

The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^D

Vol. XXVII, No. 694
Friday Mar. 12, 1926

Registered at the GPO
as a Newspaper



SOLVING THE GARAGE PROBLEM.

"Mouse-trap" garages, the invention of a well-known motorist, represent a practical endeavour to solve the garage problem of the owner of a small car. A detailed description of this new idea is given in this issue.

Standard model (C3)
for touring cars

5/-

Packed in sealed red metal box.

Sports model (H1)
for sports cars

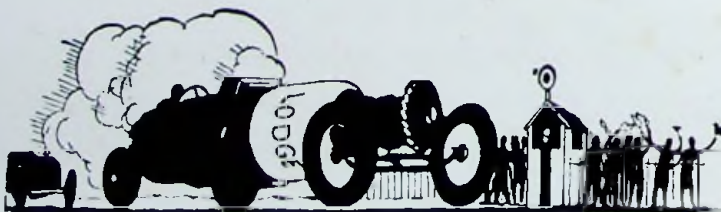
6/-

*Packed in sealed metal box.
Sold everywhere*



THE LODGE PLUG

is unmatched alike
for the extreme hot
running engine and
for the normal
touring type.



LODGE PLUGS LTD.,
RUGBY.

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



IF

If cars amongst and round about you are all the same in finish, tune and hue.

If you want something that is different—individuality—a car of fine performance, too.

Then remember the unforgiving minute and buy a car built like a gun, and the World and his wife will tell you it's the right thing you did, my son.

With apologies to R.K.

Calthorpe The SUPER CAR

A few specially offered at prices well below the cost of the average mass-built vehicle.

Each of the following models is brand new but shop soiled, and is either a demonstration or Show model, carrying the manufacturer's full guarantee. There are only a few available at the special prices shown, and an early visit to inspect one of these models and take a trial run is strongly advised. Don't delay. Easter is near and you can start your Season's Motoring secure in the knowledge that you have saved the first year's depreciation.

Study this matter carefully, together with the prices quoted, and then put the question to yourself—"Can I afford to miss this golden opportunity?" If you are logical you will agree it is something too good to be missed. If you are troubled about the disposal of your present car, bring it to us; you will be offered the highest possible market value.

If it is a question of Capital, do not let this deter you. We will accept your present car as deposit—if value is sufficient—and the balance can be deferred over a period to suit your convenience. Then why hesitate? To-morrow may be too late.

The Golden Opportunity.

		List Price	Our Price
10-20 h.p. Four-D or Saloon	Tax £11	£275	£225
10-20 h.p. Four-Seater	Do.	£215	£175
10-20 h.p. De Luxe Four-Seater	Do.	£235	£185
12-20 h.p. Standard Four-Seater	Tax £12	£295	£225
12-20 h.p. De Luxe Two-Seater, F.W.B.	Do.	£325	£265
12-20 h.p. De Luxe Four-Seater, F.W.B.	Do.	£325	£265
12-20 h.p. De Luxe Four-Door Saloon, F.W.B.	Do.	£405	£335

Our Second-hand Department has on hand a large number of high-class cars, all open to examination by R.A.C., A.A., etc., at prices ranging from £75. Write for list or call and inspect.



MEBES & MEBES

Light and Medium Powered Car Specialists.

144, 154-156, GT. PORTLAND STREET, LONDON, W.1.

Established 1893.

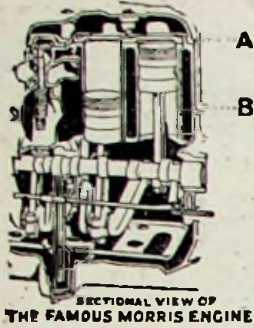
Specialists in the Repair of Austin, Clyno, Calthorpe, Fiat and Rhode Cars.

Always in Stock—AUSTIN, CROUCH, CALTHORPE, CLYNO, RHODE, STANDARD.

'Grams :
"Smartness,
Wesdo,
London."



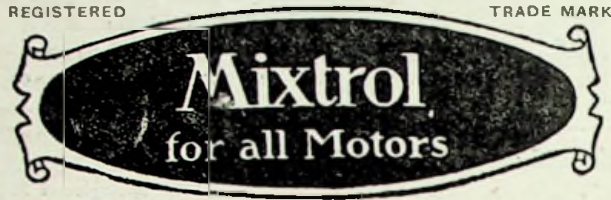
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



SECTIONAL VIEW OF THE FAMOUS MORRIS ENGINE

Mixtrol does its work between A and B, which is where it is needed, and which is not properly lubricated by the oil in the crankcase.

**THE PERFECT
UPPER CYLINDER LUBRICANT
PUT IT IN YOUR FUEL.**



Mr. J. G. PARRY THOMAS
says:
"I ALWAYS USE MIXTROL."

Directions: Pour half an ounce into each gallon of petrol or other fuel. There is a half-ounce measure on each tin. No stirring or mixing required.

4 oz. Tin 1/-. Postage 2d. extra.
Flat oval shape for tool bag.
8 oz. Tin 1/6. Postage 3d. extra.
32 oz. ,, 6/-. Postage Free.
A 32 oz. Tin treats 64 gallons of fuel.

WE GUARANTEE
ABSOLUTE LUBRICATION OF THE CYLINDER WALLS
AND ALL UPPER WORKING PARTS.
LONGER LIFE OF ENGINE. CURES KNOCKING.
MORE POWER, SPEED AND PICK-UP.
EASY STARTING. INCREASED MILEAGE.
CARBON DEPOSIT REDUCED TO A MINIMUM.
NO GUMMING UP. NO SEIZE UP.

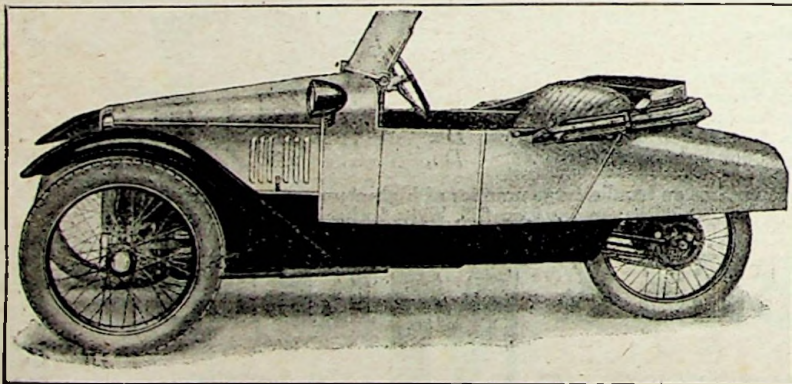
THE RUBY COLOUR OIL IN THE BLUE & YELLOW TIN

RACING SUCCESSES:
.....
OVER 200 FIRSTS.
72 WORLD'S RECORDS.
3 CHAMPIONSHIPS.
7 FIRSTS IN THE ICE RACES AT OSLO, February 7th.

IF YOU ARE NOT SATISFIED WITH THE RESULT, WE RETURN YOU THE MONEY IN FULL WITHOUT DEMUR.

THE MIXTROL OIL CO. (England),
43, Berners Street - - - LONDON, W.1.
Telephone—Museum 4044. Telegrams—"Olmixtrol. Wesdo."

*Now,
concerning Economy,*



PRICE, as illustrated, £110

fitted with 980 twin J.A.P. engine, Dynamo lighting, side curtains to hood, driving mirror, polished aluminium body, or, if preferred, painted in Royal Blue, and smart dummy radiator.

May we arrange a Demonstration for you?

W. J. GREEN, Ltd., Omega Works, Coventry.

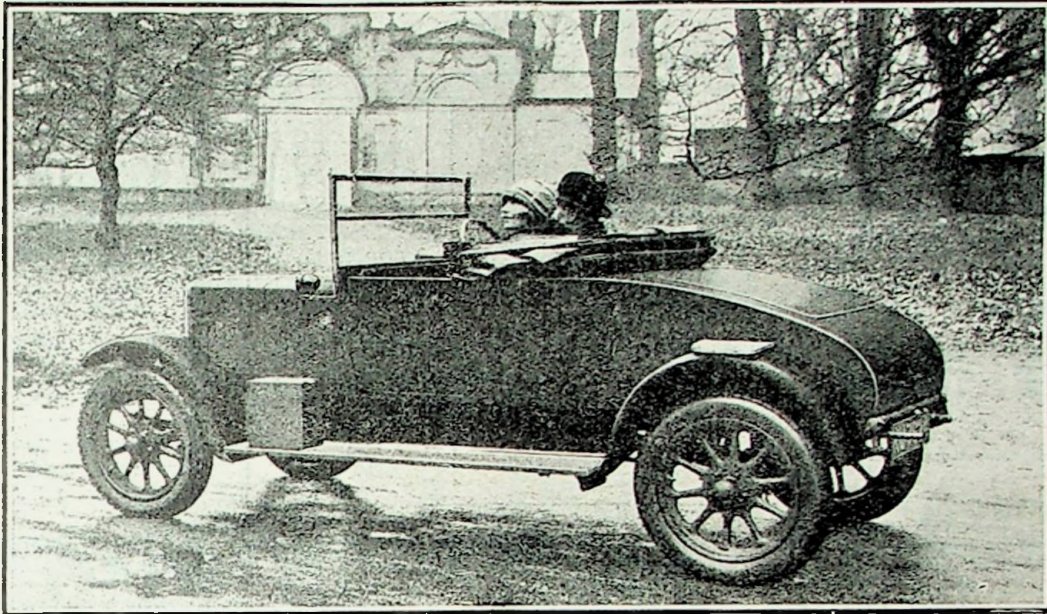
THE JOYS OF EASTER

The prospect of the open road where nature is working at full pressure shaking off her winter dullness. Think what it would mean if you owned an Omega Three-wheeler. All the joys can be yours at a minimum of expense. A Handsome little car, well sprung and upholstered, dynamo lighting, everything on big car lines. The initial outlay need only be £55, plus £4 tax, and the running costs, well, 100 miles for the cost of 2 gallons of petrol. Where can you obtain such satisfaction and pleasure from the same investment? Remembering those nooks which you had hoped one day to explore, set your mind on getting there in first-class style. The Omega can be confidently recommended as the most comfortable and economical means of travel. Enjoy Easter and all time by

Deciding on an

OMEGA
THREE-WHEELER

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



AT THE GATES

Spring opens the gates! To what? To countless hours of joy and endless miles of care-free motoring, if you own a seven-horse power Jowett.

Voltaire says, "Man is free, the moment he wishes to be." Our Catalogue makes you wish, and what is more, shows how easily that wish can be translated into actuality, for a Jowett brings freedom at a cost less than you pay for the hum-drum, crowded train. May we send a copy of "This Freedom"?

THE WISH IS THE WILL.
THE WILL IS THE WAY.
THE JOWETT WAY
IS CHEAPEST
AND BEST.

Short wheelbase
2-Seater - £150
Long ditto £165

Light Four £160
Full Four - £167
Saloon - - £200

JOWETT CARS, IDLE, BRADFORD

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

PART EXCHANGE HOUSE

WANTS YOUR
USED CAR
IN PART EXCHANGE
FOR ANY MAKE
OF NEW CAR.

YOU WILL
OBTAIN THE
HIGHEST
POSSIBLE PRICE
FOR YOUR
USED CAR
AT
PART EXCHANGE
HOUSE.

SALMSON
AUSTIN
STANDARD
FIAT
WOLSELEY
JOWETT
SINGER
CITROEN

Write for Catalogues
and Booklet on
Deferred Terms.

SPECIAL
DEFERRED
TERMS
OVER LONG
PERIODS

Gordon Watney
& Co Limited
Part Exchange House

31, BROOK ST., BOND ST., LONDON, W.1 Phone: Mayfair 2965.

The SILENT SERVICE that means so much — to YOU

The wheels of a car are like the strong right hand of a healthy man—they are "taken for granted." It is only in times of emergency that any test can be made; only in a crisis can the strong hand—the sturdy wheel—be appreciated.

Sankey Pressed Steel Wheels have, since 1908, carried millions of people safely and silently through every phase of joy and danger. The catastrophes these unbreakable wheels have averted cannot be catalogued—but they can be borne in mind. When you see the word "Sankey," there also is the word "Safety."

Sankey
WHEELS

Joseph Sankey & Sons Ltd., Wellington, Shropshire



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



Sole Concessionaires for
U.K. & British Dominions:
S.M.S. Ltd.
NEW WORKS—
Church Wharf,
Chiswick, W.4.

**ANNOUNCING
THE OPENING OF NEW**



SERVICE DEPOT

AT

Church Wharf, Chiswick, W.4

'Phone—Chiswick 3532/3.

20,000 sq. ft. comprising
EXTENSIVE REPAIR SHOPS,
STORES, ASSEMBLING SHOPS,
AND SPECIAL SERVICE DEPT.

A GOOD SERVICE
STATION ADDS
MATERIALLY TO
THE VALUE OF
YOUR CAR.

BUY A SALMSON.

*All Models on view at Showrooms of
Sole London Distributors.*

Your old Car
or Motorcycle
taken in Part
Exchange.

**DEFERRED
TERMS.**



31, Brook Street, Bond Street, London, W.1.
Mayfair 2965-6

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

CAPE TO CAIRO WITH

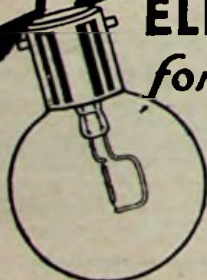


MAZDA Bulbs were used to light the way of the Court-Treant Motor Expedition. Throughout the whole journey of 13,000 miles—part of it through almost impenetrable country — Mazda Bulbs gave excellent service and amply justified their selection.

Mazda Bulbs were chosen for the dark and difficult journey through Africa. Use them on *your* car and make sure of good lighting service under all conditions.



MAZDA ELECTRIC BULBS for MOTOR CARS



Sold by all Garages and Electricians.

Adt. of The British Thomson-Houston Co., Ltd.

2519



The Famous Spring Cover

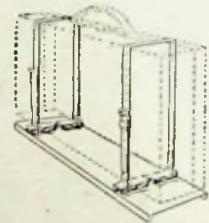
AMONGST the many famous cars fitted with Welco Spring Covers as standard equipment are numbered the Rolls Royce and the Morris. Their fitment assures perfect functioning of the springs under all conditions. The Force Feed Gun supplied with Welco Spring Covers forces oil or grease to every part of the spring.



STEEL SILENCER BAND
prevents brakes squeaking. State if for 9 in. or 12 in. drums. 15/- per set of two.

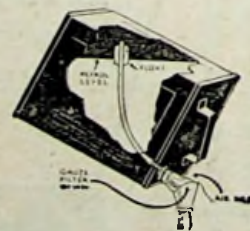
The other Welco lines, some of which are illustrated herewith, are of similar efficiency.

Motorists who are interested in getting the greatest comfort and pleasure from driving should write for our illustrated booklet "L" post free on request.



Luggage Carrier
fits any running board; adjustable to any size bag or trunk. Easily fitted. 15/- complete.

WILCOT (Parent) CO., LTD.,
Fishponds, Bristol.
London Office: Morley House (opposite The Polytechnic) Regent Street, London, W.1.
Phone - Mayfair 1575 and 1576.
Manchester Agents and Stockists: —
THE S. E. MYRANS COMPANY,
Pemberton Buildings, Atkinson St., Manchester.
Phone - - - - - City 1156.
Birmingham Office: 20, Cannon Street.

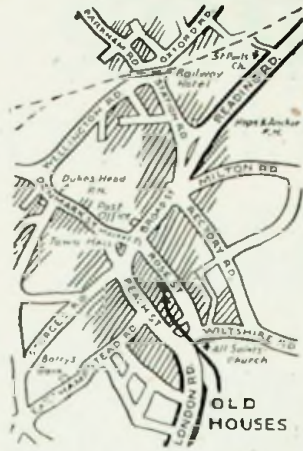


TWENTISEC.
Petrol pump and filter. Empties 2-gallon can in less than 20 seconds.
Copper 5/-
Plain Bright 2/6



WELCO RIGID NON-DRIP OIL PUMP
fits any barrel or drum. Spout turns upward, to cut off supply and prevent drip. Cannot be withdrawn without first pressing on the adaptor. No trouble, no mess. For Drums, 21/-; for Barrels, 25/-

"BP" Touring Series—No. 5



WOKINGHAM

from

London	32 miles
Birmingham	98 "
Manchester	178 "
Newcastle	295 "
Bristol	84 "
Southampton	47 "

WOKINGHAM
BERKSHIRE

In the late sixteenth century, Berkshire possessed a flourishing silk industry, the centre of which was the little village of Wokingham, some seven miles from Reading. This industry exists no more, but there is much to capture the eye of the tourist in this Thames Valley county, as, for example, the quaint old houses illustrated, once the dwellings of the silk workers of Wokingham.

Berkshire appeals especially to the Londoner, being easy of access from the metropolis.

Irrespective, however, of where you live or where you tour, there is one advantage which you can at all times enjoy. Throughout the British Isles "BP," the British Petrol, is readily available. And by running on "BP" you can be certain of the best results from your car. A pure straight-run spirit, "BP" is uniform, reliable and economical. And it is British.

"BP"

The British Petrol

British Petroleum Co Ltd Britannic House Moorgate.E.C.2

Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

"I'M GLAD I GOT A SINGER."



"Might have been made to measure"

"Big fellow—small saloon—how do I manage to be so comfy? Simple enough, but it's not every maker troubles to think out these little simple things. Adjustable driving seat and pedals. Result is the car might have been made to measure, whoever's driving.

"Then take this pneumatic upholstery—cushions you against all the cricks and aches and cramps that you can't avoid with horsehair and springs on a longish trip. A steady 38-40 to the gallon, an easy 50 on the flat—it'd be a poor heart that never rejoiced in a Singer."

Drop us a line for full particulars. Ask your friends' opinions. Let us fix you up a trial run. It won't be long before you're saying, "I'm glad I got a Singer!"

SINGER

The Car that Looks After Itself.

All models fitted with four-wheel brakes, Dunlop reinforced balloon tyres, pneumatic upholstery, and all-comprehensive equipment.

SINGER & CO., LTD., COVENTRY

London Showrooms and Distributors:
202, GREAT PORTLAND STREET, W.1
Phone: MAYFAIR 5314.

10/26 h.p. LIMOUSINE SALOON,
four doors, four seats.

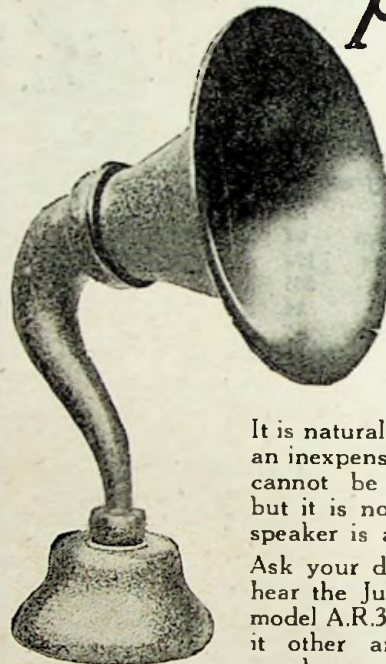
£280



10/26 h.p. "DeLuxe"
2 or 4-seater

£225

SENIOR performance JUNIOR price



It is natural to assume that an inexpensive loud speaker cannot be a good one—but it is not so if the loud speaker is an AMPLION.

Ask your dealer to let you hear the Junior Swan-Neck model A.R.38—compare with it other and larger loud speakers costing much more. It may not come out best against them all, but it will hold its own easily with many of twice the size and double the price.

SWAN - NECK
Model A.R.38
PRICE 38/-
Other Models at
58/-, 84/- and 95/-



Obtainable from AMPLION STOCKISTS, Radio Dealers or Stores.

Demonstrations gladly given during business hours at the AMPLION Showrooms:

25-26, Savile Row, London, W.1. 10, Whitworth St. West, Manchester.
79-82, High St., Clapham, S.W.4. 101, St. Vincent Street, Glasgow.

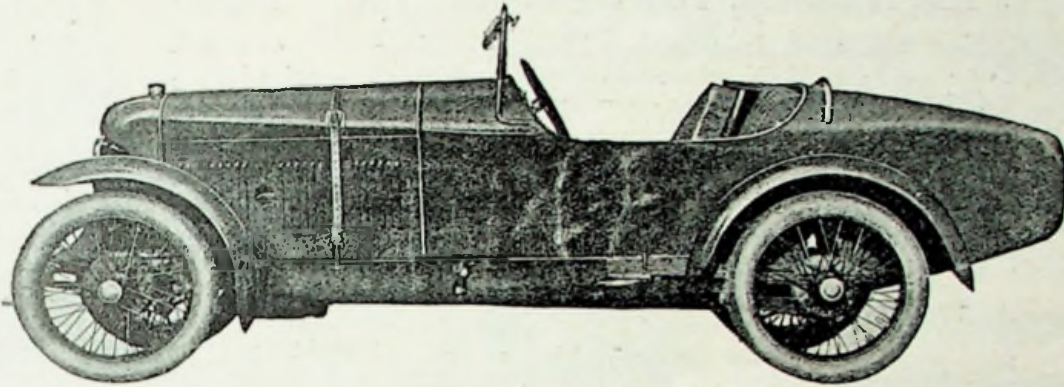
There is no substitute for a genuine AMPLION

Announcement of Alfred Graham & Co. (E. A. Graham), Craffon Park, S.E.4.

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



AMILCAR



IN EVERY SENSE A "SPORTS" CAR.

Designed for Speed and built to last—to meet the demands of the "educated" motorist.

Willing to do its 70 m.p.h. any day and every day or pull evenly and sweetly at a walking pace. Always is the Amilcar a delight to handle.

The brakes (a most important feature), acting on all four wheels, are a revelation in effective stopping power, which, together with its remarkable road holding qualities, enable the highest speeds to be indulged in with absolute confidence.

These are FACTS which it will be our pleasure to demonstrate.

1926 RANGE OF DISTINCTIVE MODELS.				
Two-seater Grand Sport	-	-	-	£285
" " " " de luxe	-	-	-	£300
Three " " " "	-	-	-	£300
" " " " de luxe	-	-	-	£325
Semi-Weymann Four-seater	-	-	-	£300
Weymann Four-door Saloon	-	-	-	£375

Liberal deferred and exchange terms immediately arranged.

Sole Concessionaires:

BOON & PORTER

LIMITED,

159-163, CASTELNAU,
LONDON, S.W.13.

Telegrams: "Soonest, Hammer, London."

Telephone: 1177 Riverside.

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

Lagonda SUPREME VALUE NEW PRICES

Effective March 8th, 1926.

The 12/24 h.p. Saloon Model "S" - £345

The 12/24 h.p. Touring Model "L.C" £285

Never in the annals of motor car history has such wonderful value been offered. A roomy Saloon Model with four wide doors, beautifully upholstered and graceful in line. Adjustable driving seat—Front Wheel Brakes and Balloon Tyres. A luxury Saloon indeed, which at its new price creates a record in motor car value.

Catalogue and Name and Address of nearest Agent from:

LAGONDA LTD.,
London Showrooms and Service Dept:
195, Hammersmith Road, London, W.6.
Phone: Blytheville 3342-3343.
Head Office and Works: Staines, Middlesex.



THE MERITORIOUS

GWYNNE CARS

GWYNNE 8/24 H.P.

WINNER OF THE PREMIER AWARD
ROYAL AUTOMOBILE CLUB'S
1,000 MILES SMALL CAR TRIALS.

Petrol, 45 m.p.g. Oil, 1,000 m.p.g.
Speed, 55 m.p.h.

GWYNNE CARS Ltd.,
Church Wharf, Chiswick,
LONDON, W.4.



GWYNNE 8/24 H.P.

4-Seater de Luxe - £225

2-Seater de Luxe - £225

Special Sports - £285

*Grams - "Gwynne Cars, Chiswick."

*Phone - - - Chiswick 1780-1781.

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

GAMAGES GREAT Anniversary SALE

CLEANING KIT.

All Cleaning Kit for the Car greatly reduced in price.



CLEANING CLOTH.
Splendid quality Cleaning Cloth. Nice and soft, and made up into 50-yard rolls. Far superior to Wastes or Mutton Cloth. **SALE PRICE** per roll **6/3**
Half Rolls, 3/6 Post extra.



CHAMOIS LEATHERS

Fine quality, soft yet long-wearing. Size about 21" x 22"

3 FOR 11/6 SPONGES

Fine quality Honeycomb Sponges.

4/3, 3/1 and 2/1

Extra large size, 7/-

Special line of Strong Sponges for car washing. 1/3

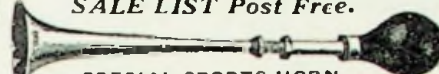
3 for 3/6. Post extra.

Extra large Honeycomb Sponges. Usual price 8/6. **SALE PRICE 6/3**



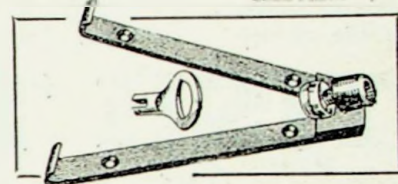
Car Accessories, "Gadgets," and Tyres at Gamage Sale Prices will draw keen motorists to Gamages New and Spacious Motor Showrooms during this Sale. Post Orders on Money-back Guarantee.

SALE LIST Post Free.



SPECIAL SPORTS HORN

Through dash fitting. Gives a very uncommon and penetrating note. Usual price 12/6. Post 6d. **SALE PRICE 6/6**



PETROL CAN CARRIERS.

Cast metal frame with four screw holes for fixing to footboard, and strong threaded screw lock. End of lock rubber-cased to save vibration. Detachable key. Finished black with brass lock. Post 4d. **SALE PRICE 4/9**

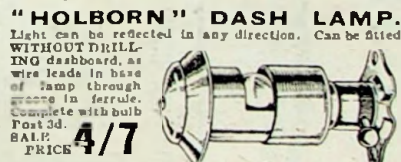
Motorists in the City Proper will find Equal Facilities at BENEFINKS

our well-known Cheapside House. **SALE NOW PROCEEDING IN ALL DEPTS.**

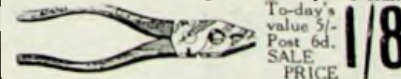
PETROL POURERS



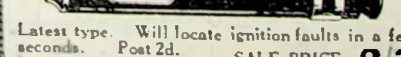
Solid Brass Petrol Pourers—get one, and do away with all mess and inconvenience. Complete with petrol gauze strainer. Fits any can. Saves time, trouble, petrol and money. Usually 1/9. Post 3d. **SALE PRICE 1/3**



"HOLBORN" DASH LAMP. Light can be reflected in any direction. Can be fitted WITHOUT DRILLING dashboard, as wire leads in base of lamp through groove in ferrule. Complete with bulb Post 3d. **SALE PRICE 4/7**



INSULATED COMBINATION PLIERS. Fitted with three cutters and grip handle and insulated to withstand high voltage. 6 1/2 in. overall. To-day's value 5/- Post 6d. **SALE PRICE 1/8**



SPARKING PLUG TESTERS. Latest type. Will locate ignition faults in a few seconds. Post 2d. **SALE PRICE 2/3**

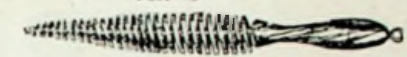
CLEANING BRUSHES.



TRIANGLE MOTOR SPOKE BRUSHES Best quality bristle. A fine serviceable brush. Post 3d. **SALE PRICE 4/3**



ORDINARY SPOKE BRUSHES. Good quality. Well-made, in a handy size and very useful. Usual price, 4/6. Post 4d. **SALE PRICE 1/10**



CLEANING BRUSH. Specially suitable for cleaning wire wheels. Post 3d. **SALE PRICE 1/10**



BENT SPOKE BRUSH. Specially shaped for getting at awkward places. Best quality bristle. Car size. Post 3d. **SALE PRICE 3/10**



WHEEL BRUSHES. Well-made and finished. Post 3d. **SALE PRICE 2/11**



Gamages "Scope" Mirror. Nicely finished and of strong construction. Gives very large range of vision owing to the shape reflector. Post 6d. **SALE PRICE 7/9**



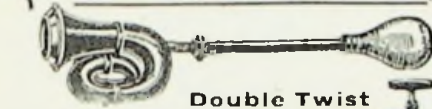
RUBBER STEP MATS Step Mat in Aluminium Frame with straight bar rubber mat. Size 12 x 8 ins. Every car should be fitted with one. Post 6d. **SALE PRICE 4/6**



Spread Eagle MASCOTS Made in Brass and Bronze (no lead or spelter) and silver-plated. Half Price. **SALE OFFER, each 16/9** Post 6d.



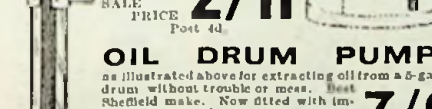
Combination PLUG TOOL Consisting of spanner, a plug cleaner, consisting of a number of fine hardened wires which, when the plug is screwed into the spanner handle and shaken up and down, removes all carbon deposits from the electrodes; there is also a plug tester which will indicate, when the engine is running, the efficiency of any plug. **SALE PRICE, Post Free, 6/9**



Double Twist Deep Note MOTOR HORNS with dust grill. Black and nickel finish (as illustrated) Dash fitting. Wonderful Value. Post and packing 9d. **SALE PRICE 15/3**



SCREEN WIPERS Best quality Spring Top Pattern, with twin squeegees and handle for operating. Heavily nickel plated. Fits either plain edge or metal head type screen. **SALE PRICE 2/11** Post 4d.



OIL DRUM PUMPS as illustrated above for extracting oil from a 5-gallon drum without trouble or mess. Best Sheffield make. Now fitted with improved tray and gauze for return oil. Post free. **SALE PRICE 7/6**



FLEXIBLE PETROL POURERS A great improvement on the old type. By means of this a 2-gallon can of Spirit is emptied and filtered in 45 seconds. Thousands already in use. Order one per return. **SALE PRICE, Post 6d. 3/3**

A. W. GAMAGE Ltd., HOLBORN, LONDON, E.C.1, AND BENETFINK & CO., LTD., CHEAPSIDE, LONDON, E.C.2.

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

British Tar makes a non-skid mosaic surface firmly amalgamated with the road beneath

The strength of a road surfaced with Tar is due to the penetrating and binding properties of the Tar. Unlike other surface dressings which merely lie on the surface of the road, the Tar penetrates into the crevices of the macadam itself. Thus, if a top dressing material of the right kind is used, a solid mosaic carpet is formed which cannot peel because it is keyed right into the road beneath, and with it forms one solidly bound mass. This adds materially to the life of the

road, and is so firm that rain and extremes of weather conditions are withstood for long periods and the road presents a hard, permanently non-skid surface.

In addition to these advantages, which are possessed by no other road dressing, none is so cheap in first cost or so economical in use as British Tar.

For full information on this important subject, write to the address below:—

BRITISH TAR

for

ECONOMICAL NON-SKID ROADS

THE BRITISH ROAD TAR ASSOCIATION, VICTORIA STATION HOUSE, LONDON, S.W.1.

Here's the one equipment that

- is guaranteed to do its job.
- is thoroughly reliable under the most strenuous conditions.
- requires the minimum of service and attention.
- has been approved by the War Office and Scotland Yard.
- is standard on W.O. subsidy vehicles.



CAR ELECTRICAL EQUIPMENT

Hart Batteries fitted as standard.

MIDGLEY CAR LIGHTING COMPANY, LTD.,

Registered Offices: - 17-19, Cockspur Street, London, S.W.1.

Works: - - - - Anchor & Hope Lane, Charlton, S.E.7.

London Service Depot: S. A. Cutlers, Ltd., 18, Berners Street, W.1.

"WELLINGTON" LIQUID METAL POLISH

A
POLISH
THAT,
with a
minimum
of labour,
GIVES A
REAL
BURNISH
THAT
LASTS.



CLEANS
and
POLISHES
ALL
METALS
(including
Silver)
and
GLASS
(Windows,
Mirrors),
Motor-Screens
(Glass or
Celluloid).

TRY IT
and
PROVE IT.

In TINS, 3d., 4½d., 7½d. & 1/3; also in ½, 1 & 1 Gallon Cans.

JOHN OAKEY & SONS, LTD.,
WELLINGTON MILLS, LONDON, S.E.1.

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

Have You tried Three Arrow Oil?

if not, you are missing
the real pleasures of
motoring.

It levels the hills and
makes you proud of
your car's performance

OLEOBLITZ



THREE ARROW OIL
*can be obtained from
all high-class Garages
and Dealers in 1-Gall.
and 5-Gall. sealed tins.*

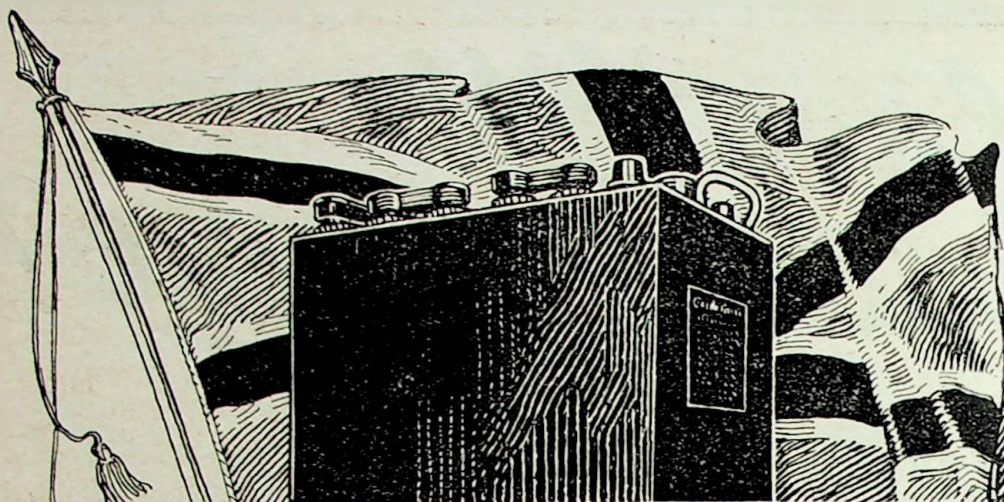
Our Technical Dept. will give advice of best grade
to use for your car. Write stating make, h.p. and
year of your car to address below.

THREE ARROW OIL

"OLEOBLITZ"

THREE ARROW OIL COMPANY, LTD.,
TRAFALGAR HOUSE, WATERLOO PLACE, LONDON, S.W.1.
'PHONE: GERRARD 2495. 'GRAMS: "OLEOBLITZ, PICCY, LONDON."

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



BRITISH MADE

Exide

THE LONG-LIFE BATTERY

We do not ask you to buy Exide Batteries solely because they are British.

Made in Lancashire at the largest Battery Works in the British Empire by skilled craftsmen, the fame and use of Exide Batteries have extended to all parts of the world from New Zealand to South America.

This success has been mainly due to the exceptional quality and the superiority of design which have been found to give complete reliability and an ample reserve for all emergencies under widely differing circumstances.

Therefore buy British Batteries, manufactured throughout in England by British Workmen

Every reputable dealer can supply "Exide"—don't accept a substitute

*450 SERVICE AGENTS THROUGHOUT THE
BRITISH ISLES—6,000 THROUGHOUT THE WORLD*

Branches at
BOMBAY
CALCUTTA

MADE AT THE LARGEST BATTERY
WORKS IN THE BRITISH EMPIRE

Advertisement of The Chloride Electrical Storage Co. Ltd.
Clifton Junction, Near Manchester

Branches at
SYDNEY
JOHANNESBURG

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

Easier Washing — — Easier Oiling

Wash your Car with the ENOTS HANDY BUCKET PUMP.

The easiest, most convenient way to keep your car spick and span is to wash it down with the Enots Handy Bucket Pump.

This simple pump can be used with an ordinary domestic bucket and delivers a steady stream of water where you want it, for as long as you want it, and at just the right pressure.

Complete with 3 ft. of extra strong 3-ply hose and jet.

Price 40/-

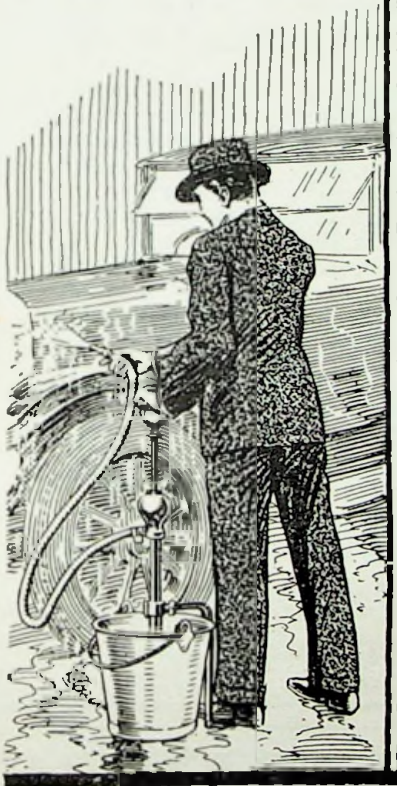
Oil your Car with the ENOTS FORCE-FEED OILER.

You will not make your hands in a mess if you use the Enots Force-Feed Oiler. But you *will* be sure that the oil is "getting there" every time.

The shape of the Enots Force-Feed Oiler enables you to get at all sorts of "inaccessible" places. It is the easiest to fill and the easiest to use—a touch of the button sends a stream of oil at very high pressure and under complete control.

Fitted with a special dust cap which keeps the dust out and a pricker to ensure a clear oil way. Complete with clip and screws for fixing to dash or other convenient position.

Price 6/-



Both these Accessories are obtainable from good Garages and Motor Accessory Houses or direct from the manufacturers.



ENOTS

BENTON & STONE,
LIMITED
:: Enots Works, ::
BIRMINGHAM.

AIDS TO BETTER MOTORING

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



Every Owner-Driver who garages his Car should send p.c. for particulars of **THORNBERS OWNER-DRIVER'S GARAGE.**

Thornbers are specialists in Portable Buildings, and the garage shown has been specially built for the owner-driver. Wherever possible, labour-saving machinery has been used in preference to hand work, for Thornbers have been anxious to offer a sound job at a real cut price. All timber used is thoroughly seasoned and is planed. The garage is sent in sections ready for easy erection—all fittings are supplied.

Sides and ends are of 2 in. thick Thornbers Loc-joint weather-boards that defy all weathers. 3 in. x 1 1/2 in. frame. Roof of 2 in. T. & G. Boards on 3 in. x 1 1/2 in. purlins. Ruberoid Felt, barge boards and finials. Strong doors held by bands; gudgeons, bar bolts, lock and key provided. Large window at each side with 21 oz. clear glass, top half to open.

Size 16 ft. x 9 ft. x 7 ft. x 9 1/2 ft.
PRICE £15 Carriage Forward
 Definite Carr. Paid price on request.
 Wood Floor £4 extra.

Send p.c. to-night for this **FREE BOOK.**

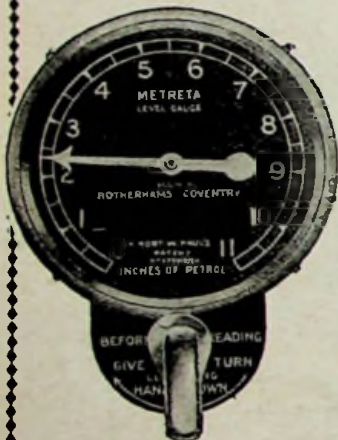
FREE

THORNBERS BROS., 11, Myholmroyd, Yorks.

London Office: 47, Victoria Street, S.W.1.

The **"Metreta" Petrol Level Gauge.**

A UNIQUE DASHBOARD INSTRUMENT THAT GIVES AN INDICATION OF DEPTH OF PETROL IN TANK.



Adaptable for all cars except those with pressure feed. Simple to fit and simple to operate, it is just the instrument the motorist requires.

Readings can be taken whether running or stationary. Can be supplied, if required, to give also an indication of depth of oil in pump.

PRICES:

METRETA "A" (Petrol only)£2 2 0
 METRETA "B" (Petrol and Oil).....£2 5 0

Send for Illustrated Leaflet to the Sole Manufacturers.

ROTHERHAM & SONS, LTD.
 COVENTRY.

Telephone: 752 & 753.

