

The Light Car and Cyclecar

Founded 1912

The only Small Car Journal



Vol. XXI No. 539
 Friday, March 23, 1923
 Registered at the G.P.O.
 as a Newspaper



TRIAL OF ALL ROUND EFFICIENCY

A great deal of interesting data is out comparative performances of small obtained on Saturday last at the Club's General Efficiency Trial, full in this issue. Above is a scene of the numerous interesting tests.

The "Mitchell" Plug Tester, for as the "Sunbeam Plug T... mentioning "The Light Car and Cyclecar you will be working for the



SPENWOOD CORD TYRES

Every Journey a Joy

Motorists who use Spencer-Moulton and Wood-Milne productions have expected these firms to excel with the new Cord Fabric type. Their confidence is justified in the "Spenwood" Cord Tyre.

Here you have the new cord principle backed up by the highest possible standard of British Tyre manufacture.

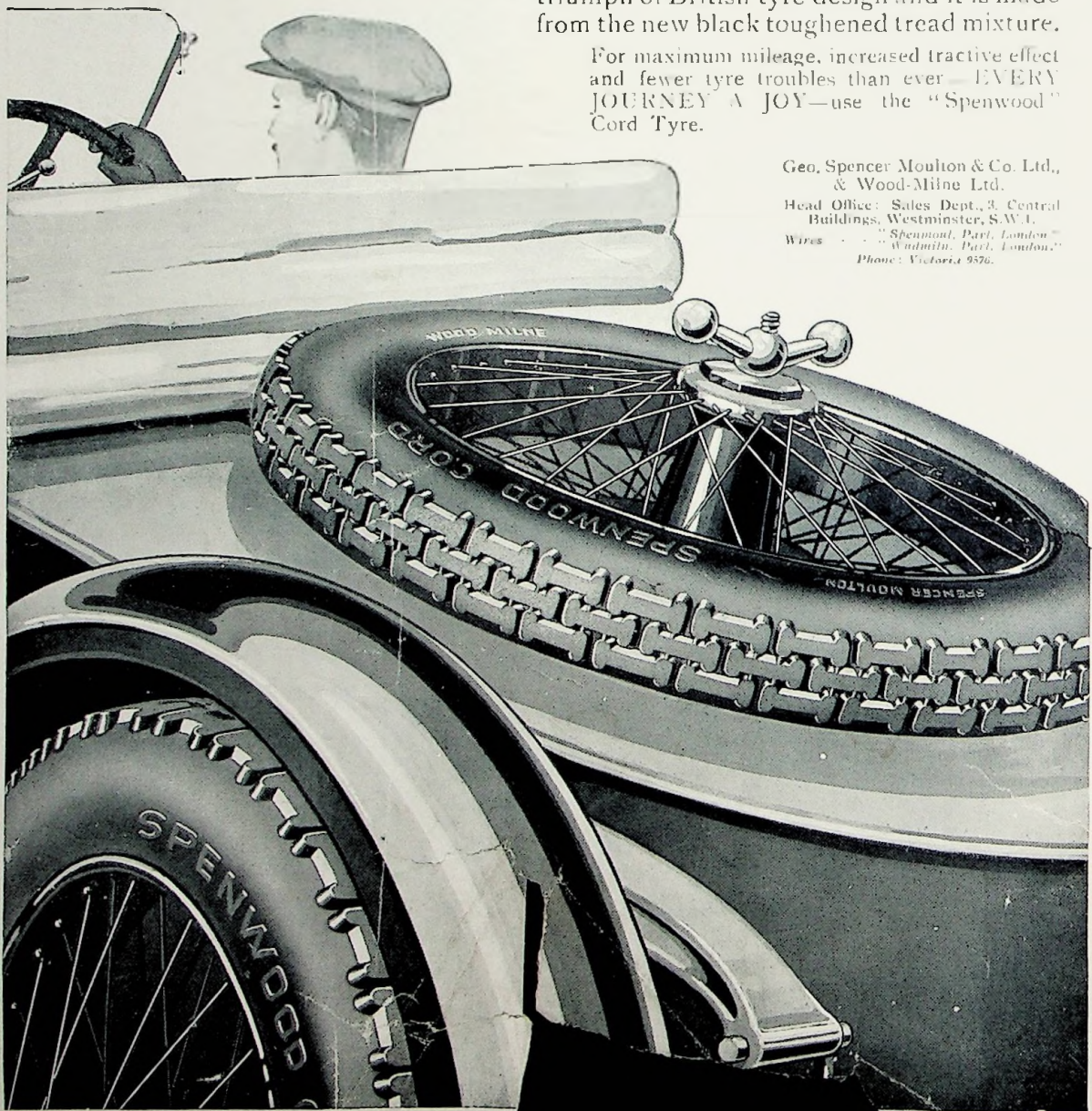
The dumb-bell tread in the "Spenwood" is a triumph of British tyre design and it is made from the new black toughened tread mixture.

For maximum mileage, increased tractive effect and fewer tyre troubles than ever—EVERY JOURNEY A JOY—use the "Spenwood" Cord Tyre.

Geo. Spencer Moulton & Co. Ltd.,
& Wood-Milne Ltd.

Head Office: Sales Dept., 3, Central
Buildings, Westminster, S.W. 1.

Wires: "Spencer-Moulton, Paris, London"
"Wood-Milne, Paris, London"
Phone: Victoria 9576.



1,000 "Mitchell" Plug Testers to go out on trial!



Every time I sell a "Mitchell" Plug Tester I make a friend. I mean it. The average motorist wears his pockets threadbare through continually having to put his hand in them to pay for this, that, or the other. Taxation, Insurance, Repairs, Running Costs, etc., pay, pay, pay all the time. Consequently, when for a few shillings he is able to obtain a fascinating and really useful device like the "Mitchell" Plug Tester, he feels pleased with himself for having bought it, and grateful to me for having invented it.

Have Confidence in Me.

Now I want you to give me the credit for being perfectly sincere when I tell you that the "Mitchell" Plug Tester is one of the most useful, fascinating and interesting inventions it is possible to obtain.

It is beautifully made, expensive to manufacture, and offers the utmost possible value for money.

BECAUSE I am sure you will like it,
BECAUSE I believe you will keep it,
BECAUSE I know that every word I have stated is true,

I am going to ask YOU to

Try a "Mitchell" Plug Tester for One Week at My Expense.

First, let me tell you briefly what my invention is, and what it will do.

In appearance it is a highly polished vulcanite tube, with a handsome nickel Conductor at one end, a bright red emerald cap at the other, and an oblong Inspection Window in the centre. It can be carried in the waistcoat pocket like a fountain pen, and is a veritable wizard for detecting plug and ignition troubles. To test your ignition, you simply hold the "Mitchell" in your fingers, and apply the Conductor to each of the plug tops in turn. If your plugs are working properly, a series of Brilliant Orange Flashes will appear in the Inspection Window, each flash coinciding with the spark at the plug points.

Screwdriver Test Unsatisfactory.

As every motorist knows, the old-fashioned screwdriver method is very crude and unsatisfactory, and it is extremely difficult to tell if a plug is only missing occasionally, or whether it is out

to go out on trial!

YOU are invited to PERSONALLY test this fascinating invention for SEVEN DAYS AT MY EXPENSE.

Safeguard your EASTER TOUR with a "Mitchell."

of action altogether. The spark may be too weak to fire the charge regularly at all speeds and on varying mixtures, but the screwdriver cannot discover this, neither can it detect a plug which is "shorting" internally, or find if the insulation or magneto is faulty. With the handy little "Mitchell," positive tests can be made, as the nature of the flashes in the window tells you the character of the spark at the plug points. Briefly:— Any of the following troubles can be rapidly diagnosed:—

Plug missing. Plug not sparking. Plug points too close. Plug points dirty or foul. Spark gap too wide. Broken porcelain. Plug sparking internally instead of at points. High tension wires shorting. Weak magneto. Mag cans worn. Dirty distributor. Faulty insulation.

In fact, as a delighted user wrote to us, "It will do almost anything but talk."

Don't Injure Your Plugs.

There is no need to injure your plugs and their seatings by constantly removing them, as the "Mitchell" will enable you to detect your ignition troubles in a second by external diagnosis.



The "Mitchell" Plug Tester, formerly known as the "Sunbeam Plug Tester."

The Only Ignition Tester in the World fitted with a "Detector."

Every "Mitchell" Plug Tester, and, remember this, only the "Mitchell," is fitted with an extremely useful device called the Detector, which enables you to make dual tests, the value of which will be readily appreciated. Take, for instance, the puzzling case of a broken plug which is "sparking" internally instead of at the plug points, or a plug with a gap too wide for the spark to jump. Ordinary tests with screwdrivers, Neon gas tubes or ignition gauges would show sparks or flashes which would give you the impression that the plug was working correctly. The Detector, however, would at once detect the fault by drawing your attention to the fact that the cylinder was not firing, although the flashes would prove that the current to the plug was O.K.

A Fair, Straightforward Offer.

As it is impossible for me to open a separate account with every person who writes to me for my invention, I want you to send me your remittance now for £s. 6d., either by cheque or by postal order, and I will definitely undertake to refund you the amount in full, if within a period of 7 days you return the "Mitchell" to me in good condition, with an intimation that you do not desire to keep it.

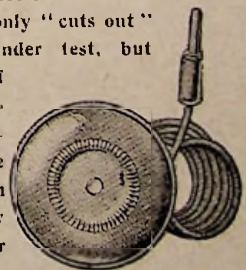
Price 8/6 Post Free.

Complete with Directions and Special Detector as illustrated below.

Address your communication to—
HARRY MITCHELL,
The London Motor Supplies Co.,
Twickenham, Middlesex.
(Phone: Richmond 1588.)

Special Demonstrations at Gamages, Dunhills, and Army and Navy Stores. Also stocked by Bennetts, Service Co., Jenks, Selfridges, and other well-known establishments in London and the Provinces.

This is the Detector referred to above. It not only "cuts out" the cylinder under test, but enables tests of a more exhaustive and exacting nature to be carried out than is possible by any other known method.



TO THE READER By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

The Proved Light Car



Accessibility is the keynote

of the *proved* McKenzie's construction, the 10.5 h.p. engine being carefully designed to facilitate the occasional adjustments which a keen driver loves to make.

Designed particularly for the owner-driver, the McKenzie provides many refinements not usually found on cars of its class, yet the prices of all models will satisfy the keenest critic of value.

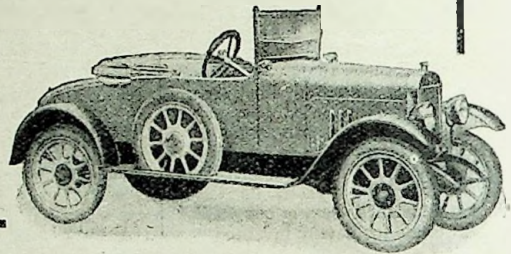
The records of its successes in many competitions give ample evidence of power and reliability under the most trying conditions and fully justify its title of "The Proved Light Car." All models are fitted with electric lighting and starting, four-speed gearbox, adjustable pedals and complete all-weather equipment.

May we send you our Catalogue and put you in touch with the nearest McKenzie Agent?

MCKENZIE MOTORS LTD.,
Bath Passage, Birmingham.

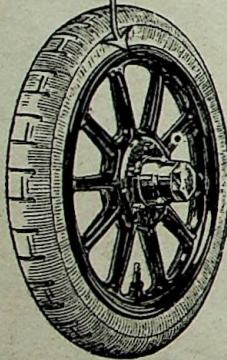
Established 1913.

10.5 h.p. All-Weather Two-Seater, £368	10.5 h.p. All-Weather Four-Seater, £395	10.5 h.p. Course, £425
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H.P.

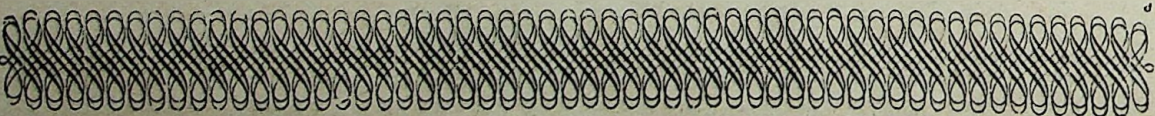
SANKEY PATENT



THERE are many steel spoked wheels, but only one with rims and sides made in one piece. It bears the name plate "Sankey Patent"—your safety guarantee!

SANKEY
ALL-STEEL
wheels

JOSEPH SANKEY & SONS, LTD., HADLEY CASTLE WORKS, WELLINGTON, SHROPSHIRE.



**SMARTEN UP YOUR CAR
READY FOR EASTER!**

*"Instructions for Amateurs
to Enamel a Car"*

VALUABLE FREE LEAFLETS!



How would you like your car beautifully coachpainted, smart and glossy, ready for the road at Easter? You needn't pay a fancy price for having the job done, and you needn't wait. The Robbialac Instruction Leaflets for Car Painting are written by experts in plain, simple language that any amateur can understand. They are full of practical hints and tips, and tell you just how to prepare the work, how many coats you should give, and how to apply the final coat of Robbialac Transparent Finish to secure a result practically equal to the best coachpainting. Address your inquiries for the Robbialac Leaflets and Colour Cards to Robbialac Car Leaflet Department, Warton Road, Stratford, London, E.15. The cost of a coat of Robbialac Gloss (any colour) and a coat of Robbialac Transparent Finish for a 2-Seater Car is only 11/6. A professional Coach Painter would charge you five to ten pounds for doing the job.

ROBBIALAC ENAMEL.

(Any Colour, Whitby Black or the Robbialac Greys.)

2-Seater Car, one coat, 5/9 tin of Robbialac.

4-Seater Car, " " 10/9 " " "

Robbialac Whitby Black for Wings and Wheels, for 2-Seater Car. 3/- tin.

Complete Robbialac Enamelling Outfits for 2-Seater Car, 25/- (any colour)

Contents: Sponge, Leather, Rubbing Felt, Pumice Block, Two Robbialac Brushes, Glass Paper, Cleaning Soda, Pumice Powder, Auto-Stopper, "Rusnoline" Polishing Liquid, Robbialac Thinners, Medium size tins of Robbialac Stopping, Mat, Gloss, Transparent; and Instructions.

**GREAT CONVENIENCE TO MOTORISTS!
CYLINDER BLACK ROBBIALAC IN 1/- TINS.**

The new tin of Robbialac Cylinder Black at 1/- is a great convenience to motorists. It contains just enough to do the cylinders once or twice. Get a tin to-day. If your Motor Accessory Dealer or Garage Agent is out of stock, drop us a postcard with his name and address. We will see that he can supply your needs within 48 hours.

A REALLY GOOD HOOD PAINT FOR CANVAS HOODS

Robbialac Hood Paint for Canvas Hoods will perfectly reproof and renovate a hood. Covers any blemishes or stains, and restores the hood to its original colour. Does not smell. No appreciable weight is added to the cover by its application. Supplied in Khaki, Black and Grey.

For 2-Seater Car, 3/- tin.



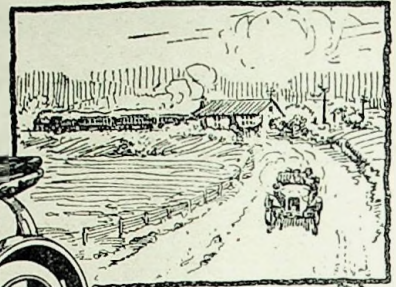
SOLD BY ALL MOTOR ACCESSORY DEALERS AND GARAGES.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



Motoring at Lowest Cost

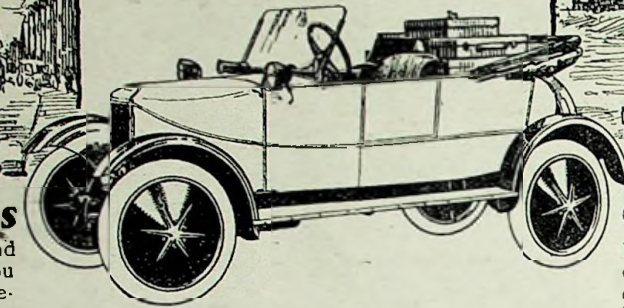


for Business

You make more calls and sell more goods if you travel by road in a "Stoneleigh." You can carry yourself and up to 4 cwt. of luggage at a cost of 1½d. per mile. No trains to catch. You lose no time. You profit in pocket—and in health. And at the week-end you replace the back seat and share your joys with the wife and youngsters.



with Hood, Screen, and
Dynamo Electric Lightings.
Easy Payments if desired.



or Estate Work

You have no need to take out your big car for station or estate work. A "Stoneleigh" will easily carry driver and either 2 passengers or 4 cwt. of luggage at a cost of 1½d. per mile. It is just the thing for shopping or to run to the meet or the golf links. It can be made smart and clean in a few minutes. Being air-cooled it can be left in the open without damage.

Write for Pamphlet D,
and ask us to give you a
Demonstration Run. You
incur no cost.

STONELEIGH MOTORS
LIMITED

(Branch of Armstrong
Siddley Motors Limited),
PARKSIDE, COVENTRY.

London—28, Marylebone
Lane, Wigmore St., W.1.

The Stoneleigh

3 SEATED UTILITY CAR

Air-cooled—No Heated Garage Required.

9 h.p.

4 CYL., 10.8 HP. WATERCOOLED

4 SPEEDS AND REVERSE

GWK

EASIEST GEAR CHANGE IN THE WORLD

OVER 11 YEARS' REPUTATION FOR RELIABILITY

2-Seater Model, 200 Guineas

Model De Luxe, 230 Guineas.

4-Seater Model, 225 Guineas

Model De Luxe, 255 Guineas.

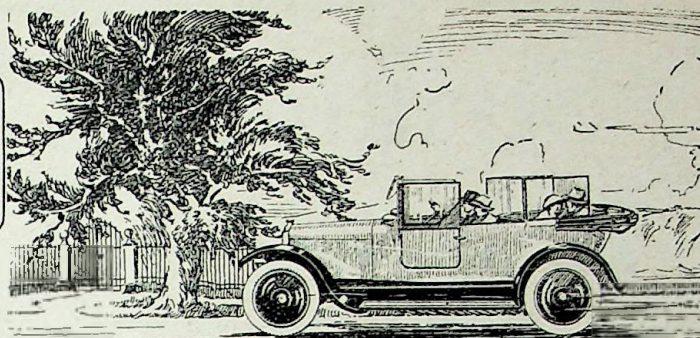
Prompt Deliveries.

Value for Money.

G.W.K. (1919), LTD., Cordwalles Works, Maidenhead.

SINGER

FOR SATISFACTION



THE name SINGER on your car is the best guarantee that you can have for perfect motoring. It ensures you receiving the mature experience of engineers who were the pioneers of light-car construction in 1912, and who retain their lead to-day. British throughout, the SINGER Car, built in one of the most efficient and self-contained factories in the United Kingdom, has established many world's records at Brooklands, and in 1913 won the only Competition ever held for light-cars, organised by the Royal Automobile Club. An outstanding performance in light-car history.

The story of the SINGER is *always* a story of satisfaction

10 h.p. SINGER All-weather Two and Four-seaters ... 280 Gns.

10 h.p. COVENTRY-PREMIER Two and Four-seaters 230 Gns.

All the above cars have Dunlop Tyres and Rotax equipment.

The 10 h.p. Coventry-Premier now manufactured by the SINGER Company is the same engine, chassis, and body as the famous Singer "Ten," but without electric starter, side curtains, and certain refinements which account for the difference in price.

Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO., LTD., COVENTRY.

London Showrooms: 17, Holborn Viaduct, E.C.1.

London Service Depot: York Works, Brewery Rd., Holloway, N.

The Story of the Singer

is a story of satisfaction



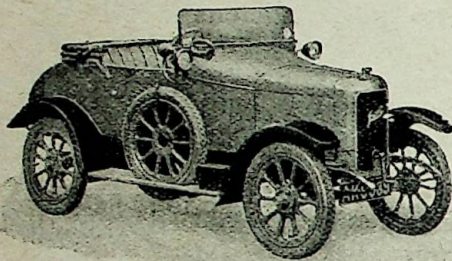
E.P.

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

of Striking Testimony

The Jowett Excellence



Extract from the "Sheffield Daily Telegraph," Feb. 23, 1923.
RELIABLE SMALL CARS.

"From time to time I have heard so much concerning the good qualities of the 7 h.p. Jowett car that I quickly seized an opportunity last week to give one a short but fairly searching test. I confess that I am not an admirer of either very small cars or engines, or of the twin-cylinder type, yet I am willing to admit that, although the Jowett possess all three disabilities, it is one of the most remarkable small cars I have ever tried, and in many respects is not merely equal to some small four-cylinder types, but superior. Its twin-opposed cylinders yield a beautifully balanced unit, and long experience no doubt accounts for the robust nature of its drive. I have various test hills on which I make general comparisons of performance, and on one of these the Jowett actually did better than any other I have ever had out this season, except a couple of six cylinder forties. It went up a hill on top, by the aid of a mosaic of clutch slips, that no other small car I have had this six months could manage. It certainly is a marvel in the way of hill climbing, due, no doubt, in measure to its light weight ratio, and without doubt is wonderful value for £225. Its secret, I think, is that it is a small car in every particular, and not merely a reduced edition of something large."

7 H.P. FOUR - SEATER, £245

Complete with dynamo lighting, five Dunlop wheels and cord tyres, speedometer, horn, beautifully upholstered in real leather, with black leather cloth hood, and metal framed side curtains.

7 H.P. TWO - SEATER, £220

As above, with roomy boot, which holds three suitcases, tin of petrol, oil, and all tools.

Double Dickey Seat, £5 extra. Electric Starter on both models, £15 extra.

Write to Dept. F.

JOWETT CARS LTD., IDLE, BRADFORD.

Agents wanted—a few territories still open.

The All-British DEEMSTER

THE LITTLE CAR OF LION HEART

11.9 h.p. Light Car

Models on view in London at
AUTOVEYORS, LTD., 84, Victoria St., S.W.1
CAITHNESS & Co., Ltd., 65, Gt. Portland St., W.1
W. G. NICHOLL, 50, Whitcomb Street, W.C.2

or at the

Deemster Showroom,
Victoria Road, Acton, W.3.
Nearest Station - - Willesden Junction.
Telephone Nos. - - - Chiswick 2044-2045.

PRICE
300
GUINEAS.

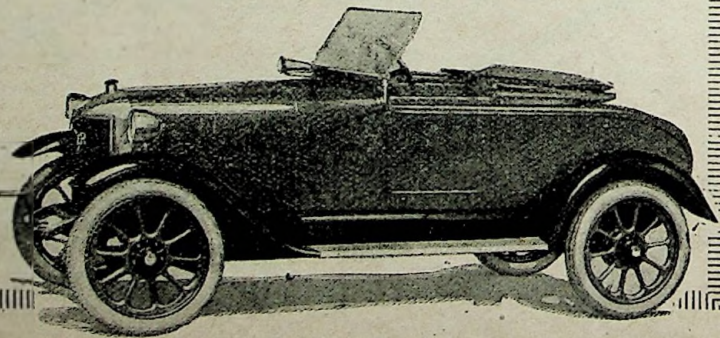
High Street, Solihull.

March 12th, 1923.

Dear Sirs,

You may be interested to have my opinion of "Deemster" supplied to me July, 1920. I have now done just over 10,000 miles on it and have not once made an involuntary stop on the road for anything in connection with the engine or chassis and she is running as sweet as ever. My average petrol consumption is 50 miles per gallon. During a little tour in Somerset and Devon last summer I covered just over 1,300 miles of hilly country and my average was well over 40 m.p.g. I think this speaks for economical motoring. I don't know any four-cylinder engine that can do better than this.

Yours faithfully, FRED. J. FOWLER.



Let a Lagonda take you wherever you want to go!

EASTER is round again with its promise of a bright season. For the man of moderate means who wants to get the best out of it in motoring, three factors are essential.

Firstly, that the car be absolutely reliable—secondly, that it be entirely comfortable—and thirdly, and equally important, that it be economical.

The sturdy 11 h.p. Lagonda embodies these three essentials to the full.

Ask for an unbiased opinion on a Lagonda. You will learn that its merit is due equally to its economy—in first cost and upkeep—as to its comfort and reliability.

Lagonda

THE ALL-BRITISH LIGHT CAR.

Go to nearest agent's name and full particulars on request.

LAGONDA LIMITED,
195, Hammersmith Rd., London, W.6
Telephone Hammersmith 575
Telegrams .. "Lagonda, Hammer, London."
Head Office and Works ... STAINES



COUPE, with DOUBLE DICKEY, "M" Model, fitted 2 Doors, C.A.V. Starting and Lighting, Electric Horn, Clock, Speedometer, Spring Gaiters, Spare Wheel and Tyre and Tools.

£340

OTHER MODELS.

OPEN TWO, "K" Model, with Double Dickey, 2 Doors, Complete.

£275

TWO-SEATER, ALL-WEATHER "K.K." Model, with Double Dickey Seat, 2 Doors, Complete.

£287

FOUR-SEATER ALL-WEATHER "L" Model, 4 doors, Complete.

£325

TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motorina.

A,

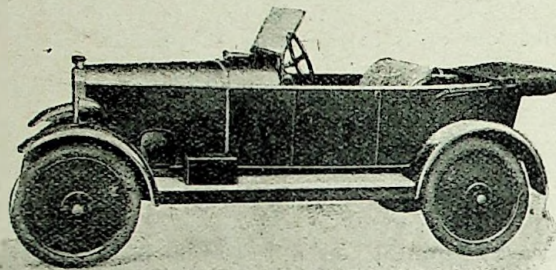
THE ASTONISHING SUCCESS OF
THE ARIEL NINE

and the wonderful reception accorded to it both by the motoring public and the motor trade has made it possible for us to enormously increase our manufacturing programme, which now enables us to offer this beautiful light car at the remarkable price of

£215



The specification includes:— water-cooled horizontally opposed twin-cylinder engine. Three-speed and reverse gearbox. Silent spiral bevel drive and differential. Lucas dynamo lighting set. Dunlop tyres and wheels.

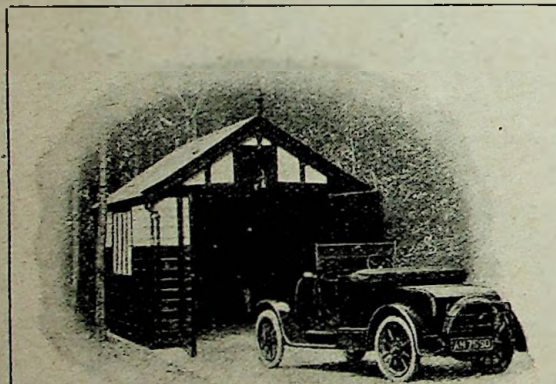


De Luxe 3-4 seater body, finished in exquisite shade of grey. All-weather hood and side curtains, affording complete protection to driver and all passengers.

A post card will bring you art catalogue by return.

ARIEL WORKS, LTD., 3, BOURNBROOK, BIRMINGHAM.

Inexpensive Portable Motor House



Specification of Motor House B202

Walls and roof constructed of strong timber framing, mortised and tenoned. Walls clad in rustic jointed weather-boarding. Roof covered galvanized iron, lined felt and matchboarding. Framed, braced and match-boarded doors with strong hinges and lock. Ventilating window, which can be placed in any position.

Write at once for further particulars and prices to Dept. R.H./L.C.

Delivered in Sections

You can have a "B. & P." Garage erected in your Grounds or Garden within a week or so from date of order. These Houses are constructed to last and please. Made in sections for easy erection or removal if required. They are designed as Tenants' fixtures and are an artistic addition to any property. Do not garage your car in a flimsy shed, it is an eyesore, and in every way bad for sheltering a car. A "B. & P." Garage is a sound investment.



Write for this Interesting Book

Send for a copy of our latest Catalogue, No. L.C.118, of Motor Houses and Accessories: "Solving a Motor Problem."

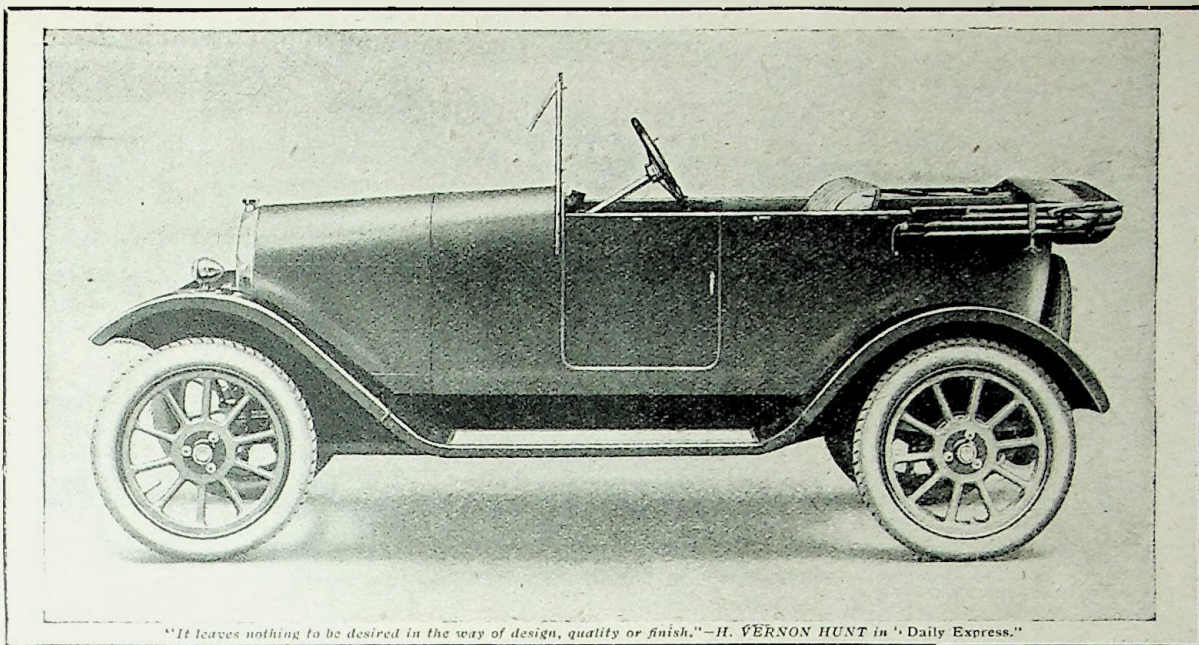


Boulton & Paul Ltd

Telegrams: BOULTON NORWICH Telephone: NORWICH 851 (5 lines)

LONDON OFFICE: 135-137, QUEEN VICTORIA ST. E.C.

Telegrams: Boutique, Cent London Telephone 4642 Cent



"It leaves nothing to be desired in the way of design, quality or finish."—H. VERNON HUNT in "Daily Express."

Take the Road at Easter in a Humber "Eight."

It is not too much to say that touring in a Humber means "more pleasure and less petrol," for the uniform reliability of the engine means not only freedom from road worries, but greater ease and comfort in driving and an economical expenditure of fuel.

The 8 h.p. model here illustrated could not be bettered in the Light Car class for Holiday motoring. Every well-known Humber feature is embodied in its construction. The 8 h.p. water-cooled engine has four cylinders and is identical in design and working principle with the 11.4 h.p. and 15.9 h.p. models. Control is simple and accessibility has been most carefully studied.

Seating accommodation is for two, and a detachable seat in the back accommodates two children, or the space may be used for luggage.

A self-starter is incorporated, five car lamps are fitted, and the Humber All-Weather Equipment, which is standardised, enables this charming model to be converted in a few seconds into a cosy weather-proof vehicle. Ready for the road, £275.

Send for illustrated and descriptive pamphlet

Humber

HUMBER LIMITED, COVENTRY.

LONDON—City Showrooms: 32, Holborn Viaduct, E.C.1. West End Showrooms and Export Department: Humber House, 94, New Bond Street, W.1.

Repair Works and Service Depot: Canterbury Road, Kilburn, N.W.6.

Dealers everywhere.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

A9



The 10.5 h.p. CALCOTT Two-seater is a pioneer of light cars, a car with a reputation. Modest in cost and upkeep, yet stamped with that distinction inseparable from the CALCOTT, it is a very desirable car, at the right price.

Two-Seater with Double Dickey seat, finished in Calcott Grey. Black Guards and Valances. Upholstering: Black Leather, Double Windscreen, Side Curtains. 12 Volt Lighting and Starting Set. All usual Accessories.

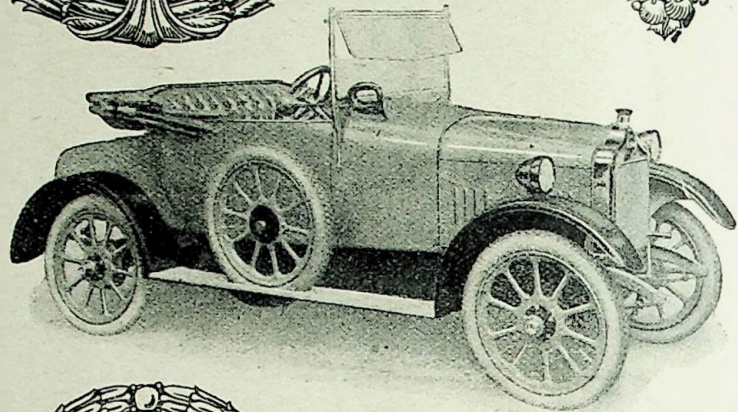
Price £325

representing the best value in its class. All CALCOTT Cars are fitted with Dunlop Tyres.

Illustrated particulars from CALCOTT BROS., LTD., COVENTRY.

Established 1885.

London Agents: Eustace Watkins, Ltd., 91, New Bond Street, W.1. (Corner of Oxford St.) Distributors, Service and Spare Parts.



THE WONDER CAR OF 1923.

9-21 h.p. Overhead Valves, Self-starter, 4-speed Gearbox.

PRICES:

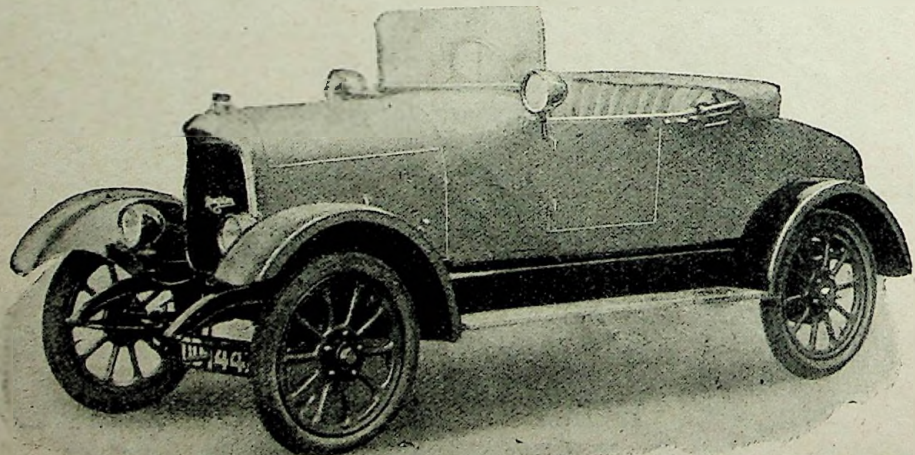
2-seater Double Dickey **£295**

Chummy 4-seater **£325**

Coupe Double Dickey **£350**

HAMPTON Engineering Co. (1920), Ltd., Stroud—Glos.

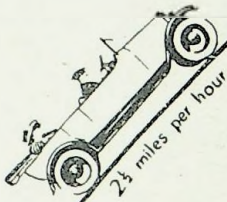
Phone: STROUD 271-272
Grams: "WIDAWAK, Stroud."



Astonishing Efficiency.



55 miles per hour



2 1/2 miles per hour

THAT is the key-note of the 10-12 h.p. Straker-Squire. Its overhead valve engine is so beautifully balanced that it can take its full load smoothly and silently on top gear at any speed from 2½ to 55 miles an hour! And it is so astonishingly efficient that it can do it on a petrol consumption of 35 miles to the gallon and a tyre mileage of 10,000. Consider the special features of this wonderful light car. Then write for fuller details and make an appointment for a trial run.

SOME SPECIAL FEATURES.

Super-efficient O.H.V. engine. Five 760 x 90 wheels and tyres. Lighting and starting set. Four-speed gearbox, right-hand change. Magneto ignition. Five lamps. Spring gaiters. Speedometer, clock, 2 horns. Petrol and oil pressure gauges. Ex-a-gun system of chassis lubrication. Four-seater, 4-door body, all-weather curtains. All the refinement and comfort of a large car at light car cost.

Straker Squire

10-12 h.p. 2 or 4-seater.

£400

STRAKER - SQUIRE LTD.,

Angel Road, Edmonton, London, N.18

Telephone:

Tottenham 2393.

Sales Department

Telephone:

Gettard 8336-7.

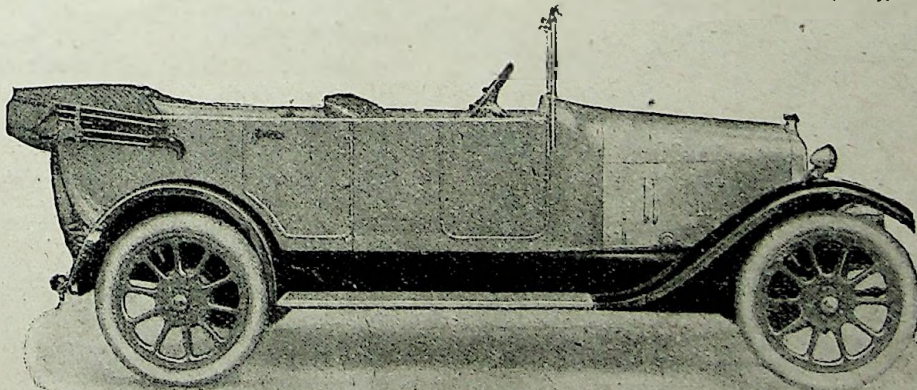
Telegrams:

"Rhomboidal, Tottenham, London."

60, Haymarket, S.W.1.

Telegrams:

"Woodshori, Piccy, London."



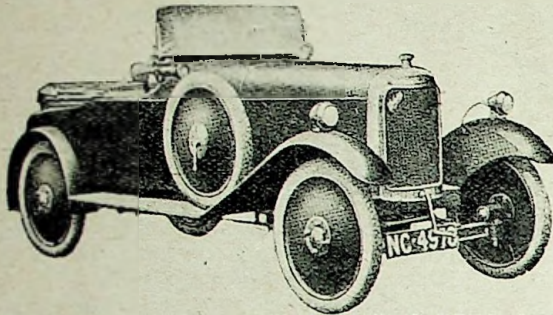
TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

A11

WE CAN DELIVER FOR EASTER IF YOU ORDER NOW

Your old Car taken in Part Payment
and Balance on Deferred Payments.



BELSIZE - BRADSHAW
2-Seater - £210 | 4-Seater - £235

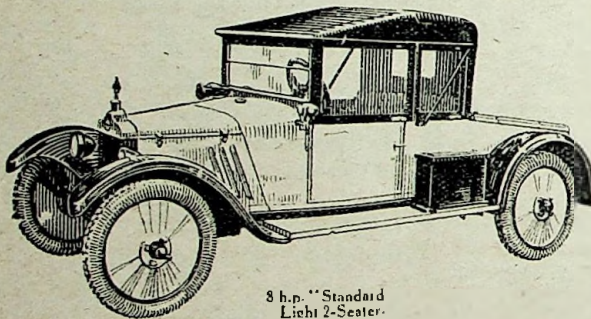
The following :

- 2 and 4-Seater
BELSIZE-BRADSHAW
- 8 1/2 and 10 2/3 h.p. TALBOT
- 8 h.p. STANDARD.
- 10 h.p. SWIFT Chummy Body.
- A-C 2-Seater.
- A.B.C. Sports and Standard.

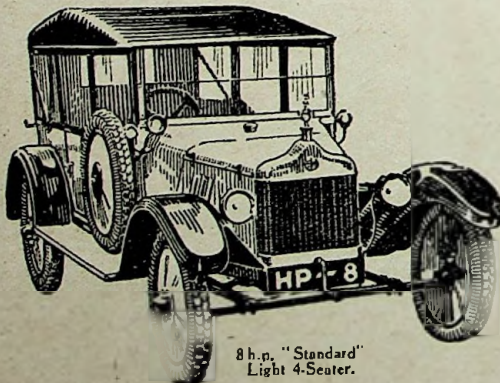
A TRIAL RUN on any of the above and no obligation to purchase.

GORDON WATNEY & Co., Ltd.,
31, Brook Street, Bond Street, London, W.1.

Phone: Mayfair 2965/2966.
Wires: "Gordowatmo, Phone, London."



8 h.p. "Standard"
Light 2-Seater.



8 h.p. "Standard"
Light 4-Seater.

The All British Standard

Light 2 & 4-Seaters: 8 h.p.

THE 8 h.p. "Standard" Light Cars are easy to manage. They run lightly and at small cost. Climb well and have ample speed for ordinary use. Roomy, comfortable, and weatherproof. Plenty of luggage room.

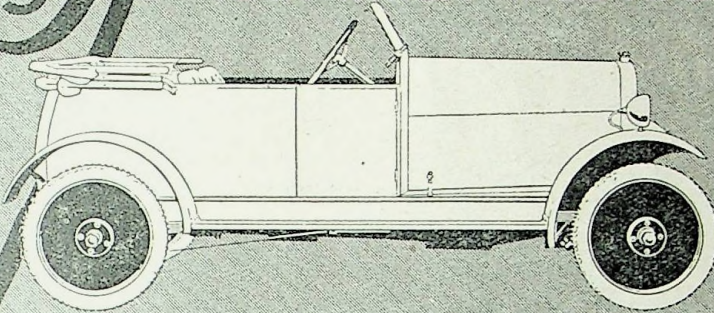
A "Standard" owner writes:
"Ease of control, comfort, accessibility, quiet and even running, and the extreme simplicity unite to make the 'Standard' absolutely the best in every way."

8 h.p. (Rating 9.5 h.p.), 2 or 4-Seater, £275

Send for Particulars.
The Standard Motor Co., Ltd., Coventry
London Showrooms: 49, Pall Mall, S.W.1

"COUNT · THEM · ON · THE · ROAD."

If YOU'RE A "ONE CAR"
MAN WHICH WILL YOU DO



BUY A FOUR-SEATER
WHICH WILL COST YOU
TWICE AS MUCH AND
WHICH 80% OF YOUR TIME
YOU'LL DRIVE WITH TWO
SEATS EMPTY OR A—

Rhode Occasional Four

These are economical days — they've got to be. When the RHODE is available, to buy a car at twice its price because you won't submit your passengers to the unprotected discomfort of the "dickey" is NOT economy. Neither is it economy to "wait," because the RHODE is a "gilt edged security" yielding generous dividends in health and pleasure. The role of the RHODE is to make motoring an economical possibility for those who, without it, would wait wearily for better times. Note the following:—

It costs only £235—Tax is only £10—it will do 45 m.p.h. whenever and as long as you desire that speed—its petrol consumption is 45 m.p.g.—Oil 1,200 m.p.g.—and it will run 8,000 miles on a single set of tyres. Carefully analysed that means motoring for two at 1d. per mile, and whenever extra passengers present themselves you can offer them a really comfortable seat actually in the body of the car and all under the hood.

LATEST SUCCESSES.

Colmore Cup Trial—
P. J. EVANS TROPHY
and 2 GOLD MEDALS
Midland Car Trial—
TEAM PRIZE and
3 GOLD MEDALS.
Victory Cup—
2 GOLD MEDALS.

Don't wait for better times. Invest in a RHODE now. We'll send you Catalogue and address of nearest Agent who will demonstrate upon request.

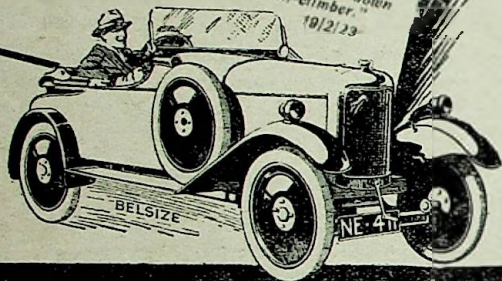
RHODE MOTOR CO.,
Rhode Works, BIRMINGHAM.
TYSELEY.

LONDON:—Meber & Meber,
144, Great Portland Street, W.

"by road on a Rhode this Easter".

BELSIZE BRADSHAW MODEL

A Letter Recently Received.
 "I have owned, driven and overhauled various makes of cars since 1902, so I was not quite a novice when I decided last Spring to buy a Belsize-Bradshaw. I have had excellent results up to date, and its comfort, flexibility, power and sweetness of running have quite astonished me.
 "The little car goes over the rough cobble stones and pot holes with a minimum of jolting, and in this respect puts to shame some much larger cars in which I have travelled over the same road.
 "The oil-cooling system seems to be most effective. Very little oil is used, as once the sump has been filled up it only requires an occasional half-pint of oil to keep it to the proper level.
 "It is a great comfort to know that when you have filled up the sump, the crankcase, clutch, steering gear, are all being attended to at the same filling. It has never failed me, and I am beginning to think that it is as near fool-proof as any mechanically propelled vehicle can be.
 "It is most economical in running and unkeep, and the steering and gear changing are easy and simple.
 "Seating and leg room are ample and comfortable. It is a revelation to drive the car in traffic. You can crawl behind a bus on top, and then accelerate and pass through the traffic seldom having to change down to second. It is also a splendid little hill-climber."
 10/2/23



9 h.p. OIL-COOLED
"The Pick of the Bunch."

Before deciding on your Light Car for 1923, examine the 9 h.p. Belsize-Bradshaw.

You will be pleased with its smart appearance, roominess, ample springing, and easy control. And for economical and silent running it has no equal among Light Cars. Oil-cooled, too; no boiling, no freezing, no radiator trouble.

PRICES:

TWO-THREE SEATER CAR, with Hood, Screen, Side Curtains, Dynamo Lighting Set, Spare Wheel and Tyre, and Tool Kit	£210
Dickey Seat, if ordered with car, extra	£5
FOUR-SEATER CAR, as above	£235
TWO-THREE SEATER COUPÉ, with Dickey Seat	£260

BELSIZE MOTORS LTD., CLAYTON, MANCHESTER.
 LONDON: The Belsize London Agency Ltd.,
 2-3, Duke St., St. James's, S.W.1.

An Amazing Offer

The 10·8 Bayliss Thomas COUPE

The most attractive and most comfortable coupe on the road to-day.
 We offer you this car fitted with the following remarkably complete equipment.

FOR
£375
 COMPLETE

**Tax Paid to the end of 1923
 Insurance Paid for One Year**

SPECIFICATION—

- Large Double Dickey.
- Hood to open.
- Double Windscreen.
- Electric Lighting.
- Self-starter.
- Horn.
- Bulb Horn.
- Dimmer for Lights.
- Speedometer.
- 8-Day Clock.
- Petrol Gauge on Dash.
- Oil Gauge on Dash.

**V
A
L
U
E**

- Licence Holder.
- Tax paid to end of 1923.
- Number Plates (cost).
- Spring Gaiters.
- Theftproof Lock.
- Rear View Mirror.
- Dash Lamp.
- Complete Kit of Tools.
- Dunlop Cord Tyres.
- Spare Wheel and Tyre.
- Mascot.
- Free Delivery to London.
- Insurance paid for one year.

**THE IDEAL CAR.
 THE IDEAL SPECIFICATION.
 THE IDEAL WAY TO BUY.**

Garage and Service Station:
 1, 3, 5, Lambeth Palace
 Road.
 Phone: Hop 5279.
 (Near New L.C.C. Hall.)



THIS IS OUR OWN EXCLUSIVE OFFER. COME AND SEE THE CAR.

Showrooms:
 202-204, Westminster
 Bridge Road.
 Phone: Hop 6187.

SWIFT

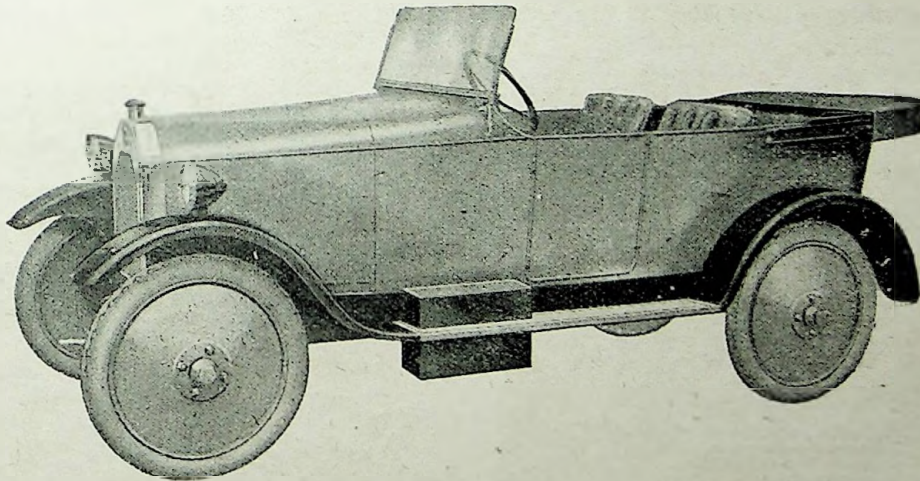
High Road Performance with Economy

NOT only because there is more than 20 years' experience of high-grade light car manufacture built into the new 10 h.p. Swift do we recommend it. We offer it to a critical motoring public because we know that it will stand comparison with any car irrespective of cost for sheer efficiency. We know there is nothing on the market to touch it for high road performance—consistent running economy.

Its maximum speed is 53 miles an hour. Petrol consumption averages between 45 and 50 miles to the gallon. It is a wonderful hill climber and is supremely comfortable. What more can you ask of a light car?

4-CYLINDER WATER-COOLED, SELF-STARTER and ELECTRIC LIGHTING. UPHOLSTERED in REAL LEATHER.

2-SEATER with Dickey or **£275** CHUMMY Model (Accommodating 2 Adults and 2 Children). Tax £9.



Write for name of nearest agent to
BRITISH MOTOR TRADING CORPORATION, LTD.,
132-135, Long Acre, London, W.C.2

Manufacturers:
SWIFT OF COVENTRY LTD., COVENTRY

Irish Depot: 15-17, South King Street, Dublin.

NOW IS THE TIME TO HAVE YOUR

CAR RENOVATED BY THE MAKERS.

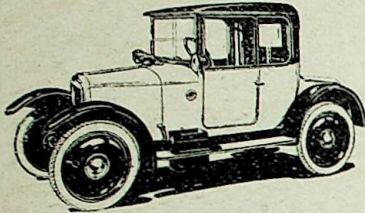


TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

The Service Company Ltd.

WE SELL LIGHT CARS PLUS SERVICE.



IF you have not yet visited THE SERVICE COMPANY'S NEW SHOWROOMS you should take the first opportunity of doing so

WE Sell LIGHT CARS of all makes, and have always a fine show, with separate departments for CAR ACCESSORIES and OUTFITTING ALL UNDER ONE ROOF.

BUT we realize that prospective owners are not always desirous of deciding in a hurry.

YOU like to walk round, see and compare, and perhaps come again and again.

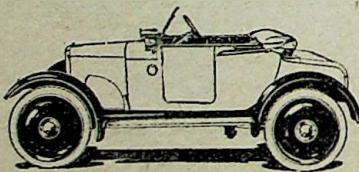
You are freely at liberty to do so. Our expert salesmen will be helpful and informative but *NEVER* pressing. Bring the wife and have a cup of tea in the lounge.

ANY MAKE OF LIGHT CAR
CASH
EXCHANGE
DEFERRED PAYMENTS

Among other Cars awaiting your inspection you will find the latest Model 8 h.p.

ROVER

The Universal Economy Car.



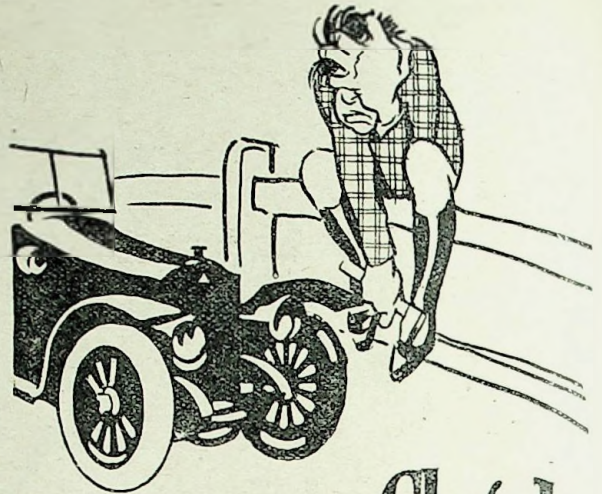
IMMEDIATE DELIVERY.

Standard Two-seater	£180	Four-seater	£190
De Luxe Two-seater	£200	Four-seater	£210
Coupe	£240		

Self-starter, any model. £15 extra.

