes on this member. The rear wheels have live spindles, which revolve in bearings at the extremities of the tubular rear axle.

It will be noticed that the car presents an unorthodox, but by no means freakish, appearance, while its general



lines are distinctly pleasing. A particular advantage of the method of front-wheel drive employed is, of course, the fact that unsprung weight is reduced to an absolute minimum, while there is, of course, no long propeller shaft to whip and set up vibration.

Deadweight is extremely low, the car as a complete two-seater weighing only 10 cwt. and as a complete four-seater only 11 cwt. The equipment includes

internal expanding brakes with 12-in. diameter drums, which are provided on both back and front wheels, the rear brakes being operated by a pedal, while the front brakes are worked by a hand lever.

As a two-seater this car costs £200, and as a four-seater or sports model £225; the annual tax is £9. The makers' address is: Stanhope Bros., 119, Burley Road, Leeds.

THE PARIS SHOW.

A FEATURE of *The Light Car and Cyclecar* next week will be a full report of the small car exhibits at the Paris Motor Show, which opened on Thursday, October 2nd.

In France interest in small cars is just as keen as in this country, and many of the exhibits are of a very striking nature. Cyclecar activity in France is very noticeable, and the public is alive

to the possibilities of the most simple and economical types, many of which are on view at the Show.

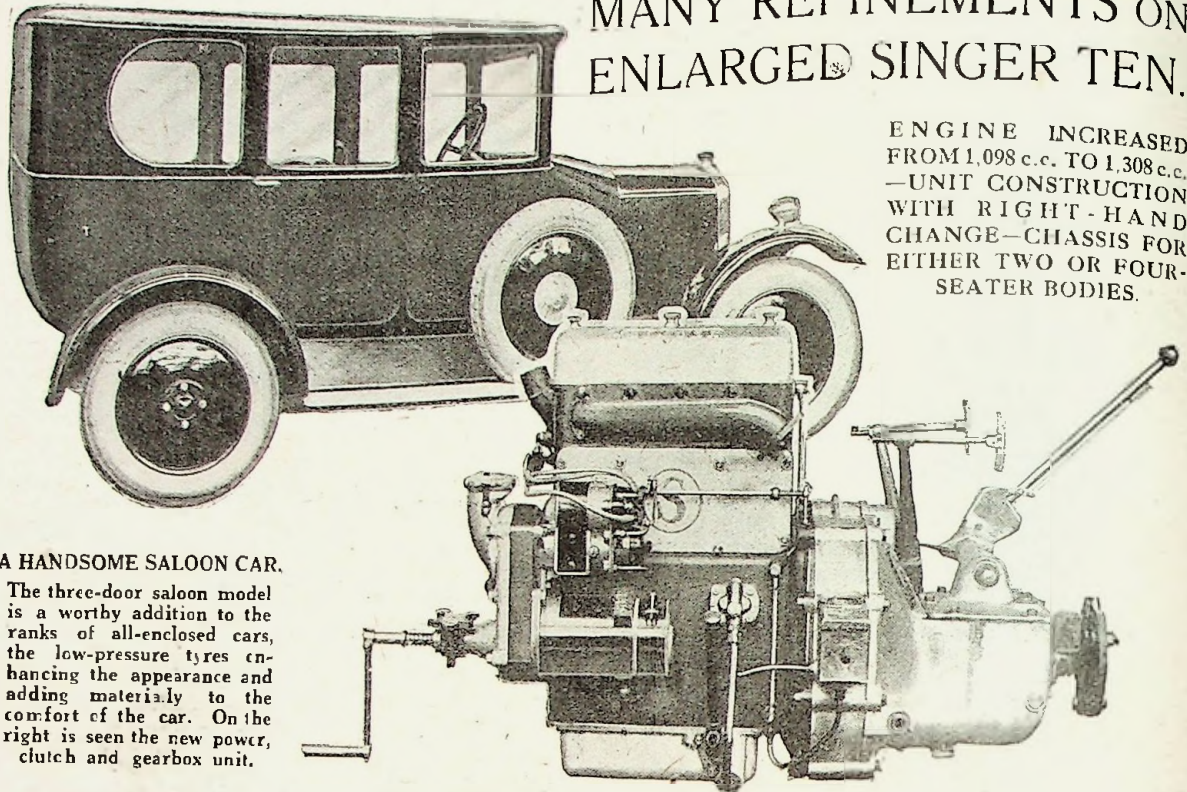
Some of the cyclecars reveal a complete breakaway from conventional practice, it being appreciated by their designers that true economy and simplicity cannot be achieved by pursuing stereotyped lines. In France belt drive for cyclecars is by no means dead, while

chain transmissions figure in the specification of many successful small cars.

No reader should miss next week's issue, which, as previously mentioned, will describe the small car exhibits at the Paris Show, and which will also be our First Show Number. In addition to the usual features, this issue will embody a complete list of all the small cars on the British market.

MANY REFINEMENTS ON ENLARGED SINGER TEN.

ENGINE INCREASED FROM 1,098 c.c. TO 1,308 c.c.
—UNIT CONSTRUCTION WITH RIGHT-HAND CHANGE—CHASSIS FOR EITHER TWO OR FOUR-SEATER BODIES.



A HANDSOME SALOON CAR.

The three-door saloon model is a worthy addition to the ranks of all-enclosed cars, the low-pressure tyres enhancing the appearance and adding materially to the comfort of the car. On the right is seen the new power, clutch and gearbox unit.

An improved edition of the famous 10 h.p. Singer, enlarged both in engine and body, and bearing every evidence of the greatest attention having been paid to improvements in detail, finish and material, is being standardized for the coming season. The car incorporates a very large number of new features and refinements, accessibility and long life having been two of the principal aims of the designer.

In brief, the capacity of the engine has been increased from 1,098 c.c. to 1,308 c.c. by lengthening the stroke from 88 mm. to 105 mm. This has resulted in an increase of 25 per cent. in the power output, and has enabled the track to be increased by 2 ins. and the wheelbase by 7 ins. without impairing the performance of the car.

Numerous Improvements.

Of many improvements one may select the following as worth particular attention. First of all, the engine and gearbox, although built in one unit, can be separately dismantled from an aluminium bridge-piece which incorporates the engine bearer arms and flywheel cover, and also serves to brace the frame crossways. The engine and box are bolted up respectively to the front and rear faces of this bridge, so that it is possible to remove the whole in one unit or each section separately.

Another point is the bringing of the change-speed lever to the off side of the body, which, owing to the increase in track and the fitting of self-regulating pneumatic upholstery, is considerably wider and more comfortable than its predecessors. The sides are deep enough to allow the passengers to sit well within the body with a maximum of protection from the elements, whilst the increased depth of the radiator gives a greater capacity and obviates the necessity for the fitting of a fan. The lengthening of the bonnet by some 6 ins., without any sacrifice in body space, has resulted in a greatly enhanced appearance due to the better blending of the shortened scuttle with the bonnet line. The comfort of the passengers has been further increased by the standardization of 27-in. by 4.4-in. Dunlop balloon

B18

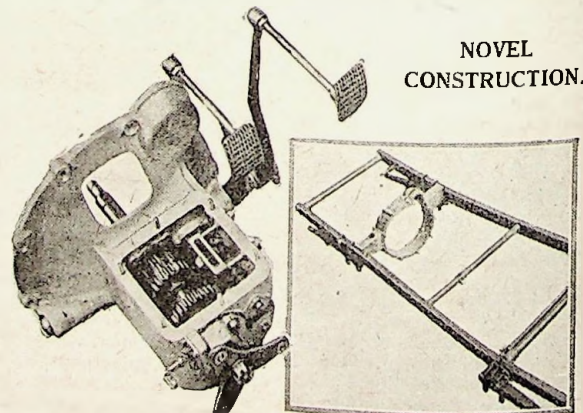
tyres, while the fitting of a celluloid windscreen on the front lid of the dickey is another good feature.

In all, over 50 improvements and refinements have been introduced in the design, which we may now describe at greater length.

Nearly 20 h.p. at 2,000 r.p.m.

The rating of the engine remains at 9.8 h.p., the bore and stroke being 63 mm. and 105 mm., and the power increasing from nearly 10 h.p. at 1,000 r.p.m. to 19 h.p. at 2,000 r.p.m. and 26 h.p. at 3,000 r.p.m. The general design of the unit follows standard Singer practice, and incorporates a one-piece cast-iron cylinder barrel block and crank chamber, a detachable cylinder head carrying the staggered overhead valves seated in a machined combustion chamber with their stems operating in detachable valve guides, and a three-quart-capacity aluminium oil sump. Both crank and camshaft run on two bearings, the former having been considerably stiffened and running in longer bearings than those formerly used. This improvement not only gives a stronger

NOVEL CONSTRUCTION.



A view of the frame with the aluminium bridge-piece in position. On the left is seen the gearbox ready to drop into the frame and be coupled up to the "bridge."

ENLARGED SINGER TEN (contd.).

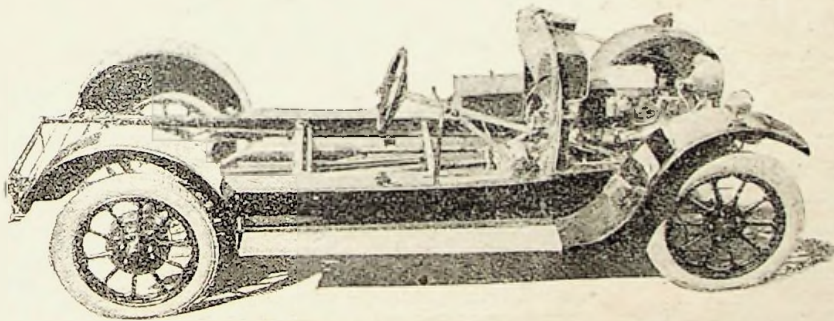
and more rigid crankcase, but has resulted in an extremely smooth-running engine and a considerable increase in power.

The crankshaft is threaded into the back of the case with its split rear bearing, while the front of the case forms part of the timing gear cover wherein are the gearwheels driving the camshaft, B.T.H. magneto and Rotax dynamo. The camshaft wheel is made of Fabroil, while the magneto and dynamo wheels are driven from it and located one above the other, an excellent feature being the flange mountings adopted for these units as well as for the Rotax starter. Incidentally, the dynamo, with its gear-wheel, can be withdrawn through the back of the timing cover plate, while, once the withdrawal nut is loosened, the magneto is easily re-timed or, when its flange fitting has also been unbolted, entirely removed.

A rectangular plate seals the push-rod chamber, the upper ends of the rods being cupped to receive the adjustable ball-ended tips of the rocker arms. The rockers are supported on hardened-steel extensions of the rocker standards, oil being pumped to the rocker bearings and overflowing from them to the tappets and push-rod ends. The overhead oil piping incorporates means for regulating the amount of oil reaching the rockers, and also the pressure, the whole of the gear and piping being enclosed in an easily detachable aluminium cover.

The Lubrication System.

The lubrication system is both simple and practical. A gear-type pump is attached to the outside of the crankcase, being skew-driven from the camshaft, and drawing its supply through a coarse-mesh strainer in the sump before forcing it through a secondary fine-mesh strainer located in the rear engine bearer arm, thus making it possible for the owner to clean the filter without losing any oil. The



oil filler is fitted conveniently on the top of the timing cover.

The oil passes on from the filter through a gallery cored in the crankcase, first feeding the camshaft bearings, and then reaching the wells supplying the main bearings through channels cast in the case. The timing gear is supplied from the main gallery, means being provided to maintain a constant level in the bottom of the case. In addition to this, the oil is taken up to the overhead gallery by an external pipe, and is then led on to the pressure gauge. A dip rod is provided and incorporates a means of automatically opening an overflow spout on the side of the case, so that the withdrawal of the dip rod can be used to indicate when the high level of the sump has been reached during the replenishment of oil.

The gears, which, like the rest of the transmission, with the one exception of the propeller shaft, are made of nickel-chrome steel, are wider than their predecessors, and are fitted with a double gear lock, so that it is impossible for two gears to be in mesh at once. Other alterations are the bringing of the

control lever to the off side and the housing in the box of a skew-gear-driven speedometer drive. The ratios are 4.54, 8.44, 15.6 to 1 on the forward speeds and 20 to 1 on the reverse, the latter incorporating a reverse stop. Both clutch and brake pedals are adjustable, and, in conjunction with the adjustable front seat on the four-seater, make it possible for drivers of very widely differing stature to be comfortably accommodated.

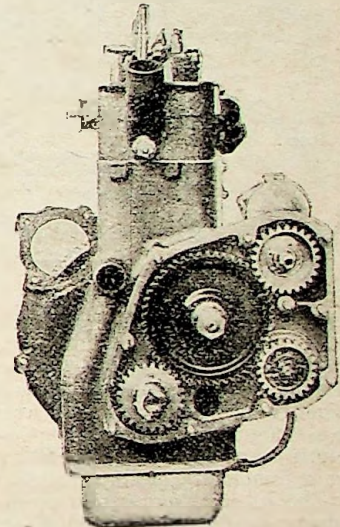
The open propeller shaft is fitted with Hardy in place of leather joints, the torque being taken by a longer pressed-steel box-section torque member, which thus lessens the load on the front ball-joint and socket spring, the lubrication of this joint having been made very accessible. The rear-axle casing is formed by steel tubes riveted to a malleable cast centre and end pieces.

A Strengthened Chassis.

The diameter of the axle shafts has been enlarged, the drive being now by six splines. The rear-wheel bearings are larger, and are mounted on the hub, while other detail improvements include the bushing of the brake camshaft bearings, the widening and lengthening of the rear quarter-elliptics, the increasing of the brake drums to 11 ins. in diameter, and the provision of bushed eyes to the small ends of the springs, which function on hardened-steel pins.

SMOOTH RUNNING AND ACCESSIBLE.

A front view of the new engine with timing cover removed. The camshaft wheel is made of Fabroil, the magneto and dynamo being driven direct. These are located on the right, the crankshaft driving pinion being seen at the left-hand corner.



On the left is a photograph of the chassis complete. It is sturdy without being clumsy.

The ends of the fabric-faced aluminium brake shoes are provided with hardened-steel cam pads, the brake-work being further improved by the housing of the cross-shaft controls on a stout tubular cross-member.

The approximate weight of the four-seater car is 16 cwt., while the principal measurements are as follow:—Wheelbase, 8 ft. 7½ ins.; track, 4 ft. ground clearance, 8 ins.

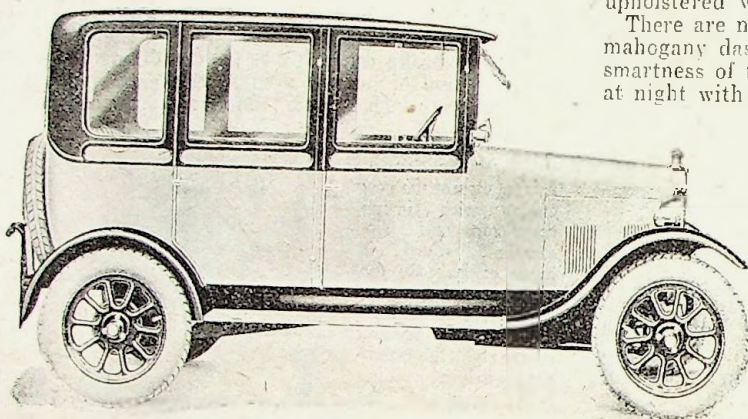
The chassis can accommodate either two or four-seater all-weather bodies, a broad coupé which will seat three in the front seat, and a Weymann or four-seater three-door saloon. On all four-seater bodies the front seats are made with a longitudinal adjustment, the seat boards being slotted and locked by a nut which is reached by removing the cushions. On the open four-seater the rear side curtains fold forward to form a V-screen, and can be stored at the back of the rear seat. On the two-seater the side curtains are kept in the front of the boot of the dickey seat. Up to the time of going to press prices have not been settled. The address of the manufacturers is: Singer and Co., Ltd., Coventry.

THE LAGONDA PROGRAMME FOR 1925.

NEW LUXURIOUS SALOON MODEL WITH FIXED HEAD AT £370, FOLDING-HEAD MODEL REDUCED TO £365. FRONT-WHEEL BRAKES AND LOW-PRESSURE TYRES AVAILABLE FOR ALL MODELS.

As we announced in *The Light Car and Cyclecar* of September 19th, there are to be no Lagonda chassis alterations for 1925. The 12-24 h.p. engine with overhead inlet valves and three-speed unit construction gearbox with single-plate clutch has been found reliable and thoroughly satisfactory, while the same applies to the spiral-bevel rear axle, driven by enclosed propeller shaft with a large fabric disc universal joint at the forward end.

During 1924 the two-seater has been modified and next season it will cost £295. The bodywork of this car differs from the two-seater at last year's Show in



LIGHT CAR LUXURY.

The latest Lagonda fixed-head saloon is an even more imposing car than its folding-head prototype. The body is very roomy and has four doors while numerous refinements are embodied.

that it is wider, while a sloping two-pane screen is now used. The open touring car at £320 has been described in *The Light Car and Cyclecar*. It is a full five-seater, the front seats being adjustable. The coupe next year will cost £330, with leather cloth upholstery and with a leather hood lined with cloth. An extra charge of £7 5s. is made for Bedford cord upholstery and special finish.

The all-weather saloon model is to be known in future as the four-door all-weather model. Its price has been substantially reduced and, with leather-cloth upholstery and black enamelled leather-cloth hood, it will cost only £365.

A similar car with leather upholstery, front-wheel brakes, low-pressure tyres and special finish costs £401 15s.

work is finished in blue with black wings and mouldings, the various fittings and accessories being heavily nickel-plated.

In common with the open touring car and the all-weather model, this saloon has a luggage carrier fitted as standard, while all models have windscreen wipers, grease-gun lubrication, spring gaiters and pneumatic upholstery; front-wheel brakes of the Rubury type may be supplied with any of the Lagonda models at an extra cost of £20.

The coupé and two-seater models have a double dickey seat, which is designed on very generous lines, and having ample legroom will seat two adult passengers in comfort. Side curtains which open with the doors are provided on the four-five-seater and the two-seater.

ALTERATIONS TO THE 10-23 h.p. TALBOT.

As we announced in a recent issue, no substantial alterations to the 8-18 h.p. Talbot will be made next season. Minor modifications have been effected, however, in the lubrication system, which has also been the case with the 10-23 h.p. car. This model now has provision made for grease-gun lubrication at all the necessary points, whereas previously only relatively few nipples have been provided. Jevons spring gaiters are now fitted, and these, of course, are grease-gun lubricated.

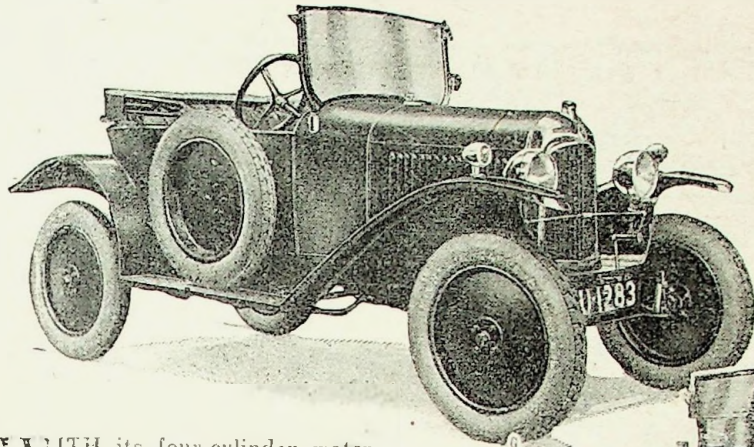
Small alterations have been made to the steering gear, ball and socket joints having new replaced the yoke and pin joints which have been used so far on the tie rods. The new joints are of massive construction and, unlike yoke ends, are easy to adjust for wear. To ensure easy steering there are grease-

B20

gun connections at the junction of the steering column with the box which houses the worm and wheel gear, while a further connection is provided at the upper end of the column.

A Claudel-Hobson carburetter will be fitted to the 10-23 h.p. Talbot cars for 1925, another change so far as the power unit is concerned being the adoption of a phosphor bronze in place of an aluminium casting for the body of the circulating pump.

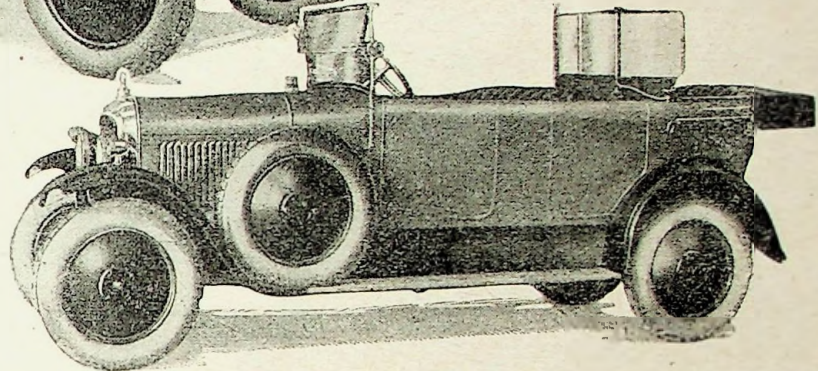
It is well known, of course, that both the 8-18 h.p. and 10-23 h.p. Talbot cars are built on light yet robust lines, and have an excellent road performance. They emanate from the works of a pioneer manufacturer which, coupled with their reasonable prices and mechanical merit, is no doubt responsible largely for the brisk demand which has been enjoyed.



**NEW CITROËN
PRICES.**

ASTONISHING VALUES OF
POPULAR CARS WITH COM-
PLETE EQUIPMENT OF TWO-
SEATER FOR £145.

(Left) The two-seater at £145, and (below) the English body four-seater at £250.



WITH its four-cylinder water-cooled engine, conventional chassis and complete equipment, the 7.5 h.p. Citroën, at its new price of £145, which became effective last Wednesday, ranks as one of the very best values in small cars. Not only has the price been reduced, but additional equipment is now offered at no extra charge.

For £145 the buyer of a 7.5 h.p. Citroën two-seater is now provided with a speedometer, windscreen wiper, driving mirror, and licence holder, and this complete equipment figures also on the three-seater at £155 and the coupé at £170. All the 7.5 h.p. models have electric lighting and starting, a differential, magneto ignition, and Michelin low-pressure tyres. Independent head and side lamps are used.

Substantial reductions in the prices of the 11.4 h.p. Citroëns are also announced; outstanding values in this model being the four-seater with a luxurious English body at £250, and the saloon four-seater at £295. This car has a body designed on very generous and luxurious lines, and is now one of the best values in small enclosed cars.

The very popular English four-seater mentioned above is completely equipped, having low-pressure tyres, a clock, speedometer, Boyce moto-meter, petrol gauge, licence holder, driving mirror, Tecalemit lubrication system, a folding rear windscreen and an automatic windscreen wiper, this luxury fitting now figuring on all models with English bodies.

The saloon, it should be noted, is upholstered throughout in Bedford cord, the doors are panelled in mahogany, the front seats are separate and adjustable, while an interior light is provided.

It will be noted from the subjoined list of new and old prices that the 11.4 four-seater with French body, has not been reduced in price, the reason being that a considerable reduction was made not long ago.

We learn that these latest price reductions are a direct result of increased production, the present output of the factories in France having reached the record figure for Europe of three hundred cars a day.

The lower prices are not directly consequent upon the removal of the McKenna duties as proportionate reductions were made at the time that the duties were withdrawn. It may be well to note that Citroën was the first large manufacturer in the world to adopt low-pressure tyres as standard, and these are now fitted, of course, to all models.

The following are the new and old prices:—

7.5 H.P. MODEL.

	New Prices.	Old Prices.
Two-seater	£145	£160
Three-seater	£155	£175
Coupé	£170	£190

11.4 H.P. ENGLISH BODY.

Two-seater (with dickey)	£240	£255
Four-seater	£250	£270
Coupé (with dickey)	£305	£330
All-weather	£365	£395

11.4 H.P. FRENCH BODY.

Four-seater	£225	£225
Saloon	£295	£335
Landaulet	£350	£400

AN IMPROVED BRITISH ANZANI ENGINE.

IT is interesting to learn that the British Anzani & Co., Ltd., 31-33, Scrubbs Lane, Willesden, London, N.W.10, are marketing an improved four cylinder British Anzani engine for the coming year, which will be known as the 11.9 h.p. Scheme 2.

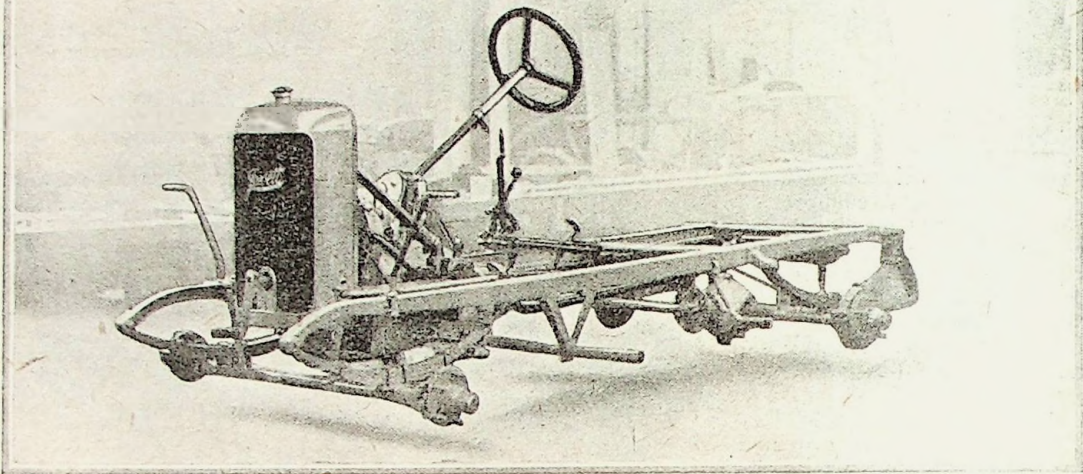
The British Anzani is one of the most popular proprietary British engines coming within the 1,500 c.c. category, and, whereas the bore and stroke of the new engine remain the same, a number of detail improvements have been introduced.

These include longer connecting rods so as to reduce side-thrust between pistons and cylinders, larger bearings and redesigned cams and tappets. The dynamo

and magneto are both bolted to an extension of the timing case, the drive being by silent chain with a simple tensioning device. It is noteworthy that the carburettor, dynamo and magneto are all on the same side of the engine.

The new 11.9 h.p. Scheme 2 can be supplied with a bell housing at the rear so that the building up of the engine in unit construction with clutch and gearbox is facilitated, or the makers will supply it with ordinary bearer arms for separate mounting. Apparently there is no intention of abandoning the present British Anzani four cylinder, and the manufacture of both types will be carried on concurrently.

Taking care of a Jowett



HINTS ON MAINTENANCE, REPAIRS AND ADJUSTMENTS FOR THE OWNER-DRIVERS OF A POPULAR LIGHT CAR.—THE ADVICE GIVEN IS OF A PRACTICAL NATURE AND FOLLOWS LENGTHY EXPERIENCE WITH THESE CARS.

ANYONE who exercises a little observation when out on the road will notice that the number of Jowetts is steadily increasing. As a matter of fact, despite recent additions to the Bradford works, the manufacturers are still unable to cope with the demand. In view of these facts, it is not surprising to find that the Jowett chassis is constructed on particularly sturdy lines and of the very best materials. However, owing partly to the fact that a horizontally opposed two-cylinder engine is used, some owners may be at a loss when it comes to making adjustments or executing minor repairs.

With regard to periodical chassis lubrication, very little need be said, because this is effected by means of an Enots grease-gun, and most of the greaser connections can readily be reached. The owner should not forget, however, that the ring gear at the base of the steering column is also provided with a greaser-gun connection, reached by lifting the bonnet.

Do Not Neglect Small Parts.

It is as well to go round with an oil can periodically and lubricate minor bearings, such as the brake pivots, selector gear, etc., not forgetting the two bearings through which the steering column passes. When the car is new, it is advisable to oil the bearings through which the dynamo driving shaft passes at regular intervals, although, after the car has covered several hundred miles, oil will reach this bearing automatically from the crankcase.

There is a greaser on the distributor shaft, which should not be overlooked, and an oil cup for the dynamo spindle, but lubricants should be used sparingly at these points, otherwise trouble may occur with the electrical parts.

The front-wheel hub-caps should be removed

periodically and repacked with clean grease, the frequency with which this job is required varying from 1,000 miles to 1,500 miles, according to the running conditions. One point where easy means of lubrication seems to have been neglected is the clutch-withdrawal mechanism. This can be reached through a rectangular hole in the clutch housing, when the foot-board is removed, and should be lubricated periodically by means of an oil-gun.

Best Oil Level.

The oil level in the crankcase is indicated by a rod attached to a float, and should be maintained at such a level that, when the cap covering this rod is removed, the rod projects at least half an inch above the surrounding tube. To get the best results from the engine, it is necessary to renew the lubricant from time to time, say every 1,500 miles, first completely draining the sump through the screwed drain plug which will be found at the bottom of the sump casting.

After refilling with fresh oil, it is essential to make sure that the oil pump is working properly. This pump will be found fixed to the timing gearcase at the front of the engine. To test its action, unscrew the union of the delivery pipe (which is to the left of the pump viewed from the front) and crank the engine vigorously by hand, when a stream of oil should issue from the pump. If the oil does not appear, it will be necessary to prime the pump with oil, and also, perhaps, to fill the suction pipe with oil, this pipe being situated on the right-hand side of the pump.

This test should also be made after cleaning the oil filter, a process which is required every 5,000 miles. To get at the filter, detach the upper end of the suction pipe from the pump and trace this pipe downwards in order to find the suction casting, which is at

TAKING CARE OF A JOWETT (contd.)

its lower end and is secured to the pump by two nuts. Remove this casting, and it will be found that a conical gauze filter is soldered to the inner side, and this filter should be cleaned with paraffin.

Gearbox replenishment necessitates lifting the floorboards and removing the cover of the box, which is secured by four nuts. Do not refill to a higher level than the centre-line of the layshaft, which is beneath the main shaft, or a considerable wastage of lubricant will occur. Ineffectiveness of the transmission brake is often traceable to oil leakage resulting from overfilling the gearbox. The replenishment of the back axle necessitates the use of an oil-gun. The plug is placed near to the bottom of the differential housing so that the axle cannot be overfilled.

At long intervals it will be necessary to remove the split pins and undo the nuts of the steering connections, repacking them with grease. It will also be advisable to insert grease between the leaves of the springs, say, after 10,000 miles' running.

Turning to the adjustments which have to be made from time to time, the brakes claim first attention. The pedal is, of course, connected to a band operating on a drum placed behind the gearbox. To get the best results, this band should fit very close to the drum when the pedal is in the off position. The adjustment is effected by slackening the nut which secures the operating lever to its shaft and inserting a screwdriver or similar tool in the toggle action at the ends of the band. In this way the band can be brought very close to the drum, and, at the same time, the operating lever and pedal can be adjusted into the required positions. Do not forget to tighten the nut very securely.

Care of the Brakes.

The procedure for the hand brake is much the same. By lifting the floorboards in the rear compartment of the four-seater model, or the board under the seat squab of the two-seater model, a cross-shaft will be revealed, carrying two short levers coupled to the rear brakes and a longer lever coupled to the hand lever. The nut on this longer lever should be slackened, a pull applied to the shorter ones to bring the bands into contact with the drums, and the hand lever adjusted, by an assistant, into the required position. If the rear brakes are not coming on equally, they can readily be adjusted by slackening the nuts on the shorter levers and adjusting them until the bands make contact simultaneously.