Telegrams: "Rotherhams, Coventry."

Chekko
 Brake and Clutch Linings

The superiority of Chekko in immediate **reliability**—essential in all brakes—and its **long service** under the severest condition, is based on its purity. It is not only made from pure Asbestos (all Asbestos is pure) but is warranted to **contain no cotton or other adulterant fibre.** That is why Chekko cannot be destroyed or impaired by the frictional heat always generated in braking. That is why Chekko is safest, lasts longest, and is cheapest.

Motorists! Specify Chekko when relining, and realise what a difference a shilling or two extra outlay makes.

No false or exaggerated claim is made for Chekko.

Send a p.c. for our enlightening Chekko Brochure.

CRESSWELL'S ASBESTOS CO., LTD.,
 WELLINGTON MILLS, BRADFORD.

Stocks at London Stores:

27, PERCY STREET, TOTTENHAM COURT ROAD, W.1.

SPRINGS SPRINGS

No matter what your requirements may be you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer.

Send details of your requirements. We quote by return.
REPAIRS AND REPLACEMENTS A SPECIALITY.

Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock, 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

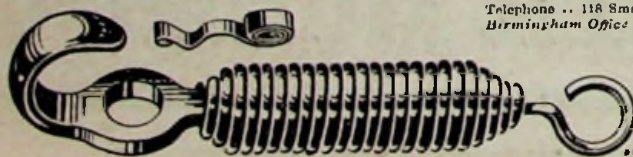
UNITED SPRING CO.
 Hawthorn Street, West Smethwick.

Telephone .. 118 Smethwick.
 Birmingham Office ..

Telegrams .. "Tension, Smethwick."
 14, Warwick Chambers, Corporation Street.
 Telephone .. Central 7350.

London Office .. 14, Austin Friars, E.C.2.
 Telephone .. London Wall 5831.

Scottish Agents: Wm. Greenless & Co.,
 93, Hope Street, Glasgow
 Telephone: Central 4886



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

SPECIAL SHOW

For 14 days only
March 13th
to
March 27th.

Buy Now!

All British
Standard
CARS



11 h.p. "Piccadilly" Saloon, £255

A comprehensive
range of NEW
1926 Models
From - **£225**
To - - **£450**

A number of used
Guaranteed
Standard Cars
From - - **£75**
To - - **£250**

Sincere Service After Purchase.

Our Motto :

" WE NEVER LET YOU DOWN! "

*Any car taken
in exchange.*



404, 410-414, Euston Rd., LONDON, N.W.1
Phones - - - - - Museum 3081 and 3143.

*The easiest of
deferred terms.*

**The oldest established agents
in the Kingdom for these
popular cars.**

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

The Motor

The
National Motor
Journal.

EVERY
TUESDAY,
4D

NEXT WEEK

(Tues. March 16)

TOURING IN THE PEAK
DISTRICT.

THE GREAT PETROL PRICE
MYSTERY.

REAR LIGHTS FOR CYCLISTS.

A Review of Recent Cases
by a Solicitor.

THE PSYCHOLOGY OF MOTOR
INSURANCE.

ALL THE NEWS AND
NEWS PICTURES.

This Week's Issue (Mar. 9)

TOWARDS AN ALL-PNEUMATIC CAR.

Novel Chassis fitted with an Air Compressor,
Pneumatic Suspension and Air Brakes.

PETROL TAX IN AMERICA.

Forty-five States now have Fuel Tax,
Yield £28,000,000.

NOVEL DEVICE FOR SEEING ROUND OBSTACLES.

THE 18 H.P. STRAIGHT EIGHT BARRON- VIALE.

A New Car with a Really Fool-proof Gearbox.

RECOMMENDED HOTELS.

Hotel Mystery Solved. Continued Enthusiasm
for this Feature.

GETTING THE BEST OUT OF A 10-26 H.P. SINGER.

Hints on Care and Maintenance.

OWNER-DRIVER TOPICS.

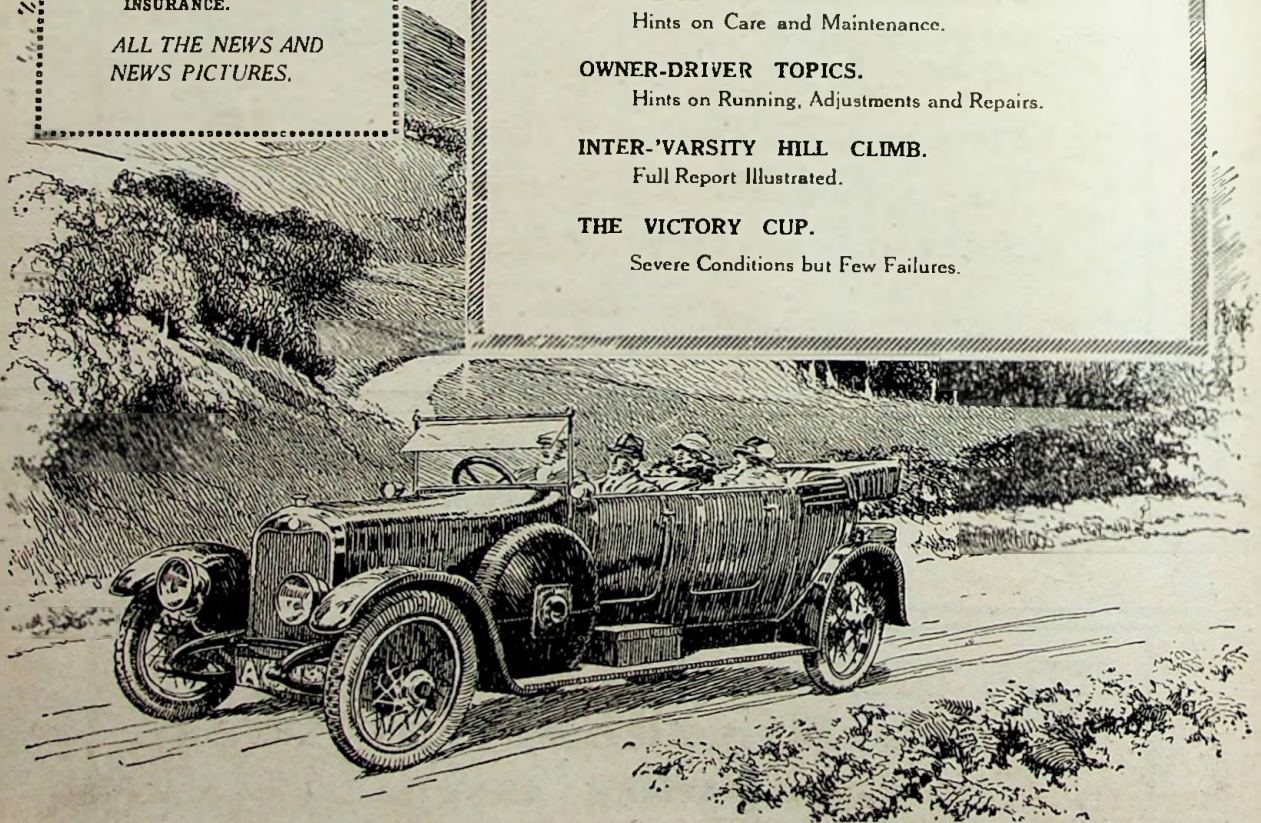
Hints on Running, Adjustments and Repairs.

INTER-VARSITY HILL CLIMB.

Full Report Illustrated.

THE VICTORY CUP.

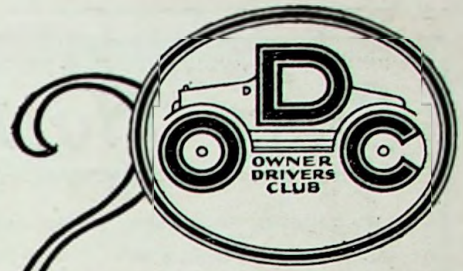
Severe Conditions but Few Failures.



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

*Does your car
carry this badge*

The **OWNER-DRIVERS
CLUB.**



*Among the Many Advantages
of Membership are :—*

- (a) *An exclusive and reliable repair, maintenance and "valeting" service at fixed charges.*
- (b) *A chain of branch clubs throughout Great Britain, any of which every member is entitled to use.*
- (c) *Special service for obtaining spare parts and accessories for any make of car.*
- (d) *A staff of Motor Engineers in all parts of the country by whom disinterested advice is offered to members.*
- (e) *S.O.S. Service, which ensures prompt and ready assistance in event of an accident (or stoppage caused through mechanical breakdown) occurring to the member's car, in any part of the country.*
- (f) *Reservation of first-class Garage Accommodation in London.*

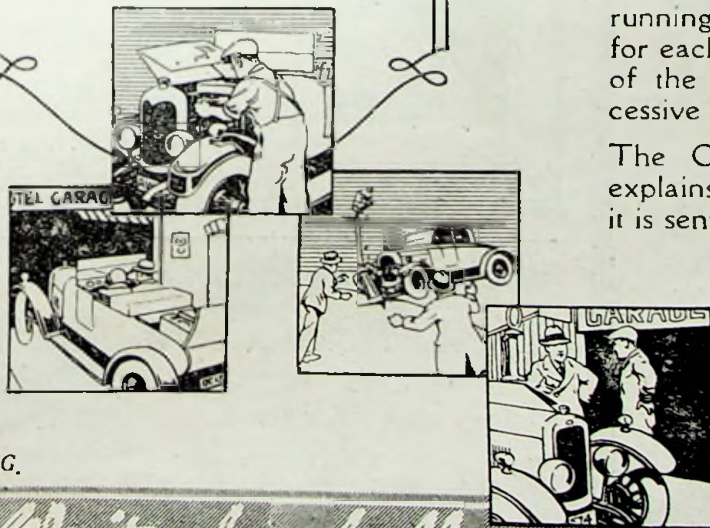
AND VERY MANY OTHER BENEFITS
which are fully explained in the Club's twenty-page illustrated Brochure.

An organisation operating for the exclusive benefit of private and professional Motor Car Owner-Drivers.

The Owner-Drivers' Club is founded with a view to assist its members to effect substantial economies in the cost of motoring. Its work does not clash with that of any existing motoring club or association, and affords many invaluable services which are not provided for by any other organisation, treating the private and professional motorist as a class by itself.

A large number of first-class Motor Car Repair Garages in over 250 Centres throughout Great Britain have associated themselves with the O.D.C. and agreed to carry out running repairs at a fixed schedule of prices for each make of car, thus eliminating one of the greatest bugbears in motoring—excessive charges for Maintenance Repairs.

The O.D.C.'s illustrated Brochure fully explains the many benefits of members and it is sent free on receipt of a postcard.



**The OWNER-DRIVERS'
CLUB, LTD.,**

Executive Offices: Criterion Buildings,
PICCADILLY CIRCUS, LONDON,
W.1.

P. & G.

Write for full particulars—To-day.

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

Story No. 1.

Trouble, Sir! No trouble at all. Just knock out the pin and off comes the back wheel of my D'Yrsan. The spare goes on just as easily.

This is one of the many good reasons why you should choose the D'Yrsan.

They will be pleased to send you full information on receipt of a p.c., so write them to-day.

Speed 70 m.p.h.
Low initial cost.
Low upkeep.
50 m.p.g. petrol.
Tax.

£4 per annum.

Touring Model, S.V. engine
£129 : 10 : 0

Shell Sports, Aluminium Body
£150 : 0 : 0

Sports, O.H.V. engine
£140 : 0 : 0

Special Streamline
£190 : 0 : 0

D'YRSAN

LIMITED,

33, Kinnerton Street,
Knightsbridge, S.W.1.

Franklin 6525.

Prompt delivery now given of

STEPNEY TYRES REINFORCED TYPE

in the following new sizes:



TWO BRITISH GRIPPERS

For Well-base or
Straight-side Rims.

27 x 4'40
29 x 4'40
28 x 4'95
30 x 5'25
31 x 5'25

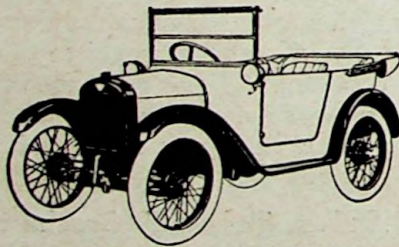
For Beaded-edge
Rims.

715 x 115
730 x 130
775 x 145

ASK FOR "STEPNEY TYRES."

STEPNEY TYRES LTD., Llanelly and Walthamstow, London, E.17

YOUR AUSTIN SEVEN IS WAITING HERE!



Don't let these fine Spring days all pass before you get your Austin Seven. If it's a matter of cash don't let that worry you, we can arrange Deferred Terms, and whether you are new to motoring or not, you'll appreciate our Service after Sale, which is a definite asset ensuring complete satisfaction. Of course, you know the Austin Seven only costs **£149**

TELL US WHERE TO DELIVER IT!

HOMAC'S

MOTOR AGENTS

243/7, LOWER CLAPTON RD., LONDON, N.E.
Phone: Clissold 2408. Works: 46, London Rd.



An up-to-date edition dealing comprehensively with the principles, construction, maintenance, and use of all modern motoring electrical appliances. Fully illustrated.

2/6 NET.

Obtainable from all Booksellers and Bookstalls, or direct from the Publishers, 2/9 post free.

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

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

THE "ROLLO" TOW ROPE

NO CAR SHOULD BE WITHOUT ONE
COILS INTO 6 INCH BOX
WEIGHT ONLY 1LB. LENGTH 16 FEET
BREAKING STRAIN APPROX 2 TONS

PRICE 4'6 EACH

FROM ANY GARAGE OR POST FREE FROM

BERNARD NICKLIN & Co LTD.
ROLFE STREET, SMETHWICK

Rhode now the first car to win the Victory Cup!

For the first time in the history of the VICTORY CUP TRIAL a car—the Remarkable Rhode—wins the

Premier award for the best performance—car or motorcycle

In addition to this splendid achievement the Remarkable Rhode also wins—for the best performance of any car over 1100 c.c. capacity—the

P. J. Evans, Ltd., Trophy for the third year in succession!

No other car can hope to approach this magnificent record, which, following as it does on other recent successes, namely, the winning of the

Bernard Norris Cup & Rhode Cup in the Colmore Trial

proves beyond dispute that the 1926 Rhode—the British production that is built for the man who is tired of the ordinary mass-produced models—is still

the car that wins ALL the prizes!

We repeat—
the REMARKABLE RHODE

and if you want the same sort of service—the service which means success in competitions and satisfaction on the road—you will ask us for catalogue. Address your enquiries to—
RHODE MOTOR Co., TYSELEY, BIRMINGHAM.

LONDON: GODFREYS LTD., EUSTON RD.
BROAD ST. N. WALES & N.W. ENGLAND: ARNOTT and FRANCIS LTD.
B'HAM: BERNARD NORRIS LTD.
WARRINGTON.

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

The Light Car and Cyclecar

The only Small Car Journal

Special Spring Number

To be published
NEXT FRIDAY — (MARCH 19)

Some Special Features:

TOURING ON 10/- A DAY.

Ways and means for effecting economies in motoring and personal expenses.

ROADSIDE REPAIRS AND REMEDIES.

How to effect simple repairs and to dispense with the aid of the garage man.

KEEPING UP A GOOD AVERAGE SPEED.

An expert driver describes how common sense pays better than recklessness on the road to-day.

SAFETY AND ECONOMY IN INSURANCE

The best type of policy for small car owners.

TROUBLE-FREE TOURING.

Preparing the car: Spare parts which should be carried.

IS PICKNICKING WORTH WHILE?

How to make it so.

ALL-NIGHT RUNS.

Their fascination and economy.

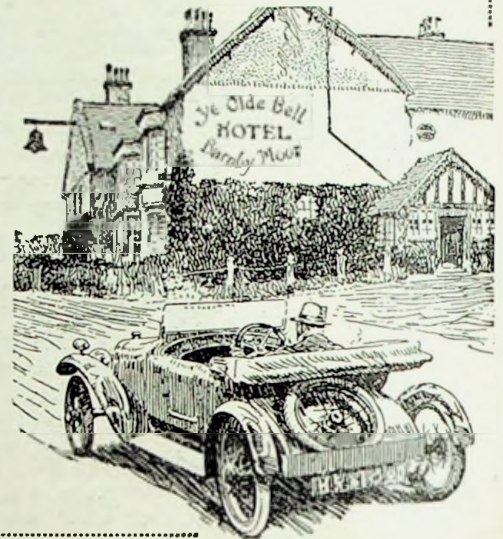
Offices:

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

PRICE
AS USUAL

3^d.

Order
Now.



RIPOLIN



MOTOR PAINT

There's a special
RIPOLIN MOTOR
PAINT that gives the
most perfect, hard,
non-chipping surface. Test it
on the wings of your car;
there's enough for the purpose
in a 1/- sample tin of RIPOLIN
MOTOR BLACK.

Send for sample and full particulars to

RIPOLIN, LTD.,
3/9, Drury Lane—LONDON, W.C.

CRANKSHAFTS REGROUND

LAYSTALL

EWER ST. SOUTHWARK,
LONDON, S.E.1.

and
55 FONTENOY ST.
LIVERPOOL.

London Telephone: HOP 6140 (7 lines)

Liverpool Telephone: CENTRAL 5306

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

SPECIFICATIONS DO COUNT

IN building a house, even in ordering a suit of clothes, or a meal, you specify details which your experience and judgment dictate.

Why should it not be so when investing in a motor-car?

There is nothing about a car more vital to efficiency and satisfaction than the ignition system.

No less than 83 manufacturers of some of the world's finest cars have decided that the Delco-Remy Coil Ignition System is the highest expression of this phase of Automobile engineering, and have adopted it for their cars.

This constitutes evidence that cannot be ignored by any thoughtful person purchasing a car. He may disagree with, or ignore, the conclusions of these 83 manufacturers after studying the subject—prudence and self-interest call for consideration first, however.

Specifications *do* count, so we would like to send you a little booklet dealing simply and logically with the subject of

THE DELCO-REMY COIL IGNITION SYSTEM

DELCO-REMY & HYATT LTD.,

— Engineers —

Head Office & Works:

111, GROSVENOR ROAD, LONDON, S.W.1.

Telephones:
FRANKLIN 6446, 6447, 6448, 6449
(4 lines.)

Telegrams:
DELREMHYAT CHURTON,
LONDON.



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



"I do not think that anyone could wish for greater all-round satisfaction from a light car."

MESSRS. A.C. CARS, LTD.
THAMES DITTON.

2, LISKEARD GARDENS,
BLACKHEATH, S.E. 3.
30th November, 1925.

GENTLEMEN,

May I be permitted to congratulate you on your 1925 four-cylinder car with improved engine and clutch? I am driving my third A.C. and from experience I already knew your car to be very comfortable, light to handle, efficient and economical to run; but the 1925 car is by far the best of the three I have had, and I am thoroughly satisfied with it in every way.

I am a very ordinary owner-driver without any mechanical training. My car is taken out in all weathers, and pretty frequently it is driven hard—against time; it is handled with reasonable consideration, but it is never "nursed."

My 1925 car has just completed 10,000 miles, and it is remarkable to me how very little attention it has required and how wonderfully it has maintained its tune under a practice of "leave well alone"; the plugs have only once been cleaned and adjusted (at 6,000 miles), the platinum points of the magneto being cleaned and set at the same time; the valve tappets remained entirely untouched till 9,400 miles had been done, when I decarbonised the engine for the first time; one engine valve was then found to be slightly burnt, and as a precaution it was replaced—the cost was 4/6, and this is all the car has cost for repairs. The engine still has splendid acceleration and runs and pulls, if anything, better than ever.

It may be of passing interest to you to know my running costs for 10,000 miles; they are:—

Petrol, 317 gallons @ average cost 1/6	..	..	..	..	£23 15 6
Oil, 8 " @ " " " 6/6	..	..	..	..	2 12 0
Grease .. .. .	..	..	..	..	2 0
Distilled Water .. .. .	..	..	..	..	1 6
Repairs: One engine valve and four tyre patches .. .. .	..	..	..	..	5 6
					<hr/>
					£28 18 6

or an average cost to date of two-thirds of a penny per mile.

During 10,000 miles the petrol average is 31.5 m.p.g., running has consisted largely of short runs with a good proportion of town work; attempt has not been made to obtain the best consumption results; the carburettor jet and setting have not been altered from those provided with the car when new. Oil consumption is 1,250 m.p.g., and this has included emptying and refilling of sump at 800 miles and subsequently after every 2,000 miles. The original tyres are in use, and at a modest estimate should serve for an additional 4,000 miles. The brakes have not been relined and the whole of the electrical installation functions perfectly. Except for punctures, the car has never been stopped involuntarily on the road, and it has never been to a garage for attention.

I do not think anyone could wish for greater all-round satisfaction from a light car.

May I add that it is a pleasure voluntarily to tell you about my car in this way; also that I have not any financial or other interest in your company. If you care to use this letter, please do so.

Yours sincerely,

J. W. LITCHFIELD.

12-24 h.p. 4-cyl.
from £250

GUARANTEED from 12 to 36 MONTHS



12-40 h.p. 4-cyl.
from £375

THAMES DITTON, SURREY, ENGLAND

Telephone: KINGSTON 3340-4.

Full range of A-C Cars at A-C LONDON CONCESSIONAIRES, 55/56, PALL MALL, S.W.1.

Telephone: GERRARD 5872-3.

We can supply reliable second-hand A.C. Cars

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



THRILLS AT THE BEND. — A sharp right-angle bend in the course added considerable interest to the Inter-'Varsity hill-climb, near Henley, on Saturday last. Here is R. Millais (A.C., Cambridge) skidding broadside on to the grass in his endeavour to make a quick turn.

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamp!) for Saturday March 13th.

London ..	6.29	Edinburgh ..	6.39
Newcastle ..	6.33	Liverpool ..	6.39
Birmingham ..	6.35	Bristol ..	6.39

20 m.p.h. the Limit.

We still receive inquiries from time to time from readers who ask whether the 20 m.p.h. speed limit is still in force, and it is necessary again to emphasize the fact that it is. Twenty m.p.h. is the legal maximum speed at which any vehicle may travel on any public road in Great Britain. We hope this makes the matter quite clear.

"Quaite!"

"None can deny that the repair business suffers because of poor workmanship. Garage hands, on the average, are not up to much."—A motor trade paper.

Another Attempted Ban.

An application for the prohibition of motor racing on the sand at Camber, near Rye, has been made by the Rye Rural District Council.

This Week.

Three interesting club fixtures took place over the week-end, these being the Victory Cup Trial, a gruelling test which was held over a very stiff course in the Midlands; the Inter-'Varsity hill-climb on a private road near Henley, which boasted of an acute turn and provided thrill upon thrill for the spectators, and, lastly, the Junior Car Club's opening rally of the season, the main feature of which was an appearance competition. All are dealt with in fully illustrated reports in this issue. The possibility of "mouse-trap" garages will make a wide appeal and the subject is fully dealt with, whilst an article of the series entitled "On the Road and in the Making" deals with the 13 h.p. Clyno.

No. 694. Vol. XXVII.

New Motor Fuels.

Two new motor fuels known respectively as Tisoline and Gaulois are being tested at the laboratory of the Automobile Club de France and on the Montlhéry track.

Easter Monday at Brooklands.

The first important event of the B.A.R.C. season is the Easter Monday open meeting, when, starting at 1 p.m., there will be 10 races, including the Lightning Short Handicap for the Founders' Gold Cup. Entries close at 5 p.m. on March 22nd.

Next Week.

To avoid disappointment a firm order for next week's issue of *The Light Car and Cyclecar*—our Special Spring Number—should be placed with a news-agent. It will be greatly enlarged, specially illustrated and brimful of just the sort of articles for which keen light car owners are looking at this time of the year. The price will be threepence, as usual, and the paper will be published on Friday. We shall probably include exclusive details and illustrations of two very interesting new high-speed cars.

Where Light Cars Score.

There has been considerable criticism in America of late concerning the poor petrol consumption obtained from American cars—yet another instance where British light cars score.

Electrical Supercharging Next?

Mr. Fred Duesenberg, the well-known racing car designer, is reported to be an advocate of the electrically driven supercharger which will run at a constant speed.

Circular Control at Hyde Park Corner.

Circular traffic control, instituted a couple of months ago in Parliament Square, London, is spreading, and plans are being perfected for its smooth working at Hyde Park Corner and other busy centres.

Citroen Expedition Film.

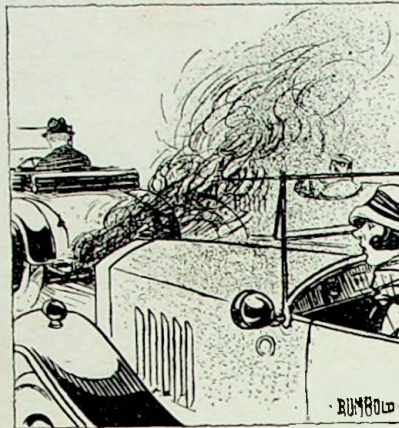
The President of the French Republic, accompanied by members of the Government and many Deputies of the Chamber, recently attended a performance at the Opera House, Paris, when the film of the recent Central African Citroen expedition was shown for the first time.

Enterprise.

We congratulate the Sydenham and District Motor Club on its initiative in finding a private hill for the event which will take place on March 24th. We are not at liberty to disclose the actual position of the hill, but we may state that it is within 20 miles of London. A photograph showing one approach is given on this page.

A Convincing Demonstration.

The 90 per cent. of the local population who were said to be in favour of a 10 m.p.h. limit at Hastings have entirely altered their views since a band of motorists demonstrated the absurdity of the proposed restriction by driving in procession down the promenade at exactly 10 miles an hour. It has been decided not to proceed with the effort to obtain the speed limit.



LIGHT CAR PROVERBS.—No. 11.

Does this picture suggest to you an old or original proverb? If so, write it on a postcard addressed to the Editor and marked Proverb No. 11 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

We Quite Agree.

A Wesleyan minister who was fined 40s. for exceeding Mitcham's 10-mile limit remarked:—"It seems to me that there is a tendency to vexatious prosecutions of innocent persons like myself, while real offenders who might be very difficult to tackle are left to go at

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large." The worthy padre described himself as "rather a poor man," and said that he motored not for pleasure but in connection with his work. Who, except a few sticklers for observing the very letter of the law, will not agree with the protest which he made?

Reversed Too Far.

A woman driving a car at Walton-on-Thames was fined 10s. at Kingston last week for reversing for too great a distance, a constable stating that she drove backwards for 105 yards.

Alvis Instruction Book.

A new and very excellent instruction book dealing with Alvis cars and prepared by Mr. Hugh P. McConnell, has just been published by the Alvis Car and Engineering Co., Ltd., Holyhead Road, Coventry.

Repairing Chelsea Embankment.

Chelsea Embankment, London, is to be relaid with concrete and henceforth will be recognized as a first-class road. The Ministry of Transport, therefore, will contribute half the cost of relaying and the work is to start almost at once.

The Scottish Six Days'.

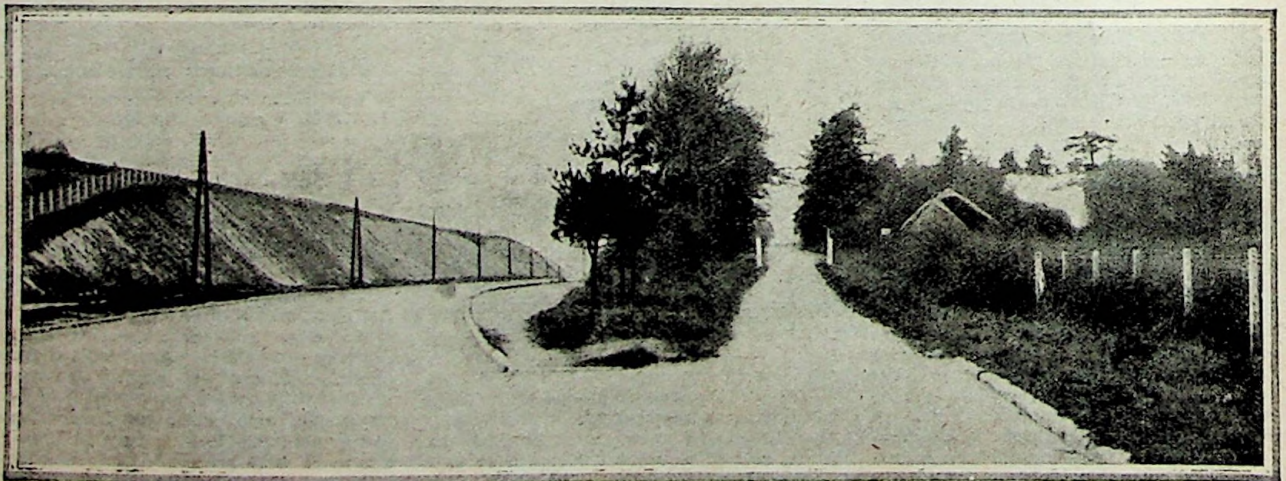
June 28th is given as the date on which the annual Scottish Six Days' reliability trial will start this year. The event is organized by the Edinburgh and District Motor Club, Ltd., and further details can be obtained from Mr. A. Allan Hay, 6, Castle Terrace, Edinburgh.

Owner-drivers' Club.

With the Rt. Hon. Lord Gisborough as president, a club has been formed under the title of "The Owner-Drivers' Club, Ltd." The present headquarters are at Criterion Buildings, Piccadilly Circus, London, W.1, and the subscription is £2 2s. per annum, exclusive of a 5s. badge fee.

New Era of Plating.

Chromium plating, which can be deposited either dull or bright, may take the place of modern processes, according to Mr. E. A. Ollard, who recently read a paper on this subject before the Electro-platers' and Depositors' Society. The two properties that make chromium specially interesting from the plating point of view, he said, are its great hardness and its resistance to corrosion. Further details can be obtained from the secretary of the society, Mr. W. E. Harris, 193, Eversleigh Road, Battersea, London, S.W.11.



SYDENHAM CLUB'S PRIVATE HILL.

— One of the approaches to the private hill booked for the hill-climb of the Sydenham and District Motor Club, fixed for March 24th. It is within 20 miles of London.

Another Fatality!

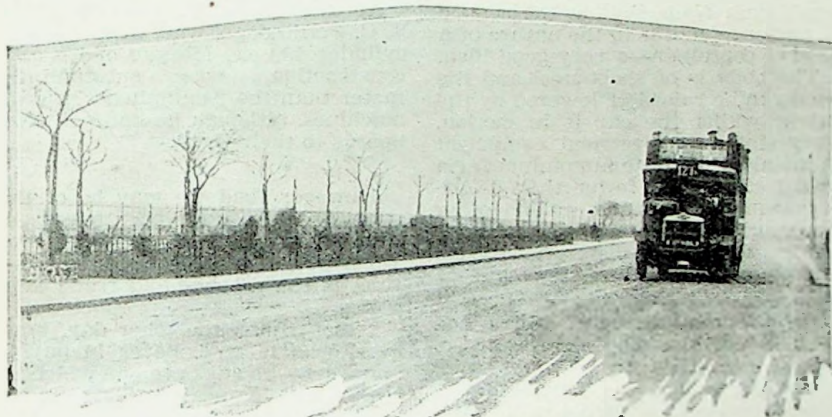
The Royal Automobile Club have been notified that the Goole to Howden, Yorks, ferry is now closed to all motor traffic, the boat which conveyed cars and motorcycles having been sunk during recent rough weather.

Excellent Parking Arrangements.

Thanks to the system adopted by the Royal Automobile Club for parking cars at Twickenham during the recent Franco-British match, no fewer than 2,000 cars were safely shepherded from the grounds in less than an hour after the match was over; surely a very commendable achievement!

Scottish Automobile Club.

The membership of the Royal Scottish Automobile Club on January 31st, 1926, was 4,363, an increase of 198 members over 1925. The financial statement issued with the report and balance-sheet for 1925-1926 shows that the Club is in a strong financial position, the surplus revenue for the year being nearly £3,000.



WIDENING COMPLETED. — The road between Barking and Chadwell Heath has been widened; the work has taken nearly three years to complete.

Around Cornwall.

Mr. Filson Young, in *Cornwall and a Light Car* (Mills and Boon, Ltd., 2s. 6d. net), tells an interesting story of two tours in Cornwall, both of which started from London. Eulogism concerning the cars used is much in evidence, but one of the "light cars" had a two-litre six-cylinder engine, cost £495 and averaged 24.5 m.p.g. Mr. Young describes how he drove it from Land's End to London entirely on top gear, repeating a similar achievement of his 19 years ago at the wheel of a 60 h.p. Napier.

New Book on Carburation.

Mr. Robert W. A. Brewer, author of *Carburation in Theory and Practice*, has written a new work entitled *The Economics of Carburetting and Manifolding* (Crosby, Lockwood and Son, 12s. 6d.). The new volume contains a wealth of information and is lavishly illustrated with line drawings. Whilst the work is somewhat too technical for many owner-drivers, it should prove of interest to every enthusiastic motorist who has had any mechanical training or has leanings towards the more complicated aspects of engine efficiency.

Citroen Fire.

A destructive fire occurred at the Citroen works in Paris last week, starting, apparently, in the shops where the bodies are upholstered. Fortunately, none of the workpeople was seriously injured.

New Dunlop Tyre Tread.

Some sizes of Dunlop balloon tyres are now being delivered with the lozenge-tread pattern which has figured in the past on Dunlop competition covers; 28-in. by 4.95-in. balloons with this tread are now to be seen on the roads in fairly large numbers.

Motoring Abroad.

With a view to increasing facilities for taking motor vehicles abroad, the R.A.C. has arranged to accept an approved insurance policy, where the member or associate-member desires, in place of the usual banker's guarantee. The value of this new departure is obvious, as it will avoid the necessity for leaving with the banker se-

North Road Improvements.

The closing of a part of the Great North Road near Hatfield, which was arranged for March 1st, has been delayed until next Monday, March 15th. Work has begun on the new Hatfield by-pass road.



Orange and blue notice boards are being erected in Parliament Square, London, to guide motorists in connection with the circular traffic control system now in force.

Lagonda Price Reduction.

As from March 8th the 12-24 h.p. Lagonda saloon, model S, was priced at £345 and the touring type LC at £285. These figures represent reductions of £25 and £10 respectively. Four-wheel brakes are included in the specification at these prices.

MOTORING MATTERS IN PARLIAMENT.

CONSIDERABLE interest is being shown in the promised Road Vehicles Bill. Col. Askey, replying to Mr. Grace, stated that in connection with the measure he was considering the question of compelling motorists to insure against third-party risks. Mr. Montague asked if the Minister would take into consideration the fact that very large numbers of commercial travellers used cars not in the ordinary way but for their employers. Lt.-Col. Ashley replied that this raised the question whether or not they should insure the traveller.

The Minister also informed Major Glyn that he had under his consideration the question of what extension was desirable of the existing restrictions of the use of heavy vehicles on particular roads.

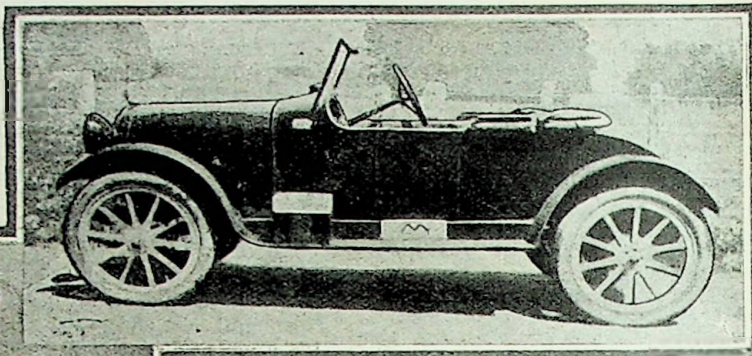
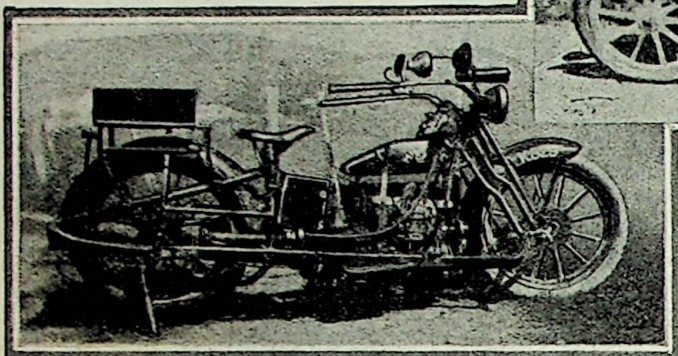
Pressed as to when the report and

accounts of the Road Fund would be issued, Col. Ashley said the documents related to the year ending March 31st. Those for 1925-26 will be published as soon as is practicable, but a considerable interval must inevitably occur.

The Home Secretary informed Captain Garro-Jones that 73 persons were in possession of the official tab to facilitate their progress in traffic. The orders to the police were under revision, the effect being that the carriages of pass-holders were not to be required to fall into any line of waiting vehicles that might have been formed by the police, but, so far as possible, were to be allowed to pass at once to their destination. The revised orders would make it clear that the passes did not exempt holders from compliance with any general regulations for "one-way" traffic circulation.

CYCLECAR COMMENTS.

By SHACKLEPIN.



AN INGENUOUS CONVERSION BY AN AMATEUR—OLD PARTS IN MODERN GUISE—THE 'VARSITY HILL-CLIMB—A CYCLECAR TRIUMPH—ANOTHER CASE OF LONGEVITY—FABRIC BODIES.

IT was with great pleasure that I received recently a letter from a reader in New Zealand who has built a cyclecar from an old motorcycle and some parts from a 1901 single-cylinder Humber car. The motorcycle and the completed car are shown in the heading to this page, and it will be seen that the car is of very pleasing appearance.

The motorcycle was a 1912 Militaire fitted with a four-cylinder air-cooled engine having overhead inlet valves. The clutch was direct-coupled to a three-speed-and-reverse gearbox—an unusual fitting on a 1912 motorcycle.

This engine forms the power plant of the cyclecar, additional cooling being arranged by fitting two fans mounted on a common shaft, one at the front of the engine and the other at the rear. An extension piece is fitted to the front end of the crank shaft to accommodate a starting handle. The engine carries one gallon of oil in the sump.

In its original form the motorcycle was of gigantic proportions, turning the scales at 6 cwt., but, as the engine has a capacity of 1,200 c.c., no doubt its performance was quite good. During the 13 years in which it drove the motorcycle, only one new bearing was necessary; this was a big-end, which "went" owing to the dipper scoop coming adrift.

The parts of various old cars have been used in the construction of the present vehicle, the front wheels and rear axle being taken from the 1901 Humber mentioned previously. This car, by the way, was the forerunner of the Humberette. Full cantilever rear springs are used and the car has a track of 3 ft. 7 ins. and a wheelbase of 7 ft. 11 ins. Two three-gallon petrol tanks are fitted, one in the scuttle and one at the rear of the car. The

B16

latter tank feeds that in the scuttle by pressure, and is in the nature of a reserve container—a very good idea.

The body is of sheet-steel and the hood can be raised or lowered by the driver whilst the car is in motion. Very elaborate electrical equipment is installed, and the aluminium fascia board carries no fewer than 16 instruments or controls. The other accessories include a spotlight, automatic windscreen wiper, driving mirror and aluminium step-mats.

On the road the car, which has been in use for nine months or so, has shown itself to be very satisfactory, although it is a trifle undergeared, top gear being 5.4 to 1. This limits the maximum speed to 46 m.p.h., but, as the car is used in hilly country, no attempt has been made to make it any faster. The total weight is about 12 cwt. and petrol consumption works out at about 37 m.p.g.

Although the total cost of building the car was something over £100, it must be remembered that the equipment is particularly elaborate, and that parts and accessories cost more in New Zealand than in this country. Nearly all the work of reconstruction was carried out by the owner with the aid of a 3½-in. centre lathe, and, as he is in no way connected with the motor trade, I think it will be agreed that the resulting job does him every credit.

Where were the sidecars—which enthusiastic motorcycling readers were averring not long ago to be so much faster than cyclecars—when the Inter-Varsity Hill-climb was held last Saturday? On the programme there appeared quite an imposing list of them, but, although only two cyclecars ran, they appear in the results as coming first and second in the unlimited class and first in the under 600 c.c. class. I repeat: Where were the sidecars?