The De Luxe includes speedometer, clock and leather upholstery.

THE SERVICE CO. (London) LTD.,
273-274, High Holborn,
LONDON W.C.1.



**The Slipping Clutch
or the
Melancholy
Motorist**

He knows he's twenty miles from the nearest town, he knows it's muddy, and he knows that putting the Clutch to rights is going to be the filthiest job possible. One thing he doesn't know — KIT. Or he wouldn't be melancholy!

KIT is the new hand soap for motorists and mechanics, and it's going to be the hand soap. This is why: a very little of it spreads over the hands more effectively than a lot of any other soap, and moves the whole of the dirt and grease in next to no time. Paint and oil and tar—KIT thoroughly enjoys a stiff job of that sort.

And your hands will not only look clean—they will feel clean, which means that all the dirt ground into the pores by hard work has been dug out as well.

Price 6d. per Tin.

KIT the speed soap
is IT

LEVER BROTHERS LIMITED, PORT SUNLIGHT.

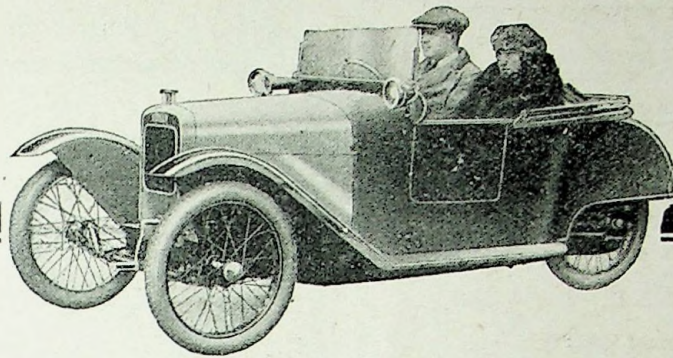
K.T. 6-45.



HELP THE MOVEMENT

by letting advertisers know that their advertisements

in "The Light Car and Cyclecar" interest you.



The Actual Car and Driver
in
VICTORY CUP TRIAL
(Saturday, March 17th).
1 New-Hudson Light Car
entered.
Result—1 Gold Medal.

Here's **VALUE**
for your Money!

3-Speeds.
Reverse.
10 h.p. Water-cooled
M.A.G. Engine.
Electric Lighting
(3 lamps).
Spare Wheel.
Fixed Rear Jack.
Screen.
Hood.
Tool Locker.
Luggage Grid.
Tools.
Foot-pump.
Mahogany instrument
board with plated
switches, etc.
Dunlop Magnum
Tyres.

6 Reasons why
The
NEW-HUDSON
Light Car
is growing in popularity.

SOUND PRINCIPLES OF CONSTRUCTION—The New-Hudson has set up an entirely new standard in three-wheel design. Actual performance on the road proves its construction to be sound and reliable in every way.

ECONOMY—The New-Hudson offers all the advantages of the larger car at an annual tax of £4 per annum only. It is extremely light on tyres, petrol, and general upkeep.

POWER AND SPEED—The power and speed of the New-Hudson are amazing—enabling it to take many hills on top where other higher-powered cars have to change down.

DETACHABLE AND INTERCHANGEABLE WHEELS—Each New-Hudson carries a spare wheel. All wheels are instantly detachable and interchangeable. Back wheel can be removed and replaced without removing chain.

DEPENDABLE SERVICE—Everything used in the construction of the New-Hudson is of the finest quality, with the result that this handy little car may be depended upon to give a maximum of efficient service.

SMARTNESS OF APPEARANCE—The New-Hudson is something to be proud of. Polished aluminium bonnet, body finished in royal blue, interior beautifully upholstered.

Ask for our free Brochure—arrange for a Trial Run and you will understand why one New-Hudson in a district results in many more.



NEW-HUDSON

LTD.

St. George's Works, BIRMINGHAM.

£195

And no extras to buy!

LONDON: Paskell's, 45, Gray's Inn Road, W.C.
114, Moortate Street, E.C. Telephone—Cent. 11571
LIVERPOOL: Colmore Depot, 21, Paradise Street.
MANCHESTER: Hillsons, Ltd., 29, Deansgate.
EDINBURGH: Rossleigh, Ltd., 23, Shandwick Place.
BIRMINGHAM: Loan's, 40, Paradise Street.
NEWCASTLE: Travers, Ltd., 77, Pillerin Street.
LEEDS: A. I. Greenwood, 89-91, Guildford Street.
LEICESTER: Colmore Depot, 62, High Street.

Send a Post Card
to-night
and our Illustrated Car Broch-
ure will be sent you per return.

TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

M.G.P.J.C
B5

Striking Testimony to the Wonderful A.F.S. Suspension

AFTER exhaustive tests the Press are unanimous in praise of the wonderful A.F.S. Suspension. Read the following opinions then write us for full details of this remarkable invention:—

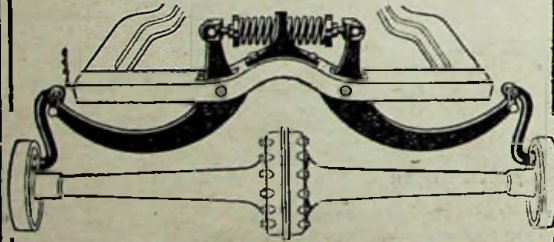
"Recently we drove a Ford car equipped with the A.F.S. Suspension over a course specially picked on account of the deep and numerous pot holes and bad surface at high speed. **We did not feel the least jar.** The steering remained absolutely unaffected by the rough surface and corners could be taken **safely** at a speed which would have caused the ordinary sprung Ford to overturn." *"The Motor"*

"As we have previously pointed out, the coil type of spring presents many attractions, and a simple, yet clever application is shown in the **A.F.S. System.** A large number of these models are in use throughout the country, and their owners all claim that they are not only very comfortable as regards their shock insulating qualities, but they are, moreover, to a large extent immune from skidding, holding the road well." *"The Light Car & Cyclecar."*

".....A test of it, which we carried out recently showed that **its shock-absorbing properties are remarkable,** even when a 6-in. kerb was mounted and left at speed." *"The Garage and Motor Agent."*

"An invention which not only makes for comfort, but which also saves repair bills must interest Fordists, and an ingenious system of suspension which accomplishes this purpose merits support." *"Fording."*

"In use the system has many advantages over the ordinary leaf spring and numerous letters testify to the increased comfort, road-worthiness and economy in tyres which result." *"The Motor Trader."*



Standardised complete sets (front and rear) **£15**

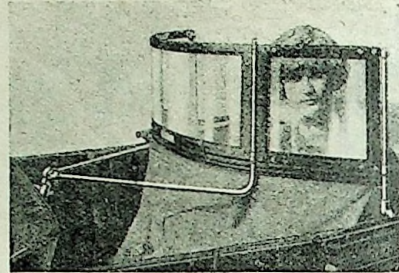
THE WONDERFUL A.F.S. SUSPENSION

Write for illustrated folder describing the Wonderful A.F.S. Suspension which can be fitted to any make of car.

A.F.S. DEVELOPMENT LTD.,
13-14, Basinghall Street, London, E.C.2.

*Phone: London Wall 5714. *Grams: Ruthallion Stock London.

An Appeal for your Passengers



Erected in Normal Position.

About your Rear Seats!

With an Easting Three-panel Screen fitted to the rear compartment of your car you will have no further uneasiness regarding your passengers' comfort. Besides affording adequate protection from strong head-winds, it protects the sides of the passengers without any extra side-panels. Your passengers will be enthusiastic over the comfort derived even in inclement weathers.

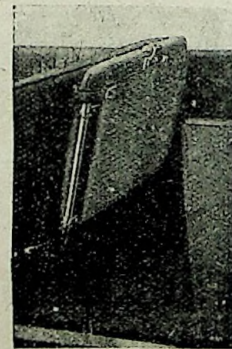
The Easting Three-panel Screen is made in three sizes. No. 1 for Small Cars, No. 2 for Medium and No. 3 for Large Cars. Nos. 1 and 2, £8-10-0. No. 3, £9-0-0.

We are also specialists in Dickey Screens, Side Screens, and All-weather Equipment for Cars. May we send details of all these?

EASTING WINDSCREENS, LTD.

132, Steelhouse Lane : : BIRMINGHAM.

London Offices: 24, FINSBURY SQ., E.C.



Screen Stowed Away.

Easting Screens can be fitted by the owner-driver without in any way disturbing the upholstery. Owing to their lightness they will not weaken the bodywork of any Car. Wolsley Motors, Ltd., and "A.C." Cars are incorporating during the erection of the body special fittings to carry this screen, for the Wolsley 14 h.p. a special rail is supplied which engages with the fittings already built into this Model.

CROUCH

BUILT BY ENTHUSIASTS FOR ENTHUSIASTS

Manville Trophy

MARCH 10th.

1. **RELIABILITY.** Did not lose a single mark.
2. **HILL-CLIMBING.** 8 Test Hills, stop and re-starting on 1 in 4.
3. **EFFICIENCY.** On time everywhere.
4. **SPRINGING.** 90 miles on a flat rear tyre.
5. **AWARD.** Special Gold Medal.

"The Car Prize was never more deserved."—*Vide* "Midland Daily Press."

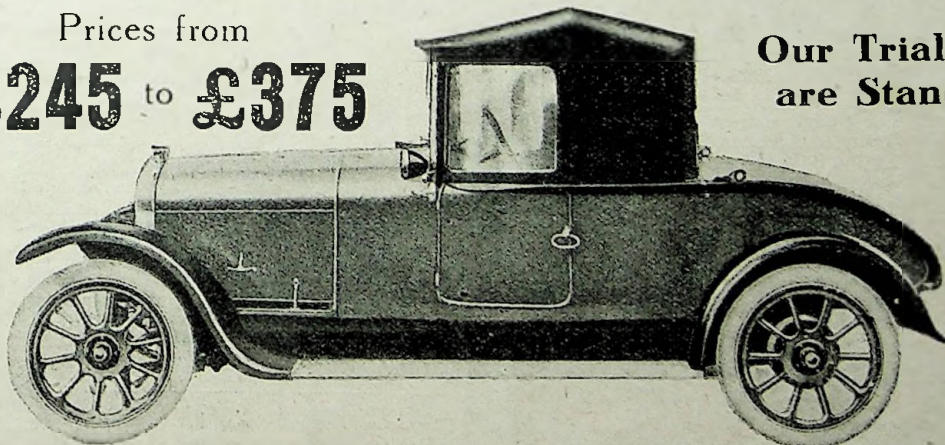
General Efficiency Trial

JUNIOR CAR CLUB (March 17th).

Crouch made Fastest Time 1 Lap Speed Test, Brooklands Track.

Prices from
£245 to £375

**Our Trial Cars
are Standard.**

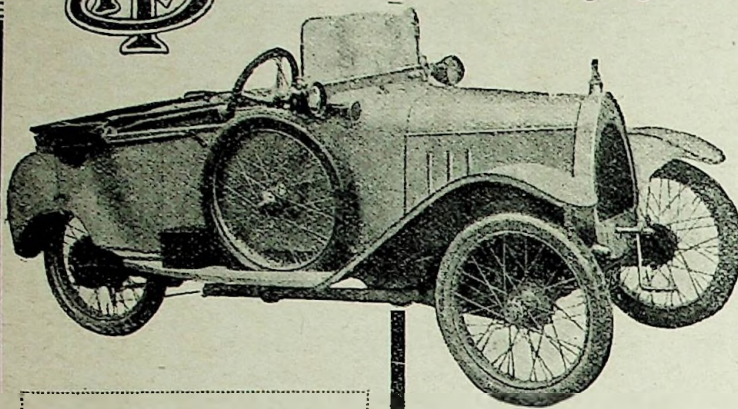


CROUCH MOTORS, LTD., Coventry.

Ask your Agent for a Trial Run.

When in London, see B. S. MARSHALL, LTD. When in Cardiff, see P. W. ROWE, Cardiff

TO THE READER *By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.*



Enjoy Easter in a T.B. CYCLECAR.

Prompt delivery of T.B. Cyclecars, in good time for Easter, can still be given. This handsome three-wheeler has earned its position as leader in its class in private ownership, as well as in test performances. The simplicity, durability, and accessibility of T.B. design, with wonderful speed and hill-climbing capacity, give car-comfort at cycle-combination costs. Shaft transmission instead of chains and belts, is one of the many T.B. advantages.

Stock Trial—March 14th, 1923,
The T.B. obtained
TWO FIRST CLASS AWARDS.

LATEST T.B. SUCCESS.
Two Gold Medals
in Victory Trial on
March 17.

STANDARD MODEL
Air-cooled,
£155 - 0 - 0

DE-LUXE MODEL
Water-cooled,
£165 - 10 - 0

SPORTS MODEL
Water-cooled, 60 m.p.h.
£175 - 0 - 0
Tax £4-0-0

**Thompson Bros. (Bilston), Ltd.,
Bradley Engineering Works, Bilston.**

Phone: No. 10 Bilston. Wires: "Thompson Bros., Bilston."
London Agents—Godfreys, 208, Great Portland Street, W.1. Selfridge & Co., Ltd.,
Oxford Street, W.1. F. J. Youngs, 2, 3 & 5, The Parade, Kilburn, N.W.6.
The address of Agent in your district on request.

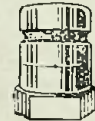
60,000 miles on demonstration model NO TROUBLE

The Herbert Engineering Co., Ltd., tell us that they have had a Graham Electrical Autohorn in continual use on one of their demonstration cars which has covered over 60,000 miles. This horn has retained its warning note with perfect consistency.

You would never give an ordinary horn half the work that it gets on a demonstration car, but we quote these facts as indicating the troubleproof features of the Graham Horn.

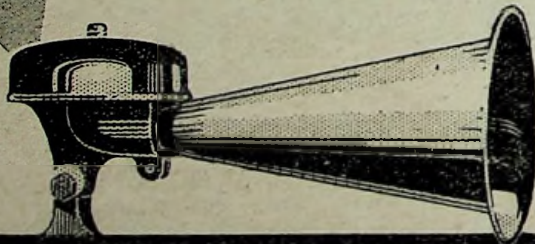
Note particularly the horizontal diaphragm with its dustproof and rainproof cover, which is readily detachable when needed. This is essentially the type for the running board. Other models are available for under bonnet fitting.

Prices range from 27/- Send for Booklet "L.C."



This is the handy little steering wheel push, which takes the place of the nut on the steering column. It is always at hand just when it is wanted.
Price 5/6

When ordering please specify make and year of car.



Daily Demonstrations at Our Showrooms:
THE ALGRAPHONE SALON,
25-26, Savile Row, Regent Street, W.1.
Phone: Regent 1075.

SCOTLAND: Donald C. Syme, 81, Renfield Street, Glasgow.
IRELAND: Alexander B. Munday, 41, Chichester Street, Belfast.

Graham

ALFRED GRAHAM & COMPANY, ST. ANDREW'S WORKS, CROFTON PARK, LONDON, S.E.4

Telephone: Hydenham 1240-1-2

Telegrams: "Navahada, Brock, London."

The new CLYNO FAMILY MODEL



**ADDITIONAL
MODELS:**

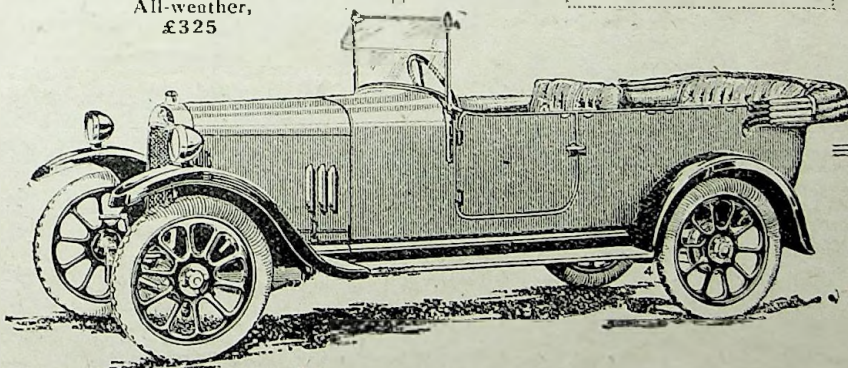
- Standard 2-seater.
£275
- Standard 4-seater.
£285
- De Luxe, 2-seater.
All-weather,
£298
- De Luxe, 4-seater.
All-weather,
£325

FOUR people can ride in luxurious ease in the 10.8 h.p. Clyno Family Model. Ample leg room is provided for both rear and adjustable front seats, while thoroughly satisfactory springing assures easy riding at all speeds. Equipment is well thought out in every respect. Design of the 4-cylinder engine, skilful weight distribution, construction of chassis and handsome body, make sure of economical running and upkeep.

The ten years' experimental road work in everyday service, ere a single car was offered for sale, is amply justified in the efficiency of Clyno performance, at a price so attractively modest.

Service compatible with the worth of the car is assured to every owner -- Clyno Agency appointments have been made with the greatest discrimination.

4-SEATER
£255
WITH STARTER



Full particulars will be sent on application.

The CLYNO Engineering Co. (1922), Ltd., Pelham St., WOLVERHAMPTON.

Phone: Wolverhampton 992.

Wires: "Clyno, Wolverhampton."

Write for the name of your nearest Clyno Agent.

**TO THE
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.



ALLEN-BENNETT'S will—

- I. Supply any make of car.
- II. Take your present machine in part exchange.
- III. Arrange Deferred Payments over 12 or 18 months or to suit your own convenience.

ROVER

8 h.p. STANDARD : £180 Self-Starter £15 extra
 8 h.p. DE-LUXE : £200 Extended Payments over 12 or 18 months
 4-SEATER FAMILY £10 extra

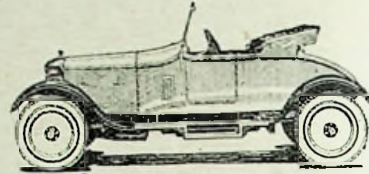
Allen-Bennett
 Motor Company Limited.

9-10-11, Royal Parade, W. Croydon

Phone : 24 51.

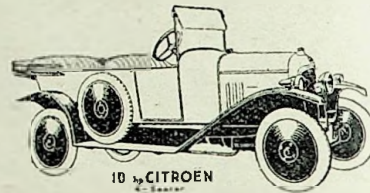
Gravel "Track, Croydon"

A.C.



EMPIRE MODEL £325
 Dynamo Lighting, Self-starter, Double Dickey.
 Or £100 down and 18 monthly instalments of £13 9s.

Citroen



10 h.p. CITROEN £245
 7.5 h.p. 2-SEATER with Starter - £195
 10 h.p. 4-SEATER with Starter - £245
 11.4 h.p. 4-SEATER with Starter - £265
 Extended Payments over 12 or 18 months.

EASTER DELIVERIES OF

Hampton

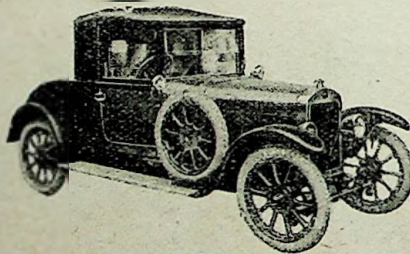
CROUCH



1923 Prices

- 9-21 h.p., 2-seater - £295
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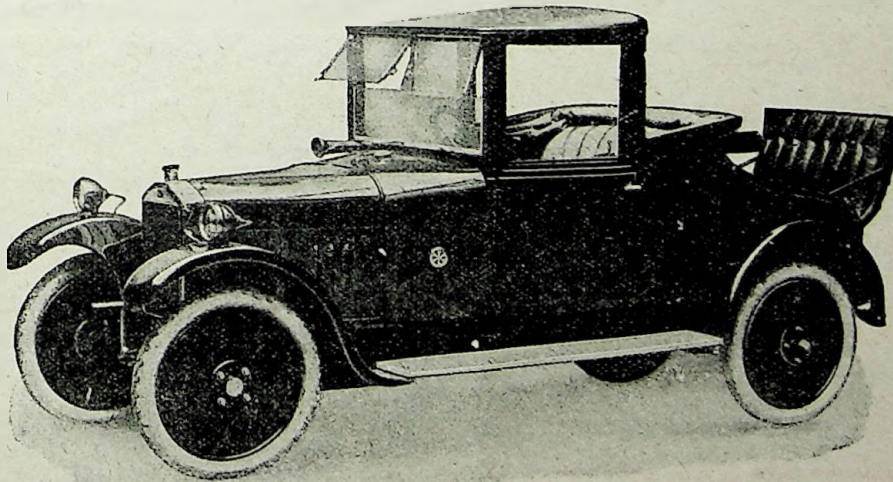
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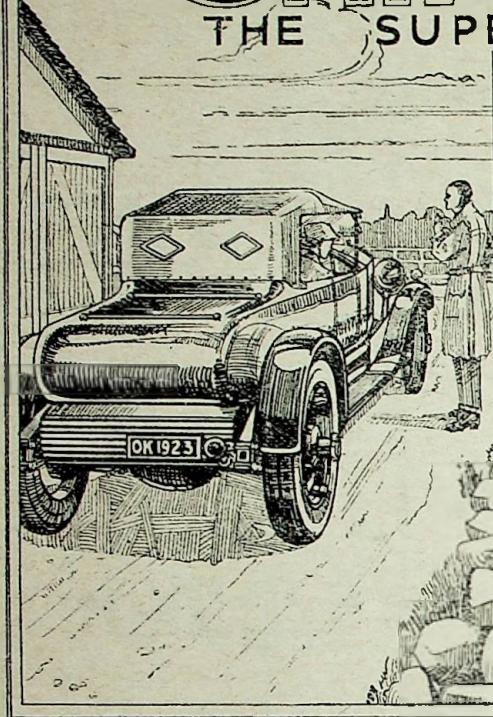
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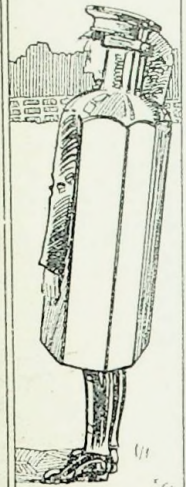
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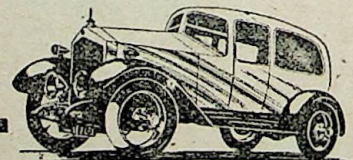
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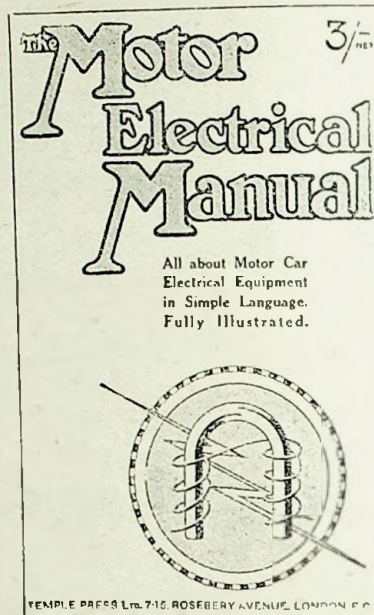
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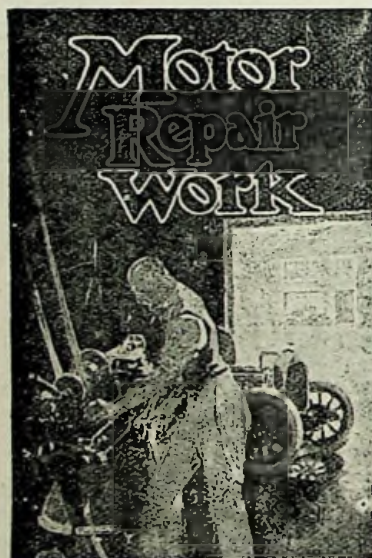
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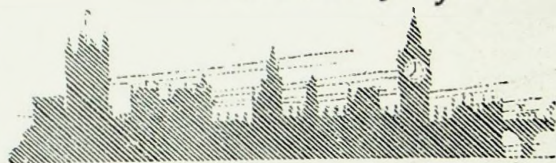
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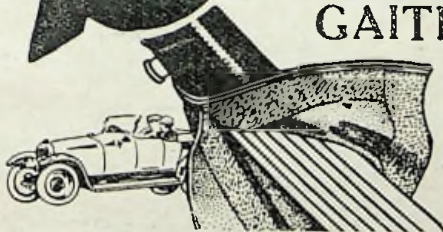
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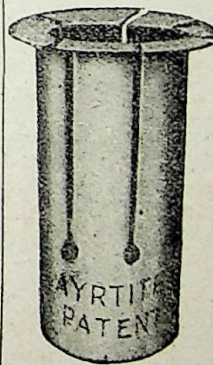
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TYPE J.1.

Ashton Evans
Austin "Seven"
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Belsize-Bradshaw
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Citroen
Humber
Lagonda
McKenzie
Palladium
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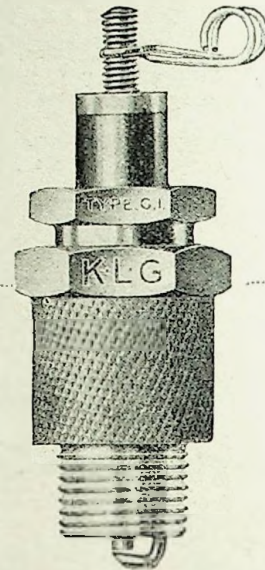
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Bugatti
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Hillman
Marseal
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Renewable insulated centres,
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HARD GOING. — A snap in the Victory Cup Trial, described elsewhere in this issue. The photograph shows H. B. Denley on a sporting 9.5 h.p. Rhode ascending one of the tit-bits of the trial—Noah's Ark Hill.

Notes, News and Gossip of the Week.

The Taxation Inquiry.

Word-juggling and brow-beating by the big mileage interests have been more than noticeable at the taxation inquiry. It seems unlikely that we shall have reverted to the petrol tax by this time next year.

Hill-climbing Thrills.

High speeds, skids and thrills will be the order of the day at Kop Hill, near Princes Risborough, to-morrow, which is the "secret" venue of the Essex club's hill-climb. An excellent entry of very fast cars has been obtained. See "Club News" page for details.

Saving the Roads.

The Devonshire County Council has prohibited the use of motor coaches carrying eight or more people unless they are fitted with pneumatic tyres. An important paper on multi-axled vehicles was recently read by Major T. G. Talloch before the I.A.F. The subject is fully dealt with in next week's issue of *The Commercial Motor*. Unless the rate of road deterioration can be reduced, taxation is certain to increase.

No. 539. Vol. XXI.

LIGHTING-UP TIMES

for Saturday, March 24th, 1923.

London ..	6.45	Edinburgh ...	6.37
Newcastle..	6.35	Liverpool ...	6.41
Birmingham	6.49	Bristol ...	6.56
Dublin ..	7.24		

Lighting-up time in Ireland is one hour after sunset and in Scotland half an hour after sunset.

Moon.—First quarter, 25th.

Birdseye for Hawkes.

Plum for Duff, huntsman's pink for Gallop, Brown for Peaty and old gold for Duller. These are some of the appropriate colours for Brooklands drivers suggested by "Long" Tom Harris, the sign king. Others are: Black and tan for Guinness, purple for Kings, Quaker green for Oates, tartan for Campbell, and black and white spot for Cushman. Subtle! Yet why not add the picturesque touch of colour to the Brooklands events?

Easter Holidays.

Next week's issue of *The Light Car and Cyclecar* will be published on Thursday, March 29th, one day earlier than usual.

Four-wheel Braking.

The remarkable way in which the little 7 h.p. Austin pulled up in the braking test in the General Efficiency Trial made several converts in favour of brakes on all four wheels.

A Busy Easter.

Motorists will have plenty to see this Easter. There are the M.C.C. Land's End run, the B.A.R.C. Brooklands Meeting, the Staxton Hill-climb in Yorkshire, and several minor events, as detailed in our fixture list.

Single-seater Hillman to Race.

The single-seater Hillman which Bedford used to race with such regularity in 1921 will be seen at the track again this season. After having covered thousands of miles on the road as a touring car, it has been bought by J. W. Tollady, who used to race a Crouch

Ariel Nine Price Reduction.

Having arranged a more extensive manufacturing programme the makers of the Ariel Nine announce that the price of this light car has now been reduced to £215.

For Wireless Enthusiasts.

To-night between 7 p.m. and 8 p.m. Mr. C. H. Gardner will be broadcasting from the Birmingham station (5IT.) an account of his experimental transmissions from racing cars.

Congratulations.

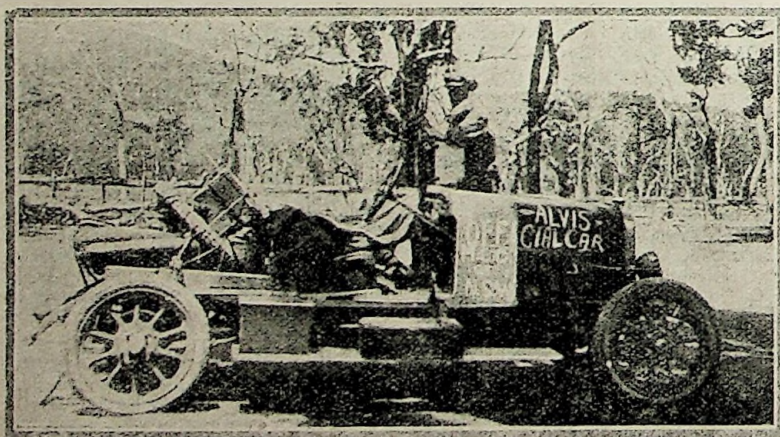
The Marquis de Casa Maury better known in the automobile world as Moses Maury, was married on Tuesday last at St. James's Catholic Church, Spanish Place, W., to Miss Paula Gellibrand. We offer the happy pair our very heartiest congratulations.

Less Tyre Trouble.

Three years ago one used to pass motorists mending punctures or changing wheels at frequent intervals. Nowadays one can cover hundreds of miles without seeing a car hung up from this cause. Better tyres are now being made than have ever been known.

A New Racer.

A new Deemster racer is on the tapis—in fact, it has already passed through the drawing-office stage and will shortly take form in the erecting shop. The general layout will differ very little from the standard production, and will include an Anzani engine. The single-seater body will practically enclose the driver and will be much smaller than the average. It will consist of a very light steel—not aluminium—shell welded to the stays, which will be placed at intervals coinciding with the cross-members of the frame. Both gear and brake lever will be shaped to the curve of the body. The problem of cooling is receiving special attention, and it is possible that the radiator, mounted in the orthodox position, will be quite separate from the body—much on the lines of the Leyland "Eight." The car will probably make its debut at Easter, and will be driven by Alfred Noble and Kaye Don. Towards the end of the season it is hoped that it will be fit for high-speed and long-distance events.



This Alvis was the official car in the 1,000-mile trial held by the M.C.C. of New South Wales. It behaved well throughout, despite the very severe nature of the course.

LIGHT CAR-ICATURES.



Prof. A. M. LOW, D.Sc., A.C.G.I.
(An "Official Recorder" of Motordom.)

A "fan" is he, as you can see,
In all things scientific;
With artful toys he measures noise,
Producing facts specific;
But when he writes that sleep
o' nights
Should not exceed one hour,
He seals his fate. Incarcerate
This Tetrarch in the Tower!

Rovers for Rovers.

In order to provide better protection from the weather for their divisional road surveyors, the Worcestershire County Council have decided to replace with six 8 h.p. Rover light cars the motorcycle combinations which they have used since 1919. When the council were discussing the matter, a member suggested that unless the surveyors had mechanical knowledge it would be unwise to provide them with air-cooled-engined cars; but against this it was argued that the Rover engine was of the same type as those to which the officials had been used to in their motorcycles, and that the absence of trouble with frozen radiators when the machines were left standing in cold weather was to the advantage of the air-cooled type.

The Carden Coupe.

We are asked to point out that the price of the Carden coupé is now 140 guineas.

Paternal Warning.

"Be careful, children," is the wording and style of a warning board to motorists on the outskirts of Amersham.

Quarter Day.

Motorists who have taken out licences for the first quarter of the year only are reminded that these expire to-morrow, Saturday. The next quarter is from March 25th to June 30th.

Errata.

In a number of copies of our issue dated March 16th, the price in the advertisement of the Wolseley "Seven" two-seater was given as £225. This, of course, should have read £255, being the price of the car complete with electric starter, all-weather curtains and dickey seat. This model can also be supplied without electric starter, dickey seat or side curtains at £231. In the same issue reference was made to the 15 h.p. Swift in the advertising announcement of this concern. Actually the announcement referred to the Swift "Ten."



A useful tip for trials secretaries. Instead of printed numbers fixed, often insecurely, to trees or railings, the road is marked with whitewash. The photograph was taken at the start of the Colmore Cup Trial.

Light Car Battery Can be Used for Radio.

The light car owner taking up Radio can turn his batteries to good account, providing he gets a clear idea of what he is doing. If the car is housed not many yards from the room in which the radio set is used he can run a length of thick "flexible" between the car and the radio set, and by fitting a connector to the motor house end of the flexible he can tap the battery current any time at the switchbox at the inspection-lamp socket. If the flexible is of heavy gauge and but a few yards in length the drop in voltage will be negligible and there will be ample potential to work the valves. It must not be forgotten that, used in this way, the car battery is on discharge, and it must not be "run-down" to so low a point that it will not work the starter. Moreover, it must be charged up again as soon as possible. This idea of tapping the current avoids the necessity for having a battery in, say, the drawing-room, where it may cause damage by the spilling of acid.

Institution of Production Engineers.

A general meeting of the Institution of Production Engineers will be held at 7.30 to-night, Friday, March 23rd, at the Engineers' Club, Coventry Street, London, W.1. On this occasion Mr. Axel Wickman will deliver a paper dealing with "Modern Gauging Systems." Advance copies of the paper will be available before the meeting begins, and may be obtained on application to the hon. secretary, Mr. A. T. Davey, 6, St. James's Square, Holland Park, London, W.11.

Hands Car Reduced.

Reductions in the prices of all models of the Hands light car are announced, the new prices are:—Two-seater, £250; four-seater, £270; coupe, £320.

Easting Windscreens.

Action having been taken by Mr. Charles A. Easting, of Easting Windscreens, Ltd., 132, Steelhouse Lane, Birmingham, a defendant at the South-Western Police Court was fined £20 for selling windscreens alleged to be of Easting manufacture when such was not the case.

Poor Protection.

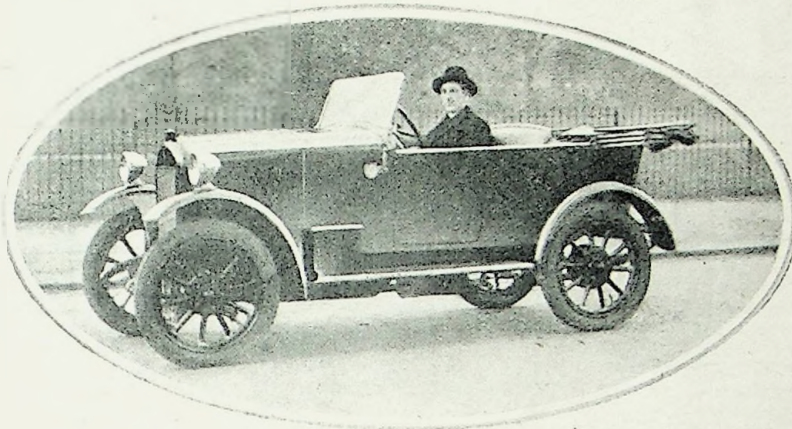
Speaking at the annual meeting of Swift of Coventry, Ltd., which took place at Coventry, on March 14th, Mr. Charles Sangster made an appeal for a transference of taxation from imported commodities which Britain did not or could not produce to those which competed with articles produced or manufactured in this country. Mr. Sangster said that the ad valorem tariff on imported cars was ineffective. As an instance, he quoted the figure of £3 12s. 10d., which the leading manufacturer in America paid on every complete car sent into this country. Yet we deluded ourselves that we get protection!

Watching Motorists' Interests.

Lieut.-Col. Charles Jarrott, O.B.E., chairman of the Automobile Association, has been appointed by the Ministry of Transport to be a member of the Roads Advisory Committee of the Ministry, as one of the five representatives on that committee of the users of horse and mechanical road traffic.

Advances in Carburation.

An important innovation has been made by S. Wolf and Co., Ltd., 115, Southwark Street, London, S.E. 1, who now undertake to supply a special Solex carburettor for each individual make of car. It is recognized that no single carburettor will give equal results on any and every type of engine, and each particular engine demands individual care and attention. These special Solex models, therefore, are actually made to "measure," and we are informed by the designers that the results which have been achieved already exceed their expectations. Every special Solex is stamped with the name of the car for which it is destined, and the manufacturers are prepared to supply these models on a 30 days' free trial arrangement, in order that car owners may test them out for themselves.



A CHANGE OF STEED. — Mr. Jack Evans, the well-known jockey, tries a change of steed, his mount being the 8 h.p. Gwynne.

A Permanent Second-hand Show.

In view of the success of Glass's motor show, this will be carried on permanently at Mayfair Hall, 7, Bedford Street, Park Lane, London, W.1. The show will be open daily from 10 a.m. to 6 p.m., with the exception of Saturdays, when it will be open from 10 a.m. to 1 p.m. Admission will be free. The entry fee has now been reduced to £2 for cars under 15 h.p. and £3 for cars of 15 h.p. and over, this fee entitling the owner to a fortnight's display. Mayfair Hall is within a few minutes' walk of Down Street station on the Piccadilly Tube.

The Road to Nowhere.

Among other features, next Tuesday's issue of *The Motor* will contain a fascinatingly quaint article on "The Road to Nowhere," by Douglas W. Thorburn. Other attractive articles include "An Artist's Paradise," "Hill and Vale in Mercia," "Among the Lakes of Cumberland," etc., etc. Maps showing road conditions will also be given.

Planning a Spring Tour.

Motor-cycling readers will find a fund of reasonable information in the Special Easter Number of *Motor Cycling*, which is now on sale.

Under the title of "Planning a Spring Tour," a leading feature deals comprehensively with necessary equipment, what to take and how to carry it.

"Overhauling Your Motocycle" is also an article of high interest and practical value, whilst amongst other notable features are "Easter Events in Detail" and "Sidecar Topics," which deals exhaustively with passenger comfort, body design, weather protection, luggage and accessories.

A Travelling Office.

A closed car, equipped with a portable typewriter and letter files, was recently seen at a well-known South Coast resort. The owner drove out to some picturesque spot each morning, dictated his correspondence to his typist, and afterwards left her to type it while he played a round of golf. At week-ends the car is used for touring.



THE CALL OF SPRING. — Although the trees are still leafless, Spring is in the air, and light carists are eager to be out on the road. Here is my lady off for a spin on her B.S.A.

Truly a Record.

Over 360 entries have been received for the London-Land's End Trial. The entry list, route and times will be given in this journal next week.

Schoolboy Competitors.

Schoolboys may become hon. members of the North-west London Motor Club for the purpose of competing in events held during school holidays.

STANDARD THREE-WHEELERS ON TEST.

THE Auto-Cycle Union's standard machine trial held last week was designed to test machines as actually delivered to the public. These machines were selected from agents' stocks and delivered to the drivers before the trial, one hour being allowed for preliminary tuning. They were then driven over a course which, by reason of the number of test hills and colonial sections included, no private owner would choose for testing a brand-new machine.

The first 40 miles out of Birmingham, where the trial started, were comparatively easy, and the five drivers of three-wheelers had an opportunity of running in their engines. Then followed a timed

hill-climb over a distance of just under a mile up the moderate gradient leading from Broadway to Snows Hill, which all machines completed without loss of marks. The ascent of Sudeley followed, and proved a much severer test. A colonial section, complete with ruts and loose stones, several secret checks, and a very greasy descent into North Cerney was followed by the ascent of Bubbs Hill. Here the Morgans went up very well, Goodall's machine being about the fastest, while the T.B.s climbed steadily. Spouse's machine did well, making up for its bad baulking on Snows Hill, where it had to slow down, owing to a lady motorcyclist falling off in front of it.

Lunch at Cheltenham was followed by a timed ascent of Birdlip, where Norris lost three marks. More narrow lanes and a watersplash at Caudle Green led on to Portway Hill, which resembles Sudeley in severity and surface, but caused no trouble. The trial finished at Cheltenham, where the A.-C.U. produced the results and certificates within an hour of the conclusion of the event. The following were awarded certificates:—Norris (10.95 Morgan-Anzani), J. W. Meredith (9.80 T.B.-J.A.P.), H. Goodall (10.95 Morgan M.A.G.), F. S. Spouse (9.80 T.B.-J.A.P.), H. F. S. Morgan (9.75 Morgan-J.A.P.). Norris lost five marks on schedule speed.

THE ELEVENTH LONDON-LAND'S-END TRIAL.

THE eleventh annual London-Land's End Trial, organized by the Motor Cycling Club, Ltd., takes place this year on March 30th-31st, the start being from the premises of the Slough Trading Estate, by the courtesy of the directors.

The arrangements at Slough have been greatly improved, an eight-acre covered shed having been obtained for the use of competitors, whilst supper will be available at the canteen. Petrol will also be obtainable, but not in the starting shed.

As the final list of entries was not passed by the Motor Cycling Club Committee until Wednesday evening last we are unable to give the full list in this issue as anticipated, but the actual number of vehicles entered is approximately 375.

Particular care has been taken by the promoting club to cater for competitors' comfort en route. Fresh arrangements have been made at Bridgwater for breakfast, whilst at Launceston the luncheon arrangements have been greatly improved, the Town Hall having been obtained instead of the Oddfellows' Hall. A special extension has been secured for

competitors and passengers. Mr. E. Reed has taken over the catering.

It is interesting to note that this year no special cups will be offered, the awards consisting solely of gold, silver, and bronze medals. Speculation is rife as to the exact nature of the new hill, Greymare, which has been included; but from personal observation we would state that it is by no means more severe than any of the other three hills, viz., Porlock, Lynton and Beggar's Roost, which will be included as usual. The various ascents, however, of these hills must be made non-stop, which, according to the regulations, means that the vehicle must be in continuous motion relative to road and that the competitor and passengers must be normally seated during the ascent.

The following details should be of interest to competitors and spectators. The actual main entrance to the Slough Trading Estate is opposite the 22nd milestone from London, two miles west of Slough, and competitors will enter the starting shed through this gate. They will leave, however, by the western gate and thereafter will follow the usual route

via Marlborough, Bridgwater and Wilton to Porlock.

Over the measured mile, commencing near the Ship Inn, Porlock, the following average speeds must be maintained: By light cars not exceeding 1,100 c.c., 12 m.p.h.; by light cars exceeding 1,100 c.c., 15 m.p.h.; by three-wheeled cyclecars, 18 m.p.h. Failure to maintain these speeds will mean the loss of the coveted gold; but, in addition, those striving for the premier award must not be more than 10 minutes early at any point of the journey, not more than five minutes late at Porlock, not more than five minutes late at the control before Lynton, not more than 10 minutes late at any other point of the journey, and, in addition, must make non-stop runs over the Porlock measured mile and up Lynton, Beggar's Roost and Greymare.

Unannounced checks may be taken, but only at places the names of which appear on the route card, with time and distances shown. The first man is due to leave the Slough depot at 10.30 p.m. on Good Friday, and to arrive at the Land's End Hotel on Saturday at 4.20 p.m.

EASTER MONDAY BROOKLANDS MEETING—COMPLETE ENTRY LIST.

THE SHORT HANDICAPS (each about 5½ miles).

The following entries will be allocated to four handicap races by the handicappers:—

- II W. Cook, four-cylinder Vauxhall, 85 mm. by 150 mm. (2 entries).
- N. T. Chamberlayne, four-cylinder Nazzaro, 97 mm. by 160 mm. (2 entries).
- Eric Longden, four-cylinder Eric-Longden, 60 mm. by 90 mm.
- A. G. Miller, four-cylinder Wolsley, 2 9-16 ins. by 5½ ins.
- A. G. Miller, four-cylinder Wolsley, 2 9-16 ins. by 5½ ins.
- A. G. Miller, four-cylinder Wolsley, 77.8 mm. by 104.8 mm.
- Pop Cory, eight-cylinder Wolsley-Viper, 120 mm. by 150 mm.
- M. Campbell, four-cylinder Ballot, 69.9 mm. by 150 mm.
- E. A. D. Eldridge, six-cylinder Fiat, 160 mm. by 180 mm.
- W. G. Barlow, four-cylinder Bentley, 80 mm. by 149 mm.
- A. Frazer Nash, two-cylinder G.N., 84 mm. by 98 mm.
- J. E. P. Howey, eight-cylinder Leyland, 89 mm. by 146 mm. (2 entries).
- Count L. Zborowski, eight-cylinder Ballot, 74 mm. by 140 mm.
- H. Armstrong, four-cylinder Mofels, 65 mm. by 100 mm.
- C. M. Gleadwell, four-cylinder Essex, 85.7 mm. by 127 mm. (2 entries).
- H. Marks, four-cylinder Enfield-Alkys, 69 mm. by 100 mm. (2 entries).
- W. O. Bentley, four-cylinder Bentley, 80 mm. by 149 mm. (2 entries).
- E. C. G. England, two-cylinder A.B.C., 91.5 mm. by 91.5 mm.
- A. Bovier, four-cylinder Salomon, 62 mm. by 90 mm.
- L. C. G. M. le Champion, six-cylinder Isotta-Fraschini, 160 mm. by 170 mm.
- J. W. Tollady, four-cylinder Hillman, 63 mm. by 120 mm.
- A. Beorer, six-cylinder Bora, 65 mm. by 100 mm.
- I. Renner, four-cylinder Vauxhall, 98 mm. by 140 mm.
- B. S. Marshall, four-cylinder Bugatti, 69 mm. by 100 mm.
- C. G. Brookbank, four-cylinder Peugeot, 104 mm. by 180 mm.
- H. Renben Harvesson, four-cylinder Wolsley, 2 9-16 ins. by 5½ ins.
- D. M. K. Marschalz, four-cylinder Marschalz, 69 mm. by 100 mm.

THE LONG HANDICAPS (each about 8½ miles).

The following entries will be allocated by the handicappers to four handicap races:—

- II W. Cook, four-cylinder Vauxhall, 85 mm. by 150 mm. (2 entries).
- N. T. Chamberlayne, four-cylinder Nazzaro, 97 mm. by 160 mm.
- A. G. Miller, four-cylinder Wolsley, 2 9-16 ins. by 5½ ins.
- A. G. Miller, four-cylinder Wolsley, 2 9-16 ins. by 5½ ins.
- A. G. Miller, four-cylinder Wolsley, 77.8 mm. by 104.8 mm.
- Pop Cory, eight-cylinder Wolsley-Viper, 120 mm. by 150 mm.

B20

- S. F. Edge, four-cylinder A.-C., 69 mm. by 100 mm. (2 entries).
- M. Campbell, four-cylinder Ballot, 69.9 mm. by 150 mm.
- E. A. D. Eldridge, six-cylinder Fiat, 160 mm. by 180 mm.
- J. E. P. Howey, eight-cylinder Leyland, 89 mm. by 146 mm. (2 entries).
- Count L. Zborowski, eight-cylinder Ballot, 74 mm. by 140 mm.
- H. Marks, four-cylinder Enfield-Alkys, 69 mm. by 100 mm. (2 entries).
- W. O. Bentley, four-cylinder Bentley, 80 mm. by 149 mm.
- E. C. G. England, two-cylinder A.B.C., 91.5 mm. by 91.5 mm.
- A. Bovier, four-cylinder Salomon, 62 mm. by 90 mm.
- J. W. Tollady, two-cylinder Crouch, 85 mm. by 96 mm.
- L. C. G. M. le Champion, six-cylinder Isotta-Fraschini, 160 mm. by 170 mm.
- I. Renner, four-cylinder Vauxhall, 98 mm. by 140 mm.
- B. S. Marshall, four-cylinder Bugatti, 69 mm. by 100 mm.
- C. G. Brookbank, four-cylinder Peugeot, 104 mm. by 180 mm.
- P. C. Clement, four-cylinder Bentley, 80 mm. by 149 mm.
- H. Renben Harvesson, four-cylinder Wolsley, 2 9-16 ins. by 5½ ins.
- J. C. Douglas, four-cylinder Aston-Martin, 66.5 mm. by 107 mm.

THE EASTER PRIVATE COMPETITORS' HANDICAP (about 5½ miles).

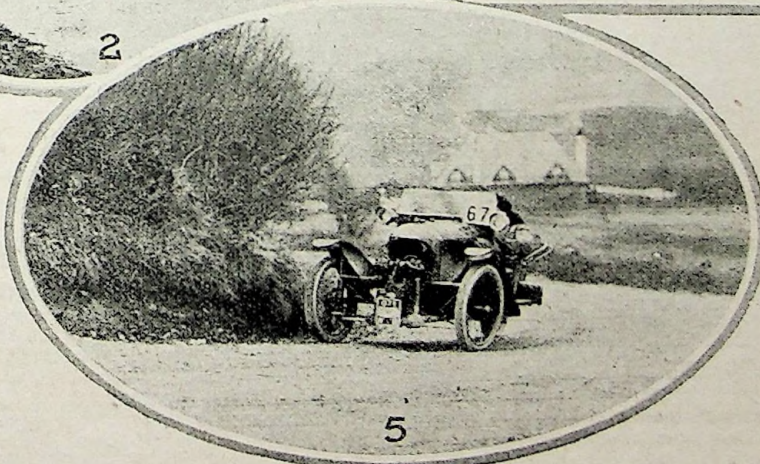
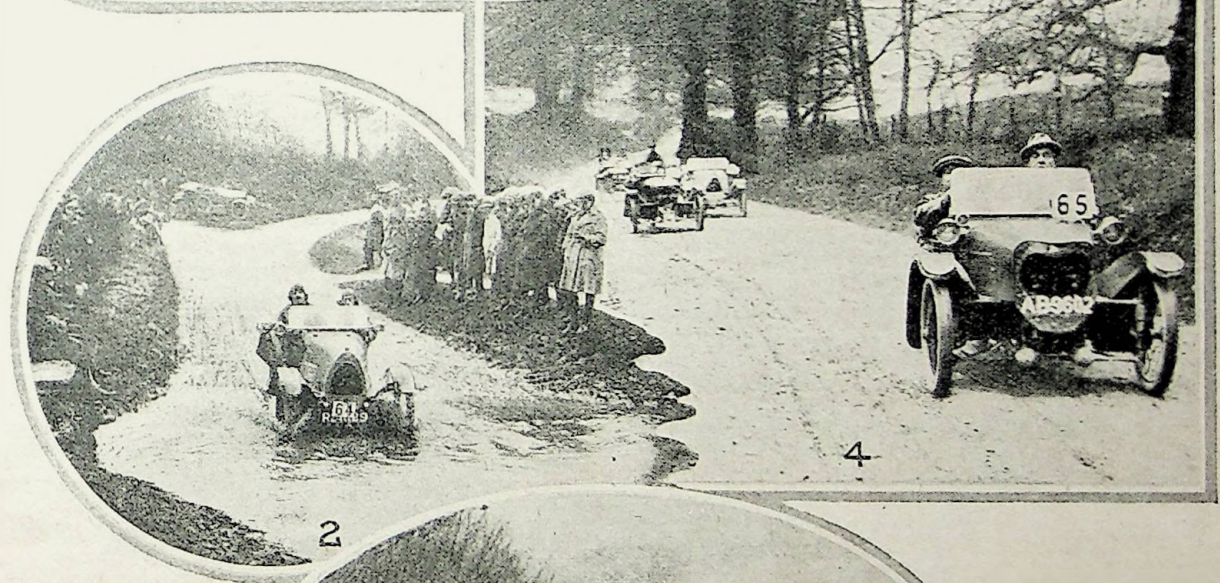
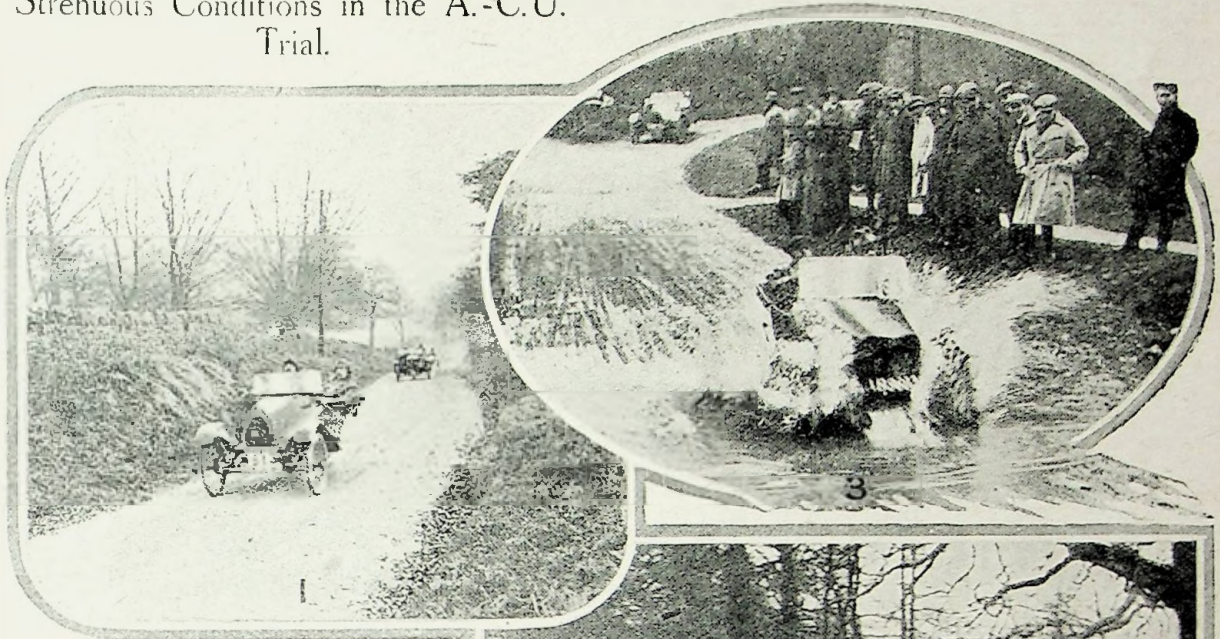
- II W. Cook, four-cylinder Vauxhall, 85 mm. by 150 mm.
- C. P. A. Portal, four-cylinder Berliet, 100 mm. by 140 mm.
- Ian R. Parker, two-cylinder Crouch, 85 mm. by 96 mm.
- W. G. Barlow, four-cylinder Bentley, 80 mm. by 149 mm.
- J. E. P. Howey, eight-cylinder Leyland, 89 mm. by 146 mm. (2 entries).
- F. H. B. Samuelson, four-cylinder F.S., 60 mm. by 85 mm.
- Count L. Zborowski, eight-cylinder Ballot, 74 mm. by 140 mm.
- J. C. Douglas, four-cylinder Aston-Martin, 66.5 mm. by 107 mm.
- I. Renner, four-cylinder Vauxhall, 98 mm. by 140 mm.
- C. A. S. Parker, two-cylinder Crouch, 85 mm. by 96 mm.
- A. Waite, four-cylinder Austin, 56 mm. by 76 mm.