The clutch requires little or no attention over very long periods, but if it exhibits a tendency to slip, this can be remedied by adjusting the nuts on the clutch springs through the opening in the clutch housing under the footboards. The position of the clutch pedal can easily be altered, if required, by slackening the clip bolt which secures this pedal to the operating shaft.

The adjustment of the steering is a simple matter, owing to the eccentric mounting of the column, which carries a pinion at its lower end. It will be found that a clip bolt secures this column, and if this be slackened the column can be turned so as to bring the pinion into deeper mesh with the internally-cut gear ring.

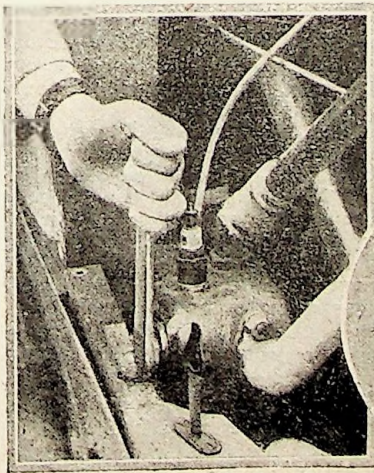
The Engine.

We now come to the engine, various adjustments on which have given rise to a certain amount of controversy owing to the fact that the cylinders only just fit in between the side members of the frame. As a matter of fact, it is not nearly so difficult to attend to the valves or to decarbonize as one might at first suppose. Indeed, if one compares the work necessary to decarbonize with the amount of dismantling required to get at the pistons of a four-cylinder engine, the Jowett is undoubtedly the easier of the two.

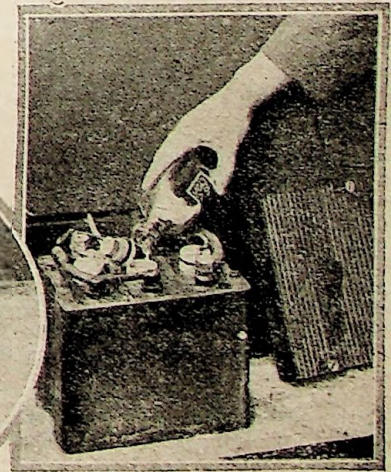
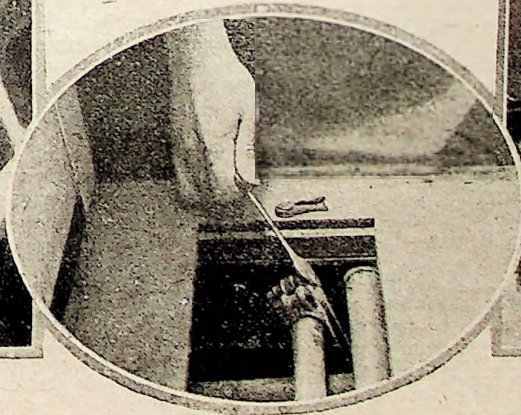
As regards the valves, these can best be got at by slackening the clip which secures the wing to the side member and dropping the wing downwards a few inches. The valve cap can then be removed by means of the special spanner provided in the kit, giving access to the head of the valve. One can then slacken back the nut and lock-nut at the end of the valve stem, remove them and the spring and withdraw the valve.

One of these two nuts, incidentally, forms a complete cap over the end of the screwed valve stem, and bears against the tappet. By loosening the lock-nut and screwing this cap nut, it is an easy matter to adjust the tappet clearance. Of course, clearances can be adjusted without removing the valve caps, the latter procedure being necessary only for valve grinding.

Decarbonizing is a process which, from start to finish, should not take more than two and a half hours, but will probably take a novice considerably longer when he is doing it for the first time. It must be understood that a method of supporting the engine which was in use for several years underwent considerable modification in March this year, so that we will at first confine our remarks to the models made prior to this date.

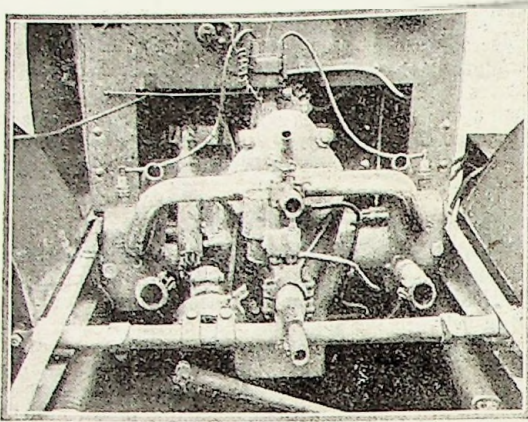


The valve caps, brake adjustments and electrical equipment of a Jowett are all readily accessible.



TAKING CARE OF A JOWETT (contd.)

In these models the engine is supported by two main clips, one of which secures the back of the gearbox to a cross-member, while the other supports the forward end of the crankcase next to the start-



When the induction pipe has been removed the cylinders will be ready to be taken off the crankcase for decarbonizing.

ing handle. To take the torque reaction a small bracket is secured to the frame and to the off-side cylinder head.

How to Dismantle.

When dealing with this engine, it is first necessary to remove the bonnet altogether, undo all water connections (having first drained the system), remove the radiator, and then take off the induction pipe complete with its carburetter. Next, undo the forward clip adjacent to the starting handle and slacken the gearbox clip nut until it is only retained on the bolt by two or three threads. Now remove the cylinder head bracket previously referred to; it will then be found possible to pull the engine forward by a matter of half an inch or so, which is sufficient to permit the exhaust pipes to fall out of the sockets secured to the cylinders.

The engine can now be lifted up at the forward end about a couple of inches and a piece of packing placed between this end of the crankcase and the cross-member. It is then possible to rock the engine—first to one side and then to the other—removing each cylinder in turn.

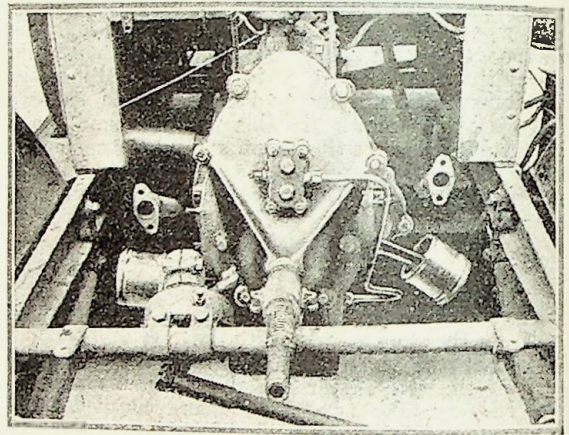
Here there is a tip worth knowing with regard to the position of the crankshaft when the cylinders are

being removed. This should be adjusted, by turning the flywheel, so that the crank of the cylinder concerned is pointing downwards. The corresponding connecting rod will then project outwards and upwards, so facilitating the withdrawal of the cylinder off the piston. Do not let the piston fall out of the cylinder abruptly, because it may be damaged against the connecting rod.

Assembling Easy.

The actual process of decarbonizing is simple when the dismantling has been accomplished and the assembly of the engine really amounts to the reversal of the dismantling process. We are indebted to F.O.C.H. Ltd., of Heath Street, Hampstead, London, N.W., for the facilities they afforded us to take the photographs illustrating the decarbonizing process. This concern is, of course, well known as the Jowett agency for North-west London.

In chassis built since March this year the engine is supported at three points, a gearbox clip, as before, and two brackets securing the cylinders to the frame. In this case the procedure consists of loosening the gearbox clip, as before, and placing a jack under the sump. The cylinder brackets can then be detached



Who can deny the simplicity of the two-cylinder horizontal engine when it is seen in this partially-stripped condition?

and the engine lifted upwards through two or three inches. The remaining work of dismantling is exactly the same as before.

When re-assembling the engine after decarbonizing care should be taken to see that all joint-faces are clean and fitted with washers.

A MOTORIST'S LAMENT FOR A DYING RACE.

I HAVE met several of them in my time, and I will say this and substantiate it: they were always kindly, unassuming, accurate, impartial, and, above all, uninfluenced by wealth or title, but dealing to every man his just due. And the same can be said of few people in this degenerate age.

I admit that some showed in their features what are taken (often wrongly taken) to be signs of over-indulgence in spirituous refreshment. I admit, on the other hand, that many showed that sinister, sallow colouring that proclaims a life of frightful dissipation.

But meet them on terms of equality, sit with them at the garage entrance or on the aerodrome tarmac, get into their lives and histories, so to speak, and, with me, you will say that their disappearance from this world will be inexpressibly sad: that we shall all miss the chatter of their rather hard, metallic voices when they clustered together.

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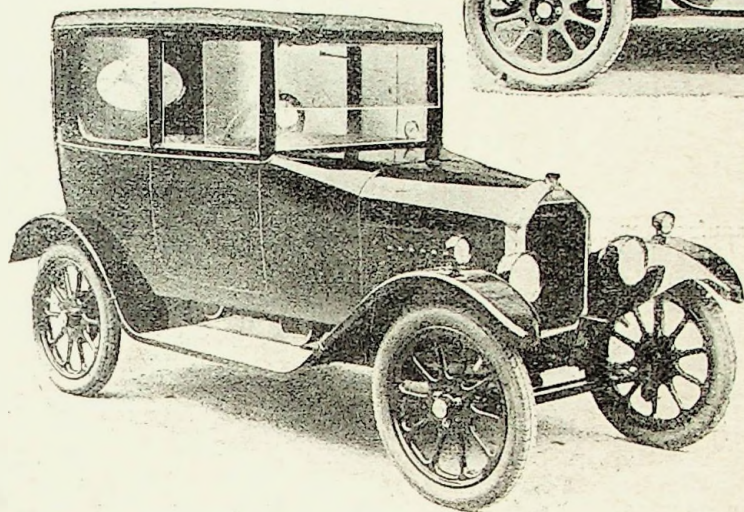
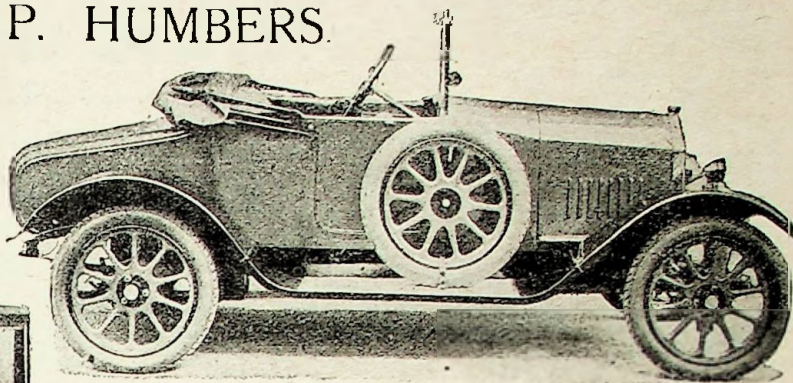
They had their faults, of course, and most of us have, at some time or another, had occasion to kick them. We may even have twisted their necks off, but always we have felt them to be our friends. And now they are approaching the end to which the greatest men must eventually come; they are being forgotten by the world; they are on the border-line of oblivion. The immutable laws demand that they make way for a new and better race.

But they have well and truly served, and I say let them have a suitable departure; let all be done with fitting solemnity. Come! stand with me, hat in hand, as the hearse passes. Let us bow our heads as these representatives of a noble race go to their last rest. With the coming of the petrol pump the old two-gallon can is disappearing, and this lorry load of empties may be one of the last we shall see.

O.S.

THE 1925 8 H.P. HUMBERS.

MODIFICATIONS TO THE CHASSIS—LOWER INDIRECT GEAR RATIOS—TWO AND FOUR-SEATERS AT £240, SALOON AT £290.



Several features of special interest to the owner-driver have been embodied in this popular car for 1925.

system there is no chance of dirt or congealed oil blocking the small holes and channels through which the oil is intended to pass, so that the life of the various parts now served by the grease-gun system should be considerably prolonged.

Another important and practical improvement is the lowering of the second and first speeds by the introduction of a smaller pinion. The top gear remains at 4.9 to 1, while the second and third ratios are 9.5 and 16.6 to 1. The open propeller shaft is now fitted with

SINCE its inception the 8 h.p. Humber light car has made many friends to whom its excellent finish and exceptionally sweet and silent running engine have specially appealed. Its bodywork, which embraces many detail refinements, reflects the quality of the larger Humber models, the 8 h.p. saloon being probably one of the best proportioned cars from an artistic point of view that has ever been produced.

For the coming season three types of body are available, the first two being of the open type and the third a saloon, the prices being £240 in the case of the open cars and £290 for the saloon. The open models embrace a two-seater with dickey seat and also a single shell model with room behind the front seats for children, luggage or a dog. The saloon is equipped with a single door on the near side, fixed rear quarter windows and sliding front windows. Access to the rear compartment is obtained by tipping and folding forward the near-side seat. The back glass panel is oval in shape, an electric light being mounted just above it; the electrical fittings for this are of oxidized silver.

The Saloon Equipment.

The interior is upholstered in Bedford cord, and a pile carpet is provided. The adjustable top panel of the screen overlaps the lower fixed panel considerably, every precaution having been taken to make the entrance of rain impossible when the screen is folded down. A windscreen wiper, a very completely equipped instrument board, and external door handles are other features.

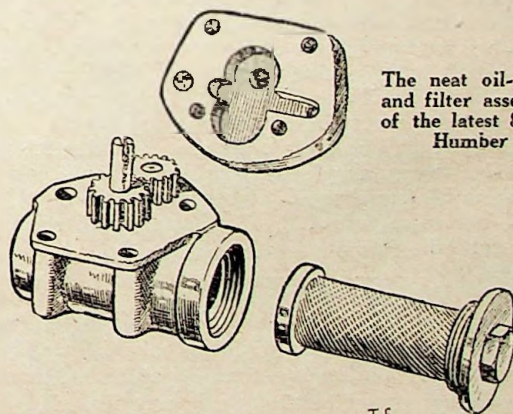
The open bodies are similar to those now in service, the all-weather independent side screens converting the open car into a thoroughly weatherproof vehicle. Finally, it is worth noting that spring gaiters are fitted on all models.

The chassis is similar to that which did so well in the Scottish Six Days' Trial this summer and has been improved by a few modifications, the most notable of which is the substitution of a grease-gun forced system of lubrication in place of the oiling system previously adopted. With the grease-gun

thicker fabric universal joints, the only other improvement of note referring to the lubrication system on the engine. A circular gauze filter, which is easily detachable from the crankcase, is fitted on the delivery side of the gear-type pump, and can thus be removed for cleaning purposes with a loss of very little oil. The ordinary filter remains in the sump, the oil being sucked through it by the pump before being delivered to the new filter.

A point of interest about this system is that should the second filter become choked the pressure gauge on the dash would cease to function and indicate to the driver the need for cleaning the gauze which, being mounted adjacent to the front end of the crankcase, is fairly easily accessible.

Another small modification to the lubrication system is found in the pistons, which are now designed with special oil-returning grooves.



The neat oil-pump and filter assembly of the latest 8 h.p. Humber

The principal dimensions of this fascinating little car are: wheelbase 8 ft. 7½ ins., track 3 ft. 10 ins., and ground clearance 8½ ins. The open bodies can be finished in Humber mole with black wings, while the saloon bodies can be obtained in azure blue or royal blue. The address of the manufacturers is Humber, Ltd., Coventry.



RICH MIXTURE

A Critical Causerie
of Light Car Comment
and advice.

Front-wheel Brakes.

AT the Show nearly every light-car manufacturer will offer front-wheel brakes either as standard or optional equipment. I am inclined to think that the latter plan is probably the better as front-wheel brakes cannot be described as a necessity, and it is almost impossible to reduce the price of the additional mechanism much below £20. The price question, I am convinced, has to be very closely studied by nearly all small-car owners, and it is clearly a bad policy to increase prices merely for the sake of adding a luxury to the specification. There are some, perhaps, who would say that front-wheel brakes are more of a necessity than a luxury, but we have managed very well without them for years, and many of us who are not too well supplied with £ s. d. will be content to go through next season without them.

Are Starters Necessary ?

I AM inclined to think that, as with front-wheel brakes, electric starters are also in the nature of a luxury, and I am convinced that the Jowett concern, in making the starter an "extra," are acting wisely. By this means they have been able to offer a very excellent little two seater at £150, whereas it would otherwise be £160. It must not be forgotten that the fitting of an electric starter means more than merely supplying an electric motor and a switch. A ring must be cut on the flywheel when a starter is fitted for the Bendix pinion to engage; the wiring-up of the car is complicated, and a heavy and comparatively costly battery must be installed. The alternative plan of providing a combined starter-dynamo unit naturally saves the cost of making a gear ring for the flywheel, but these units are, of course, more expensive than a simple dynamo design for keeping a lighting battery charged, and the questions of additional wiring-up and of the big battery still remain to be settled.

Optional Equipment.

SOMETIMES I have thought that manufacturers might go still farther and not only list starters and front-wheel brakes as extras, but also make extras of such apparent necessities as side curtains and even hoods. Carrying cheeseparing to extremes, it is clear that several pounds could be saved on the cost of manufacture of many of the cheapest light cars by fitting bodies which have no doors, simple flared wings without running boards, and so forth. On the Continent, of course, this practice is widely

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adopted, and buyers of the very cheapest small cars obtain for their money very excellent chassis on which is mounted a mere shell for a body equipped with the cheapest type of windscreen, no hood, no running boards and no dickey seat.

Increasing Sales.

BUYERS on the opposite side of the Channel who have little money to spend plump steadily for chassis value, and entirely disregard the frills and fallals which are popularly believed to be essential if a car is to be a good seller in this country. I admire Mr. H. F. S. Morgan in this respect, for he has always insisted upon simplicity first, his cheapest models not even embodying an electric lighting set. The result of his policy has been steady and increasing sales through a considerable number of years. What car owners are more enthusiastic than those who run Morgans?

Confidence and Beer.

THE superb self-confidence shown by Lee Guinness, Duller and Segrave in drawing lots as to who should finish first, second and third respectively in the 200-Mile Race reminds me of an incident that occurred at a sports meeting in the North many years ago.

A lad from Yorkshire who was competing in the running, cycling and hurdling events appeared in the enclosure with a truck.

"Whatever's that for?" queried his astonished rivals "For t' coops!" was the reply. He did not win a cup, but he secured what pleased him even more—a barrel of beer, and departed triumphantly pushing it.

Home-made Accessories.

QUITE recently a reader described in our correspondence columns how he had made for himself a set of spring gaiters for his Jowett, and the photograph which accompanied his letter certainly depicted a very workmanlike-looking job. It is remarkable, when one gets down to it, how many serviceable fittings can be made at home. Shock absorbers made from aeroplane or catapult elastic are quite successful, and were used, incidentally, for the front springs of the 200-Mile Salmsons. All that is necessary if half-elliptics are used is tightly to wrap half a dozen thicknesses or so of the elastic around the spring and dumb-iron. With quarter-elliptics it would be necessary, of course, to arrange for a bracket on the frame

RICH MIXTURE (contd.).

so that the elastic could be passed over the bracket and under the axle.

I have seen a number of successful home-made accessories from time to time, perhaps the most ingenious being a horn bulb. This had the appearance of two tin cans, one fitted outside the other. The smaller was mounted on the horn, which was operated by pushing the larger over it. A large spring normally kept the two apart. The job was neatly carried out in steel tubing with the ends brazed in place.

Winter Lubricants.

THE time has come when all good small car owners will drain their sumps and replenish them with a grade of lubricant more suitable for the winter months. I have recently drained off the Castrol R. from my own engine and replaced it with Zero Huile de luxe. The effect on cold mornings has been most marked, the engine being naturally much freer and proportionately more easy to start. With the summer-grade Castrol in the sump, it was necessary to pull up the starting handle quite half a dozen times before the starter would spin the engine, whereas now it is necessary only to switch on and tread on the motor switch to obtain an instant start. I am of the opinion that too much attention is given to fiddling with carburetors when the cold mornings come, and not enough to selecting the most suitable lubricant to ensure an easy start. It is not necessary, of course, to change from one brand of oil to another, but it is certainly most advisable to choose the correct grade of the particular brand which is favoured. Last winter, by obtaining the makers' advice, I got excellent starting with Sternal, while in past winters I have had complete success from Vacuum and Filtrate.

Oiling the Upper Works.

I RECENTLY stripped down an engine after 5,000 miles' running, during the whole of which Magikoyl had been used, mixed in the correct proportion with petrol. I am compelled to admit that the appearance of the petrol with the lubricant added had

prepared me for finding a fairly hefty deposit of carbon in the combustion chamber, but actually there was remarkably little. The most interesting result of the use of this upper-cylinder lubricant, however, is the fact that the valve stems, when exposed to our critical gaze, were beautifully greasy and a perfect fit in their guides. There was no sign of pitting either on the valve faces or their seatings, and the engine generally seemed in tip-top condition. Whether this must be ascribed conclusively to the use of upper-cylinder lubricant or not, it is impossible to say, as I have never examined a similar engine after the same mileage when upper-cylinder lubricant has not been used; but, at the same time, the fact that the engine in question was in such perfect order is certainly significant.

Schoolboy Tactics.

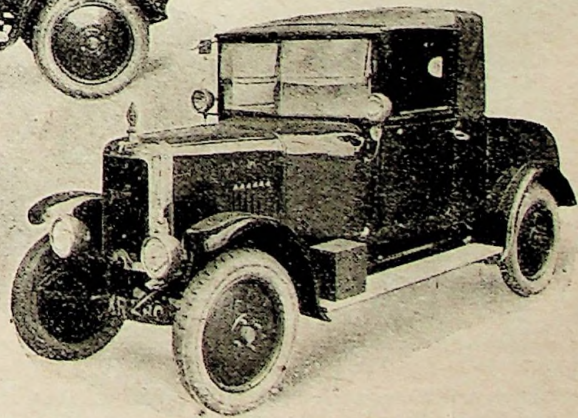
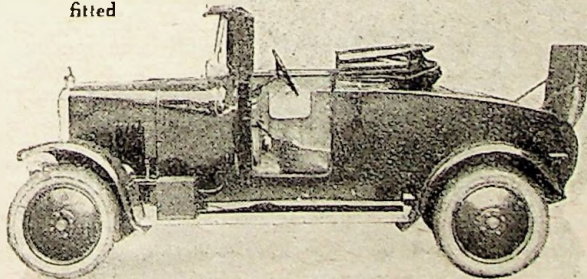
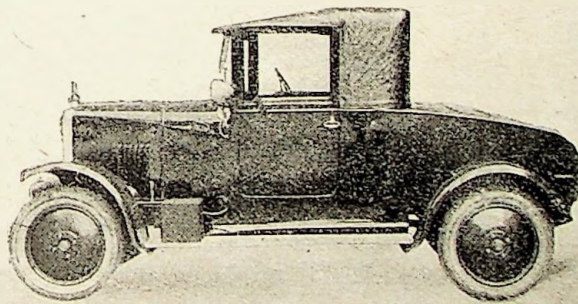
H EADLIGHT retaliation must stop. It is adding an appalling peril to night driving, and already the sudden step into winter-time has revealed what we can expect if the practice is not checked. There is no excuse for it. Two wrongs do not make a right, and two drivers blinding one another do nothing but endanger the safety of all other road users. We do not retaliate for breaches of manners by day; why do so at night? Besides, manners have little to do with it.

The trouble arises from the chaotic state of the lighting regulations. Some drivers are under the impression that they should dim their lights on meeting another vehicle. Others hold an opposite opinion. And, because there is no unanimity in the matter, we are treated to the unedifying spectacle of responsible citizens behaving like spiteful schoolboys.

With dazzling lamps on cars and no rear lamps on cycles, there is at the same time too much light and too little on the roads at night, and not until the Ministry of Transport wakes up and rectifies matters will danger be sensibly reduced. Meanwhile, it is not for us to increase it with duels in dazzling. I would appeal to readers not to share in these petty and pettish contests, which are bringing night-driving motorists into disfavour. S.S.

A LUXURIOUS JOWETT.

A Jowett coupe built on a four-seater chassis by the Westminster Garage and Engineering Company Ltd., who are prominent Jowett agents. Low-pressure tyres and Rectaskids are fitted.



THE LATEST DE LUXE CLYNO ON TEST.

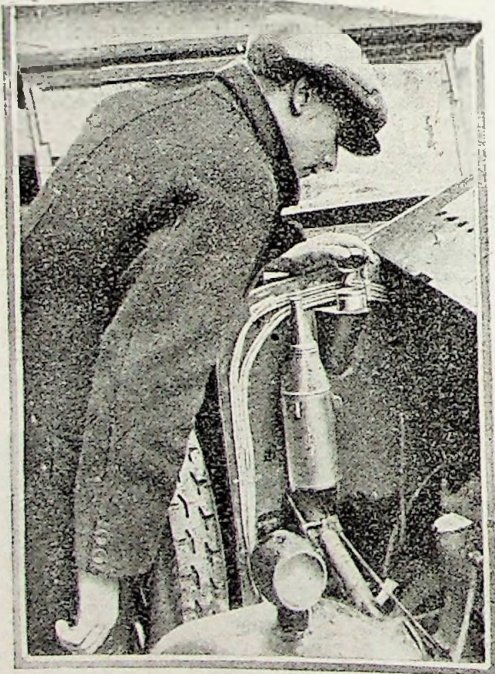
EASY STEERING, DELIGHTFULLY SMOOTH GEARBOX AND EXCELLENT SUSPENSION OUTSTANDING FEATURES OF THE MODEL FOR 1925.

THE 11 h.p. Clyno bids fair to become one of the most popular light cars for the coming season; for one thing, its price is right, and for another the various points in its control which appeal to the owner-driver have been most carefully schemed so as to provide easy handling, with a maximum of comfort. It is cheap and, being a light car, is cheap to run.

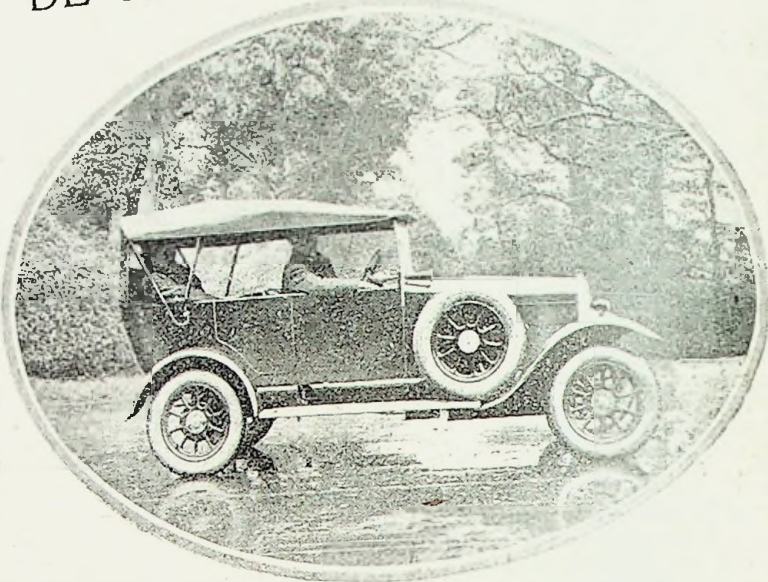
Thanks to the courtesy of Rootes, Ltd., 8, Long Acre, W.C.2, we were able to carry out a test recently in one of the de luxe four-seaters, and, as a result, we were more than favourably impressed with its performance, which can be taken as an indication of that which characterizes the several models comprising the Clyno range.

There are no outstanding departures in the specification for 1925. The engine is the well-tried four-cylinder water-cooled power unit which has figured in previous cars of this make, the bore and stroke being 66 mm. and 100 mm., giving a cubic capacity of 1,368 c.c.

The lubricating oil is pressure-fed to troughs



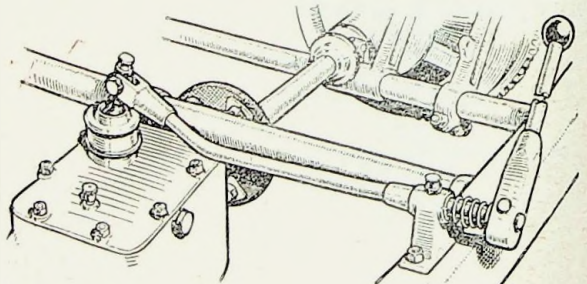
The petrol-filling orifice might be made larger with advantage. Note the neat mounting for the half-gallon tin of Wakefield's oil.



STURDY AND WELL-PROPORTIONED.

The off side of the Clyno, showing the graceful body lines and general appearance of sturdiness.

beneath the big-ends, the carburetter is a Cox Atmos, whilst ignition is by Fellows magneto. The cone clutch transmits the drive to the centrally disposed gearbox, which is a separate unit and which has been cleverly converted from central to right-hand control.



How central has neatly been converted to side control. The gear lever is spring loaded, so that it tends to keep on the top and second gear sides of the "gate."

An innovation is the fitting of a helical spring, which tends to thrust the gear lever across the gate so that it is always opposite the top- and second-gear notches. The final drive is to a spiral bevel-driven differential.

A Wet Weather Run.

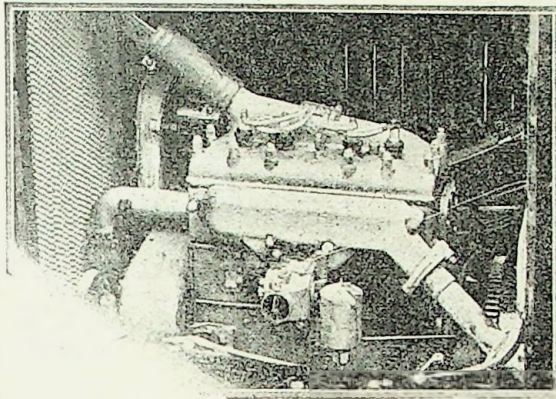
A more dismal day than that chosen for our test could hardly be imagined, for steady rain was falling, which gave no signs of abating. For the first few miles we took the somewhat unusual course of occupying the rear seat of the car, and during the journey through the traffic we were able to sample the comfort enjoyed by the rear passengers. This was found to be beyond reproach, the springing—by quarter-elliptics all round—being excellent and the body commendably free from the side sway and rolling which are typical of some cars employing more elaborate suspension.

Despite the weather, we decided to make no use of the side screens, and we must admit that even

DE LUXE CLYNO ON TEST (contd.).

without their protection we remained quite dry throughout the run. West Hill, Highgate, with its maximum gradient of 1 in 8, was climbed without any difficulty in second gear, about 22 m.p.h. being recorded, but the driver was baulked on the lower slopes and the ascent did not adequately prove the capabilities of the car.

Taking over the steering wheel, we found the driving position to be more than usually comfortable, but the gear lever, with its spring-loaded arrangement, at first suggested the possibility of bungled gear-changes. It was surprising, therefore, how very easy the gear change was and with what delightful smoothness and silence any gear could be engaged. Only



The power unit. Plain bearings have been substituted for rollers, otherwise the design is similar to the 1924 engine. A Cox Atmos carburettor is fitted.

the shortest pause was necessary between any of the changes from a lower to a higher ratio, whilst the most straightforward means of double-clutching sufficed to produce dead-quiet changes down. The right-hand position of the gear lever was fully appreciated; so seldom found to-day, it is with a feeling of pleasure that one takes over a car so equipped.

The steering is as light as the proverbial feather—a point which goes to prove that, with a proper layout, steering systems should not be stiff, even with low-pressure tyres. The clutch was smooth-acting, and both foot and hand brakes were powerful. Even on greasy roads there was hardly a trace of side-slip when both were forcibly applied.