At this event the star turn was E. C. Fernihough, who, with a single-cylinder 490 c.c. Morgan of his own construction, was substantially faster than the "unlimited" sidecar machines, although he had only two speeds to their three.

However fond we may be of the cyclecar which we happen to possess at the moment there comes a time when we yearn for something else—thus is the second-hand trade kept going.

I met a man the other day, however, who is no believer in buying new cars—he sticks to one which he has owned for nearly 17 years! It is a "forecar," a type of machine unknown to the present generation. Mounted on C springs between the front wheels is a coach-built bathchair-like seat for the passenger; the driver sits perched up behind in a normal, but higher, motorcycle position. A V-twin water-cooled Fafnir engine of about 5 h.p. drives the single rear wheel through a three-speed gearbox.

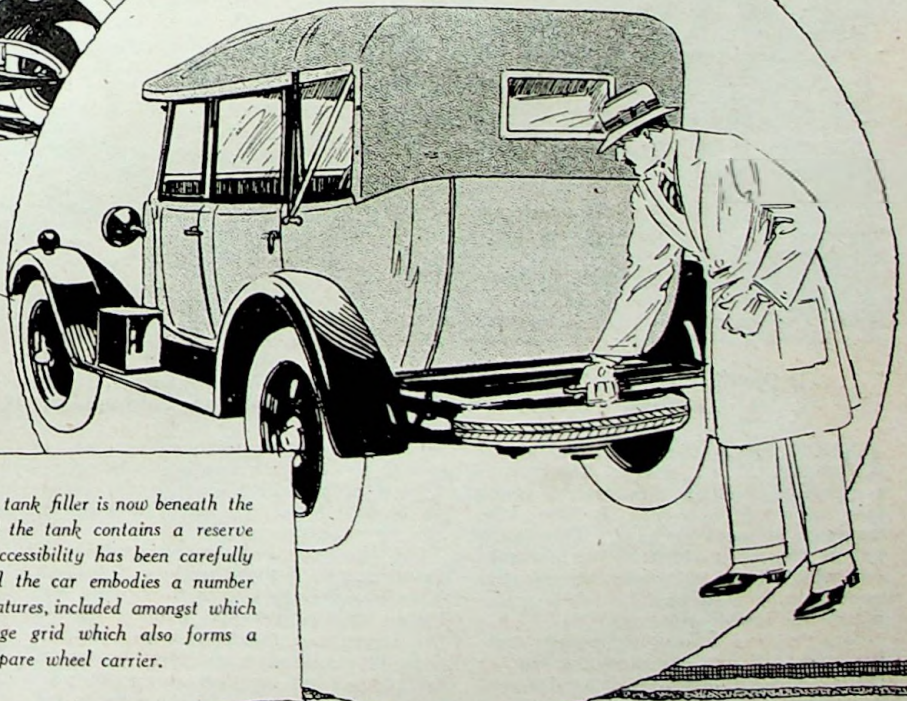
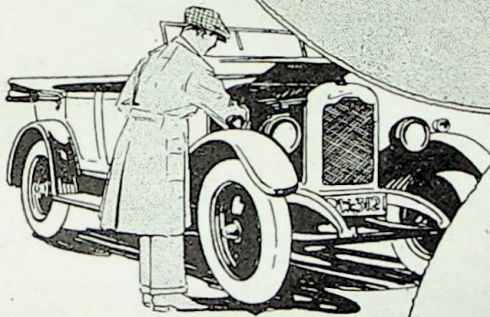
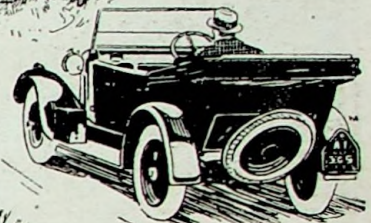
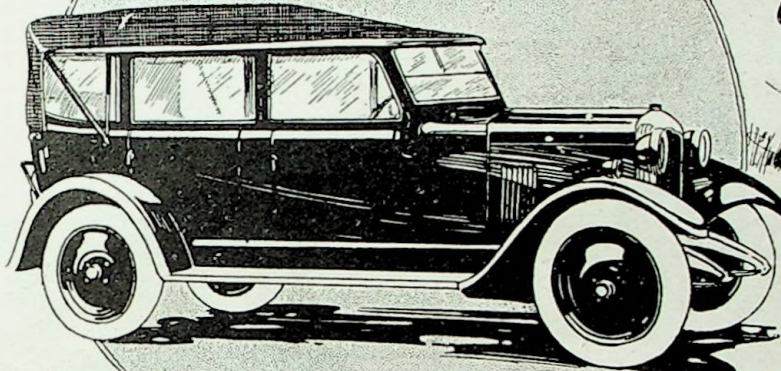
Everything about the machine is in keeping with the date of its manufacture, but its owner amused me somewhat by saying, proudly, that some years ago he had had it modernized by substituting a magneto for the original accumulator and trembler coil. There is, as yet, no likelihood that the machine will be for sale!

Those of my readers—and I gather that there is quite a number—who are building their own cyclecars must be giving a good deal of consideration to the body question, and I expect the majority are contemplating something of the three-ply order. This, of course, is quite satisfactory, but, where lightness is one of the desiderata, the possibilities of canvas over ash framing should not be overlooked.

Impressions of the 'Rover Nine' Super Model

The car is very roomy and comfortable both when closed and open. It is designed for a load of four adults and there is plenty of leg room fore and aft, whilst there is a door for each passenger. Very large mudguards are a feature of this model.

GILBERT RUMBOLD

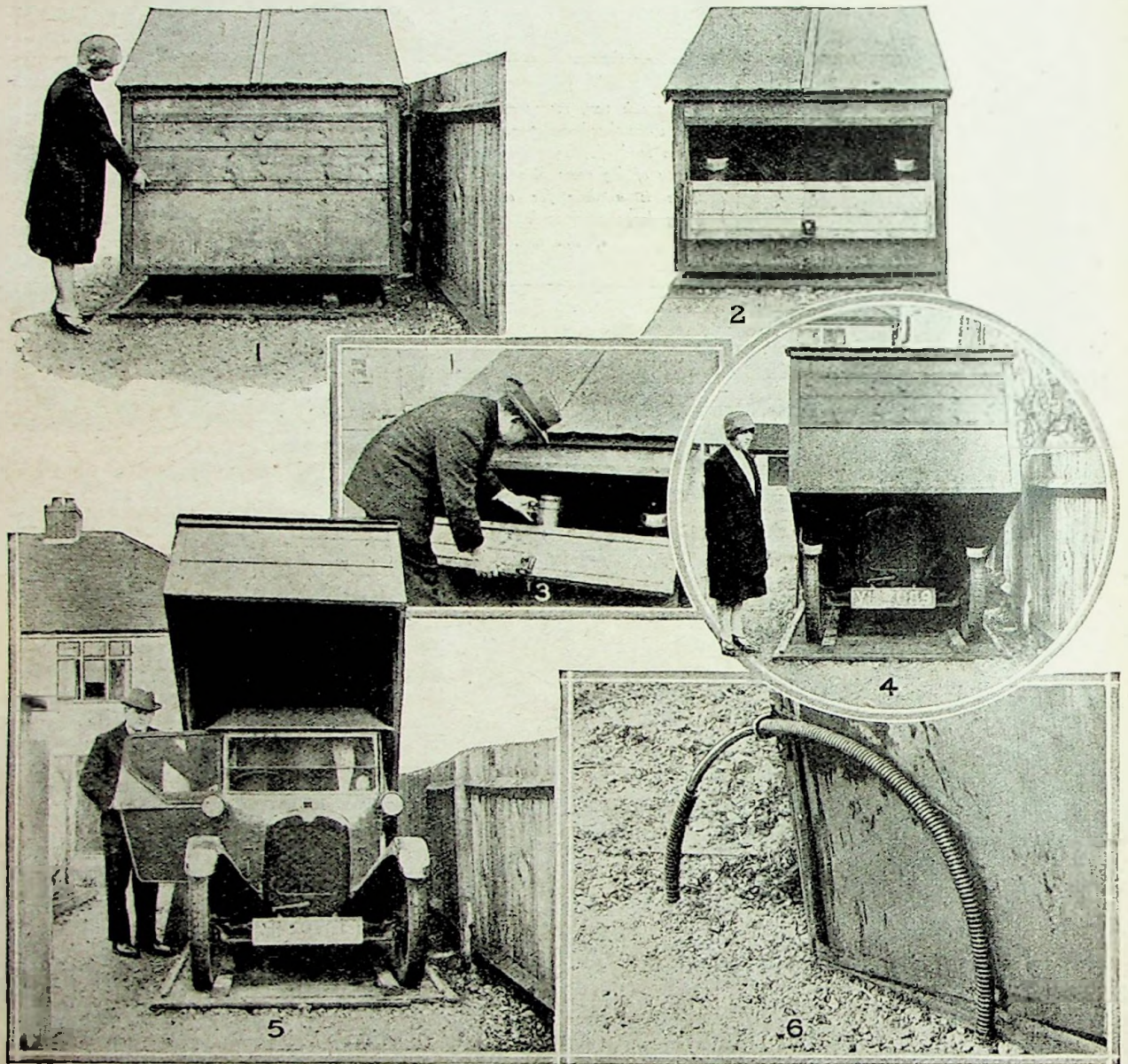


The petrol tank filler is now beneath the bonnet and the tank contains a reserve supply. Accessibility has been carefully studied and the car embodies a number of novel features, included amongst which is a luggage grid which also forms a spare wheel carrier.

The model of the Rover Nine illustrated on this page was made the subject of one of our "On the Road and in the Making" articles on January 22nd, 1926. The car costs £225.

“MOUSE-TRAP” GARAGES.

AN INTERESTING DEVELOPMENT WHICH SOLVES AN OFTEN DIFFICULT PROBLEM.



(1) Opening the "trap" with one finger. (2) Showing how the garage fits the car. (3) Placing a heating lamp in position. (4) The garage "stays put" as shown. (5) Fully opened. (6) The balancing springs.

ONCE again the inventive genius of Mr. E. C. Gordon England is responsible for an innovation which may mark a new era in the construction of home garages. This is the patent structure which he has designed and which, from its general appearance and the way it works, has been designated the Mouse-trap.

Mr. England has actually been testing one of his Mouse-traps for a matter of 12 months. It was designed expressly to fit an Austin Seven, and this it does, with only inches to spare.

The construction is light, consisting merely of a wooden framework covered with three-ply wood and roofed in with felt. The Mouse-trap, however, boasts

of one or two ingenious features, of which the most interesting is a spring-loaded hinge which enables the garage to be tilted up with one finger during the opening process.

At the front end there is a kind of inspection door fitted with a Yale lock. This enables the owner to slip his arm inside the garage and bolt or unbolt the structure: it also serves the purpose of enabling a radiator heater to be placed in position on a bracket fastened to the front of the garage and situated just below the level of the flap.

As there is very little clearance all round, it is essential that the car should occupy its correct position on the baseboard before the trap is shut,

and this is ensured by two guide rails fixed to the floor.

Although the owner is still faced with the discomfort of carrying out repairs and so on more or less in the open, the garage provides a sufficient measure of protection for filling up and so forth. (See front cover photo.)

The actual cost of constructing the garage shown in the photograph was £7 10s., but Mr. England is confident that if the idea were taken up by one of the well-known garage-building concerns the cost would be far less.

He invites inquiries from concerns interested, and all letters should be addressed to Gordon England, Ltd., Felsham Road, Putney, London, S.W.15.

*On the Road and
in the Making.*



THERE are occasions when it is well to reverse the accepted order of things, and this is one of them. For there is so much interest, and indeed romance, in the Clyno "In the Making" that it really deserves precedence over the Clyno "On the Road."

The history of the Clyno car is brief and remarkable, whilst that of the 13 h.p. model is even more brief and more astounding.

Let us start with the history of the concern which builds it and with that of the man who created what is now a giant enterprise. His name is Frank Smith; a name which suits him remarkably well.

In 1909 Frank Smith started building motorcycles as a hobby in a very small works in Wolverhampton. He soon found that it would pay to take the business seriously and the Clyno motorcycle became a well-known and popular machine.

When the war came the Clyno motorcycles found favour with the authorities, and very large numbers of them were supplied to the Army as mobile machine-gun units. In this capacity they proved very effective, being well-built, long-wearing machines of the sturdy build necessary for the purpose.

After the war the Clyno motorcycles again became available to the public, but Frank Smith fancied that the days of the sidecar were numbered, and began to toy with the idea of producing a car. The first Clyno four-wheeler made its way on to the market in 1922 and was very favourably received. From the start it was a sound job, offered at a competitive price and marketed in an energetic manner.

After twelve months' trading "F.S." found that his car was "taking on." He decided to push it, and so successful have been his efforts that in three years the sales of Clyno cars have been increased actually a thousandfold.

The 13 h.p. Clyno is, of course, a comparatively recent venture, the fortunes of the Clyno Engineering Co. (1922), Ltd., having been founded upon the 11 h.p. model, the design of which is to-day much

the same as it was when the manufacture of the Clyno car was begun.

Actually the 13 h.p. model was not placed before the public until the Motor Show last October, and it was then accorded an extremely good reception for it embodied all the good and well-tried features of the 11 h.p. model and had, in addition, an engine of the most modern design. The car is large enough to permit the fitting of extremely roomy and luxurious bodywork on the chassis.

This model has made such a hit that its production in sufficient quantities is proving quite a serious problem—particularly as the 11 h.p. car is tremendously popular.

At the works one gathers the impression that success on a very large scale indeed has come somewhat unexpectedly, for they are hard put to keep pace with the demand. There is not a square foot of floor space to spare, not a single machine that is not hard at work day and night and not a man who is not pulling his weight. There is no room for duds—mechanical or human.

Of course, with the cars being built on such a very large scale a "flow" system of production is essential, and the Clyno is singularly well adapted to the conditions of its manufacture for the design is ideal for rapid assembly.

This is apparent so soon as one enters the works, for one can literally see the cars taking shape before one's eyes.

Almost the whole of the car is manufactured in the works at Wolverhampton with the exception of the engine, which is made by a well-known firm of specialists in the Midlands, and the bodies.

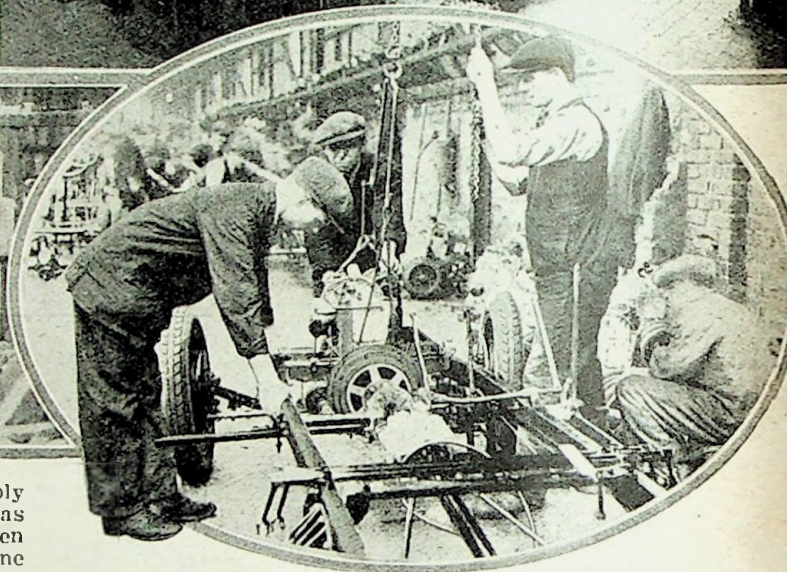
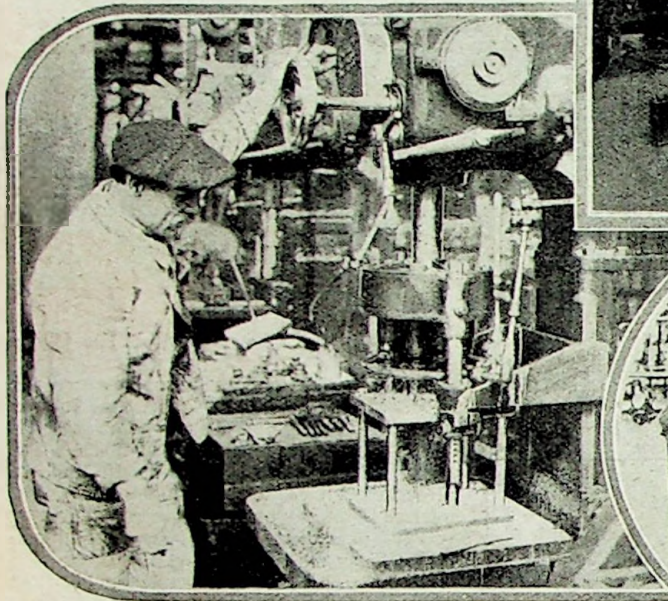
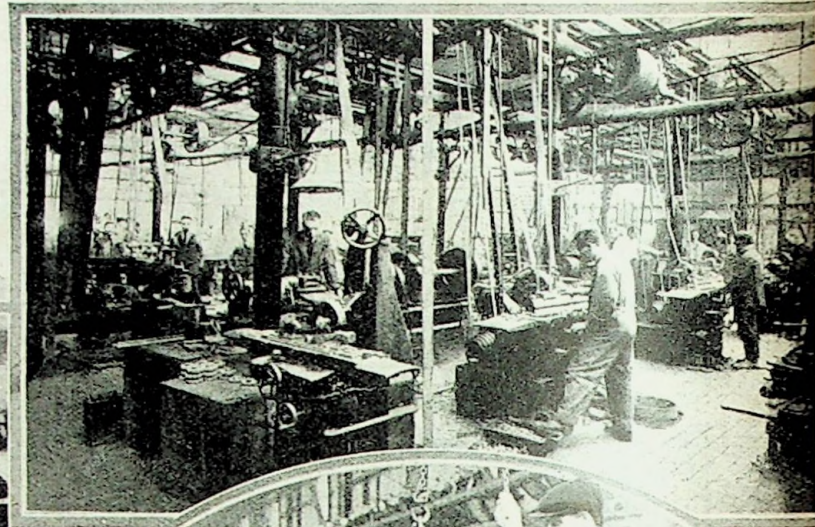
Unlike most of the works engaged on producing cars in very large numbers, no moving assembly tracks or other "American" methods are adopted, although of course a "flow" system is in force.

One is greeted at the entrance of the works with a giant stack of chassis frames: these are taken from the stack and first the springs, front axle and front wheels are secured. The car is then



Mr. Frank Smith, managing director of the Clyno Engineering Co. (1922), Ltd., photographed on his house-boat at Stourport. He is a champion high diver.

Two views in the Clyno machine shops. The photograph below shows a machine drilling eight holes in one of the axle ends at one operation. The assembly shop photograph shows how the engine unit is lowered on to the chassis frame. Inset is a forged stub axle blank—



pushed stage by stage along the floor of the big assembly shop. The rear axle unit, with the gearbox which has been previously assembled in a different shop, is then run into place (with the road wheels fixed), the engine with the clutch shaft in place lowered on to the frame from above, the steering gear column and connections assembled; the fitting of the radiator, brake rods and so forth completes the assembling.

All this happens in a remarkably short space of time, the car finishing this first stage in its career at the opposite end of the shop to the stack of frames where it started. It is then turned round and the body is dropped into place so that the car can be pushed stage by stage to the original end of the big assembly shop whilst the wiring up, trimming and fixing of hood and side curtains and so forth are carried out.

The car is then turned round again and progresses back down the shop to be elevated near the centre on to a platform which allows mechanics to make sure that everything is in order beneath it and that all parts needing oil or grease are well supplied before it emerges from the far end of the shop for a road test.

The thing which impresses one principally in the large assembly shop is the extraordinary amount of space which so many manufacturers waste; for in this single shop the whole of the actual building of the cars is carried out in greater numbers and with less delay than in many giant works equipped in a lavish manner and planned on the most up-to-date lines.

In the machine shops at the Clyno works one observes the same unobtrusive efficiency that is noticeable in the assembly shop, the work being carried out very rapidly indeed and with no waste of time or material.

A case in point is illustrated by accompanying photographs, which show a stub axle in the rough and partly machined. For turning the two faces, machining the spindle to two different diameters and cutting the thread upon it six minutes are allowed; actually this

time allowance is on the generous side. Another operation which typifies the efficiency of the machine shop is the production of gearbox layshafts machined complete from 1½-in. steel bar at the rate of four minutes per shaft—a somewhat remarkable achievement.

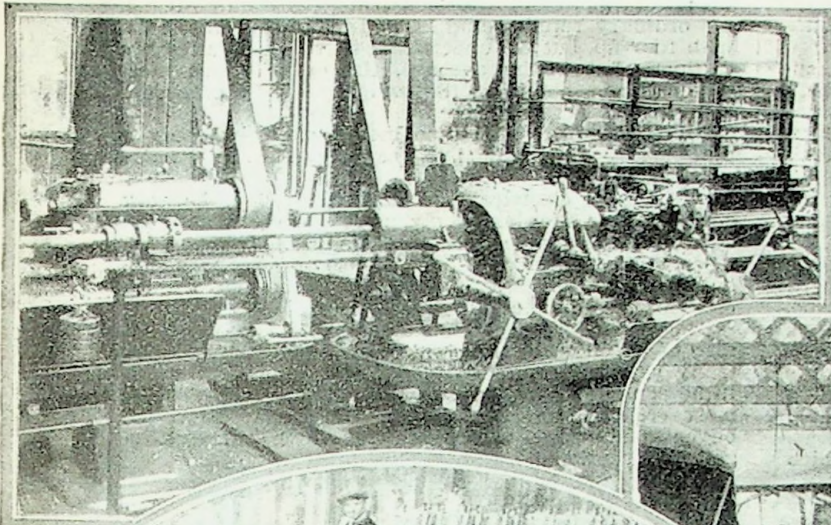
With regard to the equipment, the Clyno works are very well provided, the machines which are installed being of the best and in many cases designed specifically for the work which they produce.

So far as the assembly of axles and gearboxes is concerned—the gearbox of the Clyno is on the front end of the torque tube—little need be said except that precision methods in the manufacture of the parts ensure no delay in putting them together, whilst so straightforward is the design that comparatively unskilled labour can be employed.

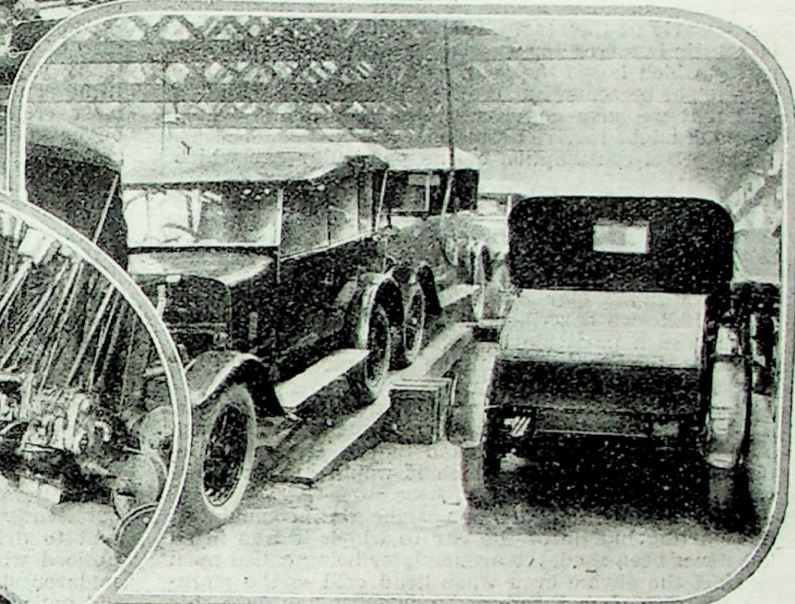
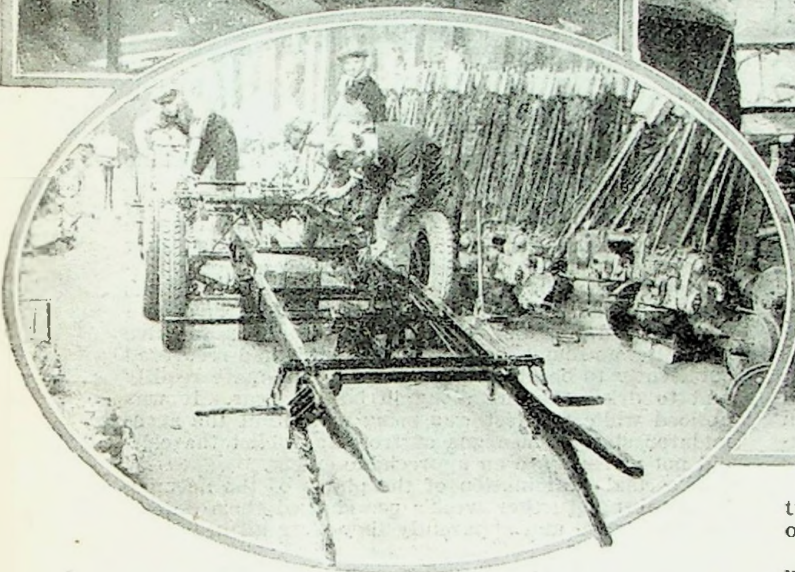
We understand that at the present time there are something like a thousand men on the pay-roll at the Clyno works, whilst, of course, many hundreds more are busy in the production of the engines and the coachwork. The company is a firm believer in the fact that a car to be described as a British car must be British throughout, therefore every detail of the Clyno is of British manufacture.

Turning now to our impressions of the design and performance of the 13 h.p. Clyno, we find that actually it should be described as being of 11.9 h.p., as that is its R.A.C. rating. The engine has a bore and stroke of 69 mm. and 100 mm., which gives a capacity of 1,496 c.c. and a tax of £12 per annum.

Of a type which has proved very popular, this engine has side valves, a detachable cylinder head and a balanced crankshaft mounted on three bearings.



—which is shown here after a single six-minute operation. The big machine (left) makes a gearbox layshaft in four minutes. Below are seen a part of the chassis erection shop and cars running off the ramp at the concluding stage of assembly in readiness for road testing.



A breakaway from accepted practice is noteworthy in that, as we have mentioned, the gearbox is mounted on the forward end of the torque tube—a feature common to the 11 h.p. Clyno. Right-hand control is provided, a three-speed gate being arranged in the customary manner with first inside back, second outside forward and top outside back. The ratios are 4.55, 8.5 and 15.7 to 1. The clutch is of the internal fabric-lined cone type, and final drive is by spiral bevel.

The chassis frame is inswept at the front, incorporating dumb-irons for the half-elliptic front springing, and is upswept at the rear above the axle. The rear springing is by quarter-elliptics.

The car which we tested was the four-seater model, which costs £260 and is very fully equipped. Of the four-door type, the body is very nicely finished so far as the exterior is concerned, whilst the interior is really luxurious. Real leather is used for the upholstery, the trimmings are handsome and in very good taste, the fascia board is well planned and well fitted, whilst nothing tending towards the comfort and convenience of the occupants has been omitted. Thus there are pockets in the doors, a rear windscreen, side curtains of an exceptionally draught-proof and easily erected type, and an adjustable front seat.

The driver's needs are well provided for and he can make himself very comfortable at the wheel, for all the accessories which he could desire are included in the standard equipment of the car. There are two horns, one of the motor-driven electric type and the other bulb operated. There are a Smith mechanical windscreen wiper, a cubby hole in the dash, a petrol gauge to show the level in the tank, a three-panel windscreen with the

two upper panes independently adjustable and many other gadgets calculated to appeal.

One would imagine that a car so lavishly equipped would be too heavy to have a particularly good performance, but we found that actually it weighed only a trifle more than 17 cwt. with the tanks filled; and this figure, in view of the luxurious accommodation which the car provides, must be considered extremely satisfactory.

Taking it over in London, we noticed at once that the 13 h.p. model bears a very close family resemblance to the 11 h.p. Clyno. It has, despite its 28-in. by 4.95-in. balloon tyres, steering which is literally finger-light, a very easy gear change, and brake and clutch pedals which require very little effort to operate and which are both delightful in use. In traffic the car proved to be very pleasant to handle, having plenty of acceleration and responding unusually well to the controls.

A novel feature for a car of this type is that incessant changing down when driving in traffic is not necessary as the engine will pull quite well in top gear down to 5 m.p.h. or 6 m.p.h. and will accelerate reasonably from this speed.

A run from London to Norwich with four up provided an opportunity to obtain a good impression of how the 13 h.p. Clyno performs on long, fast runs.

So far as speed was concerned it proved a revelation, being capable of a sustained 50 m.p.h. almost indefinitely and with still a little power to spare. Main-road hills, even with a full load, were taken by this car in its stride, whilst, when occasion called for a change down, 30 m.p.h. could be fairly comfortably accomplished in second gear. At 25 m.p.h. on this ratio there was little or no vibration and very little gearbox noise.

Somewhat impressed by the main-road performance of the car we started, a day or two later, for a hundred-mile journey beginning at 4 a.m. with the intention of ascertaining the best average speed it could maintain

without pressing it unduly. With four passengers aboard, the hundred miles were covered in two hours fifty minutes.

Satisfied with regard to its running under these conditions, we tried the Clyno on a number of hills which are considered to provide a severe test, but they were climbed quite easily on bottom gear and with only about two-thirds throttle. We should say that with a full load one of these cars could comfortably scale any hill which one would encounter on a tour even among the almost unbeaten tracks of Wales, Scotland and Devonshire.

There is little which one can criticise concerning the general behaviour of the car on the road. Shock absorbers certainly might be fitted with advantage, particularly at the rear. The steering might, perhaps, be a little less free for speeds above 40 m.p.h., and the spring which keeps the gear lever to the right of the gate might be somewhat reduced in strength. Having said that we have enumerated the only points which we think might receive attention.

The petrol consumption of the particular car which

we tried was at the rate of a trifle less than 30 m.p.g. for ordinary running and 24 m.p.g. for very fast runs with four up, but we understand that these figures are distinctly below the average, the figure which most owner-drivers obtain in the ordinary course of events being above 35 m.p.g.

Oil consumption is by no means excessive, only a pint having to be added to the sump after 400 miles running.

The C.A.V. electrical equipment proved to be very good indeed, the lamps giving ample light and the starter being capable of turning the engine briskly even when cold. The electric horn is also of a very serviceable type and gives a note which can be heard for a considerable distance.

The rest of the equipment of the 13 h.p. Clyno is also of excellent quality and intended, clearly, to give many years of reliable service. We consider the car to be capable of meeting the requirements of even the most critical motorists, whilst the value which the buyer gets for his money must be described as altogether exceptional.

TEST OF A NOVEL BATTERY.

IN *The Light Car and Cyclecar* dated December 14th, 1925, we described the Tungstone accumulator which is of a particularly interesting type and which possesses the great advantage of extreme ease of access to the plates.

Since first testing this accumulator we have had a 12-volt 50-amp-hour Tungstone accumulator in use on a staff car, and have found that it gives in practice the good results of which it would appear to be capable in theory.

With the intention of not sparing the accumulator, the starting handle of the car to which it was fitted has never been used, the accumulator being called upon to start the engine even when dead cold in the morning. With a charge rate of 10 amps. it has done this successfully without once calling for a charge from an external source of current, although the daylight mileage has been comparatively small. In addition, a considerable amount of night work has been done with two 48-candle-power headlamp bulbs in very frequent use. These take a considerable amount of current, and, naturally, are very much harder on the battery than the 18 c.p. or 24 c.p. bulbs which are usually recommended.

On taking the plates out of the cells—which can be done in a few moments—a few weeks ago, we found

that they were all in very good condition, whilst no paste had been shed.

After replacing the plates the car was kept in everyday use for a week and then driven by the electric starter with the engine switched off and with first gear engaged until the accumulator was completely discharged. The distance covered under these conditions was 153 yards. On the completion of this test the engine was started up, and, after driving the car for five miles, it was found that the accumulator had recovered sufficiently to be able to start the engine quite readily and to drive the car along in bottom gear. It was noticed while the test was being made that the accumulator showed no signs of frothing, whilst the cells did not warm up to an appreciable extent.

A second examination of the plates of the accumulator after a further week's use showed them still to be undamaged and apparently they were all in perfect condition.

Our experiences with a Tungstone battery do not go to show that it necessarily gives a much better performance than other batteries of similar price, but it possesses the very great advantage of exceptional accessibility, making it easy for an owner-driver to effect almost any repair which may be necessary and at negligible cost.

THE LAW AND COMMON LANDS.

THOSE of us who are interested in the commons and open spaces of our beautiful countryside will welcome that very small portion of the Law of Property Act, 1925, which deals with the subject. By section 193 of the Act power is given to the Minister of Agriculture and Fisheries to impose such limitations and conditions on public access to commons as may be necessary or desirable for protecting objects of historical interest, and by the same section the public is prohibited from drawing or driving over common land any carriage, cart, caravan, truck or other vehicle or to light any fire or camp thereon. The penalty for infraction of the prohibitions referred to is a fine of 40s. for each offence.

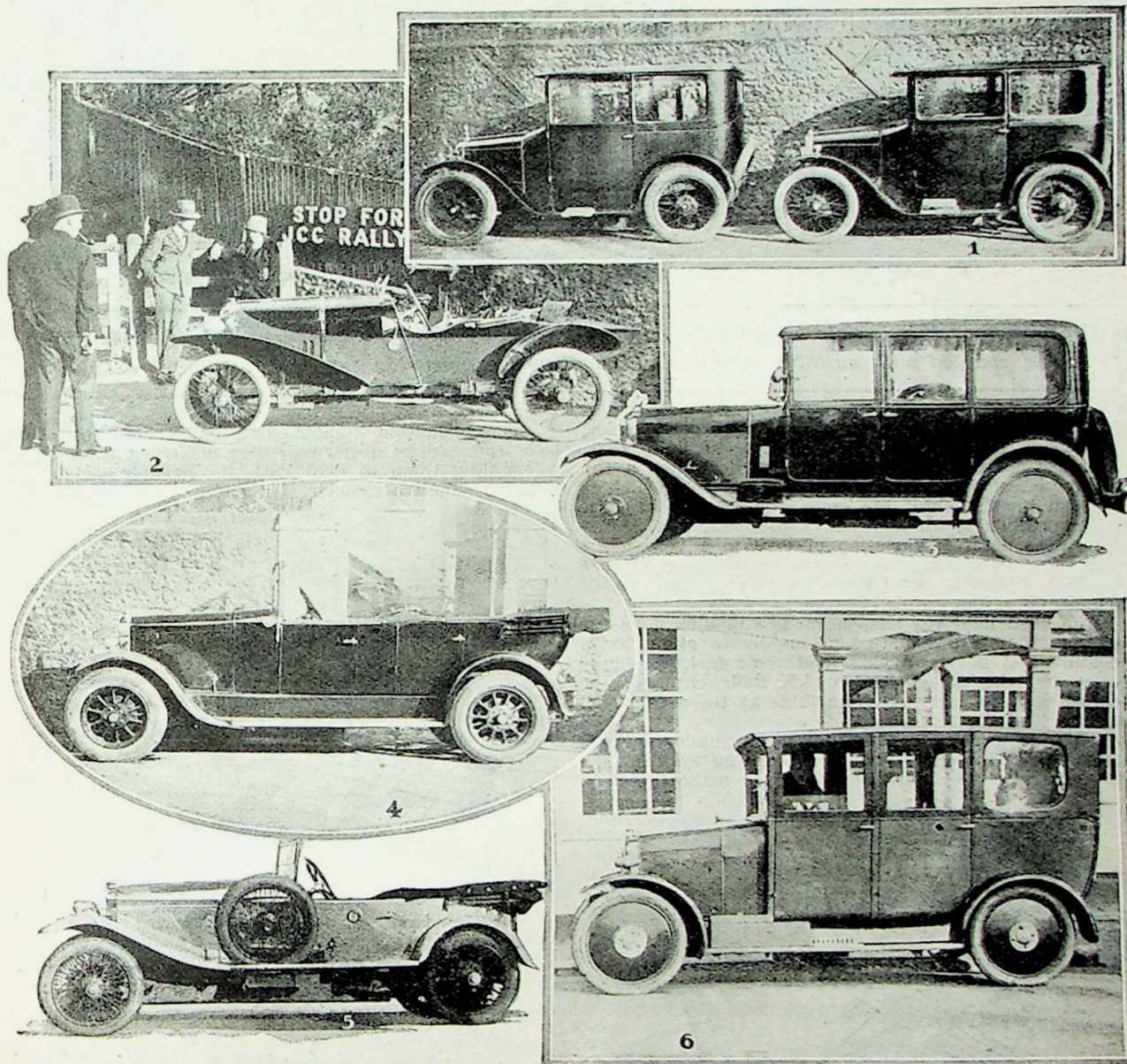
Section 194 prevents any encroachment on, or diminution of, common land by forbidding the erection of any building or fence or the construction of any other work whereby access to the land is prevented or impeded, unless the consent of the Minister of Agriculture is obtained to such erection or work. Where any fence, erection or work is carried out without

such sanction the county court, on the application of the local council or of any interested person, shall have power to order the removal of the work and the restoration of the land which is concerned to its original condition.

Whatever rights they may have had before the passing of the Act, it is clear that our caravan dwellers, both amateur and "professional," will for the future have to steer clear of commons when deciding on a temporary pitch for rest or refreshment. The same rule, of course, applies to motorists, who will not be permitted to draw on to a common or drive across it. As to those whose habit it is, or rather was, to indulge in the practice of lighting fires on commons and neglecting to remove the embers, a fine of 40s. is no more than they deserve.

The practice is particularly objectionable, inasmuch as it not only disfigures the countryside, but is very often the cause of large stretches of land catching fire, involving the destruction of plants and shrubs that can never be replaced.

A CONCOURS D'ELEGANCE IN SURREY.



A FEW OF THE EXHIBITS.

(1) Entered by C. Reilly and E. C. G. England, two 1926 Austin Seven Saloons. (2) W. E. Humphreys' 1923 Amilcar—winner of second prize. (3) A. J. Salmon's 1923 Riley. (4) The first prize winner, R. C. Glazier's 1925 Windsor. (5) All aluminium, O. H. Cornish's 1925 Frazer-Nash. (6) A 1924 Singer saloon entered by A. Issigonis.

ONE could hardly conceive that the kindly rays of King Sol would have been the cause of frowning faces on Saturday last, when the Junior Car Club held its opening rally of the season at Burford Bridge; yet there were a few distinctly worried individuals who would have been a lot easier in their minds had the sun "gone in." They were the entrants in the appearance competition, and the strong light disclosed specks of mud, scratched paintwork, patchy silver-plating, and so on, so shamelessly that even the most short-sighted judge could not help having them thrust on his notice!

The competition attracted about two dozen cars, and one and all were a

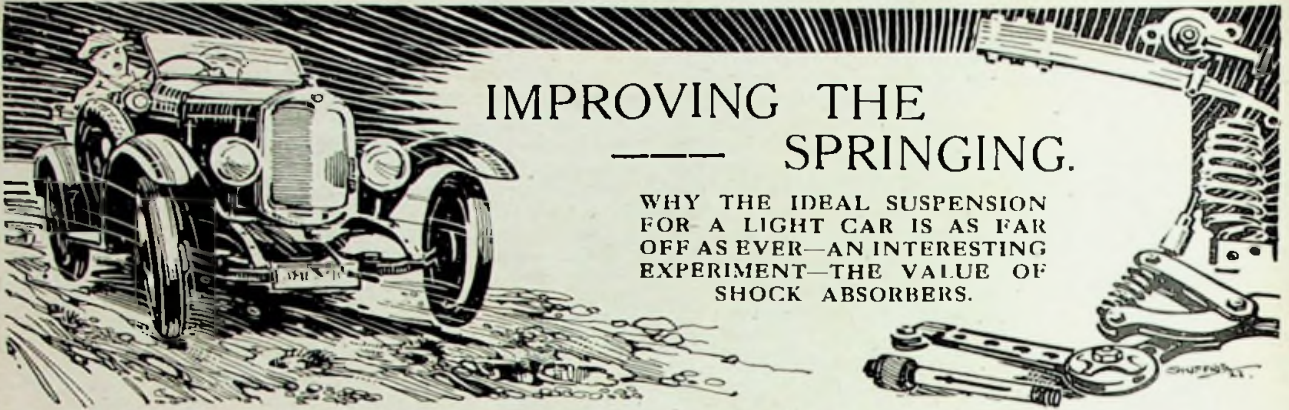
credit to their owners, despite the inquisitive sunbeams. It was proved abundantly that when a light car is even three or four years old there is no reason why it should look shabby.