THE EASTER SMALL CAR HANDICAP (about 5½ miles).

- Eric Longden, four-cylinder Eric-Longden, 60 mm. by 90 mm.
- A. Waite, four-cylinder Austin, 56 mm. by 76 mm.
- Ian R. Parker, two-cylinder Crouch, 85 mm. by 96 mm.
- F. H. B. Samuelson, four-cylinder F.S., 60 mm. by 85 mm.
- J. W. Tollady, two-cylinder Crouch, 85 mm. by 96 mm.
- F. X. Pickett, two-cylinder G.N., 84 mm. by 96 mm.
- C. A. S. Parker, two-cylinder Crouch, 85 mm. by 96 mm.
- R. C. Emison, two-cylinder A.V., 85 mm. by 88 mm.
- H. R. Godfrey, two-cylinder G.N., 84 mm. by 98 mm.

THREE-WHEELERS PROVE THEIR RELIABILITY.

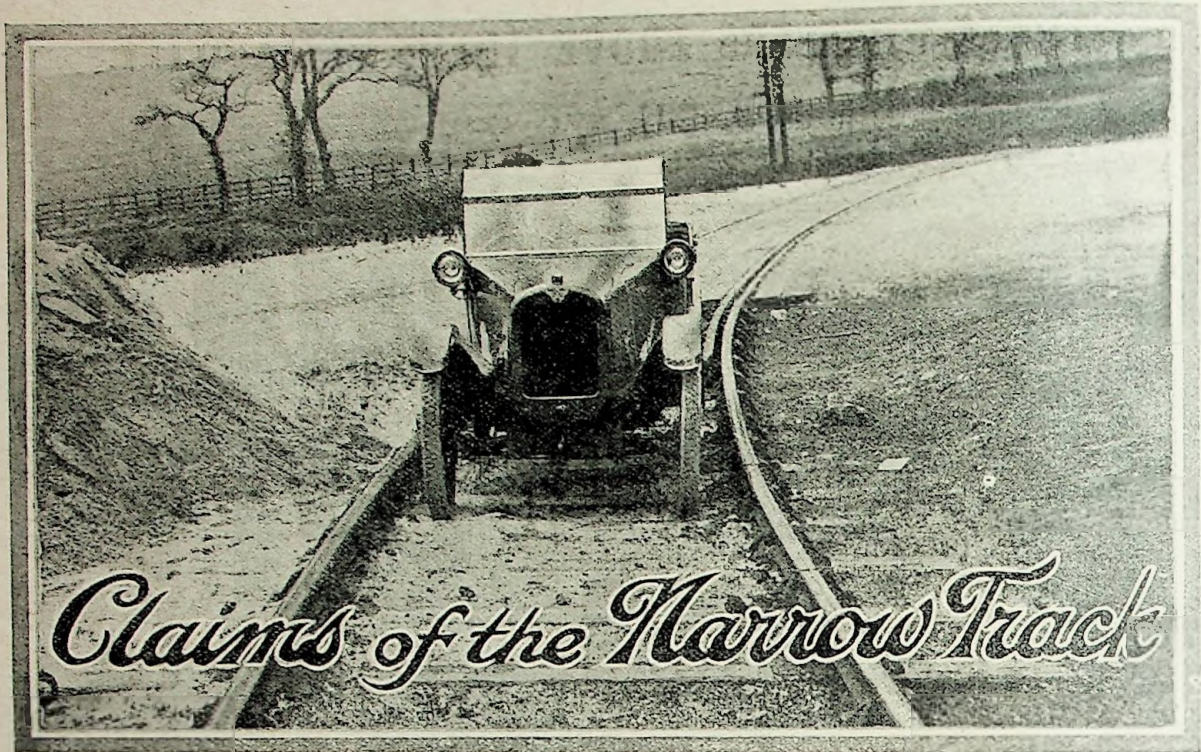
Strenuous Conditions in the A.-C.U. Trial.



(1) J W. Meredith on a T.B. made a clean and steady ascent of Bubbs Hill. (2) The water-splash at Caudel Green, which proved no deterrent to the progress of the T.B.

(3) N. Norris on a Morgan, taking the splash at speed. (4) N. Norris closely followed by the Anzani - engined Morgan and a T.B. ascending Portway Hill. (5) H. F. S. Morgan taking a hair-pin bend on Chedworth at speed.

All the three-wheelers in the Auto-Cycle Union's standard machine trial acquitted themselves well, the majority finishing the course with clean sheets. The course followed was of unusual severity, including some steep hills, water-splashes and loose-surfaced roads approximating to Colonial conditions.



Convenience of the Really Small Car from the Point of View of Accommodation.

THERE is no doubt that the accommodation problem is a vital one to many would-be light car or cyclecar owners, for whereas a motorcycle can readily be stored in a narrow shed, and a combination *can* be housed in a shed of small dimensions, the smallest of small cars is not small in comparison, and, furthermore, no part can be detached to help matters.

There must be hundreds of motorecyclists to-day who would hesitate no longer were it not this

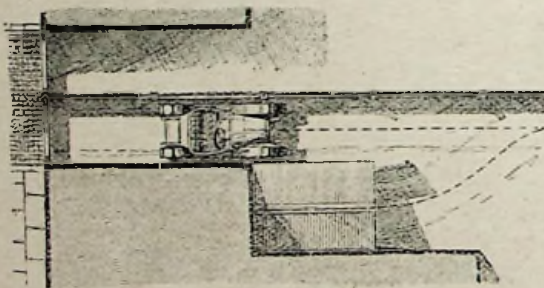
car would seem to meet the prospective owner's particular circumstance, it does not follow that the *overall width* is such as the track measurement would lead one to believe. Some vehicles are fitted with exceptionally wide mud wings, and therefore the only safe measurement is that taken from wing edge to wing edge.

Manœuvrability of the Three-wheeler.

Where it is most difficult to manœuvre a four-wheeler with a modest overall width of, say, 4 ft., the claims of the three-wheeler should be considered, for although it may span 5 ft., the average overall dimensions of a light car, its narrow lines to the rear of the driving seat give it a degree of manœuvrability unapproached by the four-wheeler. Take, for instance, a comparatively narrow run-in, in which one has to negotiate a right-angled bend. Where even the narrow-track four-wheeler would find it difficult, perhaps impossible, to take the turn, the three-wheeler would do it comparatively easily, because the single rear wheel can take up a position which is denied the rear wheels of a four-wheeler.

When the home garage is situated at the back of the house and manœuvring space is limited, there may be one way, and one way only, of running the car in. A typical example has been chosen, the situation being shown in the accompanying illustrations. The side entrance being just wide enough to take the car, it is no use swinging the doors so that they open out across the run-in. If the door or doors be arranged as shown, the car can be taken forward as indicated and reversed quite easily. If the size of the garden be such that a complete turning movement can be made, so much the better, as the car can then be driven out forward instead of in reverse.

Many situations which at first may seem difficult, perhaps even impossible, can frequently be overcome if a little thought be expended on the manœuvring question. Copious measurements



A straight forward method of gaining access to a garage when manœuvring space is limited.

question of accommodation, but whilst there is no light car or cyclecar to cope with the solo motorcycle in this respect there are most decidedly many excellent little vehicles which can compare more than favourably with sidecar outfits with regard to overall width.

The run-in is, of course, an important factor, for whilst the actual garage space may be large enough to take the vehicle, the manœuvring space may be so restricted as to prevent access being gained to the shelter. For this reason, therefore, it may be necessary in certain cases to take overall length into consideration, although it must be said that this measurement does not decrease proportionately with the overall width.

It must be remembered that, whilst the track of a

CLAIMS OF THE NARROW TRACK (contd.).

should be taken and the problem worked out on paper, but one must be fair to oneself when doing this, as many things look all right on paper, but prove far from being so when an attempt is made to put them into practice.

Perhaps the real solution to the accommodation problem lies in the collapsible type of vehicle, but at the moment there is only one such—the Dandy three-wheeler. Now the normal track of this machine is 4 ft. 2 ins., but when folded this is reduced to 2 ft. 6 ins., so it will be seen that almost any side entrance would take it.

The Narrowest Four-wheeler.

It has been mentioned that the average overall dimensions of a light car or cyclecar is 5 ft., but there are several excellent economy cars which span 12 ins., or more, less than this. The Austin Seven, for instance, is a particularly compact little vehicle with an overall dimension of but 3 ft. 10 ins. The Benjamin, a French production of considerable merit, measures 3 ins. less than this, from wing edge to wing edge, and is, so far as can be ascertained, the narrowest four-wheeler on the British market.

The following are the overall dimensions of several well-known four-wheelers:—Friction-drive model Ashby, 4 ft.; Baughan, 4 ft.; Lea-Francis, 4 ft.; Tamplin, 4 ft. 1 in.; Gwynne, 4 ft. 1½ in.; 8 h.p. Charron, 4 ft. 1 in.; Peugeot Quad, 3 ft. 10 ins.; New Carden, 3 ft. 9 ins.

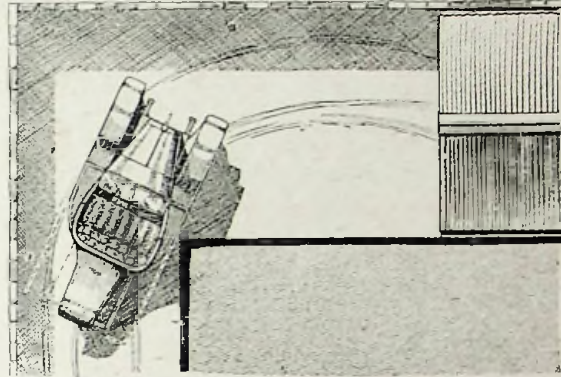
Generally speaking, three-wheelers do not boast of narrow front-wheel tracks—it would, of course, be impracticable to reduce this measurement beyond a certain limit—but the G.B., with an overall width of 3 ft. 6 ins., and the little Harper runabout, spanning 3 ft. 1½ ins., are notable exceptions.

There are many prospective owners of small cars who, whilst they must consider the narrow-track vehicle for reasons of the strictest economy, are doubtful as to the stability of such a machine. To assure the anxious ones, the writer, speaking from experience gained with 80 per cent. of the cars mentioned above, can state definitely that, when driven in a normal manner, the narrow track vehicle is every bit as stable as a light car of full dimensions.

Whilst it is not suggested that freak types should be encouraged, it would seem that there is scope for a four-wheeler on the lines of the collapsible three-wheeled Dandy cyclecar. Such a machine would have to be a proved success before the public would

venture, but there is no doubt as to the demand being genuine, for one of the biggest items in the annual expenditure sheet is that down to garage accommodation.

This article has been written primarily to show the advantages of the narrow-track vehicle from the point of view of the ease with which it may be accommodated, but a car with a modest overall dimension possesses desirable qualifications other than this. For

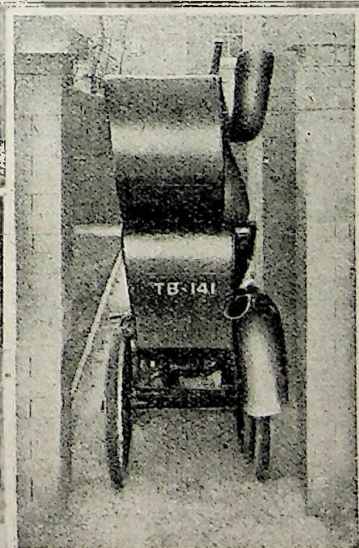
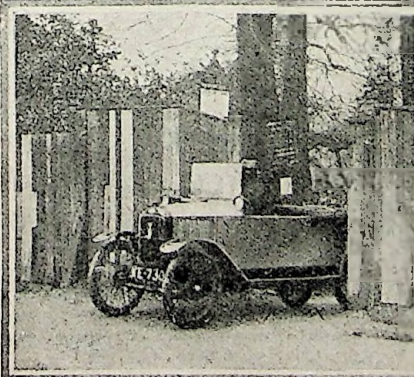


The manoeuvrability of a three-wheeler and a four-wheeler compared. The broken lines indicate the four-wheeler.

instance, in general manoeuvrability the really small car is much superior to the light car of average dimensions—a feature which is demonstrated to the full when the owner has to do a lot of traffic work. Another important point is that the narrow vehicle can be driven *between* the tracks formed by cars with an average wheel track, and this is a consideration if one be exploring unknown by-roads over which farm wagons are wont to roam. The smaller the car the lower do one's motoring expenses automatically become, not only in actual running costs but also in gratuities.

Some prospective owners will complain that these miniature cars do not look important enough? and the mere fact of being the owner of a true economy car lowers one's prestige to zero. Pride of possession, however, soon dispels such ideas and the owner of even the smallest of small cars will find in the ranks of the economical motorist many folk similarly situated to himself. Cars are getting smaller every year, as the present trend of design will show, and it can be said with some authority that the real small car is the car of the future.

The practical advantage of a vehicle with narrow lines is strikingly demonstrated by the photograph below, which shows a Peugeot Quad passing through a gateway of average width.



The collapsible Dandy three-wheeler is shown in the centre. Probably the narrowest three-wheeler on the road is the Harper runabout, illustrated below.





A Critical Causerie of Light Car Comment.

Chassis Lubrication.

IT is rather curious how some comparatively inexpensive accessories save a great deal of time during the course of the season, and I confess that I quite fail to see why some manufacturers still turn out their cars equipped with the old-fashioned grease cup when the grease gun and nipple system is so much more convenient. Mathematics is not one of my hobbies, but the other day I took the trouble to compare the time taken to grease a shackle pin (a) by means of an Enots grease gun and (b) by means of the ordinary grease cup. Operating without bias in either direction, it took precisely four times as long to unscrew, charge and screw up a grease cup as it did to screw the head of the grease gun on to the nipple, twist the handle until the old lubricant could be seen exuding from around the bearing, disconnect the grease gun, and to wipe off. This difference represents a saving of two minutes per bearing lubricated. There are eight points on the chassis of my car that require this attention, which means a total saving of over a quarter of an hour a week (if I am conscientious). During the course of a year this amounts to 13 hours, which is over half a day and shows how these little savings of time must affect one in the long run. I regard the force-gun system of chassis lubrication nowadays as being essential.

Curing Skidding.

AS the result of the very changeable weather we have had during the past two or three months, all of us have been considerably troubled with skidding, and during the past week I came across no fewer than five minor accidents that were brought about simply by cars sliding when the brakes were applied. There is no hard-and-fast remedy for preventing skids, but I seem to remember having seen it suggested somewhere or other that a car that has its tyres pumped board-hard will hold the road better in greasy weather than will one with flabby covers, and, although this may be true when it refers to the piercing action of the projecting studs of the modern "non-skid" rubber cover, it is advice that must be put into effect cautiously.

I usually find that if the tyres are pumped up very hard the wheels have a tendency to bounce on any but the smoothest of smooth surfaces, and on wooden

setts and cobblestones instead of rolling over the road they proceeded in a series of minor jerks that may or may not be noticed by the occupants of a car—as is decided by the quality of the suspension—but which in either case break the adhesion between the tyre and the road and thus induce skidding. Flattish covers that roll are, again, terrible provokers of skids, and so it is the happy medium that must be found in order to render driving safe in greasy weather.

Nervous Tension.

NO matter how experienced a competition driver may be, he or she always feels nervous just before the start of any race or competition, or even a test such as those held during the General Efficiency Trial. Most starters count "Five, four, three, two, one—go!" and it was noticeable on Saturday last that whereas the new hands at the game raced their engines when the starter said "five," others waited for "three" and then speeded up. At least two competitors—one of them a lady—counted with the starter. The effect of two people staring at each other and intently repeating the same words appealed to me as being rather comic.

Place aux Dames.

MISS WINIFRED PINK, who drove a four-seater Horstman in the aforementioned event, is rapidly becoming one of the best-known lady exponents of light cars in the country. She is secretary of the Women's Motor Club, which is steadily attracting members, and last year she handled a racing car at Porthcawl and Caerphilly with great élan. In point of fact, both the lady competitors in the Efficiency Trial showed up very well indeed, and, so far as they are concerned, there seems now to be only one possible answer to that old question, "Can women drive?"

Fire and the Position of the Petrol Tap.

I HAVE always had a fad that the petrol tap should not be located under the bonnet. Last week an engine I was trying to start back-fired into the flooded carburetter, and the bonnet was soon enveloped in flames. With the petrol tap, which was located under the scuttle, turned off I attempted, unsuccessfully, by using the electric starter, to let

RICH MIXTURE (contd.).

the engine suck the fire out, and then pushed the car out of the garage and set about beating out the flames. The petrol in the float chamber was soon exhausted and the flaming rubber leads were easily extinguished. Had the petrol tap been under the bonnet the car might now be a mass of scrap.

The Petrol Tax.

AT a luncheon recently given to the Press by the representatives of the eleven united motoring organizations, who are fighting a just battle for a return to the petrol tax, Sir Arthur Stanley, Lt.-Col. Charles Jarrott, and Lt.-Col. J. A. Cole put forward irrefutable arguments in support of their cause, and in general the prevailing atmosphere at the function was one of a genuine desire for co-operation against the "big-mileage" interests, which are wishful for the retention of the present iniquitous system. It behoves all of us to stand for ourselves, and no one blames the syndicates that run big fleets of vehicles for endeavouring to retain a taxation system that lets them off lightly. On the other hand, private motorists are in the majority. They provide the bulk of the money that is spent on the roads, and as he who pays the orchestra is in a position to demand either valse, fox-trot, or a one-step (to modernize the old saw), then we ought to get back to the petrol tax and pay for use, not ownership.

Press Parasites.

IN the discussion that followed, one live wire, who has a nodding acquaintance with one or two journals that are supposed to be interested in motoring, got up and made a speech, in which he inferred that he would be supported if he styled himself and those other Pressmen present as parasites on the motor industry. Of course, some folk do possess a curious kink when it comes to after-luncheon humour, but it is to be hoped that in future this gentleman will refrain from making such rash utterances. To suggest, as he did, that the Press of this country needs prodding to make efforts on behalf

of just undertakings may be applicable in some cases, but certainly not in all. This journal has always been firm in its advocacy for a return to the tax on fuel, as have other technical papers. I doubt, also, whether representatives of other journals relished the accusation, and on an occasion when serious affairs were being discussed—matters that affect every motorist in the land—the tone of the speech seemed quite out of place.

Starting from Cold. The Crucial Test.

A CONCERN which specializes in the simplest type of service or utility car makes a great point of easy starting from cold. Its test cars are left out in the open all night, and if any trouble in starting up be experienced next morning the cause is investigated immediately. Thus is the owner-driver truly assisted.

Quantity Production and Prices.

ONE of my correspondents recently pointed out—rather forcibly—that if sufficient spare parts were bought from a manufacturer and a complete car assembled privately, the cost thereof would be far in excess of the catalogued price of the same model. Factory rent, storekeepers' wages, and interest on sunk capital, of course, explain this apparent discrepancy, but what is even more surprising is the huge difference between the cost of assembling an engine when new and the price charged for having it taken down in a garage. Manufacturers all over the country are now straining every nerve to cut production costs, and the labour charges for assembling one well-known light car unit are *under 18s.* Done singly and with garage equipment, the cost of the same job would be over £4.

Have You Heard This?

CUSTOMER (having scrutinized every light car in the showroom): "I want to see something cheap in a touring model."

Exasperated Salesman: "Right, sir. Sit in this."
S.S.

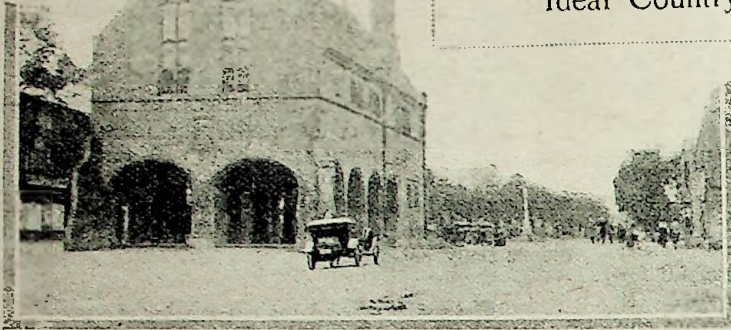


THE FIRST RACE OF THE SEASON.

The Junior Car Club had the honour of organizing the first Brooklands race in 1923. After the General Efficiency Trial an impromptu two-lap handicap was run off. Thirty-four faced the starter. N. Black and C. Finch, on 4-cyl. G.N.s, were first and second. An Eric Longden was third.

CHELTENHAM AND THE VALLEY OF THE LOWER SEVERN.

Ideal Country for the Early Tourist.

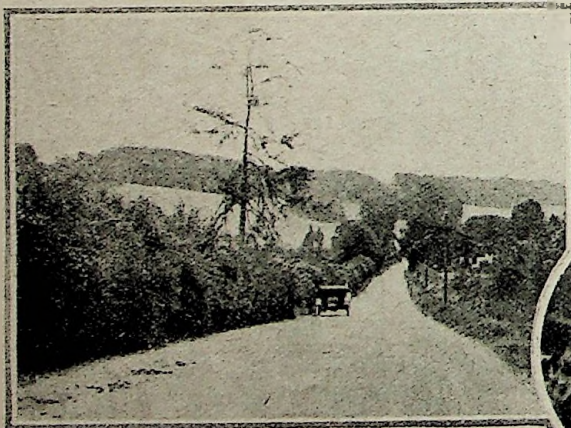


A TOWN that has a spring season is one to be chosen before others for a spring sojourn, and Cheltenham has such. Moreover, it is a town of which the shops and promenade, winter gardens, and public halls give it a charm and character of its own. In the matter of museums, art galleries and libraries Cheltenham has much of which it may justly be proud, while the Cheltenham College for young ladies is known and famed throughout the land.

Surrounded by Beauty.

Lying in the heart of the hills, Cheltenham enjoys a large measure of protection, and, consequently, a comparatively mild climate.

There are many delightful runs in the surrounding country along roads that are practically level. Eight miles south-west lies Gloucester with its cathedral, and the road has no semblance of a hill; and the same description applies to the ten miles north from Gloucester to Tewkesbury, as also to the return nine miles from Tewkesbury to Cheltenham—a level run of nearly 30 miles. This is to the west of Cheltenham, where the fertile land of the valley stretches, with mile after mile of meadow land and cornfield and orchard. In this level country many pretty villages lie scattered, and it is not until one reaches the foot of the Malvern hills that there is any chance of climbing; but the views about Malvern itself are



From the hills some very fine views of the surrounding country can be obtained. The "Devil's Chimney," a photograph of which appears on the right, is a curious natural formation at the summit of Leckhampton Hill.

worth while in the fullest sense, for this hill country is amazingly beautiful.

In passing through Tewkesbury one cannot fail to notice the Bell Inn, with its striking black and white architecture, and one is reminded by a notice affixed to the wall that the house has been immortalized by the pages of "John Halifax, Gentleman."

Source of Father Thames.

At the summit of Leckhampton Hill there is a curious natural formation on the slopes above the road which is known as the "Devil's Chimney," and not far distant, at the roadside, the seven springs that constitute the source of the River Thames.

The Cotswold Hills form the great barrier to the east of Cheltenham, and on this high ground there are many attractive runs to Burford, to Stow-on-the-Wold, to Moreton-in-the-Marsh, and Broadway, said to be the prettiest village in England.

The River Avon and the River Severn join their waters at Tewkesbury, and the Avon loses itself in the larger stream. These rivers are justly regarded as the two most beautiful in our land, and in their united flowing they do not forfeit their good name, for those who visit the river wherever possible by road in the neighbourhood of Cheltenham, and more especially those who trace its course on foot, will have nothing but praise for the charm of the scenery through which it flows.

It may be mentioned that Birdlip Hill rises nearly 800 ft. and is two miles in length. It lies on the road to Cirencester, and is the steepest and most exacting of the main-road hills around the town.

Before the lure of foreign spas and health resorts began to exert their powerful influence, Cheltenham held a position of eminence among English resorts, and many there were of affluence and title who made this their venue year by year. If the town has lost in a large measure the glamour of those days, it still retains the genius of understanding the requirements of those who come and go and of fulfilling those requirements in a quite exemplary degree.



The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.
 TEMPLE PRESS LIMITED
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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 types of cyclecars and light cars, and it has consistently encouraged the development of this new motoring movement for over ten years.

The journal is published every Friday. There should be no difficulty in obtaining a copy at any bookstall or newsagent, as arrangements have been made to ensure a regular supply. Should any difficulty be experienced, we should be greatly obliged to receive the name and address of the reader's newsagent

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Topics of the Day

On the General Efficiency Trial.

THE intelligent observer can probably obtain more useful information from the results of the Junior Car Club's General Efficiency Trial than from any other one-day test that is held during the season. Not only is the road-worthiness of the competing cars put to a premium, but the hundreds of other features that the prospective purchaser wishes to discover are brought to light in no uncertain fashion. Not highly spectacular, and not particularly exciting, the trial itself may appear to be unenterprising compared with those events that include the popular water-splash, the common "Colonial section," or the ubiquitous freak hill (the like of which any sane tourist would never attempt), but, by the same token, it serves a far more useful purpose. Those who are interested in small car development, as viewed from a commercial standpoint, will notice that three points stood out prominently on Saturday last, when the Sixth Annual General Efficiency Trial was held. The first is that the one-litre class is gaining in popularity and that cars fitted with engines of this denomination are surprisingly speedy. Secondly, it must be remarked that the hill-climbing ability of small cars is improving greatly (any car that can climb Brooklands test hill from a standing start is capable of ascending any main-road hill in the British Isles). Thirdly, carburettors appear to have improved considerably of late, for very few engines failed to start within 15 secs., while the slow-running performances on top gear were extraordinarily good.

The Three-wheeler Successful.

THE fact that the premier award was gained by the only three-wheeler in the trial proves that the true cyclecar, when handled properly, can put up a remarkable performance. All the more is credit due when it is realized that the Morgan was the lowest-priced car entered, and so once again we have to place on record an instance that justifies our oft-repeated assertion that the light, simple type of two-seater is deserving of closest attention.

The inter-connection between the result of the General Efficiency Trial and the article on "Power-weight ratio" that appeared in our last issue is worthy of more than passing comment, for proof is afforded that, given reasonable engine power and low running weight, marvels can be accomplished in the shape of speed acceleration and hill-climbing by a vehicle that is low-priced and yet thoroughly roadworthy.

The Shame of Our Present Taxation.

NEVER have a body of taxpayers had a more just cause for complaint than have motorists at the present time. We are badged and badgered, put to unnecessary trouble to obtain licences, and subjected to official scrutiny at every turn, yet these oppressions might be bearable were not the incidence of the tax wrong from every angle. A tax on ownership is not fair. It favours those who are professional motorists, and means that those who do least damage to the roads have to pay an entirely disproportionate sum per mile covered. The fight that is being put up by the 11 representative motoring organizations in favour of a return to the petrol tax deserves the support of every private-car owner in this country. The subject will be brought up in Parliament in the near future, and a way in which all readers can effectively work in favour of improvement is by acquainting their local Member of Parliament with their abhorrence of the present system. Concerted action will achieve the desired result, and it is a step we whole-heartedly recommend. Only by united action can reforms be brought about, and particularly is this true in the present instance.

PREPARING FOR THE EASTER TOUR.

Timely Hints on the Spring Overhaul.



WITH the first mention of Easter-tide the motorist's thoughts at once turn to the ever-inviting open road and to the little car which renders all places accessible and no distance too great. Those owner-drivers who failed to vet. their cars last spring, and who in consequence did not experience a trouble-free season, will not make the same mistake this year, whilst those who for the first time are about to enjoy the pleasures which only a motorear and the open road can provide will no doubt welcome a few hints regarding the preparations needed to guard against breakdowns of both a minor and serious nature.

Tyres the First Consideration.

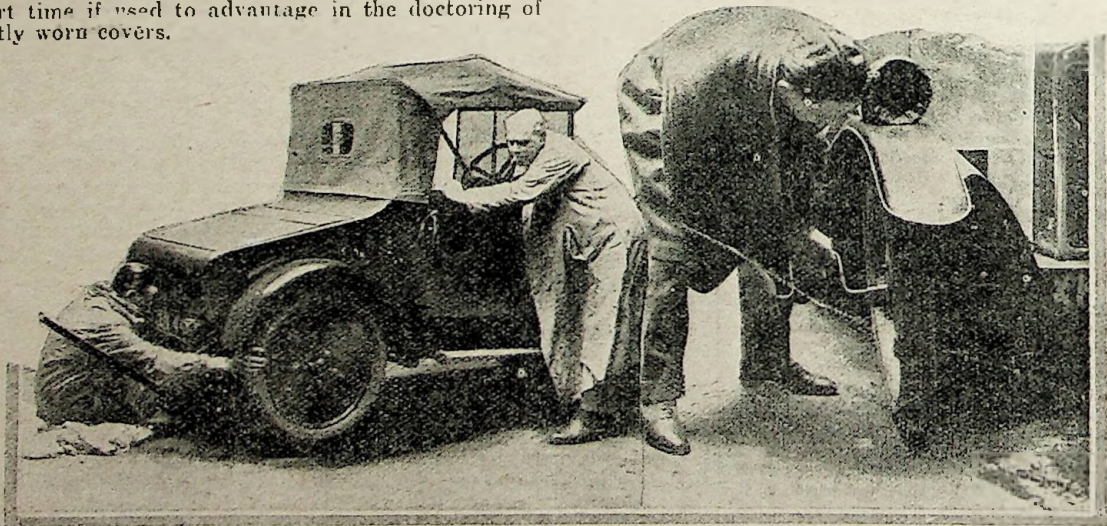
Perhaps the first consideration is the tyres, for it is, indeed, false economy to start the season with a set of old covers. Much can be done to give a new lease of life to a tyre which has covered, say, 6,000 miles in the way of "stopping" and reinforcing with canvas, but it is so much waste of time to try to make a new cover out of an old one. It is a very good plan to change the wheels round—the off-side rear to the near-side front and the near-side rear to the off-side front. The driving-wheel tyres naturally suffer more than the front, as an examination of the respective treads will prove, whilst if the front wheels be set over unequal wear on the covers will take place, hence the reason for changing the wheels in the manner described. A small vulcanizer saves its cost in a very short time if used to advantage in the doctoring of partly worn covers.

If the car was not properly "laid up" for the winter, or has not recently received other attention than periodical greasing, it is a good policy completely to empty the sump and to swill it out with paraffin. Whilst the paraffin is in the sump the engine may be cranked briskly round so as to induce the paraffin to flow through the oilways. Drain off the paraffin and replenish with the correct brand of oil. After such an operation do not race the engine at once, but allow it to tick over for a few minutes to give the oil time to circulate.

The gearbox, the lubricant of which has not been changed for some considerable time, may be treated in a similar manner with beneficial results, whilst any shortage of lubricant in the back axle should be made good.

A damp atmosphere is an enemy of electrical instruments, and it is quite possible, if the car has been stored during the winter, that the magneto will refuse to produce a spark at the plug points. If the rocker arm be free on its pin and yet no current is felt at the plug, it may be necessary to dry off the instrument in an oven. Not a hot one, be it understood, but one just sufficiently warm to evaporate any moisture which may have settled on and in the magneto.

A most important consideration is that of the brakes, as should the owner-driver be of an exploring turn of mind he will, of course, like to prepare against all eventualities. If the shoes require relining do not forget that the car can better be spared now than in



BRAKES AND WHEELS.

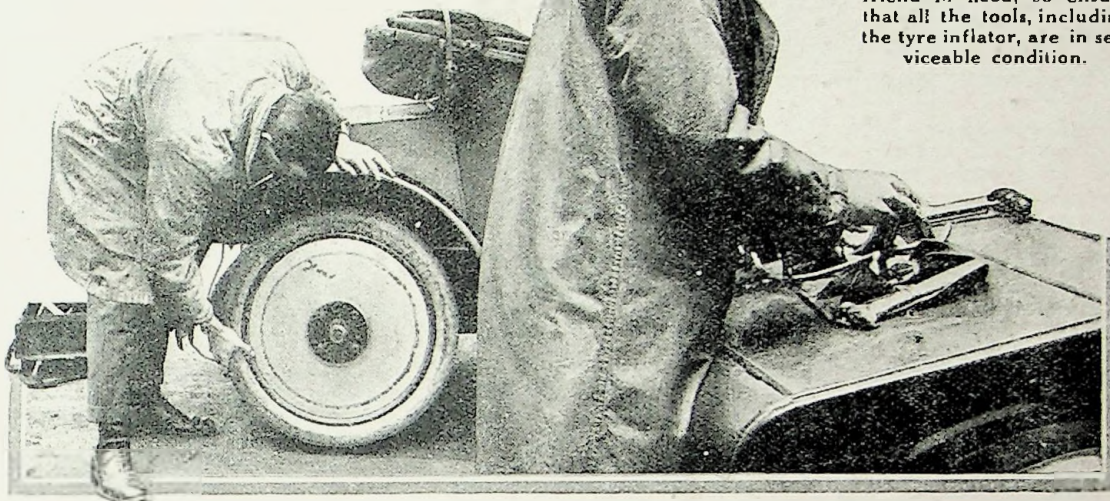
The efficiency of the braking system is of vital importance. (Left) The owner-driver testing the compensation of the hand brake. (Right) The wheels should be changed over to equalize tyre wear.

PREPARING FOR THE EASTER TOUR (contd.).

the middle of summer. The degree of adjustment already taken up on the rods forms a useful indication as to the state of the shoes—that is, of course, when the brakes are enclosed. If the braking system is not provided with compensating mechanism it will be necessary to check the effect of each pair of brakes, and this is advisable whether new linings have been fitted or not.

Testing for Compensation.

To do this jack up the back axle so that both wheels are off the ground, and, with a friend at the control, each brake should be adjusted until the effort re-



With the rear wheels jacked off the ground, test the bearings for shake and the transmission for backlash. The tool-roll may prove a friend in need, so ensure that all the tools, including the tyre inflater, are in serviceable condition.

quired to move each wheel is approximately the same when the lever or pedal, as the case may be, is suitably operated. The wheels should, of course, be quite immovable when the brakes are fully on. These remarks do not apply in the case of a differentialless back axle, it being then necessary only to adjust the brakes to hold the wheels.

In both cases care should be taken to see that the shoes do not touch the drums when the brakes are in the off position, as the friction thus set up will affect materially the road performance of the car. After a sharp run of about five miles the car should be allowed to "roll" the rest, the temperature of the drums then being gauged by placing the hand on them. If in order they should practically be cold to the touch.

Many an owner-driver complains of the poor qualities of the suspension system of his car, but let them reflect for a moment. It is almost safe to say that but few motorists ever grease the springs, yet they grumble when they are pitched and tossed about when negotiating a stretch of bad road. An application of good graphite grease between the leaves will be found to work wonders, and the operation is by no means a difficult one.

Greasing the Springs.

Whilst a spring-leaf opener is a valuable aid and well worth its cost, no great difficulty will be experienced in introducing the grease if the car be lifted with the jack under the side member of the frame. Quarter-elliptic springs readily open, but the semi-elliptic type keep pretty tight. A screw-driver will prove useful in separating the leaves, the grease being introduced on the blade of a table knife. Whilst dealing with the springs, the clips or bolts, whichever are used, should be examined, as they do fracture and come adrift sometimes.

Regarding the steering, it is almost certain that backlash exists, and whilst to a small degree this is not altogether undesirable, the cause of excessive slackness should be investigated. Ball connecting joints are usually adjustable, as is also the mechanism in the steering box, so that there is no excuse for the steering not being reasonably tight.

Do not spare grease or oil, and if an oiling chart be handy produce it and work systematically to it.

Adjusting the Dynamo Belt.

With the longer evenings ahead, lighting problems lose much of their importance, but the dynamo and its drive should not be neglected on this account. If the instrument be positively driven there is nothing about which to worry on this score, but if a belt be used test it for tension. A good method is to run the engine on about half throttle for a matter of 10 minutes and then to feel the dynamo pulley. If it be warm a slack belt is indicated. Do not, however, make the mistake of running it too tight, as, whilst a slack belt can do no harm, undue tension puts an excessive load on the armature bearings, and the results may be disastrous.

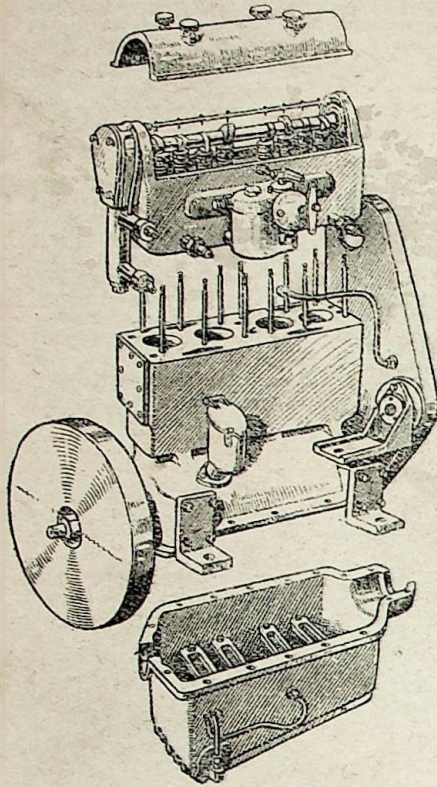
Regarding the equipment, examine the hood and side curtains, making certain that the former is waterproof and that the latter still fit nicely and are all complete. Do not forget that there are rejuvenating media with which hood material may be anointed, such a one being Accordion flexible canvas paint.

Apart from an overhaul of the tool roll and tyre inflater, there is little else which the owner-driver can do to provide against normal happenings, and if his car bears a good character he will know that he has at least taken every reasonable precaution against breakdown.

Although all the greasers will be screwed down and replenished and the oilcan used freely where required, such parts as require fairly frequent attention in this direction should not be neglected during the season. It may even be necessary to force paraffin through the grease-ways, as the ingress of dirt may serve to choke them up, with the result that considerable difficulty will be experienced in forcing the lubricant in by means of the screw-down cap.

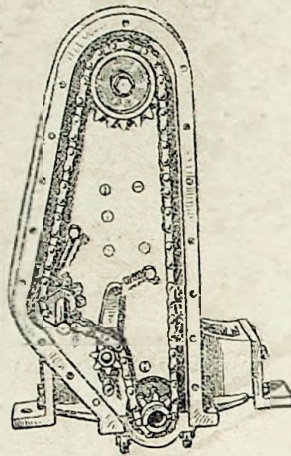
NEW COVENTRY-GULSON ENGINE.

Special Features: Overhead Valves and Camshaft, Three-bearing Crankshaft, and Interesting Lubrication System.



INTERESTING DETAILS.

The unit opened up to show the valve gear, the oil pump mounted at the rear end of the detachable head, the one-piece casting base chamber, and the chain drive to the timing gear. Note how the tension of the chain is maintained by a spring-loaded jockey sprocket.



A NEW engine, with overhead valves and camshaft, is being produced in two sizes, i.e., 9.8 h.p. and 10.8 h.p., by the Gulson Engineering Co., Ltd., Gulson Road, Coventry. In both models the stroke measures 110 mm., but the bores are 63 mm. and 69 mm. respectively. For an o.h. camshaft job, with three-bearing crankshaft, the engine is fairly compact, measuring 21 ins. in length and 27 ins. in height. It is composed of the cylinder bloc, which is formed in one with the upper half of the crank chamber, six-pint oil sump carrying the trays into which the big-ends dip, detachable machined head carrying the valves, and a domed cover plate secured by four thumbscrews.

The camshaft runs on two ball bearings, the front one being the larger, and is driven by duplex roller chain from the front end of the crankshaft. The chain is automatically tensioned by a spring-loaded jockey sprocket, and also drives a short shaft on the off side of the unit, which, in turn, operates through a two-taper coupling the magneto and generator, the former being located behind the chain case and the latter in front of it.

Cam and Pump Operation.

The cams operate direct on the valve stems, which are enlarged for part of their length, so as to withstand the effects of the side thrust. A novel method of providing the necessary adjustment, by means of a finger-operated lock ring, is a feature of interest. At the rear end of the camshaft is an eccentric which operates the oil pump, a sturdy affair mounted at the back of the head. This pump draws oil through a quickly detachable cylindrical gauze in the sump and forces it to a gallery feeding the four troughs for the big-ends, whence the overflow drains back through a second gauze into the sump. Another lead from the pump takes oil to a gallery located

above the camshaft, the oil dripping direct on to each cam, the residue being led by an external pipe to the magneto bearing and chain driving the camshaft.

The combustion chambers are machined and very slightly recessed at the side to allow for the insertion of the valves. The guides are of large size, to reduce the effects of side thrust, but the inlet and exhaust passages are not restricted, as that part of the valve stem situated in the flow of the gas is of the usual dimensions.

On the off side of the engine are found the carburetter, sparking plug, and large-size oil-filler cap, while on the near side is the ribbed aluminium exhaust collector, which is designed with a single central discharge port.

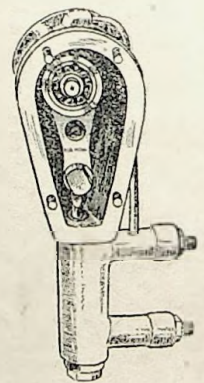
It is worth noting that the head can be removed without disturbing the timing of the valves, as the camshaft coupling can be slid forwards in its housing in the chain case sufficiently to allow the removal of the shaft and the raising of the head, which is threaded on to studs anchored in the barrel block in the usual manner.

The crankshaft is a very rigid affair, its outer bearings running on balls and its central one being plain. Plain big-ends, stamped connecting rods, and fully floating gudgeon pins are standardized, while light cast iron pistons, fitted with two narrow rings apiece, complete the equipment.

The overhead valves and camshaft are sealed by a neat arch-shaped cover, held in place by four thumbscrews, while the timing cover is covered by a



The valves are of unusual design in that the lower half of the stem is strengthened with a view to counteracting wear consequent upon side thrust set up by the direct-action cams. The eccentrically operated oil pump is shown on the right. It will be appreciated that this component is readily accessible.



large, almost pear shaped casting, which incorporates the starting-handle housing. This unit forms an admirable example of the modern tendency in the design of the high-efficiency small four, for it is quite evident that accessibility, a most desirable feature from the owner-driver's point of view has been carefully studied.

In addition to the two types of engine described, a three-speed gearbox with side or central control is being designed for unit construction with the Coventry-Gulson engine.



TESTING THE EFFICIENCY OF SMALL CARS.

IN PICTURESQUE SURROUNDINGS. — A scene in the pretty, wooded Colonial section, near Oxshott, which formed a difficult part of the preliminary road test.

Last Saturday's Interesting Trial Described in Detail. Morgan Wins Westall Cup. G.N. and Gwynne, Second and Third.

KINGSTON VALE at 8 a.m. with an overcast sky and a keen north-easterly wind blowing is not calculated to inspire the competitor faced with a fairly trying 8-hour ordeal with any marked degree of enthusiasm.

Nevertheless, it was a very optimistic army of small car drivers and observers which assembled at this venue on Saturday morning last, where item No. 1 on the programme of the Junior Car Club's Sixth General Efficiency Trial was carried out.

Despite the uninviting conditions spectators were numerous and the scene soon became one of lively animation, marshals darting hither and thither in hot pursuit of their duties, drivers making eleventh-hour examinations of their cars, and spectators moving in curious groups from one car to another, quietly examining and weighing up the various good points and, be it hoped, the few weak points in each car.

Here it should be mentioned that a victory was scored by E. B. Ware's Morgan, which captured the Westall Cup, the runners-up being A. G. F. Nash (G.N.) and D. Chinery (8 h.p. Gwynne). Detail results are given at the conclusion of this report.

As the first man was due to start on the 25-mile reliability test punctually at nine o'clock no time was lost in filling up the special one-gallon tanks which

had been fitted to the competing machines and in scrutinizing them in order to make sure that they conformed with the regulations—namely, that each car must be a standard, as catalogued, touring or sporting model, with full equipment of hood, screen, horn, etc., etc.

A few minutes before nine a crowd

which collected round E. C. Gordon England's 7 h.p. Austin gave evidence of the fact that the first test, i.e., easy starting, was about to commence.

Gordon England, by the way, has hardly recovered yet from his gliding smash and still has to walk with the aid of sticks. For a cripple he was particularly simble, however. Standing by the nearside wing of his car, he reached easily for the starting handle on the word "Go!" gave a single sharp pull up, and the Austin was purring easily and steadily on all four cylinders. England, however, was handicapped in this test, as each driver was timed from the word "Go!" at the moment when, having gained the driving seat and engaged first gear, the road wheels actually moved.

Despite the fact that the carburetters had been switched over to a new supply of fuel and that there was the chance of an air lock, the ease with which practically every car was started up in this test was surprising.

One noted that the cars fitted with electric starters were particularly efficient, and in this respect mention must be made of the Rovers, which were both quiet and sure in starting up directly the pedal was depressed. In this test the two lady drivers, Miss W. M. Pink (11.9 h.p. Horstman) and Miss E. Nicol (10 h.p. Mercury) showed promise of

TESTS AND MARKING AT A GLANCE.

	Marks.
Reliability	300
Petrol consumption	200
Speed	200
Easy starting	100
Hill-climbing	300
Slow running on top	100
Top-gear acceleration	100
Brakes	200
Springing	100
Noise	100
Acceleration	200
Cooling-water loss	50
Manoeuvrability	50

Total 2,000

The car showing the best performance in its class in each test was awarded maximum marks, other cars being marked comparatively.

THE EFFICIENCY TRIAL (contd.)

their proficiency in handling small cars in a difficult trial.

Having started up, the cars with their observers who had been changed over from other cars, rolled gently up to the start, where Mr. A. V. Ebbelwhite sent them off promptly one by one at minute intervals on the none too difficult but certainly useful 25-mile part-Colonial course calculated to test their cross-country capabilities.

The route lay through Kingston and along the straight stretches of the Leatherhead Road, whence the stream was turned back to Oxshott. About half a mile after this village a surprise was waiting in the shape of a couple of miles of really rough Colonial section. The surface was composed of loose, wet sand, waterlogged hollows, and rutted grass banks, whilst very muddy patches were encountered which made an average of 20 m.p.h. no easy matter to maintain. Two or three drivers stopped their engines through bad handling of the controls, but in the main the deviation from main roads served to break the monotony of the 20 m.p.h. schedule. After Escher the main road through Hershaw was taken to Brooklands.

Measuring the M.P.G.

On arrival at the track the cars were at once parked in the paddock and very careful measurements were taken of the amount of fuel left in each special tank with a view accurately to measuring the consumption over the 25-mile course. Following this the one-gallon tanks were removed and the ordinary main tank of the car was coupled up to the carburettor; but no adjustment of any kind was allowed during the change over, independent official observers being appointed to see that this rule was enforced.

Meantime, a saloon-bodied Fiat, a Sports A.-C., and an 11.9 h.p. Citroën—official cars—were worming their ways tortuously through the barriers erected in connection with the manoeuvrability test, and not until each of these three cars had made a perfectly clean passage without touching any of the obstacles was the course approved by the officials.

This proved to be one of the most in-

teresting tests of the whole trial, and it was surprising that quite 80 per cent. of the entrants failed to get through without either touching the barriers or having to reverse. In many cases it was due to sheer bad driving, in others to an ineffective lock, whilst in some cases the failure was due to both of these reasons.

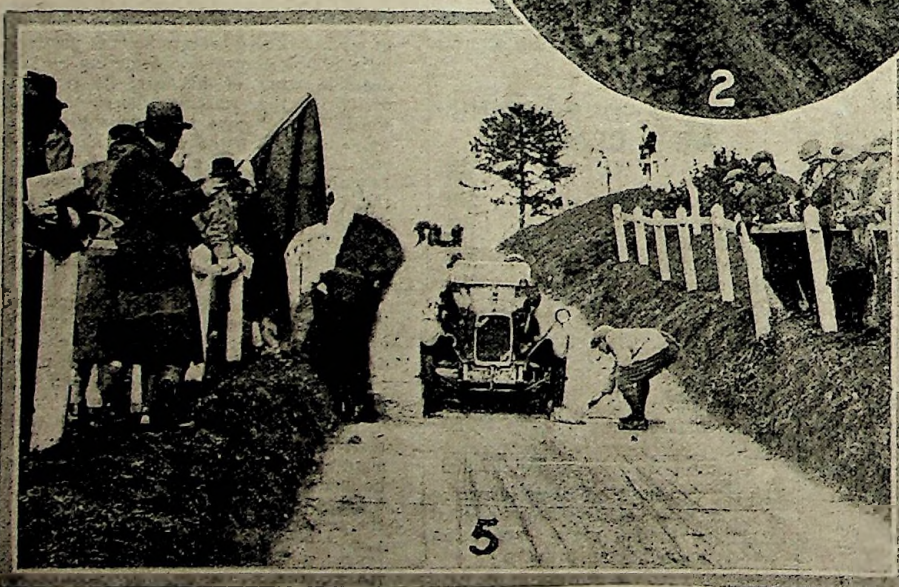
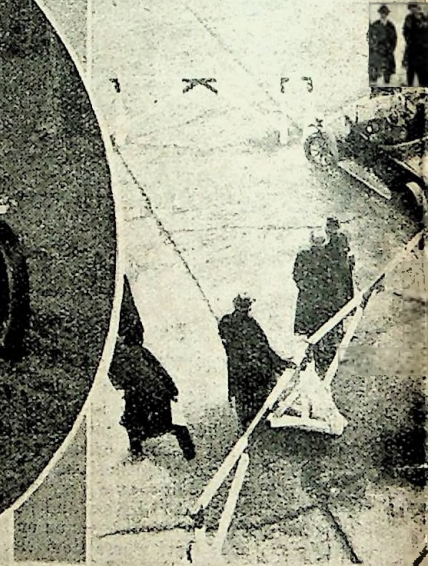
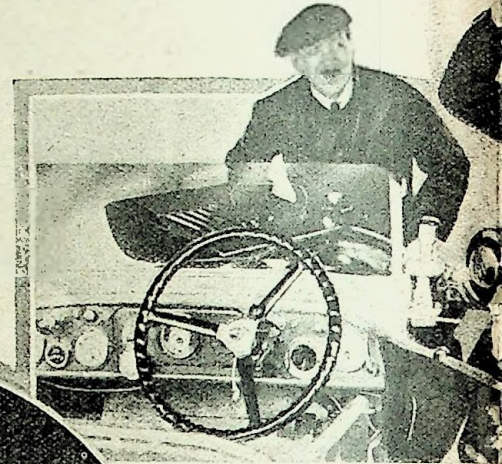
A Sad Deficiency.

The test, however, proved conclusively that many small cars are sadly deficient in lock, for where one four-seater made a perfectly clean passage, another, perhaps, of approximately the same track and wheelbase, would have to reverse two or three times.