We should have preferred to have taken over this model for test purposes after the engine had been in use two or three months. With only a few hundred miles to its credit, it was naturally stiff, and not nearly so lively as a Clyno engine automatically becomes when it has done several thousand miles.

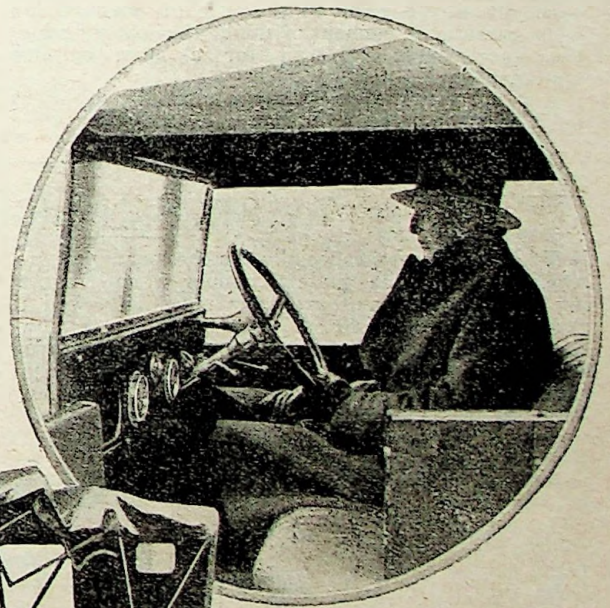
A really commendable feature is the handiness of the ignition control. On too many light cars this is so placed or so designed that none but an enthusiastic and expert driver would ever trouble to make use of it, but on the Clyno it takes the form of a lever beneath the steering column, which can be operated with one finger.

On a top-gear ratio of 4.55 to 1 the Clyno will attain 50 m.p.h.; on its second gear of 8.5, 27 to 28 m.p.h. is well within its capabilities; whilst on its very useful bottom-gear ratio of 15.7 to 1 it should not only be able to climb practically any acclivity in the kingdom but should do so at a fair speed.

The average petrol consumption is well within the maker's claim, and even under adverse conditions 35-37 miles per gallon should be the minimum consumption, whilst the engine is well known to be economical in oil. On the question of petrol, we consider that the disposition of the petrol filler and the size of the filler orifice might be modified. We suggest that the filler should be of larger proportions, so that, by glancing into the tank, an accurate estimate could be obtained of the amount of fuel which it contains.

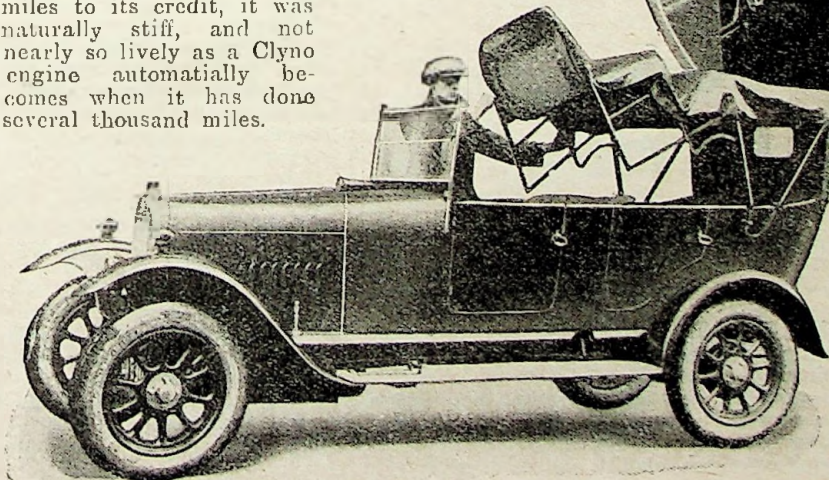
The Clyno de luxe is a real four-seater, for it accommodates the two rear passengers in comfort and without restricted leg-room. The manufacturers are to be congratulated upon achieving this end with a total overall length of 12 ft. 10 ins., the overall breadth being 5 ft. The length of the two-seater is 11 ft. 7 ins., the breadth being the same as the four.

For the ensuing season the following models will be marketed, their prices being given in each case:—De luxe two-seater, £195; Royal two-seater, £225; occasional four-seater, £185; de luxe four-seater, £210; Royal four-seater, £235. The car is made by the Clyno Engineering Co. (1922), Ltd., Wolverhampton.



POINTS FOR THE OWNER-DRIVER.

The hood is essentially of the "one man" order, and is easily erected or folded. The photograph in the circle plainly shows the very comfortable driving position; also the handy ignition and throttle controls beneath the steering wheel.



Every Motorist Should Know That—

IF IN DOUBT—HE SHOULD WAIT.

HE WHO HESITATES IS NOT ALWAYS LOST.

IT would be safe to say that there are practically no light car owners who would tell even a most intimate friend that they lacked judgment on the road, and it would be equally safe to say that the judgment possessed by 90 per cent. of car drivers is by no means perfect—probably also they are well aware of the fact. It is the duty of every driver to analyse himself. He should examine his own tactics and satisfy himself with regard to his shortcomings.

There are days when a driver is off colour; his judgment is bad; his nerve is poor; his efficiency is probably 50 per cent. below par, but it is nothing to be ashamed of. Golfers, cricketers, footballers, all have their off-days. On an "off-day" drive with every possible caution. If necessary, never exceed fifteen miles per hour; where a gap appears in traffic into which one would normally drive, give the benefit to the doubt and wait for a better opportunity. Overtake only when there is at least two hundred yards of clear road ahead of the vehicle immediately in front. Do not round a corner until absolutely positive that there can be no other vehicle attempting the same manœuvre from the opposite direction.

But apart from the question of off-days there are many drivers who normally are unable to decide whether they can get through a gap in traffic before it closes, whether they can overtake a vehicle in front before it reaches a corner, and whether they can safely pull up in a given distance. They should take the advice given in the title of this article; when there is an element of doubt they should adopt the safer course and wait for a more suitable opportunity.

It is not commonly realized how rapidly decisions must be made by a driver of a car. At thirty miles

an hour a car is covering 44 feet in a second, and even half a second's delay or hesitation may often cause an accident. When another car is approaching from the opposite direction only half the time is available before making a decision, and thus those who realize that they are not quick to act, should therefore exercise the greatest care when overtaking, especially when there is another car approaching from the opposite direction.

The need for quick decisions and very accurate judgment frequently arises when driving along roads on the outskirts of cities where there are either central tram standards or refuges in the middle of the road. In such circumstances every driver is familiar with the cab or lorry proceeding in the same direction as himself at about eighteen or twenty miles an hour, and which, owing to the obstacles in the middle of the road, is very difficult to pass. So soon as one attempts to get by, the gap between the front of the other vehicle and the standard or refuge begins to narrow at a most alarming rate.

Even the most cautious drivers who have, say, ten thousand miles to their credit, must have felt that horrible sensation like a steel band being contracted around the chest as a narrow gap between a giant lorry and a solid-looking lamp standard begins alarmingly to lessen; they must be very familiar also with the feeling of relief which follows when they are safely by—when they have just scraped through.

Never again, they will have decided, but it is an experience which is denied only to a very few of those of us who are driving all day and every day in all parts of the country. When in doubt—don't, is an excellent maxim, but one that is extremely difficult to follow. Those who succeed, however, in abiding by it are those who never have accidents.

This Week's Hint.

TO STIFFEN LIGHT CAR SPRINGS.

MANY light cars, especially the cheaper types, are inclined to be unduly bouncy when traversing rough roads, and are very much improved if shock absorbers are fitted. Not every owner however, feels inclined to go to the expense of buying shock absorbers before first assuring himself that they are going to be entirely satisfactory, and many should welcome, therefore, a tip which will show how the bounciness of springs may be reduced at only a very small expenditure.

One sound plan is thoroughly to clean the exterior of the springs, drying them with petrol and giving a coat of air-drying enamel. Then bind the springs tightly with insulation tape, and it will be found that they will have lost much of their undesirable suppleness.

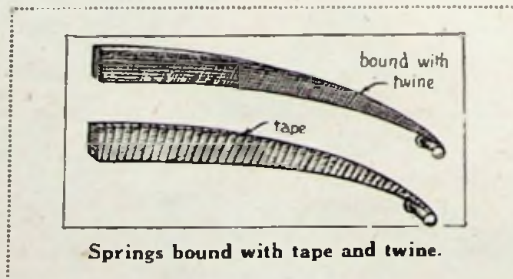
An alternative plan, and one which is widely followed in racing practice, is to "whip" the springs with a strong twine—a stout fishing line is admirable for the purpose. When whipping the springs always start at the narrow end, as thus the strands will tend to lie close to one another.

There are several different whippings which may

be used, the best, but unfortunately the most troublesome, consisting of a series of half-hitches. This method gives tightness and prevents the strands from riding, but as a spring damper it is perhaps not very much more effective than a straight whipping effected by simply wrapping the twine round and round the spring in the same manner as that in which the handle of a cricket bat is treated.

By binding the springs with tape or twine, their suppleness is substantially reduced, while the likelihood of grave consequences attending a spring fracture are considerably mitigated. With many quarter-elliptic springs the fracture of the master leaf leaves one end of the axle unsupported, but if the springs are bound they may break without danger.

It may be argued that a whipping round a spring prevents it from being periodically examined for fractured leaves, but spring breakages owing to decreased suppleness are less frequent with a bound spring, while, should any leaves break, the fact is apparent, in the case of a light car, by the manner in which it rides.



The Light Car and Cyclecar

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THE LIGHT CAR & CYCLECAR

was founded in 1912 to cater for the needs of
 users and potential purchasers of various new
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 sistentlly encouraged the development of this new
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Topics of the Day

The Dazzle Season Begins.

FOR the past three years the question of dazzling headlights
 has been very prominent as the days become shorter and the
 need for using headlamps consequently more frequent. There are
 some who have fitted their cars with various devices for the con-
 venience of other traffic, there are others who

Advice for believe in switching off the headlights as other
Night Drivers. vehicles approach them, and there are still others
 who deem it wise always to keep their headlights
 going at full strength. Let us say at the outset that we are not
 in complete sympathy with the views of any of the motorists who
 fall within these three categories, for as things are at present it
 is impossible to say that one plan is always good or that it is
 always bad.

It has been laid down by the Royal Automobile Club that the
 practice of switching off is not desirable, and in our opinion the
 Club could not have given wiser counsel. There are circum-
 stances, however, when it is clearly wise to switch off; for
 example, when a vehicle with lights very inferior to one's own is
 approaching, and all sportsmanlike drivers do so. Switching off
 when another vehicle is approaching with lights the brilliance of
 which is approximately equivalent to one's own is, on the other
 hand, useless and certainly endangers pedestrians or cyclists
 who may be in the road ahead of either of the cars.

We do not think that legislation aimed to control the nature of
 the brilliance of headlamps would be effective, and we have not
 yet made the acquaintance of a device which could be described
 as an unqualified success so far as preventing dazzle without
 seriously reducing illumination is concerned. Our advice to
 those who use the roads at night is to focus their headlamps in
 such a manner that a minimum of inconvenience is caused to
 other traffic while the road ahead, particularly on the near side,
 is very brilliantly illuminated so that pedestrians, and especially
 cyclists, will come into the driver's range of vision at the earliest
 possible moment.

We can never agree that dazzling lamps should be allowed to
 be advanced as an excuse for an accident. If a driver knows
 himself to be easily dazzled it is his obvious duty when brilliant
 lamps are approaching—and they can be seen at a great
 distance—to slow down to a safe speed. There have been acci-
 dents attributed to dazzling lights which have involved the
 demolition of massive brick walls and dazzle has been allowed to
 serve as an excuse for them. Could anything be more absurd
 when it is borne in mind that such an accident could be caused
 only by a car travelling at a speed of at least 30 miles an hour?

Roads for Cars Only.

THE first section of a wonderful new arterial road has just been
 opened by the King of Italy. It is reserved exclusively for
 cars, and even motorcyclists are forbidden to use it. It is the
 first of its kind, but it is to be hoped that where Italy leads the
 rest of the world will follow. At one time it seemed

Italy Leads likely that England would also appreciate the
 the Way. beginning of a new era by the construction of such
 a highway, but officialdom regarded the scheme
 with an unfavourable eye, and it has been relegated to that
 unenviable elevation usually known as "the shelf."

In the meantime the crowded condition of a dozen main roads
 in this country, involving as it does countless accidents and
 mishaps, cries out for the obvious solution which the Italians
 have had the common sense to provide.

TO suggest that this is the time of year to overhaul the all-weather equipment, see that it fits properly, and, perhaps, fix side panels permanently in position may appear paradoxical; but it is a curious trait of the British motorist's character that in the summer time he prefers to get wet and have an open car so far as possible, whereas directly the departure of so-called summer is marked by the return to winter time he considers that weather conditions have also taken a change for the worse and that they necessitate the closing in of the car, to guard the occupants against the effects of an always fickle climate. This much must be said, however: all-weather equipment not only keeps out rain, but cold winds as well, and however wet an English summer may be, side curtains are seldom necessary to guard against the latter.

Making Driving More Difficult.

On the majority of modern small cars ample provision usually is made to store the side curtains, but if there are no proper pockets the greatest care should be taken to see that when the curtains are stored away the surfaces of the mica panels do not get scratched or even rubbed, as this will tend to cause them to become more or less opaque. Every driver knows how inconvenient such side curtains may be in dense traffic on a wet night.

If the side curtains must be packed one on top of the other, or even side by side, it is a wise plan to introduce pads between them, which may take the form of soft cloths. Each cloth should be cut so that



A popular way of storing the side screens. Capacious pockets are provided in the sides of the car. Passengers need not be disturbed to withdraw the screens.

it is the width of the side screen and of sufficient length so that it will fold over each side of the screen and thus form a pad between no fewer than four faces when a second and third screen are placed in position. Flannel is ideal for the purpose.

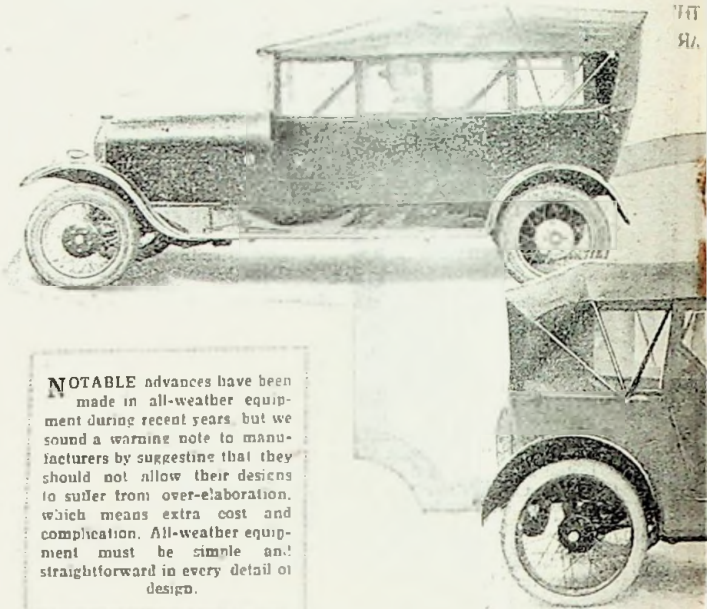
No owner-driver would think of endeavouring to wipe down a muddy car with a dry rag; that is, if he had any regard for the appearance of his coachwork, but many owners use such a rag to wipe mud off the mica windows. The effect is the same as that which would be caused by endeavouring to dry-clean a dirty car. The mica becomes scratched and in time almost opaque. The best way to remove mud from the windows is to use a soft, wet sponge.

A side curtain which is scratched or blurred may be effectively cleaned, and amyl-acetate is often recommended as a medium. Unfortunately, so far as the amateur is concerned, it requires very careful handling, otherwise the last condition will be worse than the first, and for this reason it is strongly recommended that one of the several preparations which are especially sold for cleaning celluloid should

B32

DEFYING THE WEATHER.

TOPICAL
MAINTENANCE



NOTABLE advances have been made in all-weather equipment during recent years, but we sound a warning note to manufacturers by suggesting that they should not allow their designs to suffer from over-elaboration, which means extra cost and complication. All-weather equipment must be simple and straightforward in every detail of design.

be used, when the owner can proceed with confidence and with the knowledge that his efforts will be successful.

The writer was once acquainted with an enthusiast who purchased a light car boasting of a complete and elaborate all-weather equipment, which, however, was never in place even in the worst weather. When asked why he did not use it, he replied: "It takes me so long to sort out the pieces and to fix them, that I cannot be bothered: I would sooner slip on a heavy mack."

It is only too true that often the bother of erecting side curtains accounts for their non-appearance, but, actually, if a small degree of intelligence is brought to bear on the problem, no difficulties should arise.

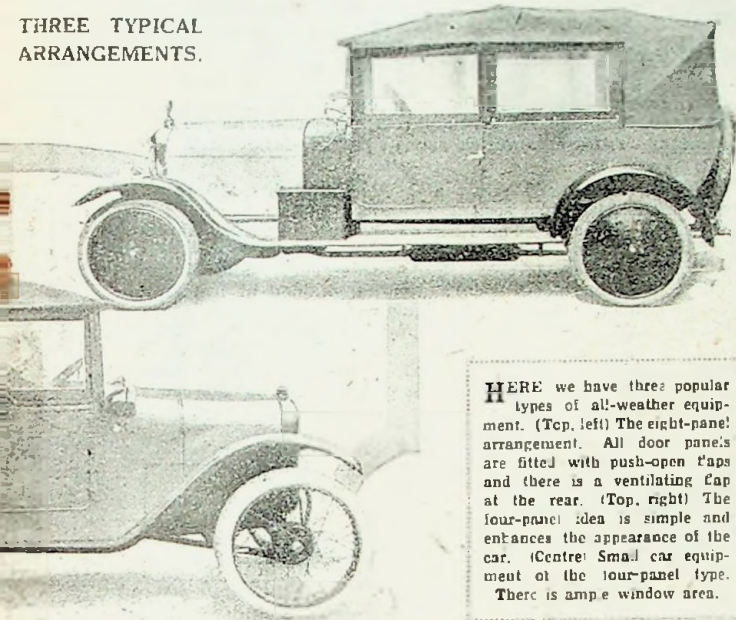
For instance, it should be quite obvious that any side curtain which is equipped with a signalling flap belongs to the front, and, as press-studs invariably are fixed in position from the outside, it should take but a moment to examine these fasteners and thus discover whether it is an off- or near-side fitting. In the same way, the rear curtains are usually curved to fit the outline of the edge of the hood, and, by examining the studs, the side to which each curtain should be fixed can be easily ascertained. Assuming that the equipment is of the six-panel type, there remain only two panels, and their positions are automatically fixed.

It must be admitted that there is a distinct art in erecting side curtains. Usually it is found that the first few turnbuckles or press-studs can be managed easily, but when those at the other end of the panel are tackled they do

An arrangement which gives vision of both driver and the side-curta

HINTS AND TIPS FOR THE ERECTION AND USE OF ALL-WEATHER EQUIPMENT — THE DANGER OF OVER-ELABORATION.

THREE TYPICAL ARRANGEMENTS.



HERE we have three popular types of all-weather equipment. (Top, left) The eight-panel arrangement. All door panels are fitted with push-open flaps and there is a ventilating cap at the rear. (Top, right) The four-panel idea is simple and enhances the appearance of the car. (Centre) Small car equipment of the four-panel type. There is ample window area.

not fit. In this connection the following tip should be borne in mind. Should the windscreen be of the single panel type, with fixings at the sides for the forward curtains, slack off the windscreen wing nuts and loosen the hood straps, then fasten the rear-most studs of the forward curtains, accommodating both hood and windscreen, to the forward fasteners afterwards. With the two front screens in place, the hood should be approximately in the correct position to take the remaining side pieces without any difficulty, but even then it may be necessary to ease the hood sticks slightly one way or the other.

It is just possible that, owing to shrinkage of materials, one fastener of a side screen will defy both kindness and brute force, the one in question being, of course, the last which it is necessary to do up. In this case there is often no harm in leaving it undone, and this is a far better plan than to strain at the material and perhaps damage the side curtain or the hood.

One of the disadvantages of side screens is that when they have been in use for some time they are liable to wear along the top edge, owing to chafing and to rattle either against the sides of the windscreen or against the hood sticks. In cases like this the owner-driver must use his ingenuity in devising means which will eliminate the rattle, and, ipso facto, the wear.

One cure is to cut out small felt buffers about the size of postage stamps, and, using two or three for the top edge of each side screen, to glue them securely in such a position that they will not only prevent the screen itself from being chafed, but will act as wedges and cut out vibration.

not recommended. The passenger is limited and do not fit neatly.

In endeavouring to make the inside of the car snug and comfortable, the owner-driver sometimes goes from one extreme to the other and makes it positively stuffy. It must be admitted that he is in a quandary, however, for if he endeavours to keep the inside airy by opening the screen or omitting one of the side panels, then the occupants at once complain of draughts.

In this connection it is useful to remember that very often the rear edges of the rear-most side curtains can be unbuttoned, and the hood material folded back so that there is a certain amount of ventilation. If the windscreen be tightly closed there will be no draught and the interior of the car will be kept at just the right temperature.

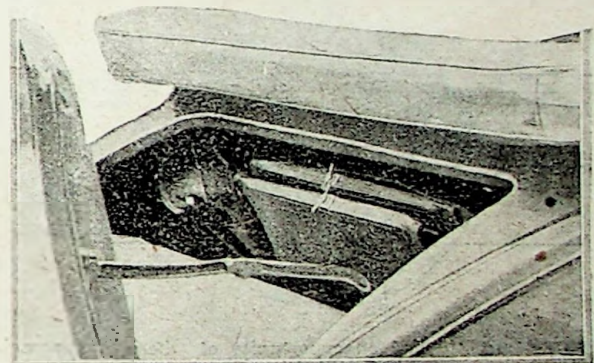
Cleaning the Fabric.

In course of time, all-weather equipment is liable to get shabby, quite apart from scratched mica, the cure for which has already been dealt with. The black fabric itself gets dirty and apparently will not yield to the ordinary treatment which is put into practice when washing down the car.

The remedy is to use a special washing preparation, such as Lux or Hudson's soap, not in large quantities, and with the assistance of a sponge and warm water. After the material is thoroughly dry, it may be given a coat of ordinary hood paint. This is sold in various forms and can be recommended with confidence.

The side curtains should, of course, be treated under cover, and care should be taken to apply the solution evenly, so as to obtain the best results.

After they have been treated, the various screens



Another neat method of storing the screens. A special envelope may be attached to the back of the front-seat squab, or the curtains may fit into side grooves.

should be hung up, and not until they are thoroughly dry should they be erected in position on the car once more. Where the framing of the side screen is in khaki twill the same procedure may be adopted, but care will be taken, of course, to select a hood paint of the correct shade.

It is surprising how an otherwise smart car may be spoiled by dirty side screens, and the owner-driver should take care to see that they are kept clean.

Many small car owners predict that the day of the detachable side curtain is over and that the more advanced all-weather equipment will consist of rigidly mounted panels which can be lifted and lowered like ordinary side windows, but it is doubtful whether such a system would be popular with every owner-driver, mainly because of the extra cost. We may expect improvements, therefore, in the present system of detachable side screens, but the difficulties in connection with their use which have been outlined above will always be present, for which reason the hints and tips given are recommended to the attention of owner-drivers.

TO suggest that this is the time of year to overhaul the all-weather equipment, see that it fits properly, and, perhaps, fix side panels permanently in position may appear paradoxical; but it is a curious trait of the British motorist's character that in the summer time he prefers to get wet and have an open car so far as possible, whereas directly the departure of so-called summer is marked by the return to winter time he considers that weather conditions have also taken a change for the worse and that they necessitate the closing in of the car, to guard the occupants against the effects of an always fickle climate. This much must be said, however: all-weather equipment not only keeps out rain, but cold winds as well, and however wet an English summer may be, side curtains are seldom necessary to guard against the latter.

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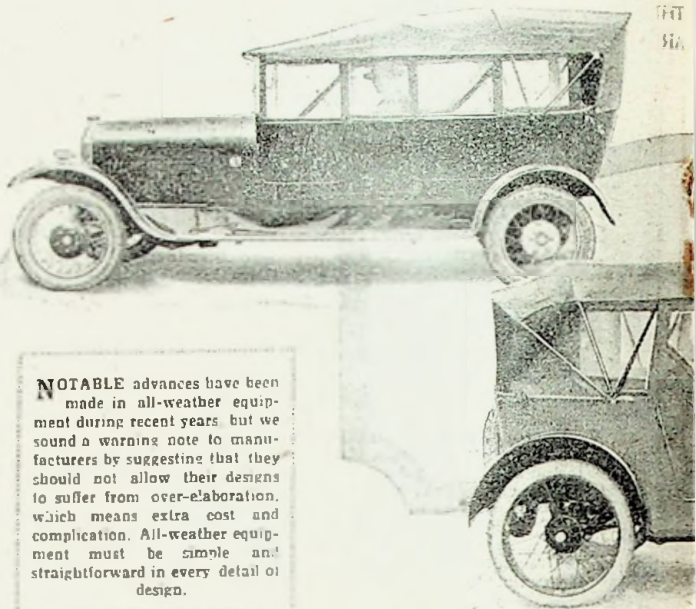
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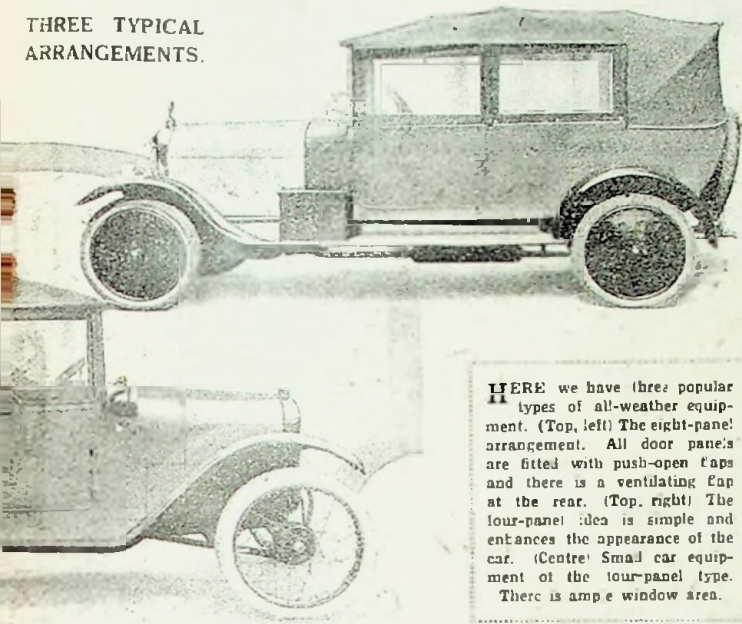
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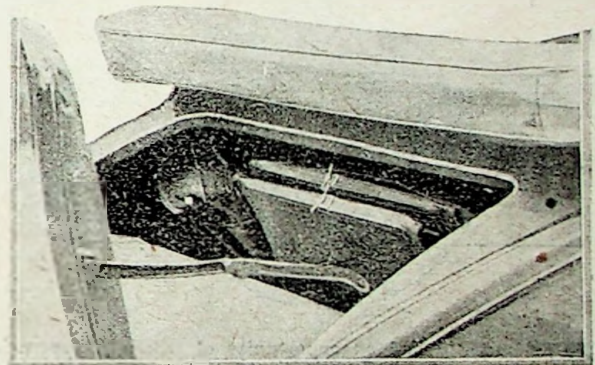
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Another neat method of storing the screens. A special envelope may be attached to the back of the front-seat squab, or the curtains may fit into side grooves.

should be hung up, and not until they are thoroughly dry should they be erected in position on the car once more. Where the framing of the side screen is in khaki twill the same procedure may be adopted, but care will be taken, of course, to select a hood paint of the correct shade.

It is surprising how an otherwise smart car may be spoiled by dirty side screens, and the owner-driver should take care to see that they are kept clean.

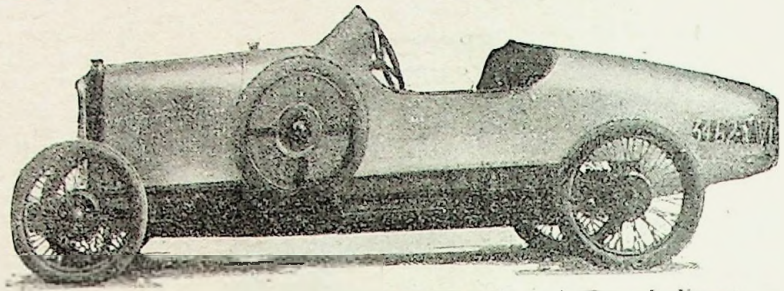
Many small car owners predict that the day of the detachable side curtain is over and that the more advanced all-weather equipment will consist of rigidly mounted panels which can be lifted and lowered like ordinary side windows, but it is doubtful whether such a system would be popular with every owner-driver, mainly because of the extra cost. We may expect improvements, therefore, in the present system of detachable side screens, but the difficulties in connection with their use which have been outlined above will always be present, for which reason the hints and tips given are recommended to the attention of owner-drivers.

LIGHT CARS at SAN SEBASTIAN

THE second San Sebastian Grand Prix for touring cars, which was held last week, proved a genuine light car triumph.

Twelve cars started in the 1,100 c.c. and 1,500 c.c. classes, and all but one finished. The remaining four classes for large cars also totalled 12 starters, but only five completed the race.

The roads of the Guipuzcoa circuit are excellent in dry weather, but the persistent rain made them greasy and dangerous. As a result, the speeds realized were not so great as had been expected. By far the most interesting category in the race was the 1,100 c.c. In this there were nine starters, and all the nine finished. Ten laps of the course had to be completed, a total distance of 177.5 kilo-



SPORTING
LINES.

This graceful Sports Hispano is surely the embodiment of speed. It bears, incidentally, a striking resemblance to many British cars which ran in the 200-Mile Race.

metres (109.05 miles). Leblanc (Salmson) and Louis Rigal (Aries) took the lead at the start, and by the end of the fifth lap they had a lead of five minutes over the third man, Bloch, who was driving an Amilcar. These positions were retained during the remaining five laps, but Leblanc and Rigal increased their lead to 10 minutes.

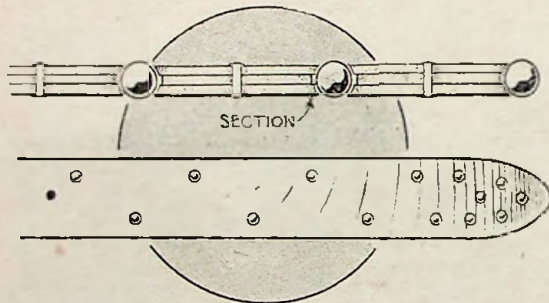
Leblanc won the race in 2 hrs. 8 mins. 59 secs., his average speed being 82.564 k.p.h. Rigal's time was 2 hrs. 9 mins.

34 secs., and Bloch's 2 hrs. 19 mins. 23 secs.

The 1,500 c.c. category was less interesting. Three cars started—Peris (Aurea), Sailer (Mercedes), and Murga (Citroen). Murga skidded at a corner during his fourth lap and crashed into a tree. The final times were—Sailer (Mercedes), 2 hrs. 35 mins. 28 secs.; Peris (Aurea), 2 hrs. 40 mins. 3 secs.; Sailer's average speed in the Mercedes was 82.204 k.p.h.

DEFEATING THE SKID FIEND.