There were four judges, and they adopted a decidedly fair and very elaborate system. Marks were given by each individual judge for the appearance of wheels, axles and under-carriage, the body and the engine. An average of the marks given was struck and so, with due allowances for age and mileage, a definite medium of comparison was obtained.

The results were as follow:—1, Mr. R. C. Glazier's 1925 Windsor (silver cigarette box engraved with club

badge); 2, Mr. W. E. Humphreys' 1923 Amilcar (engraved ash-tray); 3, Capt. H. R. White's 1924 Aries with Duple body (silver matchbox); 4, Mr. F. T. Harriss's 1922 Riley (silver ash-tray). The following makes, including the above, were entered:—A.B.C., A.C., Amilcar, Alvis, Aries, Austin Seven, Ceirano, Eric-Campbell, Frazer-Nash, G.W.K., Lagonda, Riley, Salmson, Singer, Windsor.

The actual attendance for the rally proved to be a record, no fewer than 206 members and friends being catered for at the dinner in the Burford Bridge Hotel, which preceded an impromptu dance. The revelry was kept up until midnight.



IMPROVING THE — SPRINGING.

WHY THE IDEAL SUSPENSION FOR A LIGHT CAR IS AS FAR OFF AS EVER—AN INTERESTING EXPERIMENT—THE VALUE OF SHOCK ABSORBERS.

The writer of this article explains by means of graphic illustrations how well-lubricated spring leaves, coupled with suitably adjusted shock absorbers, provide excellent all-round suspension.

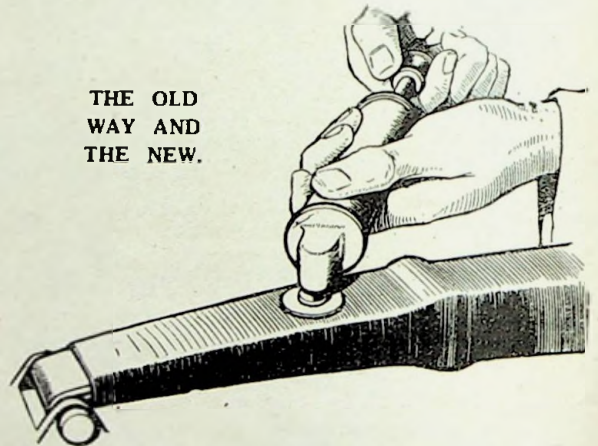
MODERN springing systems are only a compromise. This applies more particularly to light cars, because the uncertain factor of load has a far greater effect on the suspension of a chassis which is light in itself than it has upon the suspension of a chassis which is already heavy in itself, and, therefore, does not feel variation of load to a very great extent. To take extreme cases, compare the difference made by the addition of three passengers to a char-a-bancs and a four-seater light car.

The ideal light car suspension is still almost as far off as ever: if designers had merely to allow for a definite and never varying load their task would be easy, but the actual load which their cars will be called upon to carry is as variable as the algebraical symbol "x."

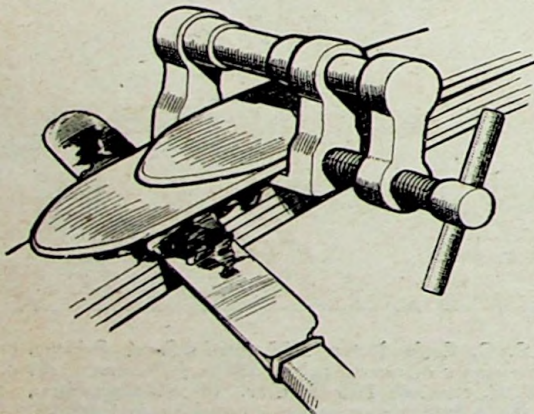
This drawback does not exonerate motor owners from taking proper care of the springing system. On the contrary, they must endeavour to make the very

chassis "settled" under extra load, the effective length of the springs decreased, thus stiffening them up and enabling them to deal with the greater weight in a more effective manner. In another form the position

THE OLD WAY AND THE NEW.



Here we have a modern system of spring lubrication in which oil is injected by means of a small gun, the lubricant being evenly distributed from one end of the assembly to the other.



Before the advent of grease gaiters the spring leaves had to be forced apart so that graphite could be smeared on with a knife. A spring leaf opener of the type depicted was almost essential.

best of the conditions with which they are faced by lubricating the leaves and shackles, keeping them free from rust and otherwise assisting them to function as they were designed to do.

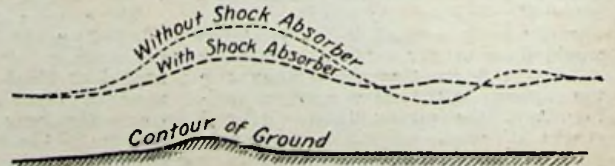
Experiments have been tried with a view to making springing systems automatically adaptable to varying loads, one of the most noteworthy examples being fairly easy to incorporate with a straightforward quarter-elliptic assembly.

The chassis anchorage consisted of top and bottom plates, the top plate being extended beyond the bearing edge of the lower plate (towards the axle), so that as the

of the fulcrum point of the springs was controlled by a lever.

There is one cure for most of the ills with which light-car springing systems are afflicted, namely, shock absorbers, and the description of a simple experiment much favoured by professors of structural engineering will show, first, why the spring leaves should be able to slide easily over one another and, secondly, why shock absorbers to damp their action are beneficial.

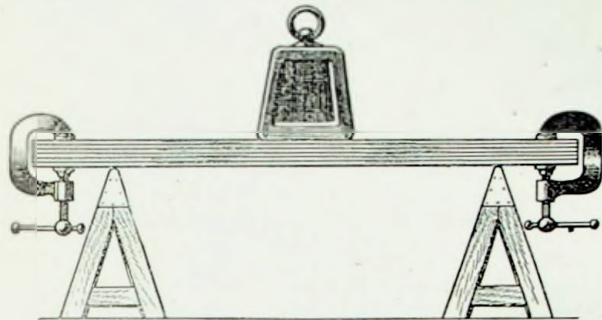
The equipment used consists of a suitable number of Venetian blind laths which are placed across two knife-edge bearings, as shown in the sketches. If they are clamped together firmly at each end so as to form



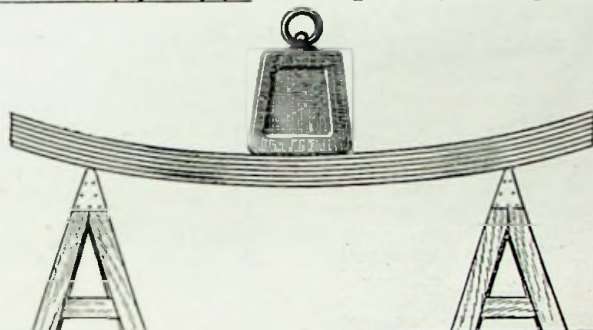
A diagram showing how shock absorbers affect suspension. The dotted lines, which show rise and fall, represent a point on the frame above either axle.

virtually a solid girder they will support a fairly heavy load without any noticeable flexing. Here we have an analogy to spring leaves which have been allowed to rust and which will not slide freely, for the clamps merely increase the friction between the laths, which are equivalent to the leaves of the spring.

Now if the clamps be removed the laths will at once flex under the same load. Moreover, they will become springy and will oscillate freely if the load is dropped into position from an inch or so above them. In this condition they resemble well-lubricated springs, the leaves of which can slide freely, and they display the



(Above) The equivalent of rusted spring leaves. The whole assembly is stiffened up and becomes unyielding. (Centre) With the clamps removed the conditions approximate well-lubricated leaves. (Right) The frictional resistance of a shock absorber does not limit the deflection under load but puts on a brake, as it were, and so prevents continued vibration.



Inherent drawback of suspension systems which reveal the inconvenient symptoms of excessive periodicity.

Here, then, is the problem with which the designer is faced—to provide springs which will flex easily but not too rapidly and to prevent unnecessary vibration after the initial flexure has taken place.

Increasing the friction between the leaves certainly tends to damp out continuous vibration, but it also has the effect of making the complete spring assembly unyielding or "hard."

How Shock Absorbers Act.

Recourse must therefore be had to an auxiliary damping device and modern shock absorbers meet the required conditions in a very satisfactory, if not perfect, manner. They do not limit the degree of flexure but merely put a brake on the movement, as it were, and succeed in damping out the major part of the vibration which tends to continue long after the initial flexure of the spring has taken place.

The action of a shock absorber may be made clearer by another simple analogy. When set in motion, an unassisted pendulum will go on swinging to and fro for several minutes, perhaps, but if the bobweight be immersed in a bowl of water the pendulum will come to rest in a very much shorter time, the actual period depending upon the depth to which the bobweight is submerged. A similar effect is obtained by tightening up shock absorbers.

There is a very large number of individual makes of shock absorber on the market, the majority working on the friction-disc principle, whilst nearly all allow for a damping effect which works in both directions. Thus the tendency for the chassis to "drop" when a wheel encounters a pot-hole is checked, as well as the tendency for the car to rebound immediately afterwards. In addition to friction-type shock absorbers,

there are those in which a hydraulic principle is employed, oil being the medium employed.

Devices which merely check rebound are frequently referred to as "snubbers," and they usually take the form of a flexible band connecting the axle with the mechanism on the frame. The band winds up automatically when the axle approaches the frame, but resists the opposite movement. A rigid connection is unnecessary, because, in theory, the band is always kept taut.

On some light cars shock absorbers are not absolutely essential, but the need is often felt for a device which will prevent too great a deflection of the springs when an unusually severe shock is experienced by the car.

To Soften "Bumping."

The most simple form of shock absorber in this case is a rubber block placed between the axle and the spring, whilst in a more satisfactory form it may be a volute spring.

Tyre pressures play a very important part in the attainment of comfortable springing, and low-pressure tyres have helped as much as anything to bring about this desirable feature of the modern light car. Conscientious owners, however, who generally err on the right side, should guard against pumping up their tyres too hard. This is a mistake.

The motorist has to choose between two awkward alternatives: he may either run his tyres comparatively soft, to the detriment of the walls of the tyre but with very comfortable riding; or he may pump them up hard, risk damaging some part of the chassis and keep his tyres in good condition.

The best course to adopt is as follows. Start with the tyres pumped up to the

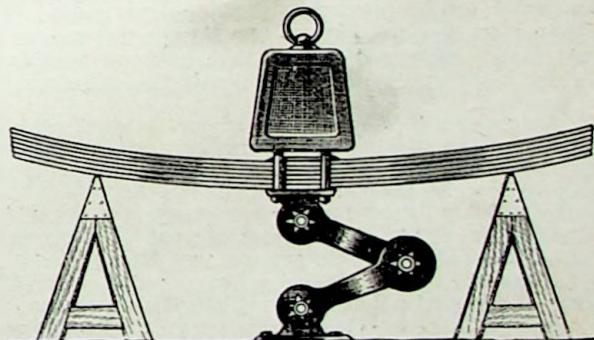
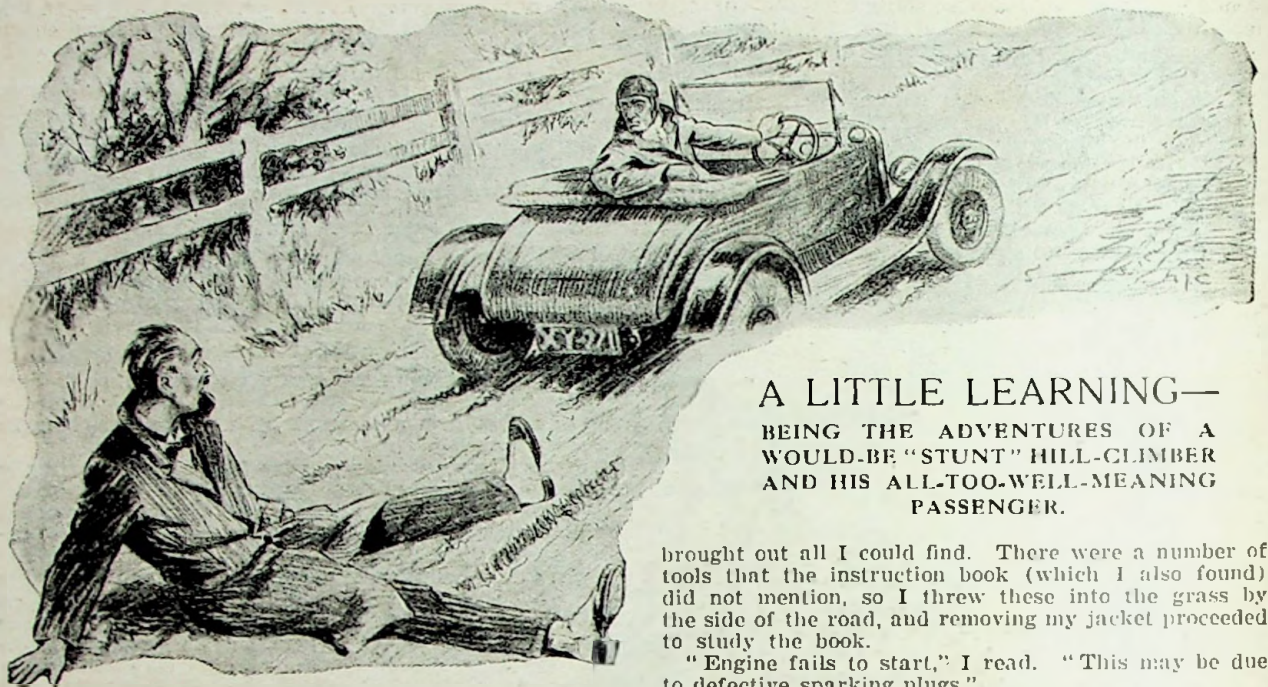


figure recommended by the makers and run the car until, as the result of natural leakage, the pressure drops and gives comfortable riding. If there is now no noticeable bulge when the car has a full load, ascertain the pressure in the tubes and endeavour to maintain this. The correct number of strokes of the pump to give, say, once a week can readily be discovered and this greatly simplifies the operation of keeping the pressure just right.

Finally, a word of warning may be given with regard to grease gaiters. It is inadvisable to pack a gaiter with fairly thick grease, as it will not distribute itself, it will go lumpy, and, if the springs are examined after a few months, rust will be apparent. Even thin grease requires frequent replacement, and, probably, oil is the best medium to employ. It flows easily and adapts itself to the pumping action of the spring leaves, which tend alternately to squeeze it out and suck it in again. Grease will not adapt itself to this action, the leaves become dry, and "sweating," followed inevitably by rust, ensues.



A LITTLE LEARNING— BEING THE ADVENTURES OF A WOULD-BE "STUNT" HILL-CLIMBER AND HIS ALL-TOO-WELL-MEANING PASSENGER.

ROARING furiously, the car strove to overcome the appalling gradient which seemed to rear its head above us in gloating triumph. I gazed at it fascinated and was only brought to the realization of the fact that we were stationary by a vicious jab from Manton.

" . . . On the back . . ." I caught, above the roar of the engine.

"I beg your pardon?" I said, politely.

"Weight-on-the-back, *idiot!*" screamed my companion, and gingerly I crawled out on to the shiny, slippery, bulbous tail. The added weight caused the rear wheels to grip suddenly, the car lurched forward, and I shot backward to land in a mass of mud and slime. I sat up dazedly and watched the car come to a standstill.

There was a loud report, the engine coughed, gave a final splutter and stopped. Disgustedly, Manton pulled on the brake and alighted—if such a term can be used to describe his ponderous exit.

He selfishly ignored my predicament.

"Why on earth didn't you hang on?" he growled. "We'd have done it—oh, get up, you fool!"

I staggered to my feet and endeavoured to part with some of the mud adhering to me, but it was useless, so I joined Manton, who had wrenched up the bonnet and was gazing wrathfully at the engine.

"It's stopped," I said, helpfully.

He turned away and sat on the running board in a resigned fashion. "What a brain!" he said, witheringly, then: "What are we going to do?"

I surveyed the hill and then the car.

"Push it up!" I suggested. He sighed—I am afraid he seldom appreciates good advice.

"Run it down, then," I said. He gazed moodily at the car for a moment, then rose.

"I'm fed up with it," he muttered, "and it's all your silly fault, I'll go down to the village for a bus to tow us home, and while I'm gone you can run her down—but, for heaven's sake, be careful!"

I loftily disdained to reply, but watched him as he started towards the village. When he was out of sight I rose from the tree trunk upon which I had been resting. As I did so the thought came to me that perhaps, after all, I had been partly responsible, and if I could atone in any way it would be only fair to do so. I would cure the trouble and go to meet him!

I wasted no time, but delving into his tool locker I

brought out all I could find. There were a number of tools that the instruction book (which I also found) did not mention, so I threw these into the grass by the side of the road, and removing my jacket proceeded to study the book.

"Engine fails to start," I read. "This may be due to defective sparking plugs."

Ah, a clue! I removed the plugs. There were two little projections at the bottom of each which I am sure were contributing to the trouble. I couldn't get them out, but I managed to bend them back out of the way.

Still the engine refused to start, although I swung the handle vigorously. Incidentally, it was a very easy engine to swing—in fact, I found that I could simply give the starting handle a sharp turn and then let go, when it would twirl round for some time.

I was not discouraged. The instruction book suggested that the petrol and oil levels be inspected. So far as I could see the petrol was level, but the tank was not, one end of the liquid being deeper than the other.

I could not find the oil tap, but, as the book said "Keep the engine well lubricated," I poured some oil into several apertures round the engine which looked as though they were designed for that purpose.

With growing enthusiasm I decided to undertake a complete overhaul while I was at it, and it is a credit to the makers that the instruction book proved a valuable asset.

The jet was choked; it must have been, because the pipe that led to the carburetter was all twisted, while inside the carburetter I found a hollow cylindrical vessel made of tin. I wondered how it could possibly have come there, but concluding that Manton, with his characteristic carelessness, had overlooked it when the engine was last dismantled, I hooked it out and threw it away.

I was very proud of the way in which I solved the tappet problem. I found these little jokers by referring to a diagram in the book which showed that excessive clearance would cause bad running. To be on the safe side I tightened them as far as possible until no clearance was noticeable.

When I had done everything that the book suggested, including a methodical overhaul of the electrical devices, I determined to try to start the engine again, but nothing happened.

I began to wish that Manton would return so that I might please him with an account of my work. I am afraid I must have looked somewhat grubby owing to my fall in the mud and my subsequent tinkering, but I was more or less happy although I *did* wish the engine would start.

I smoked a cigarette, and as Manton failed to arrive

I decided to try to learn something of the car from beneath. I have noticed that the mechanics in our local garage are always crawling under cars armed with spanners, therefore I concluded there must be something in it. There was a rug inside the car, so taking it out I spread it underneath and crawled on to it with a number of tools.

The appearance of the chassis was very complicated; it seemed to be composed entirely of rods, pipes and bars; also scores of nuts and bolts, which I proceeded to tighten. This took some time.

Some of the nuts must have been broken, for after I had turned them only a little they fell off. I was not quite sure where they belonged, but there were so many more that it seemed not to matter much, and I left them on the ground.

There was one rod in particular, thin and rather frail looking, which ran from beneath the front seat to one of the rear wheels. The wheel had a sort of round drum on it, into which the rod led by a lever.



"I'm fed up with it" he muttered. . . . I loftily disdained to reply, but watched him as he started towards the village.

There was also a little nut with wings on it fixed to the rod; this the book said was for brake adjustment.

Now before I go farther, I wish to remark that what happened was no fault of mine, but negligence on the

part of the makers. I think everybody will agree that I did my best for Manton, and, despite his subsequent ingratitude, I maintain that not many people would have put themselves to so much trouble.

I decided to adjust the brakes. Slowly I turned the wing nut so that it moved along the rod. I had not turned it many times when I heard a faint creak. It



. . . . it was too late Swiftly Manton's car gathered momentum as it descended the precipitous gradient backwards

was repeated when I turned the nut once more. The creaking became louder, and suddenly, to my horror, the car began to move backwards!

I gave one last frantic twist to the nut, but it was too late. As the car passed above me I seized the front axle and pulled, but the force was too strong, and after being dragged a few yards I let go and, sitting up, watched in horror and grief.

Swiftly Manton's car gathered momentum as it descended the precipitous gradient backwards, and as it vanished my eye caught the cover of the instruction book which lay on the ground. It read: "70 m.p.h. guaranteed." At last I believed a catalogue!

From far away came a faint crash—and then silence! Manton is very unreasonable; this I discovered later. R.B.

A JOB GOING A-BEGGING.

MY car is now four years old, and although it has been driven hard for those four years it is still a rattling good car—but oh! it is rattling!

I have tuned and tightened it until I can go no farther, and now I listen and sigh for a few second-hand parts not quite so badly worn as my own.

The car is still in good running order, but, with a worn bearing here and too much play there, it sounds awful when driven on a bumpy road. The obvious remark for the reader to make is: "Why don't you sell it and buy another?"—but sentiment forbids accepting the first part of the advice and the depth of my pocket the second part.

My car is a popular type in this part of the country, and at least a few scores of the same make must have dropped out of existence since I bought mine. What has become of them?

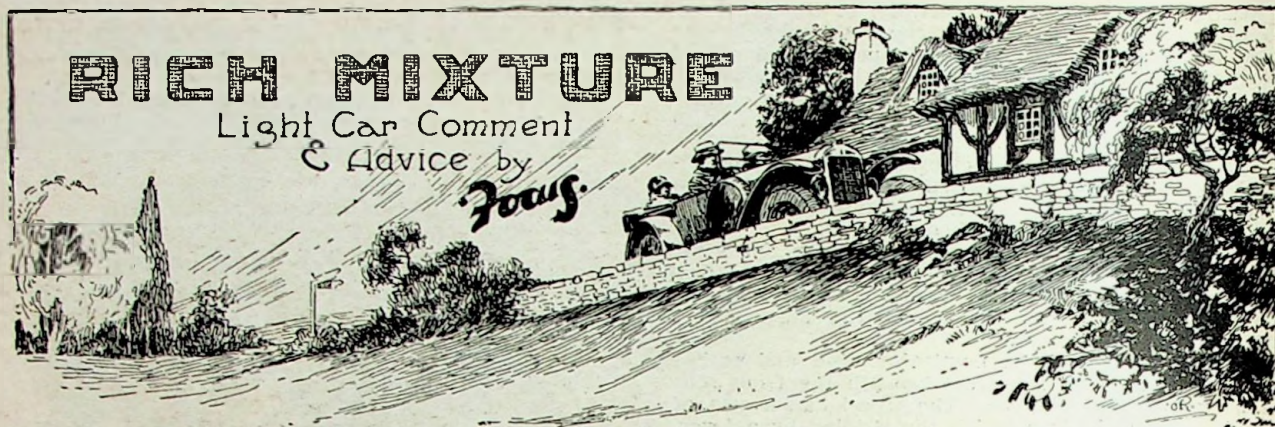
Occasionally one sees a rusty heap by a roadside, the aftermath of an accident, but this cannot account for the total death-rate in cars. My solution of the difficulty is this: If someone would only open a shop for the sale of second-hand parts of cars!

Very often a car can be bought for a song because of some special defect which would be too expensive to correct, or perhaps the car has met with an accident or has reached a ripe old age. Yet in every such car there must be parts which are as "good as new,"

for every man drives a car in a different manner. One pulls at his gears and chips and strips them, but his clutch and brake drums are in perfect order and his cylinders in good repair. Another saves—as he says—on oil, and so wears out his bearings and cylinders, but he has a gentle hand with brakes and gears. Still another tends his magneto and batteries like a nurse with a lordling's heir, but he neglects his springs and transmission.

The moral of all this is that here and there, lying in various garages, scrap-iron stores, back yards, and roadsides are perfectly good "bits" of cars which would be a real godsend to the impecunious owner of an "oldster." The fallacy of putting new cloth on an old garment was demonstrated centuries ago; there may be a similar error in putting new parts into old cars.

With a small amount of capital and a large yard, a man could acquire a number of old cars, particularly just now, and, with the aid of a few tools, take them apart and sell the good parts as second-hand stuff for renewing old cars; the worn parts would go to the scrap dealer; nuts, bolts, catches and pins in assorted lots to garage men; leather and other upholstery to furniture dealers and toy makers; and even the oil and grease could be sold to soap makers. M.E.L.



RICH MIXTURE

Light Car Comment
& Advice by

Focus

Saved by a Boulder.

DURING a recent trip I came to a long and exceedingly steep hill which, starting straight out of a village, rises with ever increasing gradient to a final section of 1 in 6. It is a hill that gives no respite whatever, and always needs treating with respect. I had just reached the stiffest portion—known locally as the “house-side”—when, to my horror, I saw a small car some 50 yards in front of me come to a standstill and then start slowly to run back! The driver apparently had no idea what to do, for he locked over in both directions, and there seemed every prospect of his backing straight into me. At that moment a country lad standing on the grass had a positive brain wave, for, running to the wall that bounded the road, he snatched a large piece of stone from the top and threw it behind a rear wheel of the car. I just scraped past.

Hill Fright.

AT the top I halted and went back to help. The driver said he had no knowledge of the hill, and was not aware of what he was facing until he was on it; and then in sheer panic at the prospect of failure he had lost control of his foot and could not keep the accelerator pedal hard down! The car was under 1,000 c.e., and although it was fitted with f.w.b. they were out of adjustment. The driver admitted that his experience was brief, and that he had not previously tackled a hill that tested the engine on bottom gear. I started the little bus, and it went to the top with plenty of power in hand.

Glorious Devon—and Others.

HAPPY the shire that has had its charms put into song. Forever then it takes pre-eminence over counties which have found no poet to extol their virtues. Devon, for instance, should erect a statue to the composer of that famous song which is sung with gusto by thousands whose personal knowledge of the county is nil. So, too, with “Zummerzet.” At cricket club dinners and the like the chorus is taken up so enthusiastically that everyone might have been reared among the cider apples. Yet, are there not other English counties equally beautiful, equally worthy of being sung? At the risk of bringing down on myself the wrath of all doughty Devonians and their neighbours I say there are. Why does not someone grow lyrical about the loveliness of Worcestershire, one of the fairest

spots in the realm, Rutland with its wonderful panoramas of hunting country, or Herefordshire and the matchless scenery of the Wye? And what of the beauty of the Thames Valley which, in some respects, is unrivalled by any other area? The truth is that no county has a monopoly of the picturesque, and even the Fens, dull though they may appear ordinarily, awaken to splendour under a summer sunset. I have heard Americans hotly debating with our Australian cousins as to which is “God’s own country.” An Englishman never intrudes into such discussions. He knows!

His Searchlight.

THE limit in regard to petty prosecutions for technical offences was reached in one heard at Thrapston, Northants, the other day when a motorist was summoned for carrying a light “which could be used as a searchlight.” From the evidence it appeared that the owner of the car had fitted a spot light to the windscreen and a zealous police officer observed that it moved. On investigation he found that the lamp was so arranged that it could be turned from side to side. Proceedings followed, and the motorist, who denied that he knew the lamp was illegal, was fined 10s. Owners of dipping headlamps would be well advised to keep them fixed in the Thrapston area!

Unconscious Humorists.

MANY readers must have smiled at the description in the lay Press of the preparation of Major Segrave’s Sunbeam for its attempt on records. It is a marvel to me how some of these pressmen “bounce” their editors into putting them on a job of this kind simply for their powers as descriptive writers rather than for their ability to furnish useful and accurate information. I remember a few years ago a responsible London daily sending one of its staff men to report a road race on the Continent. In his despatch this scribe referred to the mechanics of one particular car examining the engine for a defect whilst it was running. “How calm is their demeanour,” he wrote, “despite the fact that within an inch or so of their faces, behind only a very thin wall of metal, were the madly plunging pistons, urged round at incredible speed by the impelling force of the imprisoned explosions, these men coolly bent their heads to listen, in that raging tornado, for the sound that told them something was amiss.”

As Mrs. Todgers said, “There’s no such passion as the passion for gravy.”

P'raps.

A FRIEND of mine, driving in the suburbs the other night, says he had an amusing and somewhat startling experience. He was passing some garden ground when, in the light of his lamps, he saw a black shadow move swiftly from beneath a hedge directly to the front of his near wheel. The thought that a dog had rushed to its death flashed through his mind, and he waited for the bump or yelp. Instead, an apparition appeared on his bonnet—an apparition glaring through the windscreen with a Satanic expression sufficient to make the blood run cold. It was a large black cat which had saved itself from disaster by a desperate upward leap. This is not my story; I simply pass it on!

The Only Alternative.

A WRITER in a London daily has expressed the opinion that motorists have no more right to expect the proceeds of motor taxation to be spent in improving the roads than consumers of alcoholic liquor would have in expecting the proceeds of duties to be spent on improving public-houses. Moreover, he considers that the latter would have the better claim as drinking is a "humanizing habit," whereas motoring creates hatred and malice between drivers and pedestrians. Apart from the fact that if liquor duties had been definitely promised for this purpose no politician, however brazen to pledges, would dare to lay hands on them, this laudation of drink as opposed to the health-giving virtues of motoring is astonishing. I am no Pussyfoot, but if the sum total of happiness caused by drinking and the happiness caused by motoring were put in the balance I know on which side the scale would go down.

Be Guided by Natives.

WHEN approaching a strange town it is always advisable to watch "native" vehicles such as tradesmen's vans and where they slow down or follow in line to conform with their action. In this way one obtains useful guidance as to danger

spots, police vigilance and similar matters. I had an illustration of this the other day when entering a town with which I am familiar. At one spot there is a road intersection that is extremely dangerous and vehicles approaching it are closely watched by the police.

I was following in a traffic stream at a snail's pace when a big car came along, overtook us all, and shot ahead at considerable speed. Too late, the driver—a lady—saw the cross-roads, and she endeavoured to pull in to the left just as a huge motor pantehnicon came round directly in her path. They both jammed on their brakes and blocked the road, and in a few moments the whole traffic was held up. A couple of policemen were soon on the scene, taking the lady's name and address, and, as she had not an earthly excuse for her behaviour, she will doubtless have to pay heavily for the indiscretion.

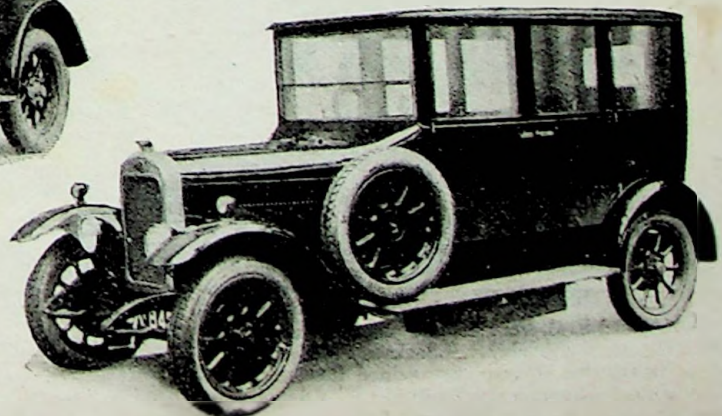
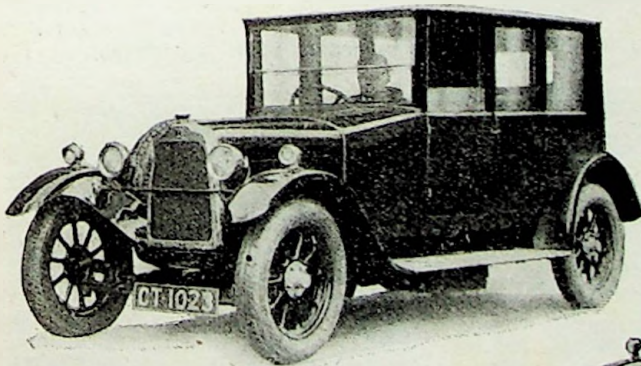
Unconscious of an Accident.

IS it possible for a car driver to knock down a pedestrian and yet be unaware of the fact? It seems unlikely, yet the matter is frequently argued in the courts, and in some cases defending counsel have been able to make it a subject of doubt. It was even seriously contended in one case that a motorist who collided with a sidecar outfit and smashed a front wing and a running board in the process was quite ignorant of the occurrence, and, although the motorist was convicted of dangerous driving, the judge said that he was sure the driver could not have known what had happened.

Personally, I think that no driver can hit anything with his front wings or bonnet without knowing it; that is, if he is in full possession of his senses. He might catch a person with the rear portion of the car and not notice anything untoward, but that a driver could actually run over anyone and not be cognizant of it seems to me incredible.

Have You a Best Speed?

THAT most cars have a "best speed" is well known. At this speed they run quietly, easily and willingly. I believe that many drivers also have a best speed, although they may never realize it until compelled to adopt some other. At this speed their judgment is never at fault. They know their rate of acceleration from it, and are never



LUXURY WITH ECONOMY.

Extraordinarily large and luxurious saloon bodies are being fitted nowadays on light car chassis. Above is the 1,073 c.c. Talbot, which costs £450, and (right) the 1,496 c.c. Clyno, at £298.

found making abortive attempts to overtake; either they get by or they cannot, and they know which. If they cannot, their deceleration is steady, and when the bend is rounded or the oncoming car has been passed they are ready to swing ahead. They drive with a rhythm, and would probably be less confident—and less safe—were they set to drive at some other pace, whether faster or slower.

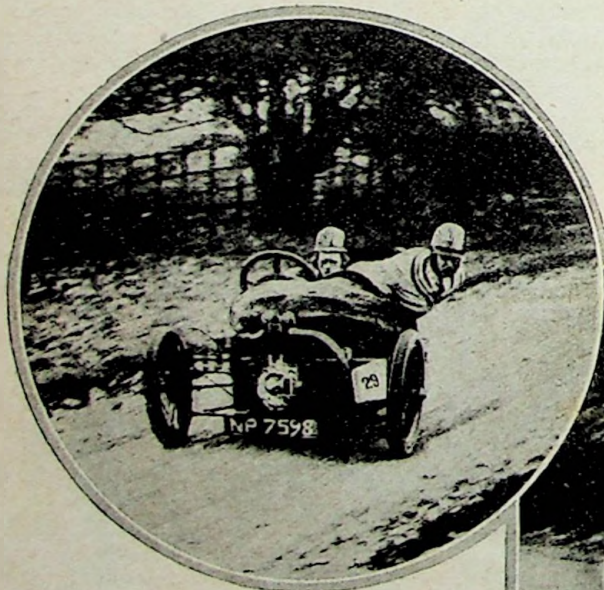
Happy is the driver whose "best speed" is the same as that of his car. Possibly the one is, in the first place, derived from the other; and when we handle cars which, although we can find no definable fault with them, yet fail to please us, perhaps it is because their engines have not quite the same notion of a comfortable speed as we have.

Tube Nets.

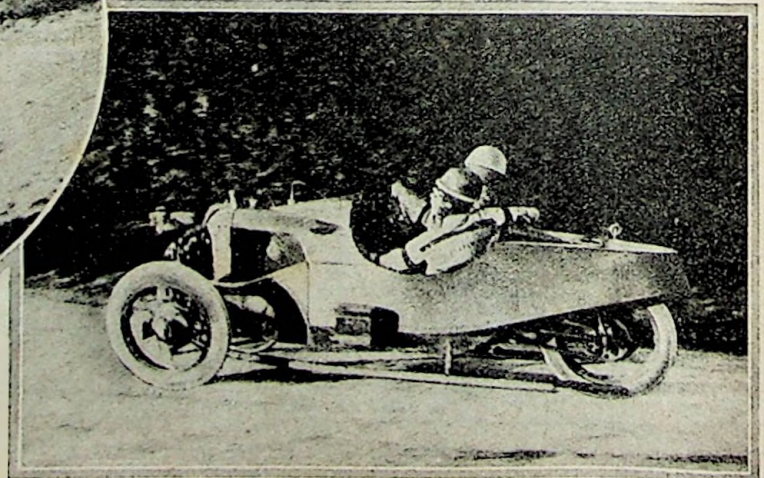
A NUMBER of objections have been advanced against low-pressure tyres, and one which I have not yet seen mentioned, and from which I am now suffering, may have been experienced by other users. There is a tiny puncture in my near-side rear tyre, so small that it takes 36 hours for the tube to deflate below a safe running pressure.

Having an hour to spare recently I took out the tube with a view to finding the puncture. My efforts, however, were in vain. I found that I could not safely inflate the tube to a pressure which would reveal the leak under water. At a pressure that showed signs of bursting the tube in its weakest place the tiny hole, which I know to exist, remained undiscovered, and I was compelled temporarily to replace the tube in the hope that ere long the hole will enlarge sufficiently for me to locate it.

Some years ago I remember seeing advertised a kind of net in which a tube could be placed and inflated to a reasonable pressure without risk of bursting when punctures were being sought for. This would have met the case admirably.



INTER-VARSITY HILL-CLIMB.
(Above) E. C. Fernihough's single-cylinder Morgan and (right) R. R. Jackson's Morgan-Blackburne. These cars gained first and second places in the "unlimited" sidecar class.



Instrument-board Fidgets.

SOME time ago I travelled by night beside a driver who could not leave his instrument board alone for five consecutive minutes. He switched his dashlamp on, and he switched it off. He switched it on again and watched his ammeter. Not finding the latter of abiding interest, he turned the dashlamp shield and illuminated the speedometer. The side lamps next claimed his attention. As he could not make up his mind whether we wanted them on or not we had them off and on for short alternate spells. Sometimes he blacked out when meeting traffic, at other times he did not, but his choice was guided by no principle that I could fathom.

Fortunately for my own peace of mind I knew him well enough to be able to urge him, with some vigour, to set his switches where he wanted them and leave them there. The fidgety driver is always irritating; at night he is a positive torment—and sometimes a menace.

The Innocent in Reverse.

DURING a run in the West Midlands on a recent Sunday I saw two incidents which serve to illustrate the folly of novices going into unfamiliar districts before becoming proficient in driving. Descending a moderate gradient I observed, lower down, a small covered-in car executing the most alarming movements. The bonnet was facing my way, but the car was reversing and taking a course like an exaggerated jumping cracker. Finally, the back wheels struck the bank and it stopped. The driver, a lady, and her three passengers looked so distressed that I got out to proffer assistance. I then found that the lady, a stranger to the district, was taking a cross-country trip and, not knowing the road, had overshot a turning.

Advice for the Novice.

ALTHOUGH the road was wide, she had not enough skill to turn the car round, and so she had attempted the far more difficult feat of going backwards downhill for a hundred yards. In such cases it is infinitely safer for the novice to continue along the road until a side lane is reached, and then reverse. For the benefit of novices, I must explain that when a car is being driven backwards the front wheels have an anti-caster effect; that is to say, they display a distinct tendency to wobble, and this increases with the speed.

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and
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DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
THIRTEEN YEARS.

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WITHIN THE SCOPE OF THIS JOURNAL,
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The Road Destroyers.

THE county engineer and surveyor for Middlesex, Mr. A. Dryland, M.Inst.C.E., gave it as his opinion in a prominent morning paper last week that it would be generally agreed that a perfect road was "a structure upon which all kinds of traffic can pass along easily, noiselessly and safely under all conditions at any reasonable speed desired." He then pointed out how impossible it was to build such a highway in view of the fact that it was necessary to cater for vehicles differing so widely as bicycles and traction engines, and, in mentioning the latter, he touched upon a subject which calls, in our opinion, for very early attention.