At the outset it appeared as though the test was too easy, for Gordon England (Austin), Deverill and Chinerv (Gwynnes), Samuelson (F.S.), Ware (Morgan), and O'Connor and Bennett (Rovers) slid through without any trouble. Randall's 8 h.p. Talbot, however, headed the procession of those who failed to get through. A few were successful, and of these conspicuously good handling was exhibited by Watson (Surrey), P. A. Denny (Calthorpe) and S. H. Newsome

(Cooper). Many only just touched the barriers.

Having emerged satisfactorily or otherwise from what one of the drivers described as the Hampton Court Maze, the cars proceeded at once to the foot of the test hill in preparation for Test No. 4, the timed climb. In contrast to last year's trial, when many of the cars failed to make clean ascents of this



(1) Measuring the precious fluid... country run. (2) Miss Pink (Horstmann) of the morning run. (3) Outmanoeuvring gives an excellent idea of the "course". (4) section of the test hill during the time in the act of pulling the checks away. (5) test. (6) F. A. Houghton's Tamplin test. (7) Joyce (A.-C.) demonstrates the

notorious Brooklands pimple with its final stretch of 1 in 4, only two cars this year were beaten. These were C. Neville Green's Eric-Longden, which afterwards managed the climb minus passenger, and F. H. B. Samuelson's 8.9 h.p. F.S., an interesting little home-built machine which otherwise put up quite a creditable performance throughout the trial.

Fast ascents were made by E. C. Gordon England's 7 h.p. Austin, E. B. Ware's Morgan, which suffered from a good deal of wheelspin at the start owing to a wet patch on the concrete, C. J. Randall's Talbot coupé, N. Black's and Q. Finch's G.N.s. W. G. Brownsort's A.C., W. G. Oates's Lagonda, J. Cocker's Clyno, Miss W. M. Pink's Horstman, V. G. Wallgrove's Riley, S. Watson's Surrey, J. A. Joyce's A.C., A. E. Moss's Crouch, J. T. Chance's Enfield-Allday, and A. G. F. Nash's G.N.

Ascents of Test Hill.

The two Mercuries only just managed the climb, whilst Capt. Brittain's B.S.A. pulled slowly at low revs. but very sturdily on the last portion.

This test concluded the morning's programme in good time, and a hungry army of competitors, observers, officials and spectators invaded the luncheon room on the Members' Hill. With much regret we have to record the fact that the catering was not by any means beyond criticism, principally owing to the delays which occurred in serving a none too appetizing meal. It had been properly

announced that no fewer than 100 persons would arrive for luncheon at twelve noon, but no arrangements seemed to have been made to cope with the rush.

Punctually at 1 p.m. the first of the cars which had been lined up at the top of the test hill proceeded slowly down the gradient in preparation for the braking test. Each car was chocked by two marshals at a white line running across the concrete on the 1 in 5 slope, and at a given signal the chocks were pulled away and, with both brakes off, the car was allowed to roll forward under its own momentum until reaching a second crossline; then a flag dropped by a marshal indicated the precise moment when each driver could apply his brake. The actual distance taken to pull up was then measured, white lines at yard intervals showing the correct reading at a glance.

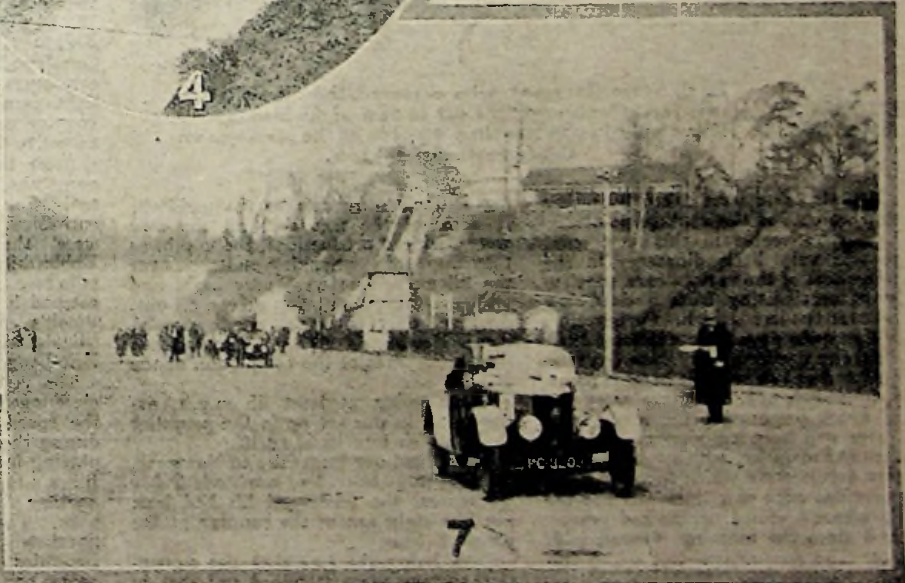
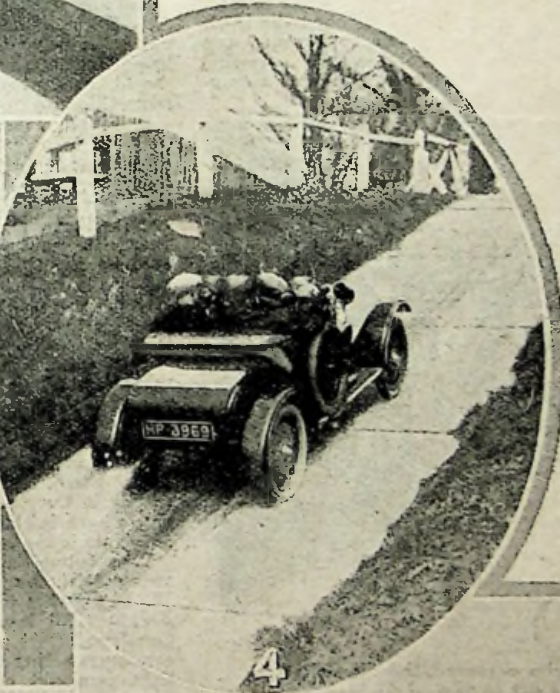
The Brake Test.

The braking test was adversely criticised, but until a better method can be found the system adopted must be regarded as being the most satisfactory possible. These criticisms were levelled from various points of view: for instance, it was suggested, very rightly, that the slightest variation in the handling of the marshal's flag or the adeptness of the driver in being able to pull on his brakes rapidly, might make a difference of two and perhaps three yards. Again, an efficient brake should be really progressive in action and should not lock the wheels, as did the majority of those during this test.

The importance of weight distribution, however, was proved by the fact that, whereas the wheels of some cars of practically equal size and weight were locked at the same spot, they slid varying distances. The Austin, with its four-wheel brakes, was distinctly good, whilst Ware's Morgan, which also had front-wheel brakes, pulled up as though it had run into a brick wall.

The Marseals both pulled up in a very short distance, whilst the little Tamplin also performed creditably, although its back axle dithered painfully before the car was brought to rest.

The majority of the cars slid varying distances with locked wheels, as already described, and in very few instances did a car with rear-wheel brakes



scene at the conclusion of the 25-mile cross-country (man) traversing part of the Colonial section and in the manoeuvrability test. It is picture (4) Bennett's Rover snapped on the 1 in 4 ascent. (5) The chock marshals caught from Chance's Enfield-Allday in the braking waiting the word "Go!" in the acceleration the slow top-gear-running qualities of his car.

THE EFFICIENCY TRIAL (contd.)

only, pull up with road wheels revolving until it came to rest.

Perhaps in view of the smooth nature of the concrete and the steepness of the gradient such ideal braking is too much to expect, nevertheless we should not be surprised if next year's Efficiency Trial shows that great improvements have been made in this direction.

The Audiometer in Action.

During the timed ascent of the test hill Professor A. M. Low tested the cars for silence with an improved audiometer, or rather his instrument gave a very accurate record of the exhaust note of each, and created no small amount of curiosity on the part of the spectators, who crowded round craning their necks in order to obtain some enlightenment as to what was going on.

Carrying on to the foot of the hill, top-gear slow running and top-gear acceleration were tested in the following manner. The competitors were given a 50-yard start, over which distance they had to change into top gear, covering the ensuing 100 yards as slowly as possible in top gear, crossing a line and accelerating, still in top gear, to the utmost capability of the car for another 100-yard stretch. The times for each of the

Although somewhat brutal in conception, there is no doubt that this test will produce valuable data. Given 50 yards start the cars had to accelerate to 25 m.p.h. and pass over a plank approximately $1\frac{1}{2}$ ins. by 5 ins. laid in their path, the ensuing rise and fall of the chassis being recorded by an ultra-rapid cinematograph apparatus, by means of which the behaviour of each car could be studied at leisure afterwards and its performance compared with those of its neighbours.

From the observers' point of view the test revealed nothing, for the cars behaved very much in the same way—a couple of nasty jolts as first the front wheels and then the back passed over the obstruction, and obvious relief on the driver's face when he discovered that nothing had been broken, being the features which characterized each attempt.

Acceleration Test.

The next item consisted of an acceleration test from a standing start and a speed test over a timed lap of Brooklands. The acceleration test was carried out at the ordinary Fork start, where so many famous Brooklands races have begun, and the cars then sped round the track to the kilometre line, performing one complete circuit of the track, crossing the kilometre line again and then return-

not one case, we believe, were shock-absorbers fitted, the manner in which all the cars clung to a straight course, with very little bounce or dither, was commendable and shows that serious attention has been given to suspension during the past twelve months.

The trial actually concluded with a test for the loss of cooling water, which took place in the Paddock, and here it should be noted that from 8 o'clock in the morning no adjustment whatever or replenishment of cooling water had been allowed. Any car that required more than half a gallon to make up the amount lost during the trial was penalized 50 marks.

The Results Dissected.

On the next page will be found detail results showing the positions of the various cars on the markings of the whole trial, and also their positions in each particular class, but a general analysis of the results is not without interest.

The best petrol consumption was given by A. G. F. Nash's G.N., the actual figure being 75.5 m.p.g. The fastest lap round the track was put up by A. E. Moss (12 h.p. Crouch), the speed for the timed lap being 61.64. This is a very interesting sporting car, by the way, and should figure prominently in forthcoming competitions.

E. B. Ware (Morgan) collects quite a small bagful of "bests," obtaining first place in no fewer than three of the tests—namely, the brake, top-gear acceleration, and acceleration from a standing start. R. G. McVicar's Waverley was timed to put up the best performance on the slow-running on top gear test, while J. Cocker (Clyno), D. Chinery (8 h.p. Gwynne) and N. Black (G.N.) were bracketed first in the easy starting test.

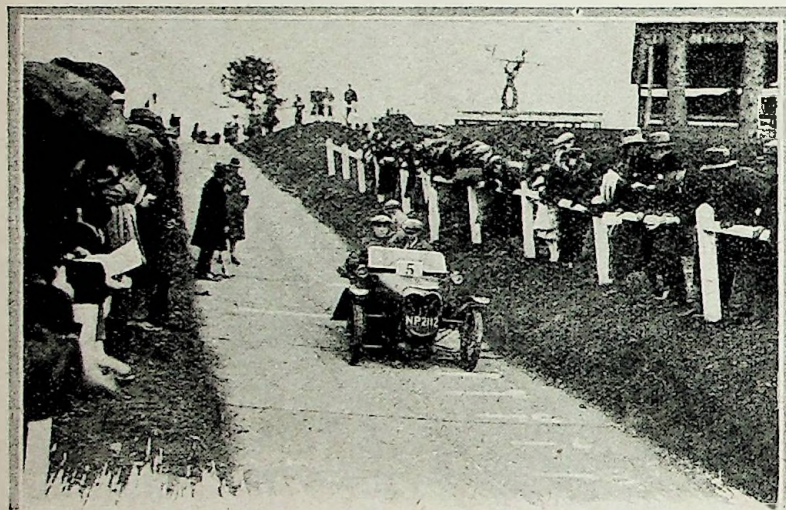
To Capt. A. W. Britain's B.S.A. goes the honour of being judged the best-sprung car in the trial, whilst the B.S.A. is bracketed with Miss E. Nicol (Mercury) and W. H. Oates (Lagonda) as the quietest vehicles.

Owing to S. H. Newsome's unfortunate mishap in the speed trial he was judged not to have finished, and, therefore, does not figure in the results.

It is interesting to note that there were only three non-starters, these being W. D. Hawkes (8 h.p. Talbot), A. W. Knight (10.8 h.p. Surrey) and H. J. Smallwood (12 h.p. Palladium); thus 34 cars representing the principal makes of light cars and cyclecars built in this country competed in the classic and instructive trial.

After the official conclusion of the event the sporting element suggested a half-crown handicap and the idea was enthusiastically received. Over 30 cars were, therefore, handicapped by Mr. Ebblewhite and a very interesting 5-mile race resulted. Norman Black's G.N. romped home quite a league in front of Finch's car of the same make, whilst third place was gained by E. Longden's Eric-Longden.

The rest of the field came in fairly close together, but it was obvious that in the speed test, which had taken place during the afternoon, many drivers were playing for safety, as some of the cars—Black's G.N., for instance—had at least another 5 m.p.h. upon which to fall back. The limit man, Moss, on the Sporting Crouch, ran through at least two-thirds of the field, but failed to secure one of the premier places.



EXCELLENT BRAKING. E. B. Ware (Morgan), who captured the Westall Cup, snapped as he brought his car to rest in the braking test. It was pulled up in less than 4 yards, as the markings on the concrete plainly show.

last two stretches were taken by means of stop-watches at the vantage points.

It was noticeable in this test that there was very little difference in the performances of the various cars, particularly in accelerating from a dead-slow crawl over the last stretch. Carburetors with flat spots gave their drivers a little trouble and certainly lost them a valuable second or two when it became necessary to switch over from the pilot jet, upon which presumably the majority of the cars had been running in the slow test, to the main jet, which was essential for the acceleration which followed.

Operations were now transferred to the Fork, where a crowd, which had greatly swelled since the morning, viewed with interest the suspension test which followed.

ing in their own time to the paddock. In view of the fact that all the cars were standard productions, the m.p.h. as they came off the banking and sped over the kilometre line were very high, and although they were being driven all out, disaster only overtook one, namely, S. H. Newsome's 11 h.p. Cooper, when within 20 yards of the completion of the test.

When going at least 45 m.p.h. excessive whip was set up in the propeller shaft, which tore itself adrift.

We extend our sympathy to Newsome, for he had held his own admirably throughout the trial, and his bad luck put him right out of the running at the eleventh hour.

Considering the fact that the suspension systems were standard and that in

THE EFFICIENCY TRIAL (contd.)

SIDLIGHTS ON THE TRIAL.

Several cars only just managed to "top" the test hill, but only two actually failed

Many Brooklands habitués were quite ignorant of the existence of a weigh-bridge in the paddock, and in consequence a guide was necessary.

As Capt. Brittain got off the mark in the speed test his acceleration was such that his passengers appeared to have rubber necks.

Several proud possessors of Gauntlite gloves were seen sporting this ingenious innovation, but owing to the daylight they were unable to demonstrate the novelty to its best advantage.

It is suggested that next year the cars, having passed through the manoeuvrability test, should be made to reverse through the same obstacles; but the majority of the drivers are not enthusiastic.

One onlooker arrived just in time to see the first car bump over the plank in the suspension test, and was heard to remark sarcastically: "Some people drive with their eyes shut; he deserves all he gets."

Gordon England complained of feeling seasick. This was not to be wondered at considering the number of people who were anxious to demonstrate the remarkable flexibility of the Austin Seven's suspension.

The gymnastics performed by some of the drivers in their endeavours to move quickly from the near-side wings of their cars, via the starting handles, to the driving seats were really worth seeing. In this connection the ladies appeared to be far more nimble than the men.

Many enthusiastic motorists were under the impression that a general efficiency trial is a rather dry and dull affair. Those who were present on Saturday, however, think otherwise, and have decided to endeavour to persuade their friends to go next year. It was highly entertaining from start to finish.



WITH A FEW STROKES OF THE PEN. — Lightning sketches of persons and incidents in the trial by our special artist.

The impromptu half-crown handicap was voted a great success, barring the delay which preceded the start. This was due to the conscientious endeavours of Mr. A. V. Ebbelwhite to perform his official work first.

"Ebby" was seen to look long and hard at Black's G.N., which proved to be an easy winner.

Competitors who grumbled at the alleged severity of the manoeuvrability test are reminded that three official standard cars—namely, an A.C. sports model, a saloon-bodied Fiat, and an 11.9 h.p. Citroën—successfully negotiated the obstacles without touching or reversing, the barriers being closed in until they could only just accomplish it.

THE RESULTS.

SUBJECT TO CONFIRMATION BY THE J.C.C.

The Westall Cup for the best performance of any car in the trial goes to F. B. Ware (8 h.p. Morgan-A.P.) who scored 1,745.15 marks out of a possible 2,000. The second is Capt. A. F. Nash (two-cylinder air-cooled G.N.), who scored 1,666.6, and third is D. Chinery (8 h.p. Gwynne), who scored 1,637.2 marks.

The following is the order of the others:— (4) A. E. Moss, 12 h.p. Crouch; (5) J. A. Joyce, 12 h.p. A.C.; (6) J. T. Chance, Enfield-All-day; (7) P. A. Houghton, 8 h.p. Tamplin; (8) W. G. Brownson, 12 h.p. A.C.; (9) V. G. Wallgrove, Riley; (10) N. Black, 8 h.p. four-cylinder G.N.; (11) A. E. Caswell, 9.26 h.p. Marsal; (12) D. M. K. Marendaz, 10.55 h.p. Marsal; (13) Miss W. M. Pink, 11.9 h.p. Horstman; (14) E. C. Gordon England, 7 h.p. Austin, and S. Watson, 10.8 h.p. Surrey; (16) P. A. Denny, 10.5 h.p. Calthorpe; (17) C. Pinch, 8 h.p. G.N.; (18) R. Don, Marsal; (19) J. Deverill, 8 h.p. Gwynne; (20) T. Heaton, 9 h.p. Derby; (21) A. W. Brittain, 10 h.p. B.S.A.; (22) Eric Longden, Eric-Longden; (23)

G. J. Randall, 8 h.p. Talbot; (24) G. F. Dawson, 10.5 h.p. McKenzie; (25) J. Cocker, 10 h.p. Clyno; (26) W. H. Oates, 11.9 h.p. Lagoula; (27) R. G. McVicar, 11 h.p. Waverley; (28) F. H. B. Samuelson, 8.9 h.p. F.S.; (29) C. M. O'Connor, 8 h.p. Rover; (30) W. G. Bennett, 8 h.p. Rover; (31) C. Neville Green, 9 h.p. Eric-Longden; (32) Miss E. Nicol, 10 h.p. Mercury; (33) A. A. Orlela, 10 h.p. Mercury.

The marking was very close, the first and second positions being separated by less than 100 marks out of 2,000. The winner scored 1,745 marks, while the lowest figure of merit was 1,078.

Positions in class are as follow:—

Class 1.—(1) E. B. Ware, Morgan; (2) D. Chinery, 8 h.p. Gwynne; (3) F. A. Houghton, 8 h.p. Tamplin; (4) E. C. Gordon England, 7 h.p. Austin; (5) J. Deverill, 8 h.p. Gwynne; (6) O. J. Randall, 8 h.p. Talbot; (7) F. H. B.

Samuelson, 8.9 h.p. F.S.; (8) C. M. O'Connor, 8 h.p. Rover; (9) W. G. Bennett, 8 h.p. Rover.

Class 2.—(1) N. Black, 8 h.p. G.N.; (2) C. Pinch, 8 h.p. G.N.; (3) C. Neville Green, Eric-Longden.

Class 3.—(1) W. G. Brownson, 12 h.p. A.C.; (2) A. E. Caswell, 9.26 h.p. Marsal; (3) R. Don, 9.26 h.p. Marsal; (4) Eric Longden, 11 h.p. Eric-Longden; (5) G. F. Dawson, 10.5 h.p. McKenzie; (6) W. H. Oates, 11.9 h.p. Lagoula; (7) R. G. McVicar, 11 h.p. Waverley; (8) Miss E. Nicol, 10 h.p. Mercury; (9) A. A. Orlela, 10 h.p. Mercury.

Class 4.—(1) V. G. Wallgrove, Riley; (2) Miss W. M. Pink, 11.9 h.p. Horstman; (3) S. Watson, 10 h.p. Surrey; (4) A. W. Brittain, 10 h.p. B.S.A.; (5) J. Cocker, 10 h.p. Clyno.

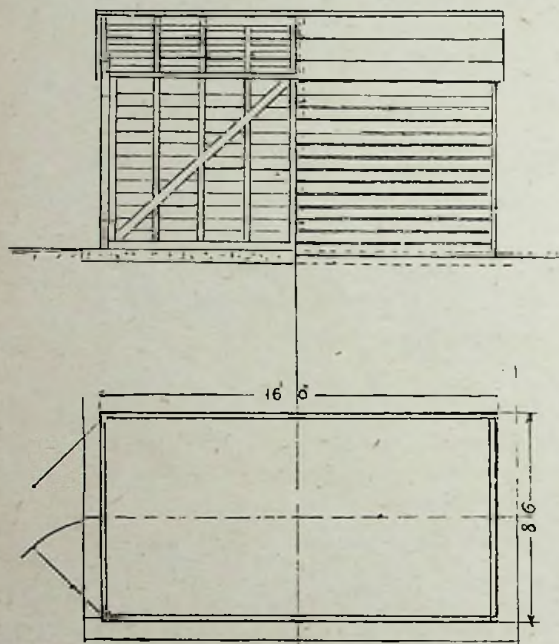
Class 5.—(1) A. F. Nash, G.N.; (2) A. E. Moss, Crouch; (3) J. A. Joyce, A.C.; (4) J. T. Chance, Enfield-All-day; (5) D. M. K. Marendaz, Marsal; (6) P. A. Denny, 10.5 h.p. Calthorpe; (7) T. Heaton, 9 h.p. Derby

HINTS ON BUILDING A GARAGE.

The Necessary Formalities to be Observed before the Commencement of Operations.

WITH the present demand for garages and the high rents charged, many have no doubt, considered the advisability of building a portable garage for themselves. We will, therefore, give some information regarding the obtaining of a permit and the building of a garage in the London district.

All building operations are under the control of the London County Council, but portable buildings, measuring not more than 7 ft. to the eaves, can be authorized by the local borough council. In the first place procure a site, then apply, with two copies of



The top illustration shows a half long section and elevation of the proposed building. It will be noted in the plan view in the lower illustration that no sill is provided to the doors. The walls are constructed of rebated weather boarding.

the plans to the local borough council for a licence to erect a portable private lock-up garage. This licence is usually granted for three years and is renewable. No fee is charged.

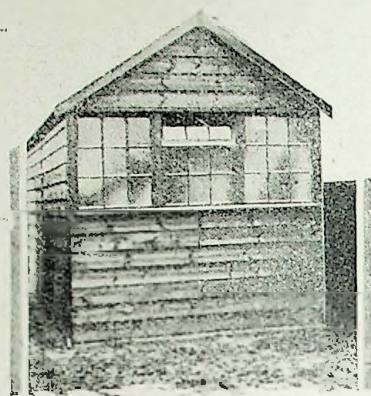
Before building, it is best to get a builder to submit the plans to the district surveyor (an officer responsible to the L.C.C.) who charges a fee for inspecting the building. This inspector has the right to veto a building if unsatisfactory. Hence the suggestion to submit the plans to him first.

Precautions Against Fire.

If the proposed building is at the side of a house with no openings in the wall, it may be built quite closely to it, but if there are any openings in the wall, such as doors or windows, the garage must either be made fireproof, or it must be built 10 ft. away from the existing building.

It will be noticed that the door is cut away so as to give more than 7 ft. clear-

ance. A few cars measure 7 ft. with hood up, and, by cutting the doors as suggested, the extra height is obtained without taking the building out of the local council's hand. With regard to construction, rebated weather boarding is much preferable to the ordinary rough weather boards and will cost about £1 extra.



A rear view of the completed garage. Ample ventilation and illumination is provided by the spacious windows.

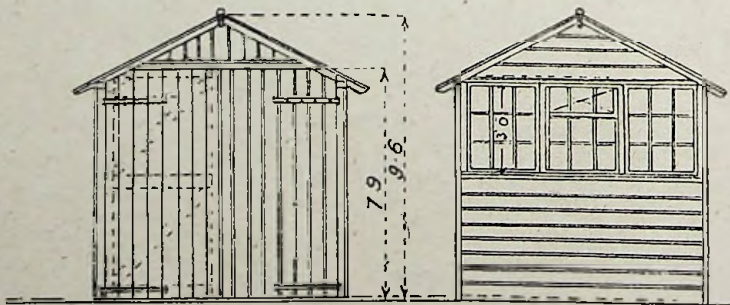
Cost Roughly £23.

This gives a smooth finish inside. The framework should be constructed from 2-in. by 2-in. material, with 4-in. by 3-in. cross-pieces and 3-in. by 2-in. sill. A convenient size of wood for the doorposts is 4-in. by 3-in., and the roof can be covered with rubberoid. The cost of such a building (without the floor) would be about £20-£23 when erected. The cemented floor will cost from £4 to £6, according to the depth and consistency.

It is advisable to get a local man to do the building and erecting, as some of the portable buildings advertised will be found to be warped badly when received, and considerable fitting is necessary to make a good job. As the average garage charge is about £13-£15 a year, £10 can be saved in a year by employing one's own garage. The expenses are merely:—

Ground rent, say ...	£1 10 0	per annum.
Rates and taxes (3 per cent. of cost of building, plus ground rent) ...	1 10 0	
Interest and depreciation	2 10 0	
	<hr/>	
	£5 10 0	

It will, of course, be appreciated that the prices mentioned above are purely approximate and are liable to variation according to the ground rent and the rates and taxes ruling in the particular locality where it is proposed to erect the building. Should the owner be possessed of a knowledge of carpentry, a considerable saving can be effected on the actual cost of the garage, it being possible to build many of the portions from rough material already in the possession of the owner.



A front and rear elevation. Over seven feet clearance is allowed for the door, and the windows are hinged to open inwards. Each long side is framed in two sections which are bolted to the end framings. The roof is constructed in four sections.

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The Amazing



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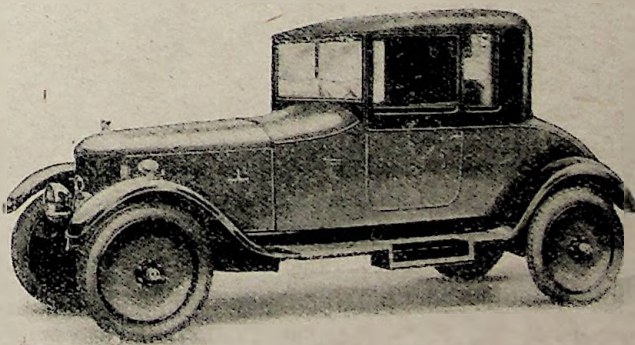
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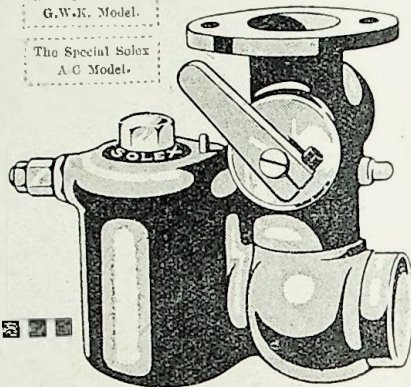
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The Pulse of the Power Unit

Demonstrating the Value of the Oil Gauge, Rev. Counter, and Radiator Thermometer.

HAS the reader ever peeped into the engine-room of an ocean-going liner and obtained a fair view of the engineer's platform? If so, he will have noticed that not only is this in what may be termed a strategical position, but also that, facing the man in charge, is a multiplicity of dials, gauges, and levers, by means of which vital information concerning the engine can be read off at a glance.

The driver of a motorcar is, generally speaking, in a somewhat similar position to the engineer of the liner, in so much as he controls delicate mechanism, the pulse of which it is most important he should be able to feel at any given time.

As a matter of fact, however, in the majority of cases, he is without adequate means of investigation, and must rely solely on the intuition born of experience.

The dash of the modern light car may very easily be over-elaborated and crowded with instruments which, although of a certain practical value, could, nevertheless very easily be dispensed with. There are three instruments, however, without which the driver is handicapped. These are

(1) the oil gauge; (2) the radiator thermometer; and (3) the engine revolution counter. The second-named is

more easily mounted on the radiator cap itself, in which position it can be consulted just as conveniently as though it were fixed to the dash.

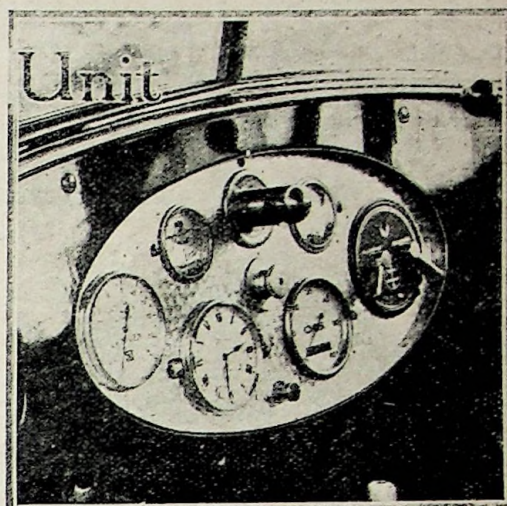
False Economy.

So reliable is the modern internal-combustion engine that often one will fail to discover any sort of oil-indicating mechanism on the fascia board, such a device being eliminated in order to save the pence which mean so much in the total cost of production.

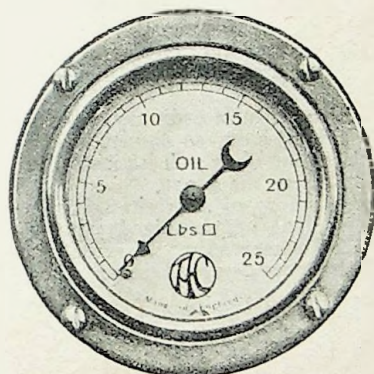
The writer ventures to suggest that this is false economy, and that the oil gauge should most certainly form part of the equipment of every light car and cyclecar.

These gauges are either of the indicating type, whereby the lb. per sq. in. of oil pressure are registered by a needle moving across a dial, or, what is equally good, take the form of a device whereby one can actually feel the pressure of oil by depressing a knob.

The exact pressure cannot be ascertained with the latter type of gauge, but it has the advantage that one can tell in the dark whether the oil is circulating, and, providing this is so, the exact pressure does not matter so much, because it is assumed that the oil either flows properly and at the correct pressure or does not flow at all.



The complete pulse reader. It is fitted with essential instruments, such as oil gauge and rev. counter, whilst in addition there are clock, ammeter, speedometer, magneto switch, lighting switches and dash light.



The oil pump is the heart of the engine and the importance of its proper functioning cannot be overestimated. Without an oil gauge or tell-tale a lot must be left to chance.

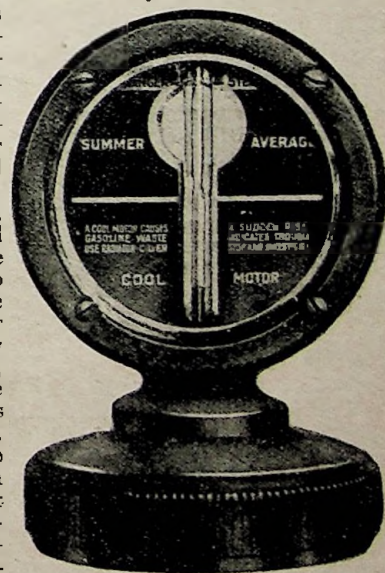
The reader should be warned against one snag in connection with the former type. When the oil is cold and thick the gauge is more likely to register a high pressure than when the engine has been running some time and the flow has become easier. For the purposes of comparison, therefore, due notice should be taken of the reading when the engine is warm.

The radiator thermometer is a somewhat expensive addition to the equipment of a car, but it is a vital factor in ascertaining the fitness or otherwise of the power unit. One can prove this by very obvious reflections.

The Reassuring Thermometer.

On night runs, for instance, when gradients are deceptive, it may appear that the engine is pulling badly; in fact, the driver may be assailed by the fear that it is actually overheating and partially seizing. A glance at the thermometer, however, will either confirm or dispel the suspicion.

As a contrast, it may be noted that, whereas the engine appears to be running quite well, the radiator is getting steadily hotter and hotter, in which case the symptoms call for attention. The opposite effect will seldom be noticed, except in very cold weather, when somewhat sluggish running will be easily explained by the low temperature ruling throughout the engine, and the owner will

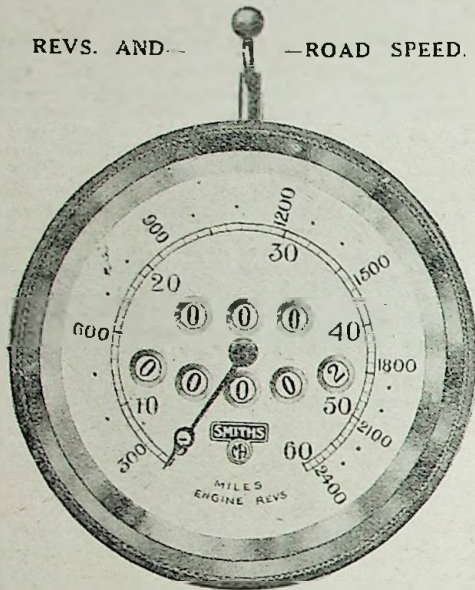


To the car doctor the temperature of the engine conveys information of incalculable value. The radiator thermometer shown above can be kept under observation both by day and night.

THE PULSE OF THE POWER UNIT (contd.).

either make allowances or will blank up his radiator until his thermometer tells him that the approximate correct working temperature has been attained.

Turning now to the third factor in pulse reading, it



A revolution indicator graduated to show both engine revs. and road speed on top gear.

is really surprising, when one considers the usefulness of the engine revolution indicator, that it is not fitted as standard equipment to every sports model at the very least.

Whether it be due to lack of enterprise on the part of the maker, or to lack of appreciation of its value by the average motorist, the rev. counter is certainly not nearly so popular as it should be. Few motorists realize that, with its aid, the general tune of the engine can be ascertained in a moment; while, for gear changing, especially when "double-clutching," a rev. counter makes the whole operation of changing up or down mere child's play.

Many motorists, even those who take an intelligent pride in their car, do not know the maximum revs. of which their engine is capable. A rev. counter will tell them this and more. Three or four seconds with the accelerator fully depressed should suffice to run the engine up to its maximum speed, and if the revs., as indicated by the instrument, are not the same as on a previous occasion, it is clear that the engine is out of tune.

The Range of Power.

It is possible that some may query the value of always insisting on the maximum revs. on test. "What is the use," they remark. "We are content to get a steady 20 to 25 m.p.h., and four in comfort." They imagine that "revs." are the fetish of the speed merchant, not realizing that the easiest, quietest, and correct method of hill-climbing is to keep the engine turning over within a certain range of r.p.m.

Far less strain is imposed upon an engine when a high number of revolutions per minute are maintained than when it is labouring up a hill and generally showing signs of distress at low r.p.m.

Two somewhat different types of revolution indicator are illustrated, both of which, however, work on the same principle. Briefly, a connection is made from a drive taken off the crankshaft, or some portion of the gearbox, by means of a flexible speedometer cable to the indicator mounted on the dashboard.

The internal mechanism of the instrument is similar to a speedometer, and operates on the centrifugal principle, the dial, however, being calibrated r.p.m. instead of m.p.h. Although it is made to register revolutions of the crankshaft, the actual connection is seldom made there owing to the difficulty of incorporating a gear drive. It is, therefore, taken off one of the intermediate shafts, such as the camshaft, or the spindle of the magneto shaft, the instrument being geared internally to the correct ratio to ensure it indicating crankshaft speed.

Some car manufacturers are now making special provision for taking a rev. counter drive, if the instrument is called for, although they do not include it in their standard equipment.

For Correct Gear Changing.

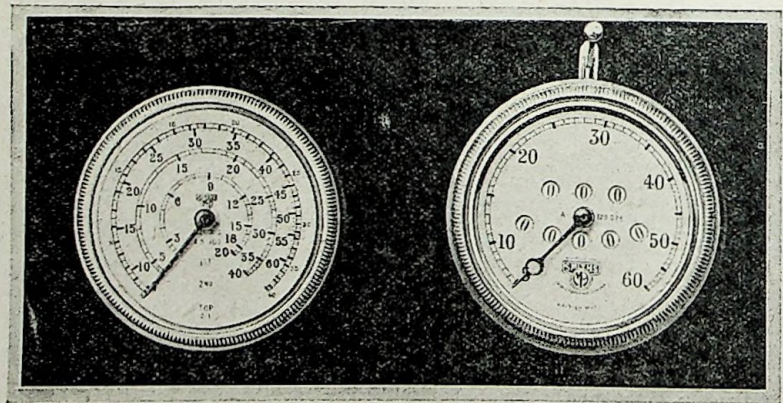
Revolution indicators may be purchased to match up with the speedometer, and thus lend a harmonious effect to the dash. They are usually flush fitting, having silvered dials with black markings.

An accompanying illustration shows a revolution indicator specially marked with scales showing road speeds proportioned to gear changes, so that the instrument reveals at a glance not only engine revolutions but also the road speed of the car, whichever gear is in operation.

When used in conjunction with an ordinary speedometer, that is, placed side-by-side, as shown in the illustration, the revolution indicator will indicate the exact moment for dropping in the gears.

For demonstrating the theory of gear changing to anyone learning to drive, the synchronized pointer method is ideal, it only being necessary to watch the pointers and operate the change-speed lever when they are reading alike. The gears will then slip in without a scrape or a sound of any kind.

The value of such instruments for lightning gear changing in hill-climbs and speed events is proved by the number of sports models which are fitted by enthusiastic amateur and professional competition drivers. It is to be hoped, however, that many owners of touring cars will realize that the rev.



MULTUM IN PARVO.

(Left) A rev. counter which shows the r.p.m. in any gear for any road speed. (Right) The contrast—an ordinary trip, total mileage and m.p.h. indicator.

counter is not a "gadget" for the speed maniac only, but a really useful fitting for any type of car.

The inside knowledge of one's engine, which is provided by the instruments herein described, is of incalculable value. If the exchequer permits, they should figure on every car, whether it be for touring, sporting events, or racing.

BRILLIANT LIGHT CAR PERFORMANCES.

Over Difficult Victory Course, including Greasy Gradients, Water-splashes, and Hair-pin Bends.

THREE T.B.s, four Morgans, three Rovers, three Rhodes, an Austin, Derby, Gwynne and New Hudson brought up the long trail of over 180 motorcycles in the Birmingham M.C.C.'s trial, which was held on Saturday, March 17th. The course was the most severe that competitors have had to face this season, for, in addition to a dozen first-grade Worcestershire test hills, rock-strewn water-splashes, a restarting test on a gradient of 1 in 6, an acceleration test, and a very difficult hill prefaced by an acute hair-pin were included. In addition, much of the course lay over narrow lanes, so that competitors had a difficult task in maintaining the 20 miles an hour average.

A Difficult Test.

One of the most difficult tests of the day was the restarting on Noah's Ark

replenishing the radiator with water, which he carried in a spare oil tin. All three Rovers made excellent restarts on plain tyres, wheel spin being conspicuously absent. Mead (Rhode) used one Parsons. The two T.B.'s then restarted without any fuss, while the fastest of the Morgan team appeared to be the Anzani-engined machine driven by Carr. Weston (T.B.) stopped, and Ridley's New Hudson made a creditable climb. The other Rhodes, as usual, performed irreproachably. The Gwynne Eight also restarted excellently.

Between Bewdley and the luncheon stop at Hundred House, Weston's T.B. crashed on a corner. After lunch the first serious difficulty was High Oak hill, which had served as an admirable brake test in the morning, causing several of the three-wheelers to wish for front-wheel brakes. Here the cars

On Mill Hill Hair-pin.

Near Suckley many of the experienced drivers were taken by surprise by a sudden and extremely acute hair-pin bend leading off the main road. For a dozen yards the track was greasy and then changed to a 1 in 5 rocky path strewn with stones. Here there was only room for one machine at a time. Spouse (T.B.) and his passenger caused endless amusement by their well-synchronized and highly developed bouncing. Meredith, on a similar machine, performed equally well without any gymnastics; Cutler (8 h.p. Rover), fitting Parsons chains, climbed steadily; Stych and Bennett on similar machines made excellent climbs; Mould (Derby) had to reverse; Morgan, having practised on the day previous, obviously knew the bend, but was not so fast as Carr's Anzani-Morgan; Mead, carrying two passengers, had to reverse; Norris's was the fastest Morgan; while Goodall (Morgan) sprayed the crowd at the foot of the hill with stones and mud. Ridley (New Hudson), did excellently, as did Broomhead (Gwynne). Denley (Rhode) cut the grass on the inside and made one of the best ascents of the day. The Austin Seven did not appear and was reported to have experienced engine trouble.



THREE WHEELS VERSUS FOUR.

True examples of economy cars in the Victory Cup Trial. (Above) W. A. Carr (Anzani-Morgan) making light of Noah's Ark Hill. His machine performed consistently well throughout the trial. (Right) The Austin Seven, handled by B. W. Harcourt, making a good climb on the same gradient.



Hill. Commencing with 50 yards of rocky water-splash, the hill immediately rears up and then eases off slightly before the final and most severe gradient is reached. It was at the bottom of the last slope that competitors were stopped and required to make a clean getaway on a very greasy and rutty surface. As usual, most of the three-wheelers were equipped with Parsons chains, with the result that when they restarted the rear wheel sent a cascade of stones into the faces of the officials and spectators. Mould (8.3 h.p. Derby) got away well, and Harcourt (Austin Seven) was delayed for some time by the course being blocked, and seized the opportunity for

made a decidedly more creditable performance than did the sidecars, the only failure being Mould's Derby.

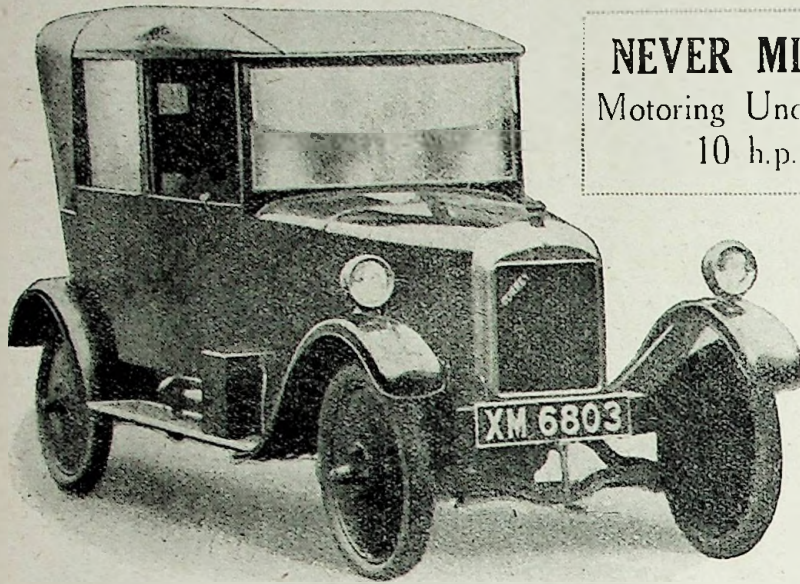
By far the fastest ascent was made by Norris on the eight-valve air-cooled Anzani-Morgan, who shot up at speed. H. F. S. Morgan was slower and did not seem to have much in hand, while the rest of the Morgans and T.B.'s climbed steadily. The Rovers all made good climbs, as did the Rhodes, Dealey's car being the fastest, while the Austin Seven, driven by Harcourt, made an excellent ascent, seeming to have power in hand, although there was a terrible clatter from the engine. The Gwynne Eight came up steadily.

The following is the list of awards:—
Watsonian Cup Team Prize: Morgan team (H. F. S. Morgan, G. H. Goodall, W. A. Carr).

Gold Medals: F. S. Spouse and J. W. Meredith (3 h.p. T.B.'s), O. T. Cutler, F. Stych and L. N. Bennett (8 h.p. Rovers), W. A. Carr (9 h.p. Anzani-Morgan), H. F. S. Morgan (8 h.p. Morgan), G. H. Goodall (10 h.p. Morgan), H. B. Denley and F. W. Mead (9.5 h.p. Rhodes), W. A. Ridley (10 h.p. New Hudson).

Silver Medals: E. G. Broomhead (8 h.p. Gwynne), T. C. Chippendale (8 h.p. Morgan).

No bronze medals gained.



NEVER MIND THE WEATHER.

Motoring Under Snug Conditions in a
10 h.p. Surrey Cabriolet.

FOR RAIN OR
SUNSHINE.

The thorough protection against the roughest weather, coupled with the ease of transformation to an open touring car, renders a cabriolet very attractive in a changeable climate such as ours. Note the capacious glass windows and double-panel windscreen of the Surrey.

WHEN a concern effects no radical alteration in the layout of a motorcar chassis in twelve months, it can be taken for granted that not only are the designers satisfied, but that their customers also are well pleased with the production as it stands.

These remarks apply particularly to the 10 h.p. Surrey, which emanates from the West London Scientific Apparatus Co., Ltd., Premier Place, High Street, Putney, S.W.15, and when we suggested that we should test one of the 1923 10 h.p. cars, we were informed that it would only be possible for us to record our impressions of a model different from that with which we had already dealt, the specification of the 1922-1923 models being practically identical.

Small But Important Improvement.

We subjected the 1922 model to a fairly extensive road test, a full report being included in our issue dated April 29th, and at the outset it is worthy of mention that the only point which we criticised, viz., the somewhat awkward accelerator pedal, has been entirely redesigned, is now adjustable in all directions, and is without doubt the last word in accelerator comfort.

Accepting the invitation of the West London Scientific Apparatus Co., Ltd., we recently took over one of the four-seater cabriolets, the first model of which was shown at the last Olympia Exhibition, and a brief recapitulation of the general specification may be included here, in order to refresh the memories of our readers.

The engine is the well-known 10.8 h.p. Coventry-Simplex, with a bore and stroke of 66 mm. and 109.5 mm., giving a cubic capacity of 1,498 c.c. The magneto is a B.T.H., and the carburetter a Cox Atmos. The drive is transmitted through a Ferodo-lined cone clutch to a three-speed Meadows gearbox, the final drive being to a Moss back axle incorporating a differential.

The controls, both gear lever and brake, are on the right, but the gear lever is mounted in a cantilevered bracket, which forms part of the assembly of the gearbox, and thereby eliminates any troubles which might arise owing to twist or slight distortion

of the frame of the car when traversing rough or uneven roads.

Both foot and hand brakes operate adjustable internal-expanding shoes within drums on the back wheels, the last-named being of the Michelin pressed steel detachable type, fitted with 700 mm. by 80 mm. tyres and tubes. Springing all round is by quarter-elliptics, and the price of the saloon model, 355 guineas, includes electric horn and C.A.V. dynamo lighting set, an electric starter being 15 guineas extra.

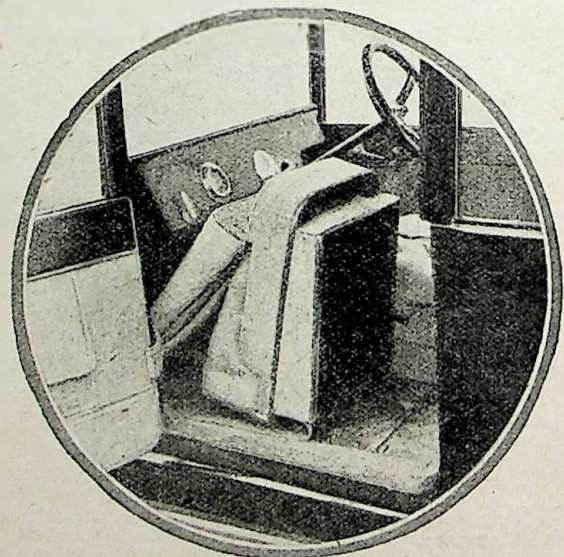
Whilst boasting of no super-luxuries, the Surrey cabriolet may be said to represent a well-made, comfortable type of all-enclosed car. It is upholstered throughout in Bedford cord, and is well lighted by large glass panels, which can be lifted or lowered as desired.

The front seats are of the semi-bucket type, that on the passenger's side being hinged and collapsible, so that access to the rear seats is easy, the operation being greatly facilitated by the wide near-side door.

Passenger Comfort.

The back seat is slightly rounded at the corners and has a well-padded squab, which makes for really comfortable riding, whilst beneath the seat is a tool locker sufficiently large to accommodate all the usual running tools.

An interior electric roof light, which is switched on merely by revolving the metal reflector, adds materially to the cosiness of the vehicle when driving at night, whilst, under the same conditions, the headlights, which throw a powerful but not too dazzling beam, are all that could be required.



A wide door permits of easy access to the car, particularly for the rear passengers, who pass into the vehicle behind the front seat, which collapses, as shown above.

MILEAGE

When you buy
tyres you are
buying *mileage*.

Never forget that fact.

IT is the price you pay per mile that matters, not the initial cost. Never think of a tyre as an article. Think of it as distance to be covered for the least amount of money. The tyre that will carry you safely over the greatest number of miles is the tyre that is truly economical. Dunlop tyres *last the longest*. We made the first pneumatic tyre—we are to-day making the best Cord.



The
DUNLOP
CORD

From a user at Paignton, Devon:

"I have just completed a 12,000 mile tour on my Rolls-Royce car. I did 11,300 miles before I had a puncture, and I believe the tyres are still good for several hundred miles more."

fit
DUNLOP

and be satisfied

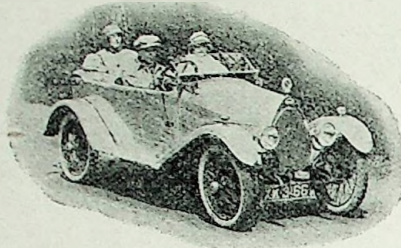
DUNLOP RUBBER CO.,

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210 FIRSTS, SECONDS & THIRDS IN 1922!

Acknowledged the Speediest, Most Efficient, Yet
Most Economically Run of Small
Light Cars, the 1923 11.5 h.p.



Is something Every Real Judge Should Try, On any Roads.
As a Comfortably Equipped 2-Seater, 3-Seater, or 4-Seater.

WHEN MAY WE DEMONSTRATE ITS MERITS?

1923 Catalogue Post Free. Chassis, with 5 R.W. Wheels,
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WARNING—We are the SOLE CONCESSIONAIRES for Bugatti Chassis, Cars and Spare Parts in the United Kingdom, and only by purchasing from us, or through an Authorised Bugatti Agent, is it possible to secure the full Bugatti guarantee and efficient service system. The public are earnestly advised not to purchase a new Bugatti car without this guarantee, and to consult us before buying one second hand.

The Fame of the ALVIS

Alvis fame has been built up on a disregard for every consideration other than that of first-class quality. Until quite recently this meant a car, costly in comparison with others of similar capacity, but nevertheless it was in great demand by owners who looked beyond first cost to the service and satisfaction their car would give.

Now that ALVIS prices have been reduced to a level competitive with other cars of the same rating, whilst retaining every detail of the original ALVIS quality, we are confident that there is not obtainable to-day, better value than the ALVIS represents.

These are a few of the outstanding features of the ALVIS:—
Long wheelbase, semi-elliptic springing, four-speed gear-box, right-hand change, silent bevel axle, five detachable wheels fitted with non-skid tyres, all of which combine to give the ALVIS that superiority which is admitted by the great majority of the motoring public.

10.30 h.p. ALVIS
TWO-SEATER
with electric lighting
and starting, four-
speed and reverse
gearbox, all-weather
curtains, five steel de-
tachable wheels and
double dicky seat.

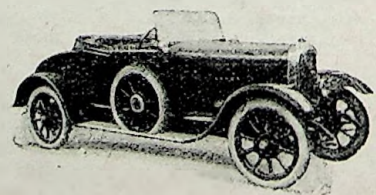
£ 397

FOUR-SEATER

£ 430

ALVIS

THE ALVIS
CAR & EN-
GINEERING
CO., LTD.
COVENTRY.



H.P.

B44

HELP THE
MOVEMENT

by letting advertisers know that their advertisements
in "The Light Car and Cyclecar" interest you.

NEVER MIND THE WEATHER (contd.).

Ample leg-room is provided for all the occupants of the car, whilst, for the convenience of the driver, the driving seat can be slid forward or backward in order to obtain just the right leg-reach.

Motoring in inclement weather, snugly ensconced within a comfortable cabriolet, possesses attractions which have to be experienced to be appreciated.