CONVINCING TEST OF AN EFFECTIVE ANTI-SKID DEVICE.



SIMPLE AND EASILY FITTED.

The simplicity of the device may be judged from these sketches. The plates are made in halves and may easily be inserted between the spring leaves. There is nothing to break or get out of order.

WE recently had an opportunity of trying a car fitted with Rectaskids and we found that the claims of the designer were amply substantiated. Our trial took place in ideal weather from the skidding standpoint and was conducted over tramlines, asphalt roads and cobble sets. With its wheels in the tramlines the car was driven "hands off" until a junction was reached, when the back of the car slewed just sufficiently to indicate that a skid was in the making, but it instantly corrected itself and carried on in a straight line.

To be able to negotiate a sharp turning on wet asphalt at a speed of about 20 m.p.h. and still retain full control of the car, would be almost impossible without Rectaskids, but with them this may be done at any time. On a wet road, sufficiently wide to allow the car to be turned in one lock, there is no suggestion of skidding when the wheels are swung hard over at a speed of about 15 m.p.h., the only thing that happens being that the body settles down hard on one side and instantly regains its normal position without first of all swinging an almost equal distance to the other side.

A further enlightening demonstration was that of running up a three-inch

kerb by approaching it at an acute angle and steering the car with only one finger on the wheel. As the front wheel struck the kerb, only the merest suspicion of a shock was felt and there was no deflection of the steering. The car was not fitted with four-wheel brakes, but had only the usual two on the back wheels and one on the driving shaft, so that the braking tests were the more convincing.

It would be incorrect to say that a car fitted with Rectaskids positively does not skid, and, in fact, the designer makes no such claim. What actually happens is that any skid is automatically corrected long before the car is out of control, and it is doubtful if any car driven in the ordinary manner would even commence to skid, but on the demonstration run efforts of all kinds were made to induce skidding.

By braking sufficiently hard to lock the back wheels at about 25 m.p.h. on wet asphalt a slight tail-wag was obtained, but the Rectaskids immediately corrected this, and, with the wheels still locked, the car could be steered wherever the driver wished.

Rectaskids consist of rustless steel plates in which are fitted eighth-inch

steel balls. The plates are placed between the top and second and second and third leaves of the front springs and between the top and second leaves of the rear springs. They are made in halves, so that it is unnecessary completely to dismantle the springs in order to fit them. It is recommended by the makers that the Rectaskids should be coated with grease before assembly, and gaiters may advantageously be fitted because by excluding dirt and water the springs are prevented from becoming stiff due to rust, and tending to destroy the action of the Rectaskids.

As the thickness of the steel plates is such that the balls project only a small amount above and below the surface, there is no fear of water or dirt getting between the leaves and upsetting the action of the device.

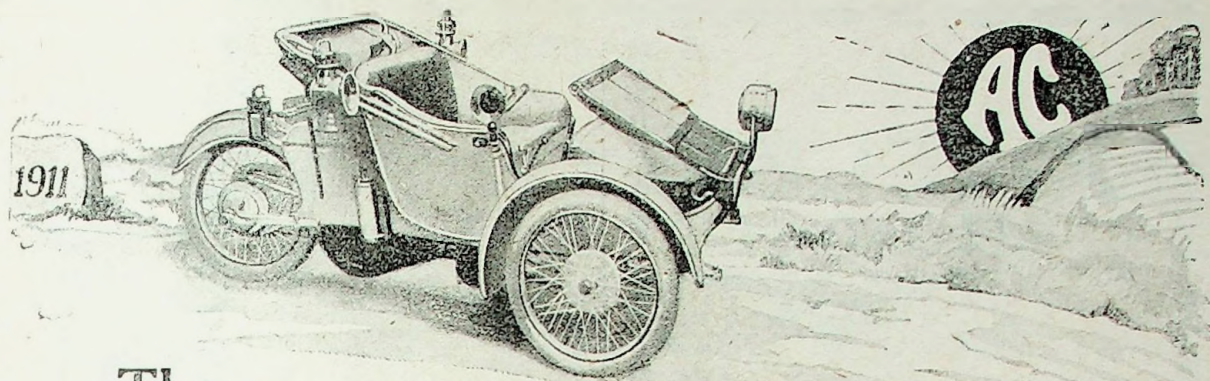
The demonstration car had a gauge fitted to the front axle which indicated the amount of spring deflation, and it was noticed that the springs moved about six inches each side of their normal position; over bumpy roads the smoothness of running was remarkable.

A complete set of Rectaskids for a car up to 10 h.p. and fitted with quarter-elliptic springs costs £4 4s and for cars with half-elliptic springs £6 6s. The address of the makers is Rectaskid, Ltd., 30, Grosvenor Place, London, S.W.1.

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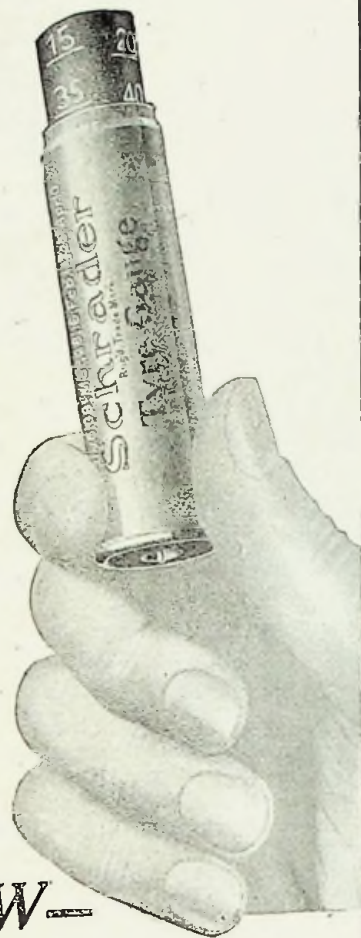
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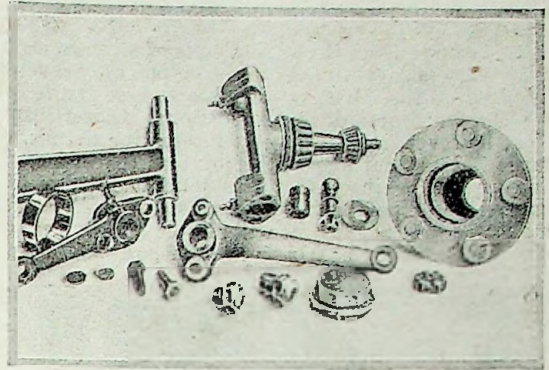
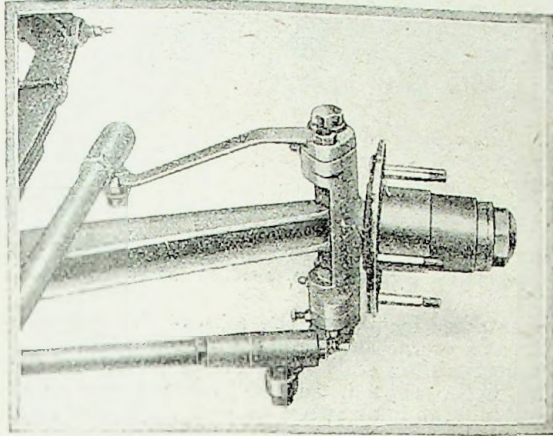
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THE PRACTICE OF STEERING.

A CRITICAL ANALYSIS — MODERN TYPES ILLUSTRATED AND DESCRIBED.

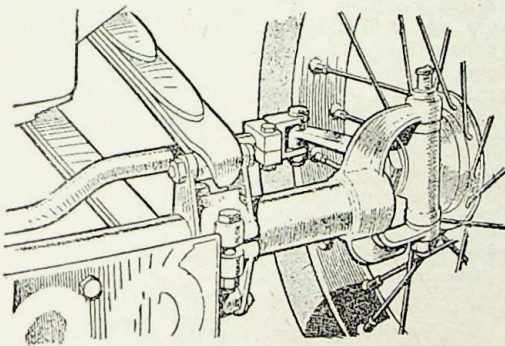


A MODERN STEERING ASSEMBLY.

On the left is a photograph of the steering head of the 10-20 h.p. Calthorpe. On the right the various parts which go to make up this head are shown disassembled.

IN a recent issue of *The Light Car and Cyclecar* an article appeared dealing with the theory of steering. In this article the writer will endeavour to show how some makers carry theory into practice. While the list of examples shown is by no means complete, it contains what are believed to be fair samples of accepted practice, and is full enough to be representative.

With regard to front axles, the G.W.K., G.N., and Alvis make use of an axle-end known as the Elliot swivel, and in this type of construction the main axle beam has forked ends; but some makers prefer to



The Elliot swivel as applied in the G.N. The whole layout gives true parallel rule action.

machine an eye in the ends of the axle beam, using a forging with a forked end for the stub axle. The latter method is known as the reversed Elliot, and the types fitted on the Calthorpe, Bugatti and Palladium may be cited as representative.

The Lemoine Head.

The Welseley and A.B.C. incorporate a construction called the Lemoine head, the stub axle taking the form of an inverted L. A modification of this is found in the live-axle type Lemoine, in which the road wheel is mounted on a short live axle supported on ball bearings in a case forged on to the stub axle. Crouch, Singer and Clement-Talbot make use of this construction.

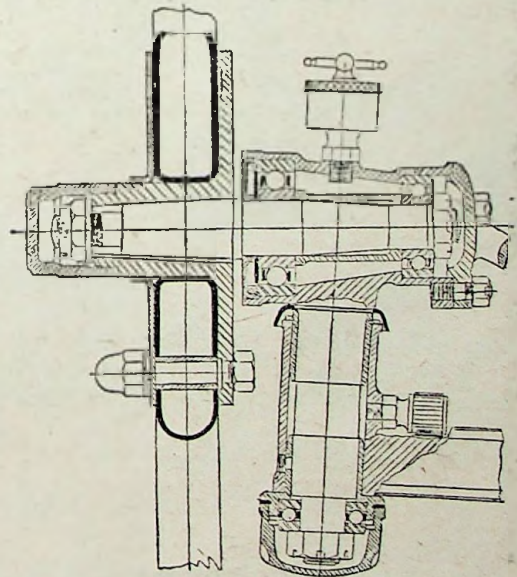
The G.W.K. front axle and springing layout, although essentially simple and cheap, does not contain a single component wherein quality seems to

have been sacrificed to price; in fact, there are many axles considerably more expensive which are not nearly so good. The observer, on viewing the car, is struck by the large diameter of the front hubs. Closer inspection reveals the fact that the hub shell acts as a brake drum—with the following advantages: low cost, accessibility, lightness and freedom from overheating.

Spring Anchorage.

In the previous article it was mentioned that it was possible to design a quarter-elliptic spring which resists the tendency of the swivel pin to cant forward during rebound on a bumpy road surface. The G.W.K. and the Rhode are thus designed. The former has its springs attached to an extension piece about 4 ins. in front of the axle beam, and it will be seen that any action which tends to twist up the front spring must act through a certain leverage.

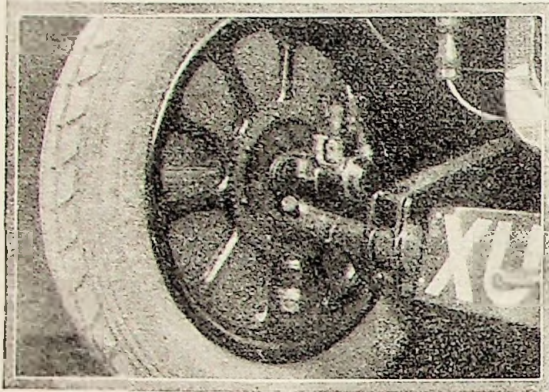
Another rather interesting method of preventing axle twist is seen on the 9.5 h.p. Rhode. In this case a short lever extends back from the axle and grips the spring near the end of its third leaf. A further feature of the springing on this car is the abutment pad fitted to the rear end of the spring. In the event of the wheel striking a bump this plate takes the



A sectional drawing which shows at a glance the difference between the Elliot swivel and the Lemoine head. The above design is that of the 8-18 h.p. Talbot with live axle.

THE PRACTICE OF STEERING (contd.).

thrust and relieves the spring bolts of all shear stress. A very conventional Elliot type of swivel is adopted on the Alvis, remarkable at first glance only for the sturdiness of its proportions. Closer inspection, however, reveals several interesting details, the large bearing surface of the joint at the end of the track rod, for instance. This joint is fitted with a renewable bronze bush, and provision for the attachment of a grease gun. It will also be noticed that the shank extends for nearly an inch beyond the threaded

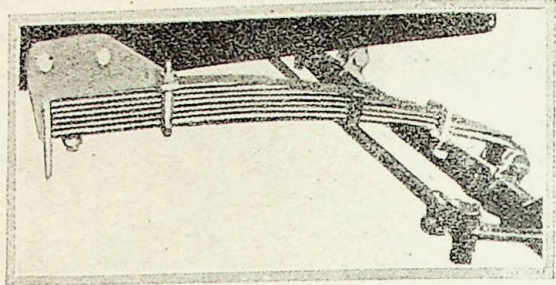


The live-axle type of Lemoine head as exemplified on the Crouch. It gives remarkably sturdy construction.

portion of the track rod, thereby strengthening it at its weakest point and protecting the threads from rust. It is such small details, never noticed unless one takes the trouble to investigate, that help to improve the breed.

Of the reversed Elliot type of axle, the Calthorpe is as good as any other, although it is rather unusual in appearance. The designer of this axle perhaps has experienced swivel-pin trouble during his career, for in this design he has taken no chances. Not only does he use exceptionally widely spaced and large swivel-pin bearings, but he has arranged that these bearings can be renewed by unscrewing four studs. The grease gun connection on the end of the ball joint is also noteworthy, because many designers neglect to provide a means for lubricating these

joints. Ettore Bugatti, one of the few designers who understand the use of leather and wood in motorcar construction, has designed a leather joint for the end of the track rod of some of his racing cars. The Crouch boasts of a rather unusual assembly of the live-axle type. In this case the castor effect



A short torque arm at the front and an abutment plate behind the anchorage are found on the 9.5 h.p. Rhode.

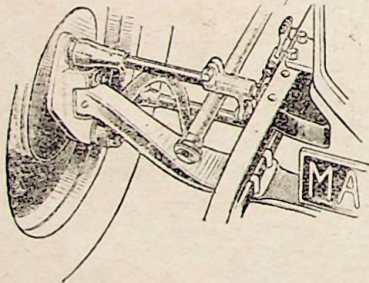
is obtained by placing the axis of the stub behind the axis of the swivel-pin; whilst the duplex road springs ensure a truly parallel-ruler path for the axle. The G.N., which is an excellent example of a car combining an Elliot swivel with the set back stub axle, also makes use of a parallel-rule system.

Lowering the Centre of Gravity.

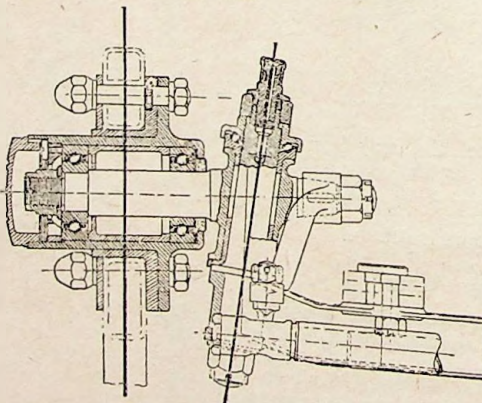
In the A.B.C. and the 8 h.p. Clement-Talbot hubs and axle ends, we can examine both types of Lemoine head at their best. Both the cars to which these hubs are fitted are very fast, light machines; and one cannot doubt that much of their excellent road-holding qualities are due to the fact that the low front axle beams (necessitated in this construction) enabled their designers to bring down the centres of gravity.

Worthy of note is the single ball thrust used in the latest Lea-Francis cars. This practically eliminates the need for constant lubricating, and ensures a very sweet steering action. Of equal interest is the thrust race in the 8-18 h.p. Talbot assembly. This is carefully enclosed by a dust cap, as can be seen by referring to the line drawing on the preceding page. Note also the ease with which both the live axle and the steering pivot can be lubricated.

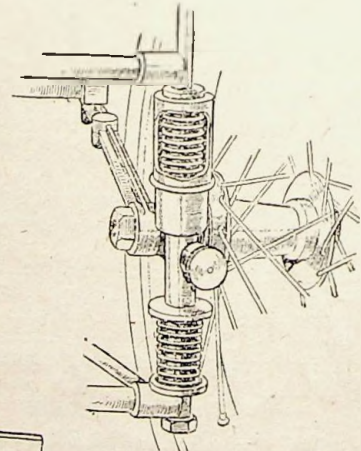
J.H.



(Left) A reversed Elliot swivel incorporating front-wheel brake. Note the cranked steering arm, an arrangement which permits the drag link to move in the same radius as the axle.



(Left) The single ball thrust which is a feature of the latest Lea-Francis. It minimizes wear and cuts down the need for lubrication to a minimum. (Above) The hub and swivel on the A.B.C., a dead-axle type of Lemoine head.



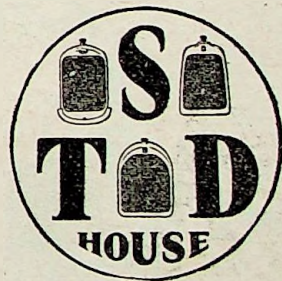
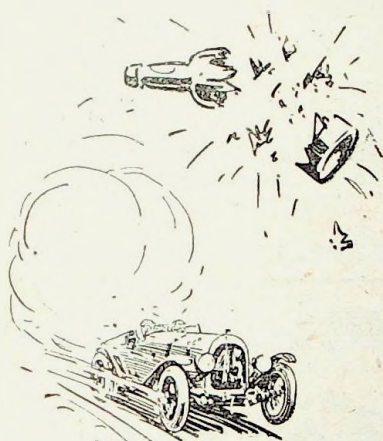
Virtually an Elliot swivel, the steering layout above is unconventional, but eminently suitable for a simple three-wheeled cyclecar. The stub is placed behind the pivot pin in order to give a true castor effect.

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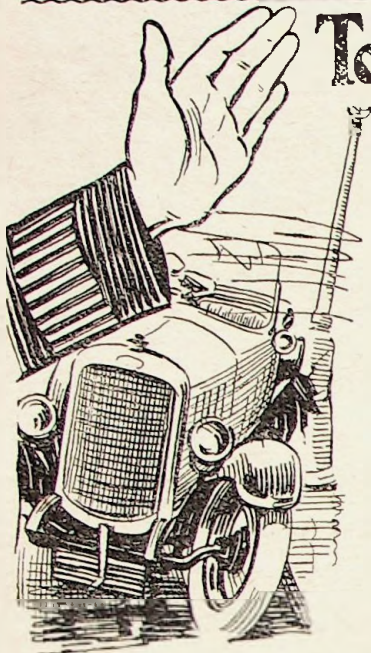
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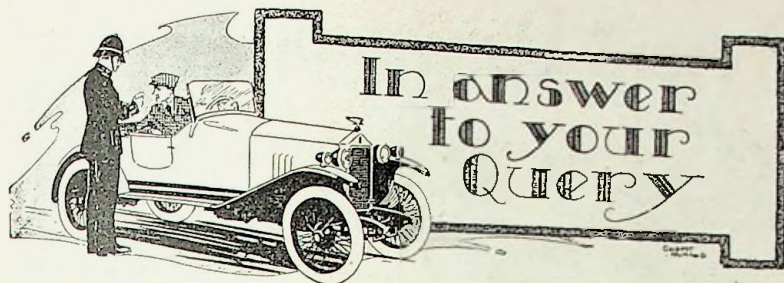
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The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested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

Checking Tyre Pressure.

B.L.U. (London, S.E.1).—There is a Schrader pressure gauge especially for use with low-pressure tyres. The price is reasonable and it is stocked by nearly all garages.

An Elusive Knock.

G.C. (London, W.1).—The knock which has developed on your car after the fitting of a new ball race may be caused by the race being a bad fit in its housing or having a cracked ball, but as you do not tell us in what part of the car the race was fitted, we cannot give you any certain cause.

An Accumulator Defect.

J.M. (Cardiff).—If your accumulator is showing over six volts and the lights are still dim, there must be some defect in the wiring circuit, and we advise you to examine this carefully to see that all terminals, also the spring contacts in the bulb sockets, are tight. Gas-filled bulbs are available for six-volt lighting sets, and can be obtained at any large accessory dealer.

Leaking Radiator.

H.B. (Lavington).—The only real cure for leaking tubes is either to have them replaced or soldered. This is not usually an expensive matter, but it involves removing the radiator from the car. There are preparations on the market which, when mixed with the cooling water, seal up any small leak in the tubes. You are right in supposing that bran or oatmeal may be used to stop leaks, but unfortunately it is apt also to stop up the tubes themselves.

Petrol Gauge.

G.T.C. (near High Wycombe).—There should be no difficulty in cutting a hole in your dashboard to allow of the fitting of a petrol gauge. There are various types of petrol gauge on the market, the majority of which are accurate and well made, although we think you would do well to consider the ordinary armoured glass-tube type. Their main disadvantage, namely, the liability of the glass to break, can easily be overcome if a tap is fitted, so that in the event of a leakage, the tap can be turned off and the flow of petrol checked.

Humber Eight Saloon.

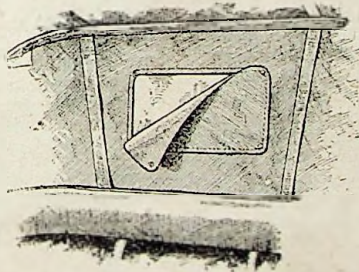
C.P. (Walton-on-Thames).—You are correct in believing that the Humber Eight was the first light car to be fitted with a "chummy saloon" body. Actually this body provides ample accommodation for three adults.

To Cure Oiled Plugs.

W.B. (Bristol).—You complain that you are frequently troubled with oiled plugs, but you do not mention what type of plugs you are using. Try a make which has long thin electrodes as the oil burns off these before it causes short circuiting.

An Anti-dazzle Device.

E.W. (Liverpool).—If you cut a piece of close-woven material or leather—preferably the latter—a little larger than the size of the rear window of your hood, and fix it over this panel by means of four buttons—one at each corner—the trouble caused by the light of an overtaking car reflected back from your windscreen will be eliminated. When reversing, the cover can, of course, be removed.



A device for warding off reflected light from the headlights of a following car.

Gear Lubricants.

T.G. (Crewe).—We do not advise the use of thick grease in a gearbox, because the wheels will merely cut grooves in it and then, perhaps, run almost dry. Oil is advisable for two reasons—the first being of course, for adequate lubrication of the gear wheels and bearings, and the second for cooling purposes. The oil is constantly being churned up, and, after coming into contact with the hot gears, is thrown against the comparatively cool walls of the gearbox, thus ensuring a reasonably low and constant temperature.

Solex Carburetter Setting.

G.B.R. (Pretoria).—The usual setting of carburetters on Citroën cars is 16.5 choke and 90 main jet for French petrol. When using English fuel, this setting should be changed to 17 or 18 choke and 85 main jet.

The Weymann Body.

R.N. (Bedford).—The principal advantages of the Weymann body are that it is silent, light and waterproof, while there is no varnish to scratch or get dulled, and the body needs little care to keep it in first rate condition. Provided that a stock covering is selected the results of an accident are easily rectified.

Tight Bolts.

P.H. (Antrim).—Bolts and nuts which have become rusted up may often be freed by a liberal application of paraffin. The use of ordinary vinegar is also to be recommended, as, being an acid, it tends to eat in under the rust, and, after a few hours' soaking, the nut may usually be unscrewed.

Alvis at Full Throttle.

C.H. (London, E.10).—The maximum speed of the average super-sports Alvis exceeds 70 m.p.h., while 60 m.p.h. can be attained in third speed. It is not advisable, of course, to run the car at its maximum speed in the lower ratios, and if you do so broken valve springs may result; 50 m.p.h. is a safe speed in third, and is surely all you require.

Damp Magneto.

R.L. (Dublin).—You should certainly take steps to cure the continual trouble caused by dampness in your magneto. You can reamer out the fibre brush in which the pin of the bell crank is fitted, as it will not matter if this bearing is a trifle slack. Your idea of covering the magneto with a hood on account of its exposed position is quite good and well worth carrying out. The hood should be made of non-hygroscopic material.

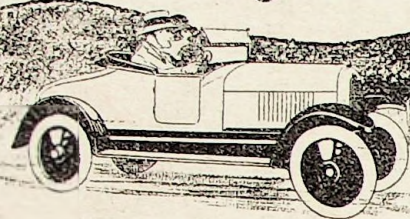
Valve Caps.

S.F. (Wakefield).—You will be unadvised to smear the threads of your valve caps with gold-size before replacing them in the cylinders, as the caps will stick so tightly that it will be almost impossible to remove them. Provided that the faces of the cylinders and caps are true, a well-fitting copper and asbestos washer will make the cap compression tight. It is a good plan to rub graphite on the cap threads; this prevents sticking and ensures easy unscrewing.

Windscreen Rattle.

C.B. (Coventry).—You can easily cure the objectionable rattle caused by the panels of a two-panel windscreen striking against one another by sticking a small strip of rubber along the top edge of the lower panel. Prout's glue is one of the best adhesive mixtures to stick rubber to glass. You can, if you wish, buy one of these buffers ready made in the form of a clip, which can be slipped on in a second. It is marketed by S. Mills and Co., Ltd., Standard Works, Nineveh Road, Handsworth, Birmingham.

Our Readers' Opinions.



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

BRITISH LIGHT CARS LEADING.

No Germans Need Apply!

German Cylinders.

Quite apart from the general tenor of your correspondent's letter regarding the German 10 h.p. Adler, it is surprising to find anyone stating that the Germans seem to have the secret of making motorcar cylinders.

Castings from Abroad. There are, undoubtedly, large importations of cylinder and piston castings from Belgium, France and Italy, but we do not

hear of these being imported from Germany.

If Germany could produce better cylinders than our own foundries or those of Belgium, France and Italy—irrespective of price—there would be a large market here more than willing to take her goods.

S. EVANS.

German Light Cars.

Mr. Bloomberg's letter in a recent issue of *The Light Car and Cyclecar* is really most interesting and instructive. I suppose actually it is meant as a joke. He could not imagine

A British Comparison.

that we poor British are unable to make a light car that can average 25 miles an hour for 50 miles, and surely he cannot imagine also that the Germans "have us

beaten to our knees" in the manufacture of light cars.

If this is so, then the British light car in which I recently did 50,000 miles in 12 months cannot have been truly British.

For Mr. Bloomberg's especial benefit I would also like him to know that I was in the habit of driving this car at about 35-40 miles an hour for distances of 100 to 120 miles, non-stop—and the car was only a little Rover S, but it was British.

BRITISH

Mr. Bloomberg's Rashness.

What with the Mercedes enthusiast and Mr. Bloomberg boosting his 10 h.p. Adler, it augurs well for the forthcoming German Loan. I have a feeling that Mr. Bloomberg is still another witty leg-puller. He makes

His Adler his statements "without posing as an authority"—forsooth!—next time he

"Record."

wishes to appear modest he should not take it for granted that there is the slightest chance of his being accepted as an authority.

He is apparently proud of his record of an average of 25 m.p.h. for 50 miles or more; my short-stroke Rover S could almost do that on one cylinder and be safe, although perhaps not steady. Judging from the way he makes his poor old Adler rev., it is quite understood how he achieves his "steady and safe record of service."

Oh, Mr. B., you are in for it! I thought the criticism

B42

Messrs. "Fairplay" and "Daimler" got for their rashness would deter anyone from practising bad jokes on the British light carist.

Mr. B.'s greatest risk, apparently, has been in taking the careful and steady old "Dawdler" out in every kind of weather. As, for the past year or so, we have had only one kind of weather in this country, I would advise him to use Lux when washing down.

No! Mr. Bloomberg, you make a "bloomer"—British cars are like whisky—they are all good, some perhaps better than others, and if British light carists only now and then averaged 25 m.p.h. in a 50-mile spin, most of the makers would go bankrupt. I have no doubt you will be more or less mildly informed through these columns that the average British light car might average 50 m.p.h. for 25 miles or more in sunshine or in rain.

THOS. F. HENDERSON.

Rosslynlee, Midlothian.

A Friend of Germany.

It occurs to me that Mr. J. Bloomberg, whose letter you recently published, will be pleased to know that an acquaintance of mine entirely agrees with him that it would be nice to see Britain first, although the Germans have unfortunately "beaten us to our knees." His name is Frederick von Grosse Deutsche.

I. F. MORGAN.

A Question of Nationality.

Is Mr. J. Bloomberg of the same nationality as the engines of which he is so proud, or is he suffering from a touch of liver? I do not know anything about these wonderful

Adler cars, but during the last 17 months

Singer or Adler?

I have driven a Singer 10 over 18,000 miles with only one involuntary stop through a choked petrol filter. I have had no breakages, and consequently, no trouble.

I use my car every day and in all weathers. I have even driven it with snow up to the front axle. Not once has this car refused to start at the third turn of the handle, and I have also just done a journey of 150 miles in six hours, 100 of these without a stop. I am also getting 43 to 45 miles to the gallon on Pratt's Mixture. Can the Adler beat this?

The Germans are, no doubt, very smart at some things, but they have not yet beaten us at engineering, and I think it is very unlikely that they ever will do so. During the late war many people in this country imagined them to be super-engineers, and they were undoubtedly very good, but it has amply been proved that we can and do excel them in every form of engineering work.

I have no interest in the Singer Co., except as a very satisfied owner.

ME 8067.

27,000 Miles without a puncture !

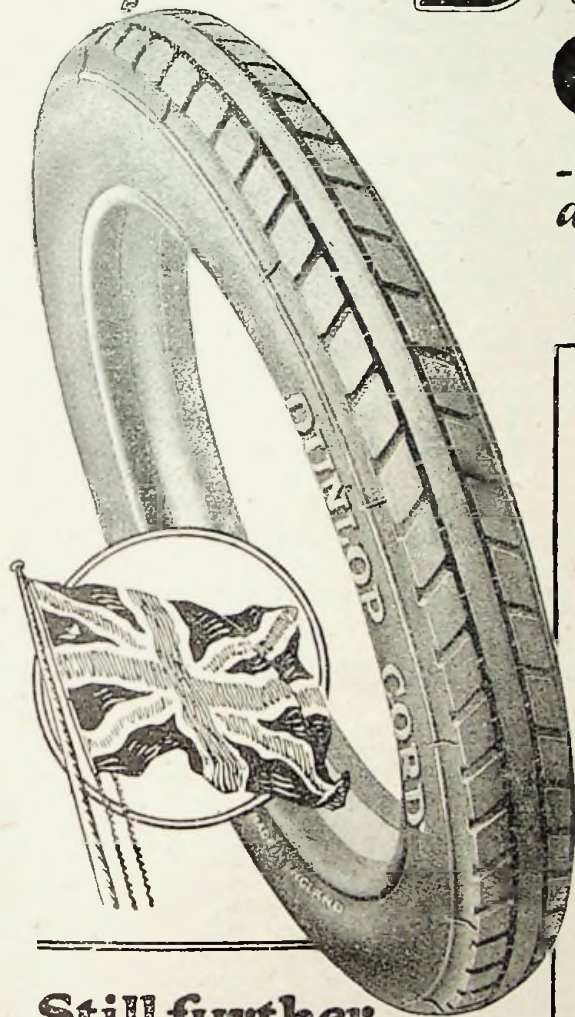
TALBOT O'FARRELL

Praises

**DUNLOP
CORDS**

*-and he travels over all sorts
and conditions of roads in all
kinds of weather.*

Here is his Testimony :—



"I am returning to you a Dunlop Cord Tyre removed from my Armstrong-Siddeley 30h.p. Saloon Car. This tyre was supplied originally with the car, and has been run over all sorts and conditions of roads, and has done 27,000 miles. I have only now taken it off because I am fitting Dunlop Straight Side Tyres all round. The tyre has never even been punctured."