At the present time one can run a gigantic steel-tired locomotive, weighing perhaps 20 tons and drawing two or three trailers, each with an axle load of perhaps 6 tons, and pay a tax of only £32. These giants of the road, if you take the trouble to watch their passage over a newly surfaced highway, will be seen to crush the surface beneath their steel-tired wheels, whilst we have seen a fine, modern road positively rippling as they pass over it. Surely the time has come for drastic steps to be taken to prevent this wholesale ruination of extremely costly highways? There must be very few haulage jobs that a traction engine manages better than a rubber-tired motor lorry, which does not a tithe of the damage to the road and which is quite six times as speedy under normal conditions.

Danger of the Blind Crossing.

WITH the opening in all parts of the country of new arterial roads, circular routes and by-passes to avoid towns, an urgent need arises for improved warning signs erected in suitable places, and so arranged that drivers cannot help seeing them. Many of the new arterial roads cross busy thoroughfares, and neither users of the new road nor drivers on the old have any idea of the danger which exists at the crossing point until they actually reach it. In consequence, frequent accidents are taking place, and they are due in nearly every case to the absence of adequate warning signs.

In our opinion, the erection of one of the old-fashioned red triangles at one of these new danger points is quite inadequate. Where the width of

the road permits, the best position for a warning would certainly appear to be on a refuge in the centre—the presence of the refuge alone being sufficient to attract the attention of drivers when they are still some considerable distance away from the cross-roads. At night time these central refuges should be illuminated by some suitable means, preferably by a flashing red light of the kind which has been in use for some time on the Great

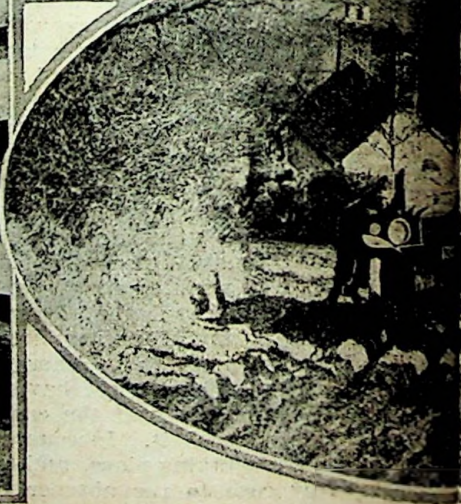
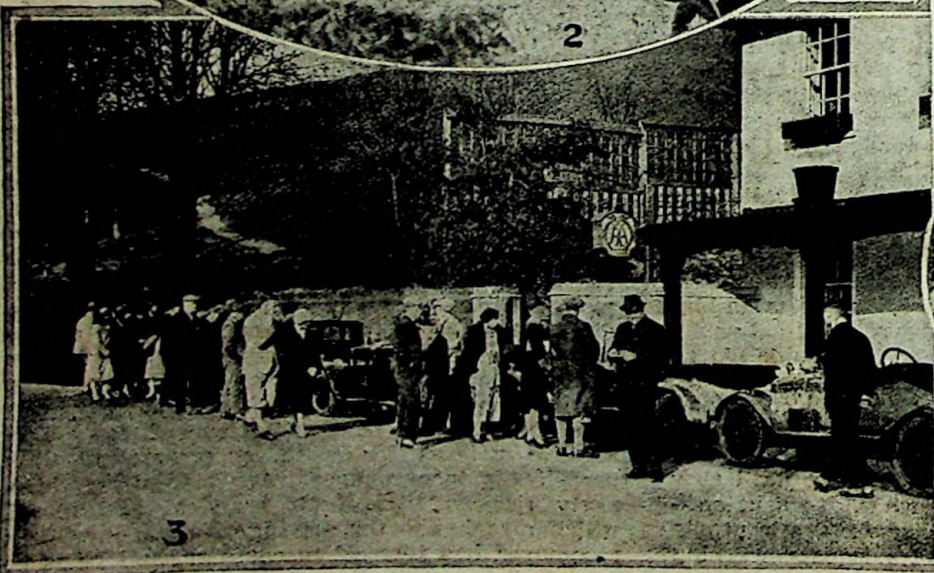
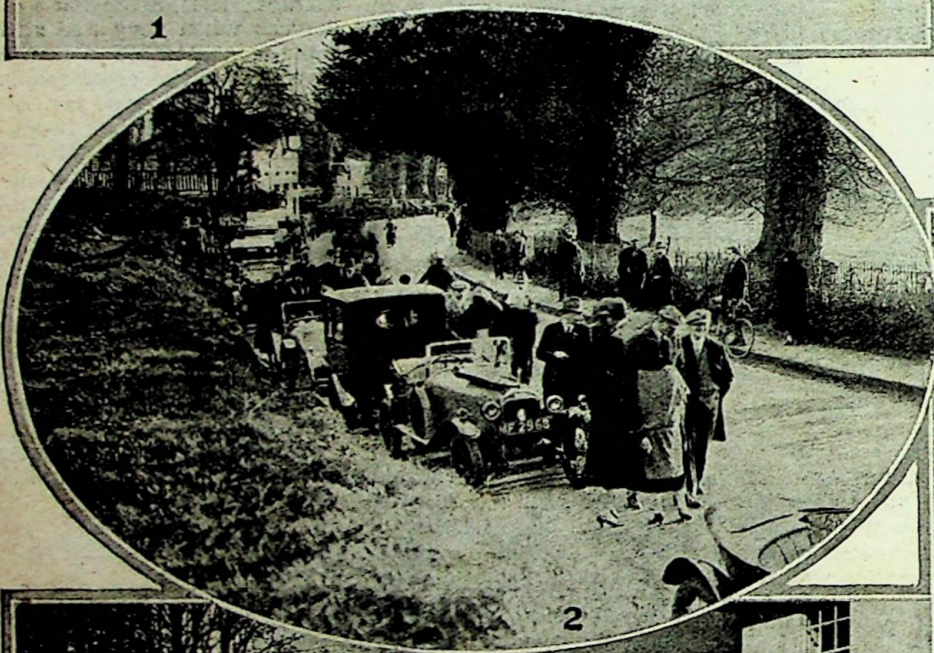
West Road. On the subject of warning signs, we feel prompted to revert to the need for erecting them on secondary roads at points where these enter main roads, instead of placing them on main roads and thus causing unnecessary delay to fast traffic. The man who should be warned of a danger point is the man on the secondary road, for it is his responsibility to give way when entering or crossing a main road, and he cannot do so unless he is made aware of the fact.

The Compulsory Insurance Bogy.

THE question of compulsory insurance for motorists has again been raised in Parliament. On the face of it, there appears to be a good deal of common sense in the old argument which was put forward, namely, that every motorist should be compelled to take out an insurance policy, so that if anybody were hurt there would be an adequate sum for compensation, and the Minister of Transport is to be congratulated on not trotting out the time-honoured argument that such a measure would merely encourage reckless driving. Such reasoning is absurd and does not require a moment's consideration. Opinions, of course, are divided on the subject at issue, but there can be no question as to the advisability of every driver insuring—particularly against third-party risks. We ourselves have continuously advocated the wisdom of taking this step, and details of suitable insurance policies for small car owners are given periodically in our pages. Apart from the third-party responsibility, both practical and moral, which attaches to the driving of a motor vehicle, the driver has himself to consider, and he is indeed foolish and ill-advised who prefers to remain uninsured and run the risk of injury to himself or his car, with the possibility that compensation may not be obtainable.

Topics of the Day

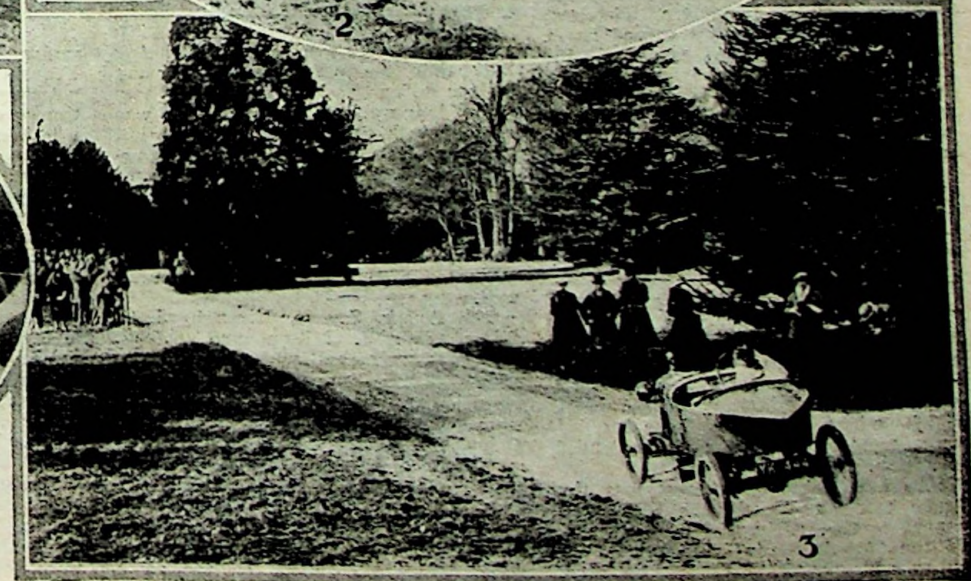
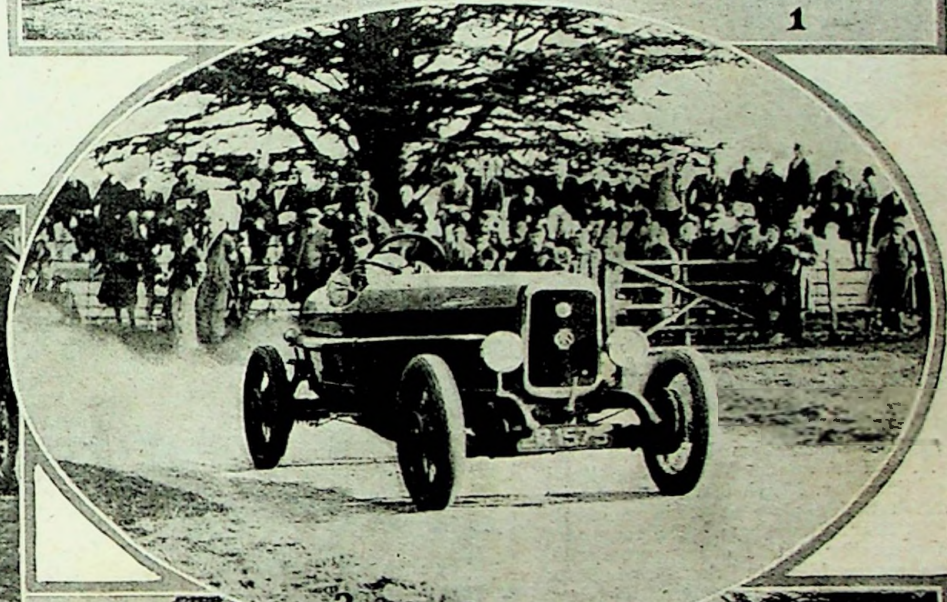
WEEK-END EVENTS IN PICTURES.



THE J.C.C. RALLY.
(1) Messrs. Martin and Billingham, two of the judges in the Appearance Competition, hold an "inquest" on the engine of Humphreys' Amilcar. (2) What the invasion of small cars and their owners looked like from one approach to the Burford Bridge Hotel. (3) The public took a keen interest in the Concours d'Elegance.

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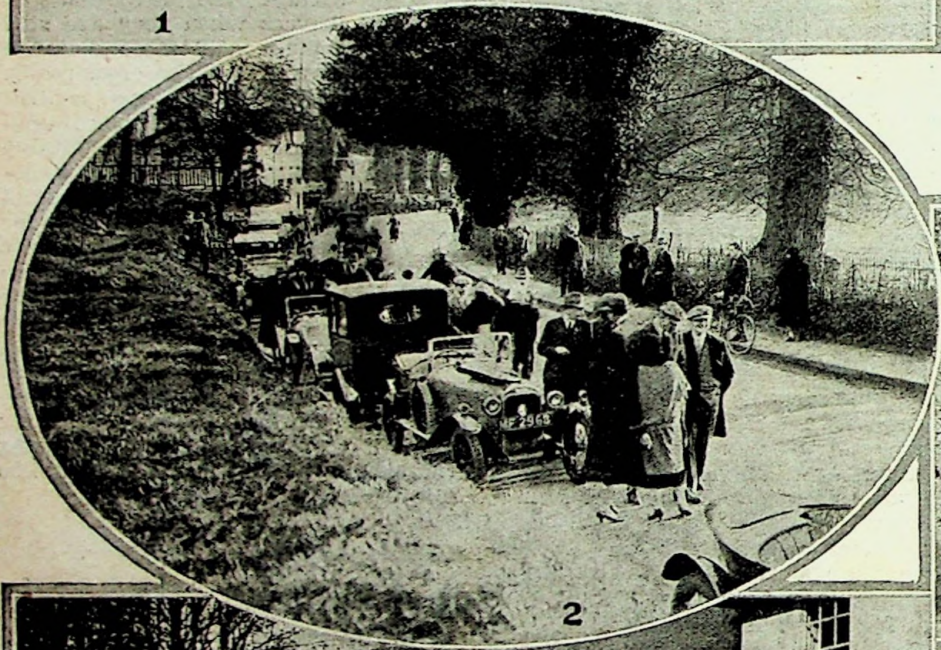
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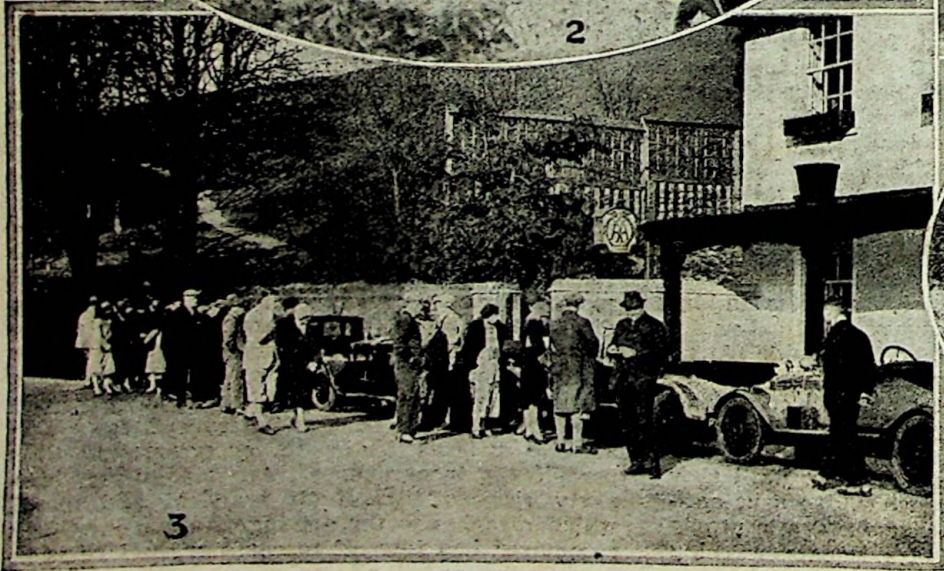
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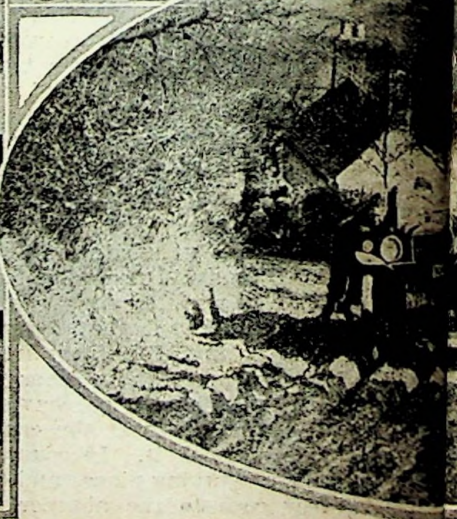
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THE J.C.C. RALLY.

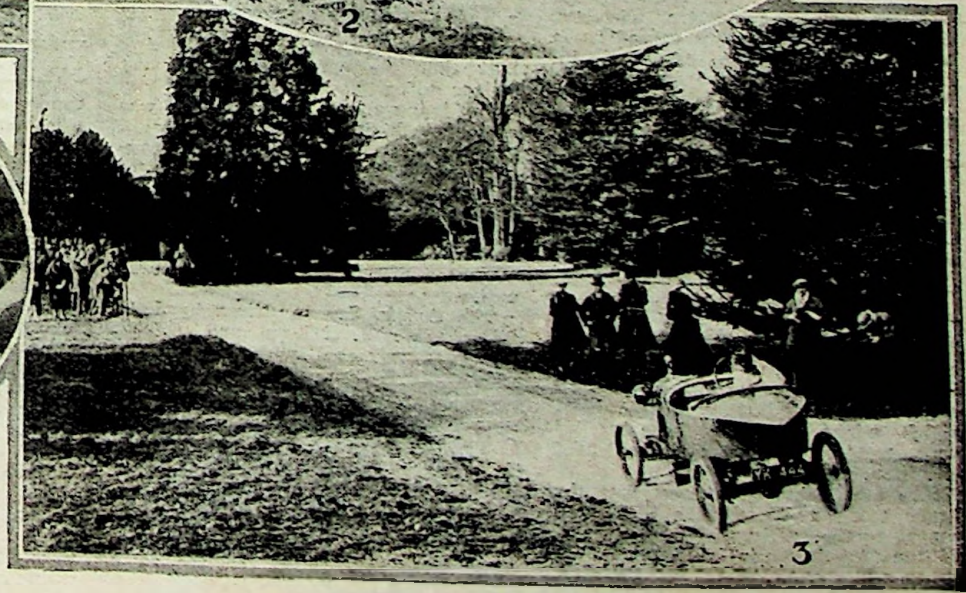
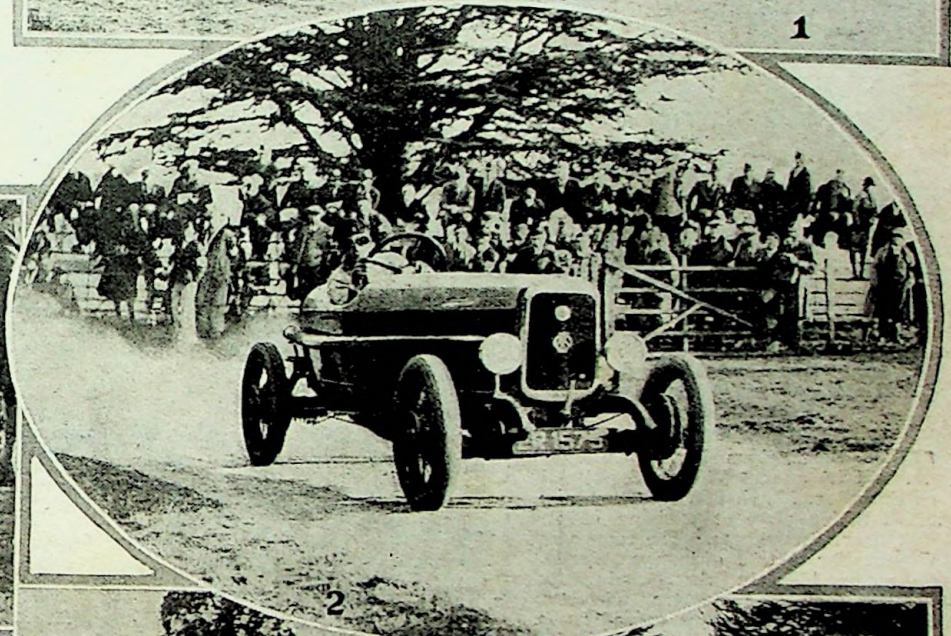
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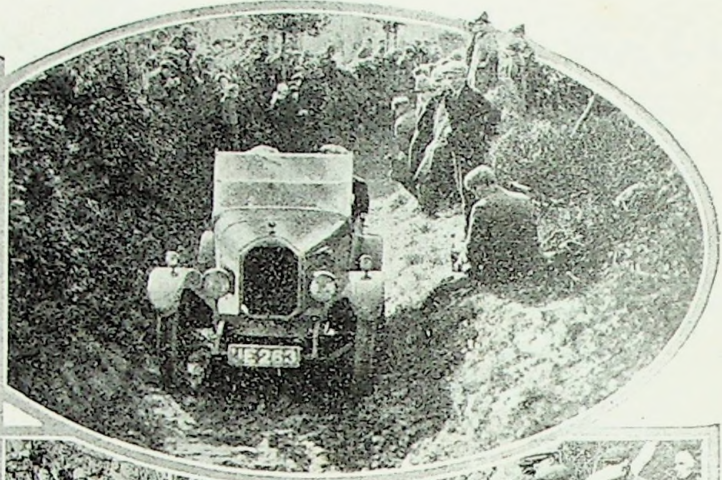


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RHODE WINS THE VICTORY CUP.

(Provisional Results)



B. Norris (Rhode) in the High Oak water-splash, S. Wright (Humber) climbing Mill Lane Hill, and G. N. Norris (Lea-Francis) at the foot of High Oak Hill.

THE Birmingham Motorcycle Club held its annual Victory Cup Trial on Saturday, March 6th, the start and finish taking place at Alecster Lane's end, near Birmingham. The route was very similar to that of last year's trial, embracing hills in the Birmingham, Whitley and Worcester districts. Sandy Lane, a hill which caused much trouble three years ago, was again included, but, owing to the fact that the hedges bordering that rocky lane had been cut, the surface was dry and sandy, and none of the cars experienced any difficulty.

The cars were interspersed amongst the motorcycle competitors, and this system worked admirably in practice; in fact, the whole organization reflected the greatest credit on Mr. J. C. Bayley, the trials secretary.

The entry list included a number of Rhode and Lea-Francis cars, while R. Twelvetrees drove a very smart Sénéchal with four-wheel brakes. Brilliant weather conditions prevailed throughout the day, and many of the hills, which might otherwise have proved very troublesome, were in splendid condition.

The first point of interest was the brake test on Weatheronk Hill, and amongst the early arrivals, W. J. Milton (Austin Seven) judged his pull-up to a nicety. J. G. Orford, however, in a similar car, covered the initial section at so high a speed that he overshoot the final tape by some 15 yards. Shut Mill Hill, in spite of its deep ruts, was easy, and it was not until the first

stop-and-restart test on Noah's Ark Hill that the cars encountered any serious difficulty.

The long water-splash at the foot was only an inch or two deep, and the hill looked in good condition, but the surface was covered with a thin film of half-dry grease, which called for careful driving, if wheelspin was to be avoided. H. B. Denley (Rhode) was the first arrival, and, by easing his throttle whenever wheelspin set in, got away well.

The Austin Sevens, driven by J. G. Orford, W. J. Milton and B. W. Harcourt, restarted with the greatest ease, whilst Tatlow and Norris, in Lea-Francis cars, were particularly good, as were F. Denley and B. Norris (Rhodes), E. J. Neale (Omega three-wheeler) and H. F. S. Morgan (Morgan). The rest of the three-wheelers, however, suffered from wheelspin, while F. Hallam (Lea-Francis), Sam Wright (Humber) and R. Twelvetrees (Sénéchal) failed for the same reason.

Shortly after the summit of Noah's Ark Hill the steep descent of High Oak served as an admirable natural brake test. Speaking generally, the cars were

under perfect control, the Rhodes, Lea-Francis and Sénéchal being particularly noteworthy, while the driver of the Omega made good use of his new front-wheel brakes. At the foot of the hill was a water-splash, through which Hallam (Lea-Francis) plunged in a mighty wave of spray whilst spectators rushed for cover.

Liveridge Hill bore little resemblance to the greasy gradient of former years. No failures occurred.

Abberley Hill was ascended both before and after lunch, a second stop-and-restart test being held there in the afternoon. The surface was very greasy, so much so, in fact, that the restarting test was held on an easy gradient near the summit, where nobody had any difficulty.

In the morning H. B. Denley (Rhode) was particularly good and fast, the Austin Sevens, as usual, climbed as though on a main road, while Tatlow and Norris (Lea-Francis) were both excellent, the former accelerating so hard that the tail of his car swung from side to side of the road. Turner (Gwynne) just got up, but Twelvetrees, whose Sénéchal was fitted with practically smooth tyres, failed

early, and descended backwards to the foot of the hill with his engine boiling. A little later he made another attempt and reached the summit with a certain amount of assistance. L. Evans (Riley) failed, but Sam Wright (Humber) just got up; E. J. Neale (Omega) made an extraordinarily good performance, as did H. F. S. Morgan, G. Goodall and W. A. Carr, in the three surviving Morgans, R. T. Horton having had the misfortune to break his rocker gear at the start.

After lunch at the "Hundred House," High Oak and Abberley Hills were climbed again, the former causing no failures, while the latter was in much better condition. Evans (Riley) was the only failure, Twelvetees (Sénéchal) making up for his failure in the morning by a splendid climb.

The route then led through Martley to Mill Lane Hill, the grease-covered stones of which accounted for many failures amongst the motorecyclists. H. B. Denley (Rhode) reversed on the hair-pin at the foot of the hill, but climbed well; the Austin Sevens were equally good, Orford and Milton taking the corner without reversing, while

Tatlow and Norris (Lea-Francis) made particularly fast climbs and took the bottom corner on the run. The greasy stones, however, proved too much for the three-wheelers, nearly all of which consequently failed.

With the exception of a few easy hills in the Birmingham district Sandy Lane was the last serious obstacle, but in spite of the rough surface no failures occurred.

The following checked in at the finish:—

H. B. Denley (Rhode), J. G. Orford, W. J. Milton and B. W. Harcourt (Austin Sevens), H. E. Tatlow and N. Norris (Lea-Francis), B. Norris and F. Denley (Rhode), Turner (Gwynne Eight), Capt. Twelvetees (Sénéchal), L. Evans (Riley), S. Wright (Humber), E. J. Neale (Omega), H. F. S. Morgan, G. Goodall and W. A. Carr (Morgans).

PROVISIONAL RESULTS.

The Victory Cup (for best outstanding performance over the average of the next six in the class).—H. B. Denley (1,232 c.c. Rhode).

The Wasdell Georgian Tankard.—W. J. Milton (Austin Seven).

The P. J. Evans, Ltd., Cup.—H. B. Denley (Rhode).

Gold Medals.—H. F. S. Morgan (Morgan), H. E. Tatlow (Lea-Francis), G. N. Norris (Lea-Francis).

Silver Medals.—G. Goodall (Morgan), J. G. Orford and B. W. Harcourt (Austin Sevens), F. Denley and N. Norris (Rhodes).

Bronze Medals.—E. J. Neale (Omega).

CAMBRIDGE BEAT OXFORD.

Successful Hill-climb held at Henley-on-Thames—Cambridge Repeat Last Year's Success.

IN magnificent surroundings and under absolutely ideal weather conditions, the Cambridge University Motocycling Club and the Oxford University Motor Club held their Inter-Varsity hill-climb at Henley Park, near Henley-on-Thames, last Saturday.

The event proved to be an overwhelming victory for Cambridge, which won Class 1 for 350 c.c. motorcycles, Class 2 for 500 c.c. motorcycles and Class 3 for unlimited solo motorcycles, also winning second place in each class and securing fastest solo motorcycle time of the day. In addition, Cambridge men came first and second in the unlimited sidecar class and first in the 600 c.c. sidecar class, whilst Cambridge men won the 1,100 c.c. light car class, came second and third in the 1,500 c.c. class and first in the unlimited car class.

The proceedings started early in the morning with practising on the hill which is a drive through a private park. It has a moderate gradient, one right-angle corner and a length of 605 yards. The corner, which is near the top, could not be taken at a speed greater than about 25 m.p.h., as it had a loose surface and was cambered slightly in the wrong direction.

The fastest run of the day was made by a 980 c.c. Brough-Superior solo motorcycle at 44 m.p.h., the best light car run being H. B. Swann (Oxford) in a Frazer-Nash, whose average speed was 38.5 m.p.h. A 4,250 c.c. Vauxhall driven by H. Martineau (Cambridge) made the fastest car run of the day at 38.9 m.p.h.

Among the 17 small cars which took part, a wide range of different makes was represented, including a Salomon Sports, an Amilcar, three Frazer-Nashes, two sports Alvises, a sports Rhode, two Austin Sevens, a Sénéchal, and a racing A.C., which closely resembled the 1922 200-Mile Race model.

Perhaps the most outstanding per-

formance was that of Byrom's Brooklands Sports Austin Seven, which averaged 36 m.p.h., and which was particularly well handled. Another Austin, with the ordinary touring body and driven by A. N. MacLachlan, averaged 32 m.p.h.

Some quite thrilling skids were witnessed at the corner, Bagshawe's Sénéchal and Millais's A.C. bursting tyres through skidding against the raised grass borders of the roadway.

Morgans carried all before them in the sidecar classes, coming first and second in the unlimited class, and first

in the under 600 c.c. class—a very fine performance considering that only the two placed Morgans took part, whilst no fewer than 14 sidecars competed against them. R. R. Jackson's Morgan was an ordinary 1,096 c.c. Blackburne-engined Aero model. It averaged 39 m.p.h., and thus was faster than the winning Frazer-Nash in the light car class.

The other Morgan was driven by E. C. Fernihough. It was a special car built by himself from Morgan components and fitted with a 490 c.c. o.h.v. single-cylinder air-cooled J.A.P. engine. It averaged the astonishingly good speed of 36 m.p.h., and was really beautifully handled.

Jackson, the driver of the other Morgan, also drove in a very convincing manner, although taking the corner a trifle too fast to be good for the nerves of the spectators. At this corner there were many thrills during the afternoon, the principal one being afforded by Shortus with a sidecar machine which left the road and charged into the crowd. No one was hurt, however, thanks to the spectators being strictly limited in number and adequately marshalled by the police and energetic members of the organizing clubs. The results in which small cars figured were as follow:—

SIDECAR CLASSES.

Under 600 c.c.—E. C. Fernihough (Cambridge), 490 c.c. Morgan-J.A.P., 34.5 secs.; F. E. Buckland (Oxford), 490 c.c. Norton s.c., 34.8 secs.

Unlimited.—R. R. Jackson (Cambridge), 1,096 c.c. Morgan, 31.9 secs.; E. C. Fernihough (Cambridge), 490 c.c. Morgan-J.A.P., 34.5 secs.; L. H. Preston (Oxford), 980 c.c. Brough-Superior s.c., 34.7 secs.

CAR CLASSES.

1,100 c.c.: B. L. Byrom (Cambridge), 746 c.c. Austin, 33.6 secs.; F. E. Buckland (Oxford), 1,084 c.c. Amilcar, 38.1 secs.; A. N. MacLachlan (Oxford), 749 c.c. Austin, 38.5 secs.

1,500 c.c.: H. B. Swann (Oxford), 1,496 c.c. Frazer-Nash, 32.5 secs.; R. R. Jackson (Cambridge), 1,496 c.c. Frazer-Nash, 32.9 secs.; B. L. Byrom (Cambridge), 746 c.c. Austin, 33.6 secs.

Unlimited.—H. Martineau (Cambridge), 4,250 c.c. Vauxhall, 31.4 secs.; L. H. Preston (Oxford), 3,998 c.c. Bugatti, 31.5 secs.; G. B. Legge (Oxford), 4,250 c.c. Vauxhall, 32.4 secs.

RESULT OF TOURING COMPETITION.

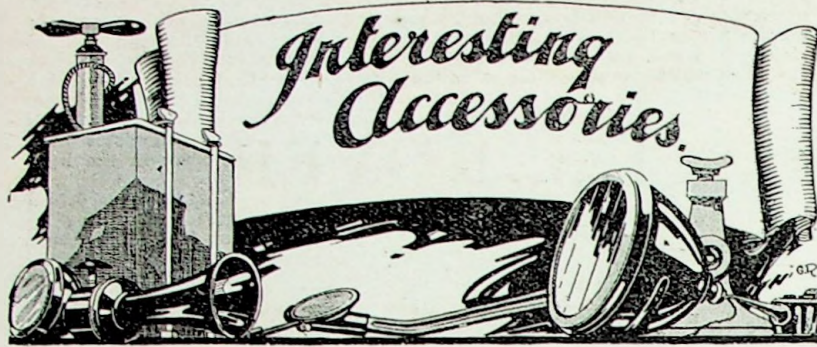
Swindon Reader Wins the Guinea Prize with a Dead Right Solution.

A COMPARATIVELY small entry was received for our touring competition, entitled "In the West Country," as readers evidently found that the errors deliberately committed in Mr. A. Stanley Blicq's article were extremely difficult to discover. Only one competitor, Mr. R. N. D. Hamilton, 14, St. Margaret's Road, Swindon, submitted an absolutely correct solution, and the prize of one guinea will be sent to him in due course. Several readers, however, were very nearly correct, some of them failing through finding errors that were not there! The proportion who did this was somewhat surprising.

Below is given the list of mistakes as set out by the writer of the article:—

- (1) St. Nicholas Priory is in Exeter;
- (2) Crewkerne is east of Moreton-Hampstead, not west;
- (3) Dartmoor is hilly and not level country;
- (4) Buckfastleigh is a southern extremity of Dartmoor;
- (5) Berry Pomeroy Castle is some 50 miles away, near Totnes;

- (6) Holsworthy is some 8 miles inland;
- (7) the Valley of Rocks is at Lynton;
- (8) Slapton is far from Holsworthy, and is in S. Devon;
- (9) Bideford is a town, not a city;
- (10) Barnstaple is a town, not a city;
- (11) Barnstaple, and not Bideford, is the modern "Artavia";
- (12) that Gothic bridge is in Bideford, not Barnstaple;
- (13) Watersmeet Falls are at Lynmouth;
- (14) Glastonbury is east, not north, of Porlock;
- (15) from Watchett, Simon's Bath is west, not east;
- (16) Portesham is miles away, in Dorset;
- (17) the Old Priory, Halesowen, is many miles distant, in Worcestershire;
- (18) there is no Clunian Priory at Chippenham;
- (19) Chippenham is in Wilts, not Somerset;
- (20) Ilminster is in a southern corner of Somerset;
- (21) the junction of the Wyle at Salisbury with the other rivers is not as described;
- (22) the Vixen Tor is not in Salisbury, but in Dartmoor;
- (23) Aberdaron is in Carnarvonshire.

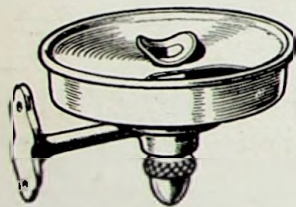


For Austin Sevens.

Auxiliary running boards for Austin Sevens are being marketed by Messrs. C. B. Frost and Co., Haydon Chambers, 83, High Street, Birmingham. They are designed to bolt on to the existing metal running boards, the necessary nuts and bolts being provided. Rubber matting is employed for the centre, and fluted aluminium bending is used for the edges. These running boards retail at the very reasonable price of 8s. 6d. per pair.

A Neat Ash Tray.

Messrs. Smith and Edwards, Crown Works, Watery Lane, Bordesley, Birmingham, have recently produced an attractive ash tray for fitting to the fascia board or any other convenient part of a car interior. The ash tray is shown in an accompanying illustration, and it will be observed that a snuffer and rest for cigarettes is provided, while any ash in the base is prevented by a cover from being blown about. A thumbscrew at the bottom of the fitting allows the tray easily to be dismantled for cleaning. Finished in black or nickel-plate the price is 3s. 6d.



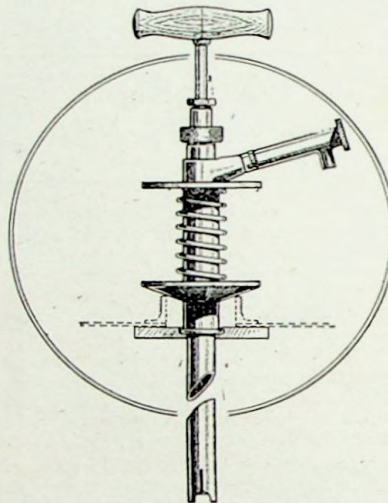
A useful ash tray which may be readily dismantled for cleaning by unscrewing the thumbscrew at its base.

Compact Tyre Pump.

Of particular interest to light car owners is a foot-operated tyre pump, which has been introduced by the manufacturers of the Goodrich tyre. It consists of a vertical cylinder supported on a baseplate which has folding members on which the feet may be placed. The vertical plunger rod is attached to a triangulated footplate carried on three vertical rods working in guides on the top of the pump cylinder. Springs on these guide rods return the plunger to the top of its stroke after it has been depressed by the foot, while for stowing away in the tool kit the plunger rod may be held down by a small hand-operated screw which engages with a groove in the top of the rod.

B36

The dimensions of this pump when folded are 6 ins. by 3 ins., while the price, complete with quick-acting connection, is 8s. 6d. It should be noted that the pump is designed for comparatively low pressures and is not intended for inflating large high-pressure tyres.



The Wefco oil pump, which is double acting and embodies several novel features.

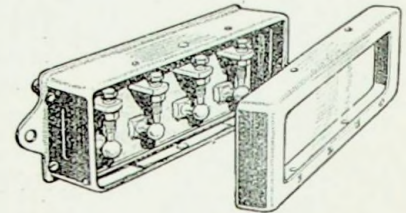
Interesting Oil Pump.

Motorists who purchase their oil in drums will be interested in the Wefco non-drip oil pump which is manufactured by the Wilcot (Parent) Co., Ltd., Fishponds, Bristol. A special feature of the pump is the adapter, which allows the pump to be held rigidly in the drum orifice.

This adapter, which is shown in position in the illustration above, has two small levers at its base, which hang vertically when the adapter alone is placed in the orifice. On the barrel being pushed in, these levers are forced apart and grip the inside of the drum and the pump itself. To withdraw the barrel the top of the adapter is pressed downwards so that the pressure of the levers is relieved. The pump is double acting and possesses a special spout having a knurled knob at its end. By turning the nozzle upward by means of this knob the supply is cut off and any drips prevented. The price of the pump for 5 or 10-gallon drums is 21s., while the model designed for use in barrels costs 25s.

For the Ignition System.

The accompanying illustration shows the Brook Super Sparker and Magneto Tester, which is manufactured by Mr. J. A. Brook, 24, John William Street, Huddersfield. When fitted to a car the high-tension leads from the magneto are connected to the lower terminals, while the upper ones are wired to the plugs. Gaps across which the sparks have to jump are provided between the terminals, the top ones carrying adjusting screws so that the correct setting may be obtained. In order that the high-tension current

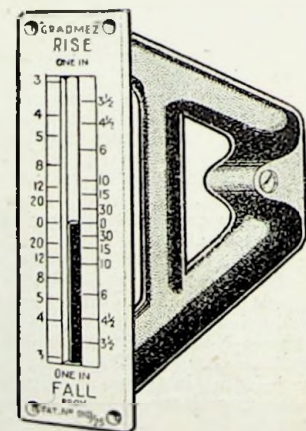


A sparking plug and magneto tester which is designed for fitting to the fascia board.

may return to earth in the event of a plug failure, which would otherwise prevent it doing so, safety spark plugs are arranged. The device is intended for fitting to the fascia board and has a glass window so that the driver may see, by the behaviour of the spark, whether or not the ignition system is working properly. To eliminate the risk of petrol fumes being ignited by the sparks, the ventilation holes in the sides of the instrument are protected by fine gauze. The price of the model for four-cylinder engines, is £1 12s. 6d.

New Gradient Meter.

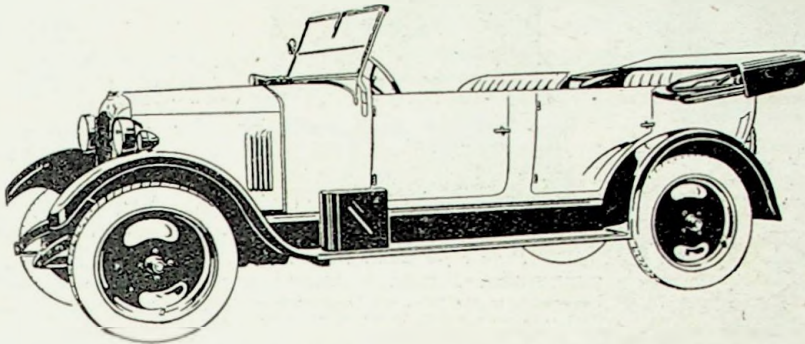
A new gradient meter, known as the Gradmez, is being placed on the market by Messrs. Speight's Autocessory Co., 125, High Holborn, London, W.C.1. The instrument, an illustration of which appears below, employs the principle of the spirit level, but is so arranged that it operates in a vertical instead of a horizontal position.