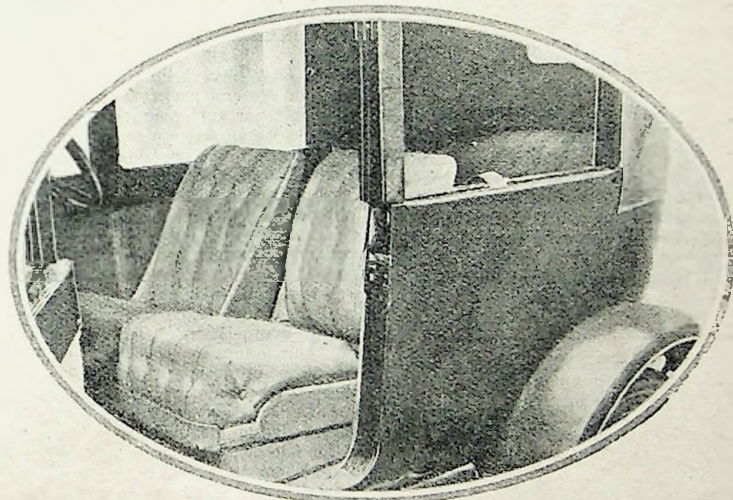
Rain, Sleet and Snow.

During our test we were out in rain, sleet and snow, not any of the inconvenience of which was felt, thanks to the complete protection afforded and to the gentle warmth which permeates the interior of the vehicle from the power unit forward.

The double-panel windscreen permits of a clear view ahead, even under the most trying conditions, and it is worthy of note that with the upper panel open to its fullest extent our passengers uttered no complaint regarding draughts.

The complete car weighs just over 16 cwt. unloaded, and has a fairly large wind-resisting area. It is not to be expected, therefore, that with four up its performance will equal that of the open two-seater touring model which we tested last year.

The power unit, however, is of proved quality and reliability, and we found that it would do all



INTERIOR ACCOMMODATION.

Although necessarily restricted, this view of the interior of the Surrey reveals the comfort of the seating accommodation at a glance. The driver's seat is adjustable for leg reach, and all windows can be lowered by means of interior straps.

required of it, if at a slightly more dignified pace than that fitted in other models.

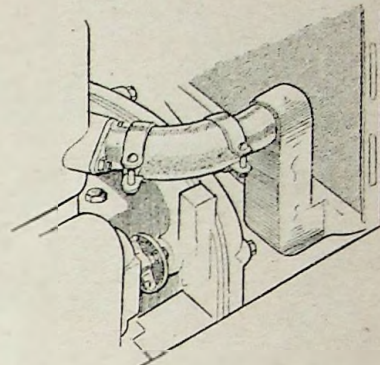
Negotiating Traffic.

Thanks to the now smooth and velvety action of the accelerator pedal, traffic driving was a pleasure, and top gear could be maintained at speeds so low as 5 m.p.h., a sure, if not altogether rapid, pick-up being possible. Bottom gear was seldom resorted to, and the most congested traffic areas could be negotiated at a crawl on second.

In view of its weight when loaded, the cabriolet proved to be a good hill-climber, and by a judicious use of the spark lever the car ticked over gradients on top gear that, half-way up the ascent, suggested the need for a change down. Thirty-five miles per hour, a really comfortable touring speed could be maintained without difficulty, the steering, suspension, and road-holding qualities offering no cause for criticism.

We have already commented on the adaptability of the Cox Atmos carburetter to the Coventry-Simplex engine, and our test of the cabriolet con-

firmed the impressions already formed. In addition, however, it should be recorded that starting up from cold was commendably easy, the engine firing evenly on all cylinders on approximately the fourth pull-up, provided that the carburetter had been flooded. When warm, the electric starter (which was not a used first thing in the morning) functioned without a hitch, thereby adding enormously to the comfort of the car.



Engine details showing how the lower water lead is connected to the radiator, and the direct drive from the timing case to the magneto.

A Suggestion.

We venture to offer one suggestion, viz., that the power unit would be even more satisfactory if a fan were fitted—at any rate, on this particular model, which calls for a greater response from the engine. Bearing in mind its capacity, an ample radiator-cooling area is essential; but the radiator on the Surrey is not by any means too big, and a fan would certainly ensure the engine being kept at a proper working temperature, even under the most gruelling conditions.

This model can, of course, be converted to an open touring car, but we doubt whether any owner-driver would go to the trouble, in view of the fact that plenty of air can be admitted by letting down the side windows and that the view upon all sides is unrestricted. In short, one does not experience that feeling of being boxed in.

The Complete Range.

The Surrey is marketed in three other forms, the first being the Surrey two-three-seater which, as the title implies, allows plenty of room for seating three abreast, the seat being 42 ins. wide. Tool and luggage accommodation is provided in the capacious tail, while there is also a useful locker under the seat. The price is 255 guineas, or as a de luxe model with real leather upholstery, dickey seat, electric starter and all-weather equipment, 283 guineas.

The second model, the four-seater, priced at 285 guineas, is also supplied as a de luxe model with extra fittings at 315 guineas, whilst on the same chassis an occasional four-seater body with a somewhat smaller rear compartment suitable for carrying two children or in an emergency, two grown-ups, is marketed at 275 guineas.

The third type is a coupe which seats three abreast, is upholstered in antique leather or Bedford cord, and is fitted with frameless glass windows and double windscreen. It is, of course, quickly convertible into an open car. With real leather upholstery, electric starter, and dickey seat the price is 328 guineas.

It should be noted that, if desired, a four-speed gearbox can be supplied on all models, but otherwise the specification is similar to that already described in connection with the cabriolet. This certainly represents the most comfortable of the whole range.

In conclusion, we would express our entire satisfaction with the performance of the car, which certainly represents one of the cosiest and cheapest cabriolets on the market.



CLUB NEWS FROM ALL QUARTERS.

Central Cornwall Motor Club.

At the annual meeting of the Central Cornwall Motor Club, it was announced that the report of last season showed a small deficiency on the year's working, and the question of developing the social side of the club was discussed. It was decided that monthly runs should take place, interesting venues in the county being chosen as the objectives.

Essex Motor Club's Hill-climb.

An excellent entry has been received for the Essex Motor Club's hill-climb, which takes place to-morrow, Saturday, March 24th, at 1.30 p.m., on Kop Hill, Princes Risboro'. Cars under 1,500 c.c. predominate, and a very fine afternoon's sport is promised. The following are the entries:—

W. H. Wells (Chandler), H. W. Cook (Vauxhall), H. W. Cook (T.T. Vauxhall), D. M. Marandaz (Marseal), C. J. Mebes (Rhode), R. C. Morgan (Aston-Martin), P. Du Cane (Bugatti), J. F. Duff (Bentley), Major D. W. Hall (Beatley), Raymond Mays (Bugatti), Miss Ivy Cummings (Bugatti), R. G. McVicar (Waverley), A. S. Fitch (Vulcan), A. R. Linsley (Bugatti), L. Lancaster (Bugatti), Capt. C. A. Glenworth (Essex), W. J. Sully (H.E.), Major Lohere (Bugatti), N. Hind (Alvis), A. H. Pass (Sunbeam), F. Clements (Bentley), Frazor Nash (G.N.), E. A. Collier (Riley), A. E. Moss (Crouch), V. G. Loyd (Loyd-Lord), C. J. Joyce (Austin), H. S. Eaton (G.N.), Conant Zborowski (Ballot), B. S. Marshall (Bugatti), B. S. Marshall (Crouch), T. H. Hesketh (Little Grex), L. D'Erlander (Bugatti).

J.C.C. South-Western Centre Dance.

The supper and dance organized by the South Western Centre of the Junior Car Club, which took place on Wednesday, March 14th, at the South Western Hotel, Southampton, passed off very successfully. The following costume prizes were awarded: Ladies, (1) Miss Liddell, Easter Egg; (2) Mrs. Jukes, Duchess of Devonshire. Gentlemen, (1) Mr. T. G. Hayter, Michelin Bibendum, "a man of tyres"; (2) Capt. Young, an Indian Rajah. After supper the prizes won during the season by members of this Centre were presented by Mrs. G. F. Smith, wife of the chairman. The next important event organized by the South Western Centre is the Third Annual Half-day Reliability Trial, which takes place on April 14th, the start being from Cumberland Place, Southampton, and the route, which will be kept secret until the day of the trial, about 70 miles in length and finishing at Winchester. Entries close on April 2nd, and forms can be obtained from the competition secretaries, Messrs. C. A. Allison and G. H. Egerton, 9, South Hill Lane, Southampton.

B46

Cyclecar Races at Boulogne.

Saturday, September 1st, is the date chosen by l'Automobile Club du Nord for the cyclecar Grand Prix at Boulogne. Readers who wish to have personal experience of an exciting French road race should keep this date in mind. It is easier to get to Boulogne from London than it is to go to the Isle of Man.

Pin Through High-tension Wire.

The trouble that afflicted the Rover car driven by J. A. Miller in the Mahville Trophy Trial was due to the fact that a mischievous person had inserted a pin through the high-tension cable of one of the cylinders in such a position that it caused a short circuit on to the induction pipe.

FORTHCOMING EVENTS FROM MARCH 23rd TO APRIL 8th.

March 22nd-26th.—Monaco Motor Trials.
March 24th.—Essex Hill-climb.
March 30th (Good Friday).—London-Land's End, Yorkshire and District M.C. Opening Run, West Kent M.C. Combined Kent M.C.'s Hill-climb.
March 31st and April 2nd.—Scottish Western Two-day Highland Trial.
April 1st-15th.—Tour de France Light Car Trials.
April 2nd (Easter Monday).—B.A.R.C. Meeting, Scarborough Motor Club's Hill-climb, York Motor Club's Run to the Scarborough Hill-climb.
April 7th.—Western Centre A.C.U. Chatcombe Pitch Hill-climb, B.M.C.R.C. Open Meeting, North-West London M.C. Petrol Consumption Trial, Disabled Drivers' Club Rally.
April 7th-8th.—Women's Motor Club Opening Run, Essex M.C. Opening Weekend Run to Clacton.

* The above list of fixtures has been compiled from information received from the clubs' secretaries, and may be subject to alteration.—Ed.

Easter Monday Hill-climb.

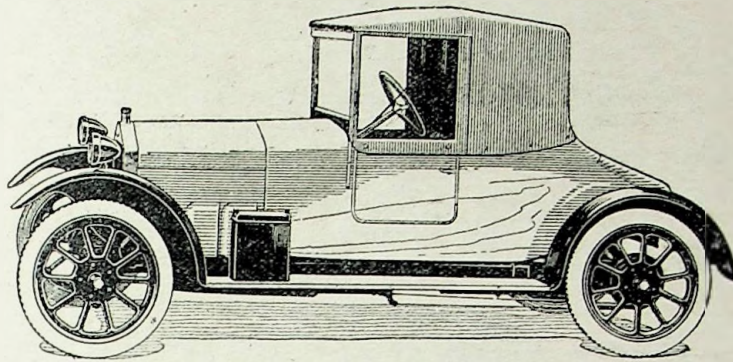
The event previously known as the Staxton Hill-climb will be held on Easter Monday, commencing at 11 a.m., on the hill between Foxholes (three miles from Staxton) and Octon Lodge. Classes for cyclecars and three-wheelers under 1,100 c.c., for light cars up to 1,500 c.c., for cars up to 2,000 c.c., and for vehicles of unlimited size are included, in addition to a number of classes for motorcycles. The event, which has been run annually since 1909, with the exception of the war period, is generally well supported, entry forms being obtainable from E. Wilkinson, 21 Wheelgate, Malton.

R.A.C. and Competitions. Another Announcement.

We have received the following announcement from the Royal Automobile Club:—Inquiries received by the R.A.C. indicate that a certain amount of misapprehension exists as to the scope and object of the competition rules, although they have been in force for 23 years, and recent revisions are mostly of an unimportant character. There appears to be in particular, a fear that the application of the Closed Competition Rules to all closed competitions may have a hampering effect on the sport. It should, therefore, be clearly understood that such is not the case. The Closed Rules merely lay down the broad principles under which closed competitions should be held, and will be found, on a little study, to be applicable to all forms of competition. In past years, when their adoption was optional, instead of compulsory, they have been used by the promoters of hundreds of competitions with excellent results. The promoter drafts his own special regulations for the competition in question and submits them to the R.A.C. They are examined to see that they do not conflict with the Competition Rules of the R.A.C., to which the special regulations then become supplementary, and are so described on the programme. If desired, the promoter can apply to except one or more of the Competition Rules to suit special circumstances, but this is rarely, if ever, found to be necessary.

A new feature of the Closed Competition Rules is the definition of what constitutes "membership" of a club for the purpose of competitions. Such definition has become necessary in view of the increasing practice of evading the necessity for applying for a permit for what is to all intents and purposes an open meeting, by including membership of the promoting club in the entry fee for the so-called closed meeting. Such meetings have actually been advertised as "open to all." The definition has, therefore, been drafted so as to restrict the entries to bona-fide members of the promoting club, who have been elected prior to the publication of the regulations for the competition.

From the point of view of the competitors one outstanding advantage to be gained by the holding of all meetings under the Competition Rules is that a person aggrieved by a decision of the stewards at a closed meeting will in future always have the right of appeal to the stewards of the R.A.C.



The WOLSELEY Seven

This miniature All-Weather Two-seater is on an entirely different plane from the numerous cheap cars of cyclecar type—it is a really high-grade car, built throughout to the same high standards as the larger Wolseley models, world-famous for their robustness and road efficiency. The two-cylinder engine possesses marked advantages over the miniature four-cylinder type. It gives a better performance on hills, the water passages are larger and more efficient, and the engine is consequently much more durable.

In bad weather the hood and all-weather curtains transform it into a really weather-tight closed car. Electric starting and lighting are fitted, and an emergency dickey seat is provided at the rear.

Price £255

The equipment includes :

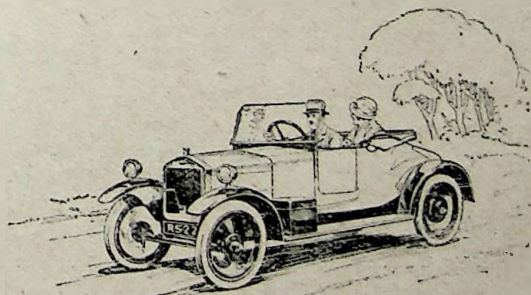
Waterproof canvas hood. All-weather curtains. Electric starting and lighting outfit. Spare wheel with tyre. Electric horn. Dickey seat at rear. Number plates. Tool kit.

This car can also be supplied without Self-starter, Dickey Seat or All-weather Curtains Price **£231**

*Dunlop Tyres fitted as standard.
Catalogue No. 5, post free.*

WOLSELEY MOTORS LTD.
(Proprietors: Vickers Limited),
Adderley Park, BIRMINGHAM.

London Showrooms: Wolseley House,
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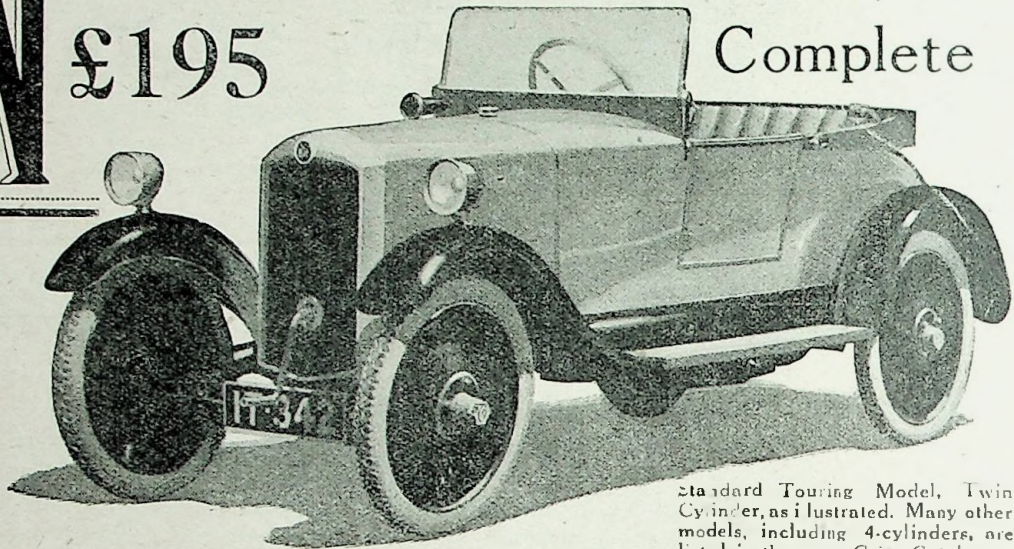
Wonderful Value

BUILT from the very finest materials; and backed by fourteen years experience in building light cars, the G.N. really is the most wonderful value.

G.N. MOTORS LTD., 222, Great Portland St., London, W. 1
Works and Head Office:—EAST HILL, WANDSWORTH, LONDON, S.W. 18

£195

Complete



Standard Touring Model, Twin Cylinder, as illustrated. Many other models, including 4-cylinders, are listed in the new G.N. Catalogue.

Raymond Publicity.

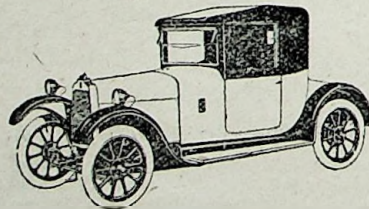
For the
Discriminating
Motor Owner

Warwick Wright & Co. Ltd.



We would like to take your old car in part payment for the

INVINCIBLE TALBOT



TALBOT.
8-18 h.p., 2-seater, Coupe £395

We can offer you really exceptional prices, and you can pay the balance by instalments.

Our Hire Purchase Scheme is unique. It is arranged to suit your convenience. The utmost thought and attention will be given to your particular case.

May we send you full particulars?

Please refer to classified advertisements under "New Light Cars and Cyclecars," "Extended Payments," and "Second-hand Light Cars for Sale," for prices, etc.

WARWICK WRIGHT, LTD.,
S.T.D. HOUSE,
150, New Bond St., London, W. 1.

Telephone:
Mayfair 6504-5.

Telegrams:
"Talsunder, Phone,
London."



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 and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

MOTORISTS' MONEY FOR HOUSE BUILDING.

In these days one is prepared for almost anything, and it was no great surprise to me to read that one well-meaning Member of Parliament has suggested that the motorists' money might be used to relieve unemployment in providing the wherewithal to put up houses. The suggestion, however, did not receive the support which, no doubt, the enterprising member anticipated; but this is not the point. Is there such a surplus that a home is required for a few million pounds? It is rather admitting that there is, and, if such be the case, is it not time that the whole scheme of motor taxation was revised?

From your report of the proceedings which took place in the House, it seemed quite clear that the motorist finds all the money for road maintenance. What nice people motorists

must be, to be sure! They pay the money and the roads are repaired at the discretion of the Road Board—when, how, and where they like. Is it not only reasonable to suggest that as the motorist pays for the roads his voice should be heard, and that he should be able to express his opinions as to the workings of the Road Board?

The all-important problem at the moment is that of unemployment. We have the money—the motorist has found this—our roads are in need of improvement all over the country. The only ingredient which appears to be missing is efficient administration.

Motorists generally are sportsmen, and, if their money is used to benefit the country as a whole, they would not object, but they would oppose any "behind-the-back" schemes.

OVER-TAXED.

A SUCCESSION OF FAILURES.

I was rather surprised to read the unfortunate experiences of "S.S.," whose many failures are outlined under "Rich Mixture," in the issue of *The Light Car and Cyclecar*, dated March 16th. Taking the first failure on car A, "the dynamo drive slipped

Unreliable Electrical Equipment. . . . owing to there being a taper instead of a taper and key connection." Now this was obviously due to the means provided for tightening the pulley on to the armature shaft not being hard up. If the nut, or whatever it was, came loose, the key would not last five minutes. The remedy here was simple.

Regarding the failure of the starter motor on cars B and E, might this not have been due to the use of the wrong brand of lubricating oil? An engine can gum up almost solid on certain brands of oil, making it almost impossible for an electric starter to give the initial movement to the crankshaft. Really, "S.S.," I do not think you can put the whole of the blame down to the starter motor.

Now on car C the coil and accumulator ignition system

"broke down hopelessly." More details would have been helpful, as I find myself unable to offer criticisms. On cars D. and E, "S.S." experienced dynamo trouble; on car D it failed, and on car E the brushes rapidly deteriorated to such an extent as to spread over the commutator. Surely something was radically wrong here, as the brush holders are usually arranged to come well up to the commutator to form a support for the brushes. I suspect that the springs behind the brushes were unnecessarily strong or the same effect was produced by the bearing plate having become bent.

From the details available it would appear to me that a few minutes with a spanner might have saved "S.S." endless trouble. My car is fitted with battery ignition, electric starter, and, of course, a dynamo; and, whilst touching wood, I have to record that I have not had the slightest trouble in any direction since I bought the car eight months ago, but perhaps I have been lucky.

SATISFIED.

The Good Samaritan.

Recently my car broke down on the Parndon Road, near Epping. I had hardly realized the fact when another motorist drove up, and, inquiring the nature of the delay, waited and then conveyed me to the Epping garage, where my troubles were quickly dealt with. I often read in *The Light Car and Cyclecar* the advice given to road users asking specially for extended courtesies to one another on the road, and I think this is perhaps the fruits of your exhortation. I sincerely hope, the spirit will continue.

A Spirit of Camaraderie. I often read in *The Light Car and Cyclecar* the advice given to road users asking specially for extended courtesies to one another on the road, and I think this is perhaps the fruits of your exhortation. I sincerely hope, the spirit will continue.

Should this meet the eye of the G.N. owner who showed such consideration, he will perhaps appreciate the depths of my gratitude.

Tottenham.

JOHN BEALE.

High Speed of Heavies.

I read with interest a few lines under the above heading in your issue of March 16th. I recently had the experience of running behind a Leyland lorry fully loaded when descending an incline approaching Acerington. My

A 27 m.p.h. Lorry. speedometer registered 27 miles per hour. This speed, apart from the damage caused to the roads, is a danger with such a heavy vehicle, and especially so in the thoroughfare mentioned, as when approaching this town there is a volume of cross traffic.

Eventually I was left far behind to enable me to adhere to "safety first" rules. I believe the maximum legal speed of these vehicles is 12 m.p.h.

Burnley.

F. D. MARSHALL.

OUR READERS' OPINIONS (contd.).

Anzani Sports Engine.

We have read with interest a letter from Mr. J. Holmes, of Newport, appearing in your correspondence columns, wherein he asks for certain information respecting the British

Trouble with Valves Unlikely. Anzani sports engine (air-cooled type). As the manufacturers of this engine, perhaps the following information may prove of interest to Mr. Holmes and others:—

While we know that certain other manufacturers who have attempted to build an air-cooled engine with four overhead valves per cylinder have experienced great trouble and difficulty with the cylinder head casting, we have happily been able to overcome this trouble by very careful designing, embodying a scientific distribution of the metal so as to avoid uneven heating with its consequent troubles.

With regard to the question raised respecting the valves, we would like to say that these are constructed of special steel, which, although exceedingly expensive, is by far the strongest and toughest known material suitable for valves. The stems are of large diameter, with a good radius under the heads, and, although we have now constructed several of these engines, we have never heard of a valve breaking, nor have we the slightest fear of such a thing happening, and we feel quite confident that Mr. Holmes may rest assured that he will not experience any trouble whatsoever from the points he raises in his letter.

Those of your readers who are interested in high-efficiency engines may care to know that, owing to the success we have achieved with this V-type air-cooled model fitted with four overhead valves per cylinder, we have now decided to put a water-cooled engine of exactly the same type on the market, at the special request of some of our friends, who prefer water-cooling to air-cooling. This engine is now practically ready, and will be available for delivery to the public in three or four weeks' time.

THE BRITISH ANZANI ENGINE CO., LTD.,
J. W. SMITH, Sales Manager.

Economical Motoring.

I always read with interest figures of running costs; the same interest, indeed, with which I listen to the statements of my friends who are golfers and fishermen. I never dispute them—

Criticism on Running Costs. some day I myself may wish to be believed—but I am not always convinced. Take, for example, the "actual figures" quoted (but not, I think, fully endorsed) in *The Light Car and Cyclecar* of March 16th. The mileage is not given, but certain data enable one to discover the remarkable economy of this unnamed light car, "fitted with an 11.16 h.p. engine and a particularly roomy body." Petrol, for example, at 2s. per gallon, cost .28d. per mile. This means, of course, that this very spacious car averaged 85 m.p.g. Again, taxes, etc., cost .13d. per mile. As the tax alone on an 11.16 h.p. car is £12, it follows that the car had been driven over 22,000 miles. That this should have been accomplished on one set of tyres "costing £10" is unusual, and one is not surprised to discover that the repair bill for this distance was only £4 10s.

A correspondent in the same issue gives very different figures, although he compares even these very favourably with those of a three-wheeler, which is generally acknowledged to be an ultra-economical machine. For petrol, tyres, and repairs he gives a total of 1.5d. per mile against the .54d. of the unknown car. The three-wheeler cost him 1.58d. I notice that he gives no figures for taxation, insurance, and depreciation (which is perhaps a little unfair on the three-wheeler), and apparently he only obtained 33 miles to the gallon of petrol. Perhaps he was somewhat inexperienced. I have known a driver of quite ordinary skill obtain—but no, I will keep that one for the club house.

May I call attention to another letter in regard to a revised formula for competitions with which I am in cordial agreement? The matter is closely connected with the question of economical running. It is exceedingly difficult, though certainly not impossible, for an ultra-light machine to win

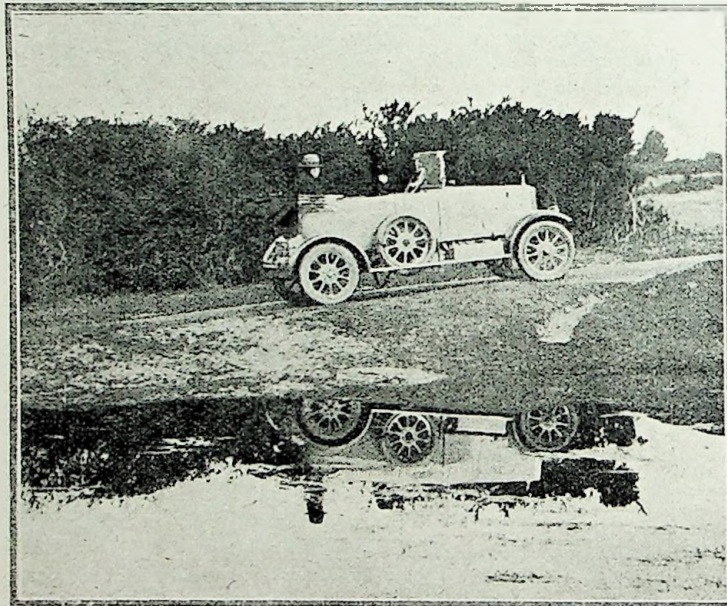
the highest award when this depends on a short acceleration test under formula, but, apart from a certain unfairness, it is most important, in the interests of economy, that a high ratio of horse-power to weight should be encouraged in every way. The present formula has a directly opposite effect; indeed, I know of cases where dead weight has been added in order to obtain better results. The limit was perhaps reached when in a certain competition the award for cyclecars was gained by a "light" car weighing nearly a ton, and which came very low indeed in the list of "best timers."

Stoke Lacy.

H. GEORGE MORGAN.

Comparing Running Costs.

The letters from Mr. H. F. Mohun on "Running Costs Compared" have been of much interest, and, as the writer of the article in question, I may perhaps be allowed to point out a few facts in reply. Ten months of the year's running with the Morgan were covered on petrol at the higher price. Consequently there is no appreciable difference in the totals of the two sets of figures—"Three-wheeler" versus "Four." Mr. Mohun, however, ignores the fact that less than three months before I purchased the new Morgan he paid over £100 more for his Deemster second-hand. Would not this hundred out of your pocket have kept a Morgan on the road, all "exes." paid, for about two years, Mr. Mohun? It would for my annual mileage, at any rate.

The Writer of the Article Replies.**FREAKISH REFLECTIONS.**

Varied and freakish are the pranks which a silent pool will play, and a good example is shown above. If the photograph be turned upside down it will be seen that the occupants of the West car, which figures in the picture, appear to be in imminent danger from drowning.

In addition, the four-wheeler tax is £6 more, insurance quite £5 more, and garage (for those unlucky, as I am, in being compelled to use a public garage) more than twice as much.

Thanks are due to "F.B.D." for adding to the weekly gaiety of your journal. A hearty laugh such as I had on reading his concluding sentence is good for one, and I am glad to say that the leak in my radiator was so slight that I can still laugh. I note that "F.B.D." did not pay anyone for assistance in decarbonizing or other Rover adjustments—this is bound to make a difference, of course. G.L.

* * * The opinions of readers on topical subjects are welcomed.
* Letters should be marked "O.R.O." for convenience in sorting.



1905.



An A.A. Patrol.

1923.

The Story of A.A. Road Service

1.—The A.A. Patrols

Road service for motorists was unknown until the Automobile Association was instituted in 1905. When road troubles and breakdowns occurred, motorists had to depend upon themselves, or the voluntary aid of passing road users, to put things right. Roadside information to assist motorists in selecting the best roads, or to avoid trouble in regard to speed limit regulations, was not available.

A.A. Road Service was started with a small band of eight cyclists distributed along the Brighton Road. The simple services of these patrols, although in no sense comparable with what they are to-day, were appreciated by all who benefited from them.

In the course of seventeen years the A.A. patrol organisation has become an essential

adjunct to motoring, and is now distributed along the principal main roads in Great Britain. Many of the patrols are mounted on motorcycles, whilst others, in charge of Road Service Outfits carrying an equipment of small tools, etc., help members, in cases of breakdown, to proceed on their way.

All the patrols are competent to undertake minor roadside adjustments, and are thoroughly acquainted with local conditions affecting road users.

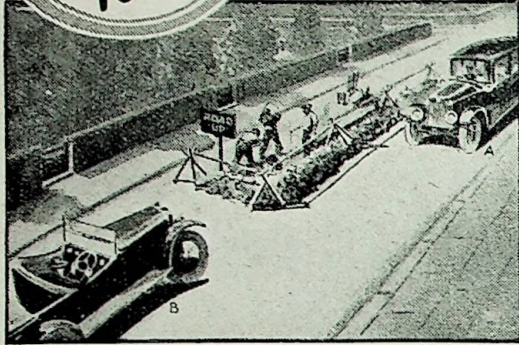
To sum up, A.A. Road Service is unique for efficiency, mobility, and strength of personnel. Every day hundreds of the 160,000 members of the A.A. are realising its practical value.

Roadside help from patrols is only one feature of A.A. Road Service. Other benefits include free legal defence in proceedings under the Motor Car Act, free legal advice on any matter arising out of the use or ownership of cars or motorcycles, free use of roadside telephone boxes at any hour of the day or night, free home and foreign touring assistance, expert engineering advice, officially appointed repairers, also hotels in practically every town in Great Britain, etc., etc.

Full particulars of these benefits are given in a booklet which can be obtained from the Secretary, The Automobile Association, 29, Finsbury House, Whitcomb Street, London, W.C.2. Send a postcard for a copy to-day.

Prattitudes of the Road

No. 9.



Road-Repair Rules

When a Motorist (B) encounters a stretch of road under repair, the car (A), having the right to the left of the road, has also the right to the usable portion indicated in sketch.

The rule of the road is for "B" to wait until "A" has passed, when, if the road be clear, "B" may proceed. Where a considerable amount of traffic is running, there is usually a Police Constable or Roadman in control, whose signalling instructions should be observed.

Look for No. 10 of the Series.

Correspondence on these interesting subjects is invited.

PRATT'S

"For the better Spirit on the Road"

ANGLO

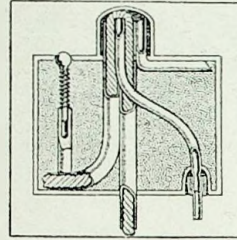
ANGLO-AMERICAN OIL CO., LTD.
36, QUEEN ANNE'S GATE, LONDON, S.W.1.



AROUND THE TRADE.

A representative selection of Clyno light cars, including the new family model, may be inspected at the new showrooms opened in Birmingham by Mr. Frank Taylor, at 135, Steelhouse Lane. Mr. Taylor has been appointed sole agent for Clyno cars in Birmingham and district.

Stoneleigh Motors, Ltd., announce that the Stoneleigh three-seater utility car can now be supplied with the body-work painted in grey or red, in place of the frosted aluminium finish which until recently was the standard style. No extra is charged for these colours.



Sectional illustration of the Ego automatic lubricator designed by Mr. Herbert Gordon, 147, Gowthorpe, Selby, Yorks.

The premises of the Warren Lambert Light Car Co., at Petersham Road, Richmond, have been taken over by the Talbot Motor Co., Heron Court, Richmond, Surrey, who intend turning them into lock-ups fitted with electric light and water supply. It may interest owners of Warren-Lambert light cars to know that this concern also have a supply of spare parts for these cars.

We are pleased to learn that Mr. William Turner, of Messrs. William Turner and Bros., Ltd., 44, Eyre Lane, Sheffield, makers of "Kismet" and "Renrut" type pumps, etc., has progressed sufficiently from his recent accident (when the base of his skull was fractured) to be allowed to get out of bed. It will, however, be a considerable time before he can be back in active control of the business.

A comprehensive trade list and catalogue of the various Chemico specialities has been issued by the County Chemical Co., Ltd., Chemico Works, Birmingham. In addition to the many lines with which the trade and public are already familiar, there are quite a large number of new, novel, and interesting lines. Traders who have not already received a copy should make application to the County Chemical Co., Ltd.

The Anglo-American Oil Co., Ltd., are publishing a series of 12 novel advertisements under the title of "Prattitudes of the Road," designed to promote a greater measure of safety on the road, a closer spirit of friendliness and a wider sphere of help for all those who motor for pleasure or business. Nine of the series have already appeared, and the Anglo-American Oil Co., Ltd., invite correspondence on the interesting subjects with which they deal.

An extremely useful pocket-sized card for finding metric equivalents and mensuration results at a glance has been published at the price of 1s. by Mr. A. E. Bawtree, 7, Manor Park Road, Sutton, Surrey. The scales enable approximate estimations, correct to within 0.2 per cent., to be made, and when experimental results and theoretical calculations have to be worked out with a higher degree of accuracy they afford an instantaneous check upon the correctness of the process of calculation.

The Service Co., Ltd., are promoting a Service Luncheon Club, with the idea of attracting persons interested in motor-ing, photography, wireless, and other pastimes, with a view to forming a rendezvous where they will be able to meet together in congenial surroundings. There is a big space available on the concern's premises in High Holborn, in the heart of London, where a luncheon and recreation room will be formed. Luncheons and teas will be provided on a moderate basis, and full information can be obtained from the Secretary of the Service Co., Ltd., 273-274, High Holborn, London, W.C.

THE GRAND R.A.C.IONAL!



The supreme test of stamina and courage.

- 1st** RAPSON CORDS
17,500 Miles. — NO trouble, still going.
- 2nd** RAPSON CORDS
12,000 Miles. — NO trouble, still going.
- 3rd** RAPSON CORDS
10,000 Miles. — NO trouble, withdrawn for track tests, August 11th, 1922.

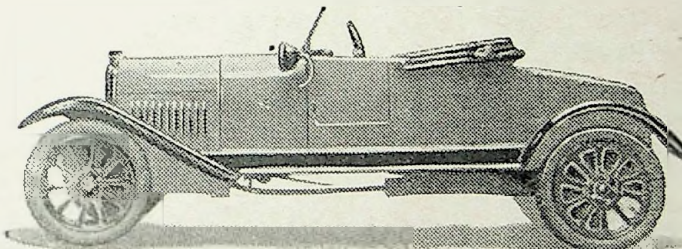
THE REST — ALSO RAN!

In the whole history of the Royal Automobile Club, no other maker's tyres entered in an official tyre trial have exceeded 5,000 miles running.

(In so far as this advertisement refers to R.A.C. Official Certified Trials, it has been approved by the R.A.C.)

THE RAPSON TYRE & JACK COY., LTD.

Works: Burlington Rd., New Malden, Surrey. Showrooms: 477, Oxford St., London, W.1.



Price
177
Guineas

Friction Discs supplied for G.W.K. and other makes of friction-driven cars.

CONDENSED SPECIFICATION.

4-cyl. 10 h.p. Water-cooled.	Tyres: 700 x 80 mm.
Friction Disc Transmission,	Spare Wheel and Tyre.
4 speeds and reverse.	Full Equipment.
Dynamo Electric Lighting.	Dickey Seat.
Wheels: Pressed Steel.	

Other Models and Prices:

	Gns.
Two-Seater	245
Four-Seater	250
Coupe	295

“UNIT” SERVICE CAR

With 10 h.p. 4-Cyl.
Water-Cooled Engine.

Send to-day for full particulars of this wonderful value in Light Cars.

ROTARY UNITS, LTD., Wooburn Green, Bucks.

“Grams:” Rotary, Wooburn Green.” “Phone: Bourne End 123.”

**TO THE
READER**

By mentioning “The Light Car and Cyclecar” when corresponding with advertisers, you will be working for the cause of the new motoring.



"The Car that passes you!"

ALL you see of the Horstman on the road is the *back*. It is a car with a super turn of speed that passes other cars at will. After racing experiences and exhaustive tests during the past two years, and the fitting of the famous British Anzani Engine, hitherto only available with the most expensive of cars—the 1923 Horstman is a car to wonder at. Its performance equals its beauty, it is a car that is as good as it looks, and that is saying much. The remarkable efficiency of its springing transforms riding into "gliding," whilst the simplicity and efficiency of design makes you forget about lubrication. Greasers are entirely eliminated, and, apart from the engine the chassis only requires oiling once every 1,000 miles.



Body comfort is quite exceptional; well sprung, adjustable seats, numerous and roomy lockers, rigid side screens, adaptable as a "V" shaped rear screen if desired, the Horstman patent mechanical foot starter, operated from the driver's seat—these are a few of the exclusive advantages only to be found in the Horstman.



Read this Owner's Opinion.

HEREFORD.

"The car of which I took delivery at the end of March, having completed nearly 1,000 miles of work in my practice and some pleasure runs, has been sufficiently 'tried out' to warrant a report to you. Having owned and driven mostly far higher powered cars in the past, comparisons are the most interesting, and are entirely in favour of the light car as represented by the Horstman. I really have no adverse criticism to offer. The comfort is to me extreme and springing super-excellent, as two patients (abdominal emergency operation cases) can testify. They were transported for 7 and 3 miles respectively LYING FLAT, after removal of front passengers' seat. The design of body is exceptionally pleasing, particularly on account of generous length of wheel base, and it is particularly gratifying to me to drive a car which arouses universal interest and admiration."

Dr. F. C. H. 30/5/21.

11.9 h.p. 2-Seater £335 11.9 h.p. Two-Seater Coupe £399
11.9 h.p. 4-Seater £357 11.9 h.p. Super Sports Model £500

May we send you illustrated particulars post free per return? Immediate deliveries can be arranged.

HORSTMAN CARS LTD., BATH.

HORSTMAN

"The Car that passes you."

H.P.

HELP THE
MOVEMENT

by letting advertisers know that their advertisements
in "The Light Car and Cyclecar" interest you.

The

DERBY

9 h.p. Four-Cylinder,
Two-Seater

£220

Electric
Lighting - and - Starting.

50 m.p.g. 50 m.p.h.

The

DERBY

"Sports" Model
9-30 h.p.

£275

65 m.p.h.

A Sound Chassis.
A Beautiful Body.

The

DERBY

ORTON & Co., LTD.,
MILL HILL, LONDON, N.W.7

On view at Automobile Service Co.,
166, Great Portland Street, W.1.

Morgan SERVICE DEPOT

DISTRIBUTING AGENTS.

STANDARD MODEL	a.-c.,	£128
DE LUXE	“ a.-c.,	£148
“	“ w.-c.,	£158
GRAND PRIX	“ w.-c.,	£155
FAMILY	“ a.-c.,	£153
“	“ w.-c.,	£163

All Models fitted Hood, Screen, Lamps, Horn, Mats, Tools, Pump, etc., inclusive.

EASY PAYMENTS ARRANGED.

Every Spare Part in Stock

Officially Appointed Repairers by—

THE MORGAN MOTOR CO., LTD.

HOMAC'S 243, LOWER CLAPTON ROAD, N.E.
MOTOR AGENTS Phone: Dalston 2408

ONE PRODUCT ONE QUALITY ONE RESULT — PERFECT SATISFACTION

When you fit Ferodo Friction Linings to your brakes or clutch you have fitted the very best in Fabric Linings. There is no second quality Ferodo Linings. The quality we supply to car manufacturers is just the same as that which goes to the garage owner or private user—the very best which our long experience and our unique organisation can produce.

The whole of our large staff and up-to-date plant is devoted to the production of Friction Linings.

We give to our products 100% of our efforts and we claim that they give the users 100% service.

Your safety demands your interest. When having your brakes relined, or when deciding upon your new car, insist on Ferodo Friction Linings.



SOLE MANUFACTURERS—

FERODO LTD., Chapel-en-le-Frith.

SERVICE DEPOTS: London, Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Llan drindod Wells, Glasgow, Carlisle and Brighton. ☉ 5A

PAY £11 - 5s. AND DRIVE AWAY.

SPRINGTIME and the great open spaces—all the beauty spots of this country of ours—happiness, contentment, and complete relaxation—all this and more is yours for an initial expenditure of £11 5s. The balance is spread over a period of twelve months, so that the car is purchased easily and conveniently out of income.

Remember—

Only £7 tax, 50 miles per gallon, 40 m.p.h., electric lighting, hood, screen and all necessary fittings, ready for you to drive away.

Furthermore, we give a 12 months' guarantee.

Write for full particulars.

OTHER MODELS:

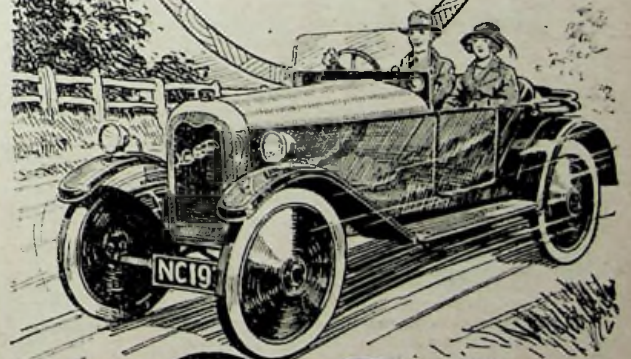
Four-Seater 110 Gns.

Coupe - - 140 Gns.

THE NEW CARDEN LIGHT CAR CO., LTD.

22, Hythe Road,
Willesden, N.W.10

Phone: Willesden 2297.
Grams: "Amothbarri."
Phone London."



The **New Carden**
All British

COMMERCIAL
PUBLICITY.

TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

B55



COANS
ORIGINAL
NUMBER
PLATES

SOLID
ALUMINIUM CASTING
REGISTERED SIZE
SILVER POLISHED
NUMERALS
BLACK GROUND
EXPRESS SERVICE

LA.9916

SEND FOR BOOKLET
ROBT. W. COAN
The ALUMINIUM FOUNDRY
219, GOSWELL ROAD
LONDON, E.C.1

Telephone Nos.:
Clerkenwell, 3466 (4 lines)
Telegrams: "Krankases,
Bar.", London.

**COAN
CASTS
CLEAN
CRANK
CASES**

Also write for Booklet on our "COMBINE" Step Mat and Scraper and

New Grade, the "Special B," 15/- per pair.

... MAPS FOR ...
LIGHT CAR USERS.

The Motor Map of England and Wales.—Scale 13 miles to the inch. Printed in colours to show the contour of the land. Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

The Motor Contour Maps of 100 Miles round London.—Two sections only available, viz., N.E., S.W.; scale of 2 miles to the inch; printed in colours to show the contour of the land. 2s. 6d. per section; 2s. 7½d. per section post free.

The Motor Map of 50 Miles round London.—Scale 4 miles to the inch. In one sheet, with London in the centre, extending round a radius of approximately 5½ miles. Cloth 3s. 0d. net; 3s. 2d. post free. Paper 1s. 6d. net; 1s. 8d. post free.

Profile Road Book.—A guide to the main routes and gradients throughout England and Wales. 2s. 6d. net; 2s. 7½d. post free.

Strip Route Maps.—Maps of the road in strip form, showing the surrounding country on the scale of 3 miles to the inch, with a contour plan of the gradients. London to Bath, Bristol, Southampton, New Forest, Bournemouth and Exeter. 1s. each net; 1s. 1½d. each post free.

Send for free booklet giving particulars of many useful handbooks on motoring.

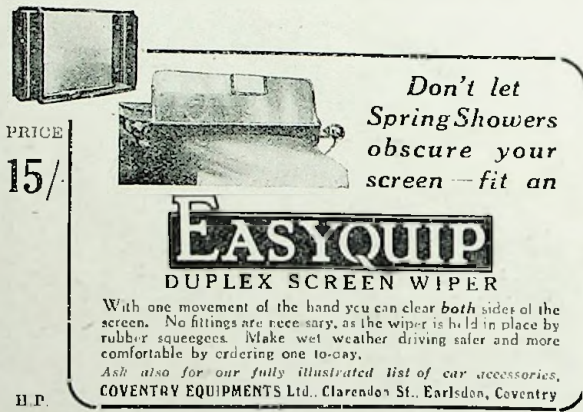
TEMPLE PRESS LTD.,
7-15, Rosebery Avenue, London, E.C.1

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E. J. LARBY, Ltd., 30, Paternoster Row, E.C.1

CELLULOID
FIRST QUALITY
TRANSPARENT
FOR HOODS, SCREENS, ETC.

Samples and prices on application.

GREENHILL & SONS, LTD.
8, Water Lane, Ludgate Hill, LONDON, E.C.4.



Don't let
Spring Showers
obscure your
screen—fit an

EASYQUIP
DUPLEX SCREEN WIPER

With one movement of the hand you can clear both sides of the screen. No fittings are necessary, as the wiper is held in place by rubber squeegees. Make wet weather driving safer and more comfortable by ordering one to-day.

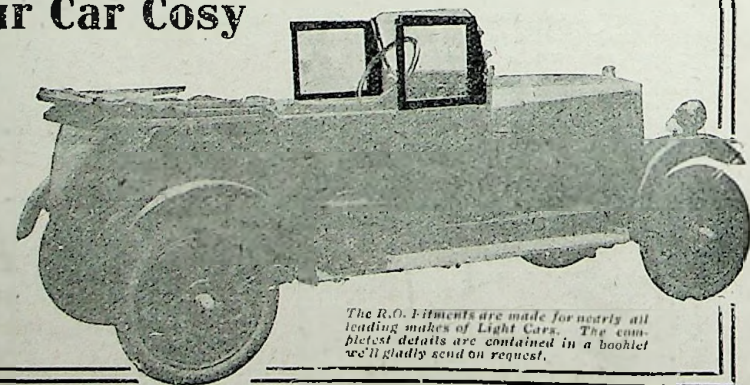
Ask also for our fully illustrated list of car accessories,
COVENTRY EQUIPMENTS Ltd., Clarendon St., Earlsdon, Coventry

H.P.

RO Make Your Car Cosy
FIT A SET
FOR
EASTER

Special offer for Morgans, Premiers, Rovers, under "Hoods and Screens," on page 51. The wonderful success of R.O. Side Screen and Coupe Fitments is due to their strength, appearance, and simplicity of fitting. R.O. Side Screens cost £2:16:0 per pair. The complete R.O. Coupe Fitment costs £4:10:0 to £5:0:0. The benefit you get makes these prices very cheap. Take advantage of it at once.

The Midland Motor Accessories Co.,
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Sole Manufacturers of R.O. Coupe Fitments.
Phone: Central 1232. Wires: "Plato, Wham."



The R.O. Fitments are made for nearly all leading makes of Light Cars. The completest details are contained in a booklet we'll gladly send on request.



YOU should make a careful examination of the **ALL-BRITISH 10 h.p. 4-cyl. water-cooled ALBATROS CARS** before placing your order for any other. ————— 40 m.p.g. 50 m.p.h.

AN OUTSTANDING REVELATION TO MOTORISTS OF MODERATE MEANS.

Prices from £200 to £275, delivery at Works.

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69, Great Queen Street, Kingsway, London, W.C.2. Telephone:— Gerrard 6543

WORKS—CROFT ROAD, COVENTRY.

Agents—LONDON: Cecil Motor Co., Vivian & Garrett, Vinyard Motor Co., Knight & Wheatley. BRISTOL: Cater Motor Co. COVENTRY: Victoria Garage & Electrical Co. LEEDS: Posters' Motor Agency. SHEFFIELD: Yorkshire Motor Car Co. HULL: Bob Ellis. LEICESTER: Vaughan Engineering Co. NEWCASTLE-ON-TYNE: G. R. Dundas. CARLISLE: The Motor House. MANCHESTER: L. F. Harvey & Co. LIVERPOOL: Old Hall Motor Co. Ltd. SHREWSBURY: Shrewsbury Garage. CARDIFF: The Albany Motor Co. HORSMONDEN: Heath Engineering Works. ROCHESTER: Posters.

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MAKE the best of your tubes. Repair them now with the "Jiffy" Vulcanizer which does the job by the genuine HF Process. No patches are used, yet for speed, simplicity, and cheapness the "Jiffy" method beats all alternatives to a frazzle.

The "Jiffy" Vulcanizer is new and extraordinarily good. You will enjoy using it. May we prove our words by sending you an outfit on FREE TRIAL.

Write to us now, mentioning "THE LIGHT CAR AND CYCLECAR."

HARVEY FROST & CO. LTD
148-150 Gt Portland St London W1.



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VULCANIZER & OUTFIT
32/6

TO THE READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

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We are Sole Agents for London, W.1 District.

Two-seater, Dickey £225

Four-seater - - £245

Self-starter - - £15 extra.
IMMEDIATE DELIVERY.

Also Agents for G.N., Unit, Derby, Tamplin, etc.

A Good Selection of Second-hand Light Cars from £75 upwards.

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BUY FROM THE AGENTS AND SPECIALISTS—

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ALL MODELS IN STOCK FOR IMMEDIATE DELIVERY.

2-Seater Model	£180
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Exchanges and Easy Payments.

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**Large Car Comforts
Light Car Costs**

are combined in

The Westcar

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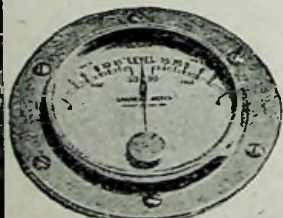
RELIABILITY
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STABILITY

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THE TAPLEY **GRADIENT METER**

The standard instrument for the measurement of the gradients of the road.



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THE slightest deviation from perfect truth in either the cylinder, piston or piston rings will immediately cause a falling off in power and an increase in running costs, an occasional overhaul is therefore very desirable to maintain engine efficiency.

We are specialists in this class of work. We have a large plant devoted entirely to engine overhauls. We guarantee every engine we take in for reconditioning to be turned out true to within 0.01 of an inch accuracy.

Send your engine to us for overhaul.

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THE GAITER THAT PROTECTS YOUR SPRINGS.

Ask for particulars (stating car) from all garages, or

London Showrooms: **JOHN LECKIE & Co. Ltd.,**
84, Fore St., E.C.2. Goodall Street, WALSALL.

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

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

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

All advertisement orders are subject to acceptance in writing from the Head Office.

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

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 series orders, current copy will be repeated if new copy is not received at the time of closing for press.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors, 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" or "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 14 per cent. (5d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3 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 the 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: "Pressinus, Holb., London."

[Addresses of Branch Offices and other Business and Editorial Notices will be found on the last page of this section.]

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Whether you are buying or selling an A.B.C. second hand, it would pay you to conduct the business through George England (1922), Ltd., 11 Curzon St., Mayfair, W.1. None but guaranteed second-hand cars are sold. Terms to sellers most reasonable. zzz-744

A.B.C. Gordon Watney and Co., Ltd., 51, Brook St., W.1 (Phone, Mayfair 2965 and 2966), West End wholesale and retail concessionaires, have several second-hand 1921 and 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-55

A.B.C. Sports and Regent models, 1922, choice of 5, price £150; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7756. 559-487

A.B.C., 1921, dicky, starter, speedometer, beautiful condition. £155. Below.