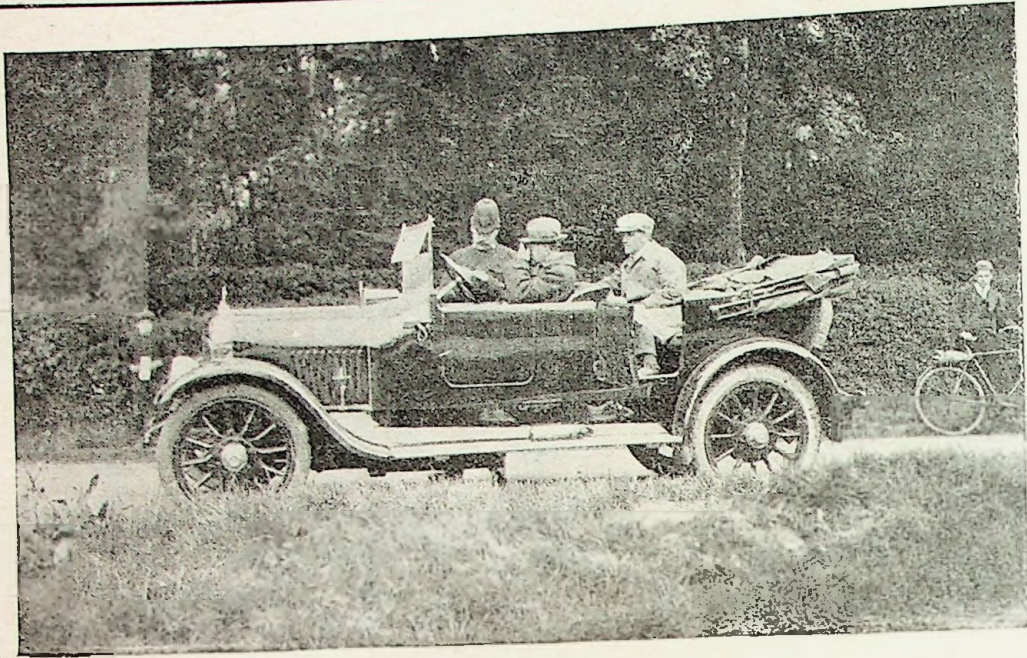
**Still further
endorsement of
the famous advice—**

'fit Dunlop and be satisfied'

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Branches throughout the World.

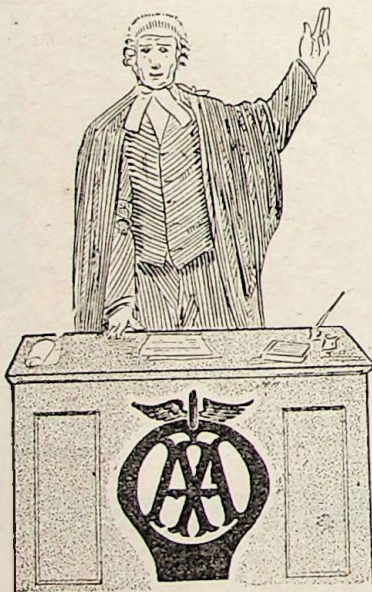
C.F.H. 379



A prelude to a Summons ?

Free Legal Defence

is one A.A. Benefit
which alone is worth
the annual subscription.



It may be merely a technical offence, but it means the loss of a day to the non-member, retention of a solicitor, or an undefended case.

On the other hand, the Association briefs a solicitor *au fait* with motoring cases on behalf of a member who is thus saved the inconvenience and expense otherwise entailed.

But this is only one of the many A.A. benefits—other advantages include: A.A. day and night patrols, road service outfits, roadside telephone boxes, home routes, foreign touring assistance, engineering advice, etc.

Have you considered how much more enjoyable and "safe" your motoring will be with these services ever at your command ?

If you are not yet a member, why not learn for yourself what A.A. membership means to you ?

Full particulars are given in a booklet "Always Ahead," which can be obtained from the Secretary, The Automobile Association, 29, Farnham House, Whitcomb Street, London, W.C.2.
Send a postcard for a copy to-day, or call and see us at

STAND No. 62, OLYMPIA,
October 17th to 25th.

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers

OUR READERS' OPINIONS (contd.).

Daily Mileage.—What is the Record?

Mileage in One Day.

I am afraid Uganda's record of 320 miles in one day will be swamped by those of some other drivers. Twice I have run straight from here to the Rover works at Tyseley, Birmingham, in 12 hours including stops, a distance of just over 300 miles, my average mileage per hour each time being over 27, this with a short stroke Rover 8.

A Rover
8 Record.

I have had this model two years, and it is running as well as ever, when cleaned and polished it looks like a shop model despite the 13,000 miles to its credit—this reflects very favourably on the coachwork of the present British light car.

THOS. F. HENDERSON.

Miles per Day.

With reference to the correspondence under the heading of "Mileage in One Day" in a recent issue, I am beaten at the outset by "Uganda," but perhaps my trip is worth recording. On August 17th last I had

Service After a run from Manchester to Eastbourne on my 8 h.p. Talbot. I left home at 5.58 a.m. alone, with 140 lb. of luggage, and arrived at Eastbourne Promenade at 4.5 p.m. My stops totalled over 50 but under 55 minutes, and it was raining up to Aylesbury, but fine for the remainder of the 263 miles. I shall be very interested to see in your columns whether another 8 h.p. car has beaten this trip.

Quite apart from what I have written above, I have noticed occasionally that you have included in your paper expressions of appreciation by readers who have been well served by some motor trader, and I also would like to express my appreciation of the after-sales service rendered to me by Messrs. T. B. André and Co., Ltd., of London.

K. ASHCROFT.

Manchester.

Big Average Mileage.

Your correspondent's letter over the nom-de-plume "Uganda" has interested me; but I cannot help him to any great extent beyond the following facts. I left London in my four-seater sports car on a Monday

A Strenuous
Week.

morning after breakfast, and arrived at Camborne, in Cornwall, in the evening. The night was spent there, and the next

day the car was taken to Land's End. I left Land's End at 5.30 p.m. on the Tuesday, and drove through Tuesday night and through Wednesday to Carlisle, arriving there about 7 p.m.

I continued on the Thursday morning throughout the day and night, arriving at John o' Great's at 10 o'clock on

Friday morning. This was the occasion of the Land's End—John o' Great's trial, but my car did more than most of the others, in that it left the most northerly point on that same Friday morning, and arrived at Coventry on the Sunday evening.

It may be of interest to your correspondent to know that from Inverness to Coventry was one continuous run, except for meals, via Oban and the west.

From Coventry I came south on the Monday to Ascot, and the complete mileage worked out at 2,200 miles in the seven days and nights.

This is, of course, a much more strenuous run than is usually indulged in, and the trial was naturally responsible for the larger amount of the mileage. But it is an interesting thing to note that absolutely no adjustment was required on the whole of the distance, and, with the exception of changing a wheel on which a tyre burst, nothing was done but to fill up with oil and petrol.

The car has done 18,000 miles since it was put on the road in March, that is, at the rate of 3,000 miles a month, or 100 miles a day.

BLACK RILEY.

Hove.

An Enthusiast's Long Drive.

The following run may be of interest to Uganda and other readers. Last Saturday I drove my 7 h.p. Jowett, with a friend as passenger, from Northwich to Brooklands and

back in 24 hours, so as to be able to see the 200-Mile race. We started at 5.5 a.m., arriving at Brooklands at 12 noon, the distance of 186 miles being completed

in 7 hours at an average speed of 26½ m.p.h. Incidentally Mr. J. Bloomberg should be interested in this, and compare it with his 10 h.p. Adler performance.

We were in time to view the competing cars in the paddock before the race. The return journey was commenced at 6.35 p.m. and at Slough 4½ gallons of petrol were put into the tank and a little oil in the sump.

We spent an hour at Amersham for supper and lost an hour at Newcastle through missing our way, Northwich being reached at 5 a.m. on Sunday. Nine hours of this journey was in the dark during one of the worst gales in England for years, the roads being strewn with branches of trees. The total distance was 390 miles, petrol consumption 47½ m.p.g.

The Jowett ran perfectly the whole way, the Brolt lighting outfit gave every satisfaction, as it always does. My only complaint was the exorbitant charge of 10s. being made to take my car into the public enclosure for a few hours.

7 H.P.

In Favour of the Metric System.

The Metric System Upheld.

Metric Weights and Measures.

It is evident your correspondent, Mr. P. H. Marshall, has never lived in a country where the metric system is in use; had he done so, he would not call it "ridiculous." This

Simple and
Accurate.

system of weights and measures is now adopted by a large number of countries in the world, and by a vast number of

scientific writers and thinkers even in our own. Under the Weights and Measures Act, 1878, the metric system is lawful here, and the sooner we can agree with every civilized country and adopt it, the sooner the present confusion will cease.

The metre is a scientific measurement, being one ten-millionth part of the distance from the Pole to the Equator, while the inch is three barley-corns!

The metric measures of weight and cubic capacity are based on the metre. A litre of distilled water is one thousand cubic centimetres, and it weighs one kilogramme. Then the French coins can be used as metric weights, and this cannot be said of our money.

Our existing system of weights and measures is good for nothing except to bring tribulation to the infantile mind and make jobs for school-teachers.

Mr Marshall calls himself an ordinary "Man in the Street." If the man is pushing a truck he is probably satisfied with our chaotic methods, but if the man is in a car he will soon see the advantages of the metric system.

S.J.B.F.

It is a pity that Mr. P. H. Marshall did not verify his facts before writing his letter criticizing the metric system, which you published in your issue dated September 19th.

The metre was intended to be one ten-millionth of the length of a meridian from the earth's pole to the equator. The litre is a cubic decimetre, and therefore, also has a fixed relation to "natural features."

I neither know nor care whether it was more or less correctly arrived at than the proportion an inch bears to the "unalterable polar axis," since when a man tells me the horse-power of his car I have no wish to compare its capacity with the length of the earth's axis.

The metric system is infinitely preferable to the English system because of the facility with which all calculations can be made, and experimental data can be used by its help. It does not take years of study to realize the connection between litres capacity and output—one litre (1,000 c.c.)=10 h.p., two litres (2,000 c.c.)=20 h.p., etc., is a sufficiently close approximation for most of us. I leave the arduous task of deducing the output to be expected from 1,500 c.c. (1½ litres) to Mr Marshall!

In spite of Mr. Marshall's poorly informed letter I expect most people will continue to work "metrically" rather than risk brain fever by playing about with the difficult English system.

I. F. MORGAN.

B45

OUR READERS' OPINIONS (contd.).

Views on Our Sporting News.

Less Racing News.

As a motorist who takes in all the motor journals, I should like to thank Mr. J. E. Clarke for his recent letter in *The Light Car and Cyclecar*.

I am sure he is voicing the opinions of hundreds of your readers.

Explain Car Troubles. We want more explanation of engine and car trouble generally; that is, how to keep the car in perfect running order. Mr. Editor, will you help us?
FREDK. ADCOCK.

Sporting News "Valuable."

No part of the contents of your journal is more interesting, in my opinion—and for that matter, I believe, the opinions of all my friends—than your reports of races, hill-climbs and trials. Without them we should have little to guide us in the choice of cars, accessories, and so forth, while there would be no means for comparing the performances of different makes.

Is "XO 2358" not aware that the remarkable and ever-increasing efficiency of the small car is due solely to lessons learned in racing events and speed trials? Is he also not aware that if such events were not reported by *The Light Car and Cyclecar* they would cease to be held, thus delaying progress and robbing the manufacturers of their finest opportunity for adequately testing their products?

Don't Abbreviate It. Publish fewer touring articles by all means, but do not cut down the number of pages which you give up to sport, for I am sure that these are keenly read by thousands of your readers. One has only to see the spectators at any small car event, following the proceedings with the aid of your paper, to realize how valuable is the sporting news.
Willesden. J. R. HARVESTER.

Develop the Artistic Side.

Will you permit me heartily to endorse the letters of Mr. Jno. E. Clarke and "XO 2358," appearing in your issue of September 26th? To my mind, these so-called "tests" prove nothing. My view is that they are a pure gamble, and that if the same cars were to be subjected to the same test the day following entirely different results would be obtained.

Freak Car Racing. As for racing, I think the performance of a few freak cars in the hands of experts does not interest the average motorist.

Coming to constructive criticism, "XO 2358" has made so many happy suggestions that it is difficult to add to them. A feature I personally would like to see developed in the paper is what I would term the artistic side, dealing with the beauty and romance of the road and countryside.

The more frequent publication of roadside sketches would be very welcome, and illustrations of accounts of tours generally.
PERCY CLARKE.

Our Competition Reports.

As an old and permanent reader of your paper, I would venture to suggest, with "XO 2358," that the majority of your readers will agree with me when I ask for less of your valuable space being devoted to racing matter, because this interesting "hobby" is generally beyond the reach of the average lightcarist's pocket, and yet, at the same time, they all appreciate pages devoted to road experiences, driving hints and your usual review on "revised" models.

Most of us, I think, drive towards an ultimate goal—to keep our cars right "up to the mark" and so enjoy our motoring to the utmost. Economy in upkeep is essential to the majority or owner-drivers.

In the letter from "Dix Chevaux" I noticed he found his 7.5 h.p. Citroen inclined to boil; to me this seems curious, as I have driven Citroens—7.5 h.p., 10.4 h.p. and 11.4 h.p.—both far and fast, without ever noticing any tendency to overheat, much less to boil, provided that the engine was in order.

My experience of these cars points to the fact that they are most reliable—spares, however, although easily obtainable, might well be cheaper.
R.T.M.-W.

B46

Race and Trial Reports.

I entirely disagree with the views of "XO 2358" in your issue of September 26th. Being interested in motor racing and competitions in general, I should be very sorry to see less space devoted to these topics. Unfortunately, I cannot afford to drive all over the country in order to attend the various races and trials, and, therefore, my only source of dependable information regarding these events is through the medium of *The Light Car and Cyclecar*. I wish every number were similar to the 200-Mile Race number of September 26th.
H. W. BROWNING.

An Oliver Twist.

Further Useful Criticism—

I am glad to see that you have raised the point as to what most interests your readers, and I agree with two writers in a recent issue that the racing news gets a bit wearying. Let us have brief reports by all means, and give details of the cars that win and why the others failed. This is all that the readers want.

—And Some Suggestions.

What I do like is the feature of "Rich Mixture" and articles on the handling of the car or its care, or any item that interests motordom generally.

I like the letters to the Editor, as some of them are most instructive, and many amusing. I feel sure that articles such as your splendid article on double-declutching some time ago, how to correct skids and similar tips are eagerly welcomed.

One feature I should have liked to see continued was the problem set weekly by one of your contributors, and would suggest that you ask readers to send up any out-of-the-way experience they may have had, and how they managed to get out of tight corners.
L.S.

CONDENSED CORRESPONDENCE.

L.F. (Ealing Common) is very pleased with his Gwynne Eight and with the service given by Walters and Co., Parkstone Hall Garage, Parkstone, Dorset, who are agents for the Gwynne Eight. Whilst in Bournemouth he broke an axle shaft, and, although it was a Sunday, Mr. Walters personally towed him into the garage. The repairs were completed by 5 p.m. on Monday at a most reasonable charge, and the cost of the new shafts was refunded by the makers.

J.M. (London, S E 6) writes to express his cordial appreciation of the "service after sales" organization of the Rover Co., Ltd., in London. They have been at all times ready to effect various adjustments and minor repairs expeditiously and at a very reasonable cost. "J.M." is very satisfied with his Rover Eight, and had excellent results from it during a recent Scottish tour.

J.C. (Wokingham) writes to suggest that the elusive thump to which we recently referred may be caused by a loose running board. He had a similar thump on his Rover Eight, and finally traced it to this cause. The spare wheel and the accumulator being carried on the loose running board accentuated the thump.

INFORMATION WANTED.

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

Bleriot-Whippet Booklet.

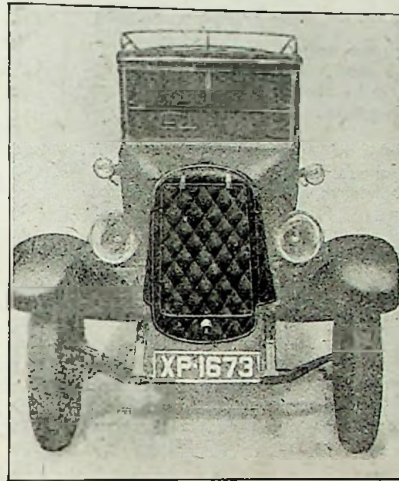
I shall be grateful to any reader who can let me have an instruction book and spare parts list for a 1921 Bleriot-Whippet. The makers are unable to supply me with one.
38, Stoke Road,
Gosport, Hants.
G. PETTINGELL.

Lea-Francis.

If any reader will let me have his experiences of a Lea-Francis four-seater, especially with regard to hill-climbing performance, I shall be greatly obliged.
Rondua Group,
Nawalapitiya, Ceylon.
G. BINNS.

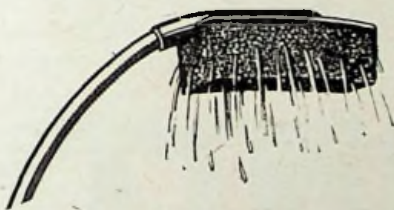
A new car requires up-to-date high-grade Accessories—when you have bought your car, visit “Dunhills” Stand and complete it.

STAND No. 438



With the approach of cold weather a RADIATOR MUFF or RADIATOR and BONNET COVER combined becomes an absolute necessity. “Dunhills” Muffs fit perfectly, look smart, effect a saving in petrol and promote easy starting. Stocked to suit following cars: Austin, Humber, Rover, Morris-Cowley, Armstrong Siddeley, Vauxhall, Standard, Fiat and Wolseley, or can be made to suit any car in three days.

	Up to 14 h.p. and Fords.	Up to 20 h.p.	Above 20 h.p.
Quilted Radiator Muff with roll front	25/-	28/6	31/6
Plain Radiator Muff with roll-up front	22/6	25/-	27/6



“AUTO-RUB” CAR WASHER.

Maintains a steady flow of water when fitted to hose, and will not damage the most delicate varnish. 10/6 Postage 6d.



“Dunhills” New DRIVING CUSHION, made to fit over swab. In plain leatherette 27/6; in antique, 30/- Postage 1/-. When ordering state colour required—Blue, Brown, Green, Black, Grey.

Dunhills New Rug List, No. R2, is now ready. A copy sent post free on application.

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359-361, EUSTON ROAD, LONDON, N.W.1.
2, Conduit Street, Regent Street, W.1, and
Glasgow: 72, St. Vincent Street.

If unable to visit the Show, write for our comprehensive Accessories Catalogue A2, “A mine of information to motorists.”

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

AROUND THE TRADE.

The new address of the Autocraft Board is 60, Haymarket, London, S.W.1. Telephone, Gerrard 2166.

Last week, in commenting on the Imperia car, we mentioned that it had sleeve valves; actually, these cars have slide valves.

Sparton horns are now available from 35s. They are manufactured by Alfred Graham and Co., St. Andrew's Works, Crofton Park, London, S.E.4.

"Banish the Gear Bogey" is a headline which has been adopted by G.W.K., Ltd., for their advertisements, and it is perfectly true that many small car owners are genuinely afraid of their gearboxes.

It is extraordinary how coachwork which has seen a season's wear can be improved by the use of a good car polish, such as the Chemico brand, which is put up by the County Chemical Co., Ltd., Chemico Works, Birmingham.

A very convincing and informative series of advertisements has been issued by the United Tanners Federation concerning the use of leather for car upholstery; after all, there is nothing like leather.

Godfrey's, Ltd., of 208, Great Portland Street, London, W.1, have been appointed sole London distributors for the Rhode car, and a full range of the 1925 models will shortly be on view in their new car showrooms at 366-368, Euston Road, London.

Thirty-six thousand miles has been found by one of the principal operators of mechanical transport to be the average life of a K.L.G. plug. Their life is, of course, prolonged by the fact on most types the central portion is readily detachable for cleaning.

Colder weather means that many cars need bigger jets in their carburettors if starting is to be easy and the period of warming up not unduly long. The use of an extra-air inlet, such as the Bowire, will counter the added consumption of petrol which otherwise follows the use of larger jets.

The all-black Klaxonet combination horn has been reduced in price from £5 3s. to 55s. The nickel-finished type is reduced from 70s. to 63s. A large size Klaxon combination is available at £5 in back finish. These horns are made by Klaxon, Ltd., 36, Blandford Street, London, W.1.

The helmet worn by Segrave in the 200-Mile Race, which we illustrated last week, was made for him by James Grose, Ltd., 379-381, Euston Road, London, N.W.1. The same concern was responsible for the immunity from serious injury enjoyed by Allchin, the mechanic in the Ware's Morgan.

MOTOR TERMS TRAVESTIED.

Solution to No. 31.



Too weak popping back

Our artist evidently excelled himself in ingenuity this week, for our readers could find few strikingly apt terms to suit his drawing. Many of them assumed that as the person depicted had the appearance of a tramp he must be "Idling," and this was the most popular suggestion, although the best phrase was undoubtedly that submitted by Mr. J. G. Wilton of 219, St. John Street, Lichfield, Staffordshire, whose suggestion, "Too Weak—Popping Back," has secured him the prize of one guinea. Credit is due to the readers who submitted "A Selector Fork," "An Exhaust Port," and "A Small Grub Screw," while several made allusions to Unions—"Three-way Union" being an example. A few competitors assumed that the tramp's name was Richard and evolved the solution "A Poor Dickey on Rough Roads," with some variations, whilst others imagined him to be "A Lazy Dog," or "A Sliding Dog."

The Successful American Aviators Used Zeniths.

Through snow, ice, tropical heat, sand, wind, rain and fog, the American Army Aeroplanes have accomplished their stupendous feat of a flight round the World. The victorious 'planes were equipped with

ZENITH

CARBURETTERS

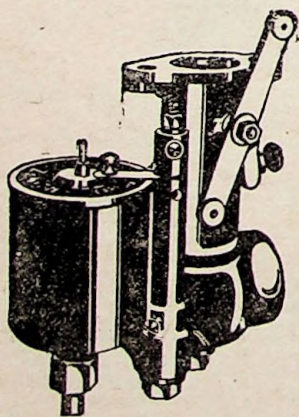
the finest possible proof of the wonderful reliability of the Zenith.

In the variable British climate you will find that no carburetter gives such consistently good results as the Zenith. Every Zenith user will confirm this.

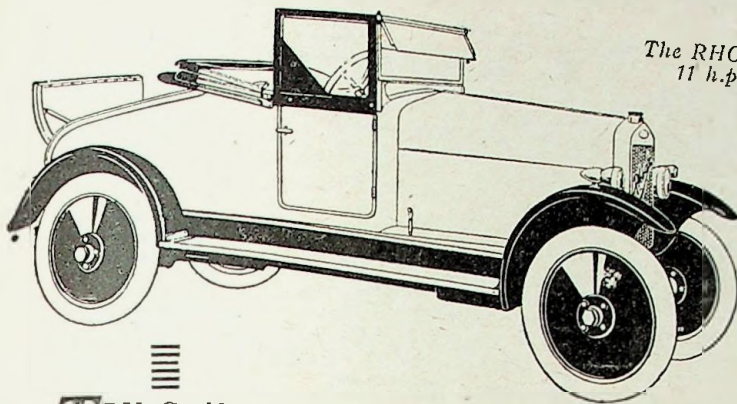
HAVE ONE ON A MONTH'S TRIAL.

THE ZENITH CARBURETTER CO., LTD., 40-44, NEWMAN ST., LONDON, W.1

There are over 5,000,000 Zenith Carburetters now in use.



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



The RHODE
11 h.p. £235

TRY Godfrey's "At the Sign of Good Service" for your 1925 Car. You will appreciate the atmosphere of courtesy and goodwill that you will find there. You will discover how the tradition of help and service that permeates the whole organisation of Godfrey's can be of real value to you. You will also learn how complete are the facilities that Godfrey's can offer you.

Buy 'Out of Income' from
GODFREY'S—terms
over 12, 15 or 18 months.

Some Cars in Stock at
GODFREY'S

- AUSTIN 7 h.p. Elec. starter .. £165
- AUSTIN 7 h.p. Sports, Elec. starter, speedometer .. £175
- CITROEN 7 3/4 h.p. 2-3-seater .. £175
- RHODE 11 h.p. 2-seater, with dicky, Elec. starter .. £235
- ROVER 8 2-seater .. £160
- ROVER 8 4-seater .. £160
- ROVER 9 (4-cyl. water-cooled) 2-seater .. £180
- ROVER 9 (4-cyl. water-cooled) 4-seater .. £180
- SINGER 10 D. Luxe, 4-seater £235

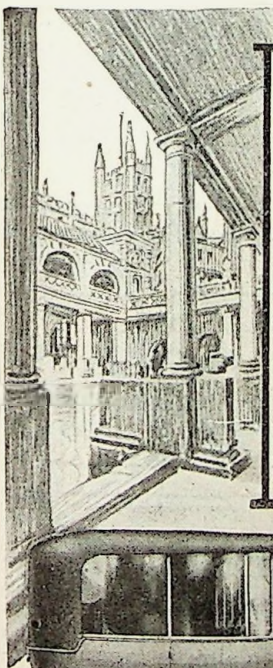
All makes supplied,
Your present car in
part exchange.

The Sign of
Good Service.



366-368, Euston Road,
LONDON, N.W.1, and
208, Gt. Portland St., W.1. Phone—
Museum 3401-2-3

The Beauties of Bath
No. 2 Roman Bath & Abbey



Beauty with Utility—

LADIES appreciate Horstman Cars for their quiet dignity, scrupulous finish and many convenient accessories, but the fact that they are also the selection of medical men points to the practical qualities of dependability and instant readiness for any emergency which underlie their external grace. The following instruments and accessories are standard: Dashboard, polished aluminium (engine turned), speedometer, dashboard clock, dash lamp, oil indicator, lighting switchboard, licence holder, petrol can carrier, shock absorbers, electric motor-driven horn, complete tool kit, electric or mechanical starter.

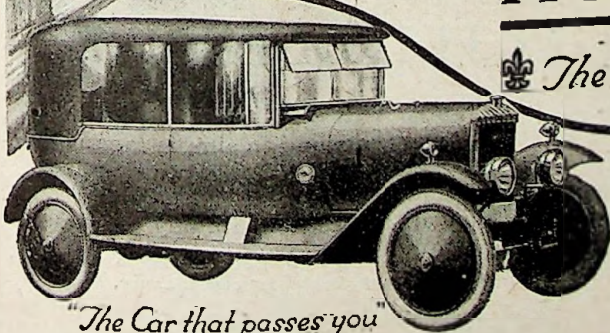
This is the full range of Horstman models—12/30 h.p. Saloon at £425. 12/30 h.p. Two-Seater at £315.
12/30 h.p. Four-Seater at £325. 12/30 h.p. Two-Seater Coupe at £395. 12/30 h.p. Super Sports at £500.

Send for YOUR copy of the Horstman Catalogue.
HORSTMAN CARS LTD., BATH.

12/30 h.p. Four-Seater on view at Stand 52, Palace of Engineering, British Empire Exhibition.

HORSTMAN

The Beauty of Bath



"The Car that passes you"

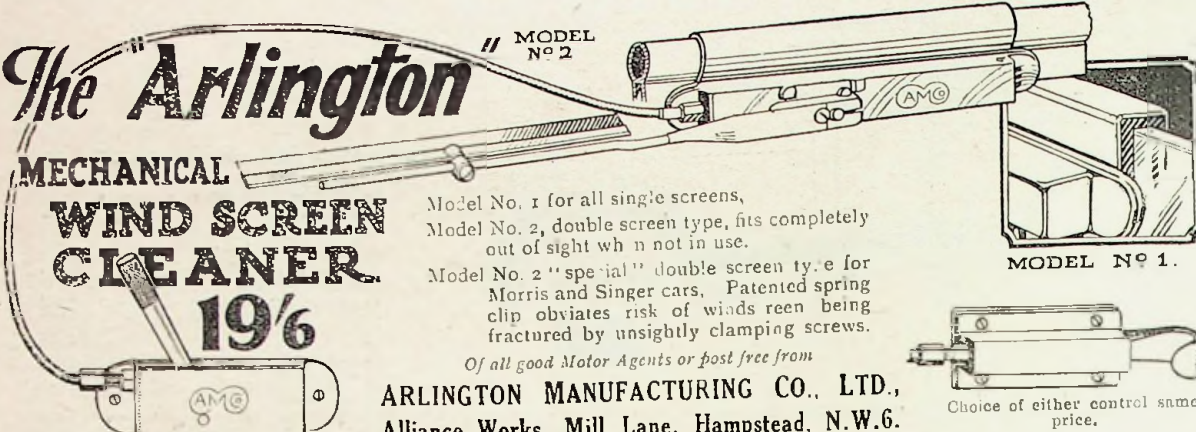
PRINCIPAL DISTRIBUTORS:

- LONDON: Messrs. Edwards & Parry, 4, Blenheim Street, New Bond Street, W.
- MANCHESTER: Messrs. G. F. Crisp & Co., 26, Bridge Street, Deansgate.
- SOUTHAMPTON: Messrs. F. A. Hendy & Co., Ltd., 8, Otley Road, Headingley.
- LEEDS: Messrs. The Headingley Motor Co., Ltd., 8, Otley Road, Headingley.
- PLYMOUTH: Messrs. The Princess Motor Co., Ltd., Princess Square.
- SCOTLAND: Messrs. Harry Gold, 141 and 149, Elderslie Street, Charing Cross, Glasgow.
- BIRMINGHAM: Frank Hallam, 88, Bristol Street.
- NORFOLK: Messrs. S. & S. Motor Company, Oulton Broad, Lowestoft.
- SOUTH WALES: Messrs. R. J. B. Penley & Co., Hurman Street, Cardiff.
- SURREY: Surrey County Garages, Caterham Valley.
- IRELAND: Healy, Hookham & Co., 27, Bachelors Walk, Dublin.
- BELFAST: The Great Northern Motors, Windsor Road, Belfast

H.P.

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

The "Arlington" " MODEL No 2



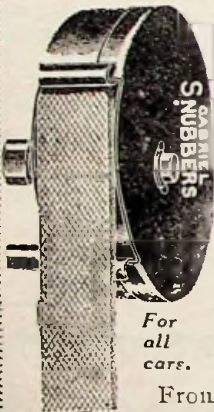
MECHANICAL WIND SCREEN CLEANER 19/6

Model No. 1 for all single screens,
 Model No. 2, double screen type, fits completely out of sight when not in use.
 Model No. 2 "special" double screen type for Morris and Singer cars. Patented spring clip obviates risk of wind screen being fractured by unsightly clamping screws.

Of all good Motor Agents or post free from
ARLINGTON MANUFACTURING CO., LTD.,
 Alliance Works, Mill Lane, Hampstead, N.W.6.

MODEL No 1.
 Choice of either control same price.

Give a soft, floating motion to every movement of the Car body



The restraining influence of "Gabriel" Snubbers prevents over-expansion, prevents that sudden upthrow of the car body which bounces you from the seat, and increases the life of your car by eliminating vibration. "Gabriel" Snubbers steady the springs, reduce the swaying motion, and minimise spring breakage.