The Gradmez, a new gradient meter which has a vertical scale so that it may be easily read.

It is claimed that absolutely steady readings are obtained, the necessary not being affected by road shocks. The price of the Gradmez, which is of British manufacture, is 30s.

THE 9/20 h.p. ROVER



"The Nippy Nine"

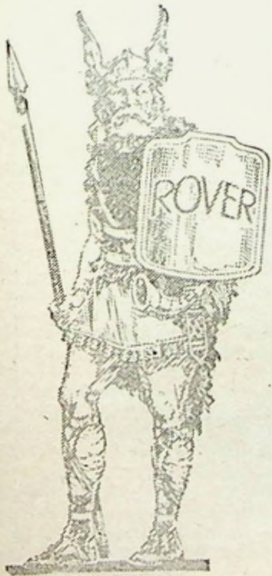
The smartest light car on the road—and one of the *fastest*. Lively, powerful and delightful to drive. Four-door body—adjustable driving seat—lots of room. Four-wheel brakes on "Super" models. Get the catalogue—a postcard brings it. Write *to-day!* You must order quickly to ensure delivery for Easter.

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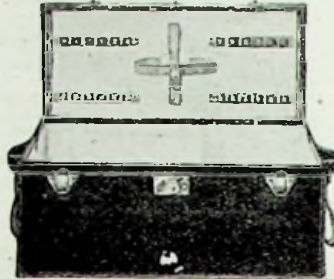


All these Accessories make for convenience

—they add to your motoring comfort and the enjoyment you get from your car. Buy them in time for Easter.



ROLLS OF CLEANING CLOTH.
Beautifully soft and splendid for polishing. Each roll contains 50 yards. 8/6 per roll. Postage 6d.



Prepare for Easter Picnics.

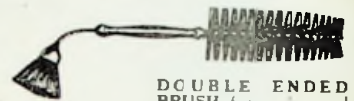
THE DUNHILL "AL FRESCO" HOLDALL CASE
Designed to meet a definite and expressed demand for a case lending itself to varied requirements of the motorist, when touring, hunting, fishing or racing. Stock size "A" 31 in. long, 12 1/2 in. wide, 10 in. deep. £3 13s. 6d.
Stock size "B" 24 in. long, 12 1/2 in. wide, 11 in. deep. £3 3s. 0d.
Cases can be made to customer's own requirements if desired.



Something that will appeal to new owners
"EURAL" HORN SWITCH.
Makes it possible to clear the road without removing hand from steering wheel, leaving the other hand free to operate hand brake or gear lever. No need to reach for the horn bulb or rope for a press button. To fit any car. Black enamel. Price 21/- Black nickel and N.P. 5/- extra.



"LUCAS" FORCED FEED OILER.
3234/80. Is an exceptionally neat pattern made from solid brass, designed for use on Small Cars and Cyclecars. It is nice to handle. 7/6.



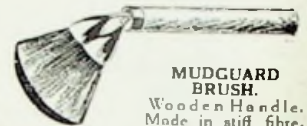
DOUBLE ENDED BRUSH for engine and wheels. 5/9.



DUNHILLS "AUTO-RUB" CAR WASHER.
A rubber sponge hose which maintains an easy flow of water. Will in no way injure the most delicate polish. The tapered connection fits any garage hose pipe. Price 10/6



GALVANIZED WASTE OIL TRAY.
Strongly made, wired edge at top. This is designed for use in motor garages for the purpose of catching waste oil from motor cars, buses, etc. Size, 2 ft. 6 in. long, 2 ft. wide, 3 in. deep. 23/- Carriage forward. Other sizes in stock.



MUDGUARD BRUSH.
Wooden Handle. Made in stiff fibre. No. 3302/80. Double knot. Length 15 in. 3/6 each.



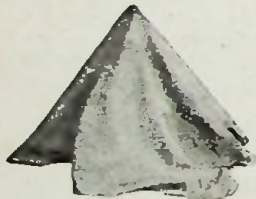
DE LUXE SPONGES.
Will not scratch the most delicate surface. 7/6, 10/6 and 15/-



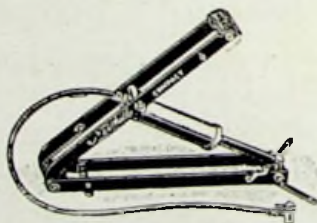
SIMONIZ.
A pure vegetable paste for polishing cars, which contains no acids or injurious materials. A Simoniz surface requires no washing. Per tin, 5/- Kleener 5/-



DRIVING CUSHION.
To fit over squab and prevent strained position when driving. In plain Leatherette, in green, brown blue and black. 27/6. Antique, in brown, blue, red and grey, 30/- Postage 1/-



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Absolutely the finest cleaning leathers obtainable. No. 950 Price 10/6 each. The best value obtainable in Chamois Leathers. Other sizes stocked, 7/6 and 4/6.



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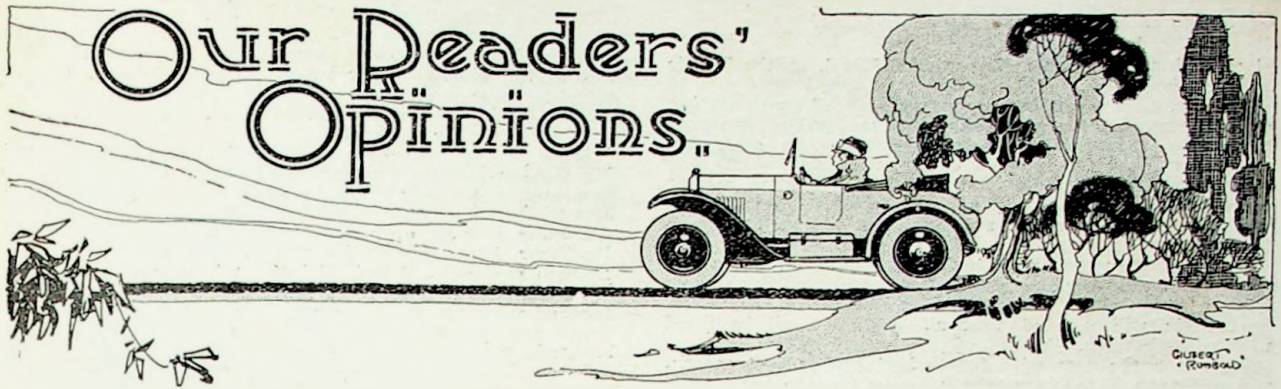
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We welcome at all times letters sent to us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous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

RESEARCH SHOULD BE ENCOURAGED. Further Views on the Supercharger Question.

Why Bar Superchargers?



Being extremely interested in all forms of motor racing, and having driven racing cars with both supercharged and normal atmospheric engines, I feel to some extent qualified to express an opinion on the advantages of the former type. In a recent editorial, headed "Bar Superchargers," it is suggested that the use of forced induction is responsible for the inadequate Grand Prix entry this year.

Let us go to the root of the trouble. Can anyone claim that for racing, or ordinary tax purposes, the classification of car engines by cubic capacity serves in the slightest degree as a reasoned or equitable means of comparison? A system which possesses no advantages but tends to breed abortions—this is the method unhappily adopted and is entirely responsible for the absurdly high-speed engines of the present day, particularly as used in modern racing cars.

Power is a function of r.p.m. times weight of charge exploded; hence, because the cubic capacity is restricted, to obtain power there is no alternative but to add superchargers and thousands of revs.

There are two main reasons why this year's entry list for the Grand Prix is so poorly supported:—

- (a) Not many firms who used to take part in the old days build engines small enough to comply with the 1½-litre limit or powerful enough to attain really high speeds, for the smaller the engine the more difficult this becomes.
- (b) A track race does not appeal to firms who are used to the more sporting type of former Grand Prix road race, where difficult and dangerous corners and bends had to be negotiated after a burst of speed along the straight.

It has always been my contention that, as a matter of principle, it is most undesirable to impose restrictions affecting the construction of any apparatus. Rather let the trend of invention take a natural course which gives fullest unfettered scope to original design. A maximum weight is the sole condition that really need be imposed.

Regarding the supercharger and its future, as conditions stand at present, this device has great advantages from a non-racing point of view.

The adoption of forced induction to a standard engine gives perfect gas balance and allows a low-compression, smooth engine to develop high power at relatively low r.p.m.

In aircraft engines supercharging is inevitable. It is certain, therefore, that the high-efficiency, high power-weight-ratio internal-combustion engines of the future will be fitted with compressors of some type or other.

Last, and not least, if blowers are abolished by interna-

tional racing regulations it will seriously handicap the important development of supercharged two-strokes and gas turbines, which possess such potential advantages over the orthodox Otto cycle.

RAYMOND MAYES.

Progress Must Not be Stopped.

I have read the short article on "Bar Superchargers" in your issue of February 26th, and my view of this supercharging question is that all cars should be supercharged or non-supercharged in a given race, otherwise the public is apt to form a wrong impression. In the last 200-Mile Race in which the A.C. car competed it was the first home of the non-supercharged



cars; and I ran it merely in a sporting spirit and to make a field; but, of course, we knew before we started that we had no earthly chance with our non-supercharged car against the supercharged foreigners.

At the time I merely pointed this out and left it at that, because my view is that it is dangerous to bar any new or novel thing from competing in a race, as the ultimate effect would be to put a brake on progress, and thus make little or no advance in the evolution of the perfect car.

In 1907 my Napier racer was the only car with detachable wire wheels, and the French debarred it from competing in the equivalent of the Grand Prix of those days. I felt rather sore about it because tyre troubles were a tremendous handicap at that time, and the detachable wheel would have given Britain an advantage over the Continental competitors; but the French people barred the detachable wheels, and I was unable to compete in the race.

I should be very sorry, therefore, on the whole, to see superchargers, or, indeed, anything else, barred from use in races.

S. F. EDGE.

Do Not Hinder Progress.

I was rather surprised at the editorial remarks "Bar Superchargers," in a recent issue of your journal, and I should be very grateful if you could grant me space in which to give my views on the question.

Practical Utilization.

You state "Victories like these—of amateur drivers—would be impossible to-day, for superchargers have boosted engine power to such an extent that it is only a special racer which has cost perhaps £5,000 or more to build that stands the slightest chance of winning."

To this I reply, first, that for £5,000 I am ready to deliver fifteen racing cars fitted with superchargers.

Secondly, that one of our "Montlhéry" type, in the hands of a gentleman who has never even been at the works, and whom I have never seen, has tied for first

OUR READERS' OPINIONS (contd.).

place with the famous racing car of Morel, at the Turbie hill-climb last week.

Thirdly, that superchargers are a step of progress that one must not bar any more than overhead valves, pressure lubrication, streamlining, turbulence heads, or other improvements on older type engines.

Fourthly, that if the B.N.C. firm is the first to market supercharged engines this year, already other French firms are studying the question, and very soon several firms will follow suit.

Barring superchargers in England will prevent British firms from studying the question and will put them years behind Continental firms when, in a few years, the motoring public will demand that all engines shall be fitted with superchargers.

This was the case with front-wheel brakes last season, and supercharged engines take a longer time to build than is needed to attach a front-wheel brake axle to a car.

Supercharged engines are the future step of progress, and the supercharged engine for the public will have to be designed, not for maximum power, but for practical utilization, in the hands of private owners.

This is what I have done on the B.N.C. cars, and I am delivering them not only in France but in foreign countries, so I say do not bar superchargers—do not bar progress.

France. A.M.I.A.E.

Self-regulating Superchargers.

Your editorial article headed "Bar Supercharging" has evoked the criticism and interest which I had hoped would have arisen on November 13th last, when you kindly illustrated my latest invention applied to supercharging. You remarked then that separate crank chambers would be needed for multi-cylindered engines; this should not entail much trouble or expense because, with

Fuel Saving Claimed.

fair fitting and collars, no glands would be required, as only a small quantity of air for supercharging is needed on each induction stroke. The chief point of the invention, however, lies in the self-regulating valve, which, I believe, will be found to make supercharging simple and positive, thus doing for an engine what How's needle with the eye in the point did for the sewing machine.

With the present crude methods, I can well understand Mr. Gordon England's price of £200, and possibly my invention might cost that amount for one, but when made in numbers the extra expense should be nominal.

I quite endorse everything that both Mr. England and Professor Low say of inventions, and I have suffered through our national lack of interest in new devices.

I would like to point out to Mr. A. L. Visports and Mr. J. Bloomberg that a touring car using my supercharger would save a considerable quantity of fuel, as weaker mixtures will burn under supercharge, and smaller cylinders could be used.

In conclusion, if I have overlooked something vital, which any reader can point out, I shall be deeply grateful, as it might save me further expense, which I can ill afford.

C. TUCKFIELD.

The Supercharger as a Spoil-sport.

A point which was missed by your correspondents last week, and particularly by Professor A. M. Low, was that if superchargers continue to be permissible in important events

there seems every probability that a lack of entries will prevent the events being held at all, and thus not only will the amateur be robbed of his sport and the small manufacturer of a chance to boost his car, but even the few wealthy ones who can afford to build special supercharged racers will have no opportunity of running them.

Professor Low's letter is obviously sound in principle, but I cannot believe that he is anxious for speed events to become a thing of the past. Perhaps when he wrote you he had not seen your article concerning the French Grand Prix fiasco. "4 E.D."

Amateurs and Small Makers.

Proofs of Ownership—"Imitation Signals."

Buying Second-hand.

I read your recent excellent article on buying a second-hand car. There is one point on which I think you laid hardly sufficient stress, and that is that a buyer, when dealing with a stranger, should insist on evidence of ownership and proper title to the car being produced before parting with his cash. Unfortunately there is

Precautions Necessary.

quite a number of private individuals who obtain possession of cars on the hire-purchase system and offer them for sale before they have discharged their obligations in full to the hire-purchase companies. The position, then, is that the company has power to repossess a car wherever it may be, and the buyer may be unfortunate in not being able to recover the purchase price paid to the seller, if, indeed, he succeeds in finding him at all.

Even dealers are apt to be caught in this way, but, provided the firm is of some standing and repute, should any question ultimately arise as to proper title to the car, the firm is there to discharge its responsibilities.

A point on which the buyer should not be too insistent is the production of the registration book. Very frequently the licensing authorities retain these books for several days after they have been sent in by the seller or the buyer, who may be a dealer, for a note to be made in the authorities' records of the change of ownership. It may so happen, therefore, that the dealer is not in a position to produce the registration book on the spot. A private man who has had the car in his possession for any time should, of course, have the book by him. The book, however, does not constitute title to a car and is no evidence of ownership, so that when buying from private individuals additional precautions are necessary.

H. BEASLEY.

A Genuine Grievance.

As a reader of many years' standing I have followed the discussion of nearly every motoring grievance, and I am rather surprised that no one (I think) has called attention to an annoyance which has arisen and increased during the past few years—that of the drivers of commercial vehicles, and especially motorbuses,

Flapping Tarpaulins.


allowing a loose piece of waterproof material to be blown out to the off side of the vehicle, in which position it may easily be mistaken for a "right-hand" signal.

The canvas, tarpaulin, or whatever it may be, is, of course, rigged up as a protection to the driver against rain, and apparently a portion is blown out occasionally by the wind. In bad weather, even with the conventional windscreen wiper, one's vision is not too clear, and in driving in London traffic I occasionally pull in sharply, in obedience to what appears to be a quick wave of an arm from the off-side of a motorbus in front, only to find that the bus continues a straight course, the "arm" proving on closer inspection to be a piece of tarpaulin, as aforesaid.

The "General" bus is a regular offender in this way, but there are others. Probably drivers in the provinces have had the same trouble, although my own experience thereof has been confined to London.

I need hardly point out that, apart from the annoyance caused, there is a distinct element of danger involved, and I hope that the London General Omnibus Co., and any other persons concerned, will take steps to obviate it without delay. It should be a simple matter to secure the material on the off side, so that there is no surplus which can produce the effect described. I should be interested to know if other private drivers are in agreement with me on this matter.

J. D. BORN.

	<p>OUR SPECIAL SPRING NUMBER will be published on — MARCH 19th. —</p>	<p>Note the date on your calendar.</p>
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Once a Talbot Owner— always a Talbot Owner.

Telephone Bromley 47
H. C. PEERLESS
 Wine and Spirit Merchant
 88 HIGH STREET BROMLEY
 KENT

March 1st 1926.

Messrs. Clement Talbot Ltd..

Dear Sirs,

I have received the hood clip and wing nut together with your letter and wish to thank you for your kind attention to the matter.

I think I told you when I called at your works how very satisfied I am with the 10/23 Tourer which you supplied me with last year and I am more than astonished at her performance when touring with other 12 h.p. cars of high repute.

Although I have driven several cars at different times, to my mind none are so fascinating or restful to drive as the Talbot.

Personally it is once a Talbot owner always a Talbot owner, I commenced with your 8 h.p. and when I invest in a Saloon it will be a Talbot without a doubt.

Yours faithfully,

H. C. Peerless

THIS letter puts, in a nutshell, the enthusiasm of the average Talbot owner for his car. Loyalty to a make of car is born only of complete, perfect and absolute satisfaction. Every Talbot has the happy knack of inspiring its owner to sing its praises continually.

10/23 4-cyl. Talbot Two or Four-Seater - - £350

10/23 4-cyl. Talbot Saloon Limousine - £450

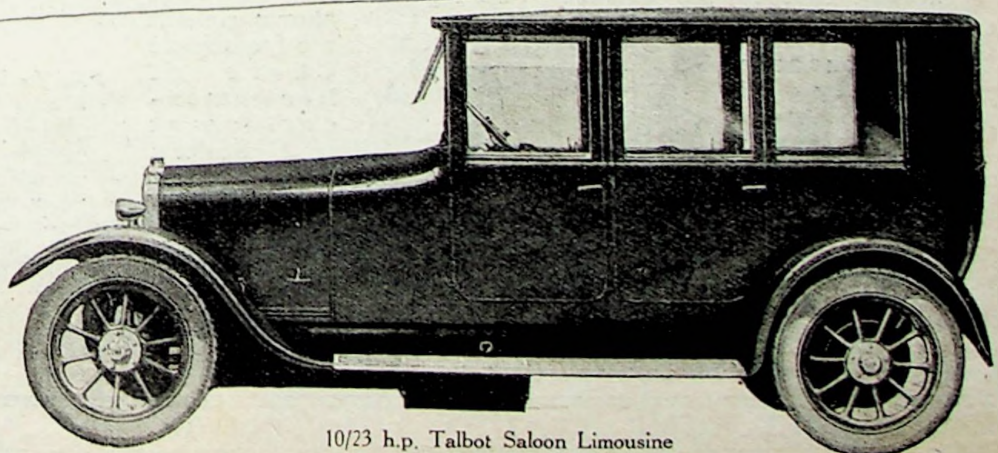
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OUR READERS' OPINIONS (contd.).

Advantages of the Two-stroke Cycle.

Future Engine Design.

It is fourteen years ago since last I wrote to the editor of a motor journal, and it was then upon the subject of two-stroke engines. "Dot-and-Carry-One's" letter, as well as that of "Shacklepin," in your issue of March 5th, has been the cause of my breaking a long silence. The former correspondent seems to have been unfortunate in his choice of two-stroke-engined machines, or else he never took the trouble to tune them, because even with more crudely made engines than the Scott, which is in a class by itself, quite good results, both as regards two-stroking at any speed and any throttle opening, could be achieved even in 1912 by careful selection of choke tubes and jets, and, above all, by careful oiling and the use of the right type of plug.

I think I have ridden nearly every make of two-stroke motorcycle made in this country at different times, and am familiar with some of the two-stroke car engines of the past, and I now possess a Scott Sociable which, as regards two-stroke engines, is a century ahead of anything else in this line, except the Scott motorcycle engine. But I now come to the point of my letter. To make a really efficient two-stroke engine costs as much as, if not more than, a four stroke! To make a two-stroke piston as light as, and, in the case of the Scott, lighter than, most four-stroke pistons of the same diameter, means costly machining. In order to obtain high crankcase compression and to retain it is also a matter calling for very careful manufacturing methods, and the perfect balancing of an engine to run at 2,000 r.p.m. at quite normal road speeds without engine vibration, as does the Scott and as did the now extinct French Pilot car (made at Rouen in 1908), all means very expensive work and careful fitting.

The Pilot car, not to be confused with an English car of the same name, was fitted with a four-cylinder two-stroke engine. Each pair of cylinders was fed by a form of supercharger, which consisted of a cylinder and double-acting piston of a rather larger cubic capacity than the power-producing cylinders. Gas was drawn from the carburetter by the pumping cylinder and pushed into the working cylinder under pressure. This gave an efficient charge and produced almost perfect scavenging of the cylinders. The engine worked perfectly, two-stroking at any throttle opening, whether running light or under a load. Petrol consumption was quite good for those days. The car had a fine turn of speed and far excelled the majority of cars at hill-climbing, but it was an expensive car to manufacture, and so died out. If I remember rightly, the 12-24 h.p. model, as it was called, cost 12,000 francs for the chassis (£480 in those days).

The Lucas (valveless) two-stroke car had, of course, quite a degree of popularity for some years, but public prejudice to unconventional designs killed it.

As regards racing cars, unless my memory is at fault, there used to be restrictions upon the use of two-stroke engines in many races, which resulted in designers neglecting this type of engine, but that a really "hot-stuff" two-stroke cyclecar engine could be turned out I have not the slightest doubt. The present Scott Sociable engine, put into a different chassis and tuned up, would make a good many small cars "sit up," and as it is, it is moderately fast on the level, a maximum speed of about 45 m.p.h. being obtainable. It is, however, low geared, and even this speed means about 3,000 r.p.m., but it can show a clean pair of heels to most cars when it comes to a long hill.

A Protection Society Wanted.

The letter in *The Light Car and Cyclecar* of March 5th, headed "Police Persecution," interests me, as I quite recently suffered a very similar experience to that of your correspondent, Mr. Malcolm Morley. If this kind of thing is going to continue, walking will be a pleasure compared with motoring. In the very early days I remember one or two incidents where there was an effective, although daring, remedy for this kind of despicable behaviour on the part of the "man in blue," and I think it would be a very good thing if it were revived now and again. A few of "the boys" waited an opportunity to put one of these humbugs over a bridge into the stream below, and I think a little of this tonic would damp their enthusiasm somewhat.

Your correspondent "J.C.C." writing on a married man's troubles, might do well to consider getting a good second-hand Scott Sociable. He will have the comfort of a car, acceleration as good as any G.N. can offer him, as much speed on the hills, far less noise, but rather less speed on the level, and a petrol consumption of 55 m.p.g. without any tinkering to the machine, and, further, a 100-per-cent. engine reliability and ample room for the baby!

The engine of a Scott Sociable costs, I believe, over £80 to build, hence the reason for their ceasing to be made.

One more remark, and I have finished. This time about superchargers. Why stick to the Roots blower type? I agree with Professor Low; this shows lack of originality and initiative. The professor at one time produced a high-pressure petrol engine of remarkably novel design showing a tremendous power output for a given cylinder capacity. What has become of it?
C. S. ROSCOE.

The Two-stroke Engine.

I am more than a little interested in the discussion now taking place on the possibilities of the two-stroke engine for use in light cars and am looking forward to further details of the engine of the new Pixie cyclecar. The question of balance raised by "Dot-and-Carry-One" is worth considering in detail. I am not aware that a two-stroke engine calls for a piston materially heavier than that of a four-stroke. In any case, I think any loss of balance in the reciprocating parts would be more than repaid by the more uniform turning moment which the two-stroke undoubtedly gives. It was probably the discontinuity of the turning moment of the four-stroke engine that Mr. Hilton Skinner had in mind when he used the term "unbalanced."

Petrol consumption is, of course, not a point to be overlooked. The following results obtained from a two-stroke motorcycle engine by Watson and Fenning may be of interest:—

R.P.M.	...	...	...	600	1,200	1,500
Per cent. of fresh charge lost in exhaust	...	36	20	6		

From these results it is easy to see where the petrol goes. At the same time it may be mentioned that the mean effective pressure at 600 r.p.m. was 62½ lb. per sq. in., whilst at 1,500 r.p.m. it fell to 4½ lb. per sq. in. Thus it is seen that what was lost in one way was gained in another and the volumetric efficiency remained almost constant at 40 per cent. This is, of course, admittedly low.

The tendency of your correspondent's engine to "four-stroke" (that is, fire on alternate revolutions only, the intermediate strokes merely having a scavenging action) at low speeds was due to an error in carburation which could have been remedied by suitable adjustment. It must be remembered that a two-stroke engine demands a correct mixture within a much narrower range than is necessary with a four-stroke engine.

In justice to the two-stroke petrol engine, it should be recalled that little change of design has taken place since Day invented it in 1891. Advance in plenty has been made in the development of the two-stroke engine using other fuels, both gas and oil, but the development of the two-stroke petrol engine has to some extent been neglected. The faults mentioned are surely not incurable, and if and when they are eliminated the two-stroke will come into its own. A.H.S.

Police and Motorists.

It is an extraordinary thing that so many other "criminal offences" are allowed to be enacted night after night, and sometimes in broad daylight, and hundreds of pounds' worth of goods stolen, within a few yards of the spot where some innocent and unoffending motorist has been "caught" a few moments beforehand. The reason is that it is so much easier to fackle a man whom it is known does not carry a gun and who will not retaliate.

I am looking forward to the formation of a club or association that will be in a position to protect its members from unwarranted police attention. There are many constables who are apt to interpret the various motoring laws too literally.

JOCK BELL.
B43

OUR READERS' OPINIONS (contd.).

Those "Handy" Petrol Fillers.

There may be a lot to be said against petrol-filler orifices on the scuttle dash, but I have yet to find anything really in favour of the ugly excrescence which sticks out from the fascia board. Being a careful person, I can usually manage to transfer fuel from a can to the tank without spilling any, but I suffer agonies of apprehension lest

Plea for a Petrol Gauge.

I should overflow the container and swamp the carpet. Garage hands do not share my anxiety; they simply go on filling until the orifice overflows. The ridiculous and annoying part of it is that the most simple form of visible petrol gauge would remove the terrors of which I complain. As it is, one simply cannot gauge the amount of fuel in the tank with any degree of accuracy, because the human eye is not yet capable of seeing around corners! L.G.T.

Dunlop Tyre Treads.

I have often wondered, with regard to the diagonal lines in the tread of Dunlop tyres, whether there is a definite way of fitting, so that these lines shall point either to the front or the back. I have taken particular

Which Way Round.

notice of new cars so fitted, and find the diagonal lines usually point to the rear. Now, in your cover picture of March 5th, two near-side tyres have the lines pointing to front and the one off-side tyre in a reverse way, which I was under the impression is the correct way of fixing. Kindly excuse my comment, but this illustration set me puzzling.

H. C. LEAT.

* * The correct way round for the "broad arrow heads" is pointing forwards, as seen by the impression left on the road. When fitted in this manner the tyres throw up less mud than when reversed.—Ed.

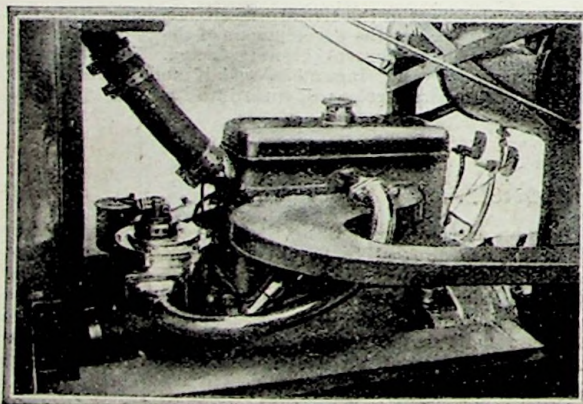
"Crossing" the Channel.

I congratulate "Longshoreman" on the unshakableness of his stomach and on his ability to rejoice in "the rhythm of the sea," whatever its wave-length. But I ask him to be merciful to those poor souls through

By Sea or Subway?

whom even his expressive phrases are enough to send a shudder. "The rhythm of the sea!" Ugh! I have travelled with such folk, and I know they would much prefer to motor through a 20-mile tunnel. It would not, as "Longshoreman" thinks, be filled with locomotive smoke. We can be pretty certain that the trains which use the Channel tunnel will be electrically driven. I hasten to add, for the purpose of forestalling a possible retort from "Longshoreman" concerning exhaust gases, that our cars may be electrically driven, too, before the Channel tunnel is bored.

The saving of time by the "Chunnel" route can hardly be questioned. It is true that the Channel can be crossed in less than two hours, but cars have to be ready for shipment another two hours before the boat starts. At some ports and for certain ships the period is longer. "Longshoreman" may be a patient fellow or he may have plenty of time on his hands. In any case I did not propose closing the sea route to those who like it. FOCUS.



A supercharged B.N.C. engine of the type referred to by a correspondent in a letter on page one of "Our Readers' Opinions." The exhaust manifold is of unusual design.

B44

Road Maintenance and—

The fairness of a tax on tyres, referred to by a correspondent in your issue of February 19th, can certainly not be gainsaid, but for all that such a tax would undoubtedly

—A Tyre Tax.

be a disaster to motorists, as it would lead inevitably to the use of undersized tyres. There is little doubt that oversize tyres are a real economy, but if they were taxed both car makers and the public would lose sight of this in an endeavour to avoid the tax, and motorists would suffer discomfort, tyre trouble and wear and tear to their cars. Let nothing hinder the use of sensible-sized tyres. BM/BC3P.

Holiday Accommodation.

With reference to your request in a recent issue for readers' ideas and suggestions, the following occurred to me:—A great many light car owners must now be planning tours for their summer holidays, and it would be

Suggestions Wanted.

very helpful to them if fellow-readers could supply addresses where good plain cooking and comfortable beds are to be found. There must be a good many people, particularly those with families, who cannot afford to stay at the well-known recommended hotels, to whom such a list would be welcome.

Would it be possible to devote a column or two each week to this? Personally, I should be very glad to know of one or two places in Yorkshire. ECONOMICAL.

* * Readers seeking recommendations for holiday accommodation and so forth may make use of our "Information Wanted" column. No charge is made.—Ed.

CONDENSED CORRESPONDENCE.

In reply to "J.C.C.'s" recent inquiry about a car to replace his G.N., "H.H." writes to recommend the 8 h.p. Gwynne which, he thinks, should prove admirably adapted for "J.C.C.'s" purpose.

Experiencing trouble with the B.L.I.C. magneto of his 1924 Austin Seven, Mr. H. Robinson returned it to the makers, who repaired it in a perfectly satisfactory manner without loss of time and entirely free of any charge for work or material.

Mr. J. E. Gibson writes in terms of appreciation regarding the treatment he has received from the Morgan Motor Co., Ltd., in connection with a leaking radiator on his family model. First, the radiator was repaired free of charge, and afterwards, upon its not proving satisfactory, it was replaced with a new one gratis. Mr. Gibson also wishes to commend the work of Mr. H. B. Hobden, Elmers End Road, Beckenham, who undertook the dismantling and reassembling of the radiator.

INFORMATION WANTED.

CALTHORPE.—A copy of the 10 h.p. 1921 model instruction book is requested.—R. G. Marsh, Warley Road, Woodford Green, Essex.

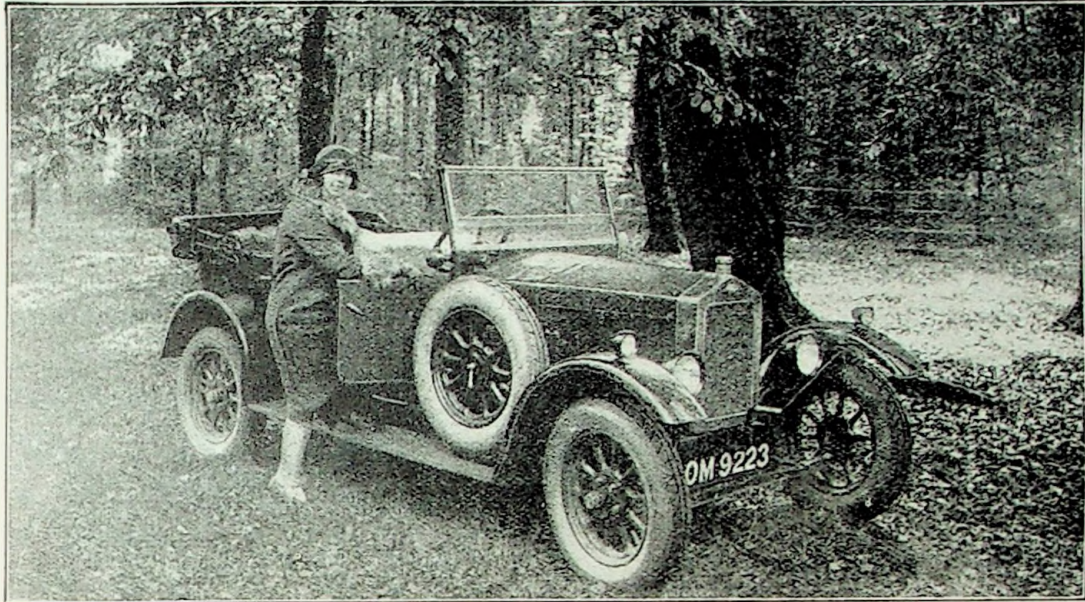
SALMON.—An instruction book or hints on the running and maintenance of the 1923 10 h.p. sports two-seater will be appreciated.—T. N. Flight, 74, Park Street, Slough, Bucks.

COVENTRY-PREMIER.—The sale or loan of a handbook dealing with the 1922-23 twin-cylinder four-wheeler is required, also hints on running will be appreciated.—G. F. Parrott, Church Street, Aylesbury.

METRO-TYLER.—Experiences of past or present owners with the 1924 G h.p. Blackburne-engined model will be welcome. Also the loan or sale of an instruction book is requested.—T. S. Sprigg, 4, Belsize Avenue, Hampstead, N.W.3.

BELSIZE-BRADSHAW.—Has the engine a "critical" temperature at which a severe loss of power occurs? The car in question cannot be made to climb a certain hill which, normally, is well within its capabilities except by stopping for a minute and running the engine with the extra-air valve full open. Upon a restart being made the car climbs perfectly. This phenomenon does not occur on other and steeper hills. Advice on the matter will be welcome.—A. P. Marsh, Claremont House, 149, White-ladies Road, Bristol.

*"Built up to a standard,
not down to a Price."*



OFFSIDE DOORS are only one of the many conveniences of the Wolseley 11/22 h.p.—in every respect the comfort of the passengers has been carefully studied. The seats are finely sprung and luxuriously upholstered, and set at correct angle. The all-weather equipment is really weather-proof on the stormiest day. The suspension damps out all road shocks, and all the controls are convenient and easy.

It is painted in blue or brown, fitted with Dunlop Balloon cord tyres, and thoroughly well equipped.

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11/22 H.P.
TWO- OR FOUR-SEATER

£235

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DOWN.—For £25 down you can drive away a Wolseley 11/22 H.P., supplied under the simple and equitable Wolseley hire purchase scheme. Other models at proportionate rates.

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Just Consider —

Isn't it really self-evident that when an article is made for a special purpose it's going to function better than a makeshift?

Doesn't it become apparent, then, that a lubricating oil that is built up from its beginnings with the express purpose of lubricating—and lubricating well—is bound quite to outclass an oil that is actually but an elaborated by-product of distillation for other purposes?

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Hill-Climb.**

Monaco, February 21st, 1926.

Unlimited Class—
R. Benoist (Delage) 11 min. 54.2
sec. Fastest time of the day.

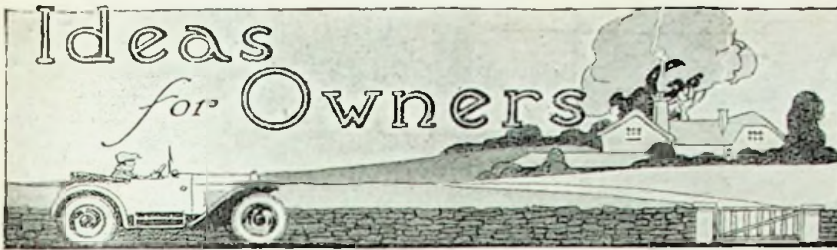
Unlimited Sports Class—
Mrs. S. Menzies (Mercedes),
14 min. 44.4 sec

Breaking passenger-carrying
record for hill.

2-litre Touring Class—
Hon. V. Bruce (A.C.), 16 min.
12 sec. Beating previous
record for class.

—all used CASTROL!

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

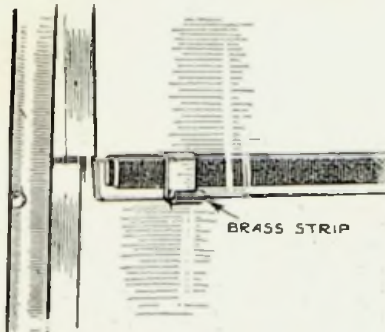


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

A Coil Ignition Hint.

In the Reay coil ignition system the make-and-break arm is held against the face of the cam by a small spiral spring which is coiled round the bearing pin. One end of this spring is bent over the breaker arm, while the other is extended to obtain a bearing against an adjacent pillar.

It occasionally happens that the latter end breaks off, the coils of the spring remaining intact. If this occurs and a spare is not available the spring should be removed entirely and one or two coils of the broken end un-wound and straightened. The straight-ened portion will then serve to obtain the necessary bearing on the pillar. Great care must be taken not to snap the spring. It may be thought that reducing the number of coils would weaken the spring, and this to some extent is the case; as, however, it originally has some ten turns the loss of one or two does not greatly affect its strength.



How a strip of brass may be employed to prevent a rubber draught excluder from working out of place.

Securing Draught Excluders.

A strip of grooved rubber fitted on the bottom half of the windscreen is very effective in preventing the ingress of rain during heavy showers, but it has an irritating way of working off the glass on rough sections of road, and when the screen is being cleaned. A simple method of securing it in place is to bend two or three strips of brass in the shape of a picture-rail hook, the top half going over the rubber and the bottom part hooking under the upper panel. It is impossible then for the rubber to move. Secotine, incidentally, is a good adhesive between rubber and glass.

Avoiding Disfigurements to Bodywork.

The doors of the majority of light cars are fitted with safety straps which limit the travel of a door so that when it is opened wide it is prevented from striking a running board fitting such as an accumulator case. In time these straps stretch and, one fine March day when the door is caught by a sudden gust of wind, the damage is done. Avoid it by unscrewing the fastening of the strap to the door jamb and "taking in" a 1/2-in. or so of the strap, making a fresh hole for the screw. If a small metal washer is put under the screw head it will prevent the tendency of the strap to pull out at the fixing.

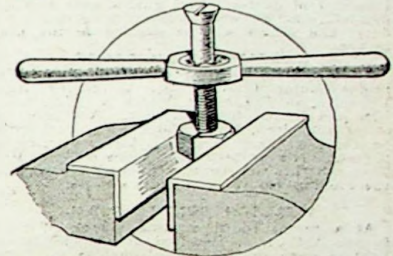
Straightening Dented Wings.

Nothing is more calculated to spoil the appearance of a car than a crumpled wing, yet many cars with this defect are to be seen in daily use because their owners do not feel inclined to go to the expense of having the dent beaten out and the mudguard re-enamelled. With a little care, however, it is possible for an amateur to rectify the damage in a satisfactory manner.

A number of rags or sacks will be required, and several thicknesses of these should be laid on some firm support such as a bench or the garage floor. Some soft material such as mutton cloth should then be placed on the top. The damaged wing may then be removed and the dent beaten out with a round-

headed hammer which has several layers of soft rag tied round the head. The assistance of a friend to hold the wing so that the damaged portion rests on the pad will probably be necessary. The dent should be beaten out from the "inside" of the mudguard, a large number of light taps of the hammer being preferable to a few hard blows. It is advisable to turn the wing over from time to time and examine the surface in order that the blows of the hammer may be directed to the right spots.

Re-enamelling or touching up will probably be necessary after completing the operation, although if great care is exercised it is sometimes possible to remove a dent without damaging the enamel.



A split nut forms a satisfactory means of holding a bolt with a countersunk head while the thread is being extended.