A.B.C., 1922 sports, perfect, ready to drive away, £145. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 559-378

A.B.C., special 1921, just overhauled, repainted and re-upholstered by Messrs. George England, Specialoid pistons, dashlights, rocker arm lubrication, clock, etc., etc., price £195. Phone, North 3465. 559-1155

A.B.C. 1923 sports model, fitted with extra large steering wheel, spot light, driving mirror, etc., indistinguishable from new, 185 guineas; exchanges or deferred. Edwards, 175-7 Gt. Portland St., W. 1. 559-606

A.B.C., 1921, Regent model, 2-seater with dicky, dynamo lighting, £125; exchange or hire-purchase. The Light Car Co., 531 Euston Rd., N.W. 1. 559-586

A.B.C., 1922, Sports model, in almost new condition, many extras, £170; exchanges. Newham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 1525. 559-654

A.B.C., 1921, 2-seater, double sunken dicky, dynamo lighting, self-starter, 2 doors, tax paid December, ready for any run. £150. Garage, 12 Corwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2935. 559-1525

A.C. 1921 2-seater, all accessories, recently overhauled and repainted, condition perfect, £240. Smith Motors, Ltd., High Rd., Goodmayes, London. zzz-612

A.C., 1920, thoroughly overhauled, repainted blue and replated like new, tax paid, bargain, £200. First and Parsons, Junction Garage, Highstone, Leytonstone. Phone, Wanstead 405. 559-515

A.C., 1921, 4-seater, lighting and starting, done small mileage, tax paid for year, 250 guineas. 26 Tulse Hill, Brixton. Phone, Brixton 1292. 559-481

A.C., 1914, 2-seater, dicky, dynamo lighting, 5 wheels, all good tyres, any trial, 95 guineas. 26 Tulse Hill, Brixton. Phone, Brixton 1292. 559-480

A.C., 2-seater and dicky, 9hp, aluminium bonnet, any trial, £62 10s. 40 Linhope St., Upper Park Pl., Upper Baker St., N.W.1. Paid, 2854. 546-1666

A.C., 1921, de luxe model, dynamo, S.S., in first-class condition, £235 cash or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 559-592

A.C. Sociable, excellent condition. £25. 75 Rosendale Rd., West Dulwich. 559-4275

A.C. 1920 model 2-seater, dynamo lighting, in exceedingly fine condition throughout, £180; exchange or hire-purchase. The Light Car Co., 531 Euston Rd., N.W. 1. 559-590

A.C. Sociable 2-seater, 6hp, excellent condition, newly painted, tyres and hood nearly new, tax £4 10s., any trial, £40, buying 4-seater. Lee, Chemist, Gainsborough. 559-4260

A.C. 11.9 2-seater, special all-weather black hood, excellent condition, 1923 tax paid. Fox, Outfitter, Darlington. 540-4289

A.C., 1914-15, 4-cylinder, 2-seater and dicky, 5 detachable wheels, beautiful condition, £90; deferred terms arranged. Hamilton, 69a Ferris Rd., East Dulwich. New Cross 1509. 559-4265

A.C., 6hp, 4-wheeled cyclecar by the A.C. Co., a good, comfortable, reliable 2-seater, newly painted, £70 or reasonable offer. Bradford's, High St., Sydenham. 559-4540

ADAMSON, 9hp, 2-seater, 3 and reverse, gate, electric light, hood, screen, all accessories, smart appearance, £50 or near. Grosvenor, Carshalton Rd., Sutton. 559-4506

ALBERT, 1921, 11.9hp, 2-seater, double dicky, lighting and starting, royal blue, guaranteed, examination invited. Gilea Garage, Northampton. 559-4522

ALLDAYS, 9hp, 2-seater, dicky, electric light, overhauled, new tyres and parts, repainted, smart little car, bargain, £95, offer, or exchange piano and cash. 71 Langdale Rd., Hove. 559-351

ALVIS, genuine 1922, Sports model, perfect condition, carefully driven, privately owned, selling through no fault of car, lowest £300. Garaged at Crow Bros., Guildford. Phone 434. 559-132

ALVIS, 1923, 10hp, 2-seater, dark blue, absolutely as new, many extras, £350. Slimster, Jordangate, Macclesfield. 540-192

AMILCAR, 1923, new French, 8hp, 2-seater, complete equipment, list price, £240.

AMILCAR, 1923, replica of above but slightly shop-soiled bargain, £167 10s.; exchanges, deferred payments. Grosvenor Motors, 27 Mount St., W.1. 559-860

AMILCAR, 1922, 4-cylinder, coupe, dynamo lighting, spare wheel, taxed 1923, like new, £158. Clark and Co., 7 Exhibition Rd., S.W.7. 559-433

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

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

A.V. monocar, 9hp J.A.P. September, 1921, 2-speed clutch, electric lighting, Klaxon, spare accumulator, aluminium dash and boards, occasional seat on back, excellent condition, very fast smart car, tax paid December, £65. Harris, 27 Broadway, Bromley, Kent. Phone 689. 539-1278

A.V. A.V. Garage, 2a Eleanor Grove, White Hart Lane, Barnes, for A.V. monocars. Call and have a trial run; all in perfect condition and fully equipped. Prices from £50. See "exchange." 539-659

A.V., latest model, 2-seater, dynamo lighting, detachable wheels, with spare, speedometer, perfect condition and very smart, £125. Newnham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 539-652

A.V. monocar, in excellent condition, guaranteed, £55. J. Hebdon and Sons, 149 St. James St., Burnley. Tel. 488. 539-618

A.V. monocar, 1920-21, 8hp J.A.P., Capoc carburettor, speedometer, electric lighting, dickey seat, new rear tyres, finished red and black, exceptionally fast and smart, £39; also one 1920 A.V. monocar, standard specification, fully equipped, £35; exchanges. Castelnau Motor Exchange, 187 Castelnau Pl., Boileau Arms, Barnes. Open Sunday. 539-1342

BABY PEUGEOT, 1915-16, roomy 2-seater, electric lights, etc., perfect, £55. Moroney and Co., Semley Place, Ebury St., Victoria. 539-568

BAYARD, 8.9hp, 2-seater, very good condition, £65; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7756. 539-489

BAYARD, 2-seater and dickey, 3hp, 4-cylinder, splendid order, £50; exchange combination. 3 Stamford Brook Rd., Hammersmith. 539-536

BEBE-PEUGEOT, in excellent mechanical condition, repainted, spare wheel and electric lighting, any trial, £87; exchanges. W. and G. Lambert, Ltd., Theford. 539-566

BEBE PEUGEOT, De Luxe, excellent condition, sell or exchange. P. 22 Camden Square, N.W. 1. 539-1253

BAYLISS-THOMAS, 1922, 10.9, 2-seater, dickey, all accessories, mileage under 1400, best offer of exchange or cash offer over £200 received before March 31st accepted. Kewaydin, Torrington Rd., Walsley. 539-1245

BAYLISS-THOMAS, 1922, 10.8hp, very small mileage, equal to new, Magdyno lighting, double dickey, £210. Giles, Bungalow, Gatewen, near Wrexham. 539-1514

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966), the West End wholesale concessionaires, have several second-hand 1922 models, carrying our guarantee, from £175. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-56

BELSIZE-BRADSHAW, 9hp, 4-seater, hood and screen, colour grey, upholstery blue, nickel fittings, wheels and tyres standard, dynamo lighting, with head and tail lamps, horn and tools, splendid condition, bargain price, £210; in London. Write, Box No. 411, care of "The Light Car and Cyclecar." zzz-3

BELSIZE-BRADSHAW, 1922, 3-seater, several extras, speedometer, licensed, like new, 160 guineas. 16 Rudthorpe Rd., Horfield, Bristol. 539-6457

BELSIZE-BRADSHAW, late 1922, as new, £160; extended terms and car exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7756. 539-488

BELSIZE-BRADSHAW, March, 1923, advertiser offers 3-seater, not yet run or registered, £185. Letters first to Belsize-Bradshaw, 18 Clyde Rd., West Didsbury, Manchester. 539-1119

BELSIZE-BRADSHAW, 1922, 9hp, 2-3-seater, like new, £140. Surrey Motors, Ltd., Sutton, Surrey. Phone, Sutton 1000. 539-472

BELSIZE-BRADSHAW, 1922, 2-seater, dynamo lighting, speedometer, spare wheel, side screens, etc., splendid order, 155 guineas; exchanges or deferred. Edwards, 175-77 Gt. Portland St., W. 1. 539-608

BELSIZE-BRADSHAW, 1923, unable to accept delivery, sacrifice £195; Manchester. Box No. 1444, c/o "The Light Car and Cyclecar." 539-1251

BELSIZE-BRADSHAW, 1922, 3-seater, dynamo lighting, speedometer, private owner, 165 guineas. Tebb, 46 Albemarle St., London. Telephone, Gerrard 2565. 539-x32

BLERIOT-WHIPPET, F.O.C.H. have 1921 Bleriot-Whippet, Magdyno, reverse, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 539-418

BLERIOT-WHIPPET, 1921, 2-seater, mileage 5,000, fully equipped, perfect condition, cost £235, accept £65; any examination, trial. 5 Stoke Fields, Guildford. 539-1157

BLERIOT, 1920, perfect order and appearance, completely overhauled, any examination, trial, electric and acetylene, reverse, every accessory, new Binks, low price. Box No. 1439, c/o "The Light Car and Cyclecar." 539-473

BLERIOT-WHIPPET, 1921, handle starter, reverse gear, electric lighting, licensed, spare wheel, perfect condition, 65 guineas; exchanges or deferred. Edwards, 175-7 Gt. Portland St., W. 1. 539-607

BLERIOT-WHIPPET, 1921, splendid condition, £55 cash, or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-605

BLERIOT-WHIPPET, 1920, dynamo lighting, hood, windscreen, spare petrol can and carrier, etc., £48 cash, or deferred. Delancey St. Garage, Camden Town N.W. 1. 539-1265

BLERIOT-WHIPPET, 1920, electric lighting, speedometer, spare wheel, £40 or offer; appointment. 17 Park Avenue South, Crouch End. 539-1317

BLERIOT-WHIPPET, 1923, chain-drive 2-seater, actual show model, special engine and finish, mileage 200, bargain, £130, any trial. Stanley Levy, 3 Gloucester Pl., Addlestone. 539-1509

B.S.A.s. Wanted. Exchange your old B.S.A. for a new 8hp Talbot. Liberal allowances. Our hire purchase scheme is unique; it is arranged to suit your convenience. Trial runs.

Warwick Wright, Ltd. (Sole Distributors in the London Area), S.T.D. House, 150 New Bond St., London, W. 1. Telephone, Mayfair 6504. 539-385

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

BUCKINGHAM, 1922, 8hp, 3-seater, dynamo lighting, spare wheel, all-aluminium body, absolutely as new, 95 guineas. Edwards, 175-77 Gt. Portland St., W. 1. 539-611

BUCKINGHAM, 1922, new, dynamo, 3-seater, aluminium body, £120 cash, or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-396

BUCATTI, 1921, 16-valve, sporting 2-seater, dynamo, detachable wheels, clock, speedometer, perfect condition, bargain, £310. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 539-558

CALCOTTS. Wanted. Exchange your old Calcott for a new 8hp Talbot. Liberal allowances. Our hire purchase scheme is unique, it is arranged to suit your convenience. Trial runs. Warwick Wright, Ltd. (Sole Distributors in the London Area), S.T.D. House, 150 New Bond St., London, W. 1. Telephone, Mayfair 6504. 539-387

CALCOTT, 1919, 2-seater, with double dickey, C.A.V. lighting, speedometer, Klaxon, electric and bulb horns, excellent condition, tax paid to December 31st, £190. 11 Queensthorpe Rd., Sydenham. Phone, Sydenham 957. 539-444

CALCOTT, 1919 model, 2-seater, with dickey seat, dynamo lighting, excellent condition, £140; exchange or hire purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 539-587

CALCOTT, 1922, 10hp, 2-seater, dickey, as new, mileage 1,300, £215. Storer and Tait, 20 Bourdon St., Bond St., W. 1. Mayfair 625. 539-657

CALTHORPE, special, fast, recently overhauled by makers, aluminium pistons, L. and S., 6 wheels with v.r. tyres, special streamlined body, 2 seats and dickey, hood, screen, lamps, side curtains, coils, bargain, £220. Buyers' Agents, 170 Piccadilly, Regent 5448. zzz-989

CALTHORPE, 11.9, 2-seater, dickey, electric light, new cord tyres, excellent condition, £105. 189 Mount Pleasant Rd., N. 17. 539-1223

CALTHORPE coupe, 1918, £250. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E. 1. Hop 6187. zzz-397

CALTHORPE, 1922, de luxe, double dickey, real leather upholstery, starter and lighting, 5 lamps, luxurious car, unscratched, £210. James, c/o Bradmore's, 422 Harrow Rd., Paddington. 539-391

CALTHORPE, 1920, 2-seater, dickey, taxed full year, very fine condition, £145. Below.

CALTHORPE coupe 1923 car, done few demonstrations and practically unblemished, bargain, £385. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 539-375

CALTHORPE, 1916, 2-seater, electric lighting and starter, all-weather hood, used as open or closed car, paintwork good, insurance paid, private owned, £160; after 6 p.m. Armstrong, 47 Drayton Park, Highbury. 539-897

CALTHORPE, 1914, new conditioned, smart 2-seater, £85. Jones, Printer, Newbury, Berks. 539-1109

CALTHORPE, 10hp, 2-seater, dickey, dynamo lighting, detachables, all accessories, good order, smart, £110. 7 Victoria Rd., Guildford. 539-542

CALTHORPE, 4-seaters, 1919, 1921, 1922, de luxe models, £165, £155, £235; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-598

CALTHORPE, 1922, 2-seater, with double dickey seat, dynamo and starter, in exceedingly fine condition, £220; exchange or hire purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 539-589

CALTHORPE, 99 guineas, exchanges, deferred payments; 1914-15, 4-seater, double screen, 6 detachables, one-man hood, electric lamps, smart. Seabridge, 35 Hansler Rd., East Dulwich. Telephone, Sydenham 2452. 539-526

CALTHORPE, 177 gns., exchanges, deferred payments; 1920-21 sports 4-seater, lighting, starter, clock, speedometer, polished bonnet, 5 detachable disc wheels, extremely smart, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 539-534

CALTHORPE, 1923, 10hp, 2-seater, with dickey, 4-speed, self-starter, tax paid for 1923, perfect condition, £265. Newnham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 539-658

CARDEN Official Repair Depot. We have taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co. Many great improvements to Carden cars. Leaf springing, sight-feed lubrication, side curtains, domed mudguards, hood covers. Send for full particulars to the New Carden Light Car Co., Ltd., 22 Hythe Rd., Willesden, N.W. 10. Phone, Willesden 2297.

CARDENS, 5, 1921, beautiful 2-seaters, electric lighting, hood, screen, 39 gns., 49 gns., 59 gns.; motorcycles part; also easy terms, fast deposit secures immediate delivery. Wandsworth Motor Exchange, Eber St., Wandsworth (Town Station). 539-553

CARDEN, 1921, grey, 2-seater, electric lighting, 1922 lubrication, spring seats, etc., splendid condition, £37. Wildsmith, 31 Lynton Rd., Acton, W. 2. 539-1268

CARDEN, 1921 model, almost new condition, price £55, exchange or hire-purchase. The Light Car Co., 331 Euston Rd., London, N.W. 1. 539-584

CARDEN, 1921, just completely overhauled and repainted, splendid little runabout, late demonstration model of agent, £50 or near offer. Cundell, Harbour, Paignton. 539-649

CARDEN, 37 guineas; exchanges or deferred payments; 1921 Carden 2-seater, hood, screen, lamps, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 539-533

CASTLE THREE, F.O.C.H. have 1922 Castle Three, dynamo, bargain, exchange or deferred. 5 Heath St., Hampstead (near Tube). 539-420

CHARRON 8, 3-seater, clover-leaf body, handsome little car, dynamo lighting and starting, spare wheel, etc., bargain, £165. Duntling's Exchange, Wealdstone. 539-550

CHARRON, 1921, clover-leaf 3-seater, 9hp, dynamo lighting and starting, perfect condition, any trial, £130, a real bargain. Prince George, High St., Thornton Heath. 539-1299

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

CITROEN coupe, 1921, 10.4hp, £275. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-396

CLULEY, 1921, 10hp, 2-seater, with dickey seat, dynamo lighting, in exceedingly good condition, £190; exchange or hire purchase. The Light Car Co., 351 Euston Rd., N.W.1. 539-588

COVENTRY-PREMIER, 1922, fitted oversize Dunlop cord tyres, spare wheel, dynamo, mahogany dash, speedometer, Cowey mirror, aluminium number plates, specially fitted mat, tax paid to December, very carefully used, and in exceptional condition, sacrifice £125. 5 Heath Rd., Thornton Heath, Surrey. 539-523

COVENTRY-PREMIER, 1920, in practically new condition, fitted with dynamo lighting, detachable wheels, £155. King and Harner, 6 and 7 Bridge St., Cambridge. 559-180

COVENTRY-PREMIER, July, 1922, 4-wheeler, 2-seater and dickey, excellent condition, speedometer, dynamo lighting, spare wheel, £150. Church, Hillsborough, Verulam Rd., St. Albans. 559-1221

CCVENTRY PREMIER, 1921, dynamo lighting, perfect condition throughout, £110; terms. Midland Garage, 305 Broad St., Birmingham. zzz-408

COVENTRY-PREMIER, 1922 model, 4-wheeler, double dickey, many extras, bonnet and instrument panel, £170 or near offer; trial by appointment, owner buying larger car. Replies, C. c/o W. H. Smith and Sons, Railway Station, Lee, S.E.12. 539-e600

COVENTRY-PREMIER, 1922, only showroom soiled, £175 cash or £45 15s. down and 12 payments of £11 9s. 9d.; motorcycles accepted as deposits. Lamb's, Ltd., new premises opposite Hoo St. Station, Walthamstow; 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green. 539-468

COVENTRY-PREMIERS, 3-wheelers, choice of 2, £90 and £100; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-595

COVENTRY-PREMIER, 1923, 10hp, 4-seater, electric lighting, low mileage, excellent condition, guaranteed. Godfrey's, Ltd., 208 Gt. Portland St., W.1. Phone, Langham 1300. 539-566

COVENTRY-PREMIER, 1921, perfect, speedometer, Hall flap, dynamo lighting, spare wheel, tax paid, £155, near offer. Betts, 41 Walford Rd., Stoke Newington, N. 539-1518

COVENTRY-PREMIER, 1921, 8hp, 3-wheeler, with dickey, dynamo lighting, spare wheel, excellent condition, £105. Newham, 225 Hammermith Rd., W.6. 539-637

COVENTRY-PREMIER, 1922, 4-wheeler, dynamo, speedometer, faultless condition throughout, £110, no offers. Sinclair, East Molesey, Surrey. 539-1994

COVENTRY-PREMIER, 1922, 4-wheeler, dynamo, excellent condition, any trial, £135. J. Hobden and Sons, 149 St. James St., Burnley, Tel. 488. 539-617

COVENTRY-PREMIER, late 1922, 4-wheeler, dynamo, spare wheel, double dickey, taxed, £150. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 539-1334

COVENTRY-PREMIER, 1922, 4-wheeler, practically new, dynamo lighting, spare wheel, taxed for year, £125. 24 Balliol Rd., North Kensington. 539-1537

CROUCH, P.O.C.H. have 1921 Crouch, completely overhauled, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 539-417

CROUCH, 1923, all-weather model, as new, mileage negligible, £190 cash or £37 10s. down and 12 payments of £12 9s. 5d.; new models in stock from £245. Lamb's, Ltd., new premises opposite Hoo St. Station, Walthamstow; 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green. 539-468

CROUCH, 1920, 2-3-seater, in excellent condition, speedometer, good tyres, £65. Owen, School House, Mount Pleasant, Swansea. 540-1287

DAY-LEEDS, 1920 (June), 10hp, cost £500, many extras, been well maintained regardless cost, perfect running order, bought 4-seater, £210. Secretary, Doncaster Collieries Association, Ltd., Doncaster. 539-1924

DEEMSTER, Two demonstration model Deemsters for immediate disposal, both late 1922, 10hp, 2-seater, fully insured, £250; 12hp 2-seater, licensed to end of year, £255; both as new. County Garage, Caterham Valley, Surrey. Phone, Caterham 191. 539-856

DEEMSTER, 1920, low mileage, splendid condition, recently overhauled, 5 new tyres, seen any time, £175. Hamilton Motor and Cycle Works, Sidcup, Kent. 539-4520

DEEMSTER 10hp 1921 2-seater and dickey, standard equipment, lighting and starting, speedometer, faultless condition throughout, fully licensed, any inspection and trial, £175. Western Motor Works, Perry St., Chislehurst, Kent. Phone, Sidcup 160. zzz-441

DEEMSTER, 1914, 10hp, 2-seater, detachable wheels and spare, good tyres, 5 lamps, very reliable, £85, deferred terms arranged. Hamilton, 69a Ferris Rd., East Dulwich. New Cross 1309. 539-1257

DE MARGAY, 8hp, 2-seater, little known here, but one of the most efficient fast and comfortable cars on the market, it is in excellent condition, but owner is ordered to Golf Club and must sell at once, accept £60 cash. Can be seen at 45 Streatham Hill, London, S.W.2. Address letters Do Marway. 539-446

ENFIELD, 9.2, 1916, 2-seater, dynamo lighting, 2 spare wheels, mechanically perfect, Palmer tyres, electric and bulb horns, £110, offers. 168 Balfour Rd., Ilford. 539-1307

ERIC CAMPBELL, all-aluminium, fully equipped, excellent condition £145; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7736. 539-490

ERIC-CAMPBELL, exceptionally smart 1921, dynamo lighting, spare wheel, speedometer, clock, very fast, £145; exchanges. 24 Balliol Rd., North Kensington. 539-1336

GIBBONS cyclecar, Mark 3, 1921, 2-seater, little used, original tyres, fully equipped, £50. Box No. 1447, c/o "The Light Car and Cyclecar." 539-1320

G.N., 1920, dynamo, splendid condition, £90 cash, or £18 16s. deposit and 11 payments of £6 16s., less rebate. Service Co., 273 High Holborn, W.C.1. zzz-112

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

G.N., 1921, sporting aluminium bonnet, fine condition, £80, no dealers. 25 Beaumont St., W. 539-4538

G.N., 1920, touring, grey, 5 wheels, dynamo, all accessories, £100. Murton, Ingle-side, Upavon, Wilts. 539-4222

G.N., 1922, dickey, electric horn, oversize tyres, excellent condition, £120. Hamilton, The Charterhouse Press, 82 Turnmill Street, E.C.1. 539-362

G.N. 1922 2-seater and dickey, dynamo lighting, spare wheel, painted electric blue, soiled only, £155; deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 539-435

G.N., 1922, practically brand new, special double-purpose body, self starter, speedometer, side curtains, dicky, absolutely unscratched, £140, nearest; exchanges. James, c/o Bradmore's 482 Harrow Rd., Puddington. 539-389

G.N., 1921, dynamo lighting, exceptional condition throughout, £75. Smith and Hunter, 77 Gt. Portland St., W. 1 539-379

G.N., £120, or deferred terms, or good motorcycle part payment, 1922 (late) G.N. model de luxe, dynamo lighting, dickey, hood, screen, speedometer, 5 detachable wheels, oversize Michelin cable on rear, like new; deliver 100 miles. Graft, Hayes, Kent. Phone, Bromley 532. 539-4711

G.N., 1920-1, thoroughly overhauled, 5 new tyres, disc, speedometer, all on, any test; will deliver by road anywhere; £55. Brackpool, 224 Stanstead Rd., Forest Hill, S.E. 25. 539-1127

G.N., March, 1922, dynamo lighting, dickey seat, 5 detachable wheels, oversize tyres, overhauled, £112 or offer. Foucar, 18 Marlborough Rd., Haringey. 539-4547

G.N., 1920, dynamo, excellent equipment, fully licensed, any trial, £75. Wise, Bourne End, Bucks. 539-1162

G.N., belt drive, good condition, £30; extended terms and cars exchanged. Below.

G.N., 1921, dynamo, excellent condition, £87 10s.; extended terms and cars exchanged. Below.

G.N., late 1922, all-weather model, tax paid for year, excellent condition, cost £265, our price £155; extended terms and cars exchanged. Rey, (G.N. Agents), 378-384 Euston Rd. Phone, Museum 7736. 539-491

G.N., 1921, as new, £115 cash or £28 15s. down and 12 payments of £7 11s.; also a 1922 model, £137 10s. cash or £34 7s. 6d. down and 12 payments of £9 0s. 6d.; motorcycles accepted as deposits; immediate delivery of 1923 models. Lamb's, Ltd., new premises opposite Hoo St. Station, Walthamstow; 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green. 539-466

G.N., 1921, special body, spare wheel on side, dickey seat, oversize tyres, discs, shock absorbers, very attractive car, economical, silent, perfect, £100. 84 Other Rd., Redditch. 539-1192

G.N., 1922 standard model, complete, special double windscreens, insured for year, splendid condition, trial by appointment, £120. Malins, 12 Manson Row, Old Brompton, Chatham. 539-1239

G.N., 1922, dynamo lighting, speedometer, spare wheel, licensed, exceptional condition, 125 guineas. Below.

G.N., 1922, all-weather coupe model, with dickey, dynamo lighting, speedometer, clock, discs, indistinguishable from new throughout, 145 guineas. Below.

G.N., 1920, dynamo lighting, clock, speedometer, spare wheel, good condition throughout, 75 guineas. Below.

G.N., 1920, special o.h.v. model, 2 spare wheels, etc., all-aluminium body, well equipped, exceptional car, 80 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W.1 539-609

G.N., 1921, dynamo, disc wheels, very fast, £90; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-602

G.N., 1921, painted aluminium, all tyres as new, spare wheel and tyre, dynamo lighting with dipping headlights, spotlight and 12-volt battery, hood, windscreens, side screens, shock absorbers, mechanical horn, Watford trip speedometer, mirror, etc., 7 spare sprockets, 2 front springs and 4 chains, late owner recently spent £100 on this car, including fitting new competition engine, 78 guineas; cash or deferred. Helanex St. Garage, Camden Town, N.W.1. 539-1264

G.N., 1922 model, 2-seater, dynamo lighting, excellent condition, £125; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., N.W. 1. 539-578

G.N., 1920, dynamo, spare wheel, excellent condition, £77 10s. Street and Tait, 20 Bourdon St., Bond St., W. 1. Mayfair 625. 539-658

G.N. 1922 touring, splendid condition, new tyres, Klaxon, speedometer, 5 shields, dynamo lighting, many extras, £120. Restall's Garage, Ltd., 241 Lower Clapton Road. 541-622

G.N. Cass's Motor Mart, Ltd. 1921, 10hp, dynamo lighting, tax paid to December, very fine condition, bargain, £95, deferred terms from one-tenth down, exchanges. 5 Warren St., W. 1. Museum 623. 539-321

G.N., 1920 (July), accumulator lighting, many spares, splendid condition, carefully used, £70, a bargain. Smalley, 124-127 Minories, E. 1. 539-1232

G.N., 1921, 2-seater, dynamo lighting, spare wheel, speedometer, excellent order, £85. Newham, 225 Hammermith Rd., W. 6. 539-636

G.N., 1921½, discs, dynamo, dash-light, oversize tyres, Klaxon, clock, speedometer, exceptionally smart appearance, £95. 4 Borram Rd., Hendon (near Station). 539-4296

G.N., Legere, 1921, aluminium, engine improved by company, perfect condition, small mileage, £100. Malyon, 6 Avenue, Loughton, City 5730; extension 42. 539-1289

G.N., 1922, Legere model, tax and insurance paid, £135. Garage 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2935. 539-1327

G.N., late 1921, dynamo, spare wheels, speedometer, £75. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 539-1332

G.N., exceptional late 1921, de luxe, dynamo lighting, spare wheel, every possible fitting, £80; exchanges. 24 Balliol Rd., North Kensington. 539-1335

G.N., late 1922, dynamo, spare wheel, dickey, taxed for year, £125. Hillier (Side Bell), 127 St. Mark's Rd., North Kensington. 539-1338

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

G.N., 1922, discs, perfect, £125. 6 Church Rd., Forest Hill. 539-1364

G.W.K. 1921 2-seater with dickey, excellent condition, £140 cash, or £23 deposit and 12 payments of £10 12s. less rebate; exchanges entertained. Service Co., 275-274 High Holborn, W.C.1. zzz-184

G.W.K. F.O.C.H. have 1920 G.W.K. 4-seater, 1921 back axle, fully equipped, exchange or deferred. 5 Heath St., Hampstead (near Tube). 539-421

G.W.K., 2-seater and dickey, 4-cylinder, £165. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E. 1. Hop 6187. zzz-393

G.W.K., 1915, completely overhauled, new Zenith, new tyres and hood, dickey, splendid condition, 80 guineas. W. 3 Brighton Parade, Norbury. 539-1128

G.W.K. 1914 2-seater, 8hp, repainted, new hood, tyres, 5 lamps, taxed and insured to 1924, £70. Jeffries, Nook, St. Mary's Ave., Wanstead. 539-1148

G.W.K. 4-seater, C.A.V. lighting, specially built for well-known expert, left works May, 1921, and carefully driven by vendor only, lavish equipment, extras, £60 spent on overhaul, repainting, 5 Michelin tyres, year's tax, which enhance value fully £70, genuine bargain, £170. Butler, 20 Kingsdown Ave., West Ealing. 539-1164

G.W.K., 4-seater, 1920, overhauled, repainted, new hood, £120; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-599

G.W.K., 2-cylinder, 1917, dynamo lighting, very fully equipped, nicely fitted, all tyres nearly new, spare wheel, sound condition, running order, £65 or near. Cock's Garage, South Ealing Station. 539-1276

G.W.K., 10hp, 1920 model 2-seater, in excellent condition, £110; ditto, 1919, £95; exchange or hire purchase. The Light Car Co., 351 Euston Rd., N.W.1. 539-585

HANDS coupe, complete with self-starter, double dickey, etc., perfect car for professional man, new, shop-soiled only, list price 350 guineas, clearance price £350. Potter's, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578. "Grams," "Runabouts." 539-207

HANDS, 1922, dynamo and starter, double sunk dickey, side curtains, speedometer, clock, all as new, £170. J.E.S., 8 Courthouse Rd., Hampstead, N.W.5. 539-1240

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. 546-412

HILLMAN, special all-weather 2-seater body, bulbous back, discs, Lucas dynamo, many extras, excellent condition, £168 lowest price. Payne, Peckleston, Chester. 540-1125

HILLMAN, 1921 aluminium sports Hillman, all-nickel finish, Lucas electric lighting and starting, 5 wheels complete with tyres, mileage under 3,000, cost £650, must be sold. 229 Nantwich Rd., Crewe. 540-151

HILLMAN, 1914, dynamo, speedometer, electric horn, tax paid for 1923, overize wheels, paint, hood, tyres, etc., in excellent condition, £107 10s.; extended terms, and cars exchanged. Rey, (Hillman Agent), 378-384 Euston Rd., Phone, Museum 7736. 539-492

HILLMAN 1921 model sports 2-seater, dynamo lighting, exceedingly nice condition, £250; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., N.W.1. 539-580

HILLMAN, 1921, speed model, aluminium body, outside copper exhaust, dynamo lighting, Houdaille shock absorbers, very fast, perfect order, tax paid, £225. 40 Creffield Rd., Ealing. Phone, Ealing 1267. 539-1288

HORSTMAN 1921 2-seater, dickey, dynamo, Coventry-Simplex engine, all-weather side curtains, whole in perfect order, £140, bargain. Jones, c/o Bradmore's, 482 Harrow Rd., Paddington. 539-590

HUMBERETTE Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

HUMBERETTE, Humber Service Depot Canterbury Rd., Kilburn, N.W. 6. Phone, Willesden 1298-1299. Telegrams, "Humberonia, London." zzz-999

HUMBERETTE, water-cooled, 1914, completely overhauled, dickey, bargain, £55. Warren, Bootmaker, Swanscombe, Gravesend. 540-258

HUMBERETTE, a.c., excellent condition inside and out, well equipped, Triplex glass screen, hood, Steppny, lamps, jack, pump, tools and many spares, £55 or near offer. 225 Nantwich Rd., Crewe. 539-1302

HUMBERETTE, 39 guineas; exchanges, 2-seater, 8hp, air-cooled, wire wheels, spare rim, good appearance, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2432. 539-552

HUMBERETTES, choice of 2: a.c., £50; w.c., £60; cash or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-601

HUMBERETTE, 1915, a.c., good condition, recently overhauled, hood, Steppny, jack, pump, etc., £35; owner wants larger car. Andrea, 115 The Grove, Camberwell. 539-1275

HUMBERETTE, 9hp, 2-seater, dickey seat, good condition and running order, acetylene lighting, £50 or offer. 32 A-kew Mansions, W. 12. 539-1252

HUMBERETTE, a.c., as new, overhauled, repainted, detachable dummy radiator, hinged bonnet, electric lighting, mechanically perfect, £75. Apply, 439 Katherine Rd., Forest Gate. 539-1544

JOWETT, 1922 model, 2-seater de luxe, dickey seat, small mileage, privately owned, £185 or near offer. Gibbs, Fawcett St., York. 539-874

JOWETT. A very limited number of second-hand Jowetts now available. Write at once for particulars. Kinsey's, of Croydon, 350 Lower Addiscombe Rd., Phone 1129. zzz-229

JOWETT 1922 (November) 2-seater, double dickey, dynamo, excellent condition, owner going abroad, £185. S., 28 St. Luke's Rd., Clapham, S.W. 539-1110

JOWETT, 1921, perfect running order, tyres very good, lowest running costs, £165. Box No. 1432, c/o "The Light Car and Cyclecar." 539-1161

KEVAH, weekly bargain, £115. Buy a 1921 2-seater with dickey for Easter, satisfaction guaranteed, trials, inspections willingly invited, cost £275, hood, curtains, mat, speedometer, 5 detachables, oversize Dunlops, shaft drive, reverse, wire. H. E. J. Radcliffe, Fordingbridge. 539-1113

LAGONDA. Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W. 6. zzz-96

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

LAGONDA, specified 1919, 11.9, standard 4-seater, excellent condition, bevel drive, C.A.V. dynamo lighting, 5 wheels and tyres, speedometer, licensed, £145. Western Motor Works, Perry St., Chislehurst, Kent. zzz-442
Phone, Sidcup 160.

LAGONDAS.
Wanted. Exchange your old Lagonda for a new 8hp Talbot. Liberal allowances. Our hire-purchase scheme is unique; it is arranged to suit your convenience; trial runs.
Warwick Wright, Ltd. sole distributors in the London area, S.T.D. House, 150 New Bond St., London W. 1. Telephone Mayfair 6504. 539-388

LAGONDA 11hp all-weather 4-seater, new March, 1922, tax paid 1923, very good condition all round, instrument board light, oil-feed indicator, mileage under 7,000, reasonable trial given, £250. Lee, Ebury, 539-1123

LAGONDA coupe, 1922 model. Mebes and Mebes, The Original Light Car Specialists (Established 1893), have one of these high-class light cars to offer from stock, painted maroon, fitted with C.A.V. dynamo lighting and self-starter, speedometer, clock, spot light, dash lamp, step mats, petrol can carrier, electric and ordinary horns, oversize covers, etc., car in splendid condition throughout, bargain at £275. 144 St. Portland St., W.1. Phone, Langham 2250 539-511

LAGONDA 2-seater, 11.9hp, 1914-5, any trial, £65. Box No. 1448, c/o "The Light Car and Cyclecar." 539-1519

LAGONDA, 2-seater, coupe, repainted, electric, good condition, £76, cash, or deferred; exchanges. Railton, Cobham and Co., 21 Blackfriars St., Manchester. 539-600

LAURENCE-JACKSON, new, shop-soiled, 2-seater with dickey, dynamo lighting, £85; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., N.W.1. 539-582

LITTLE MIDLAND 1921 2-seater and dickey, spare wheel, 5 lamps, excellent condition, £110, offer. 244 Old Christchurch Rd., Bourne-mouth. 540-406

L.S.D. cyclecar, new April, 1922 direct from works, splendid condition, equal new, cheap. Apply, S. Taylor, Bridge St., Goolc. 539-1247

McKENZIE 10hp 1920 2-seater, dynamo lighting, etc., engine just overhauled, bargain, £125. Vivian, 35 Spenser St., Victoria St., S.W. 1.

MARSEAL 10hp 2-seater and dickey, all-aluminium model, full electrical equipment with starter, spare wheel, tools, etc., mileage about 600, £150, no offers. Mrs. Crawford, Cranham, Ashted, Surrey. 539-1516

MARSEAL coupe, 10hp, dynamo lighting, spare wheel, etc., painted grey, new, shop-soiled only, list price £275, clearance price £255. Potter's Motor Agency, Grove House Lane, Claypit Lane, Leeds. Phone 22578. 539-208

MARSHALL-ARTER, 1916, 2-seater, dickey, 9hp, 4-cylinder Chapuis-Dornier engine, dynamo lighting, detachable wheels, tyres new, any trial, £70, no offers. Talbot, 46 Wellwood Rd., Gosdames, Hford. 540-245

MATHIS 8hp 1922 2-seater, dynamo and starter, run 500 miles only, exceptionally good condition, £185; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., N.W.1. 539-576

MERRALL-BROWN, 1920, 4-cylinder Coventry-Simplex engine, detachable wheels, exchanges, £80. Cotton, Grafton Mews, Warren St. W.1. Museum 6980. 539-121

MERRALL-BROWN, 1920, 2-seater, Coventry-Simplex engine, aluminium body and discs, electric lighting, spare wheel, perfect condition, cost £300, £100 or offer. 137 Battersea Bridge Rd., S.W. 11. 539-1298

MERCURY, 129 guineas, exceptional bargain; exchanges, deferred payments; 1920 Mercury, 2-seater, sunk dickey, 10hp, 4 cylinders, gate change, dynamo, clock, speedometer, 5 detachables, smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2432. 539-529

METEORITE, 155 guineas, exchanges, exceptionally smart 1919-20 2-seater, dickey, dynamo, 11hp, 4 cylinders, 5 detachables, silent, flexible, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2432. 539-527

MORGAN Service Depot. Officially appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homacs, 245 Lower Clapton Rd., E. 5. Dalston 2408. zzz-580

MORGAN specialists. James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone, Central 2450. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

MORGAN. Dan Guy, Weymouth, main Dorset agent. Trade supplied. Spares in stock; exchanges and deferred payments. 544-454

MORGANS, £55 to £175, new and second-hand; exchanges or deferred. Cleveland Garage, Ackworth, Pontefract. 640-224

MORGANS. Hall, official agent, service depot, spare part stockist. Second-hand Morgans always in stock. 91 St. Peter's St., St. Albans. zzz-214

MORGAN 1920 de luxe, water-cooled J.A.P., dynamo lighting, taxed 1923, speedometer, splendidly fitted up, excellent condition, £90. K.J. Motors, Bromley. Phone 1727. 539-946

MORGAN, 1914, owner abroad, must sell, £55, real bargain. 75 High St., Hounslow, Middlesex. 539-255

MORGAN, Grand Prix, 1923, royal blue, latest roller bearing, 10hp M.A.G. engine, water-cooled Lucas electric lighting set, electric horn, light-house radiator, mascot petrol can carrier, rear wheel shock absorbers, extra 4-in. leg room, special 4½ to 1 top gear, Cowey speedometer and watch, tyres and mechanical condition perfect, any trial, £150 or near offer. Box No. 1569, c/o "The Light Car and Cyclecar." zzz-194

MORGAN, 1922, Grand Prix, special o.h.v. J.A.P., speedometer, discs, all in new condition, £125. 7 Exhibition Rd., S.W. 7. 539-432

MORGAN. F.O.C.H. have a 1921 G.P. Morgan, luxuriously equipped, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 539-416

MORGAN. 1920, De Luxe, water-cooled M.A.G. many extras, perfect mechanical condition, owner going abroad, £97 10s. or close offer. Gray's, Ltd., Guildford. Phone 357. zzz-411

MORGAN, De Luxe, water-cooled, 8hp, Lucas dynamo lighting, colour grey, black hood, aluminium dash, has been used as demonstration machine, and mileage is under 500, guaranteed equal to new. Hall, 91 St. Peter's St., St. Albans. 539-401

MORGAN, Grand Prix, in excellent order, Jeff Tubo, new chains, and in excellent condition, £95; exchanges. W. and G. Lambert, Ltd., Theford. 539-366

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

MORGAN, De Luxe, 1921, M.A.G. engine, fully equipped, as new, 105 guineas. 21 Hastell Avenue, Streatham Hill, S.W.2. 539-1114

MORGAN, 1922, Popular, 10hp a-c. M.A.G. Lucas dynamo lighting, electric horn, top speedometer, spring seat, mileage 2,000, as new, £295. Apply, Lawrence's Garage, Elizabeth Mews, England's Lane, Hampstead, N.W.5. Phone, Hampstead 2625. 539-1112

MORGAN, 1921, Grand Prix, water-cooled J.A.P., running perfectly. £85. Robinson, 211 London Rd., Lowestoft, S. 639-1165

MORGAN, De Luxe, 1921, w-c, electric lighting, speedometer, clock, Binks, footboards, fitted special coupé black leatherette hood, curtains, covers, Otto side screens, splendid condition, £125, cost £284. Atkinson, 306 Oxbridge Rd., W. 539-1158

MORGAN, 1920, Grand Prix, w-c J.A.P. engine, grand condition, just repainted, many new parts, speedometer, Low generator, spares, 95 guineas or nearest. Capt. Strutt, Wadhurst, Sussex. 539-1152

MORGANS, choice of 5 recent models; extended terms and cars exchanged. Below.

MORGAN, late 1922, Aero model, Anzani w-c engine, electric horn, speedometer, as new, £145; extended terms and cars exchanged. Rey (Morgan Agent), 378-384 Euston Rd. Phone, Museum 7756. 539-495

MORGAN, 1921, de luxe, M.A.G., w-c engine, in excellent condition, £115; extended terms and cars exchanged. Rey (Morgan Agent), 378-384 Euston Rd. Phone, Museum 7756. 539-500

MORGAN, 1923 Show model, M.A.G., Grand Prix, special paint and nickel fittings and nickel radiator, speedometer, spring gaiters, Binks carburettor and foot accelerator, beautiful car and unscratched, run 400 miles, guaranteed perfect, £170, no offers. Apply, Saltmarsh, Howden, Yorkshire. 540-479

MORGAN, Grand Prix, 1920, 10hp M.A.G. engine, disc wheels, speedometer, Klaxon, electric and gas lights, just repainted blue. £90. Hall, 91 St. Peter's St., St. Albans. 539-445

MORGAN, Grand Prix, 8hp J.A.P., overhauled, splendid order, clock, speedometer, hood, screen, bargain, £72. 8 Eastbrook Rd., Blackheath, near "Sun-in-Sands." 539-1195

MORGAN, family model, 1923, 10hp M.A.G. engine, dynamo lighting, just delivered, mileage 200, £155. Mee, Ltd., 15-16 Bishopsgate Ave., Canonville St., E.C.5. Phone, Avenue 5548. 539-538

MORGAN de Luxe, July, 1922, water-cooled J.A.P., acetylene, excellent condition, £125; exchange with cash 2-seater Calcott, Jowett, Whitbydale, Sciton, Devon. 539-1248

MORGAN, 1923, Family, water-cooled, dynamo lighting, not done 50 miles, cost £178; sell £155; on view in London. Apply, Coryn, Hornchurch, Essex. 539-1513

MORGAN, 8hp J.A.P., new body, splendid order, £48; exchange combination. 5 Stamford Brook Rd., Hammersmith. 539-556

MORGAN, G.P. Cars's Motor Mart, Ltd. Special M.A.G. w-c model, speedometer, recently overhauled, very fine condition, bargain, 295; deferred terms from one-tenth down; exchanges. 5 Warren St., W.1. Museum 625. 539-523

MORGAN, Grand Prix, J.A.P. water-cooled, lamps, recently overhauled and repainted, equal in condition to many 1921 models, £90. Below

MORGAN, 1922, Grand Prix, M.A.G., speedometer, discs, tax paid, £150. Below.

MORGAN, 1921, de Luxe, speedometer, clock, tax paid, £125. Below.

MORGAN, 1920, de Luxe, J.A.P. water-cooled, hood, windscreen, Rotax dynamo lighting, speedometer, £100. Maales' Motor Mart, 100 Gt. Portland St., London, W.1. 539-520

MORGAN, 1922, Aero model, Grand Prix, o.h.v. w-c M.A.G. engine, speedometer, discs, exceptionally fast, first-class condition, 100 guineas. 3 Leith Mansions, Grantully Rd., Elgin Avenue, W.9 (Maida Vale Tube). 539-1235

MORGAN, De Luxe, w-c, late 1920, original tyres, climb anything, £100. Fowler, Chemist, Torquay. 539-1229

MORGAN, Grand Prix, water-cooled J.A.P., discs, lamps, tax paid, good condition, price £110. Mayo, Knighton, Raas. 539-1228

MORGAN, G.P., 1920, electric, 60 m.p.h., £110, cash, or deferred; exchanges. Raitton, Colham and Co., 21 Blackfriars St., Manchester. 539-597

MORGAN (Sporting), 8hp J.A.P., a-c., perfect order, accessories, £85 or offers. A.A., 125 Hazelwood Lane, Palmers Green, N.15. 539-1286

MORGAN, 1921, De Luxe, 10hp w-c M.A.G., discs, heavy Steepley throughout, unpunctured, new condition, tax paid, £125. Rover 3 required, with dickey. Longdale, 28 Salisbury Rd., Bexley, Kent. 539-1281

MORGAN, special, long chassis, aluminium bonnet and tail, n-p radiator, body blue, excellent condition, 4-in. tyres, large tank and steering wheel, numerous improvements, any trial, £115. Full particulars, Willoughby, Merstham, Surrey. 539-1277

MORGANS from £70. Several G.P. and De Luxe models; ready to meet you in exchange or extended terms. Bunting's, Wealdstone, Harrow. 539-552

MORGAN, 1917, G.P., M.A.G., electric, exceptional appearance and condition, new Steepley, new chain, new sprocket, £85, or exchange with cash for 1922 model, Hill, 6 High St., Uttometer, Staffs. 539-1267

MORGAN, Family, w-c, dynamo, guaranteed, fully equipped, nearest £115. La Redcliffe Rd., South Kensington. 539-1266

MORGAN, 1920, 10hp, wants tuning, smart, £55; exchanges. 89 Spencer Place, Leeds. 539-1265

MORGAN, 1916, De Luxe, 2-seater, M.A.G. engine, £65. Newham, 223 Hammersmith Rd., W.6. 539-635

MORGAN, 1919, a-c, excellent condition, accessories, £72. Carpenter, Waterworks House, Frimley Green, Surrey. 539-1297

MORGAN, special G.P., fitted "200-mile" body, special cyclecar, 10-12hp, o.h.v. J.A.P., exceptionally fast, new tyres, £135; this is an exceptional machine, and affords an excellent opportunity to anyone desirous of obtaining a really hot-stuff Morgan at a low figure. Below.

MORGAN, 1922, Grand Prix, w-c, M.A.G., fully equipped, tax paid, original tyres, unscratched, perfect condition, mileage 2,000 only, guaranteed faultless, £150. Below.

MORGAN 1917, sporting model, 10hp, a-c., M.A.G., fully equipped, now being overhauled in our works, fully guaranteed, £75. Hoames, Morgan Service Depot, 245 Lower Clapton Rd., N.E. Phone, Dalston 2408. 539-620

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

MORGAN, 1923, Grand Prix, Anzani, dynamo lighting, discs, only done 400 miles, 4-livered February 15th, 1923, £155. Apply, A. Gray, Coplow, Woodside Ave., Highgate, London, N.6. 539-1543

MORRIS-OXFORD, 1914, 2-seater, dynamo lighting, dickey seat, tax paid 1923, in excellent condition throughout, £95. J. Smith and Co., Motor Agents, 44A, 52-54 Hampstead Rd., N.W.1. Museum 5932. 539-555

NEW HUDSON, 1922, only showroom soiled, £175 cash or £43 15s. down and 12 payments of £11 9s. 9d.; motorcycles accepted as deposits. Lamb's, Ltd., new premises opposite Hoop St. Station, Waltham-stow, 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green. 539-467

PEUGEOT, 10 Brompton Rd., S.W., have the following bargains to dispose of:- 1915-Baby Peugeot, De Luxe, just repainted, all complete, best offer; 1922 shop-soiled Peugeot Quad, with standard body, painted dark blue, Lucas electric lighting, all complete, best offer; 4 1922 Quad chassis, fitted with van bodies, suitable for light deliveries or travellers; any offer considered. 539-402

PEUGEOT, 1922; 11hp, 4-seater touring body, finished blue, showroom condition, delivered in June, small mileage, tax paid, complete with speedometer and other accessories, self-starter and lighting, £290. Maxwell-Monson, Ltd., 2 Halkin Place, Belgrave Square, S.W.1. Tel., Victoria, 6145. 539-382

PEUGEOT Quadrilette, 1922, 4-cylinder, water-cooled, £7 tax, splendid order, hood, spare wheel, bargain, £105; 4-seater wanted. Bradford, Optician, High Rd., Kilburn. 539-1271

PHENIX, 11.9hp, 2-3-seater, lighting and starting set, increased to December 31st, 1923, perfect, £215. Butler, Baldoak. 541-1156

PHENIX, 1920, 2-seater, starter, dickey, dynamo, etc., excellent condition, bargain, £150. Vivian, 35 Spencer St., Victoria St., S.W.1. 539-547

PREMIER 1921 3-wheeler, dickey, dynamo, tax paid for year, splendid order, £97 10s.; extended terms and cars exchanged. Below.