Your riding comfort and driving safety are increased very materially by equipping with "Gabriel" Snubbers.

For all cars.
 From £5-5-0 per set of four.

BROWN BROTHERS, Limited, Allied Companies.
 Thomson & Brown Brothers, Ltd.,
 Brown Brothers (Ireland), Ltd.,
 Gt. Eastern Street, London, E.C.2; 118, George Street, Edinburgh, and Branches.

'GABRIEL' SNUBBERS

Rebound Shock Absorbers

Chekkko

Brake and Clutch Linings

THE TRUTH

about ASBESTOS used for fabric Brake Linings.

Short-staple, cheap-grade Asbestos (either white or blue) cannot be spun into strong yarns suitable for weaving without being mixed with cotton. **CRESSWELLS' LIMITED** use no cotton in their **CHEKKO** Brake and Clutch Linings and are the largest consumers of best, standard Canadian White Asbestos fibre in the United Kingdom.

This fibre is known in the trade as the finest spinning quality, and the costliest obtainable.

LONDON STORES DEPOT:
 27, Percy St., Tottenham Court Rd., W.1

WORKS:—Wellington Mills, Bradford.

PRICE
2/-
 NET.

Obtainable from all booksellers or direct from the publishers, 2/3 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 carburettors 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*

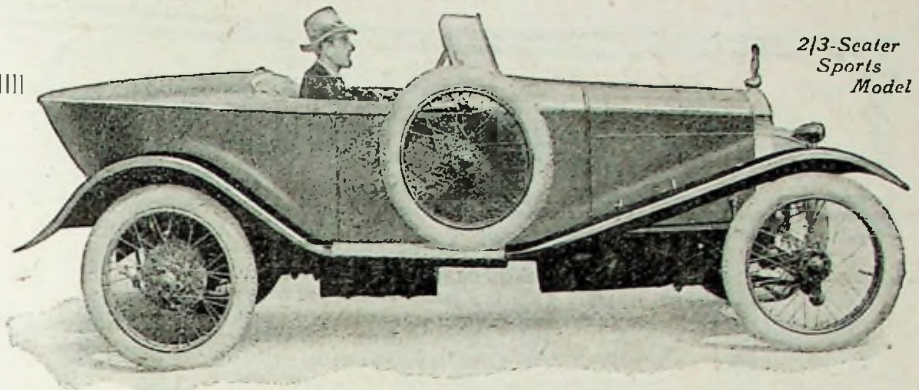
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

3 Models.

2 3-Seater and Dickey.

4-Seater All-Weather.

60 m.p.h. Sports.



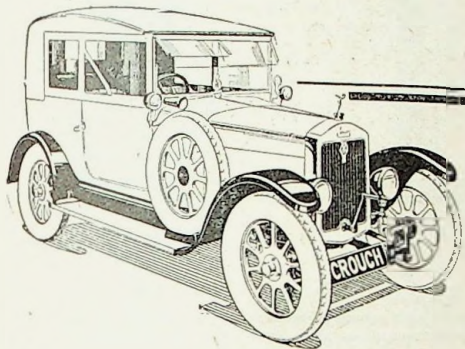
2/3-Seater Sports Model

12/30 h.p.

BRITISH-ANZANI-ENGINE

CROUCH

4-Seater All-Weather.



Even at to-day's standard of values, CROUCH are really wonderful at their price. It is easily possible to pay much more than a CROUCH costs, without getting anything like its convenience and comfort, its outstanding road performance. Whilst, if you had been thinking of something cheaper, you'll find the extra cost of the CROUCH repaid you many times over. Put the matter to the test by writing for full information, and let us arrange a trial run for you.

Either Model,

£295

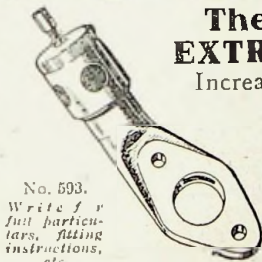
complete.

CROUCH CARS Ltd.,
Tower Gate Works
COVENTRY. (Coventry 819.)

LONDON AGENTS:
B. S. Marshall, Ltd., 17a, Hanover Square, W.1.

The "BOWIRE" EXTRA AIR INLET

Increases Engine Efficiency.



No. 593.
Write for full particulars, fitting instructions, etc.

Reduce the Fuel Bill by the judicious use of an Extra Air Inlet. Get the "Bowire," the Original and Best. Seventeen years' world-wide use. Price, complete, from 15/6 to 37/6. Fords, 20/- to 30/-

OLYMPIA—Stand 476 Gallery Main Hall.

Bowdley Wire Ltd
LONDON

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

New Garden

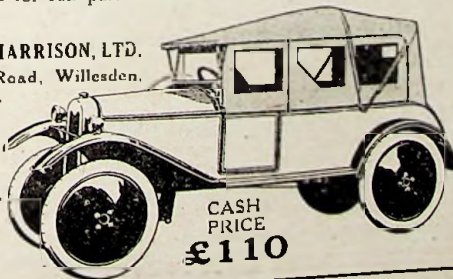
£27 10s. down and drive away

Balance to suit your pocket.
Write for full particulars of this astounding offer.

ARNOTT & HARRISON, LTD.
22, Hythe Road, Willesden, N.W. 10.

*Phone—Willesden 2297.

*Grams—"Arnottbarri, Hythe, London."



CASH PRICE
£110

"I am recommending all my clients to fit a set.—H.G.H."

GRIT
—the Enemy.

MUD and dirt adhering to springs penetrate between the leaves and slowly grind away efficiency. Resiliency is lessened; your car suffers. Keep springs clean and

working freely by protecting them with QUICK FIT Gaiters. Save their cost over and over again. Never gape or wrinkle. Uniform tight fitting is maintained at all times.

FREE.

Send a postcard for Folder "L.C." giving full particulars. W. DICKINS & CO. LTD., Cross Cheaping, Coventry.



FITTED IN A FEW MINUTES.

No hooks—no lacing. Leather flap protects spring; pockets enclose spring guides.

London Representative:
W. E. WOAN, 17, Philpot Lane, E.C.3.

Quick Fit
gaiters
Pat. No 162537/24

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

Let us Buy Your Car !!

If you would rather convert your car into ready cash instead of having it standing idle in a garage, costing you money in garage rent, maintenance and depreciation, you should get in touch with us. **WE WILL BUY THAT CAR** from you at its fullest to-day's market value. The greater part of the price agreed upon is paid over to you at once; the comparatively small balance goes as deposit against a new 1925 Model, on which you then have the option of DEFERRED PAYMENT UP TO 18 MONTHS. You can take delivery at any time to suit your convenience. By placing an order thus in advance, you make certain of obtaining your 1925 car when you want it; whilst we are able, on this account, to make you a particularly generous allowance on the old one.

Distance is no object; your car can be collected and all arrangements made at your own house. Write, giving make and date of your car, and approximate valuation will be sent by return.

Cars in which we specialise:
A.C., ALVIS, AMILCAR,
AUSTIN, CLYNO,
HUMBER, RILEY, ROVER,
SINGER, STANDARD and
WOLSELEY.

"The Home of Lasting Service."

Pioneers of Really Convenient Deferred Payments.

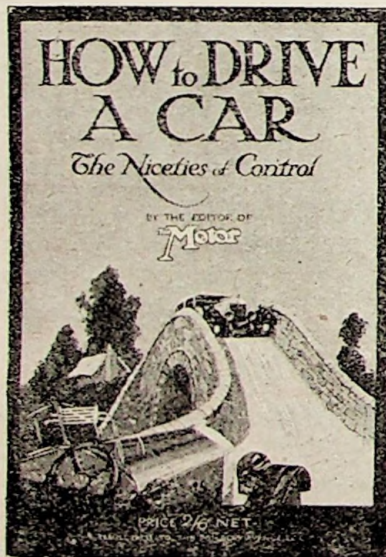
Any make of car supplied.

Open till 7 p.m. every day including Saturday.



The

ALLEN-BENNETT MOTOR Co., Ltd.
8-9-10-11, Royal Parade, WEST CROYDON.
(Croydon 2450.)



NOW ON SALE

A NEW, REWRITTEN, AND PROFUSELY 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.

PRICE
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.

SECOND-HAND

AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

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

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order (save time cheques must be made payable Temple Press Ltd.) and are acknowledged to seller when cleared. If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent (3d. in the £. 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent on amounts from £50 to £100, and 1/2 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 THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C. 1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W 1 (Phone, Mayfair 2966). London agents. Several second-hand, 34 models in stock, guaranteed, from £100; deferred payments and part exchange. zzz-164

A.B.C. cars. Repairs of every description and special tuning by experienced A.B.C. mechanics. Write for list of special fittings, post free. H. S. Inglis, A.B.C. Specialist, Head Office 28-29 Upper Marylebone St., Gt. Portland St., W 1; Works, 20-21 Williams Mews, Stanhope St., N.W. 1. Telephone, Museum 2502. zzz-181

A.B.C., 1924, Regent model, C.A.V. starter, lighting, very good condition, taxed and insured, owner going abroad, 135 guineas. Major Harvey, Hd. Qrs. S.M.A., Oxford. 619-155

A.B.C. 1921-22 specially built Surbiton, cost over £400, coil ignition, large dickey, 2 doors, double windscreen, spoke wheels, 2 spares, shock absorbers, grease-gun system, dynamo, spring gaiters, clock, speed-meter, 50 m.p.h., 40 m.p.g., just overhauled, tax paid, £85. Central 1311. 619-g324

A.B.C. sports, registered July, 1925, dynamo lighting, spare wheel, side curtains, dashlight, electric horn, grease-gun lubrication, 45 m.p.g., 110 gns. 95 Appach Rd., Brixton. Phone, London Wall 6414. 619-g340

A.B.C. F.O.C.H., Ltd., offer several A.B.C. cars; all in excellent condition, bargains. 5 Heath St., Hampstead (near Tube). 619-151

A.B.C., 1922, sports model, new condition, £115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 619-164

A.B.C., 1924, 4-seater, C.A.V. starter, lighting, tax to December, mileage 4,000 only, excellent condition, 150 guineas. Jefferies, Flamstead, Park Avenue, Pottery Bar. 620-g171

A.B.C., sports, 1922, excellent condition throughout, speedometer, insured, licensed December, windscreen wiper, hood cover, good tyres, spring gaiters, luggage grid, new accumulator, engine just overhauled, £100. Smith, 38 Sydenham Hill, S.E. 26. 619-g360

A.B.C., 1925, super-sports, 2-seater, special aluminium body, dynamo, new cord oversize tyres, lavishly equipped, as brand new, 115 guineas; exchange Morgan, combination, etc. Parsons, 1 Acton Lane, Chiswick. 619-g376

A.B.C. See our special offer of free insurance on page 14 for cars under £100. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 619-52

A.B.C., 1925, sports, 2-seater, dynamo lighting, self-starter, speedometer, splendid condition, 115 guineas. Below.

A.B.C., 1922, Regent 2-seater, dickey dynamo, equipped, licensed, exceptional condition, 105 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-78

A.B.C., 1922, 11hp, special sports, £115; also 1921 2-seater, dickey, starter, £95. Bartlett's, 95 Gt. Portland St. 619-251

A.B.C., 1925, 2-seater, 2 doors and large dickey, full equipment, condition as new, tax paid and insured to December, 100 gns. or exchange. 85 Camden Mews, N.W. 1. 619-g449

A.B.C., 1922 Regent, new balloon tyres, special engine, taxed, £90, exchange. 22a Spring Grove, Chiswick. 619-65

A.B.C., 1922, sports model, dynamo lighting, speedometer, nice order throughout, £85. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5591. Cash, exchanges, deferred payments. 619-125

A.B.C., 1923, Regent model 2-seater, 2 doors, dickey seat, speedometer, dynamo, spare wheel, overhauled, repainted, guaranteed absolutely as new throughout, 110 guineas, or exchange motorcycle and cash, 51 Upper Richmond Rd., East Putney. 619-g459

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

A.C., 1920, 2-seater, repainted October, 1923, examination, trial, taxed, insured, £135. Jones, Devonia, Wyndham Rd., Salisbury. 620-1262

A.C., 1924, 2-seater with dickey, in new condition, fitted with many extras and fully licensed, £215, cash or deferred payment. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140-3568. zzz-129

A.C. Cass's Motor Mart, Ltd. 1919 3-seater, painted blue, dynamo, clock, speedometer, taxed December, exceptionally fine condition, deferred terms, exchanges, bargain, £85. 5 Warren St., W. 1. Museum 623. 619-220

A.C., 1920, standard model, C.A.V. dynamo lighting, fully equipped, including speedometer, clock, tax paid, £155. Maudes, 100 Gt. Portland St., London. 619-210

A.C. Wanted, A.C. cars in exchange for new models; highest market value allowed. Deferred terms. Carthness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 619-159

A.C., 1921, 4-seater, £150, or exchange 2-seater or combination. Beechings, Ltd., Farnborough, Hants. Phone, 9, Farnborough 79. 619-130

A.C., 1922, 2-seater, starter, painted blue, all-weather fittings, as new, £170. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 619-158

A.C., 1924, 2-seater, dickey, a-w. curtains, specially finished, Marles steering, 4 months old, indistinguishable from new, tax and insurance, £275. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 619-24

A.C., 1924, 12hp. Royal 2-seater, makers' specification, licensed, as brand new throughout, 255 guineas. Below.

A.C., 1925, 12hp. Royal 2-seater, licensed, £25 worth of extras, excellent condition, 195 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. Mayfair 4027. 619-79

A.C., very late 1922, Royal model, three-quarter coupe, lighting and starting, etc., upholstered Bedford cord (clean), painted maroon and black, nickel fittings, extremely smart condition and appearance as new, tax paid, £200. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 225. 618-71

A.C., 1921, 11.9hp, 2-seater, dickey, first-class order, £120. Bartlett's, 95 Gt. Portland St. 619-257

A.C., 1922, aluminium, sports, starter, copper exhaust, rev. counter, speedometer, new tyres, taxed, faultless condition £185. 7 Exhibition Rd., S.W. 7. 619-120

A.C., 1923 Empire model 2-seater, very little used, beautiful order throughout, £175, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5591. 619-126

A.C. Sociable, 3-wheeler, wheel steering, running order, £10. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 619-270

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.

B53

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

A.C. sports, 9.5, tax September, 1919, perfect mechanical condition, all brand-new Dunlop tyres, Sankey detachable wheels, 5 lamps, C.A.V. dynamo lighting, new battery, tools, hood, screen, polished aluminium body, rubber pedal covers, aluminium number plates, electric horn, jack very smart, any trial, £100. 20 Heath Rd., Twickenham. 619-137

ALBERT, 1923, 2-seater and dickey, dynamo and starter, licensed and guaranteed, £125; exchanges or hire purchase. The Light Car Co., 551, 410-414 Euston Rd., London. 619-292

ALBERT G3, 11.9, 2-3-seater, double dickey, full equipment, screens, run 15,000, mechanically perfect, tyres almost new, £150, offer, or exchange Gwynno, 1924, 8, 4-seater, difference. Inspection, trial, Gwynno's Works, Chiswick, Box No. 6844, c.o. "The Light Car and Cyclecar." 619-375

ALBERT 1922 11hp 4-seater, lighting and starter, speedometer, clock, most exceptional condition, fully guaranteed, taxed, £145, or small deposit, balance over 12 or 18 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 619-143

ALLDAYS, £49, exchanges, deferred payments, 1916 Alldays, 10hp, 4 cyls., 2-seater, dickey, all-weather hood, dynamo, 5 detachables, silent, flexible, splendid condition, taxed. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 619-56

ALVIS, New or second-hand. Try Henly's, The Sole London Distributors. You cannot beat their terms 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. 222-304

ALVIS, 1924, 4-seater, small mileage, licensed, insured, guaranteed, accept £355 or nearest. Lindley, 29 Ellesmere Rd., Chorlton-cum-Hardy, Manchester. 620-1760

ALVIS, 1921, 11hp, 2-seater, dickey, starter, £125. Bartlett's, 93 Gt. Portland St. 619-252

AMILCAR, Boon and Porter, Ltd., Amilcar specialists, offer—1922 8hp, semi-sports, special engine, very lust, £110; 1923 8hp, long chassis, 3-seater sports, starting, many extras, £135; latest model 3-seater, semi-sports, new, £215. Exchanges and deferred terms. 159-161 Castelnau, Barnes, S.W.13. 619-225

ARIEL 9, 4-seater, special body, self-starter, perfect order, 1923 model, £137 10s. Ratcliffe Bros., 200 Gt. Portland St., W. 619-191

ARIEL 9, chummy, late 1923, run 4,000 miles, as new, any trial, cost £200, accept £120; perfect equipment. Green, 12 Avenue Rd., N.6. 619-g539

ARIEL, 1923 (September), 9hp, 4-seater, all-weather, speedometer, balloon tyres on back wheels, perfect order, owner driven; seen and tried within 30 miles Eastbourne; owner giving up driving. Box No. 6795, c.o. "The Light Car and Cyclecar." 619-1568

ARIEL 4, 1924, 4-seater, unregistered, all-weather equipment, balloon tyres, full guarantee, bargain, £155.

ARIEL 9, 1924, standard model, dynamo lighting, unregistered, 4-seater, £150; cash, deferred or exchange. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 619-95

ARIEL TEN, 1924 de luxe model, all-weather equipment, dash lamps, speedometer, electric horn, mileage 2,400, absolutely faultless condition, will accept £180. Black and Finch, 222 Gt. Portland St., W. J. Phone, Museum 2271. 619-256

AUSTINS, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 222-299

AUSTIN 7, Gordon England Brooklands model, complete with hood, windscreen, wings, speedometer, jet counter, spotlights, licensed to end of year, bought for advertising purposes and only run about 1,000 miles; would return to Gordon England for tuning before sale; to-day's value £314 17s. 6d., specially offered at £260; exchange entertained. Cater Motor Co., Ltd., Cheltenham Rd., Bristol. 620-845

AUSTIN 7, purchased brand-new August, 1923, perfect condition, bargain, £115. 140 Napier Rd., Gillingham, Kent. 619-g285

AUSTIN 7, Burton-on-Trent, 1923, absolutely as new, all on, £116, near. Ewers, Newton Rd., Burton-on-Trent. 619-g291

AUSTIN SEVEN, 1923, shock absorbers, side curtains, electric and Klaxon horns, spare wheel and tyre, excellent condition, tax paid, bargain, £99 15s., cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 619-g368

AUSTIN, 7hp, chummy, like new throughout, licensed, 82 gns. Pioneer Garage, Mortlake. 619-41

AUSTIN 7, late 1923, fully equipped, fully insured until May, accept £110; by appointment. 95 Tarworth Rd., Croydon. 619-g349

AUSTIN 7, 1924, latest chummy model, with improved body, shop soiled only, £155. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 619-140

AUSTIN 7, 1924, standard sports, new June, guaranteed perfect, £140. George England, Ltd., 28 South Molton St., W. 1. Mayfair 6578. 619-134

AUSTIN 7, 1924, mileage 2,000, £125; London. Box No. 6842, c.o. "The Light Car and Cyclecar." 619-g358

AUSTIN 7, 1924 (July), latest body, practically new, £130; also several 1923 models in stock. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 619-23

AUSTIN 7, semi-sports, new July, 1924, only done 200 miles, speedometer, shock absorbers, £155, or near offer. Apply, Fry, Union Passage, Bath. 619-g409

AUSTIN 7, 1924, guaranteed perfect order, practically new, licensed, accessories, £125. Truscott, Architect, Pensilva, Liskard. 620-g404

AUSTIN 7, 1924 (June), sports model, insured, speedometer, shock absorbers, self-starter, £150. Waterfield, Kent St., Upper Grnall, Dudley. 619-g430

AUSTIN, 1924, 7hp, as new, mileage negligible, insurance and tax paid to February next, shock absorbers, speedometer, spare wheel, cover, etc., 5 lamps, £140; privately owned. Phone, Battersea 1256. 619-g448

AUSTIN 7, 1923, speedometer, clock, spotlight, licensed, insured, oversize tyres, painted green, £100 lowest. Brice, Verona, Goldcroft, Yeovil. 619-g442

A.V. runabout, 1922, 2-seater, dynamo lighting, speedometer, £55. Below.

A.V., 1921, 2-seater, acetylene lighting, £45. Below.

A.V. monocars, from £19. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 619-844

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

A.V. monocars, 8hp, 2 speeds, lighting, perfect, £20 and £25. Below.

A.V., 1922 2-seater, dynamo lighting, speedometer, 3 speeds, reverse, extras, £50 and £55; exchanges, deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 619-267

BAYLIS-THOMAS, shop-soiled only, 9.19hp, 4-seater, list price £255, our price 200 guineas, 12.22hp, all-weather, list price £300, our price £275, including licence, usual guarantee, Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. 619-129

BEBE PEUGEOT, 1916, 7.5hp, 2-seater de luxe, overhauled and licensed, new hood, etc., and perfect, £40. Phone, Ascot 198. Tindall, King's Rd., Sunninghill. 619-g201

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966), London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. 222-165

BELSIZE-BRADSHAW, 1923, 4-seater, lighting, starting, all-weather equipment, taxed, insured, excellent condition, £140 or near offer. S. J. A. Woodhall, Church Lane, Merton Park, S.W. 620-1129

BELSIZE-BRADSHAW, 1922 (Nov.), 4-seater, starter, dynamo, all-weather equipment, clock, speedometer, excellent tyres, tax paid, £100. K.J. Motors, Bromley. 620-67

BELSIZE-BRADSHAW, 1923, 9hp, 2-3-seater with dickey, self-starter, dynamo lighting, speedometer, electric Klaxon, recently fitted 5 new tyres, done 8,000, excellent condition, inspection invited, £105. Galton, 3 Carlton Mansions, Holland Park Gardens, W.14. 619-g301

BELSIZE-BRADSHAW 1922 2-seater, royal blue, speedometer, radio-meter, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £95. See below.

BELSIZE-BRADSHAW 1923 2-seater, dynamo lighting and self-starter, speedometer, fully equipped, excellent condition, £115. Moxes and Moxes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 619-206

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater and dickey, dynamo lighting, starter, speedometer, side curtains, tax paid, condition like new, £115. Maudes', 100 Gt. Portland St., London, W. 1. 619-215

BELSIZE-BRADSHAW. See our special offer of free insurance on page 14 for cars under £100. Beemotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 619-54

BELSIZE-BRADSHAW 1922 9hp 2-seater, dynamo lighting, speedometer, side curtains, clasp piston rings, fast, splendid condition, £110, offers. Talf, 65 Old Tovil Rd., Maidstone. 619-g426

BLERIOT WHIPPET, 1925, 8hp, 2-seater (brand new), electric lighting, spare wheel, handle starter, hood, screen, etc., makers' full guarantee, 79 guineas. Below.

BLERIOT WHIPPET, 1923, 8hp, 2-seater, electric lighting, spare wheel handle starter, excellent condition, 42 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-80

BLERIOT WHIPPET, 2-seater, late 1921, 9hp Blackburne, 5 lamps, year's tax, speedometer, luggage grid, etc., splendid condition, bargain, £24 or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 619-g419

BLERIOT WHIPPET, 2-seater 1921, 9hp, electric lamps, luggage grid, etc., requires repainting, otherwise perfect, £20. Teddington Garage, 160 High St., Teddington. Kingston 2562. 619-g420

BLERIOT WHIPPETS, 8hp Blackburne, 5 detachable wheels, dynamo lighting, etc., from £20; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 619-268

BUCKINGHAM, 1923, 85 guineas, 10hp 2-seater, roomy dickey, dynamo, smart appearance, excellent order throughout, private owner, (trial invited. Write for appointment, 56 Adelaide Rd., S.E. 4. 619-1519

BUCKINGHAM, Conway Motors, 1922-23 Buckingham, 10hp, 2-seater, o.h.v., dickey seat, polished aluminium body, 5 steel interchangeable wheels, Lucas dynamo lighting, taxed for year, practically indistinguishable from new, tyres excellent, absolutely perfect, 59 guineas; exchanges considered. Conway Motors, 301a Goldhawk Rd., Shepherd's Bush. Phone, Hammersmith 2365. 619-g302

BUGATTI, 1922, sports, 2-seater, 16-valve, exceptional car, fitted as follows:—New Solox carburettor, Autovac, shock absorbers, molometer, air-sprung upholstery, V windscreen, rigid transparent side curtains, black hood, electric lamps, horn and starter, ideal fast touring car, delivery to 200 miles free, £280. King-Smith, c.o. Bablake Garage, Queen Victoria Rd., Coventry. 222-901

BUGATTI, £295, 1923, 11 4hp, 16-valve, exceptionally smart 3-seater cloverleaf body, upholstered in red leather, red wire wheels, tyres all as new, one of the best and most carefully used Bugs we have ever had. Your present car or small deposit, the balance over a period to suit your convenience. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-1. 619-143

CALCOTT, 1924, 10.5hp, 4-seater, now but slightly showroom soiled, £225, cash or easy payments, exceptional bargain, usual price £285. Wilkins, Simpson, opposite Olympia, London. 619-g369

CALCOTT, £48, exchanges and deferred payments, 1914, 2-seater, dickey, new all-weather hood, side screens, 5 detachable wheels, electric lamps, taxed, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 619-35

CALCOTT, 1921, 2-seater, dickey, Lucas lighting and starter, speedometer, clock, very small mileage, finished royal blue, tax paid December, £130. Maudes', 100 Gt. Portland St., London, W. 1. 619-214

CALCOTT, 1919, standard model, dynamo lighting, 2-seater and dickey, speedometer, 2 horns 2 spare wheels, bargain, £70. Maudes', Walsall Garage, Walsall. 619-211

CALCOTT, £125, 2-seater, 1922, starter, lighting, taxed, exceptional condition, bargain; exchanges, instalments. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 619-11

CALCOTT. See our special offer of free insurance on page 14 for cars under £100. Beemotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 619-53

CALCOTT, 1921, 10.5hp, starting and lighting, dickey seat, tax paid, speedometer and full equipment, excellent condition, £107 10s. Bloo, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. Exchange late Morgan and cash. 619-271

CALTHORPE, Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 222-754

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

CALTHORPE late 1923 2-seater, semi-coupe, starting and lighting, Dunlop cords, very fine condition, £138. Exchanges and terms arranged. Phone or wire, Paddington 6049 or call Kirk and Co., 22 Praed St., W. 2. 619-182

CALTHORPE, 1922, 10hp, 2-seater, dynamo and starter, dickey seat, engine thoroughly overhauled, spare wheel, speedometer, in excellent condition, £84. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 619-195

CALTHORPE, 1922-3, 10hp, 4-seater, lighting, starting, all-weather equipment, exceptionally nice throughout, 100 gns. Pioneer Garage, Mortlake. 619-142

CALTHORPE, 1920, 10hp coupe, dynamo lighting, starter, complete equipment, recently repainted as new, tax paid to December 31st, £95. Lucas, 1 High St., Egham. 619-218

CALTHORPE, 1920-21, 10hp, 4-seater, first licensed May, 1921, not done 1,000 miles since complete overhaul and rebushed throughout. Goodyear cord tyres, absolutely as new (spare unused), fully equipped with dynamo lighting, electric horn, clock, speedometer, new all-weather side curtains, etc., any trial or examination, £78; private owner, 21 Balham High Rd. Phone, Streatham 3055. 619-352

CALTHORPE coupe, 1923, 4-speed model, Bedford cord, good order, £165. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 619-141

CALTHORPE, coupe, with double dickey, dynamo lighting and starter, perfect order, privately owned, £75, or exchange Rover 8, or similar; after 6.15, evenings 3 Brunswick Bldgs., Southampton St., Camberwell, S.E. 619-141

CALTHORPE, 1923, de luxe, starter and dickey, as new, £150. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 619-60

CALTHORPE, 1922, £89, 10hp, 2-seater and dickey, starter, dynamo lighting, taxed, exceptionally smart, exchanges and deferred. 325 High Rd., Chiswick. Phone 303. 619-72

CALTHORPE, 1921 coupe, many extras, bargain, £127; exchanges. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 619-98

CALTHORPE, 1922, 10hp, de luxe, 2-seater, sunk dickey, lighting, starting, all-weather side curtains, equipped, excellent condition, 105 guineas. Below.

CALTHORPE, 1921, 10hp, 4-seater lighting, starting, leather upholstery, equipped, licensed, excellent order, 99 guineas; exchanges or deferred. Edwards 175 Gt. Portland St., W. Mayfair 4027. 619-90

CARDEN official repair depot. All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements.

Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hyde Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-237

CARDEN, de luxe model, clock, speedometer, dynamo lighting, side curtains, splendid condition, £40. 75 Colworth Rd., Leytonstone, E. 11. 619-378

CARDENS. Cardens Cardens. Side-by-side seating, 7hp twin engine, 2 speeds, lighting, hood, horn, etc., from £20 to £35; exchanges and deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 619-266

CHATER-LEA, 2-seater, 8hp, 3-speed, reverse, lamps, 19 guineas; exchanges or deferred. Phone, Streatham 4062. 619-274

CITROEN, Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CITROEN, 1924, 11.4, new July, 4-seater English body, balloon tyres, mileage negligible, taxed December, £215. Ratcliffe Bros., 200 Gt. Portland St., W. 619-192

CITROEN, 10hp, 4-seater, August, 1924, in exceptionally good condition, £90. Righton and Bennett, Gosport. 620-940

CITROEN, 7hp, 1923, dynamo, starter, speedometer, clock, licence and insurance paid, £85. Righton and Bennett, Gosport. 620-939

CITROEN, 1924, slightly shop soiled, list £225, our price £210. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 619-142

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a-w. curtains, perfect condition, year's licence, £155. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 619-25

CITROEN, 1924, 11.4hp, 4-seater, fully equipped, many extras, taxed to end of year, condition as new, £165. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. 619-227

CITROEN 1921 4-seater, lighting and starting, nice order, £85. 5 Putney Bridge Rd., S.W. 15. Putney 2728. 619-249

CITROEN 4-seater, taxed, splendid condition, £80, exchanges. 2 Ravenscourt Sq., Hammersmith. Phone, Riverside 353. 619-70

CITROEN 1923 11.4hp 4-seater, lighting and starter, Hartford shock absorbers, rear windscreen, all-weather rigid side curtains, tax paid, most carefully used, new appearance, fully guaranteed, £145, or small deposit, balance over 18 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 619-144

CITROEN, 1923, 4-seater, £135; 1920 4-seater, £75; both dynamo and starter, licensed and guaranteed; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 619-291

CITROEN, 11.4, de luxe, fully equipped, very nice condition, taxed, £130. Tiffin and Hillier, 110 Woodvale, Honor Oak, S.E. 23. Sydenham 2432. 619-138

CLULEY, de luxe model, 2-seater, brand new, 1924 engine, fully guaranteed, shop soiled, list price this model £350, reduced for quick sale to £228, 710 by 90 tyres, real leather upholstery, large Lucas 12-volt lamps; cash or easy terms. Bablako Garage, Queen Victoria Rd., Coventry. zzz-905

CLULEY, 1924, 2-seater, 10-20hp, shop soiled, fullest equipment, £230. Below.

CLULEY, 1923, coupe, double dickey seat, licensed rear, as new, £260. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 619-137

CLULEY, £175, 11.9hp, 1923, de luxe 2-seater and double dickey, Lucas dynamo lighting and self-starter, real leather upholstery, 2-piece windscreen, automatic windscreen wiper, luggage grid, most carefully used, fully guaranteed, small deposit secures, balance over a period to suit your convenience. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 619-149

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

CLULEY, 1921, 2-seater, dynamo lighting, excellent condition, £85; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 619-288

CLYNO, 11hp, 1924, occasional 4-seater, Royal blue, dynamo lighting and self-starter, speedometer, clock, spare petrol can and carrier, excellent condition throughout, fully equipped, £145. See below.