Extending Threads.

Difficulty is sometimes experienced in extending threads on countersunk headed bolts as the shape of the heads prevents them from being held securely in a vice during the operation. The use of a split nut will eliminate this difficulty. The die should first be screwed on to the bolt, after which a split nut of the correct size should be screwed into position. The latter may then be gripped in the vice, the pressure of the jaws closing the nut and holding the bolt securely.

In Answer to your Query



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

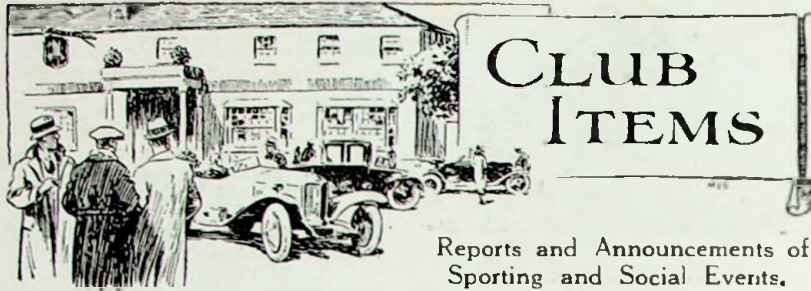
J.J.O. (London, W.1).—In the case the new four-seater A.C., the purchase of which you are considering, you can have either a single-piece front seat or two separate ones. In both types the seats are adjustable.

J.S.R. (Glasgow).—A simple way of finding out the firing order of an engine is to open the compression taps or remove the sparking plugs and push a small wad of paper into each hole. As the starting handle is turned, the wads will be blown out one at a time, thus showing the proper firing order.

R.C. (Kidderminster).—The brake compensating gear is a device for ensuring that the pressure on the pedal is equally distributed to the brake shoes. There is no such gear for the foot-brake of the Austin 7.

I.W.H. (Ilford).—You are quite correct; there is no adjustment for the dynamo driving chain of your A.C. Rubbing on the back of the chain is a flat blade spring which always keeps it properly tensioned.

T.W.M. (Swansea).—It would seem that the weak mixture trouble of which you complain is due to too low a petrol level in the Cox Atmos carburetter. You will find that fibre packing washers are provided on the jet body, where the float chamber fits on to it. Removal of washers above the boss of the float chamber raises the fuel level. The surplus washers should be used below the boss.



Reports and Announcements of
Sporting and Social Events.

ULSTER AUTOMOBILE CLUB.

At a recent meeting of the committee of the Ulster Automobile Club Mr. Thomas Magee, a well-known Belfast motorcyclist, was appointed inspector of guides. Five guides were also appointed, some of whom have already taken up duty, and others will be selected in the near future.

UXBRIDGE M.C.'s DANCE.

A fancy-dress carnival was held by the Uxbridge Motor Club at St. Margaret's Hall, Uxbridge, on Wednesday, March 3rd, 130 members and friends being present. A number of prizes was given, the president, Mr. Turberville Smith, Mrs. March and Miss Thomas acting as judges. The prizes were presented by Miss Thomas. Dancing continued until 1 a.m., and the evening was voted a great success.

WESTERN CENTRE A.-C.U.

At a recent board meeting of the Western Centre A.-C.U., at Hereford, it was decided to hold an open reliability trial on May 1st. The event will start and finish at Hereford, and the route, which will be about 150 miles in length, will include Worcester, Cheltenham, Stroud and Gloucester. The entry fee for members of clubs in the centre will be 25s., 30s. for others; both these figures include a 5s. deposit for number-plates. The secretary of the event is Mr. A. U. Zimmerman, Dragon Hotel, Hereford.

OZZELUM MOTOR CLUB.

The opening run of the Oozelum Motor Club to Hastings was held on March 7th. The weather was favourable and the event proved to be most enjoyable.

A design for the club badge has now been approved, and a supply of enamelled metal badges will shortly be available. The design takes the form of a quaint-looking owl with outspread wings, across which the name of the club is written. The hon. Press secretary, Mr. H. T. B. Finch, 325, Brownhill Road, Catford, London, S.E.6, asks members who enter for any of the classic trials to supply him with particulars beforehand, as a club scrap-book is to be kept in which Press cuttings will be stuck. In this way the club will have a complete record of the activities of itself and its individual members. The hon. gen. secretary, Mr. S. G. Smith, 5, Broadfield Road, Catford, S.E.6, will be pleased to hear from any motorists interested in the club.

TO CLUB SECRETARIES.

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

BRIGHTON AND HOVE CLUB'S TRIAL.

Over 30 competitors took part in the Brighton and Hove Motor Club's first reliability trial of the season. The event was favoured by excellent weather, and a large crowd witnessed the start in Ditchling Road, the Mayor of Brighton, Councillor J. Lord Thompson, being among those who gave a hearty send-off to the competitors. The route, which was slightly over 65 miles in length, included a water-splash, an observed hill, and several miles of narrow, winding lanes, deep in mud. A. Dare (A.C.) missed his way and retired, while Cecil Volk (Wolsley) had to be assisted on Mott's Hill, which was observed. The fastest car seen was made by J. Simpson Lee (Alvis), but J. Havers (Riley) also made a very speedy climb. W. H. Bedford (Clyno) put up an excellent performance with four up, while Miss J. Weeks (Talbot), who was taking part in her first trial with the club, was commendably steady.

After the event a large company sat down to tea at the White Hart Hotel, Lewes. The hon. secretary, Mr. C. Laurence Clayton, and his band of helpers were thanked for providing a good afternoon's sport. The car results are as follows:—Vice-captain's Cup: W. H. Bedford (Clyno). Silver medal: C. C. Russell (A.C.). Bronze medal: J. G. S. Lee (Alvis). Souvenirs: J. G. Schofield (Alvis), A. L. Frazer (Clyno), J. Havers (Riley), Miss J. Weeks (Talbot), C. F. Champion (Renault), P. C. Tulley (Mathis).

B4S

CLUB ITEMS

R.A.C. PERMITS.

The R.A.C. has recently issued a closed permit for the Bradford M.C. and L.C.C.'s trial on March 14th, and a restricted and closed permit for the Rochdale and District M.C.'s speed trials at Southport on July 17th.

FORTHCOMING EVENTS.

March 13.
Coventry Triangle M.C. Run to Lillbourne.
North London M.C.C. Opening Run.
West of England M.C. Trial.
Disabled Drivers' M.C. Annual General Meeting.

March 14.
Coventry Triangle M.C. Run to Chester-ton.
Brighton and Hove M.C. Hewitt Trophy Trial.
Bradford M.C. and L.C.C. Trial.
Public Schools M.C. Opening Run.
Oozelum M.C. Social Run.

March 17.
Surbiton M.C. Carnival Dance.

March 20.
Kent and Sussex L.O.C. Rally.
Coventry Triangle M.C. Run to Bas-sell's Pole.
B.M.C.R.C. Gymning Members' Meeting, Brooklands.
M.C.C. Opening Event, Enford Bridge.
Southport M.C. Race Meeting.
Midland Cycling and Athletic Club.
Dunlop Trophy Trial.
Yorkshire Centre J.C.C. Slow Hill-climb.

March 20-21.
Oozelum M.C. Night Trial.

March 21.
Coventry Triangle M.C. Run to Strat-ford-on-Avon.
North Manchester M.C. Annual Invi-tation Run.

March 23.
Morgan M.O. Dinner and Dance.

March 25.
Belsize-Bradshaw L.C.C. Social Evening.

March 27.
Redditch M.C. and C.O. Redditch Open Trial.
Essex M.C. Hill-climb.
Coventry Triangle M.C. Run to Yarn-ingle Common.
Surbiton M.C. Dance.

March 28.
Morgan M.C. Homac Cup Trial.

April 2-3.
M.C.C. London-Land's End Run.
Scarborough and District M.C. Easter Trial.

April 2-5.
Oozelum M.C. Easter Tour to Lynton.

April 3-4.
Rochdale and District M.C. Reliability Trial.

April 5.
B.A.R.C. Easter Meeting at Brooklands.
Scarborough and District M.C. Sport-ing Trial.

April 10.
Wessex Centre A.-C.U. Kieckham Trial.
Oozelum M.C. Dinner.

April 11.
London Eagle M.C. Semi-sporting Trial.

April 17.
J.C.C. Spring Race Meeting.
Surbiton M.C. Grand Cup Trial.
Redditch M.C. and C.O. Social Run.

PUBLIC SCHOOLS M.C.

The opening run of the Public Schools Motor Club will take place on March 14th, members meeting at "The Bear," Esher, at 11 a.m. The run will start at noon, and lunch will be taken at "The White Horse," Haslemere. Those in-tending to take part in the run should notify the hon. secretary, Mr. E. R. G. Baillie, 12, Redcliffe Square, South Kensington, London, S.W.10, as soon as possible, in order that the final arrangements for lunch may be made.

DISABLED DRIVERS' M.C.

The annual general meeting of the Disabled Drivers' Motor Club will be held at Slater's Restaurant, 82a, Victoria Street, Westminster, to-morrow (Saturday), at 3.30 p.m.

YORKSHIRE CENTRE J.C.C.

On Saturday, March 6th, the Yorkshire Centre of the Junior Car Club held a ladies' night at the Mansion, Roundhay, Leeds. Music, bridge, dancing and a "baby show" were the chief en-tertainments of the evening, dancing being con-tinued until 11.45 p.m. The event was voted a great success by all present, and the Centre wishes to express its thanks to the zeal of the Ladies Committee, to whom the success of the event was due.

The first fixture of the summer season is a slow hill-climb, which will be held at Otley Old Chevin on March 20th.

NORTH MANCHESTER M.C.

The annual invitation run of the North Man-chester Motor Club this year will take the form of a speed-judging competition. The event will be held on March 21st, starting from the Nag's Head Hotel, Chester Road, Dunham, at 2 p.m. The route will be about 40 miles in length, and will include no colonial sections. There is no entrance fee for the event, and all motorists are invited to take part. Three prizes are offered, and these will be presented immediately after the event.

WEST OF ENGLAND M.C.

To-morrow (Saturday), the West of England Motor Club will hold a half-day trial, starting from Dousland (between Princetown and Yelver-ton) at 2.30 p.m. A silver cup is offered for the best performance, and silver medals will be awarded to all competitors who finish the course without loss of marks. The event is open to members of the organizing club and the Barn-staple, Honiton, Tavistock, and Taunton motor clubs. The entry fee is 8s. 6d. for members of the invited clubs, and 6s. for members of the West of England M.C. Entries will be received up to the time of the start by the hon. sec., Mr. G. L. Morrish, Weycroft, Axminster.

Special ^{THE Light Car}
Spring _{AND Cyclecar}
Number **March 19th.**

ROCHDALE AND DISTRICT M.C.

Professor A. M. Low gave a most interesting lecture to members and friends of the Rochdale and District Motor Club at the Chainpess Hall, Rochdale, on Friday, March 5th. Col. G. Scott, the chairman of the club, presided. Professor Low's remarks were delivered in his humorous and non-technical manner, his subject being "The Future of Motoring and Wireless." The speaker forecast that cars and motorcycles would be controlled by a single lever, with per-haps one emergency gear, and that the present system of feeding fuel to the engine would give way to supercharging. He also predicted that in days to come a motorist proceeding along the road would arrive at "an official talking-off place, press a button, and fly."

SURBITON M.C.

The Surbiton Motor Club's annual grand cup trial will be held on Saturday, April 17th, start-ing from the Talbot Hotel, Ripley, Surrey, at 10.30 a.m. The course will consist of two 50-mile circuits, and will be very similar to last year's route. Chains will be permitted, but competitors who do not use them will receive bonus marks. Entry forms are now available and may be obtained from the hon. trials secre-tary, Mr. Kaye Don, 343, Euston Road, N.W.1.

A dance will be held by the club at the Kar-sino, Hampton Court, on Saturday, March 27th, commencing at 7.30 p.m. Dancing will con-tinue until midnight. Tickets, which cost 3s. 6d., including light refreshment, may be ob-tained from the club captain, Mr. F. W. Barnes, Rex House, St. Andrew's Square, Surbiton.

MORGAN MOTOR CLUB.

The Morgan Motor Club will hold a dinner and dance at the Prince's Hall, Hotel Cecil, on Tuesday, March 23rd, at 6.30 p.m. for 7 p.m. The chair will be taken by Mr. H. F. S. Mor-gan.

The Homac Cup Trial will be held by the club on March 28th starting and finishing at the White Horse Hotel, Dorking, Surrey. The route will consist of a circuit approximately 32 miles in length, which will have to be covered non-stop once in the morning and once in the afternoon. Competitors' machines must have standard gear ratios, and non-skid chains will not be allowed. The entry fee is 5s., and en-tries should be sent to the hon. trials secretary, Mr. J. Yule, Kirkceny, High Road, Whetstone, London, N.20, not later than Wednesday, March 24th. The Homac Cup is offered for the best performance, while silver and bronze medals will be awarded to competitors gaining within 5 per cent, and 10 per cent, respectively of the winner's marks.

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and have
your Austin Seven
in time for Easter!

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£25 down

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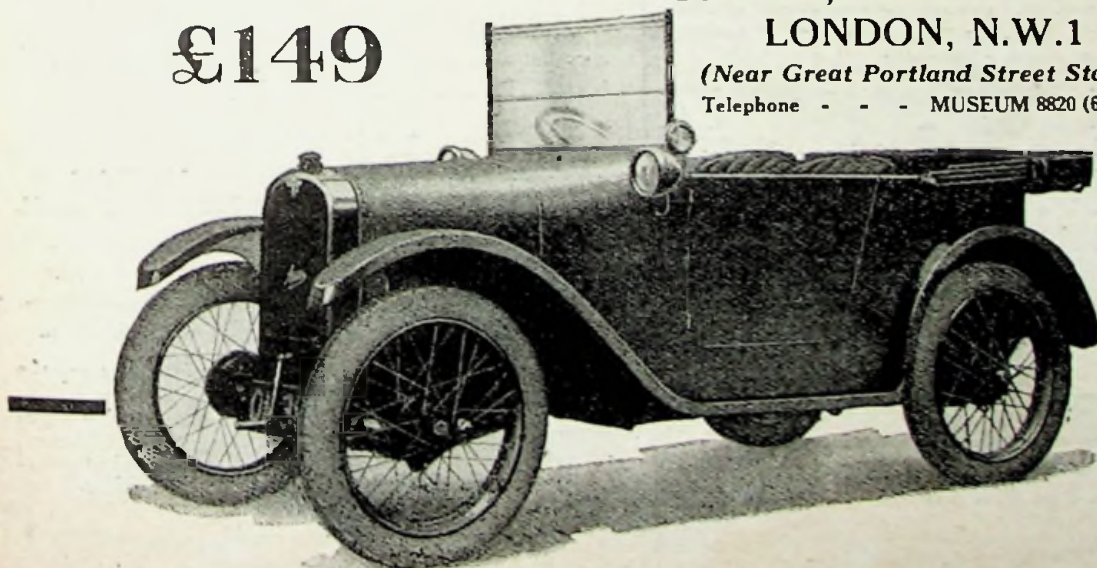
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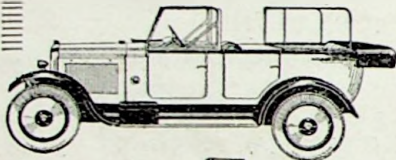


You want it QUICKLY.

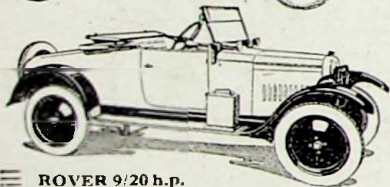
With Easter and the beginning of a new registration quarter drawing so near you will, of course, want your car *quickly*. You do not want to be disappointed over the holidays, and you do want to get the best out of your car. Give yourself a little time in which to know it before starting the Easter trip: your holidays will be so much more enjoyable.

You can get your car quickly, very quickly, for Lovetts have ample stocks and can really assure you of earliest possible delivery.

BUYING OUT OF INCOME: Moreover, should you desire to buy by Divided Payment, as many people do nowadays, you save time, in addition to the other advantages you gain, by dealing with Lovetts. The fact that Lovetts do not require any personal references, and the fact that they avoid tiresome formalities by conducting and financing the business themselves, in itself avoids much tiresome formality and delay. Moreover, Lovetts conduct and finance the whole business themselves—a very important consideration, ensuring not only saving of time but complete privacy. It is "just your business and Lovetts—no one else's."



SINGER 4-seater,
£225



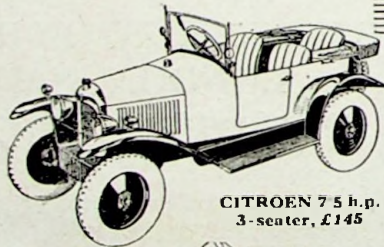
ROVER 9/20 h.p.
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Now ready
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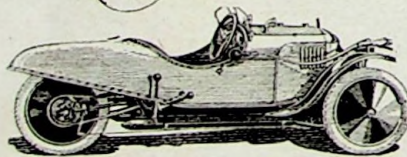
AUSTIN "7."
CITROEN 7.5 h.p.
JOWETT 7 h.p.
ROVER 9/20 h.p.
SINGER 10/26 h.p.
MORGANS,
all models.

EXCHANGE:

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MORGAN AERO, £130

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and
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AROUND THE TRADE.

A new and very complete tube repair kit, costing 3s. 6d., has been added to the range of Goodyear products.

D'Yrsan Cars, Ltd., inform us that they have a number of new 1925 models for sale at prices ranging from £100.

In the Colmore Cup Trial Dunlop tyres were used by the winner of the Colmore Cup and Souvenir and by the winners of six other trophies, five special gold medals and 23 other gold medals.

An attractive catalogue dealing with the 12-24 h.p. Lagonda has just been issued by Lagonda, Ltd., Staines. It is well illustrated and diagrams showing the body dimensions of each model are included.

Trier Bros., Ltd., 36, Victoria Street, Westminster, London, S.W.1, are marketing special grease cartridges for charging grease-guns in a clean and quick manner. The cartridges may be obtained in sizes to fit all types of grease-gun.

The brand names of the range of Gargoyle greases produced by the Vacuum Oil Co., Ltd., have recently been altered. "Gargoyle transmission grease light" is now known as "Gargoyle Mobilubricant extra soft," while the heavy transmission grease is called "Gargoyle Mobilubricant soft." The original "Gargoyle Mobilubricant" has now had the word "medium" added.

Messrs. Automobiles M. Berliet have just issued a new catalogue listing a very wide range of cars. The 10-20 h.p. models are priced at £350 for the four-seater four-door saloon and £295 for the standard four seater four door open touring car. Both models have f.w.b. A copy of this catalogue will be sent to any reader who applies to the company at Richmond Bridge Works, Cambridge Road, Twickenham.

The Holiday Caravan Co., Ltd., 267, Woodstock Road, Oxford, have issued a very attractive handbook entitled "Caravanning." The publication, which is extremely well illustrated, gives full particulars of their caravan and camping equipment, and in addition contains many useful hints for campers. A booklet setting out the prices and conditions of hiring caravans and so forth has also been issued by the concern.

The sixth annual Maidstone Motor Show will be held from Monday, March 22nd, to Saturday, March 27th, at the recently enlarged works of Rootes, Ltd. Over 100 new cars will be on view, including a full range of Austin, Clyno, Fiat, Humber, Talbot, Standard and Citroën models. The show will be open to all who care to call and a large staff will be in attendance to give advice regarding the choice of a car; but a visit to the show will entail no obligation.



LIGHT CAR PROVERBS.—No. 10.

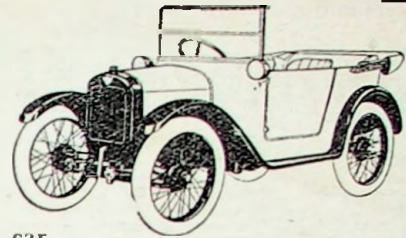
The winner is
Dr. Coopland,
Trentholme, Erdington,
Birmingham.

The prize of £1. 1. 0 will be sent to him in due course. His proverb is quoted below the subjoined drawing.

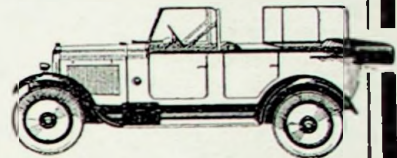
He knoweth least who "noses" most.

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Work out your own case on paper!



AUSTIN "7," £149 cash, or £37-5-0 down and 12 payments. With option of a special rebate.



SINGER DE LUXE, 4-seater, £225 cash, or £56/5/0 down and 12 payments. With option of a special rebate.

A SELECTION FROM OUR SECOND-HAND STOCK.

*1925 SINGER '10,' 4-str. de luxe	£160 0
*1925 CITROEN '7' Clover Leaf, 2,000 miles only	£120 0
*1925 SWIFT, 10 h.p. 4-str.	£150 0
*1923 A.B.C. Sports	£85 0
*1923 CITROEN '7,' 2-str.	£75 0
*1924 ROVER '8,' 2-str.	£95 0
*1925 MORGAN Family model, air-cooled	£95 0
*1922 ROVER '8,' 2-str.	£57 10
*1925 ROVER '8,' 4-str.	£115 0
†1924 STANDARD, 4-str.	£139 10
SWIFT 2-str.	£17 10
†1924 TALBOT 4-str.	£199 10

And many others.
*At Walthamstow Depot.
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USUALLY IN STOCK.

Austin "7," Clyno, Citroen, Morgan, Rover, Standard, Singer, Wolseley, Swift, Humber.

First the price of the car you want, then a quarter of its selling price (which you pay down for immediate delivery) and so on.

Do it and you'll prove to yourself that you CAN afford a car under Lamb's Ltd. Rebate System.

Do it and then come round and choose your car so that you can be ready to get on the road this Easter.

Do it to-day!

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387, EUSTON ROAD, N.W.1.

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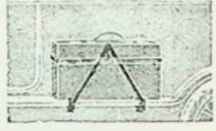
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Usually sold at 12/6 .. 8/6
Car, round bevelled mirror .. 7/6
Post Gd.




INTERIOR DRIVING MIRROR.
8" x 3", bevelled glass, adjustable fitting .. 8/6 Post Gd.



30 HOUR WATCHES.
For fixing to motorcycle handlebar or dash of car. Watertight case. Absolutely reliable.
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Adjustable to any size package, simple to fit. It just clamps to the running board. .. 6/6 when not in use.
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For Radiator Meters .. 7/6 Post Gd.
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An exceptionally neat and attractive fitting for a car. Combined ash tray and vase, heavily plated. 13/6 Post paid.



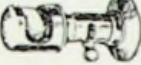
SCREEN WIPERS.
Well sprung double arm with handle heavily plated .. 3/- Post paid.




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Excellent timekeepers, with bezel wind, three-screw dash fitting, 3" dial, gold lettering, separate second-hand dial .. 35/6 Post free.
Hinged flush-fitting model .. 35/-




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Consisting of three well-made lamps (one rear, two side), complete in strong metal running board case. Black and nickel finish .. 32/6
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Heavily nickel-plated revolving cowl, complete with bulb and switch. 4/6 Post 3d.




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Very neat and attractive and finished best electro plate. Dashboard fitting. 5/6 Post Gd.



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12" x 7 1/2". Ribbed rubber in polished aluminium frame, 8/6
Service Austin 7 mat, similar to above but specially shaped. 7/- each. Post Gd.



CAR MASCOTS.
Red Devil 11/6; Large Eagle, spreading wings 16/8; Swallow on ball 12/6; Hermes figure 27/6; Speed Nymph, small 17/6, large 30/-



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ASH TRAYS.
Heavy gauge brass, nickel plated. 4" x 1 1/2" dash fitting, neat appearance. Detachable box, cannot rattle .. 5/6 Post Gd.

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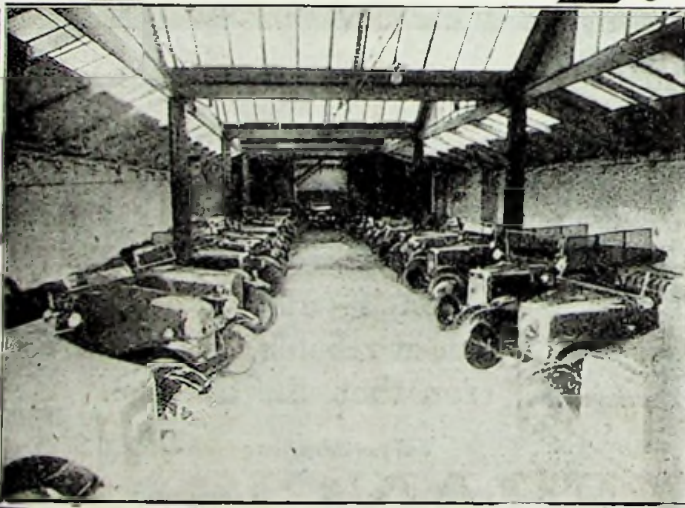
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DELIVERY AND COLLECTION ANYWHERE £2-10-0

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CLYNO, 1924, light 4-seater, starter and lighting, clock, speedometer, all weather curtains, in sound condition and smart appearance..	£85
A.B.C., 1922, Regent model, 2-seater and dickey, dynamo lighting, 2 doors, in splendid condition throughout ..	£69
ROVER "8," 1922-23, 2-seater, model de luxe, dynamo lighting, clock, speedometer, leather upholstery, in sound condition and re-coachpainted ..	£59
CITROEN, 7.5 h.p., late 1925, clover leaf, balloon tyres, absolutely as new, taxed ..	£103
Another ..	£97/10
AUSTIN, 7 h.p., 1924-25, chummy, starter and lighting, splendidly coachfinished, low mileage..	£85
Another 1924 similar to above ..	£81
MORGAN, 1925, model de luxe, dynamo lighting, absolutely as new ..	£86
MORGAN De Luxe, 1921-25, w.c., dynamo lighting, straight-sided tyres, 3-speed, etc., equal to new	£85
MORGAN, 1923, Family Model, w.c., dynamo lighting, exceptionally nice condition ..	£75
MORGAN, 1922-23, Family Model, all-weather equipped, w.c. engine, excellent condition ..	£85
BELSIZE BRADSHAW, 9 h.p., 1923, 2-seater and dickey, starter and lighting, clock, speedometer, cord tyres in splendid condition, taxed ..	£59/10
Another similar ..	£54
CITROEN, 7.5 h.p., 2-seater, 1923 model, starter and lighting, exceptionally nice condition ..	£85
ROVER, 8 h.p., 1922, 2-seater, in exceptionally nice condition, fitted with dynamo lighting and full equipment ..	£48
Another in almost equal condition ..	£40
G.N., 2-seater, 1922, dickey, dynamo lighting, speedometer, electric horn, etc., very nice car ..	£42/10

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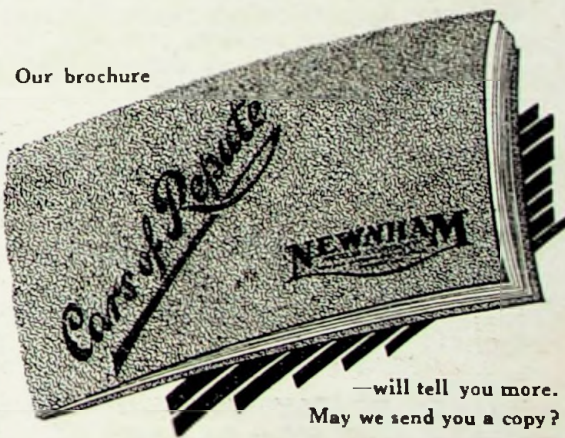
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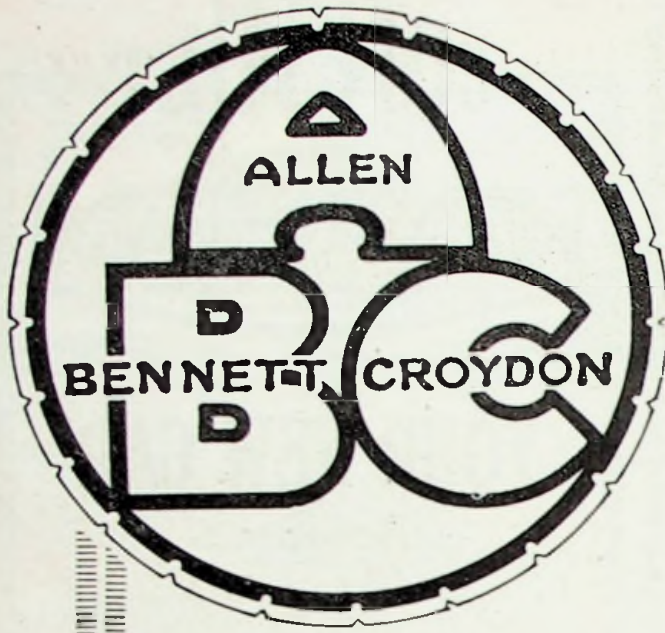


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May we send you a copy?

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SWIFT	STANDARD
ANY MAKE SUPPLIED TO ORDER.	

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IT is not the last-minute effort to get in cars in time for a holiday rush that gives you delivery when you want it; it is the continuous sustained policy of *always* having really big and representative stocks—giving you a big selection *any* time, and by reinforcing even these "big battalions" at holiday-times offering you a certainty of getting the car you want *when* you want it.

This is, and always has been, the Allen-Bennett policy. If you are in a hurry—if you really want a car by a certain stated time—Easter, or any time, you have the best possible chance of your wishes being realised if you go to Allen-Bennett's. Call, write or phone.

**REALLY CONVENIENT
TERMS—PAYMENTS
OVER 18 MONTHS - -
GENEROUS & HELPFUL
EXCHANGE FACILITIES**

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ALLEN-BENNETT
MOTOR CO., LTD.

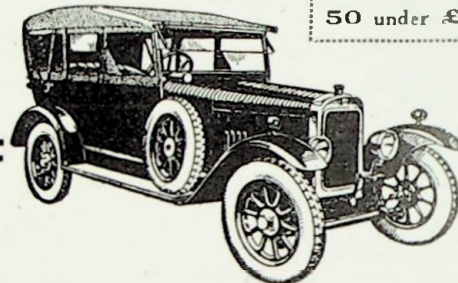
8, 9, 10, 11, Royal Parade,
WEST CROYDON.

Open till 7 every day,
including Saturdays.

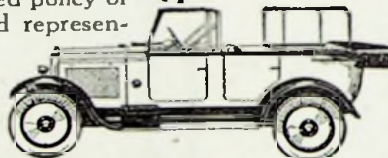
Croydon 2450-1, 968

*Always in Stock—
AUSTIN, CLYNO, HUMBER,
LEA-FRANCIS, ROVER, RILEY,
SINGER, STANDARD and
MORGANS*

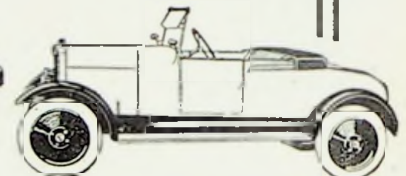
100 Bargains
in Used Cars
50 under £100



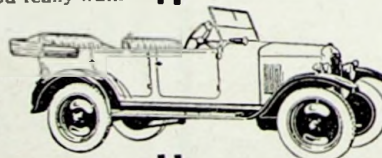
CLYNO 11'9 Occasional 4-Seater (f.w.b.)
£180



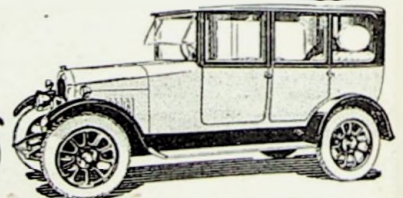
SINGER 4-Seater
£225



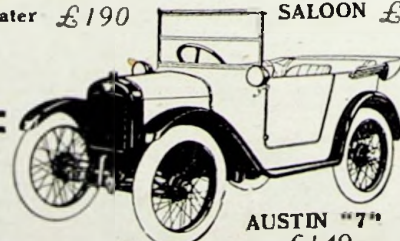
LEA-FRANCIS "12"
2-Seater £275



9'20 ROVER
4-Seater £190



9'20 HUMBER
SALOON £315



AUSTIN "7"
£149

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

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

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

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application.
Telegrams, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS

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

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

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box" 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 1½ per cent. (5d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

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

NOTICE

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

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C., late 1922, sports 2-seater, fast and wonderful appearance, taxed and insured, £55. Fancy, 77 Headnell Rd., Forest Hill, S.E. 695-n87

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Consult us first before purchasing second-hand cars. We have always several in stock, reconditioned, with which we give our usual guarantee. zzz-554

A.B.C., exceptionally fast 1921 sports, just overhauled, high-geared back axle, 2-seater and dickey, battery ignition, £70, Compton's (Coach-builders), Ltd., Hillingdon Heath, Uxbridge, Middlesex. 694-1858

A.B.C. Regent, overhauled by A.B.C.'s and fitted all 1924 improvements, including latest crankshaft, C.I. cylinders, spooloids, dynamo starting and lighting, 2-piece screen, special hood, side screens, pneumatic cushions, Marchel headlights, almost new oversize tyres, £75. Outram, Woodlands, Ingatestone. 694-p58

A.B.C.'s and 80 odd others. See page 34. Benmotors. 694-234

A.B.C., £55; 1922, sports, dickey, flared wings, extras, taxed, Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 694-280

A.B.C. sports, £48; nice condition; cash wanted. 786a High Rd., Tottenham 2440. 694-p153

A.B.C. sports, 2-seater, very fast, £50; deferred payments, exchanges. D. Hailton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 694-266

A.B.C. 1922 sports, just thoroughly overhauled, dynamo lighting, spare wheel, speedometer, paintwork, upholstery, etc., as new, perfect condition, £49, or motorcycle and cash. Bloomfield, Kingsway Lock-ups, Kingsway, Mortlake. 694-p30

A.B.C. 1924 super-sports 2-seater, £275 model, streamline body, disappearing hood, latest roller-bearing engine with sump oiling, perfect order and condition, £125 or near offer, or would accept Amicar or overhead-camshaft Salmson in part. 8 Otley Rd., Leeds. 696-65

A.B.C. 1926 super sports, brand new, equipped as per makers' specification, 75 m.p.h., a revelation for performance; exchange. Below.

A.B.C. 1924 sports, dynamo lighting, small mileage, guaranteed condition throughout, fast, 78 guineas. Below.

A.B.C. 1922-23 sports, Gordon England racing type body, outside copper exhausts, Bonniksen speedometer, extremely fast, 65 guineas. Below.

A.B.C. 1921-22 sports 2-seater, dynamo lighting, good tyres, in first-class condition throughout, taxed, 45 guineas. Below.

Cash, deferred, exchange. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. Phone, 2818-19. 694-101

A.B.C., 1924 Regent 2-seater, sunk dickey, superb condition, 75 guineas. Below.

A.B.C., 1923 Regent 2-seater, sunk dickey, excellent condition, 70 guineas; exchange or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-308

A.B.C.