PREMIER, 1922, 4-wheeler, dickey, dynamo, excellent condition, £155; extended terms and cars exchanged. Rey (Premier Agent), 378-384 Euston Rd. Phone, Museum 7756. 539-494

RHODE, 1922, 9.5, occasional 4-seater, guaranteed in splendid running order, £140. Simister, Jordangate, Macclesfield. 540-195

RHODE, self-weather saloon, 1923, royal blue, dynamo lighting and self-starter, 5 lamps, speedometer, clock, dash lamp, tool locker on running board, grease-gun system, aluminium numbers, tax paid, only done 300 miles, cost owner £310, bargain at £270. Your present light car in exchange. Deferred terms 4 per cent. Mebes and Mebes (Est. 1895). The Original Light Car Specialists, Rhode Distributors, 144 Gt. Portland St., W.1. Phone, Langham 2250. 539-509

RHODE, 1922, 2-4-seater, demonstration car, in new condition, £165. Morecroft, Borough Rd., Burton-on-Trent. 539-1246

RICHARDSON Light cars. Spare parts in stock. Richardson's, Mill thorpe, near Sheffield. 222-275

RICHARDSON, 8hp, 2-seater, £50. W.B.C. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. 539-594

RICHARDSON, 1920, 8hp, 2-seater and dickey, dynamo lighting, hood, screen, recently painted, in excellent condition, £50. E. Chalmer, 9 The Crescent, Surbiton. 540-454

RICHARDSON, 1920, 2-seater, dickey, recently overhauled, good condition, £55. Hipwood, Coddington, Newark. 539-1293

RICHARDSON, 1920, 2-seater, dickey, electric lighting, new tyres, excellent condition, £60. J. Hebdon and Sons, 149 St. James St., Burnley. Tel. 488. 539-619

RILEY service depot. Guaranteed 1922 second-hand models from £325. Lewaj Motor Works, Lewes. 542-425

ROVER, 8hp, May, 1922, side curtains, mirror, speedometer, impulse starter, screen wiper, spare valves, tools, excellent condition, mileage 3,200, any trial, £155. Ball, 95 Napier Rd., Gillingham, Kent. Phone, Gillingham 45. 539-661

ROVER, 8hp, 1922, just overhauled, speedometer, etc., new tyres, £120. Hampstead 8889. 539-6278

ROVER 1925 8hp coupe, new, would exchange for a good-class American saloon, with adjustment. King and Harper, 6 and 7 Bridge St., Cambridge. 539-181

ROVER, 1923, coupe, 8hp, 2-seater, dynamo lighting, self-starter, clock, speedometer, etc., £240 cash, or easiest of easy payments; any motorcycle or car in part exchange; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 539-884

ROVER. Exceptional opportunity for private purchaser to acquire really good 1922 Rover-8hp car, speedometer, side curtains, 4 brand-new covers, tax paid, owner bought larger car; seen by appointment; no dealers; what offers? Rover, 106 Ebury St., S.W. Vic. 8395. 539-1124

ROVER 8, 1925 (now October), leather upholstery, side curtains, clock, perfect, small mileage, appearance as new, quick sale, £149. Dr. Bressa, Stafford Avenue, Melton Mowbray. 539-191

ROVER 8s, choice of 3, 1921 and 1922, prices from £100; extended terms and cars exchanged. Rey (Rover Agent), 378-384 Euston Rd. Phone, Museum 7756. 539-496

ROVER, 8hp, 1923, small mileage, as new, £157 10s.; extended terms and cars exchanged. Rey (Rover Agent), 378-384 Euston Rd. Phone, Museum 7756. 539-501

ROVER, 8hp, as new, run 2,230 miles only, clock, speedometer, mirror, mascot, full tax paid, electric horn, bargain, £137 10s. Hirst and Parsons, Junction Garage, Highstone, Leytonstone. Phone, Wadstead 403. 539-514

ROVER, £100, 1921, 8hp, dynamo lighting, extras, taxed, excellent condition, mechanically perfect, trial. 18 Bulwer Rd., Leytonstone, E.11. 539-1258

ROVER 8, 1922, as new, £150, or exchange good combination and cash. Napthine, 5 Macheon Rd., Hampstead. 539-1234

ROVER, 8hp, 1922, speedometer, clock, 2 dash lamps, mat, petrol carrier, aluminium numbers and running boards, fully taxed and insured, new condition, £135. 112 Stroud Green Rd., Finsbury Park, N.4. 539-1290

ROVER, 8hp, 1922, speedometer, beautiful condition, £130, offer. 45 Stapleton Hall Rd., Stroud Green, N.4. 539-1291

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

- ROVER**, 1921, dynamo lighting, spare wheel, speedometer, mirror, etc., £105. Whiter, Cecil Rd., Cheam. 539-1504
- ROVER 8**, 1923, 4-seater standard specification, licensed, absolutely as new, 165 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W.1. 539-610
- ROVER 8s**, 1922, coupe attachment, £145; 1922, splendid condition, £135, 1921, perfect, £115; cash, or deferred; exchanges. Roblin, Cobham and Co., 21 Blackfriars St., Manchester. 539-534
- ROVER**, 8hp, 1922, engine perfect, good general condition, speedometer, dash lamp, new tyres, £125. Wiltshire, Sunrise, Grovelands Rd., Purley, Tel. 977. 539-1280
- ROVER**, 1922, 8hp, clock, speedometer, R.O. coupe fitment, dash lamp, mats, etc., perfect condition, £140. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 539-559
- ROVER**, 2, with special fittings, 1921 and 1922 models, at 100 and 120 guineas, cash or deferred. Delancey St. Garage, Camden Town, N.W.1. 539-1262
- ROVER 8**, 1921, good condition throughout, R.O. coupe fitment, speedometer, oilers on dash, licensed 1923, 5 new tyres, spare valve, tube, all necessary accessories, 118 guineas. Paika, Langley Park Rd., Sutton, Surrey. 539-1251
- ROVER 8** (2), 1921 and 1922, both tax paid for the year, £95 and £110. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 539-1530
- ROVER 8**, practically new, 1922, late lavishly fitted, unsoiled condition, insured, any trial, £125. 24 Balliol Rd., North Kensington. 539-1533
- SALMSON** 1922 de Luxe, side curtains, self-starter, speedometer, perfect condition, £180. Below.
- SALMSON**, 1922, latest all-weather de Luxe, speedometer, tyres unmarked, as new throughout, taxed 1923, £175. K.J. Motors, Bromley, Phone 1727. 539-944
- SALMSON** 1922 de Luxe, excellent condition, £152. 7 Exhibition Rd., S.W.7. 539-430
- SALMSON**, new June, 1922, driven 2,000 miles, as new, 5 wheels, dynamo lighting, £150. Schäfer, 14 Sherborne Rd., Cheadle Heath, Stockport. 541-1155
- SALMSON**, 1922, de Luxe, dickey, speedometer, electric horn, tax paid, full equipment, as new bargain, £150. Aliber Garage, Whorsett Rd., Earsfield, S.W. Phone, Latchmere 4588. 539-548
- SALMSON, De Luxe**, Cass's Motor Mart, Ltd., 1922 Sports aluminium body, dynamo, starter, clock, speedometer, used for demonstration only, bargain, £175; deferred terms from one-tenth down; exchanges. 5 Warren St., W.1. Museum 623. 539-524
- SHORT-ASHBY**, 1922, 8hp, 4-cylinder water-cooled, 2-seater and dickey, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers? Major, 18 Russell Gdns., Golder's Green, London, N.W. zzz-768
- SINGER**, 1916, 10hp, dynamo lighting, in splendid condition, £85. 11 Gloucester St., Oxford. zzz-551
- SINGER**, F.O.C.H. have 2 Singers, 1919 and 1920, both dynamo starters, dickey seats, condition excellent, bargains; exchange or deferred. 5 Heath St., Hampstead (near Tube). 539-419
- SINGER**, 10hp, 2-seater, detachable wheels, speedometer, excellent condition, £57 10s. 40 Linhope St., Upper Park Place, Upper Baker St., N.W.1. Padd. 2854. 540-1167
- SINGER** 2-seaters, 1920 and 1921, £140; extended terms and cars exchanged. Rey (Singer Agent), 378-384 Euston Rd. Phone, Museum 539-497
- SINGER**, 10hp, 1919, Mebes and Mebes (Est. 1895), The Original Light Car Specialists, have one of these high-class light cars to offer from stock, fully equipped with speedometer, etc., in nice condition throughout at £145. 144 Gt. Portland St., W.1. Phone, Langham 2250. 539-510
- SINGER**, 1919-20 model, 10hp, 2-seater and dickey, starter and electric lighting, just repainted, new tyres, excellent condition, easy payments or exchange, £135. Cleveland, 169 Piccadilly. 540-455
- SINGER**, 10hp, 1916 (rounded radiator), 2-seater, dickey, dynamo, year's tax, etc., perfect condition, £85. Vivian, 35 Spenser St., Victoria St., S.W.1. 539-544
- SINGER**, 1923, 10hp, 4-seater, all-weather, lighting and starting, electric and tub horn, etc., very small mileage, absolutely as new, tax paid, list price £294, accept £265; seen in London. Ashford, 21 King's Rd., Westcliff-on-Sea. 539-1283
- SINGER**, 10hp, 4 cylinders, water-cooled, 2-seater, hood, windscreen, 5 lamps, Sanyer detachable wheels, spare wheel, 5 nearly new Dunlop Magnams, tools, jack, perfect condition throughout, £75; instalments. 65 Solon Rd., Brixton. 539-1272
- SINGER**, 1921 coupe, beautiful condition, starter and light, 150 gns.; exchanges. 154 Walton Rd., East Molesey. 639-1269
- SINGER**, 1914, 10hp, 2-seater and dickey, detachable wheels, side curtains, speedometer, etc., exceptional condition, £78; deferred terms arranged. Hamilton, 69a Ferris Rd., East Dulwich. New Cross 1309. 539-1254
- SINGER**, 1920 model, 2-seater, dynamo and starter, excellent condition, £160; ditto, sports model, £130; 1920 coupe, dynamo and starter, £160. The Light Car Co., 331 Euston Rd., London, N.W.1. 539-581
- SINGER**, 1919, 2-seater, dickey, self-starter, dynamo lighting, detachable wheels, speedometer, tools, etc., tax paid, perfect condition throughout, £125. 2 Grenville Place, South Kensington. 2946 Western. 539-1312
- SINGER** 1918 10hp 2-seater, double dickey, dynamo lighting, detachable wheels, tax paid, perfect condition throughout, £100. 5 Pennant Mews, Earl's Court, 2946 Western. 539-1311
- SINGER**, 1920-1, 2-seater and dickey, dynamo, starter, speedometer, new condition throughout, 120 guineas. 5 Victoria Avenue, Surbiton. 539-1295
- SINGER**, 2-seater, dickey, dynamo lighting and starter, tax paid, smart car, £110. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 539-1329
- SINGER** (2), 1916, 2-seaters, dickey, dynamo, tax paid, good running order, £85 each. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 539-1331

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

- STANDARD**, 9.5hp, 2-seater and dickey, 1915, £125. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. llop 6187. zzz-395
- STANDARDS**.
Wanted. Exchange your old Standard for a new 8hp Talbot. Liberal allowances. Our hire-purchase scheme is unique; it is arranged to suit your convenience. Trial runs.
- STANDARD**, 1915 9.5hp 2-seater, dynamo lighting, speedometer, detachable wheels, smart and reliable, 120 guineas; deferred terms arranged. Hamilton, 69a Ferris Rd., East Dulwich. New Cross 1309. 539-1250
- STANDARD**, 9.5hp, 1920, long wheelbase, all-weather 2-seater, dynamo and starter, £185; 1915-14 9.5hp 2-seater, £75; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 539-575
- STANDARD**, 9.5, 1914, nickel finish, dickey, dynamo, 5 lamps, dome wings, complete spare wheel, hood and cover, speedometer, clock, spot light, new latest drive fitted, smart, roadworthy, snip, £125. Butcher, Ironmonger, Waltham Cross. 539-1226
- STANDARD** (2) 1914, 2-seater, dickey, dynamo, another with oil and acetylene lighting, £100 and £90 respectively. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 539-1228
- STELLITE** 10hp 2-seater, in perfect condition, £120. Smith Motors, Ltd., High Rd., Goodmayes, London. zzz-517
- STELLITE** 1920 2-seater, excellent condition, £157 10s.; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 539-496
- STELLITE** 1920, 4-seater, perfect condition, licensed year, insured, £190. Hales, 16 Boudon St., Davies St., W. 539-1220
- STELLITE**, 1920, 2-seater, with dickey, perfect condition, £165. Newham, 225 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 539-653
- STELLITE**, 1919, 10hp, 4-seater, starter and dynamo, tax paid December, very good condition, bargain, £167 10s. Below.
- STELLITE**, 1919, 10hp, 2-seater and dickey, dynamo lighting, overhauled, repainted grey, splendid condition, £168; deferred terms from one-tenth down; exchanges. 245 Brompton Rd., S.W.3. Kensington 2194. 539-525
- STELLITE**, 1914, 2-seater, dickey, acetylene lighting, £75 or near offer. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 539-1326
- STONELEIGH** (made by Armstrong-Siddely), bargain, 1923 model, slightly used for demonstrations only, finished dark red, perfect order, guaranteed as new, £165. Frank Whitworth, Ltd., 145 New St., Birmingham. 539-678
- SWIFT**, £75, 7-9, twin, 1914, 2-seater, electric lighting, tax paid, absolutely perfect condition; terms, exchanges. Midland Garage, Broad St., Birmingham. zzz-409
- SWIFT**, 3-seater, thorough mechanical condition, £65; any trial. 75 Mortimer Rd., Kingsland, N.1. 539-190
- SWIFT**, 10hp, 1920, 2-seater, dickey, speedometer, bargain, £150. Smith and Hunter, 77 Gt. Portland St., W. 539-377
- SWIFT**, 7hp, 1914, in excellent running condition, £60 for quick sale. Can be seen at 11 Atlingworth St., Brighton. 540-1196
- SWIFT**, 10hp, 1916 2-seater, starter, dynamo, etc., repainted, new hood, etc., £125. Vivian, 35 Spenser St., Victoria St., S.W. 539-545
- SWIFT**, privately owned, 7hp, 2-seater, perfect running order, good condition, ready for road; best offer. A. Murray, 203 High Rd., Chiswick, W. 539-1250
- SWIFT** 10hp 1913 2-seater, double dickey, exceptionally reliable, splendid order, new gears throughout, electric lighting, £58. 10 Roland Mansions, Old Brompton Rd., S.W.7. Kens. 3639. 539-1510
- SWIFT**, 52 guineas; exchanges, 2-seater, 9hp, 2 cylinders, 5 detachables, hood, screen, lamps, pulls well, any examination and trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 539-531
- TALBOT**, 8hp, 1922, dynamo, self-starter, shop-sold only, £275. Hodgson's Garage, Northumberland St., Newcastle-upon-Tyne. 539-d543
- TALBOT**, 1922, 8hp, 2-seater, polished aluminium bonnet, dark blue, many extras, low mileage, perfect condition, bargain, £240. Offord and Sons, Ltd., 94 Gloucester Rd., S.W.7. zzz-368
- TALBOT**, 8hp, 1922, starter, dickey, all-weather curtains, clock, speedometer, £250. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 539-560
- TALBOT-DARRAGO**. The Light Car Co. offer a (shop-sold) 2-seater Talbot-Darrago, fitted with dynamo and starter, in perfect order, £265; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 539-579
- TAMPLIN**, 1921, 8hp, in good condition, £42 10s. Elce, Ltd. 13-16 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 539-539
- TAMPLIN** 1920 2-seater, excellent condition, £45; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., N.W.1. 539-583
- TAMPLIN**, 1921, in good order throughout, tyres good, property of officer now in Cologne, must sell, £45 or near offer. Cundell, Harbour, Paignton. 539-648
- UNIT**, April, 1922, mileage 8,000, an exceptionally attractive sporting or touring car with 4-cylinder water-cooled Coventry-Climax engine, friction gearbox and final drive by enclosed spur gearing, 2-seater body in aluminium, red wings and wheels, nickel-plated radiator and fittings, looks as good as new, 5 good Kempshall 705 mm. by 80 mm. tyres, Brolt electric lighting, trial run, inspection or photo, willingly, £200 or near offer. F.J.P., c/o "The Light Car and Cyclecar," 7-15 Rosebery Ave., E.C.1. zzz-295
- UNIT**, 1921, 9hp, 2-seater, dynamo lighting, detachable wheels, spare, mileage under 4,000, tax paid, £110. 1 St. Stephen's Rd., Vewley, Middlessex. 539-1270

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

UNIT, 1922, 10hp, 4-seater, 4-speed and reverse, dynamo lighting, speedometer, spare wheel, unused, double screen, side curtains, licensed, condition as new throughout, 160 gns.; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W.1. 559-612

UNIT 1921 9hp 2-seater, as new, only used 6 months, £105; deferred terms arranged. Hamilton, 69a Ferris Rd., East Dulwich. New Cross 1509. 559-1259

UNIT, April, 1922, 9.8hp, sports type, 2,000 miles, perfect condition, £185, list price 245 guineas. Giles' Garage, Northampton. 559-4225

UNIT, sports model, shop-soiled only, guaranteed perfect, mileage 150, £210, list price 245 guineas. Giles' Garage, Northampton. 559-1524

WARREN LAMBERT, 2, 1921, 2-seaters, 10hp, 4-cylinder, dynamo, 5 detachables, repainted and overhauled, one with dickey seat, £120 each. Deuman Motor Agency, 4 Deuman Pl., Piccadilly Circus. Regent 986. 559-669

WOLSELEY 10, 1922 (June) coupe, absolutely as new, owner will accept nearest offer to £350. Agents, Smith and Hunter, 77 Gt. Portland St., W. 559-376

WOLSELEY 10, 1923 model, used 500 miles, left manufacturers 5 weeks ago, £340 cash or £85 down and 12 payments of £22 6s. 5d. Lamb's, Ltd., new premises opposite Hoe St. Station, Walthamstow; 587 Enston Rd., London, N.W.; 50 High Rd., Wood Green. 559-464

WOLSELEY Seven, latest, starter, etc., many extras, small mileage, as new, £220. 6 Harley Mews South, Wigmore St. 559-549

WOLSELEY, 7hp, 1923 model, starter, all-weather curtains, double screen, shop-soiled, £235. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 559-561

LE ZEBRE coupe, £220; 10hp, 1922, dynamo, starter, etc. Morgan Body, extremely smart little car. Mayfair Automobile Supply, 41 Brick St., Piccadilly. Grosvenor 2552. 559-415

LE ZEBRE 8, a beautiful little 4-cylinder, dynamo lighting and starting, 2-seater, smart appearance, new condition, bargain, £135; Morgan or combination in part. Bunting's Exchange, Walsdome. 559-551

ZEBRE. Special offer, 4 1921 Zebre cars, almost new, Sports Models and Standard, 4-cylinder, 8hp, self-starter, double dickey, £140. Deuman Motor Agency, 4 Deuman Place, Piccadilly Circus. Regent 986. 559-668

SPARE PARTS FOR LIGHT CARS.

CALCOTT spares and repairs. All Calcott spare parts in stock for immediate delivery. Trade supplied. All kinds of Calcott repairs, small or large. Complete overhauls. Authorized direct agents for Calcott cars. Trade supplied. Calcott Service Depot, Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 559-681

HUMBERETTE spares. Crown wheels, pinions, balance boxes. Wandswoth Motor Exchange, Ebner St., Wandswoth. 540-90

K.J. (KINGSBURY-JUNIOR) spares in stock. The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Minervani, Glasgow." Telephone, 220 Shettleston. 565-159

MERRALL-BROWN spares and repairs. Merrall-Brown, 28 Chorley Old Rd., Bolton. 551-659

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 55. 559-599

RICHARDSON light car spare parts can now be obtained from Arthur Franks, 34 Lenton St., Sheffield. (Late Manager.) 540-859

SHp ROVEH spares. Practically every part in stock; immediate delivery. Kays, 8-10 Bond St., Ealing. 550-186

MORGAN spare parts depot. Spares for all models from stock. List free. Egan, Ltd., 15-16 Bishopsgate Ave., Cannon St., E.C.3. Phone, Avenue 5548. 559-540

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 559-654

NEW LIGHT CARS AND CYCLECARS

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966). The Wholesale and Retail Concessionaires, can give immediate delivery of the 1923 types at further reduced prices: sports model, £225; standard model, £240; 4-seater, £265; deferred payments arranged and cars taken in part exchange. 559-578

A.B.C. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1 (Phone, Grosvenor 2191). have fully-equipped A.B.C. repair works, stocks of spares, and are experts in tuning; sports model, £225; Regent model, £240; special featherweight 4-seater; super sports model, aluminium body, to specification. Write for gadget list. Deferred payments or exchanges. 559-418

A.C. (Surbiton.) Globo Auto Service, Portsmouth Rd., authorized agents. Models stocked from £395; exchanges. Kingston 1591. 547-222

A.C. In stock, Empire 1923 model, 2-seater, £325; deferred terms. Official agents, Offord and Sons, Ltd., 94 Gloucester Rd., S.W. 7 559-578

A.C. Birkenhead Motor Works, 54 Duke St., A.C. agents, immediate delivery, and 6 Hardman St., Liverpool. 562-869

A.C. cars in stock from £325 cash, or £81 5s. down and 12 payments of £21 6s. 7d., with option of a discount. Lamb's, Ltd., new premises opposite Hoe St. Station, Walthamstow; 587 Enston Rd., London, N.W.; 50 High Rd., Wood Green. 559-460

A.C. Calthness and Co., Ltd. (late Alfred Wastnagle), for quick deliveries and the best service after purchase. Write for particulars of revised prices and new models. Demonstration runs at any time. Deferred payments and part exchanges. 65 Gt. Portland St., W.1. Tel., Langham 2172. Telegrams, "Calthness, Wesdo, London." 559-447

A.C., 1923, 2-seater. Royal model, in stock for immediate delivery, £395. Newnham Motor Co., 223 and 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 559-625

NEW LIGHT CARS AND CYCLECARS
(continued).

A.C., 1923, 12hp, 2-seater coupe, painted dark grey, in stock for immediate delivery, £475. Newnham Motor Co., 223 and 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 559-624

A.C. Autoveyors, Ltd., 84 Victoria St., S.W.1.

A.C. Leading London agents and concessionaires Surrey. Trade enquiries invited. All models in stock at now reduced prices. Autoveyors, Ltd.

A.C. Empire 2-seater model, all colours, £325. Autoveyors, Ltd.

A.C. Royal 2-seater all-weather-models, £395. Autoveyors, Ltd.

A.C. Royal 4-seater all-weather models, £415. Autoveyors, Ltd.

A.C. Royal coupe, any colour, £475. Autoveyors, Ltd.

A.C. Autoveyors, Ltd., can supply any of the above cars on deferred payments. Only a small deposit required. 84 Victoria St., S.W.1. 559-670

ALVIS. Official Agents, Mober and Meles (Est. 1893), The Original Light Car Specialists, sole distributors South Bucks and London agents, can offer immediate delivery of all models, including the 10-30hp, which are on view in their showrooms, price from £397. Your present light car in exchange. Deferred payments over 12 or 18 months to suit client's pocket. 144 Gt. Portland St., W.1. Phone, Langham 2230. 559-565

AMILCAR specialist and distributor, North and East Riding, Yorkshire, S. Glover, North St., Ripon. Phone 172. 554-472

AMILCAR, 1923, brand new, shop-soiled, 2-seater, standard specification, 155 guineas; deferred payments or exchanges. Edwards, 175-177 Gt. Portland St., W.1. 559-613

ARIEL, the new 9hp water-cooled 3-4-seater, price £235, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speakman, Ariel Garage Harpurhey, Manchester. 555-519

ARIEL Nine, water-cooled, 3-seater, £235, in stock. A smart roomy light car. Extended payment terms, or your car part payment. Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., S.E.5. 552-153

ARIEL "Nine," the £215 all-weather car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 3-4-seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Holford 2917. Jones Garage, Broadway, Muswell Hill, N.10. 552-224

AUSTIN. You can now see and try the new Austin Seven at our Showrooms. The price is £165, and there is a great demand. Book your order now for earliest deliveries, which can be obtained from F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Holford 1082. 552-462

AUSTIN 7hp. Can give prompt delivery. Write for specification. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1. 552-817

AUSTIN, Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. 552-950

AUSTIN, 7hp model, early deliveries. Official agents, Motorola, Regent's Parade, Tally-ho, Finchley. 542-994

AUSTIN, new 7hp model, £165. Authorized agents, Wilkins, Simpson, opposite Olympia, London. 559-678

AUSTIN, new 7hp model, £165; place your order now for early delivery; exchanges, deferred payments. Parker's, 246-32 Deansgate, Manchester; also Bradshawgate, Bolton. 559-439

AUSTIN Seven, guaranteed first delivery from large distributing agent, private, genuine, first deposit secures. Box No. 1446, care of "The Light Car and Cyclecar." 559-1292

BAYLISS-THOMAS, Junior, £260 cash, or £54 16s. deposit and 11 payments of £19 12s., less rebate. Service Co., 275-4 High Holborn, W.C.1. 552-418

BAYLISS-THOMAS cars in Brighton at Welford's, St. James St., Brighton, authorized main agents for the district. 548-199

BAYLISS-THOMAS. Authorized agents, London, South of Thames and 25 miles radius, W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. 552-598

BAYLISS-THOMAS. All 1923 models in stock; 10 5hp 2-seater, with dickey, £295; 10hp, 4-seater, £320; 8.9hp Junior, £260; exchanges or extended terms. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. 559-482

BELSIZE-BRADSHAW, 9hp dynamo lighting, £210, speedometer 5 extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. 552-658

BELSIZE-BRADSHAW, 9hp, £210; also supplied on our payment out of income system. Send for particulars, Ratcliffe Bros., 200 Gt. Portland St., W.1. 552-705

BELSIZE-BRADSHAW. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the wholesale and retail concessionaires, can give immediate delivery of the 1923 types at reduced prices. Standard 2-seater, complete, £210; and Standard 4-seater, complete, £235. Cars on show and demonstrations given. Deferred payments arranged and cars taken in part exchange. 552-64

BELSIZE-BRADSHAW, 9hp, oil-cooled 2-3-seater, delivery from stock. County Garage, Caterham Valley, Surrey. 549-612

BELSIZE-BRADSHAW, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 275-4 High Holborn, W.C.1. 552-290

BELSIZE-BRADSHAW, £210. C. A. Batten and Co., sole distributing agents for Liverpool, St. Helens and districts; early delivery. 51 Islington, Liverpool. Phone, 1329 North. 552-225

BELSIZE-BRADSHAW, with 9hp oil-cooled engine 2-3-seaters, £210; 4-seaters, £235; 2-3-seater coupe, £260; immediate delivery. Tom Norton, Ltd., Charles St., Cardiff. 544-975

BELSIZE-BRADSHAW. Willmott's can give immediate delivery of Belsize-Bradshaw 4-seater, £235; 2-seater, £210; coupe, £260; £18 extra to any model for self-starter and speedometer. We will take your car in part payment or supply on deferred terms. Trial runs any time, anywhere. Percy Rd., Uxbridge Rd., Shepherd's Bush, W.12. Phone, Hammersmith 621. 558-972

BELSIZE-BRADSHAW 9hp coupe, £260, 4-seater, £235, 2-3-seater, £210, all in stock, deferred payments arranged, exchanges. J. D. Paterson and Co., Barbauld St., Warrington. Phone 545. 585-968

BELSIZE-BRADSHAW, 9hp, oil-cooled, detachable wheels, dynamo lighting, hood, side curtains, fully equipped, £210, starter £15 extra; prompt delivery. Telford Garage, District Agents, 47 Streatham Hill, S.W. 2. 552-784

THE BEST BARGAINS in second-hand light cars and cyclecars are offered in these pages.

NEW LIGHT CARS AND CYCLECARS (continued).

BELSIZE-BRADSHAW. We can deliver from stock 1923 2-3-seaters, fully equipped, £210 Falcon Motor and Cycle Co., North Finchley, N. 12. Phone, Finchley 2827. 540-459

BELSIZE-BRADSHAW. 9hp, oil-cooled, 2-3-seater, immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 3 St. Luke's Place (top of Bold St.), Liverpool. Royal 3511. 550-256

BELSIZE-BRADSHAW. 9hp, from stock, £210; deferred payments. Surrey Motors, Ltd., Sutton, Surrey. Phone, Sutton 1000. 539-469

BELSIZE-BRADSHAW. 9hp, 5-seater, £210; immediate delivery; cash or deferred. Morris, 139 Finchley Rd., N.W. 539-405

BELSIZE-BRADSHAW. 2-seater with 9hp oil-cooled engines, £210; exceptional value. Autoveyors, Ltd., 84 Victoria St., S.W.1. 539-677

BLERIOT-WHIPPET. £155 cash, or £52 10s. deposit and 11 payments of £11 14s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. 222-409

B.S.A. Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showrooms. Delivery anywhere. Complete repair depots and stocks of spare parts. 2 Parade, Leamington Spa. Tel. 113 542-810

B.S.A., 10hp. Before deciding on your light car try this masterpiece at Mylam's, 197 London Rd., Croydon. Phone, Thornton Heath 1215. 222-220

BUCKINGHAM. 10hp. The value for money light car. Call and see the latest model 2-seater, with double dickey, price £185. Book your order now for early delivery with the Lancaster Motor Co., 158 Norwood Rd., West Norwood, S.E. 27. Phone, Streatham 2541. 222-721

BUCKINGHAM. Mebes and Mebes, (Est. 1895). The Original Light Car Specialists, sole district agents, can offer immediate delivery of this famous all-British light car from stock, at list price £185; your present car in exchange; deferred payments 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2250. 539-506

CALCOTT. 10hp, all-weather. 1923 models, £325, immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 222-704

CALCOTT. 11.9hp, 1923, fitted with handsome all-weather 4-seater body by Charlesworth, sliding front seats, Royal blue, blue leather upholstery, frameless windows, Lucas dynamo lighting and self-starter, speedometer, clock, the whole car has been fitted irrespective of cost, present list price £575, an undoubted bargain at £495. Mebes and Mebes (Est. 1895). The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2250. 539-508

CALCOTT. 10.5, special blue, cannot take delivery, small allowance. Arlon House, Brecon. 539-494

CALCOTTS. 1923 10.5hp models, brand new, just arrived, cash or easiest of easy payments. Your old Calcott or any motorcycle or car taken in part payment for a new Calcott. We specialize in exchanges and allow best prices. Direct authorized agents. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 539-876

CALCOTT 1923 10.5hp, just arrived, £325, finished grey; also one finished crimson-lake; inspection invited of this very smart model; cash, easy payments or exchanges; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 539-877

CALCOTT. Smith and Hunter, authorized agents. Delivery from stock: 2-seater all-weather, £325. 77 Gt. Portland St., W. Phone, Langham 2363. 539-372

CALTHORPE. All models, including new all-weather, in stock. Deferred payments. Your old car taken. Mann, Egerton and Co., Ltd., 379-381 Euston Rd., N.W. 1; and Norwich. Sole distributors for London and the Home Counties. Calthorpe Service Depot, 1a High Rd., Kilburn. 222-530

CALTHORPE. Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow. Moore's, Presto Motor Works, Ltd., North End, Croydon. Phone 2624. 565-117

CALTHORPE SERVICE DEPOTS. 200 Deansgate, Manchester.

CALTHORPE 10-15 standard 2-seater, 285 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de Luxe 2-seater, 325 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de Luxe 4-seater, 340 guineas. In stock at Colmore Depot.

CALTHORPE 12-20 2 or 4-seater, 410 guineas. Early delivery from Colmore Depot.

CALTHORPE cars are always available from Colmore Depot, for cash, exchanges or easy terms.

BIRMINGHAM: 49 John Bright St.

LIVERPOOL: 24 Paradise St.

LEICESTER: 62 High St.

MANCHESTER: 200 Deansgate. Distributors for Lancashire. 222-654

CALTHORPE, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 222-524

CALTHORPE. Lankester Engineering Co., Kingston, Surrey agents for Calthorpe cars. Sub-agents wanted where not already represented in county. Liberal terms, prompt deliveries. 222-665

CALTHORPE. Birkenhead Motor Works, 54 Duke St., Calthorpe agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 562-870

CALTHORPE. Smith and Hunter, authorized agents. All models in stock: standard 2-seater, 285 gns.; 10-15hp de Luxe model, all-weather, 325 gns.; all-weather 4-seater, 340 gns.; coupe, 400 gns.; deferred payments. 77 Gt. Portland St., W. Phone, Langham 2363. 539-370

CALTHORPE, 1923 models for immediate or early delivery, prices from 285 guineas; second-hand cars accepted in part payment; deferred terms if required. Newham Motor Co., 225 and 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 539-626

CALTHORPE 2-seater and 4-seater cars in stock. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 539-667

CITROEN. Delivery from stock of 11.4 4-seater, price £266; deferred payments and part exchanges. Authorized agents, Calhness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. Telegrams, "Calhness, Wesdo, London." 539-448

CITROEN, 7.5hp, electric starter and lighting, all-weather curtains, brand new, £195. W. and G. Lambert, Ltd., Thetford 539-367

CITROEN, 7.5hp, 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. Phone 88. 222-680

NEW LIGHT CARS AND CYCLECARS (continued)

CITROEN. 7.5hp, 10hp, 11.4hp.

CITROEN. The Leighton Garage.

CITROEN. Earliest delivery of all 1923 models.

CITROEN. Personal service at any time a feature. Deferred payment arranged a speciality.

CITROEN. Satisfaction guaranteed. We are genuine authorized agents Telephone, Hampstead 1365. Princess Mews, Belzize Cres., Hampstead, 551-653

CITROENS, 1923, with English bodywork. All models from Jackson's Garage, Guildford. Phone 545. 222-709

CITROEN.

CITROEN. See W. H. Jones,

CITROEN specialist.

CITROEN. For all new models. Any second-hand cars taken in part payment; deferred terms arranged; also trade inquiries invited. 101 Gt. Portland St., W. 1. Mayfair 7197. 544-476

CLULEY. "The Cream of Coventry's Light Cars." 2-seater with double dickey, D. and S., £350; 2-seated coupe, V front, with double dickey seat, D. and S., beautiful carriage, £450; exchange or hire-purchase "The Light Car Co., 351 Euston Rd., London. 539-577

CLULEY, 1923. Immediate delivery from the authorized agents, Jackson's Garage, Guildford. Phone 545. 222-706

CLYNO. For power, comfort, finish and reliability. 2 and 4-seater models in stock. Authorized agent, Saxon Jeffers, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. See also Jowett, Slinger and Coventry-Premier columns. 550-160

CLYNO, 10.8hp, standard 2-seater, double dickey, starter, £275; also 4-seater Family, starter, £255. J. Hebden and Sons, 149 St. James St., Burnley. Tel. 488. 539-614

CLYNO, latest family model 4-seater with starting, lighting, detachable wheels and spare, 4-cylinder water-cooled 10.8hp, painted grey, polished aluminium bonnet, black wings, £255. Inspection and trial by appointment by London and Home County representatives, Autocars, Ltd., 15 Woodstock St. (next Bond St.), London. Telephone, Mayfair 2631. 539-655

COVENTRY-PREMIER. Immediate delivery.

COVENTRY-PREMIER. West Bros.

COVENTRY-PREMIER. Authorized agents, 42 Cranbrook Rd., Ilford. Deferred payments. Telephone, Ilford 740. 556-196

COVENTRY-PREMIER. 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 222-525

COVENTRY-PREMIER, 1923 models, in stock, 230 guineas; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 222-703

COVENTRY-PREMIER, 10hp, 1923 model, 4-cylinder, overhead valves, just delivered, 230 guineas; deferred terms and exchanges arranged. Eagles and Co., 275 High St., Acton, London. 222-229

COVENTRY-PREMIER. Godfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4-seater, 230 guineas; immediate delivery; gradual payments, exchanges. 208 Gt. Portland St., London, W. Phone, 1300 Langham. 222-355

COVENTRY-PREMIER. H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 230 gns.; unique credit system, £22 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. 222-647

COVENTRY-PREMIER, 230 gns. cash or £50 8s. deposit and 11 payments of £18 5s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. 222-530

COVENTRY-PREMIER. Dan Guy, Weymouth, main Dorset agent. Trade supplied. New 4-seater, 230 guineas, in stock; exchange and easy payments arranged. 544-455

COVENTRY-PREMIER Ernest Grimaldi, Ltd., authorized agents, 1923 models, 2 and 4-seater, 4-cylinder, 230 guineas; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. 222-493

COVENTRY-PREMIER, 1923, 4-cylinder, 2 and 4-seaters, 230 guineas, in stock. Authorized agent, Saxon Jeffers, 253 Deansgate and 27 Lower Mosley St., Manchester. Tel., 4978 Central. See also Slinger and Jowett columns. 550-192

COVENTRY-PREMIER new 2 and 4-seaters in stock from 230 guineas cash, or £60 7s. 6d. down and 12 payments of £15 17s., with option of discount, liberal exchanges. Lamb's, Ltd., 50 High Rd., Wood Green, N.; new premises opposite Hoe St. Station, Walthamstow (16,000 sq. ft.); 587 Euston Rd., N.W. 539-546

COVENTRY-PREMIER. Immediate delivery. Exchanges or gradual payments. Official Midland agent, wholesale and retail. Trade district enquiries invited. Frank Whitworth, Ltd., 139 New St., Birmingham. 539-477

COVENTRY-PREMIER, 1923 models for immediate delivery from stock, 230 guineas, best possible prices allowed on second-hand cars in part payment, and deferred terms arranged if desired. Newham Motor Co., 225 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 539-627

COVENTRY-PREMIER, 10hp, 4-seater, 230 guineas; cash or deferred; immediate delivery. Morris, 139 Finchley Rd., N.W. 539-405

COVENTRY-PREMIER F.O.C.H. for immediate delivery. Cash, exchange or deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 539-424

COVENTRY-PREMIER 1923 2 and 4-seater models in stock, 230 guineas; exchanges, deferred payments. Parker's, Bradshawgate, Bolton. 539-435

COVENTRY-PREMIER, 1923, 4-seater, complete dynamo lighting, full equipment, 230 guineas, exceptional exchange or extended terms offered. Authorized agents, J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W. 1. Museum 5938. 539-556

COVENTRY-PREMIER, 4-seater, customer unable to accept, £241 10s., will accept £220, quick sale. J. Hebden and Sons, 149 St. James St., Burnley. Tel. 488. 539-615

COVENTRY-PREMIER, 1923 models, 2 and 4-seaters, 230 guineas; deferred payments if desired. Kingsway Motor Co., Waldorf House, Aldwych. Regent 691. 539-664

CROUCH brand new, 2-seater, dynamo, list £245, our price £195; cash or deferred; exchanges. Raiton, Cobham and Co. 21 Blackfriars St., Manchester. 539-593

CROUCHES, 1922, new, exceptional opportunity, 200 guineas, originally £285. Brooklands, Ecclesall, Sheffield. 222-1

NEW LIGHT CARS AND CYCLECARS

(continued).

DEEMSTERS. early delivery. Dobnam Motors, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. 552-802

DEEMSTER. 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-526

DEEMSTER. A full range of models on view at the Deemster Showrooms, Victoria Rd., Acton, W. 3. Nearest station Willesden Junction. Phone, Chiswick 2044. Ask for the name of our nearest agent. zzz-786

DEEMSTER. Nicholls for Deemsters. Deliveries from stock 10 and 12hp models, cash or terms; genuine after-sale service given; inspection invited. W. G. Nicholl, Ltd., 504 Whitcomb St., Leicester Square, London, W.C.2. Telephone, Regent 3116-7. zzz-858

DEEMSTER cars can be seen in our showrooms. Five minutes from Oxford Circus. Immediate delivery and the best service after purchase. Deferred terms and part exchange. Note the address: Cuthbams and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. Telegrams, "Cuthbams, Wesdo, London." 539-449

DEEMSTER. bargain, shop soiled, 10hp 2-seater, in stock, self-starter and dicky, £275; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W.1. 539-675

DEEMSTER. Autoveyors, Ltd., are authorized agents for this very attractive and efficient light car. Models for immediate delivery. 84 Victoria St., S.W.1. 539-674

DERBY cars. 8.5 4-cylinder water-cooled engine, 2-seater and dicky, Standard, £220; de luxe, £245; Sports, £275. Trial runs. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-638

ERIC CAMPBELL. F. G. Smith Motors, Ltd., The Essex County Agents, High Rd., Goodmayes, can give immediate delivery of these speedy, smart and comfortable 2-seaters from stock. Cars, complete with dynamo lighting set, detachable wheels and full equipment, £300; with starter, £315. Phone, Ilford 1082 zzz-377

ERIC LONGDEN. Mann and Handover, sole concessionaires for London and Home Counties for Eric Longden cars. Two-seater sports touring, 9.8 4-cylinder Alpha engine, all-aluminium body, dynamo lighting, hood, screen, spare wheel, tyre and tube, consumption 50 miles per gallon, 70 miles per hour, 265 guineas; deferred payments; delivery 14 days. 116 Gt. Portland St. Museum 2878. zzz-814

G.N. shaft drive, £195 cash or £40 11s. deposit and 11 payments of £14 15s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-551

G.N. light cars. Sussex agents and service agents. The Eastgate Garage and Works, Lewes. 543-52

G.N. We are authorized agents. Immediate delivery; exchanges; deferred payments. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-967

G.N. The Motor Marketing Co. offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-347

G.N. light cars, £195 and £235. Wiltshire Agent and Service Depot, Longman, Fisherton St., Salisbury. 558-b125

G.N. authorized agents; quickest delivery. Windsor Castle Garage, 417a Brighton Rd., Croydon. zzz-857

G.N. Rev. authorized agents for G.N. cars. Extended payments and cars exchanged. A. P. Rev, 376-384 Euston Rd. Phone, Museum 7756. 539-485

G.N., 1922, brand new, guaranteed, speedometer, aluminium dash, £155. R. B. Clark and Co., 7 Exhibition Rd., S.W.7. 539-351

G.N.s. £195. Performance, economy, reliability. For sportsmen, tourists, commercialists. Brooklands, Eecleshall, Sheffield. 1921 Popular, new, £125, cost £200. 539-175

G.N. Get your 1923 G.N. at Maudes'. Best terms, best deliveries, best exchanges and best services. Maudes', 100 Paris St., Exeter, and London. 539-517

G.N. Autoveyors, Ltd., can offer immediate delivery of this well-tried light car and arrange deferred payments to suit the customer. Authorized agents, 84 Victoria St., S.W.1. 539-673

GRAHAME-WHITE. £100; new, 2-seater, simple and strong; deferred terms £10 per month includes tax and insurance; no deposit. Showrooms, 12 Regent St., W. 549-102

GWYNNE-EIGHT light car, 2-4-seater, immediate delivery. Cars now in stock. Handsome model, water-cooled engine, overhead valves, 198 guineas. Midland Counties Motors, Station Rd., Leitchworth, Herts. Tel. 253. 540-0578

GWYNNE 8 in stock, immediate delivery. District agents, Bromley Auto-car Co., Bromley Hill, Bromley. zzz-284

GWYNNE 8. 2-3-seater cloverleaf body, from stock, 4-cylinder water-cooled engine, differential; deferred payments arranged; 198 guineas. Surrey Motors, Ltd., Sutton Surrey. Phone, Sutton 1000. 539-470

GWYNNE EIGHT, 2 or 2-3-seater, clover leaf body. Immediate delivery from stock. Your present car or motorcycle taken in part exchange. Easy payments arranged. If you are interested write, phone or call and fix a demonstration run. District agents, Longman Bros., 17 Bend St., Ealing. Phone, Ealing 689. 539-443

GWYNNE Eight. District agents deliver from stock. H. R. Moore, Ltd., Automobile Engineers, Bishop's Stortford. 542-381

GWYNNE. Stretton and Smith for Gwynne Eight, £207 18s.; immediate delivery from stock; easiest of easy payments. 12 Woodstock St., Oxford St., London. zzz-407

GWYNNE and Albert cars at Maudes'. Best deliveries, best terms, and best service. Maudes', 100 Gt. Portland St., London; 100 Prince of Wales Rd., Norwich; Walsall Garage, Walsall; and Paris St., Exeter. 539-518

GWYNNE. The Gwynne Eight in stock. Trial runs can now be arranged. The Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140. 541-653

GWYNNE Eight light car, would like to meet the next best small four at 198 guineas; clover-leaf or 2-seater models in stock at Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 539-666

HANDS. Mann and Handover, the only authorized agents for Hands cars on Gt. Portland St., W. 2-seater, dynamo lighting, self-starter, double dicky, 4-cylinder, water-cooled, £275; deferred terms or exchanges with pleasure; demonstration any time; immediate delivery. 116 Gt. Portland St. Museum 2878. zzz-42

HANDS. Official agents. Immediate delivery of all 1923 models. Standard 2-seater, 260 guineas; 4-seater, 280 guineas; coupe, 350 guineas. The above cars complete with dynamo lighting, starter, clock and speedometer (inclusive). Trial run with pleasure. Deferred payments arranged. Telephone, Hornsey 495. Wright's Motor Works, High St., Hornsey, N. 8. 554-217

NEW LIGHT CARS AND CYCLECARS

(continued).

HANDS. Sales and Service.

HANDS. All 1923 models stocked, a trial run will convince any intending purchaser. Deferred terms to suit your own pocket. Sole London and Kent Distributors, Cecil Motor Co., 69 Gt. Queen St., Kinzeway, W.C.2. Regent 1207. zzz-388

HANDS shop-soiled 2-seater, complete with self-starter and dicky, £250; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 539-672

HORSTMAN, latest 11.9 Anzani-engine model.

HORSTMAN, the car which looks and runs like a £600 car, but costs—below.

HORSTMAN coupe, £399.

HORSTMAN 4-seater, £357.

HORSTMAN 2-seater, £336.

HORSTMAN special super sports model, £300.

HORSTMANS do over 50 miles per hour and 40 miles per gallon. We are the sole London agents for the new models; exchanges and deferred terms a speciality. Edwards and Parry, Horettan Service Depot, 4 Blenheim St., New Bond St., W. 1. Mayfair 2666. zzz-834

HUMBER, 8hp, £275, order now for early delivery, cash or deferred payments. Bound's Garage, 225 High Rd., Kilburn. zzz-591

HUMBER. Lankester Engineering Co., Kingston, Surbiton, and Esher, sole district agents for Humber cars. Earliest delivery of new 8hp model. zzz-604

JOWETT cars. Write for demonstrations. Parker Bros., South Wales Agents, Aberdare. 542-y106

JOWETT. Sole distributors for the western half of Surrey and the Aldershot district. Place your order with us now for a 4-seater for earliest delivery. 2-seaters in stock for immediate delivery. Howard Davidson and Noel, Motor Engineers, Ripley, Surrey. 545-255

JOWETT cars in Brighton at Welford's, St. James St., authorized main agents for the district. 549-492

JOWETT. Jones Garage for this famous car. All models, demonstrations given, 2-seater, water-cooled, £220. Motorcycles taken in exchange. Broadway, Muswell Hill, N. 10. zzz-638

JOWETT. Sole distributors Dorset, I.O.W., and part of Hants. Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. zzz-822

JOWETT, 1923 models in stock; 2-seater, £220; 4-seater with dicky, £225; 4-seater with long chassis, £245, self-starter £15 extra to all models. The car of proved reliability. Distributing agents for Lancashire, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 555-4974

JOWETT. Your best chance of getting prompt delivery of a Jowett 4-seater is to communicate with us immediately. Exceptional opportunities. 2-seaters, 4-seaters, and delivery vans, all actually in stock. Kinsey's, of Croydon, 350 Lower Addiscombe Rd. Phone 1129. zzz-228

JOWETT. Main agents for W. 1. district. Immediate delivery; exchanges; deferred payments; all-weather 2-seater, £225; 4-seater, £245. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., S.W. 1. zzz-968

JOWETT. Authorized agents London south of Thames and major portion Kent, Surrey and Sussex. W.B.G. and L. Co., 202 Westminster, Bridge Rd., S.E. 1. Hop 6187. zzz-559

JOWETT. F.O.C.H., being main agents for the famous Jowett car, offer best deliveries and service after sale. 2 and 4-seaters actually in stock, tax £7; tuition free; very easy payments; cash or exchange; trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 539-422

LAGONDA cars, 11hp. Below.

LAGONDA. Latest models. Immediate delivery. Below.

LAGONDA. All prices reduced. Below.

LAGONDA coupe, £340. Below.

LAGONDA 4-seater, £325. Below.

LAGONDA K model 2-seater, £275. Below

LAGONDA. The above cars complete with dynamo, starter, clock, speedometer and spare wheel. Below

LAGONDA. Sole authorized agents for Long Acre and district and county of Hertfordshire. Demonstration runs at immediate notice. T. H. Wright, Ltd., 12 Upper St. Martin's Lane, W.C. 2. Phone, Regent 5070-1. 541-405

LAGONDA, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-527

LAGONDAS. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. zzz-314

LAGONDA, K model, 2-seater, £275; coupe model, £340; in stock; deferred terms. Offord and Sons, Ltd., 94 Gloucester Pl., S.W.7. zzz-212

LAGONDA. F.O.C.H., main agents. Trial runs daily. Immediate delivery. Cash, exchange or deferred. Trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 539-425

LAGONDA cars. West-end, London. Messrs. Meles and Velos (Est. 1893). The Original Light Car Specialists, have a full range of models on view, including the 2-seater, 4-seater and coupe. We are Lagonda specialists and experts, and we shall be pleased to demonstrate the various claims put forward for this all-British light car's outstanding merits at any time to suit your convenience. Prices from £275. Fully equipped. Your present Lagonda or other light car in exchange. Trade supplied. 144 Gt. Portland St., W. Phone, Langham 2250. 539-806

MARSEAL. Immediate delivery of 1923 models, prices from £215. Vaughan Engineering Co., Vaughan St., Leicester. 542-w91

MARSEAL, 2-seater, £215; 9.8hp, 4-cylinder, water-cooled, 11keepers. Slater St., Liverpool. 543-m429

MARSEAL light cars. District agents, The Eastgate Garage and Works, Lewes, Sussex. 543-51

MARSEAL coupe, now ready for immediate delivery, £275. Holloway, Shoreham-by-Sea, near Brighton. zzz-976

MARSEAL, 1923 models, 9.8hp, 4-cylinder, C.A.V. starting and lighting; 2-seater, £215; 4-seater, £255; coupe, £275; deferred payments arranged. Dundas, Garage, Jesmond Rd., Newcastle-on-Tyne. 544-c315

MARSEAL. Sale agents for this wonderful car in Croydon, South London and surrounding districts. Quick Service Motor Co., 125 Church St., Croydon. Phone, Croydon 2000. 547-41

NEW LIGHT CARS AND CYCLECARS

(continued).

MARSEAL. All models in stock from £215, with self-starter. Lattice Barn Garage, Ipswich. 556-b126

MARSEAL. 2-seater and dickey, in stock, £225. Hirst and Parsons, Junction Garage, Hightstone, Leytonstone. Phone, Wanstead 405. 553-515

MARSEAL cars; earliest deliveries; your present car taken in exchange; easy payments. Authorized agents, Moroney and Co., Sealey Place, Ebury St., Victoria, Victoria 8245. 659-670

MATHIS. Debnam Motors, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. zzz-900

MATHIS. Smith and Hunter, authorized agents. New models for immediate delivery; 2-seaters from £197 10s. 77 Gt. Portland St., W. Phone, Langham 2565. 539-370

MORGANS. Allen-Bennett Motor Co., Ltd., sole Surrey agents. Earliest delivery of all models; second-hand Morgans always in stock. We specialize in these wonderful machines; repairs executed by Morgan experts; all spares in stock; cash or extended payments. 9-11 Royal Parade, London Rd., W. Croydon. Phone, Croydon 2450. "Grams, Track, Croydon". 539-605

MORGANS. 1923 models for early delivery, your second-hand motorcycle taken as part payment; should extended payment be required, your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine £128 de luxe £148, family £155. Grand Prix with 8hp J.A.P. or 10hp Blackburne engine £155, de luxe water-cooled, £158, family water-cooled £163. M.A.G. water-cooled engine, £5 extra, Anzani water-cooled overhead valve engine with aluminium pistons and oil pump £5 extra; tuition free. Phone, Central 5168. Wauchope's, 9 Shoe Lane, Fleet St., London. 539-685

MORGANS. Immediate delivery, all models and spares; exchanges. Chaeton, Blackwood, Mob. Tel. 66. zzz-558

MORGANS. Barker's Motors, official Morgan agents and service depot. Delivery of all models; cash or deferred payments; spare parts, repairs, etc. 194 Balham High Rd., S.W.12. Phone, Latchmere 4441. "Grams, Pushfully, Bal., London." zzz-716

MORGANS! Morgans!!! Immediate delivery from stock of Standard, Grand Prix, and De Luxe models, trade supplied. Alexander's, 113-115 Lothian Rd., Edinburgh. 547-291

MORGANS. Hall, official agent, service depot, spare part stockist, early delivery de luxe £148, Grand Prix £155. 91 St. Peter's St., St. Albans. zzz-215

MORGAN. 1923 Standard Popular, £128 cash or £26 10s. deposit and 11 payments of £9 14s., less rebate. Other models on similar terms. Service Co., 273-4 High Holborn, W.C.1. zzz-185

MORGANS. All models from stock, £135 cash or £55 15s. down and 12 payments of £8 17s. 6d., with option of discount. Lamb's, Ltd., new premises opposite Hoo St. Station, Walthamstow; 587 Euston Rd., London, N.W.5; 50 High Rd., Wood Green. 559-459

MORGAN. Rey's, authorized agents for Morgan cars; extended terms and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7756. 559-485

MORGANS. 1923 models actually in stock. Deferred payments, one quarter down, balance 12 months. Below.

MORGANS. As one of the largest agents for these cars, we give immediate deliveries, best exchange figures, easiest deferred payments, trade supplied. Below.

MORGANS. Mandes' Motor Mart, 100 Gt. Portland St., London; 100 Paris St., Exeter; the Norwich Garage, Norwich; also Walsall Garage, Walsall. 539-516

MORGANS. all models, cash or deferred terms. J. Hebben and Sons, 149 St. James St., Burnley. Tel. 488. 559-616

MORGAN. 1923 de luxe, w.c. Anzani, dynamo lighting, aluminium dash, black leather hood, for immediate delivery, easy payment accepted, list £175; also new G.P. J.A.P., standard equipment, finished blue, £155; early deliveries of all models to your specification. Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 539-621

NEW GARDEN. Cheapest all-British light car, 2-seater 105 guineas; family model, 110 guineas, complete with all accessories and electric lighting; deferred terms £11 10s. cash, balance by small monthly instalments. Order promptly for spring delivery. Write for full particulars to the New Garden Light Car Co., Ltd., 22 Herthe Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-211

PALLADIUM. Ernest Grimaldi, Ltd., authorized agents. 1923 models from £360; part exchange; deferred payments. 87 Gt. Portland St., W.1. Tel., Langham 2985. zzz-491

PALLADIUM Light Twelve. Standard 2 and 4-seater, 365 and 375 guineas; de luxe 2 and 4-seater, 428 guineas; coupe and all-weather models by quotation; 100 per cent. efficiency. London-Land's End, London-Exeter Trials; 1 car entered, 1 gold medal. The 4-seater that is really a 4-seater de luxe; specification includes 4-cylinder engine (69 by 100), 4-speed gearbox, side change, 760 tyres, spiral bevel axle, luxurious coachwork with high finish, double-folding screen, self-raising hood, plated fittings, elaborate equipment, silent, fast and economical. Call at works and inspect production and models. Palladium Autocars, Ltd., Felsham Rd., Putney, S.W.15. Phone, Putney 2440. 559-864

RHODE. Immediate delivery offered of 1923 Rhode all-weather saloon, 4-seats, price £265 complete. Sole district agent A. J. Rice, 153 London Rd., Brighton. Write for catalogue. zzz-824

RHODE cars for immediate delivery; exchanges or easy payments arranged. P. W. Surplice, Poole Hill, Bournemouth. Phone 1795. 546-648

RHODE cars, 2 and 4-seaters, in stock, £255 cash, or £58 15s. down and 12 payments of £15 8s.; very generous allowances. Lamb's, Ltd., new premises opposite Hoo St. Station, Walthamstow; 587 Euston Rd., London, N.W.5; 50 High Rd., Wood Green. 559-457

RHODE 9.5hp. Mebes and Mebes (Est. 1895). The Original Light Car Specialists, sole distributors for South and West of England, have pleasure in announcing that the Rhode cars entered for the Colmore Cup were successful in securing the Evans Trophy, Souvenir Cup, and 2 Gold Medals. They literally swept the board. All models on view. As in the past, so in the future. "Keep your eye on the Rhode." Your present car in part exchange; deferred terms 4 per cent. on list. 144 Gt. Portland St., W.1. Phone, Langham 2230. 539-304

RILEY service depot. New and second-hand cars in stock. Lewes Motor Works, Lewes. 542-424

RILEY. 1923, 2 and 4-seaters, in stock, also Sports model. £495; exchanges or deferred payments. West-End agents, Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1928. 539-565

NEW LIGHT CARS AND CYCLECARS

(continued).