CLYNO, Mebes and Mebes (Est. 1983), Clyno specialists and distributors, offer the following 3 Clyno cars at bargain prices, all brand new, carrying makers' guarantee:—One Popular 2-seater, list price £201, reduced price £165; one Occasional 4-seater, list price £208, reduced price £175; one De Luxe 4-seater, list £228, reduced price £185. All models fitted right-hand change. 144 Gt. Portland St. W. 1. Phone, Langham 2230. 619-204

CLYNO, several brand-new, 1924, 4-seater models, standard specification, dynamo lighting and starter, clock, speedometer, all-weather equipment, list price £215, clearance price £165; exchanges or deferred payments. Maudes', 100 Gt. Portland St., London; Wolverhampton St., Walsall; Paris St., Exeter; and 40 City Rd., Cardiff. 619-213

CLYNO 2-seater, 1924 model, slightly shop-soiled, £165; also 4-seater 1924 model, unused, £190; both cars carry full makers' guarantee. Autocars, Ltd., 15 Woodstock St., London. W. Mayfair 2631. 619-117

CLYNO 1923 10.8 Occasional Four, dynamo, starter, spare wheel, fully equipped all-weather, taxed, £115 or offer; exchange late Morgan and cash. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 619-273

COVENTRY-PREMIER 1922 2-seater with double sunken dickey, 5 detachable disc wheels, good set of Dunlop cords all round, dynamo lighting and starting, finished white, first-class condition, £72, another at £65; exchanges and terms arranged. Phone or wire, Paddington 6049, or call Kirk and Co., 22 Praed St., W. 2. 619-480

COVENTRY-PREMIER, 8hp, 1922, 2-seater, double dickey, water-cooled, dynamo lighting, starting, speedometer, 5 detachable wheels, good set Dunlop cords, bargain £75. 146 Ealing Rd., Wembley. 619-398

COVENTRY-PREMIER, genuine 1922 model, 2-seater with dickey, polished aluminium body, dynamo lighting, 5 detachable disc wheels, hood, screen, biggest bargain in London, 59 gns., worth 85 gns.; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 619-1

COVENTRY-PREMIER, 1923, 4-seater, dynamo lighting, starter, all-weather equipment, taxed and ready, £120. Garage, 12 Corwall Terrace Mews, Alisop Place, N.W. 1. Baker St. Station. Phone, Langham 2933. Light cars for hire, hire driving, from 15s. per day. Several 2 and 4-seaters in stock, ready for immediate use. 619-23

COVENTRY-PREMIER, 3-wheeler, 1921, spare wheel and tyre, new tyres, dynamo, electric horn, speedometer, clock, side screens, side curtains, hood, elaborately equipped, engineer owned in first-class condition, any examination, trial, £70. Edwards, 9 Victoria St., Redditch. 619-373

COVENTRY-PREMIER 1922 2-seater, 4-wheel, mileage 8,000, lovely condition, a bargain, £65 or best. 40 Sylvester Rd., N. 2. 619-428

COVENTRY-PREMIER, 1922, £57 10s., 2-seater, dickey, dynamo, speedometer, spare wheel, good tyres, any inspection or trial, deferred and exchanges. 325 High Rd., Chiswick. Phone 303. 619-76

COVENTRY-PREMIER, 3-wheeler, 8hp, July, 1921, under 5,000 miles, 2-seater with dickey, water-cooled, Broit dynamo lighting, hood, screen, horn and klaxon, Watford speedometer, spare wheel, excellent order and condition, £80. Reed, 14 Purley Rise, Purley. 621-440

COVENTRY-PREMIER, 1923, 10hp, 4-seater, dynamo lighting, leather upholstery, equipped, good condition, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-91

CROUCH, 1923, coupe, with self-starter, speedometer, etc., reupholstered and repainted, in exceptional condition, will accept £135. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 619-234

CROUCH, 1922, 8-10hp, live axle, 2-seater, all-weather double dickey, dynamo lighting, tax paid, excellent condition, 2 spare wheels, clock, speedometer, bargain, £87 10s.; exchange late Morgan and cash. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 619-272

DE DION, £40, 2-seater, 8hp, 4 cylinders, very good condition, painted fawn. 24 Thornton Rd., Thornton Heath. Phone, Thornton Heath 1229. 619-287

DEEMSTER, £35, 9.5hp, 2-seater, spare wheel, full equipment, 152 Camberwell Grove, Camberwell. 619-272

DEEMSTER, 1920, 2-seater, lighting and starting, taxed for year, excellent condition, £55. Groaves, 15 Trafalgar Studios, Manresa Rd., Chelsea, London. 619-204

DOUGLAS, 1921, 10hp, 2-seater, dynamo lighting, 5 wheels, like new throughout, 45 gns. Pioneer Garage, Mortlake. 619-40

DOUGLAS, 1920, 2-seater, dynamo and starter, excellent condition, £75; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 619-287

ERIC-CAMPBELL, Cass's Motor Mart, Ltd., late 1920, 2-seater, dynamo, taxed December, insured April, 1925, excellent condition, deferred terms, exchanges, bargain, £90. 5 Warren St., W. 1. Museum 625. 619-221

ERIC-CAMPBELL 1921 11hp 2-seater, electric lighting, detachable wheels, good condition, price £120. Ridgway and Co., Carrington St., Leicester. 620-397

ERIC-CAMPBELL, 1922, 11hp, 4-seater, self-starter, first-class order, £120. Bartlett's, 93 Gt. Portland St. 619-253

ERIC-CAMPBELL, 1924 model, 10-22, 2-seater (Olympia Show model), lighting, starting, large dickey, full equipment, licensed, excellent condition, 130 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-93

FIAT 1921 model, 10-15, English 2-seater, overhauled Fiat's 2,000 miles ago, costing £100, excellent order and condition, licensed December, owner ordered overseas, £175 or offer. F.O. Humphrey, R.A.F., Old Sarum, Salisbury. 619-433

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

FRAZER-NASH, Akela model. Unique opportunity of possessing an exact replica of Miss Ivy Cummings's famous car and Mr. Pickett's Frazer-Nash which was second in the 200-Mile Race (1,100 class) with the addition of a very comfortable and smart 2-seater sports aluminium body, complete with wings, large lighting set, speed and rev. counter, Hartfords, special brakes, etc. Note.—The engine is the eight-valve overhead level-driven camshaft model, with two magnetos and special exhaust system for touring. Price £225.

FRAZER-NASH. One 1924 model, fitted with smart 2-seater body and aluminium wings, red upholstery, C.A.V. lighting, speedometer, etc., this car is sold only and unregistered, price £165.

FRAZER-NASH. Special model fitted with 10hp Ruby 4-cylinder engine, 2-seater sports aluminium body, complete with equipment, including four Hartfords, rev. counter, etc., this car has won at Brooklands at nearly 80 m.p.h., price £175. All inquiries for trial runs on above cars to Frazer Nash, Ltd., 102 London Rd., Kingston-on-Thames. 'Phone, Kingston 2600. 619-142

CALLOWAY coupe, 1921, double dickey, electric light, starter, 4 new cord tyres, excellent condition throughout, £120. Langdon Williams, The Bryn, Gold Tops, Newport. 620-g357

G.N.s. We have several good second-hand cars for sale; reasonable prices. All spares stocked. Expert G.N. mechanics. Southern agents and service. The Eastgate Garage, Lewes. 620-u907

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. 'Phone 117. zzz-496

G.N., 1921, electric lighting, good condition, good tyres, £45; exchanges and terms arranged. 'Phone or wire, Paddington 6049, or call, Kirk and Co., 22 Praed St., W. 2. 619-184

G.N., 1921 or 1922, lowest price for spot cash. Write or call after 8.30 p.m. 5 Beverley Rd., Barnes. 619-g345

G.N., 1921 model, dynamo lighting, etc., in splendid order and condition, £40; exchanges entertained. Cummings, 101 Fulham Rd., London, S.W. 3. 619-230

G.N., 4 cylinders, 10.8, 1923 engine, special body, perfect, any trial, £80. Passmore, Roumelia Lane, Boscombe. 619-g410

G.N., 2-seater, 1921, dynamo lighting, usual accessories, £50. Write, Hilda Brown, Highfields, Blotchingley, Surrey. 619-g402

G.N., 1922, £55, dynamo, speedometer, taxed December, spare wheel, 710 by 90 tyres, super-push appearance, trial with pleasure, deferred payments, exchanges. 325 High Rd., Chiswick. 'Phone 503. 619-74

G.N., £55, exchanges, deferred payments. 1922 G.N., 2-seater, dickey, handle in front, dynamo, 5 detachable, very smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 619-37

G.N., 1922, 2-seater and dickey, Frazer-Nash o.h.v. engine, dynamo, speedometer, capable very high performance, 85 guineas. Below.

G.N., 1923, 2-seater, dickey, fully equipped, excellent condition, 90 guineas. Below.

G.N., 1921, fitted with 1922 2-seater body, sunk dickey, dynamo lighting, equipped, good order, 58 guineas. Below.

G.N., 1922, all-weather coupe, 2-seater, dickey, dynamo equipped, licensed, excellent order, 80 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-81

G.N., 1923, 2-seater, shaft drive, dickey, taxed, 2 spare wheels, perfect condition, many extras, 80 guineas. 14 Clifton Rd., Kingston, Surrey. 'Phone, Kingston 1195. 619-443

G.N. concessionaires, Black and Finch, 222 Gt. Portland St., W. 1, have 1920 touring model, £55; 1921 touring model, £37 10s; 1922 touring model, £75; 1922 Vitesse, overhead camshaft, etc., completely overhauled, very fast, £165. 'Phone, Museum 2271. 619-235

G.N.s. 2 1921 models in stock, dynamo lighting, speedometer, usual 5 speeds, reverse, etc., perfect order, £42 10s.; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 619-269

G.N., 1921-22, dynamo and spare wheel, guaranteed condition, £54, exchange motorcycle. 31a Hydethorpe Rd., Balham. 619-155

G.N. 1920 1/2 2-seater, splendid condition, very fully equipped, £40, or small deposit, balance 12 months. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. 619-150

C.W.K. 2-seater, dickey, speedometer, clock, good appearance, perfect running order, any trial, taxed, insured June, £38. Caerleon, Dormer's Wells, Southall. 619-1108

C.W.K. 1914 2-seater, 8hp, good condition, lamps, £22. 107 Seely Rd., Tooting. 'Phone, Streatham 4062. 619-g275

C.W.K., £35. We have several G.W.K. cars in stock from £35 upwards; any trial run given; inquiries invited. North Essex Motor Co., Salford Walsley. 'Phone 16. 619-187

C.W.K. 1920 10hp 2-seater and dickey, dynamo lighting, fully equipped, tyres good, in excellent condition, £55. Naylor, 406 Garratt Lane, Earlfield, S.W. 18. 619-194

C.W.K., 4-seater, 1921 model, owner-driven, good order, taxed and insured, £50. 52 The Vale, Golders Green. 619-g348

C.W.K. 1920 2-seater, large dickey, very smart, dynamo, perfect condition, £62 10s. 45 Green Lane, Penge, S.E.20. Sydenham 604. 619-245

C.W.K., 1919, 2-cylinder, completely overhauled, any trial, £35. 43 Green Lane, Penge, S.E.20, Sydenham 604. 619-344

C.W.K. 2-seater, 1917, late type body, spare wheel, excellent condition, £32 10s. 75 Kew Rd., Richmond. 619-g417

C.W.K., 1915-16, 2-seater, excellent condition, 4 speeds, accessories, accept £25 or exchange. Hurst, 3 Tulse Hill. 'Phone, Brixton 117. 619-239

C.W.K. 10hp 2-seater, splendid mechanical condition, any trial, good appearance, £40, or small deposit, balance over 12 monthly instalments. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. 619-146

GWYNNE 8, late 1923, Chummy model, starter, clock, side curtains, very fast car, just overhauled, £135. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. 'Phone, Western 4140, 3568. zzz-976

GWYNNE 8, 1923, 3-seater, perfect condition, £125; another, not licensed until June, 1924, £135. Whiting, Garboldisham, Norfolk. 619-g105

GWYNNE 8, 1923, chummy, tax and insurance, starter, spring gaiters, all-weather screens, mileage 3,000. Denman Motor Agency, 4 Denman Place, Piccadilly Circus, Regent 926. 619-61

GWYNNE 8, 1924-1925, special model, previously owned by Mr. Gwynne himself, special clover-leaf body, upholstered in real leather, all-weather equipment, clock, speedometer, dynamo lighting, starting, etc., the whole car as new, taxed and insured, 168 guineas. Further particulars on request. Jan MacLaren, Hampden Court, Eastbourne. 620-g414

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

GWYNNE, 1923, 8hp, chummy, 2-4-seater, dynamo, self-starter, fully equipped, excellent condition, 140 guineas; exchanges or deferred, Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-82

GWYNNE 8, late 1923, chummy model, dynamo lighting, fitted with useful accessories, small mileage, owner-driven, seen London by appointment, 145 guineas. Box No. 6848, c/o "The Light Car and Cyclecar." 619-g416

HAMPTON, 1924, brand new, shop soiled, 9-21hp, 2-seater, dickey, etc., never registered, to-day's cost £275, accept £195, guaranteed. Vivian 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 619-260

HANDS, 1924, 2-seater, double dickey, perfect throughout, dynamo lighting and starter, only done 7,000 miles, £135. Hubert Hnsall, Ltd., 218 Corporation St., Birmingham. 622-176

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W. 10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-d292

HILLMAN racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. A. P. Key, 378-384 Euston Rd., Museum 7600. 619-169

HILLMAN sports, 1921, 2-seater, aluminium body, exceptionally fast, smart appearance, bargain, £145. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 619-262

HORSTMAN, 1921, 11hp, 4-seater, starter, tax paid, excellent order, £120. Bartlett's, 93 Gt. Portland St. 619-254

HUMBER, 8hp, 2-seater and dickey, new May, 1924, mileage 5,500, better than new, taxed and insured, Hartfords and other accessories, owner going abroad, £180. Phillips, Coombe Cot, Little Hempston, Totnes, Devon. 619-1867

HUMBER, 1919, 10.4hp, 2-seater and dickey, £110; 1915 ditto, £75; both fully licensed and guaranteed; exchanges or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 619-293

HUMBERETTE, 2-seater, must sell, £25 or nearest. Guy, 25 Blackett St., Putney. 619-1917

HUMBERETTE 2-seater, 8.7hp, 3 speeds, reverse, hood, screen, lamps, speedometer, cheap to run, 29 gns.; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 619-3

HUMBERETTE, 2-seater, perfect condition, easily handled, would teach beginner, accept reasonable offer, or exchange for good combination and cash. L. Wieland, 19 Pemberton Terrace, Upper Holloway, N.19. 619-g304

HUMBERETTE, £32, exchanges, deferred payments, 2-seater, 8hp, water-cooled, good tyres, hood, side curtains, lamps, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 619-33

HUMBERETTE, 1914, water-cooled, dynamo lighting, dickey, side curtains, tyres excellent, foot warmers, reliable little car, £32. 5 Putney Bridge Rd., S.W.18. Putney 2728. 619-247

HUMBERETTE, 1914, 8-9hp, w.c., 2-seater, dickey, good condition, small mileage, £28. W. Corrigan, 45 Godolphin Rd., Shepherd's Bush. 619-g435

JOWETT, 2-seater, with double dickey and self-starter, 1925 model, collected September 2nd, delivery from stock, £162. J. Proudman and Son, authorized Jowett agents, 56 Park St., Grimsby. 619-1734

JOWETT, 2-seater, 1924, tax paid, splendid condition, £155. W.B.G., 6 Lambeth Palace Rd., S.E. 1. 619-151

JOWETT, 1923 (late), 2-seater, double dickey, speedometer, and complete as it left works, taxed December, mileage small and being kept with pride by careful owner is positively as new, price £110. 161 Bowes Rd., N.11. 'Phone, 19 Palmers Green. 619-g278

JOWETT, 4-seater, recently new, taxed, many extras, only done 2,000; reasonable offer. Sibson's Garage, Wellington St., Leicester. 619-g415

JOWETT 1923 2-seater, double dickey, speedometer, extra-air valve, all-weather equipment, toolkit, etc., trial, £115. "Fairhaven," Queen's Drive, Peterborough. 619-g434

JOWETT, new March, owner-driven, mechanically perfect, deserialized, electric horn, mirror, stepmats, can carrier, Jowett kit, licensed to December, £145. Lovatt's Garage, Streatham Rd., Mitcham. 'Phone, Mitcham 1597. 619-g423

JOWETT, 1923, 7hp, 2-seater, dickey, side curtains, clock, etc., £115. Bartlett's, 93 Gt. Portland St. 619-255

LAGONDA, 1923, model L, 4-seater, all-weather equipment, excellent order, licensed, £180. Worthing Motor Co., Worthing. 621-g166

LAGONDA, 1924, brand new, complete with leather head, list price £330, our price £295. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8156. 619-144

LAGONDA, 75 gns., offers, exchange 1920 4-seater, starting and lighting, taxed, smart, good order. 181 Newton Rd., Burton-on-Trent. 619-g294

LAGONDA. Second-hand models always in stock. Full particulars from Lagonda, Ltd., 195 Hammoirith Rd., W. 6. 619-152

LAGONDA, coupe, 1924, recently repainted and overhauled, new hood, tax paid, in exceptional condition throughout, any examination, £105. Stretton and Smith, 12 Woodstock St., Oxford St., London. 619-17

LAGONDA coupe, 1923, in splendid order and condition throughout, real bargain, £140; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 619-229

LAGONDA, £78, exchanges, deferred payments. 1920-21 4-seater, lighting, starter, hood, side curtains, speedometer, 5 detachable, oversize tyres, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 619-38

LAGONDA, 1919, 4-seater, dynamo lighting, side curtains, perfect, tax paid, absolute bargain, £70. 43 Green Lane, Penge, S.E.20. Sydenham 604. 619-243

LAGONDA, 11hp, 1922 model, 2-seater coupe, dickey, starter, etc., splendid condition, cost £400, accept £95. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vict. 8677. 619-261

LAGONDA coupe, done 6,000 miles, as new, bargain, £150. Grimes, 24 Bruton Place, Bond St., W. 1. 619-280

LEA-FRANCIS, 1923, chummy model, self-starter, dynamo lighting, all-weather curtains, as new throughout, £115 cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 'Phone, Museum 5391. 619-123

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

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

MARSEAL, 1923, lighting, starting, dickey, all-weather, electric horn, hose envelope, clock, etc., taxed 1924, nearest £125. Hanking, 124 Whalley, Wigan. 619-4170

MARSEAL, 1923, 4-seater, dynamo lighting, self-starter, all-weather equipment, clock, speedometer, double windscreen, licensed, excellent order, 125 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-83

MARSEAL, 1921-22, 4-seater, dynamo lighting, bargain, £115; exchanges Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 619-97

MATCHLESS, 1924, 10hp, 4-seater, dynamo, equipped, taxed, new condition, 120 guineas; exchanges or deferred. 175 Gt. Portland St., W. Mayfair 4027. 619-84

MATCHLESS 4-5-seater light car, our own special demonstration model, bargain at £135. Sam. E. Clapham, 27 Stockwell St., Greenwich. 'Phone 751. 619-122

MATHIS 7hp 4-cylinder saloon, dynamo lighting and starter, upholstered Bedford seat, finished any colour to choice, Dunlop tyres, new and un-used, £125. Maudes, 100 Gt. Portland St., London. 619-216

MATHIS 1922 8hp 2-seater, dickey, 4 speeds, dynamo, starter, licensed, splendid condition, 70 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-85

MORGANS, new and second-hand, cash, exchange, deferred. Cleveland Garage, Ackworth, Pontefract. 'Phone 33. 629-903

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MORGAN, A late 1921 Grand Prix, w.-c., M.A.G., dynamo lighting, special hood, with side curtains and several additional refinements, taxed December, late property of official agent and in condition infinitely better than year denotes, 65 guineas. 161 Bowes Rd., N.11. 'Phone, 19 Palmers Green. 619-g279

MORGAN, 8hp, Aero model, about 1920, very fine mechanical condition, all tyres at new, electric lighting, hood, windscreen, lamps, dashboard electric lamp, horn, mirror and Bonniksen speedometer, £49 10s. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 619-186

MORGAN, 8hp, J.A.P. engine, air-cooled, model de luxe, good mechanical condition, tax paid, £55. Below.

MORGAN, 8hp, 1921 model de luxe, water-cooled, absolutely as new, £65, exchanges and terms arranged. 'Phone or wire Paddington 6049; or call Kirk and Co., 22 Praed St., W.2. 619-183

MORGAN RUNABOUT, Grand Prix model, speedometer, engine thoroughly overhauled in excellent mechanical condition, £60. Naylor's, 406 Garratt Lane, Epsfield, S.W.18. 619-195

MORGAN Service Dept., Official appointed repairers for 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, 243 Lower Clapton Rd., E. 5. Dalston 2408. zzz-84

MORGAN, 1923, 8hp a.-c. J.A.P. Popular, all accessories, excellent condition, £75. 28 Sandy Lane, Teddington. 619-g351

MORGAN, 1922, G.P., 10hp, o.h.v. w.-c. J.A.P. engine, aluminium pistons, perfect condition, very fast, any trial, £80 or near offer. 42 High St., E1tham. 619-g350

MORGAN, 1924, Aero, w.-c. Anzani, dynamo lighting, electric and bulb horns, speedometer, hood, extra large Dunlop straight-side tyres, other extras, maroon colour, £140. Hill, Woodlands, Blossomfield Rd., Solihull, Warwick. 619-g347

MORGAN, standard, late 1922, J.A.P. engine, footboards, inside brake, etc., excellent car, little used, £55. 33 Jodreys Rd., Clapham. Brixton 2681. 619-g362

MORGAN de luxe, 1921, 10hp, water-cooled M.A.G., in splendid condition, insured till April, 1925, painted maroon, £75 or nearest offer. Ransom, 25 Station Rd., West Croydon. 'Phone, Croydon 459. 619-g412

MORGAN, 1923 Grand Prix, M.A.G. water-cooled engine, discs, dynamo lighting, electric and bulb horns, mileage 2,000, as new, £100; take G.N. or Blieri-Whippet part. Stratton, Sambourne, Astwood Bank, Redditch. 619-g408

MORGAN de luxe, 1920, w.-c. J.A.P. engine, new tyres and tubes, footboards, speedometer, shock absorbers, discs, lamps, with rear seat, full kit of tools many spares, taxed to December 31st, 12 months insurance, in new condition, any trial, or sell, with guarantee, £75. Berry, Baginley Hall, Chorley, Lancs. 619-g405

MORGAN de luxe, 1920, 8 J.A.P., whole recently overhauled, repainted makers, new tyres, complete equipment, £60; appointment. Bean, 6 Princess Park Mansions, Liverpool. 619-g407

MORGAN, 1921, 10hp M.A.G. de luxe, water-cooled, 700 by 80 tyres, Lucas dynamo, 3 lamps, Amac carburettor, dark green, reupholstered and new hood, Klaxon horn, Stewart speedometer, tax paid, £85. Below.

MORGAN, 1923, 8hp, Grand Prix, Anzani, disc wheels, 700 by 80 tyres, Amac carburettor, dark red and black, speedometer, tax paid, £105. Below.

MORGAN, 1923, Aero, 8hp Anzani, water-cooled, 700 by 80 Dunlop tyres, Lucas dynamo, 3 lamps, Bonniksen speedometer, Klaxon horn, dark red, upholstered black, 2 Aero windscreens, tax paid, £117. Below.

MORGAN, 1924, 8hp air-cooled J.A.P., standard model, finished in grey, full lighting equipment, 700 by 80 tyres, horn, tax paid, £75. Maudes, 100 Gt. Portland St., London. Museum 7676. 619-218

MORGAN, 1922, Grand Prix, 8hp M.A.G. engine, water-cooled, M.L. magneto, B. and B. carburettor, 700 by 80 tyres, Lucas dynamo lighting, all lamps, excellent condition, £95. Below.

MORGAN, 1923, 8hp, acetylene lighting, 2 horns, 710 by 90 tyres, M.L. magneto, B. and B. carburettor, £50. Maudes, 108 Prince of Wales Rd., Norwich. Telephone 998. 619-212

MORGAN 1919 Grand Prix, J.A.P., water-cooled, lamps, tools, etc., complete, very good condition, £66. Moore, 62 Avenue Rd., Highbury. 619-g948

MORGAN, 1923, speedometer, taxed, side screens, like new, £65; exchanges. 2 Ravenscourt Sq., Hammersmith. 'Phone, Riverside 355. 619-69

MORGAN, G.P., 1924, o.h.v. water-cooled Anzani, special lengthened body, dynamo, spare cover, cost £160 April, year's insurance, £125. Gould, 2 Boley Hill, Rochester. 619-g429

MORGAN, 1923, 10hp Blackburne, a.-c., dynamo, £75, any trial. 40 Old Town, Clapham, S.W.4. 619-g431

MORGAN, de luxe, 1921, w.-c. M.A.G. engine, handsome appearance, £75. Bunting's Exchange, Wealdstone. 619-111

MORGAN de luxe, 1921, M.A.G. engine, air-cooled, another bargain, £70. Bunting's Exchange, Wealdstone. 619-112

MORGAN, Aero, 1924 Anzani o.h.v. engine, just like new, brilliant bargain, £125. Bunting's Exchange, Wealdstone. 619-109

MORGAN, G.P., 1921 smart appearance, excellent order, £75. Bunting's Exchange, Wealdstone. 619-110

MORGAN, Homac's have the following Morgans for sale. All fully guaranteed—

1920 Grand Prix, 8hp w.-c. J.A.P., dickey seat at rear, tax paid, £65.

1924 De Luxe, 8hp w.-c. J.A.P., dynamo, fully equipped, tax paid, £125.

1924 family model, 8hp w.-c. J.A.P., dynamo, hood, screen, etc., tax paid, £122 10s.

1922 family, 10hp w.-c. M.A.G., speedometer, tyres excellent, tax paid, guaranteed faultless, £95.

1924 standard model, 8hp a.-c. J.A.P., fully equipped, grey, brand new.

Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment.

Homac's Morgan Service Depot, 243 Lower Clapton Rd., N.E. 'Phone, Dalston 2408. 619-263

MORGAN, Aero model, 1922, in exceptionally good condition, very fast, many extras, including front starting handle, hood, special hand brake and steering wheel, Rapson Comfort tyre, dynamo, plated fittings, etc., £90. 14 Clifton Rd., Kingston, Surrey. 'Phone, Kingston 1195. 619-g444

MORGAN, 1920 G.P., M.A.G. engine, perfect order, £75 or near offer. Simpson, Elgin St., Hereford. 619-g437

MORGAN de luxe, w.-c. M.A.G. engine, newly painted, £55, exchange, 22a Spring Grove, Chiswick. 619-63

MORGAN, 1924 G.P., o.h.v. Anzani engine, dynamo lighting, speedometer, licensed, superb condition, 120 guineas. Below.

MORGAN, 1922, G.P., M.A.G. engine, fully equipped, licensed, superb condition, 75 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-86

MORGAN, 1923, air-cooled Blackburne, dynamo lighting, good condition, new hood, £77 10s., or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 619-g453

MORGAN, 1922, de luxe, water-cooled M.A.G. engine, mechanically perfect, 63 guineas. 31a Hydethorpe Rd., Balham. 619-157

MORGANS, Allen-Bennett Motor Co., Ltd., have the following guaranteed second-hand Morgans in stock for immediate delivery:—Grand Prix, 1923, w.-c. Anzani, speedometer, clock, special exhaust system, tax paid, practically indistinguishable from new, £55. Grand Prix, 1923, water-cooled Blackburne, Stewart speedometer, very fully equipped, £85. Grand Prix, 1922, w.-c. M.A.G. engine, fully equipped, excellent condition, £75; de luxe, water-cooled J.A.P. engine, fully equipped with speedometer, etc., £67 10s. Small deposit, balance to suit your convenience. 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. 619-153

MORGAN, de luxe, 1920, M.A.G. w.-c. engine, electric, splendid order, any trial, 60 guineas. 41 Palewell Park, East Sheen, S.W.14. 619-g464

MORGAN, Elce, Ltd., have the following second-hand models, all overhauled.

1924 G.P., M.A.G., small mileage, £115.

1924 G.P., J.A.P., speedometer, discs, taxed, £110.

1922 G.P., M.A.G., speedometer, taxed, £87 10s.

1919 a.-c. M.A.G., sporting de luxe, speedometer, £57 10s.

Cash, exchange or deferred terms. 11-15 Bishopsgate Ave., Camomile St., E.C.5. 'Phone, Avenue 5548. 619-278

MORRIS-OXFORD, 1914, 2-seater, paint, hood and screen in good condition, smart appearance, Sankey detachable wheels, 5 good tyres, electric headlights, £51. Box No. 6857, c/o "The Light Car and Cyclecar." 619-g285

NEW CARDEN, 1924, 7hp, chummy, 4-seater, electric lighting, full equipment, licensed, absolutely new condition, 70 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-94

NEW CARDEN, latest model, accommodates 2 adults and 2 children, 60 m.p.g., electric light, starter, spare wheel, condition as new, taxed, drive away, a bargain, £65. 96 Fore St., Devonport, Devon. 619-g400

NEW CARDENS. We have several 1923 and 1924 2-seater and 4-seater models in stock from £50; deferred terms and exchanges arranged to suit your pocket. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 619-265

NEW HUDSON, August, 1922, mileage guaranteed 5,000, full standard equipment, side curtains, spares, new tyre, tax paid, perfect, £100. W.-1. way, Kenwood, Seaford, Sussex. 619-g401

PEUGEOT, late 1923, 8-10hp de luxe 2-seater with dickey seat, dynamo, etc., car fully equipped and little used, bargain, £90; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 619-233

PEUGEOT, £60!! 1922-23 Peugeot, tax paid for year, 6.2hp, only been licensed a year, fast car, 4 new tyres, just been overhauled and painted, private owner, bargain. Full particulars, G. Wellesley, Gurnes Hall, Huntingdon. 619-g425

RHODE, 9.5hp, 1923, all-weather saloon, light blue, black wings, dynamo lighting, self-starter, speedometer, clock, mirror, electric and ordinary horns, spring gaiters, grease-gun lubrication, Michelin Comfort tyres, taxed, just been renovated at works and made as new, £185. Below.