ROVER cars. All models in stock.

ROVER 2-seater, £180; 4-seater, £190.

ROVER coupe, £240.

ROVERS. Cash, easy payments or exchanges. S. G. Ounmings, Rover agent, 101 Fulham Rd., London, S.W.5. zzz-545

ROVER. 8hp, standard model, £180; 8hp, 4-seater model, £190; 8hp, 4-seater De Luxe model, £210; 8hp, 2-seater De Luxe, £200. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-718

ROVERS. 1923. Immediate delivery of all models. Jackson's Garage, Guildford. Phone 545. zzz-707

ROVER. 1923 models for immediate delivery at the reduced prices: 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater, standard brown finish, £190; 8hp 4-seater model de luxe, any colour, £210. self-starter on any model £15 extra. Extended payments spread over 18 months. Your motorcycle accepted as first payment. Demonstration car sent to your address with pleasure. Catalogue post free on request. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, London Rd., West Croydon. Phone, Croydon 2450-51. zzz-741

ROVERS. 1923 models, immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment down, remainder in equal monthly payments. 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater standard, brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra; tuition free delivery Rovers works or London. Write for list. Phone, Central 5168. Wauchope's, 9 Shoe Lane, Fleet St., London, E.C. 539-682

ROVER. 8hp, 2-seater, £180; 4-seater, £190. The North Wales Motor Exchange, Wrexham. Phone 283. Can give immediate delivery. zzz-990

ROVER. 8hp, 1923 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations daily. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-25

ROVER. 8hp. Authorized agents. Cash or deferred payments. Taylor's, 52 Sussex Place, S.W.7. Phone, Kensington 7260. zzz-570

ROVER. 8hp. Fowler and Bridgen, authorized Rover agents, 150 Finton Rd., King's Cross. Museum 4827. zzz-439

ROVER. 8hp. All models in stock. Deferred payments. Your old car taken. Mann, Egerton and Co., Ltd., Norwich; and 379-381 Euston Rd., N.W.1. zzz-552

ROVER. Godfrey's are authorized agents. Immediate delivery of all 1923 models. Gradual payments, exchanges, free tuition. 208 Gt. Portland St., London, W. Phone, 1500 Langham. zzz-554

ROVER. 8hp, 2 and 4-seaters, in stock, from £180; deferred payments arranged. Offord and Sons, Ltd., 34 Gloucester Rd., S.W.7. zzz-157

ROVER. 1923, 4-seater, £190, in stock, cash or deferred payment. Bound's Garage, 225 High Rd., Kilburn. zzz-392

ROVER cars, 8hp, all models from stock: 2-seater, £180; 2-4-seater, £190; 2-seater model de luxe, £200; 2-4-seater ditto, £210; self-starter £15 extra to all models. Jarvis, Ltd., 205 Edgware Rd., London. Tel., 2512 Padd. 541-144

ROVER. £180 cash, or £38 14s. deposit and 11 payments of £13 10s., less rebate; other models similar terms. Service Co., 273-4 High Holborn, W.C.1. zzz-896

ROVER 8 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1022. zzz-315

ROVER authorized agents. 8hp 2-seater, £180 cash, or £56 deposit and 12 monthly payments of £12 12s.; 8hp 4-seater, £190; 8hp 2-seater with dickey, £182 10s. Also de luxe models on similar terms. Wm. Whiteley, Ltd., Queen's Rd., W. 2. zzz-228

ROVER. 8hp, 4-seater, £190, in stock; extended payments arranged; second-hand cars taken in lieu of deposit. Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., London, S.E.5. zzz-858

ROVER 1923 cars, 8hp, 2-seater, £180 cash, or £45 down and 12 monthly instalments of £11 16s. 6d.; other models on similar terms; free tuition, prompt delivery; motorcycles taken in part payment. Official agent, Eagles and Co., 275 High St., Acton, London. zzz-126

ROVER 8hp cars for immediate delivery. Standard 2-seater, £180; 4-seater, £190. Deferred payments if desired. Your motorcycle or car taken in part payment. Official Agents and Spare Part Stockists, Kays, 8-10 Bond St., Ealing. 550-185

ROVER. 8hp, all 1923 models in stock for immediate delivery: 2-seater standard, £180; 4-seater, standard, £190; 2-seater model de luxe, £200; 4-seater model de luxe, £210; 2-seater coupe, complete with dynamo lighting, self-starter, clock, speedometer etc., £240; 2 seater standard, with dickey, as supplied by the Rover Co., £182 10s. Inspection invited. Any motorcycle or car taken in part exchange. Best prices allowed. Easiest of easy payments. Exchanges arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 559-e882

ROVER. 8hp, brand new, shop-soiled, complete to standard specification, all-weather side curtains, £170. Buy from us and save a £10 note. Byfleet Automobile Co., West Byfleet. 539-e921

ROVER 8. Smith and Hunter. Delivery from stock, £180. Deferred payments. 77 Gt. Portland St., W. Phone, Langham 2565. 559-374

ROVER. F.O.C.H. for immediate delivery. Cash, exchange, deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 559-423

ROVER cars in stock, £210, £200, £190, £180 cash, or from £45 down and 12 payments of £11 16s. 6d., with option of liberal discounts. Lamb's, Ltd., new premises opposite Hoo St. Station, Walthamstow; 587 Euston Rd., London, N.W.5; 50 High Rd., Wood Green. 559-458

ROVERS. Rey's, authorized agents for Rover cars; extended payments and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7756. 559-486

ROVER. 1923. All 8hp models for immediate delivery from stock; prices from £180; second-hand cars and motorcycles accepted in part payment; deferred terms if desired. Nowham Motor Co., 225 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1525. 559-628

ROVER 1923 8hp 2-seater standard model, in stock, £180; deferred payments and demonstrations. Autoveyors, Ltd., Authorized Agents, 84 Victoria St., S.W.1. 559-671

SALMON. The Motor Marketing Co., distributors for Berkshire, offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-546

NEW LIGHT CARS AND CYCLECARS

(continued).

SALMONSON, 1923. Percy H. Smallbone, Ltd., can supply 2-seater, with dickey and all-weather equipments, London coachwork (limited number only for disposal), £210; 4-seater model, with all-weather equipment, best value in the market, £235. Catalogues free, 499 Oxford Rd., Reading. Phone 1117. zzz-415

SALMONSON, K.J. Motors, Bromley, sole concessionaires for Kent and Surrey, can give immediate delivery of new models. Cash, exchange, deferred. Bromley 1727. zzz-689

SALMONSON, Smith and Hunter, authorized agents. Immediate delivery 2-seater with double dickey and all-weather side curtains, £225. 77 Gt. Portland St., W. Phone, Langham 2363. 539-373

SALMONSON, 1923, fitted with 4-seater body, all-weather equipment, coachwork by Littlewood, of Bromley, 5 detachable wheels, 710 by 85 tyres, Duercher lighting set, plated radiator and fittings, delivery from stock, price £235. Motor Marketing Co., Wantage Rd., Reading. zzz-591

SENECHAL, 8hp, 4-cylinder, 235 guineas. Immediate delivery. Deferred payments. Ladbroke Garage, Southam. 544-554

SINGERS, 1923.

SINGERS, Wilkins, Simpson and Co. In stock, immediate delivery, latest models, just arrived, both 2 and 4-seaters, 280 guineas cash, or easiest of easy payments; your old Singer or any motorcycle or car in part exchange. We specialize in exchanges, and allow top prices. Exchanges and easy payments arranged anywhere, distance no object. Also Coventry-Premiers, 2 and 4-seaters, in stock, just arrived, 250 guineas. Trade supplied. Wilkins, Simpson and Co., opposite Olympia, London. Telephone, Hammersmith 258. 539-4885

SINGER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-528

SINGERS, 1923. All models for quick delivery. Jackson's Garage, Guildford, official agents. Phone 545. zzz-708

SINGER, H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 250 gns and 280 gns; unique credit system, £27 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-648

SINGER and Coventry-Premier, 1923, latest 2 and 4-seaters, from stock, 280 guineas and 250 guineas. Wrexham Motor Co., 39 Chester St., Wrexham. 543-189

SINGER, Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195

SINGER and Coventry-Premier cars in stock, from 250 guineas; best allowance on second-hand cars in part payment; deferred terms. Eagles and Co., 275 High St., Acton, London. zzz-127

SINGER, Ernest Grimaldi, Ltd., authorized agents. 1923 models, 2 and 4-seaters, 280 guineas; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. zzz-492

SINGER, Birkenhead Motor Works, 54 Duke St., Singer agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 562-871

SINGER, 1923, all-weather models, 2 and 4 seater models, 280 guineas. In stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 530-9375

SINGER, Shipside, Daybrook, Nottingham, for immediate delivery of all models Singer and Coventry-Premier cars; exchanges and deferred payments arranged. 551-412

SINGER, F.O.C.H., the agents, immediate delivery; cash, exchanges, deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 539-426

SINGER 1923 10hp 2 and 4-seater models in stock, 280 guineas; exchanges, deferred payments. Parker's, Bradshawgate, Bolton. 539-434

SINGERS, Delivery from stock of latest 10hp 4-seater, price 280 guineas; deferred terms and part exchanges. Authorized agents, Calthness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. Telegrams, "Calthness, Wexdo, London." 539-450

SINGER, Rey's, authorized agents for Singer and Premier cars; extended payments and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7756. 539-484

SINGER, 1923, 10hp, 2 and 4-seaters, in stock for immediate delivery, 280 guineas; best possible allowance on second-hand cars or motorcycles in part payment; deferred terms if desired; delivery anywhere in the United Kingdom. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 539-629

SINGER, shop-soiled 10hp model in stock, £275. Deferred payments as desired. Genuine bargain. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 539-678

STANDARD, Immediate delivery of the new 8hp model, £275. Harris's Garage, Slough. Phone 88. zzz-464

STANDARD 8hp 1923 2-seater with dickey, starter, and all-weather side curtains, brand new, £275, ready to drive away. City Car Agency's Showrooms, 34 Queen St., Chapside, E.C. 4. zzz-15

STONELEIGH, 1923 models, from £185; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-529

STONELEIGH, perfect 3-seater, £185, immediate delivery. County Garage, Caterham Valley, Surrey. 549-513

STONELEIGH, Useful and reliable 3-seater runabout at £185 only, dynamo lighting, spare wheel; no other car such value; made by Armstrong-Siddeley; deferred payments or exchanges arranged. District agents, Frank Whitworth, Ltd., New St., Birmingham 539-476

STONELEIGH cars at Maudes'. Best deliveries. Best terms and best Services. Maudes', 100 Gt. Portland St., London; 108 Prince of Wales Rd., Norwich; Walsall Garage, Walsall; and Paris St., Exeter. 539-519

STRAKER-SQUIRE, Ernest Grimaldi, Ltd., authorized agents. 1923 10hp models from £400; part exchanges, deferred payments. 87 Gt. Portland St., Tel., Langham 2983. zzz-454

TALBOT, Smith and Hunter authorized agents, can supply from stock standard 2-seater, £295; de luxe model, £320; coupe, £395; 4-seater, 10-25, £375; deferred terms. 77 Gt. Portland St., W. Phone, Langham 2363. 539-369

TALBOT, Warwick Wright, Ltd. Sole London distributors of Talbots. Before you decide on a new car, come and inspect the wonderful little 8hp Talbot at our showrooms. We shall be pleased to give you a trial run; your old car or motorcycle accepted in part exchange; our hire-purchase scheme is unique; it is arranged to suit your convenience. Warwick Wright, Ltd., S.T.D. House, 250 New Bond St., London, W. 1. Telephone, Mayfair 6504. 539-383

NEW LIGHT CARS AND CYCLECARS

(continued).

TALBOT. In stock, 2-seater de luxe, £320; 2hp coupe, £395; as-chassis; deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 539-437

TALBOT cars. Mebes and Mebes (Established 1895), The Original Light Car Specialists, authorized agents, can offer from stock all models of the 8hp and 10-25hp models; without doubt one of the finest all-British light cars built to-day; your present car in part exchange; deferred payments at 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 539-607

TALBOT, 1923, 8-18hp, 2-seater, de luxe, in stock; exchange or deferred payments. Pickworth and Hill, 107 Gt. Portland St., W. 1. Langham 1998. 539-562

TALBOT-DARRACQ, H. B. Cook, Ltd., largest contractors, give immediate delivery 8hp models, £275; unique credit-system, £25 cash, secures delivery. 202 Gt. Portland St., W. 1. Langham 1726. zzz-549

TALBOT-DARRACQ, 8hp, 2-seater, dicker, immediate delivery, £285, cash or deferred. Morris's, 139 Finchley Rd., N.W. 539-404

TALBOT-DARRACQ, 8hp, 4-seater, £275, immediate delivery. Baker and Co., Dorking. Phone 122. 539-665

TAMPLIN, 1923 model now in stock, 150 guineas, electric lighting, 3 speeds and reverse, fast and economical. Tele, Museum 6626. A.S.C. 166 Gt. Portland St., W. 1. zzz-157

T.B., 3-wheeler, standard model, £155; de luxe, £165 10s.; sports, £175. Earliest deliveries from Godfrey's, Ltd., 208 Gt. Portland St., London, W. Phone, 1500 Langham. zzz-556

T.B., 3-wheeler, earliest deliveries from the Surrey agents, demonstration at any time, price from £155. Mylam and Co., 197 London Rd., Croydon. Phone, Thornton Heath 1275. zzz-221

UNIT. We are authorized agents. Immediate delivery; exchanges; deferred payments; prices from 177 guineas. Tele, Museum 6626. A.S.C. 166 Gt. Portland St., W. 1. zzz-969

UNIT, service model, 177 guineas cash, or £38 15s. deposit and 11 payments of £14 1s., less rebate. Service Co., 275-4 High Holborn, W.C. 1. zzz-412

WEBB, super 9, touring and all-weather models from stock; exchanges. Chaston, Blackwood, Mon. Tel. 66. 544-476

WOLSELEY, 7hp, 2-seater, in stock, £255, cash or deferred payment. Bound's Garage, 225 High Rd., Kilburn. zzz-393

WOLSELEY 7 cars. Cash or deferred payments. Write, P. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-316

WOLSELEY, Weybridge Automobiles, Ltd., have an extensive selection of new and second-hand current Wolseley light cars at bargain prices; deferred payments and exchanges arranged. Wolseley Specialist, York Rd., Weybridge. Phone 256. zzz-94

WOLSELEY, Surrey Motors, Ltd., stock 7hp and 10hp new and second-hand Wolseley light cars, bargains for cash; deferred payments. Sutton, Surrey. Phone, Sutton 1000. 539-471

WOLSELEY, in stock, 1923, 7hp, 2-seater, £255, cash, or deferred. D. and S. Autocar Co., 53 The Parade, Galders Green. 539-541

WOLSELEY, 7hp, 2-seater, in stock, £255. Newham Motor Co., 223 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 539-631

WOLSELEY, 1923, 10hp, 4-seater, latest model, in stock for immediate delivery, £425; second-hand car or motorcycle accepted in part payment; deferred terms if desired. Newham Motor Co., 223 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 539-630

LE ZEBRE, Autoveyors, Ltd., have a large consignment of these famous cars: 2-seater models from £200 cash; deferred payments arranged. 84 Victoria St., S.W. 1. 539-676

MISCELLANEOUS LIGHT CARS AND CYCLECARS.

F.O.C.H. for reliable new and second-hand cars at bargain prices. Exchanges and deferred payments arranged. Our name implies our business methods. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 577-791

LADY DRIVERS. An exceptionally attractive little 2-seater car is for sale second-hand; ideal for the woman-driver; 4-cylinder engine, starts easily; gear changing silent and certain by friction discs, dynamo lighting, tools, etc.; £200. Send p.c. for details and photograph. Box No. 1175, c/o "The Light Car and Cyclecar." zzz-296

THE LIGHT CAR CO. would like you to see their stock or write for list of cars for economical motoring; exchange or hire-purchase on any make of new or second-hand car. The Light Car Co., 351 Euston Rd., N.W. Phone, Museum 3081. 539-574

11 9hp 1922 PHENIX 4-seater, blue, electric equipment, shop-soiled, £350. Below

1922 7hp JOWETT, dicker, 3,000 miles, saxe blue, perfect, bought larger car, £175. Ridings, 32 Long St., Middleton, Lanes. 539-1515

MISCELLANEOUS NEW CARS.

JOWETTS and Baylis-Thomas's always available for demonstrations at Wellfords, Brighton, main agents for the district. 548-500

CARS FOR HIRE.

DRIVE yourself. 1922 Wolseleys, Standards, Morris-Oxfords, Calcott's, Rovers, 2 and 4-seaters; reasonable tariff, any period, perfect service, inspection invited. L. H. Pugh, 9 South Molton St., W. Mayfair 4433. zzz-789

DRIVE yourself. 2 or 4-seaters available for hire. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7756. 539-499

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WHIPPEY motor scooter, used by lady one summer and never gave any trouble, in perfect order, £14. Cudell, Harbour, Brighton. 539-660

AGENCIES.

TO AGENTS, 12-20hp Turner, 4-seater, £357; coupe, £395; all-weather (Gwynned), £450; distributing rights still open certain districts; no contracts or deposits required. Turner's Motors, Wotton-under-Claydon. zzz-29

SINGER and Coventry-Premier cars.

TO the trade.

IMPORTANT territories in Lancashire available for 1923 season Parker's (Distributors), Bradshawgate, Bolton. Tel. 1348. 539-488

THE BEST BARGAINS in second-hand light cars and cyclecars are offered in these pages.

BALL AND ROLLER BEARINGS.

UNIVERSAL BALL BEARING REPAIR AND MANUFACTURING CO.,
111 The Grove, Hammersmith, make, supply or repair ball and roller bearings. Established 1907. 562-558

BODIES.

TWO new coupe bodies and one 4-seater, ready for mounting to 10hp Wolsley chassis; mounted and finished or as they stand. F. Burtonshaw, Ltd., Bell St., Reigate. Phone 226. zzz-963

WE are specialists in all kinds of bodies for any type chassis. Send us your inquiries. Clients waited on with design and specification. Reliance Motor Works, Ltd., 41 St. Peter's Sq., W. Hammersmith 740. 546-970

BODIES, complete built to order, hood and windscreen, upholstered rexine, coach painted, from £50; small 4-seaters supplied; van bodies, aluminium sports, etc. Repainting and reupholstering our speciality, lowest prices obtainable. Phone, Brixton 1585. Robini Manufacturing Co. (established 28 years). 1 and 5 Tulse Hill, Water Lane, Brixton, S.W. 2. 559-440

CONSULTING ENGINEERS.

HUGH P. MCCONNELL, M.S.A.E., A.M.I.A.E., 199 Piccadilly, London, examines cars for clients and reports on condition and value; unbiased opinion on new and second-hand cars, 21 years' practical experience; part exchange and hire-purchase transactions negotiated. Phone, Gerrard 1960 and 8 Molesey. zzz-787

W. H. SUMNER, A.M.I.N.E., M.I.A.E., 28 Victoria St., Westminster, S.W. 1. Telephone, Victoria 7573. Efficiency engineer. Development of inventions and experimental work; expert advice and examination on any make of car. 564-415

DYNAMOS.

LUCAS or Rotax 6 or 12-volt aero dynamo, with auto-cutout, 2½-in. pulley, new and tested, ex-Government, £5 10s.; with 6-in. pulley, 6-ft. Whittle bell and base plate, £4 10s.; new 6-volt 30-amp. battery, £2 2s.; Whittle bell, 1s. 6d.; 6-in. split pulley, 8s. 6d.; pair torpedo wing lamps, 8s.; electric horns, 10s. Leslie Dixon and Co., 9 Colonial Avenue, Minories, E. 1, near Aldgate Station, Met. Railway. zzz-928

E20 LUCAS dynamo, 6 volts, 6 amps. (not aero), very little used, complete with cut-out, switch and horn, £6; deposit system if required. 108 Redham, Blackburn. 559-1160

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ALPHA light car engines; three types: 8hp twin cylinder, 1,099 c.c.; 9hp 4-cylinder, 1,088 c.c.; 11hp 4-cylinder, 1,350 c.c. Write for particulars and prices to Johnson, Hurley and Martin, Ltd., Coventry. zzz-765

11.9hp FIVET engine, 4-cylinder, water-cooled, dynamo drive on fly-wheel, engine only been run on test bench, cost £55, accept £28, bargain. S. C. Friend, 42a Victoria Rd., Aldershot. 559-1149

KINGO 4-cylinder w.c. 9hp engine, complete magneto, carburettor, fan, flywheel and clutch, new. £45; 5hp w.c. 2-cylinder engine and 3-speed gear unit complete, £50, unused; G.N. engine with magneto, carburettor, clutch, dynamo, radiator, etc., £16, good condition; stamp copy Campbell, 244 Earl's Court Rd., London, S.W. 5. 559-1285

4-CYLINDER water-cooled T.M.C., 3-speed gearbox, radiator, crown and bevel cardan shaft, 10hp Elsmann, Schebler, first-class condition, offers. 28 Binfield Rd., Clapham. 559-1539

EXCHANGES.

EXCHANGE brand-new 1923 Rover, 8hp, £180, or 4-seater, £190, for motorcycle or combination, or car, and cash. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 559-879

EXCHANGES. Your present motorcycle or car taken in part exchange for any make of new car. Very best prices allowed. Let us know your exact requirements and, upon full particulars of your second-hand motorcycle or car, we can make you a definite offer. Arrangements made anywhere, distance no object. Immediate attention to all postal inquiries. Satisfaction guaranteed. Call, write or phone. Any make supplied. Authorized agents for Calcutt, Coventry-Premier, Rover, Singer, Swift, Standard, Humber, Lea-Francis, Wolsley, Deemster, etc. Let us quote you for any make of car. Established over 30 years. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 559-8880

F.O.C.H., the exchange specialists. Highest prices allowed; cash adjustment either way; deferred payments arranged. Large selection all makes cars, combinations and solos, new and second-hand. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 559-429

WE shall be pleased to hear from owners of second-hand cars who wish to exchange for new cars with cash adjustment; best prices allowed. Vivian Hardie and Lane, Ltd., 25 and 24 Woodstock St. (off Blenheim St.), New Bond St., W. 1. zzz-599

ANY light car, motorcycle or combination wanted in part payment of new Wolsley, Calthorpe, Standard, Fiat, and Humber by the authorized District Agents for these makes. Liberal allowances by Lankester Engineering Co., 39 Eden St., Kingston. zzz-571

HALIFAX, 1923 Coventry-Premier, Calthorpe, Deemster, Lagonda, Singer and Stoneleigh light cars. Liberal allowances for light cars, Morgans, and sidecar combinations. Halifax Motor Exchange, Horton St., Halifax. zzz-530

YOUR present motorcycle or light car taken in exchange for any make of new car, balance payable in cash or in 18 monthly instalments. Top market prices given, distance no object. May we have particulars of the car you have for disposal? Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-984

EXCHANGE brand-new 1923 10hp Coventry-Premier, 4-seater, 250 guineas, for 8hp Rover, or combination and cash. Eagles and Co., 275 High St., Acton, London. Phone, Chiswick 556. zzz-128

K.J. MOTORS, Bremsley, will be pleased to take your light car or combination in part exchange for 1923 Salomon or other car; deferred payments. Phone 1727. zzz-690

LAMB'S, LTD. It pays to inquire of us before exchanging your car. Crouch, Rover, Morgan, Coventry-Premier, G.N., actually in stock. Lamb's, Ltd., new premises, opposite Hoe St. Station, Walthamstow; 387 Euston Rd., London, N.W.; 60 High Rd., Wood Green. 559-462

GAITHNESS and CO., LTD. BEST prices allowed for your present car in part payment for new A.C., Citroën, Singer, Standard, etc. If you are contemplating the purchase of a new car, send us your requirements; our proposition is sure to interest you. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 559-451

EXCHANGES (continued)

A.V.s taken in part exchange for New Imperial motorcycles and G.N. A. V. Motors, Park Rd., Teddington. 540-651

10hp SINGER, 1921, as new, only 2,000 miles, will exchange for this year's Morgan, with cash adjustment. H. D. Torres, 51 George St. Manchester. 559-1801

THE LIGHT CAR CO. will exchange your car. 351-410-414 Euston Rd., London. Tel., Museum 3081. 559-372

8hp ROVER car for late Morgan. 7 Morton Ter., Gainsborough, Lincs. 559-1261

HUMBERETTE, 8hp twin, air-cooled, splendid condition, appearance, exchange combination, heavy solo, level terms. Capt. Hatfield, Bellingham, Camba. 559-1274

COMBINATION, Humber, 4½ flat twin, 1921, comfortable Montgomery sidecar, will exchange for best G.P. Morgan offered, not earlier than 1921. Lucania, Scott's Lane, Shortlands. 559-1282

WANTED, modern motorcycles in part exchange for second-hand light cars. See advertisements under "Cars for Sale" Cash or deferred. Raitton, Cobham and Co., 21 Blackfriars St., Manchester. 559-605

PIANOS, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Scarbridge, 35 Hauser Rd., East Dulwich, Hours, 9-6; no Sunday business. Phone, Sydenham 2452. 559-529

EXCHANGE brand-new A.C. coupe, painted grey, for second-hand open 2 or small 4-seater and cash. Newham, 225 Hammersmith Rd., W. 6. 559-642

EXCHANGE brand-new A.C. 2-seater for second-hand car and cash. Newham, 225 Hammersmith Rd., W. 6. 559-641

EXCHANGE brand-new 8hp Rover for second-hand car or combination and cash. Newham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 1525. 559-640

EXCHANGES. We will accept your present car or motorcycle at full market value in part payment for a new or other second-hand model. Delivery and collection arranged anywhere in the United Kingdom. Full list of second-hand models sent free on request. A definite allowance offer will be made for your machine on receipt of full particulars and type required. Practically any make supplied. Newham Motor Co., 225 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1525 and 80. 559-639

BABY PEUGEOT special racer, fast, sporty, and £60 cash for a G.P. Anzani Morgan, Lennox, East Liss, Hants. 559-1505

WHY not have the car you really want? We will accept second-hand cars in part payment for a new model; any make supplied for cash or easy terms. Send particulars of your requirements. Herbert Robinson, Ltd., Regent St., Cambridge. 559-647

A.V. monocoars exchanged for any make of motorcycle or combination; call with your cycle and inspect our stock. A.V. Garage, 2a Ekanor Grove, White Hart Lane, Barnes. 559-660

EXPERIMENTAL ENGINEERS.

LEOPOLD WARD, B.Sc., A.C.G.I., Harwood Pl., Chalk Farm, N.W. 1. My tool-room, engineering works, drawing office, and laboratory are devoted entirely to experimental work. Write for free booklet. Phone, Hampstead 7559. 541-121

EXTENDED PAYMENTS.

NO DEPOSIT required. Our unique system of deferred payments enables you to purchase a car without paying a deposit; 4 per cent. interest only, practically any make supplied. Henly and Co., 91 Gt. Portland St., W. Langham 1926. zzz-971

GORDON WATNEY and CO. LTD., 31 Brook St. (Phone, Mayfair 2966), can supply any make of cars on easy terms to suit customers' means; 4 per cent. interest, no guarantors; cars delivered immediately on payment of first deposit. zzz-815

18 MONTHLY instalments to complete the purchase of any make of car. May we forward you full particulars of our unique system. Full service after purchase, practically any make of car supplied, your present one in part exchange. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-985

COOK, LTD., deferred payment specialists, deliver any car selected within 24 hours, absolute privacy; no references required; accommodation charge from 2½ per cent. With quarter cash down or delivery given on first monthly payment only. Showrooms, 202 Gt. Portland St., W. 1. Langham 1726. zzz-659

LIGHT cars by most leading makers can be supplied on favourable terms and early delivery given. Service Co., 273-4 High Holborn, W.C. zzz-976

CAR PURCHASING AGENCY are now in a position to purchase almost any car you desire on practically your own terms. Apply, Car Purchasing Agency, 1 Albemarle St., Piccadilly. Phone, Gerrard 4240. zzz-553

TRADE financed for deferred payments. Send for particulars. H. A. Saunders, 14 New St., Birmingham. zzz-185

IN your own interests send us your inquiries. For new cars our terms cannot be beaten. Apply, Car Purchasing Agency, Ltd., 1 Albemarle St., Piccadilly. Phone, Gerrard 4240. zzz-899

GAITHNESS and CO., LTD. for

DEFERRED terms. Transactions carried through expeditiously and in the strictest privacy. Car can be delivered same day if required. Charges from 2½ per cent., deposit one-quarter. Any make supplied. Latest models A.C., Citroën, Singer and Standard for immediate delivery, 65 Gt. Portland St., W. 1. Tel., Langham 2172. 559-452

LAMB'S, LTD. Buy your car from us and get a liberal option of discount if your account is paid in 3, 6 or 9 months; your old car accepted as deposit; A.C., Rover, Crouch, Morgan, Coventry-Premier actually in stock. Lamb's, Ltd., new premises, opposite Hoe St. Station, Walthamstow; 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green. 559-463

WARWICK WRIGHT, LTD.

OUR hire-purchase scheme is unique; it is arranged to suit your convenience; no guarantors needed. Call and inspect the 8hp Talbot; ask for a trial run. Your present car or motorcycle taken in part payment if you wish.

WARWICK WRIGHT, LTD., S.T.D. House, 150 New Bond St., London, W. 1. Telephone, Mayfair 6504. 559-384

TRADE financed for deferred payments. Send for particulars. H. A. Saunders, 31 Parade, Golders Green, and 350 Euston Rd. 550-410

F.O.C.H. supply any car on exceptionally easy terms, used vehicles taken in part payment. Small percentage, strict confidence. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). 559-428

THE LIGHT CAR CO. supply cars on terms to suit your convenience, 351 Euston Rd., London, N.W. 1. 559-573

EXTENDED PAYMENTS (continued).

NEW and second-hand cars; deferred payments; exchanges. Seabridge, 55 Manser Rd., East Dulwich. Phone, Sydenham 2452. 539-530

HERBERT ROBINSON, LTD., Green St., Cambridge, will supply any make of light car on easy terms at the lowest possible price obtainable anywhere. Catalogues and full particulars by post. 539-646

GARAGES.

CHARING CROSS GARAGE, Villiers St., Strand, have room for over 100 cars, also a limited number of lock-ups. Full particulars on application. 641-6831

TO LET, accommodation in private lock-up garage for motorcycle or combination, light and water; Russell Square district; 7s. 6d. weekly. Box No. 1437, c/o. "The Light Car and Cyclecar." 539-474

HOODS AND SCREENS.

STOCKPORT GARAGE CO., manufacturers of hoods, screens, all-weather curtains, hoods re-covered. Parsonage St., Wellington Rd. N. Stockport. zzz-32

HOODS re-covered same day; low prices consistent with best workmanship; all-weather sets, side screen, curtains, envelopes, black and khaki materials supplied. Painting, trimming, repairs. W. J. C. Motors (near of Hastings), 84 High St., Putney, S.W. Phone, Putney 2989. zzz-222

2-SEATER hoods re-covered, best heavy twill, 45s.; highest grade new 2-seaters. C. C. Curtains, envelopes, windcreens. Henry Jones, 778 High Rd., Tottenham. zzz-977

TODD and CO., established 11 years. Hoods, re-covers, materials supplied. Duncan St., Islington. Phone, North 249. zzz-151

TODD and CO. are specializing in side windshields for all cars. Above. 545-649

HOODS for 8hp Rover, 1920-1 models, 25 10s. each net; side curtains and side wings, 25 10s. per set net. Coventry Equipments, Ltd., Clarion St., Coventry. 545-420

150 BRAND-NEW light car windcreens, Auster, and complete with fittings, 20s. each, carriage and packing 5s. extra. Write for particulars, R. Bamber, Frank St., Preston. Phone, Preston 451. 539-191

SPECIAL offer, 150 pairs of R.O. 1922 pattern side screens, suitable Morgans, Premiers, Rovers, at 38s. pair, list price 56s.; 7 days' approval against cash. See illustrated advertisement, 32 Newhall Hill, Birmingham. 539-1503

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DARWIN CLAYTON Don't insure without inquiring our rate. Phone, City 5547, or write, 91 Cannon St., E.C.4. 547-4328

MORGAN, G.N., Rover, 16; others at advantageous rates. Ernest Ross, 40 Chancery Lane, W.C.2. Phone, Holborn 328. zzz-646

AUSTIN, THRELFALL and CO., LTD., 22 Henrietta St., Strand, W.C.2. Low comprehensive rates quoted for insurance on light cars with Lloyd's and selected companies. Telephone, Gerrard 7121. 540-97

LLOYD'S car and cycle policies. Lowest premiums. Consult Nicholson's, Lloyd's Insurance Brokers, 3 Lombard Court, E.C.5. 559-6253

"MINIMUM COST" motor policies in many cases save 50 per cent. Special scheme for owner-drivers. Write for particulars to Leslie Parsons and Co. (Dept. L), 108 Victoria St., S.W.1. Phone, Victoria 34 (2 lines). 547-4960

COMPLETE protection and experienced claims service at economical premiums. B. D. Smith and Co., Ltd., 3 St. James's Square, Manchester. Phone, City 5421. 547-4347

"PREMIER" is the motorist's best insurance policy; reasonable rates, prompt service. Premier Motor Policies, Ltd., Glebe House, Sherborne Lane, King William St., E.C.4. 564-625

MAGNETOS AND MAGNETO REPAIRERS.

ANY 4-cylinder magneto repaired, no matter what condition, provided complete, for 55s.; 24-hour service. Kay's, Electrical Dept., 8-10 Bond St., Ealing, W. zzz-270

ASSOCIATED MOTOR UNITS.

IF it's repairs to magnetos and dynamos, go to Associated Motor Units for skilled workmanship and prompt delivery. All repairs guaranteed 12 months. Only address, 30-51 Mortimer Market (turning between Thompson's, drapers), Tottenham Court Rd., W.C.1. Phone, Museum 5180. "Grams," Assomotoni, Finsbury, London." 550-710

RELIANCE MAGNETO REPAIRING CO., established 1914, for repairs of every description to all types of magneto. The most up-to-date factory in London. Armature winding done on premises. No fancy prices, but first-grade work, and a 12 months' guarantee to back it up. Reliance Magneto Repairing Co., 285 St. John St., London, E.C.1. Phone, Clerkenwell 4290. 545-185

FREE. Every owner of a motorcar, van or lorry should write for Magneto's magneto price list and repair list. Simply write a postcard. "Repair List D."

MAGDYMAN ENGINEERING CO., LTD., 28 Bateman's Row, E.C.2. Phone, London Wall 4570 (1 min. from Brown Bros.). 539-656

MISCELLANEOUS.

AIRMEN'S, motorists' brand-new leather double-breasted long tan belted coats, heavily lined, 24. postage 1s. 6d.; approval with pleasure; ladies' and gent's. Bleach, Tailor, Marmion Rd., Southsea. zzz-977

NUMBER plates, cast, aluminium, raised polished letters, black background, 14s. 6d. per pair, delivered. H. J. Barlow and Co., Wednesbury. zzz-153

DASH switchboards, 4 way, with ammeter, 20s.; with ammeter and voltmeter, 35s. each net. Lealia Dixon and Co. (Dept. H), 9 Colonial Ave., Minorities, E. 1. zzz-357

AXLES, front and rear, gearboxes, steering, for high-grade cars, singly or quantities. Turner's, Lever St., Wolverhampton. zzz-227

MORGAN owners. Write us. Our improvements will interest you. E. Jackson and Sons, St. Clement's Rd., Boscombe, Hants. 546-6756

OFFICERS' triple proof trench coats (4 coats in 1), lined through fleece, interlined with oilskin and detachable fleece lining, 55s. each; officers' all-wool Bedford cord riding breeches, faced knees, strapped tuckskin (full cut), 27s. 6d. pair; Sidcot driving coats (new), teddy-bearing lined, interlined oilskin, with fur collar, 50s. each; leather driving gloves, 3s. 6d. per pair; all goods guaranteed; all sizes in stock; money refunded immediately if goods are not satisfactory. Call or forward remittance and size to E. Davis and Co., 12 High St., Putney, S.W.16. zzz-162

MISCELLANEOUS (continued).

ALUMINIUM number plates, best quality, embossed any number within 24 hours, post free 15s. 6d. per pair. Freeman, Oakes and Co., Ltd., Devonshire St., Sheffield. zzz-307

TIME SHEETS for immediate use supplied from stock, 8d. per 100, 6s. per 1,000. Copyright forms, ruled and printed, for daily, weekly and foreman's time sheets; also workmen's time sheets and pay sheets showing where employed on outdoor work, travelling and other expenses, variations of work form; material sheets, and for all engineering work; specimens free of charge and post free. J. C. King, Ltd., 42 Goswell Rd., London, E.C. 540-184

MORGAN owners. Price list of 5 second jack, special back number plate, legal size, and Morgan accessories sent on request; all spare parts in stock at makers' price. 91 St. Peter's St., St. Albans. zzz-215

TORPEDO pattern electric lamps, set of 3, complete with holders, half cost, 15s.; headlamps to match, 40s. pair.

ACCUMULATORS, all sizes in stock; send for list. The Essex Accumulator Co., Ltd., 499 Grove Green Rd., E. 11. zzz-232

SPEEDOMETERS. New Smith's, W.D., flush or bracket, non-trip models, with complete cardan shaft fittings, for all light cars; brass or nickel finish, 55s., guaranteed. Large selection of second-hand models from 40s. J. W. Robins, Speedometer Specialist, 97 Latchmere Rd., Clapham Junction. zzz-254

SINGLE and twin-cylinder magnetos, world's finest manufacture, 25 each; Claudel-Libson and Stenos carburetors, suitable for 10-12hp engines, 30s. each; special prices for quantities. Commercial Motors, Larches St., Sparkbrook, Birmingham. 539-519

COCO mats in stock for most modern light cars, 3s. per square-foot overall. Send particulars of car or pattern to C. Smith and Co., Glenford, Suffolk. 547-6227

GEARS and berets in stock for most cars; impossible to give details here. Send your inquiries to Streatnam Engineering Co., Ltd., 47 Strandham Hill, London, S.W.2. zzz-158

YOU cannot do better than go to Moss Bros. for your clothes, who hold an unequalled stock of high-class new and second-hand clothing at very reasonable prices. We quote a few of our lines. The Moscoat, the bed weather, trench or raincoat, made of guaranteed mackintosh, lined detachable beaver. The double-breasted raincoat that will keep out the rain, price 52s. 6d. New leather motor coats, 65s., 100s., and 110s. These coats are double breasted, with belt all round, have wind cuts, and are lined all-wool fleece. Dinner and dress suits, latest cut, 50s. to 126s., in all sizes. Lounge suits, 55s. to 90s. Golf suits, 50s. to 80s. Immense stock of breeches, overcoats, morning coats, trench coats, sports coats and trousers. Price list sent if unable to call. All goods on sale or return. Money refunded in full if goods not approved. Moss Bros., 35-5 High St., Notting Hill Gate, W. 11 (Phone, Park 4817), and 224 High Rd., Kilburn, N.W. 6.

ROVER 8hp dickey seats, complete set of fittings, 50s., easily fitted, illustrated leaflet. Carter, 82 Leghorn Rd., Harlesden, N.W. 540-620

SHIPPEY'S decarbonizer removes carbon from cylinder, piston, valves, 12s. 9d. March testimonial: "There is nothing to beat it." Shippey Bros., 41 Finsbury Square, E.C.2. 539-1195

H.F. retreading plant for sale, sell or exchange. Dodgson, Highroad, Halifax. 559-1194

TWIN engine, magneto, carburettor, clutch, 27; gearbox, 50s.; front axle, wheels, steering, 30s.; differential rear axle, wheels, brakes, 2s.; chassis frame, springs, 30s.; carriage forward. Froud, Prudhoe St., Anwick. 539-1159

DON'T swear if parts of your car are inaccessible; send for a pressure-oiled oiler, 6s.; instantly adjustable spanners, 1s. 6d.; cleaning cloth, 7s. per 50 yds; all post free; money immediately returned if not satisfied. Stone, 129 Church St., Stoke Newington. 539-1111

EVER-READY accumulator, 4 volt 80 amperes, in case, 30s.; pair brass headlamps, with generator, 7-in., 30s. Bradbeer, Whitton, Somerset. 539-1115

2 PARTLY finished chassis, each 2100; wood steering wheels, 8s. 9d. each; light car locks, 5s. 6d.; slam door locks, 2s. 6d.; ball race, 1s. 6d.; steering sets, 27; starting handles, complete, 17s. 6d.; electric distribution boxes, 2s.; gearboxes, 12 10s.; springs, half-elliptic 22, quarter-elliptic 11; radiators, 25; petrol tanks, 15s.; front axles, 25. Cooper and Layman, 30 Mincing Lane, E.C. 539-1116

CLEANING. Buy direct. 1 chamois leather, superfine finish—22 by 21; 1 chamois, whole skin, 30 by 18; 2 large motor sponges; 1 chamois-polishing pad; 3 chamois mops, lot 10s.; carriage pad. Tyne-side Chamois and Sponge Co., 114 Glenthorn Rd., Newcastle-on-Tyne. zzz-1126

JACKS for Morgans, 6-in., hundreds sold, 4s. 6d., post. Henry Stephens, Stonehouse, Gloucestershire. 539-1159

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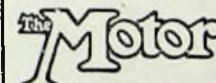


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Motor traders should write for trade prices. All made of highest grade dust-free material (best cotton yarn) with bright stripes and of superior appearance.

SAMPLES of MATERIAL FREE.

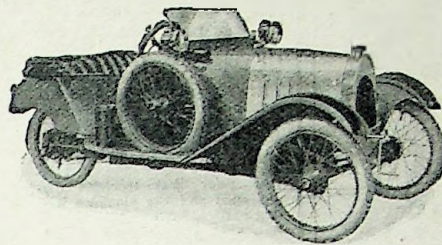
THOMAS CARTMAN,
 15, George Street, MANCHESTER.
 *Phone: 3185 Central.

Godfrey's Ltd

208, Gt. Portland Street,
LONDON, W.1.

Phone: LANGHAM 1300 (2 lines)

NOTHING TO BEAT
IT



£155

Immediate Deliveries.

Anzani or Mag Engines if desired.

10 h.p. J.A.P. T.B. 3-wheeler.

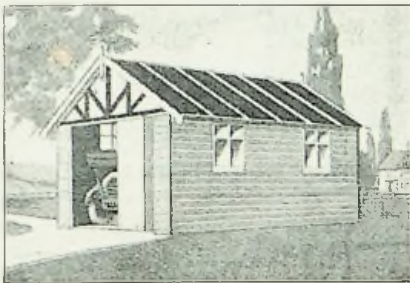
Standard Model, Air-Cooled ...	£155	0
Standard Model, Water-Cooled ...	£165	10
Sports Model, Water-Cooled ...	£175	0

Can be seen at Godfrey's, the London Agents. Descriptive Catalogue post free.



THORNER'S GARAGES

Beautiful Design and Construction.



Built from 1 in. Rebated and Grooved Weatherboards, 3 in. x 2 in. Framework, all planed selected timber.

Length, Width, Eaves, Bikes.

No. 1 ...	12 x 10 x 7 x 9 1/2	£23	18	0
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No. 7 ...	24 x 16 x 8 x 13	£58	8	0

Carriage built England and Wales.

Special Feature: Sliding Out-of-way Doors.

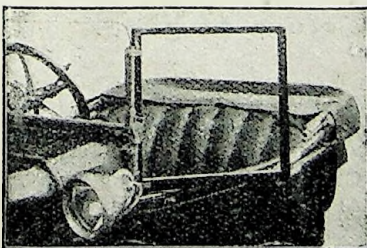
Thornber's Garages are all sold in complete sections, there is no boarding sent loose. Erection is simple. A great range of sizes and prices are shown in Thornber's Catalogue, also a detailed description of their new Rebated and Grooved Weatherboards. Every Motor Buyer should have a free copy. A visit to Thornber's modern works is a convincing argument.

THORNER BROS., 11, MYTHOLMBOYD YORKS.

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For Motorcars, G.N. and other Light Cars.



Walnut frames fitted glass or celluloid, plastic fittings, adjustable to any position, easily fixed, price 32/6 each. Triplox Glass 24/- extra. Complete Complete Set of 2 Side Screens and 2 Side Curtains, £4.

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IMMEDIATE DELIVERY OF MORGAN and ROVER CARS for EASTER.

Exchange, Cash or Easy Payments.

EASTER OVERHAULING MORGAN SPARES from Stock.

We hold an enormous stock of spares for Morgan Runabout. We issue a Special List, post free, and we despatch BY RETURN OF POST.

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ELCE & CO

Grams: Elcenocysa, Stock, London

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Set for ROVER 8 h.p. Car

Made of Solid Leather.

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Fits the Spring accurately.

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Disc wheels shabby?

Smarten them up in half-an-hour with "ATLAS RUSKILLA" Preservative. "It kills the rust." Durable, elastic, and quick drying.

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ATLAS PRESERVATIVE CO., LTD.

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DELIVERY FROM STOCK.

MORGAN De Luxe, Blackburne, Water-cooled, Dynamo Lighting ... £168

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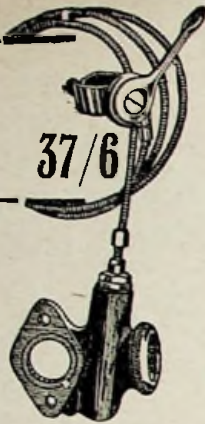
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ROVER-8

OWNERS
EXTRA ECONOMY
AND EFFICIENCY
can be had for



37/6

There are nearly 1000 users of the "ARC" ATOMISER AIR INLET Special Rover-8 Model, and every one of them fully satisfied with the extra efficiency and outstanding economy effected.

Try one for a month, and if not satisfied return to us - we will refund money paid.

"ARC" ATOMISER AIR INLET fills our claims.

It ensures a perfect mixture at all speeds owing to our patented diffusing device. Easy starting is certain, as the "ARC" piston valve has ground seating like your engine.

ILLUSTRATION SHOWS ONE TYPE OF BODY ONLY.

No drilling for fitting. The metal body for enclosing working part is in one piece, preventing dirt intrusion. Results obtained surprise users. 15% to 50% more M.P.G. Increased power, cooler and cleaner engine, and an extremely efficient air intake. The "ARC" is also made for all Light Cars, and supplied complete with Control, Fittings and Fitting Instructions for 37/6 (postage 1/- extra). See our guarantee above and test it on those terms. Free Descriptive Booklet and Testimonials sent on application to:-

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Phone: 272 HYDE. Grams: "Motors, Hyde."



Does your car need a new hood?

Don't buy one. Just give it a coat of Accordian overnight and take it out smart, waterproof, and ready for use in the morning.

ACCORDIAN FLEXIBLE CANVAS PAINT

will add years to the life of a canvas hood. You can apply it yourself—it's quite simple. Made in five colours: Buff, Khaki, Brown, Grey and Black.

1/2 gallon (for 2-3 seater) ... 9/6
1/3 gallon (for 4-5 seater) ... 19/-

From Garages, Dealers or the Sole Manufacturers: The Avondale Manufacturing Co. (Dept. 3) Avondale Works - Chippenham, Wilts.

Write for free booklets



ACCORDIAN FLEXIBLE LEATHER PAINT

will make old leather and imitation leather hoods and upholstery look like new.

No. 1 size (for hood and upholstery of 2-3 seater) ... 9/6
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THINK IT OUT

No matter what the nature of your business the QUESTION OF TIME IS TO-DAY OF PARAMOUNT IMPORTANCE to its successful development and continued prosperity.

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Are your best workers discouraged and the slackers well dug in? Are your Production and Distributing Costs too heavy? If so, is it the fault of your Foremen or your Workers?

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THE purpose of the "Schrader" Valve Cap is to act as a re-insurance of the "Inside"—or the valve check proper. Air cannot leak through the valve if a "Schrader" Valve Cap—screwed on finger-tight—protects it. In addition, the "Schrader" Valve Cap protects the Valve "Inside" against dirt and oil, and acts as a key for the extraction or replacement of the "Inside."

The dome shaped rubber washer "A" is reinforced by an arched brass plate "B". The brass plate is vulcanised in the washer. Downward pressure, therefore, cannot distort the washer and so depress the Valve Bin.

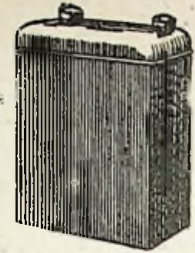
The brass plate "C" swivels when the Valve Cap turns, so that the rubber washer is pressed down as the Valve Cap tightens and makes an air-tight joint with the Valve Stem.

"Schrader" Valve Caps can be had of all dealers, packed five in a box, price 1/2

A. SCHRADER'S SON, INC. British Factory: Victoria Road, Wille-den Junction, London, N.W.10. Manufacturers of the "Schrader Universal" Tyre Valve.

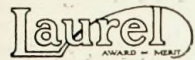


Be sure it's a "Schrader"—Look for the name.



Petrol & Oil Reserve

Do not chance running out of petrol, or risk damaging your engine by using any oil you may purchase at a roadside garage. Carry two gallons petrol and one gallon lubricating oil in a



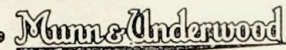
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Petrol and Oil Can

Strong, well-made, simple, neat. Stove enamelled black to match wings etc. Fitted with two standard, screw top nozzles. Fixed to step-board by two thumb-screws which remain in position when can is detached.

Made of lead-coated steel. 35/- Carriage paid in G. Britain.

Money refunded if not approved



203, Above Bar, Southampton.

The Light Car and Cyclecar

Mr. J. Campbell, of 244, Earl's Court Road, S.W.5, dealer in Light Car Components, writing on January 29th, says:

"I should like to add that I have found your paper the best advertising medium for this class of goods."

AN ADVERTISEMENT IN "THE LIGHT CAR AND CYCLECAR" IS A DIRECT APPEAL TO ENTHUSIASTIC FOLLOWERS OF THE SMALL CAR MOVEMENT.

The only Small Car Journal



THE Solution of Shopping

Shopping often has to be done quickly—something forgotten, or friends having dropped in. The "Austin Seven" solves all problems of shopping; the tour of the shops can be extended without fatigue and parcels taken straight away home. Whether it rains or shines the return is made in comfort; no struggling with parcels on to a bus in the rain, but a quick, clean, dry journey at the same fare!

Write for "The Motor for the Million," depicting the car for shopping, business use, and week-end jaunts with the children.

THE AUSTIN MOTOR CO., LIMITED,
Longbridge ————— Near BIRMINGHAM.
London: 479 483, Oxford Street, W.1 (near Marble Arch).

The
Austin
Seven



Features :

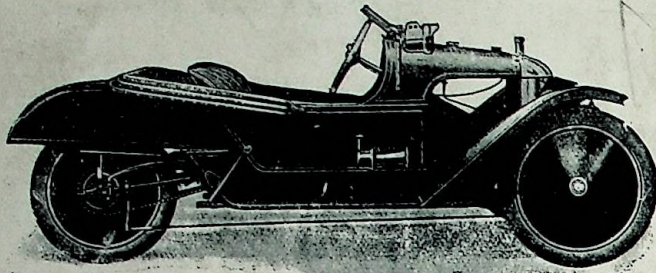
- 4-cylinder engine.
- Water-cooled.
- Detachable head.
- Automatic lubrication.
- Three-speed gearbox.
- Bevel drive.
- Differential.
- Brakes on all wheels.

Equipment :

- Electric Lighting.
- Electric horn.
- Hood & double screen.
- Side curtains.
- Spare wheel and tyre.

PRICE AT WORKS:

£165



100%

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The Morgan Runabout

24 Marvellous Morgans were entered in the Great Winter Trials and all obtained awards.

- London—Exeter (5 started) - - 3 Gold, 2 Silver
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- Essex Winter Trial (1 started) - First 3-Wheeled Cyclecar
- Paris—Nice (2 started) - - - 2 Gold
- Colmore Cup (4 started) - - - 2 Gold, 2 Silver
- Worcester Selling Plate (2 started) - 1 Gold, 1 Silver (First and Second)
- J.C.C. 'Economy Trial' (3 started) 2 Gold, 1 Silver
- A.C.U. 'Stock Car Trial' (3 started) 3 Special Certificates (Highest Award)

PRICES:—

- Air-Cooled, from - £128
- Water-Cooled, from £155
- Complete. Tax £4

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Morgan Motor Co.
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Malvern Link.