RHODE, 9.5hp, 1923, sports, 2-seater mauve, aluminium wings, dynamo lighting, speedometer, clock, spillock and other extras, taxed, very smart and appearance as new, £190. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. 619-205

RHODE, 11hp, blue, light 4-seater, May, 1924, only 6,500 miles, perfect, smart, fast car, tax and insurance paid to end of year, £195. Gower, Church St., East Dereham. 619-g198

RHODE occasional 4-seater, side curtains, insured to August, 1925, perfect order, £135. 20 The Ridgeway, N.W.11. 619-g372

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RILEYS. Guaranteed second-hand Rileys, overhauled by Riley specialists. May we send you monthly lists? Lewes Motor Works, Sussex. 628-420

RILEY, 1924, 11-40hp, 4-seater, practically new, used for few demonstrations, £345. Pickworth and Hall, 107 Gt. Portland St., W. J. Langham 1998. 619-26

ROVER, late 1922, 8hp, repainted primrose, low pressure on tyres, 1,000 miles, all-weather equipment, many extras, mileage 6,875, bargain £85; owner buying larger car. Clark, 61 Madency Rd., Ealing, Phone, Ealing 1705. 619-867

ROVER 8, November, 1923, de luxe chummy model, taxed to December, insured to July 1925, splendid condition, £110; any trial. Write, M. 15 Blackstock Rd., N. 619-1652

ROVER. Where's the purchaser? 8hp Rover, licensed, 50 miles' trial run to purchaser, £70 or nearest. Advertiser, Melville, Hoole Rd., Chester. 619-g169

ROVER 8, 1924, 4-seater, all-weather electric starter, dynamo lighting, speedometer, screen wiper, mirror, mileage 1,200, unpunctured, fully insured and taxed, as new, £150. 26 Grange Rd., Gravesend. 621-615

ROVER, 8hp car, 2-seater, double dickey, electric starter, Nils blue, shop-soiled, £150. Box No. 6820, c/o "The Light Car and Cyclecar." 619-10

ROVER 8, November 1923, 2-seater, with dickey, spring gaiters, other extras, 2 new tyres, taxed December insured, excellent condition, £85. North Stafford Garage, Stone Rd., Stafford. 619-x941

ROVER 8, 1924, chummy model, starter taxed, excellent order, £115. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 619-143

ROVER coupé, new, shop-soiled, 8hp, fitted with self-starter, never yet registered, carries guarantee price £175; terms, exchanges arranged. Warwickshire Motors, 148-150 Gt. Portland St., W.1. Phone, Museum 2964. 621-133

ROVER, 1924, self-starter, 8hp, 4-seater, hardly soiled, price £125; **ROVER,** 1923 (late), 8hp, 2-seater, looks and runs like new, price £90. Note, both cars all-weather fittings, speedometers and extras, taxed for year, any trial any time, any examination, late date motorcycles part payment or deferred terms. Wire, phone, or call. Graf, Hayes, Kent. Phone Bromley 532. 619-132

ROVER, 1921 model, very smart appearance, dickey seat, dynamo lighting, hood, windscreen, spare wheel and tyre, lamps, horn, etc., licensed to 1925 £48 10s. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 619-185

ROVER, 8hp, 1923, chummy model de luxe, self-starter, leather upholstery, clock, speedometer, all-weather screens, complete, very smart and in specially nice condition, £110. Below.

ROVER, 8hp, 1921, dynamo lighting, spare wheel, very nice mechanical condition good appearance, £59. Below.

ROVER, 8hp, 1922, 2-seater, dynamo lighting, spare wheel, speedometer very nice condition, £75; exchanges and terms arranged. Phone or wire Paddington 6049; or call Kirk and Co., 22 Praed St., W.2. 619-178

ROVER, 1922, 8hp, 2-seater and dickey, speedometer, spare wheel, tyres excellent very smart, £73; another £69. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 619-196

ROVER, 1921, 8hp, 2-seater, spare wheel, tyres good, smart appearance good mechanical condition, £59. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 619-198

ROVER, 1922, de luxe, 8hp, fully equipped, clock and speedometer, tax paid, in appearance as new, £78. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 619-197

ROVER, 8hp, chummy, late 1923, self-starter, taxed to December, as new, guaranteed, £115. Ratcliffe Bros., 200 Gt. Portland St., W. 619-190

ROVER 8, perfect running order, spare wheel and speedometer, bought August, 1922, tax December, insurance September, 1925, £75; bargain. Crowtree Engineering Co., Killinghall Rd., Bradford. 620-281

ROVER 8, 1922, under 5,000 miles, all-weather equipment, speedometer, £70. "Dunraven," Madiera Rd., Byfleet, Surrey. 621-g537

ROVER 8, 1923 2-seater, dickey, splendid condition, owner-driven, speedometer, taxed, insured, any trial, bargain, £125. 25 Central Avenue, Hayes, Middx. 621-g536

ROVER 8, tourist de luxe, chummy, cost £212, electric light, clock, speedometer, will sell, £120, teach buyer drive, tax paid. Box No. 6841, c/o "The Light Car and Cyclecar." 621-g525

ROVER, 1921, 2-seater, dynamo lighting, hood, screen, lamps, spare wheel, who wants? 56 gns. exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 619-2

ROVER, 1923, 8hp, chummy model, as new throughout, all-weather equipment, many extras, trial willingly, £95. 77 West Green Rd., Tottenham. 619-g356

ROVER 8, 1923, chummy, tax paid, little used, excellent condition, appearance as new, £105 or nearest offer. Owner, 126 Onslow Gardens, Wallington, Surrey. 619-g355

ROVER, 1923, 8hp, de luxe chummy model, self-starter, taxed, 2 spare wheels, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate Manchester. 619-166

ROVER 8, 1922, speedometer, curtains, absolutely new condition, £70. 484 West Green Rd., N 15. 619-g367

ROVER 8, 1921, dynamo lighting spare wheel, new hood, in good working order, £60. Wawman, 10 Lammermoor Rd., Balham, S.W. 619-g365

ROVER 8, de luxe, late 1922, 2-seater, dark blue, in a really first-class condition, full equipment, numerous spares, 3 new tyres, tax paid to end of year, a bargain, only wants seeing, £95 for quick sale. C. Moss, 20 Aethra Rd., Tooting. 619-1364

ROVER, 9hp, 2-seater and double dickey, latest model, starter, slightly shop-soiled, liberal exchange allowance or deferred terms. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 619-226

ROVER, 1922 type 8hp, all-weather equipment, ready for immediate use, bargain, £70; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., S.W.3. 619-231

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

ROVER 8, 1923 model, 2-seater, speedometer, Dunlop cords, mirror, £80. Gibbons, 120 Oxford St., Tottenham, Bristol. 619-g403

ROVER chummy, 1923, excellent condition, many spares, £105. 31 Kidbrook Grove, Blackheath, S.E. 3. 619-g399

ROVER 1924 8hp 4-seater de luxe, with many extras, most exceptional car in practically new condition, £125; also 1924 8hp chummy de luxe, £105. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Riverside 3161. 619-49

ROVER 1924 8hp de luxe 4-seater, starter, almost as new, £110. Cummings and Simpson, 5 Putney Bridge Rd., S.W. 18. Putney 2728. 619-248

ROVER, 8hp, 1922, 2-seater, dickey, very smart and mechanically perfect, £72 10s. 43 Green Lane, Pease, S.E. 20. Sydenham 604. 619-242

ROVER, 1924, 8hp, chummy, fitted several extra accessories, and self-starter, £110. Bartlett's, 93 Gt. Portland St. 619-259

ROVER, 1922, 8hp, 2-seater de luxe model, bargain, £75. Rhind and Co. Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 619-99

ROVER, 1922, 8hp, 2-seater, excellent condition, £80. Bartlett's, 93 Gt. Portland St. 619-256

ROVER 1924 8hp, 4-seater, bulb and electric horns, side curtains, insured, excellent condition, mileage 3,000, owner going abroad, £120. Keoch, Melbourne, Wexsex Rd., Parkstone, Dorset. 619-g418

ROVER 8, 1923, de luxe, chummy lighting, starting, clock, speedometer leather upholstery, excellent order, 115 gns. Below.

ROVER 8, 1923 model, 2-seater, dynamo, all-weather equipment, excellent order, 85 gns. Below.

ROVER 8 1922, 2-seater, large dickey, dynamo, speedometer, all-weather side curtains, licensed, splendid order, 79 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-88

ROVER 8, 1923, 2-seater de luxe, all-weather equipment, good tyres, clock, speedometer, real leather upholstery, good condition throughout, appearance as new, 80 guineas, or exchange motorcycle and cash, 51 Upper Richmond Rd., East Putney. 619-g461

ROVER 8, 1921, 2-seater, dynamo, spare, very good condition, £62 10s. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Avenue 5548. Exchange late Morgan and cash. 619-276

ROVER 8, 1923 condition as new, dickey seat, new tyres, specially fitted coach-built screens, all-weather, speedometer and glass, taxed and insured, £95; instalments could be arranged. Anatin, 18 North View Drive, Westcliff-on-Sea. 619-g457

ROVER 8 1923 2-seater, dickey, in beautiful condition and tax paid, bargain, £95. Bunting's Exchange, Wealdstone. 619-108

ROVER 8, 1923, Chummy model, speedometer, in practically new condition, taxed and insured, £105. Bunting's Motor Exchange, Wealdstone, Middlesex. 619-107

ROVER 8, 1923, Chummy, black all-weather equipment, as new throughout, 90 guineas; also 1924 4-seater at £125. Exchanges, extended payments. Meats and Bishop, 225a Hammersmith Rd., W. 6. Hammer-smith 2230. 619-101

ROVER 8, December, 1922, all-weather, excellent condition, £58. 64 Church St., Edgware Rd., N.W. 619-g450

ROVER 8, 1923, Chummy de luxe, taxed December, insured January, £88. 55 Holland Rd., Harlesden, N.W.10. 619-g445

ROVER 1921, 8 2-seater, de luxe model, leather upholstery, etc., splendid condition, £77 10s. or small deposit, balance to suit your convenience. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 619-145

ROVER 8 de luxe, splendid condition, £72 10s. or small deposit, balance to suit your convenience. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 619-151

ROVER, 1923-24, chummy model, de luxe, fitted with very conceivable accessory, clock, speedometer, dash lamp, etc., new tyres, leather upholstery, unsratched, mileage negligible, will drive 100 miles to genuine purchaser, 90 guineas. 31a Hydelhorpe Rd., Balham. Phone, Streatham 3440. 619-158

ROVER 1923 8hp chummy, as new, £110; 1921 2-seater, excellent order, licensed and guaranteed; exchanges or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 619-294

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. 619-285

SALMSON. Mann and Handover, Ltd., authorized agents for Salmson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. 619-741

SALMSON, with Brooklands type body, purchased end August, 1924, licensed and insured for one year, cost £253, accept £160, no fault, owner not allowed to use it. Holmes, 41 St. Peter's Sq. Hammer-smith 740. 619-209

SALMSON 1923 chassis, fitted with very smart 3-seater cloverleaf body by Biggan, very fast, £100. Stretton and Smith, 12 Woodstock St., Oxford St., London. 619-18

SALMSON, 1923, de luxe 2-seater and dickey, excellent tyres, fully equipped, taxed, £110. K.J. Motors, Bromley. 621-57

SALMSON 1924 3-seater, 5 lamps, starter and all accessories, as new, £150. 10 Beechcroft Mansions, Streatham. 619-g396

SALMSON, 1922, £82 10s., 2-seater and dickey, dynamo lighting, speedometer, clock, spare wheel, very smart and reliable, any trial, exchanges and deferred payments. 325 High Rd., Chiswick. 619-77

SALMSON, 1923, 2-seater, dickey, dynamo, splendid condition, £95, exchange, 22a Spring Grove, Chiswick. 619-66

SALMSON, 1922, 2-seater, 10hp, dickey, dynamo lighting, spare wheel, excellent condition, taxed, £85; exchange late Morgan and cash. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Avenue 5548. 619-274

SINGER. £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast, Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 619-31

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

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

SINGER 1924 10hp 4-seater de luxe, only run 200 miles for demonstration purposes and guaranteed as new, £185. Newham Motor Co., 245 Hammersmith Rd., London, W.6. 'Phone Riverside 3161. 619-446

SINGER, 1920, just overhauled, 2 new tyres, a.s. dynamo lighting, tax and insurance paid year, £100. 62 Lincoln Rd., E.7. 619-g313

SINGER, coupe, 1921, starting, lighting, Bedford cord, 5 detachables, speed-meter, dash lamp, ideal car for town work or lady, £255. Western 3564. Rigby, 25 Chesham Gardens, W.8. 619-g305

SINGER, coupe, 2-seater, late model, beautifully finished, Bedford cord, upholstery, starting and lighting, speedometer, Gabriel snubbers, £295. Exchange and terms arranged. 'Phone or wire Paddington 6049; or call Kirk and Co., 22 Praed St., W.2. 619-181

SINGER, 1922, 10hp, 2-seater, dickey, dynamo lighting, starter, side curtains, insured May, 1925, tax paid December, excellent condition, £100. Packwood, Brent St., Hendon, N.W.4. 620-g277

SINGER, 1919, 10hp coupe, painted dark blue, in very fine condition, upholstered in antique leather cloth, full equipment, any trial, £75 cash or deferred payments arranged. 24 Thornton Rd., Thornton Heath. 'Phone, Thornton Heath 1229. 619-g286

SINGER, 48 gns., 1919, 2-seater, dynamo lighting, bargain. Ewers, Newton Rd., Burton-on-Trent. 619-g292

SINGER, 1921, 9.8hp, 2-seater and dickey, starter and lighting, fully equipped, tyres good, spare wheel, excellent mechanical condition, £59. Naylor's, 406 Garratt Lane, Epsilfield, S.W.18. 619-199

SINGER, 1923, de luxe, 4-seater, all-weather model, self-starter, luggage grid, other extras, good condition, £120. 34 The Avenue, St. Margaret's, Twickenham. 619-g338

SINGER coupe, any trial, taxed, dynamo lighting, speedometer, £53. 117 Lislefield Rd., Canonbury, London. 619-g168

SINGER 10, 1914, perfect condition £40. 'Phone, Hop 3012. Eccles, 156 Lambeth Rd., S.E.11. 619-g11

SINGER, 1924, 10hp, 4-seater, taxed, perfect throughout, £155. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 619-139

SINGER, 1914, 10hp, 2-seater, good order, £35. Egham Motor Co., Egham. 619-g217

SINGER. See our special offer of free insurance on page No. 14 for cars under £100. Benmotors, 30-32 High St., Wandsworth, S.W.18. Baitsea 1509. 619-55

SINGER, 10hp, 1920-21, coupe, dynamo, starter, speedometer, dickey, upholstered Bedford cord, in absolutely exquisite condition, taxed, K.J. Motors, Bromley. 621-56

SINGER, 168 guineas, new, unregistered, slightly shop-soiled, de luxe model Singer cars, 2 and 4-seaters, balloon tyres optional, fully guaranteed, for one week only. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth, S.W.18. Putney 2728. 619-250

SINGER, 1919-20, 2-seater, dickey, starter, very smart, mechanically perfect, £72 10s. 43 Green Lane, Podge, S.E.20. 'Phone, Sydenham 604. 619-241

SINGER 1919 2-seater, dickey, taxed, nice order, £50, exchanges. 2 Ravenscourt Sq., Hammersmith. 'Phone, Riverside 555. 619-68

SINGER, 1921, £69, 10hp, 2-seater, sunken dickey, dynamo lighting, starter, taxed December, excellent tyres, smart appearance, demonstration with pleasure; deferred payments, exchanges. 325 High Rd., Chiswick. 'Phone 305. 619-73

SINGER, 2-seater, 9.5hp, dynamo lighting spare wheel, taxed, bargain, £47 10s. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 619-69

SINGER, 1919, 2-seater de luxe, self-starter, etc., repainted, good tyres, first-class condition throughout, 78 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 619-g463

SINGER, 2-seater, 3-speed and reverse, been overhauled, any trial, tax paid, 29 guineas. 67 Fernlea Rd., Balham. 'Phone, Streatham 3440. 619-156

SINGER, 1924, 10hp, de luxe 4-seater, usual full comprehensive equipment, taxed, practically indistinguishable from new, worth £210, our special clearance price, £160, or small deposit, balance over 18 months. Allen-Bennett Motor Co. Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. 619-147

SINGERS. Special offer, Singer, brand new, unused, 1924, showroom-soiled de luxe 2 and 4-seaters, carrying makers' usual full comprehensive guarantee, at 170 guineas, usual price £255, or small deposit, balance over a period to suit your convenience; snap up one of these most remarkable bargains to-day; you will never have such an opportunity again. Allen-Bennett Motor Co. Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. 619-154

SINGER 1920 2-seater and dickey, dynamo and starter, £65; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 619-290

STANDARD. Moores Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-756

STANDARD, 1924, 11.4, 2-seater, all-weather equipment, 5,000 miles, tax December, excellent condition, owner-driven only, £185. Kes-Tor, 7 Mill Way, Mill Hill, N.W.7. 619-g165

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD, 1920, 9.5hp, 2-seater and dickey, starter and lighting, good tyres, tax paid, nicely equipped, very fine condition, £110. Below.

STANDARD, 2-seater, 1923, dynamo lighting and starting, double dickey, axed for rear, first-class car, side curtains and double screen, speedometer, £139. Exchanges and terms arranged. 'Phone or wire Paddington 6049; or call Kirk and Co., 22 Praed St., W.2. 619-179

STANDARD 9.5 1915 2-seater. Always owner-driven, Brelt lighting, speedometer, good dickey, body, engine, tyres exceptional condition, £75. Rickards, 12 Spring St., Paddington. 620-4718

STANDARD, 9.5, 1915, dynamo lighting, 5 wheels, double dickey, good tyres, new accumulators, excellent condition, £65. Steward, 143 Church St., Chelsea. 619-g295

STANDARD, 9.5, long wheelbase, repainted, as new, £110, or exchange. Ratcliffe Bros., 200 Gt. Portland St., W.1. 619-189

STANDARD, £55; 9.5hp 2-seater, dickey, 5 detachable wheels, lamps, tax paid, excellent condition, real bargain, £55. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 619-12

STANDARD, 1920, 9.5hp, long chassis 2-seater, dickey, starting and lighting, all-weather equipment, December tax, perfect, £100. Palmer's Garage, 187 High St., Tooting. 619-9

STANDARD, 11.4, late 1923, 2-seater, taxed and insured, fully equipped, wonderful engine, £150. Harding, 170 Portobello Rd., Notting Hill, W. 619-g341

STANDARD 1924 11.4 2-seater, all-weather, practically new, taxed, £175. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4433. 619-21

STANDARD 1924 11.4 2-seater, practically unsold, £175. Stretton and Smith, 12 Woodstock St., Oxford St., London. 619-19

STANDARD 1924 Kenilworth 4-seater, 11.4hp, all-weather, nearly new condition, £185. Hampstead, Box No. 6843, c.o. "The Light Car and Cyclecar." 619-g359

STANDARD, 1923, 11.4hp, 2-seater all-weather, fully equipped and taxed, excellent condition, £155. Hoon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 619-228

STANDARD, 1924, 11.4, 4-seater, completely equipped, taxed, etc., perfect order, £170. Vivian, 33 Spenser St., Victoria St., S.W.1. Vict. 8677. 619-259

STANDARD 1924, 11.4hp, taxed December, condition excellent, £170. Box No. 6846, c.o. "The Light Car and Cyclecar." zzz-62

STANDARD, 1921, 11.6hp, 4-seater, dynamo and starter, repainted, exceptional order, taxed, £125; exchange late Morgan and cash. Elca, Ltd., 11-15 Bishopsgate Avenue, Cannon St., E.C.3. 'Phone, Avenue 5548. 619-275

STELLITE, 1919, No. 1,369 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel., 425. zzz-160

STELLITE, £45, exchanges, deferred payments, 1914, 2-seater, dickey, 5 detachables, hood, screen, electric lamps, taxed. Seabridge, 35 Hansier Rd., East Dulwich, Sydenham 2452. 619-34

STELLITE, £42 10s., 2-seater, dickey, spare wheel, taxed December, good tyres, smart and thoroughly reliable; exchanges and deferred payments. 325 High Rd., Chiswick. 'Phone 305. 619-75

STONELEIGH, 1923, 3-seater, speedometer, side curtains, mirror, excellent condition, £95. 32 Princesway Wallasey. 620-g273

SWIFTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301

SWIFT. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-755

SWIFT, £118, 1921, 10hp, 2-seater, sunken dickey, starting and lighting, as new, exchange. Ewers, Newton Rd., Burton-on-Trent. 619-g293

SWIFT, £31 5s. secures a 1924 10hp Swift 2-seater fitted with dynamo lighting and starting, leather upholstery, large double dickey, beautiful condition, one owner since new, balance by 12 monthly instalments of £7 10s.; exchanges arranged. White and Mears, 9a Brick St., Piccadilly. 'Phone, Grosvenor 1804 and 2239. 619-223

SWIFT, 1920, 2-seater, dynamo lighting, stored for over 2 years, £85; deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 619-246

SWIFT, 1923, July, 10hp, chummy, Hartfords, dynamo lighting, starter, speedometer, etc., engine recently overhauled, 53 m.p.h. 42 m.p.g. perfect condition, £150 or nearest offer, can be seen London if required. Blotold, R.A.F., Duxford, Cambridge. 620-g422

SWIFT, 1921, 10hp, 2-seater, dickey, lighting, starter, equipped, splendid order, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-89

SWIFT 1915 coupe, 10hp, dynamo lighting, detachable wheels, tax December, fully equipped, excellent order, £57 10s. Owen, 94b High Rd., East Finchley. 619-g451

SWIFT, 10hp, 1923 Chummy model, beautiful condition, Hartford shock absorbers, perfect throughout, £160; near Manchester. Box No. 6847, c.o. "The Light Car and Cyclecar." 619-g436

SWIFT 1910 10hp 2-seater, dynamo lighting, bargain, £85. Elmwood, River Mount, Wallen-on-Thames. 619-g438

TALBOTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-309

TALBOT, 1922, 8-18, any trial, £135. Edis. "Mk.4ura," Bienenheim Rd., Bickley, Kent. 619-g453

TALBOT 1923 8-18 coupe, many extras, 2 spare wheels, mechanical screen wiper, tax paid, practically new, 200 guineas. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4433. 619-20

TALBOT bargains. 1924 three-quarter coupe, absolutely as new, £335; 1923 ditto, special magneto model, 2 spare wheels and extras, £280; 1923 5-seater tourer, as new, all-weather equipment, £230; exchanges or deferred, all guaranteed and taxed. James, over Alexander's, 422 Harrow Rd., Paddington. 619-39

TALBOT, £320, 10-23, latest 1924 model, 4-seater touring, 1,000 miles, beautifully equipped, tax paid, privately owned, viewed Westminster by appointment. Box No. 6845, c.o. "The Light Car and Cyclecar." zzz-51

TALBOT 1923 10-23 4-seater, starting, lighting, faultless condition throughout, tax paid, 200 guineas. Exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 619-100

TALBOT 8-18, 1923 (late), good condition, £155, taxed. Games, 24 Bruton Place, Bond St., W.1. 619-279

TAMPLIN, 1921, tandem, aluminium wings, speedometer, discs, exceptionally smart, bargain price. Tamplin Motors, Chcam. Sutton 21. 619-g303

TAMPLIN, 1922, side-by-side 2-seater, 3-speed, reverse, dynamo, splendid order, 65 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-87

T.B., 3-wheeler, 8hp, 3-speed, reverse, taxed, detachable wheels, £55, exchange. 22a Spring Grove, Chiswick. 619-64

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

TEMPERINO, 1921, 3 speeds and reverse, dynamo lighting, clock, speedometer, spare wheel, extra new tyre, good condition throughout, £57 10s., or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 619-6460

WOLSELEYS. Try Healy's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-505

WOLSELEY, £125, 10hp, 2-seater, 1922, dickey, 5 detachable wheels, lovely condition, bargain, exchanges, instalments. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3435. 619-113

WOLSELEY 1924 10hp 2-seater, model de luxe, new but slightly show-room-soiled, £250, usual price £325, special bargain, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 619-570

WOLSELEY de luxe. Cass's Motor Mart, Ltd. 1921 10hp 2-seater, dickey, all-weather hood, starter, just repainted blue, taxed December, insurance, deferred terms, exchanges, 140 guineas. 243 Brompton Rd., S.W.3. Kensington 2194. 619-222

WOLSELEY, 10hp, very late 1921 model, 4-seater de luxe, dynamo lighting, self-starter, all-weather equipment, in perfect order, bargain, £145; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 619-232

WOLSELEY, exceptional bargain, 1921-22 model, 10hp, 2-seater Wolseley, de luxe model, starting and lighting, car mechanically perfect, coachwork dark blue, first-class condition, any trial, accept £135. Brown, Higher Albert St., Chesterfield. 619-427

WOLSELEY 1921, 10hp, de luxe, superb V fronted 4-seater, all-weather coupe body, lighting, starting, fully equipped, leather upholstery, licensed, excellent order, 180 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 619-92

WOLSELEY 7, 1923, 2-seater, dynamo and starter, taxed for year, tyre and vehicle in very excellent condition, highest cash offer secure; Morgan runabout taken in part exchange. Elco, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 619-277

WOLSELEYS, 1924, £50 and you are on the road with any 10hp model, tax and insurance paid for one year, balance in 12 or 24 monthly payments. Before buying a second-hand car, give this proposition your serious consideration. Full details, Kingsway Motor Co., Waldorf House, Catherine St., Aldwych, W.C.2. Regent 691. 619-127

WOLSELEY-STELLITE, No. 1528, 2-seater, dickey, excellent condition, dynamo, side screens, new hood, luggage grid, insured including any driver until August, 1925, 80 guineas. Delancey St. Garage, Camden Town, N.W.1. Hampstead 2012. 619-296

LE ZEBRE, 50 per cent. under list. Brand new, 8hp, chummy 4-seaters, differential, cantilever springing, lighting and starting, detachable wheels, wire, 710-90 mm. cord tyres, full equipment, complete for road, £145; 2-seater, £135; chassis, £100; exchanges and deferred terms; all spares stocked. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. (adjoining Hammersmith Bridge). 619-224

LE ZEBRE, 1923, 2-seater, dickey, electric starting and lighting, nearly new condition, 86 guineas; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 619-462

LE ZEBRE, nearly new 2-seater, double dickey, lighting and starting, 4 speeds, tax and insurance paid, offers or exchange 4hp combination and cash. Welham, Surbiton Hill Rd., Surbiton. 619-465

LE ZEBRE, 1922, brand new (shop-soiled), 2-seater with dickey, dynamo and starter, £110; exchanges or hire-purchase. The Light Car Co., 531 410-414 Euston Rd., London. 619-289

SPARE PARTS FOR LIGHT CARS.

DEEMSTER spare parts. We can supply any spare parts for any model from stock. Elephant Motors, Ltd., Elephant House, 97-101 Newington Causeway, S.E.1. Telephone, Hop 3161-2. 619-136

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G.W.K. spares for sale, 2 cars dismantled. Edwards, 41 Chester Mews, N.W.1. 619-3365

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 53. zzz-599

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RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 639-c140

ZEBRE. All spares can be obtained from Knight, 65 Regent St., London, W. 627-c793

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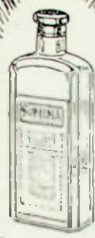
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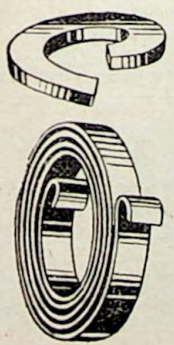
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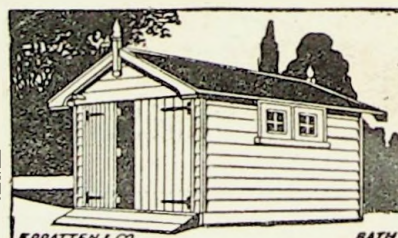
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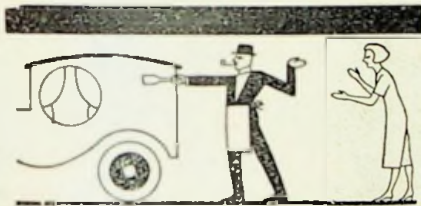
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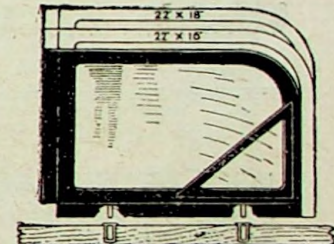
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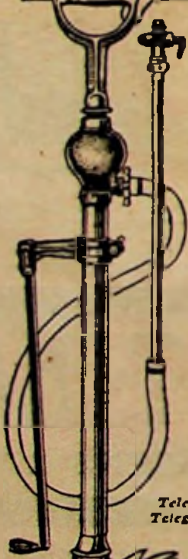


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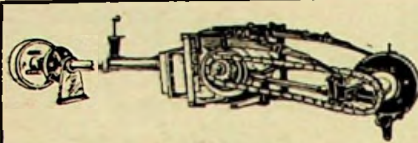
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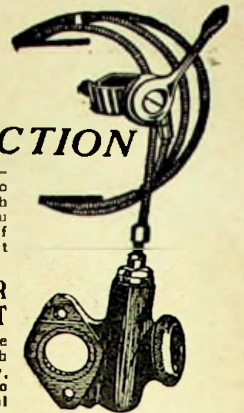
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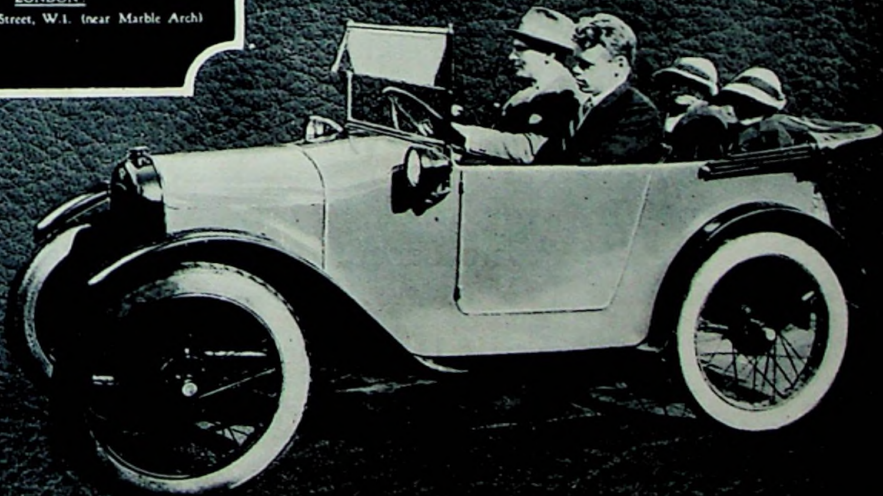
The Austin Seven

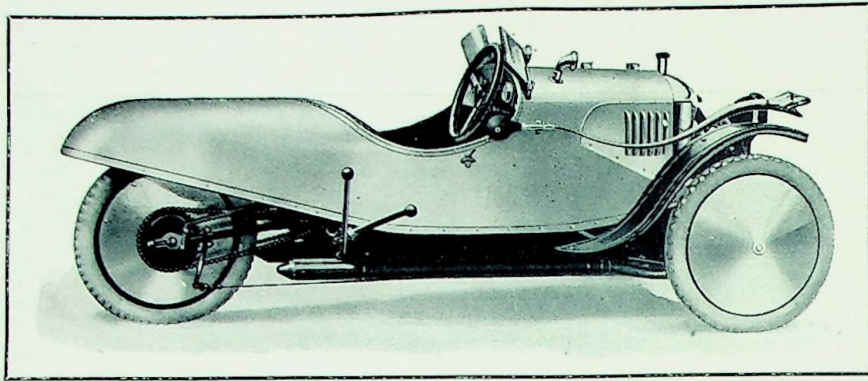
can be run for tramfare, and will make rings round many a big car. It is just as complete—four-cylinder, water-cooled engine, three speeds, shaft drive with differential, electric lighting and starting, and four wheel brakes. For social occasions it becomes the daintiest coupé. "The Austin Seven" has the silent power of a tiger.

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The Morgan was first exhibited at Olympia in 1910, it was a pioneer of the light car movement, and its popularity is manifest from the fact that every year (with the exception only of the war period) the number of sales has increased.

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