Sprosen, Ltd., for A.B.C.'s. Exchanges, deferred payments, 1926, new, unregistered, list price £275, shop-soled, £235. 111 Gt. Portland St., W.1. Phone, Langham 1212. 694-203

A.B.C. sports 2-seater, blue finish, aluminium bonnet, carefully overhauled, £57; exchanges, cars, motorcycles. Newhams, Heath Rd., Twickenham. Phone, Richmond 3293. 694-110

A.B.C. Always 50 used cars in stock, including A.B.C. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 694-435

A.C. £195, 1925 model Royal 2-seater, painted dark blue, in perfect condition throughout, balloon tyres, tax paid. Calthens and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 694-61

A.C. cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone, 2623. zzz-17

A.C., 1924 model, any-weather 2-seater, double dickey, starter, lighting, taxed for 1926, painted royal blue, special rapid side curtains, Marles steering, car very carefully handled, original condition throughout, £145; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 6391. 694-135

A.C.'s and 80 odd others. See page 34. Benmotors. 694-235

A.C., 1924 4-seater Royal, balloon tyres, rigid s.w. equipment, Marles steering, luggage carrier, etc., mechanically perfect, and very smart appearance, taxed, £175; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch.) Always open. 694-231

A.C. 1924, Royal, 11.4hp, 2-seater and dickey, Marles steering, in exceptionally nice condition throughout, any examination, taxed, £165; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 694-232

A.C., bargain, 1924 Royal car, 2-seater, dark blue, in exceptionally first-class condition, cost £333, will take £160 for quick sale. G.R.S., 180 Village Rd., Enfield. 694-n873

A.C. 1925 Royal 2-seater, small mileage, painted cobalt violet, just revarnished, balloon tyres, the car throughout is as new, tax paid for year, insured until August, price £235. The Morris Garages, Oxford. 694-17

A.C., 1921-2 super-sports, aluminium body, red wings, starter, lighting, speedometer, rev. counter, spot-light, clock; this car is exceptionally fast and in new condition throughout, £120; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 694-65

A.C. Harold Simons for bargains. See "Miscellaneous Cars." 694-407

A.C., 1921, Royal 4-seater, repainted and rehooded last autumn, clock, speedometer, starter, side screens, wiper, excellent condition, 100 guineas, private owner. Moody, Shrewsbury House, Lyonsdown Rd., New Barnet. Phone, Barnet 966. 694-p118

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- A.C.** 1922 4-seater Royal, fully equipped, excellent condition throughout, 95 guineas. Vivian, 53 Spenser St., Victoria St., S.W.1. Vict. 8677. 694-176
- A.C.** 1925 11.9 Royal 2-seater, sunk dickey, completely equipped, balloons, antique leather upholstery, excellent condition, 195 guineas. Below.
- A.C.** 1923 11.9 4-seater, completely equipped, antique leather upholstery, rear screen, excellent condition, 145 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-518
- A.C.** Always 50 used cars in stock, including A.C. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 694-434
- A.C.** 1924, 12hp, 4-seater, painted grey, only run small mileage and almost equal to new, £195. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 694-454
- ALBERT** car overhauls: guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-804
- ALBERT.** late 1921, 4-seater, lighting, self-starter, leather upholstery, new hood, any trial, £80. Thorne, 6 Upper Tulse Hill, Brixton. Phone 2386. 694-n917
- ALBERT.** all-weather, £68. Harold Simons for bargains. See "Miscellaneous Cars." 694-406
- ALLDAYS,** 10hp, 1916, 2-seater and dickey, dynamo lighting, spare wheel, good condition, tyres as new, £25. A. Line, 151 Kingston Rd., Ilford. 694-p130
- ALVIS,** 1921 2-seater, dickey, self-starter, dynamo lighting, spare wheel, taxed, £85; exchanges, deferred. King, New Rd., Oxford. 694-158
- ALVIS,** 1923, super sports, aluminium 2-seater, very fast, £195; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Manchester. Cent. 8559. 694-270
- ALVIS.** Always 50 used cars in stock, including Alvis. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 694-436
- AMILCARS.** Vernon Halls. Phone, 1995 Putney.
- AMILCAR** spares. Vernon Halls, London.
- AMILCAR** service. Vernon Halls, 25 High St., Fulham. zzz 30
- AMILCAR.** Hoan and Porter, Ltd., Sole concessionaires, Offer the following guaranteed second-hand models:—
1925-26 Grand Sport 2-seaters, choice of 2, from £200.
1926 Super Sports, 2-seater, small mileage, £185.
Deferred terms and exchanges.
169-163 Castelnau, Barnes, S.W.13. Phone, Riverside 1177. 694-145
- AMILCAR.** Grand Sports, 1926 model, 2,500 miles, many extras, very fast, £225. The Brayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloano 2838. 694-148
- AMILCAR,** 3-seater, run 2,000 miles, all on, £70. 36 Glenshaw Mansions, Brixton. 694-p63
- AMILCARS** and 80 odd others. See page 34. Benmotors. 694-236
- AMILCAR.** Super bargain. Very late 1925, 8.3hp, sports 2-seater, painted maroon with black wings and wheels, practically indistinguishable from new, dynamo lighting, starter, cantilever springs, shock absorbers, Englebert cord tyres, spare wheel and tyre, disappearing hood, V double windscreen, 75 m.p.h., speedometer, 5 lamps, horn, rubber floor mat, aluminium number plates, etc., tax paid, 145 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 694-441
- AMILCAR,** special sports model with 4-seater body, dynamo lighting, self-starter, electric and bulb horns, Hartford shock absorbers all round, V windscreen, windscreen wiper, speedometer, clock, all tyres as new, upholstered in red, grey body with red flare wings, general condition, nickel plating, etc., as new; this is really a beautiful car and only wants seeing; taxed, £175, or would accept Aero Morgan or sports Austin part payment. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. 694-335
- ARIEL** 9. June, 1924, chummy, excellent condition, mileage 7,000, taxed, £80. Fletcher, 11 Callcott Rd., Kilburn, N.W.6. 694-m502
- ARIEL,** 9hp chummy, repainted, lovely condition, £68. 786a High Rd. Tottenham 2440. 694-p164
- ARIEL** 9, 1923, chummy, perfect rigid side curtains, taxed; deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus, Regent 986. 694-278
- ARIEL** 9, 69 guineas, 1923 chummy, dynamo lighting, self-starter, taxed, many extra fittings, one owner only, as new; exchanges, deferred. Empira Motors, 325 High Rd., Chiswick, W.4. Phone 303. 694-345
- AUSTIN** 7hp sports, painted yellow, red wings, £10 worth of accessories, £110. Sumner Bros., Barrack Square, Coventry. zzz-441
- AUSTIN** 7, 1924, electric lights, self-starter, first taxed 1925, total mileage 5,000, as new, 7 days' free trial, tax paid, £105. Taylors, 49, 53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-253
- AUSTIN,** 7hp, 1925 model, speedometer, clock, dash amp, radiator cosy, large tyres, full 1926 equipment but better, car like new in every way, £115. Fryer, Dove Walk, Uxolxter. 698-617

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- AUSTIN,** 7hp, 1924, electric starter, a-w. equipment, step mats, coach-painted dark blue, very smart, reliable car, taxed March, £85. Fryer, Dove Walk, Uxolxter. 694-616
- AUSTIN** 7, 1925, superb condition, full equipment, £109; another, 1924, taxed 1927, £95. 173a Westbourne Grove. 694-138
- AUSTIN** 7, late 1925 chummy, speedometer, clock, automatic screen wiper, aluminium side steps, special locker for screens, Hartford, exceptionally good order, £110. Barden, 11 Barcombe Avenue, Streatham Hill, S.W.2. 694-n82
- AUSTIN** 7, saloon demonstrator, as new, £175; 1926 coupe, £145. Gordon England, Ltd., 28 South Molton St., Oxford St., W.1. 694-139
- AUSTINS** and 80 odd others. See page 34. Benmotors. 694-237
- AUSTIN** 7, late 1925, owner driven, as new, many extras, £140. Riverside 1864. Mornings only. No agents. 694-p105
- AUSTIN** 7, 1925, chummy, many extras, excellent condition, £106; exchange Aero Morgan. 197 Heath Rd., Twickenham. 694-108
- AUSTIN** 7, new and second-hand models in stock; part exchanges and deferred payments. D. B. Rea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 2572. 713-81
- AUSTIN** 7, late 1924, family model, specially painted dark violet, in excellent condition throughout, £100. Wilson, 7 Eccleston Ct., Victoria 1366. 694-70
- AUSTIN** 7, 1925, in good condition, £79, Morgan part exchange. H. Rock, Cradley, Staffs. 694-n875
- AUSTIN** sports late '24, starter, speedometer, horn, etc., very fast and sound car, £97 10s.; cash, exchanges. Also nearly new chummy model, £115. Olympia, Wakefield. 694-p32
- AUSTIN.** Super bargain. Late 1925, 7hp, run under 2,400 miles and practically indistinguishable from brand new, dynamo lighting, starter, grease gun, lubrication, front-wheel brakes, Dunlop cord balloon tyres, spare wheel and tyre, hood, side curtains, windscreen, Smith's trip speedometer, lamps, mirror, electric horn, windscreen wiper, 2 mats, 2 aluminium step mats, aluminium number plates, etc., year's tax paid, 115 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 694-42
- AUSTIN,** 1925 Burghley sports 2-seater, tax paid for year, repainted biscuit colour body, wings, chassis and wheels, cherry red V-screen, concealed hood, absolutely as new, very fast, bargain, £150; deferred or exchange. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. Phone, 1307 Langham. 294-296
- AUSTIN** 7, 1925, tax paid for year, absolutely as new, £115. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 694-295
- AUSTIN** 7, chummy, 1924, dynamo lighting, self-starter, all-weather equipment, speedometer, etc.; splendid running order and condition, tax paid to 1927, £85. 83 Penhurst Rd., Thornton Heath. Phone 1572. 694-p175
- AUSTIN** 7 service station. Open to all owners of this famous model. Full range of spares carried. Several second-hand cars in stock. Hours 8 till 8, Saturdays included. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11 (2 minutes from station). Telephone, Latchmere 5360. zzz-365
- AUSTIN** 7, 1926 demonstration model, maker's guarantee, soiled only, £139. Ratcliffe Bros., 200 Gt. Portland St., W.1. Museum 8605. 694-374
- AUSTIN** 7, late 1924, sports, starter, shock absorbers, speedometer, excellent condition, 100 gns.; exchanges and easy payments. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Phone, Kensington 4635. 694-384
- AUSTIN** 7, 1925, in exceedingly nice condition in every respect, as inspection will prove, price £105 cash, no offers considered. Scott, 57 Birdhurst Rise, South Croydon. Phone 560. 694-395
- AUSTIN** 7, 1926 demonstration model, taxed, £130. K.J. Motors, 30 Widmore Rd., Bromley. 696-385
- AUSTIN.** Always 50 used cars in stock, including Austin. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 694-437
- AUSTIN,** 1925 (June), 7hp, family model, excellent order, £115. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 694-455
- AUSTIN** 7, 1924 chummy model, dynamo and starter, all new tyres, spare unused, exceptional condition throughout, year's tax, £87 10s. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 694-598
- AUSTIN** 7, South Ealing Garage. 1925 chummy, many extras, £117 10s. Below.
- AUSTIN** 7, 1925, special sports 2-seater, £130. Ealing 2983. 694-222
- AUSTIN** 7s. Several 1924 and 1925 models in stock, condition as new, small mileages only, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 694-212
- AUSTIN** 1924 7hp chummy, taxed, £95. George Newman and Co., 369 Euston Rd., N.W.1. 694-204
- AUSTIN** 1925 7hp chummy, taxed, £110. George Newman and Co., 369 Euston Rd., N.W.1. 694-205
- AUSTIN** 1925 7hp coupe, taxed, £125. George Newman and Co., 369 Euston Rd., N.W.1. 694-206
- AUSTIN** 7, late 1925, with speedometer and latest improvements, small mileage, taxed 1927, £120. Below.
- AUSTIN** 7, late 1924, nice condition, £95; exchanges, deferred terms. Elec. Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Ave. 6548. 694-338

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

AUSTIN 7, 1925, dynamo lighting, electric horn, automatic windscreen wiper, tyres, hood and upholstery good, f.w.b., painted blue, taxed, bargain. £75, or exchange Aero Morgan, Earls, Ltd., The Vale of Health, Hampstead, N.W.3. 'Phone, Hampstead 3287. 694-334

AUSTINS, exchanges, deferred payments. Two 1925 Austin chummies, 7hp, dynamo, side screens, front wheel brakes, electric horn, spare wheel, nice condition, £85 each. Scabridge, 55 Manslar Rd., East Dulwich, Sydenham 2-452. 694-189

A.V. monocars, fitted lamps, etc., from £14 each. A.V. Motors.

A.V. bicars, seating accommodation for 2 adults and 1 child, 8hp J.A.P. engine, lamps, etc., in good condition, from £28 each. A.V. Motors.

A.V. Runabouts, usual equipment, 8hp Blackburne engine, 3-speed Sturmey-Archer gearbox, etc., in perfect condition, from £28 each. A.V. Motors.

A.V. Motors for deferred terms and exchanges. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 694-71

BAYLISS THOMAS 1925 4-5-seater touring model, supplied for use by staff of this journal, 11hp, balloon tyres, Meadows engine, excellent condition, £170. Box No. 3928, care of "The Light Car and Cyclecar." 694-922

BAYLISS THOMAS, 1925 4-seater, 11-22hp Meadows engine, practically new condition, £155; exchange or deferred. 49 Little Albany St., N.W.1. Museum 5516. 694-p167

BELSIZE, 1924 10hp 4-cylinder 2-seater, concealed dickey, starter, excellent condition, 105 guineas; exchange or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-309

BELSIZE-BRADSHAW, late 1923, 9hp, 2-seater, dickey, dynamo lighting, self-starter, speedometer, spare wheel, hood, side screens, full cover insurance to December, just overhauled, excellent condition, £60 or nearest. Box No. 3993, care of "The Light Car and Cyclecar." 694-p92

BELSIZE-BRADSHAW, 1923 coupe, self-starter, dynamo lighting, spare wheel, £48; exchange, deferred. King, New Rd., Oxford. 694-157

BELSIZE-BRADSHAWs and 80 odd others. See page 34. Benmotors. 694-259

BELSIZE-BRADSHAW, 1923 4-seater, 5 practically new tyres, starter, £65, exchange. Norringtons, 116 Hampstead Rd., N.W.1. 'Phone, Museum 5078. 694-448

BELSIZE-BRADSHAW, late 1922, 2-seater and dickey, dynamo lighting, speedometer, balloon tyres, electric bulb and mechanical horns, all-weather equipment, painted blue, with aluminium wings, taxed, undoubtedly one of the smartest Bradshaws on the road, bargain price £55. Chas. Cust, 12a King's Avenue, Clapham, S.W. Brixton 2582. 694-p103

BELSIZE-BRADSHAW. Harold Simons for bargains. See "Miscellaneous Cars." 694-410

BLERIOT-WHIPPET, lamps, etc., in very good condition, £19. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 694-73

BLERIOT-WHIPPETS, 1923 and 1924 2-seaters, 8hp, electric lighting, spare wheel, £25 to £30, deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 694-375

B.S.A. 10hp 1923 4-seater, all-weather equipment, self-starter, speedometer, total mileage 8,341 only, 100 guineas. 59 Abington St., Northampton. 694-n564

BUGATTI, 1921, clover-leaf 3-seater sports, exceptional condition, very fast, bargain, £125; exchange, deferred payments. Parkers', Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 694-55

BUGATTI. Always 50 used cars in stock, including Bugatti. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3083. 694-438

CALCOTTS and 80 odd others. See page 34, Benmotors. 694-259

CALCOTT 2-seater and dickey, dynamo lighting, new tyres, perfect condition, bargain, £45. 10 Braddyl St., Greenwich. 694-p60

CALCOTT, 1925 10hp, new 2-seater, full guarantee, £185. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 694-388

CALCOTT service depot.

CALCOTT spares. Trade supplied. Overhauls of every description. Repairs. Bargains in used Calcott cars. Brand new 1926 models in stock. Cash, easy payments, exchanges.

CALCOTT Service Depot, 11 Hammersmith Rd., opposite Olympia, London. 'Phone, Riverside 238. 694-p190

CALCOTT 10hp 2-seater, bargain, £27; exchange, cars, motorcycles, Newblams, Heath Rd., Twickenham. 'Phone, Richmond 3293. 694-111

CALCOTT, 10hp, 1919, 2-seater, new balloon tyres, 2 spare wheels, taxed, 1927, £48; exchange, deferred terms. Elce, Ltd., 11-15 Bishopsgate Avenue, Canonville St., E.C.3. Avenue 5548. 694-340

CALTHORPE 1916 sporting 2-seater, 10hp, 3 and reverse, dynamo, spare wheel, splendid set of tyres, double screen, etc., recently overhauled, £21. Teddington Garage, 160 High St., Teddington. Kingston 2562. 694-p172

CALTHORPE, 10.9hp, 1922, Mulliner body, 4-seater, starter, lighting, perfect condition, just overhauled, £65. 78 Calabria Rd., Highbury, N.5. 696-n662

CALTHORPE 10hp coupe, dynamo lighting and self-starter, upholstered Bedford cord, bargain, £36. 26 Tulse Hill, Brixton. 'Phone, Brixton 1292. 694-94

CALTHORPES and 80 odd others. See page 34. Benmotors. 694-240

CALTHORPE, 1925 4-seater de luxe, 10-20hp, starter and lighting, all-weather equipment, real leather upholstery, almost new balloons, clock, speedometer, genuinely as brand new, best bargain to-day, cost £235, accept £110; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 694-299

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

CALTHORPE, 55 guineas, 1921, 4-seater, sports, starter and lighting, very smart and fast car; exchange, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone, Chiswick 303. 694-346

CALTHORPE, 63 guineas, 1921, 4-seater, in extra-good condition, lighting and starting, rear screens, tax paid, any trial; exchange, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 303. 694-347

CALTHORPE, 73 guineas, 1922-23, 4-seater de luxe, double screen, leather upholstery, colour maroon, a superb car at the price; exchange, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 303. 694-348

CALTHORPE 2-seater, 10hp, very clean; terms, £8 and 10 monthly payments of £8, or cash £80. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. Four-seater model at £70. 694-p215

CALTHORPE, 10hp, 4-seater, 1923 model, in excellent condition, £95. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 694-389

CALTHORPE 1924 12-20 2-seater, sunk dickey, 4-speed, completely equipped, repainted, excellent condition, 110 guineas. Below.

CALTHORPE 1924 12-20 4-seater, complete equipped, excellent condition, 105 guineas. Below.

CALTHORPE 1922 2-seater de luxe, fully equipped, fitted coupe hood, 79 guineas; exchange or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-319

CALTHORPE, £95, exchange, deferred payments, 1923 de luxe semi-coupe, double dickey, 10.4hp, 4 speeds, lighting, starter, spare wheel, speedometer, painted axle blue, black wings, antique upholstery, extremely smart, excellent condition. Scabridge. Below.

CALTHORPE, £65, exchange, deferred payments, 1920-21 4-seater, lighting, starter, all-weather equipment, excellent condition. Scabridge, 35 Manslar Rd., East Dulwich. Sydenham 2452. 694-189

CARDEN, 1921, good condition, £25, near offer. Steward, Golf Club Friern Lane, Whetstone, N. 694-p86

CARDENS! Cardens!! Cardens!!! 7hp, 2-seater, side-by-side seating, completely equipped, from £18 to £25; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 694-376

CARDEN 1921 2-seater, 7hp, electric lighting, usual equipment, overhauled and ready for use, £12 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 694-p171

CASTLE 3-wheeler, 1922, 4-cylinder, water-cooled, dickey 3 speeds and reverse, interchangeable wheels and spars, original tyres, little used and in thoroughly good order, £50. Oldman, 11 Ernest Rd., Hornchurch, Essex. 694-n876

CASTLE 3, 3-wheeler, 4-cylinder water-cooled engine, 3 speeds, reverse, speedometer, dynamo lighting, etc., £50; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 694-378

CHARRON-LAYCOCK, 1921, 2-3-seater and large dickey, tyres as new, luggage grid, very fully equipped, little and carefully used, £68. K.J. Motors, 30 Widmore Rd., Bromley. 696-387

CITROEN, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E.18. 'Phone, Wanstead 2393. 694-770

CITROEN specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. 'Phone, Hendon 1025. 696-n239

CITROEN, 7.5, 1925, 2-seater, mileage under 1,000, £95. Below.

CITROEN, cloverleaf, 1925, small mileage, £105. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. 'Phone, Wanstead 2393. 694-942

CITROEN 7, late 1925 3-seater, balloons, fully equipped, little used, as new, taxed, £105; two to choose from; exchange and deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 694-128

CITROEN 7, late 1922 2-seater, fully equipped, good condition, £69 10s. Collins, 4 Farquhar Rd., Upper Norwood. 694-p87

CITROEN, 1925 7.5 2-3-seater, balloons, curtains, speedometer, electric horn, starter, perfect, like new, £85. Collins, 3 Beauval Rd., East Dulwich. 694-p85

CITROEN, 7.5 2-3-seater, June, 1924, exceptional condition, fully equipped, Hartfords, 5 good tyres, £85. 28 The Drive, Golders Green, N.W.11. 694-p96

CITROENS and 80 odd others. See page 34. Benmotors. 694-241

CITROEN, 1925 (June), 7.5hp, cloverleaf, 5,000 miles, unpunctured, as new, £90. Smith, 190 Friern Rd., East Dulwich, S.E.22. 694-p104

CITROEN, 11hp, late 1923, English 4-seater body, as new, taxed, £95. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 694-169

CITROEN 7, 2-seater, good order, £60; deferred payments, exchanges. D. Raillon and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 694-264

CITROEN, 7.5hp, 2-seater, late 1924, balloon tyres, excellent order, 80 guineas. North Stallord Garage, Stone Rd., Salford. 694-262

CITROEN, 1925 coupe, 7hp, self-starter, lighting, speedometer, balloon tyres, etc., very small mileage and in new condition throughout, a bargain, £110. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 694-256

CITROEN, £95, 1925, 7hp, 2-seater, balloon tyres, small mileage. Arthur Stuart and Co., 16 Little Portland St., W.1. 694-91

CITROEN 7hp 3-seater, new July, 1924, mechanically perfect, body good, £65. Chambers, 54a Ford End Rd., Bedford. 694-n223

CITROEN F.O.C.H. LTD. have several Citroens. Bargains. 5 Heath St., Hampstead. (Tubo Station). 694-288

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

- CITROEN**, 1926 soled cloverleaf 3-seater, accept £135, finished blue; exchanges, cars, motorcycles. Newnham, Heath Rd., Twickenham. 'Phone, Richmond 3293. 694-112
- CITROEN**, £59; exchanges, deferred payments. 1922 Citroen, 7hp, 2-seater, lighting, starter, all-weather equipment, speedometer, spare wheel, good condition. Scabridge, 35 Mansler Rd., East Dulwich. Sydenham 2452. 694-190
- CITROEN**, 7.5hp 2-seater, 1923-24, self-starter, lighting, speedometer, very smart, most economical, should do 60 miles per gallon petrol, excellent condition, accept £65 for quick sale, bargain. 11a Rumsey Rd., Stockwell Rd., S.W. 694-195
- CITROEN**, Sprosen, Ltd, for Citroens; exchanges, deferred payments. 1925 7hp 2-seater, absolutely perfect, many extras, total mileage 1,800, 87 guineas. 1925 (autumn) 7hp cloverleaf, tyres, body, upholstery, etc., as new, chassis guaranteed, 100 guineas. 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 694-202
- CITROEN**, 1925, 7hp, self-starter, dynamo, tax paid, 2-seater, balloon tyres, all new, splendid condition, £85. 69 St. Paul's Ave., Willesden Green, London. 694-135
- CITROEN**, 1925 11.4hp English 4-seater, self-starter, speedometer, rear windscreen, electrical wiper, footmats, all-weather fittings. This car has only run 3,000 miles and is equal to new in every detail; any trial and examination. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 694-287
- CITROEN**, Always 50 used cars in stock, including Citroen, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 694-439
- CITROEN** 7, 95 guineas. 1925, actual Show model cloverleaf 3-seater, starter and all-weather equipment, special finish, colour maroon, tax paid, looks like new, has scarcely been used; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. 'Phone, Chiswick 303. 694-349
- CITROEN** drop-head coupe, 1925, balloon tyres, starting and lighting, in new condition, £95, exchange. Reading Car Mart, 37 Erleigh Rd., Reading. 'Phone, 1909. 694-p204
- CITROEN**, 1925, 7hp, 2-seater, painted maroon, balloon tyres, perfect order, £95; also 1925 11hp 4-seater, particularly nice, £85. Newnham Motor Co. 243-5 Hammersmith Rd., W.6. 694-456
- CITROEN** 7hp coupe, 1924, good condition, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 694-372
- CITROEN** 4-seater, 11.4hp, excellent condition, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 694-p208
- CITROEN**, 7 and 11hp. Harold Simons for bargains. See "Miscellaneous Cars." 694-405
- CITROEN** 7, 1925 model, excellent appearance and condition throughout, 85 guineas. Clarks, 223 Hammersmith Rd., W.6. 694-529
- CITROEN**, 1926 model, 11.4, fitted English body, 2-seater, superb condition, mileage negligible, 150 guineas. Below.
- CITROEN**, 1924, 7.5, 2-seater, completely equipped, excellent condition, 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-320
- CITROEN** 1925 7hp 3-seater, dynamo and starter, balloon tyres, excellent condition, £110; 1924 2-seater coupe, £95; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 694-435
- CLIMAX**, 10.8hp, 1925, semi-sports 2-seater, dickey, rigid side screens. 5 wheels, balloon tyres, 4 speeds and reverse. Lucas 12-volt lighting and starting, fully equipped, very little used, £160 or near offer. 63 Hamilton Rd., Stoke, Coventry. 694-p95
- CLYNO** 1925 4-seater, Royal model, with balloon tyres, leather upholstery, superior finish in mole grey, recently cost £235, used few demonstrations only, tyres unmarked, what offers? Willing take Morgan part payment. Fryer, Dove Walk, Uttoxeter. 694-618
- CLYNO**, 1923, chummy 4-seater, starter, etc., deferred terms, £85. Bartlett's, 93 Gt. Portland St. 694-172
- CLYNO**, 1926, 4-seater, f.w.b., all-weather, mileage 200, otherwise new, £175. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4453. 694-163
- CLYNOS** and 80 odd others. See page 34. Benmotors. 694-242
- CLYNO**, 4-seater, on balloons, fully taxed, very fast, £110; deferred payments, exchanges. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 694-267
- CLYNO**, 1924, 4-seater, all-weather equipment, 2-door model, open to any examination, £87. 31a Hydehorpe Rd., Balham. 'Phone, Streatham 3440. 694-284
- CLYNO**, South Faling Garage. 1924 4-seater, many extras, exceptional order, £110. Faling 2983. 694-219
- CLYNO**, 1924-25 2-seater, sunken dickey, self starter, tools, etc., taxed, perfect condition, guaranteed, £87 10s.; deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 694-192
- CLYNO**, 1924 10hp 2-seater, £95. George Newman and Co., 369 Euston Rd., N.W.1. 694-209
- CLYNO**, Safety first. Ernest Grimaldi, Ltd., offer 1924 Clyno 2-seater de luxe, excellent condition and appearance, £95; exchanges, deferred terms. Ernest Grimaldi, Ltd., 88 Gt. Portland St., W.1. Museum 3931. 694-181
- CLYNO**, Always 50 used cars in stock, including Clyno, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 694-440
- CLYNO**, 1925, 11hp, 4-seater, in nice order, £120; also 1925 11hp 2-seater, £120. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 694-457

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

- CLULEY**, 1924-25, 2-seater de luxe model, double sunken dickey, balloon tyres, taxed, owner will give 100 miles' demonstration run, £98. 31a Hydehorpe Rd., Balham. 'Phone, Streatham 3440. 694-286
- COVENTRY-PREMIER**, 1925, 4-cylinder Singer, 4-seater, £75. Bartlett's, 93 Gt. Portland St. 694-173
- COVENTRY-PREMIER**, 1921, Triplex windscreen, electric light, new spare wheel, excellent condition, reasonable offer. 11 Murray St., Blackhill Co. Durham. 694-p120
- COVENTRY-PREMIER** 4-wheeler, 2-seater with dickey seat, leather upholstery, paintwork excellent, good running order, detachable wheels, dynamo, etc., any trial, £45; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 694-289
- COVENTRY-PREMIER**, 1922 8hp 4-wheeler 2-seater, square back, dynamo, starter, oversize tyres, £42; exchanges, deferred. Faling Motor Mart, Ltd., Spring Bridge, Faling Broadway. 'Phone 3265. 694-305
- COVENTRY-PREMIER**, 1922, 8hp, 2-seater, sunk dickey, dynamo, 42 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-510
- COVENTRY-PREMIER**, 39 guineas, 1922, 2-seater, dickey square back 4-wheeler model, dynamo lighting, colour blue, in exceptionally nice condition; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone, Chiswick 303. 694-350
- COVENTRY-PREMIER**, 8hp water-cooled, 3 speeds, reverse, dynamo lighting, spare wheel, speedometer, £44; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 694-377
- CROUCH**, 12hp, 1925, sports and touring models, in stock, from £90; deferred terms. Deegan Motor Agency, 4 Denman Place, Piccadilly Circus. Reg. 986. 694-279
- D'YRSAN** 1925, 10hp, sports, o.h.v., 4 cylinder, w.c., large 2-seater, torpedo body, blue, 70 m.p.h., 45 m.p.g., f.w.b., has been carefully run in, mileage about 800, mechanically perfect, paint, upholstery and tyres as new, spare wheel not been used, complete with hood and V screens, interchangeable wheels, insured, absolutely a sound, smart and reliable car, £115. Box No. 3996, c/o "The Light Car and Cyclecar." 694-x523
- ERIC-CAMPBELL**, 1924, 10hp, double dickey, new hood and side curtains, head, side, spot and dashlamps, starter, whole in excellent condition, £115. L.A.R., 93 Stamford Hill, N.16. 694-x516
- ERIC-CAMPBELL**, brand new, shop-soled, 1926 model 820 chummy, completely equipped, starter, clock, speedometer, all-weather equipment, 139 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-511
- ERIC-CAMPBELL**, 1924, 10hp, 1½-litre, 2-seater and dickey, in really good condition, owner must sell for business reasons, gearbox just overhauled, paint and upholstery as good as new, tyres good, electric lighting and starting, many extras, including shock absorbers, 40 m.p.g., 55 m.p.h., gear ratios 4/4, 7 and 16 to 1, a sacrifice at £135. 'Phone during business hours Clerkenwell 6000, or write Box No. 3745, c/o "The Light Car and Cyclecar." zzz-501
- ERIC-LONGDEN**, 59 guineas, 1923, 10hp, sports 2-seater, dynamo lighting, starter, extremely smart appearance, any trial, exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone, Chiswick 303. 694-352
- FIAT** cars. Accredited agents, Moore's Preslo, North End and Tamworth Rd., Croydon. 'Phone 2625. zzz-18
- FIAT**, 1921, 10-15hp, 4-seater, starter, etc., excellent condition, 95 guineas, deferred terms. Bartlett's, 93 Gt. Portland St. 694-174
- FIAT**, 10-15, late 1922, English 4-seater body, repainted, taxed December, £135. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 694-168
- FIAT**, 1923 10-15 4-seater saloon by Mulliner, excellent order, taxed, £195. George Newman and Co., 369 Euston Rd., N.W.1. 694-207
- FIAT**, 1925 10-15hp 4-seater, balloons, fast, completely overhauled, repainted, small mileage, guaranteed condition, £195 guineas, or exchange. 51 Upper Richmond Rd., East Putney. 694-106
- FIAT**, Always 50 used cars in stock, including Fiat, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 694-441
- G.N.** H. R. Godfrey, the original designer and manufacturer, for the best G.N.s Below.
- G.N.** Before deciding to purchase a G.N. write for particulars of rebuilt G.N.s, in guaranteed condition. Below.
- G.N.** Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. 'Phone, zzz-372 3024.
- G.N.**, 1922, blue, dynamo, clock, speedometer, mirror, spare petrol can carrier, new hood (black) last October, general condition good, £37 10s. Apply (not Saturday), 21 High Rd., Balham. 'Phone, Streatham 3055. 694-p159

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

G.N. Sprosen, Ltd., for G.N.s. Exchanges, deferred payments. 1925 4-cylinder Anzani, carefully used, taxed, in perfect condition, £125. 111 Gt. Portland St., W.1. Phone, Langham 1212. 694-201

G.N. South Ealing Garage. Special 3-seater cloverleaf, £30, and 2-seater. £35; both thoroughly overhauled, in exceptional condition. Ealing 2983. 694-224

G.N.s., 1921, lamps, etc., splendid condition, £17 10s. 35 Ferrers Rd., Hammersmith, W.6. 694-p125

G.N., 1922, engine and chassis overhauled, aluminium bonnet, dynamo lighting, dickey, exceptional condition, wants seeing, £40. 114 Boundedaries Rd., Balham, S.W. 694-p124

G.N., late 1922, Legere, aluminium, blue wings, excellent condition. Can be seen, Cloyd Motors, St. Asaph, North Wales. 694-p110

G.N., 1921 sports, painted maroon, just reconditioned and in really good order, £35; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 694-88

G.N.s. Vadium for value. Largest and best selection of guaranteed 1922 G.N.s. in London.

G.N., 1922, overhauled, excellent tyres, extremely sound and smart, guaranteed, £46.

G.N., late 1922, repainted, splendid order, £42.

G.N., 1922 touring model, repainted, safety hub caps, bulb and electric horns, bargain, £35.

G.N., late 1922, overhauled, many extras, side curtains, good tyres, guaranteed, £46.

G.N., late 1922, overhauled, guaranteed, £44. All above have dickey, spare wheel and dynamo.

G.N., Legere model, aluminium pistons, polished aluminium body, red wings, insured, £54.

G.N.s. Vadium Co. for exchanges and convenient deferred terms. Open until 6 Saturdays. 37 Beaconsfield Rd. (near White Hart), Willesden Green, N.W.10. Phone, Willesden 692. 694-98

G.N., 1921, lamps, etc., good order, from £25. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 694-74

G.N. "Kim 2," the famous racing G.N., rebuilt, reconditioned, good as ever, still a winner, £125. Also 2-seater racing G.N., new 4-valve heads, tip-top condition, lots of special fittings, bargain, £110. Eastgate Garage, Lewes. 695-p24

G.N., 1922, dickey, dynamo lighting, spare wheel, speedometer, hood, screen, exceptionally good condition, trial run, taxed to December, £45. Field, Reading Rd., Fleet, Hants. 694-p33

G.N., late 1920, just been thoroughly overhauled, fitted new silencers, safety hub caps, new accumulator, spare wheel, dynamo lighting, petrol can carrier, speedometer, 700 by 80 tyres, taxed, £25. Bloomfield, Kingsway Lock-ups, Kingsway, Mortlake. 694-p31

G.N., £45, 1922 Legere chassis, fitted standard body with dickey, taxed, painted grey with red wings, speedometer, dynamo lighting, spotlight, very complete tool kit, valuable stock of spares, very sound and fast car, would consider exchange if necessary. H., c/o Grimes, 24 Bruton Pl., Bond St., W.1. 694-127

G.N., 10hp, 1922, Vitese model, many special fittings, 70 m.p.h., £75. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 694-392

G.N.s., 1921 standard models, fully equipped, from £25; also 3-seater G.N. and 1922 models at low prices; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 694-379

G.N., 11.9hp, Anzani, 1926, shop-soiled, 70 m.p.h., £190. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 694-391

G.N., 10hp, 1922, dynamo lighting, mechanically perfect, £37 10s. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 694-390

G.N., 1922, excellent condition, recently overhauled, electric lighting and horn, dickey, spare wheel, good tyres, £40. Parker, 54 Montague Gardens, Wallington. 694-p196

G.N. 1921 chummy, electric, clock, speedometer, spare wheel, bargain, £29. "Lynton," 38a Wearside Rd., Lewisham. 694-p206

G.N., 1924 model, 4-cylinder, 2-seater and dickey, dynamo lighting, recently repainted, last, 62 guineas, or exchange. 51 Upper Richmond Rd., East Putney. 694-105

G.N., 1921, dynamo lighting, 2 headlamps, side screens, dickey, safety hub caps, many extras, first-class order throughout, 29 guineas, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 694-107

G.N.s. Earls, Ltd. If you are interested in these wonderful little machines, give us a call. Below are a few which we can offer you at bargain prices:—

G.N., 1922, dynamo lighting, balloon tyres, electric horn, speedometer, safety hub caps, painted blue, in perfect condition, £45.

G.N., 1922, dynamo lighting, 5 detachable wheels, electric horn, speedometer, painted light blue, bargain, £42.

G.N., 1922, coupe model, dynamo lighting, 5 detachable wheels, shock absorbers, speedometer, electric horn, windscreen wiper, taxed, £35.

G.N., 1922, speedometer, 5 detachable wheels, dynamo lighting, new hood, tyres good, painted red and grey, taxed, £44.

G.N., 1920, dynamo lighting, 5 detachable wheels, speedometer, etc., £25.

G.N.s. Several others in stock; any trial. Morgans taken in part payment.

G.N.s. We have a good stock of new tyres suitable for these machines; also a few second-hand at bargain prices.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. Book to Hampstead Tube Station. Open till 9 Friday and Saturday. 694-536

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

GREGOIRE, September, 1922, most beautiful sports 2-seater, dynamo lighting, self-starter, 10hp 4-cylinder, water-cooled, spare wheel, hood, screen, speedometer, wiper, almost new tyres, painted crimson lake, great bargain, 65 guineas; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station), 694-132

G.W.K., 1921, 4-seater, good order, side screens, £50, exchange Rover or family Morgan. Morey, Totland, Isle of Wight. 694-p117

G.W.K., 2-seater, 10hp, 4-cylinder, large dickey seat, £39; exchange, cars, motorcycles. Newbams, Heath Rd., Twickenham. Phone, Richmond 3295. 694-113

G.W.K., 2-seater, large dickey, very smart, dynamo lighting, taxed, £38. 45 Green Lane, Penge, S.E.20. Syd. 604. 694-282

G.W.K. 2-seater, 5 wheels, electric lamps, good order, £25. 290a St. Paul's Rd., Highbury. 694-p93

G.W.K. 2-seater, 2-cylinder, excellent running order, just overhauled, tyres good, all accessories, £15. Bouverie, Crescent Rd., Shepperton. 694-p90

G.W.K., 4-seater, excellent condition; terms, £4, and 10 monthly payments of £4, or cash £40. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 694-p216

GWYNNE car overhauls, bodywork and spares; second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-803

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialists, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-929

GWYNNEs and 80 odd others. See page 34. Benmotors. 694-243

GWYNNE, 8hp, 2-seater, complete with electrical equipment, this car only used few miles, accept £75. 69 St. Paul's Avenue, Willesden Green, London. 694-p133

GWYNNE 8, 1923, chummy 4-seater, repainted, very fast, new tyres, £90, deferred payments, exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 694-269

GWYNNE, 8hp, 1923, starter, chummy, £68, snap. 786a High Rd., Tottenham. 2440. 694-p156

GWYNNE 8 used cars, chummy, 2-seater de luxe, and latest type 4-seater, in stock, prices from 65 guineas, guaranteed, deferred terms. Gwynne Agents, 4 Deanman Place, Piccadilly Circus. Reg. 986. 694-275

GWYNNE 8, 1923, chummy, starter, overhauled, revarnished, £79 10s. Teale, 45 Arthur Rd., Wimbledon Park, or phone, Avenue 6820. 694-p107

GWYNNE, 1924, 8 chummy, 4-seater, repainted, fine order, £85. The Brayton Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2858. 694-149

HANDS 1923 4-seater, starter, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 694-p214

HANDS, 1925, 10hp, 4-seater, painted maroon, balloon tyres, very nice order, £115. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 694-468

HAMPTON, 1921, 9.8hp, 2-seater and double dickey, self-starter and dynamo lighting, all-weather equipment, tyres quite sound, reconditioned blue, overhauled and absolutely sound, insured till September, £53 cash or deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 694-304

HAMPTON, 1923, 10hp, 2-seater, sunk dickey, 4-speed, starter, etc., good order, 85 guineas; exchange or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-313

HAMPTON, 53 guineas, 1920-21, 2-seater, dynamo lighting, self-starter, side screens, in exceptionally good condition, exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-360

HANDS and 80 odd others. See page 34. Benmotors. 694-244

HANDS, 1923 model, 2-seater and dickey, lighting and starting, all-weather side curtains, repainted, £55; exchange. Reading Car Mart, 37 Brleigh Rd., Reading. Phone 1909. 694-p200

HILLMANS and 80 odd others. See page 34. Benmotors. 694-245

HORSTMAN, 1924, 4-seater, 8.9hp British Anzani engine, dynamo lighting, clock, speedometer, starter, etc., in excellent mechanical condition, appearance as new, adjustable driving seat, snip, 79 guineas, near offer. 242 Brixton Hill, S.W.2. 694-p168

HORSTMAN, South Ealing Garage. 1919 9.8hp o.h.v. 2-seater, dynamo lighting, 5 wire wheels, fitted new Palmer cords, taxed, absolute bargain, £25. Ealing 2983. 694-223

HORSTMAN, 45 guineas, 1921, 10hp, 2-seater, dickey, recently repainted and all new tyres fitted, very smart appearance, trial willingly, exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 694-351

HUMBER, 1924, 8hp, 2-seater, 4 extra new tyres, taxed rear, insured; an A.A. report; 150 guineas. Chudleigh, Love Lane, Pinner. 694-p106

HUMBER 1924 8hp 2-seater, good condition, running order, £150, near offer. Mrs. Tulnell, Yew Trees, Kirby, Essex. 694-p920

HUMBER 1924 8-18 2-seater, repainted, very nice order throughout, £140; extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 694-69

HUMBER, 1923, 8-18hp, chummy model, in particularly nice order throughout, many extras, car just overhauled, a bargain, £110. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 694-257

HUMBERETTE, 9hp, splendid condition, fast and reliable, £26. 4 St. Michael's Rd., Aidershot. 694-p103

HUMBERETTE, 9hp, water-cooled, spare wheel, electric light, £22, genuine snip. 17 Garden Ave., Mitcham, S.W. 696-p37

HUMBER, 10hp, 4-seater, starter, dynamo, very good condition, terms £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 694-p212

JOWETTS and 80 odd others. See page 34. Benmotors. 694-246

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

JOWETT, full 4-seater, 1924 model, electric starter, 700 by 80 tyres, speedometer, expensive rear screen and licensed, ready for use, the whole in very excellent condition throughout and run by original owner only, price 99 guineas, exchanges or deferred payments arranged if desired. Maynard's, 368 Hornsey Rd., London, N.19. 'Phone, 3294 Mountview. 694-p176

JOWETT, 4-seater, 1925, £130, balloons, small mileage, perfect, appointment. 142 Bingham Rd., Addiscombe. 694-p174

JOWETT, 1925 model, 2-seater and dicky, particulars by letter, exchange for good Morgan on mutual terms or sell reasonably. Apply, Flat 7, 55 Tollington Park, London, N.4. 694-n293

JOWETT, bargain, 1925 4-seater, as new, done 2500 only, owner no further use, £145; also 1923 Jowett 2-seater and dicky, excellent condition, dark blue, clock, dash lamp, etc., taxed for year, £75, no offers. Jarrett and Kemp, Campbell St., Northampton. 694-n924

JOWETT, 1924 (Aug.). 4-seater, s.a., excellent order throughout, £125. Below.

JOWETT SERVICE STATION (London), main agents and specialists, all models, trial runs, reliable used cars, Westminster Bridge Garage, 6 Lambeth Palace Rd., S.E.1. Hop 5279. 77

JOWETT, F.O.C.H., Ltd., the London depot and service station, have a large stock of guaranteed second-hand Jowetts. 5 Heath St., Hampstead (Tube Station). 694-39

JOWETT, 1925, 2-seater, with self-starter and double dicky seat, faultless car, in exceptional condition, mileage negligible, trial, £110, after 8 p.m. 3 Victor Rd., Harrow Rd., Willesden, N.W.10. 694-n482

JOWETT, 1925, 2-seater, dicky, starter, oversize Dunlops, small mileage, many extras, mechanical condition and coachwork perfect, £100 Gilbert, "Redcot," Breaston, Derbyshire. 694-p38

JOWETT, 1923 2-seater, dicky, excellent running order, owner going abroad, kind home wanted for trusty friend, £75. Comyn, East Carleton, Jennings Rd., St. Albans. 694-p121

JOWETT, 2-seater, 1925, beauty, £90. 53 Jeffreys Rd., Clapham, 'Phone, Brixton 2681, or call Sunday. 694-p115

JOWETT 1925 2-seater, dicky, starter, balloons, speedometer, taxed, beautiful condition, 100 guineas; another, not balloons, 92 guineas; exchanges, deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 694-129

JOWETT 1922 2-seater, dicky, very good condition, £20 worth of extras, £70, any trial. 239 Stoney Stanton Rd., Coventry. 694-p123

JOWETT, 1924, 2-seater, dicky and self-starter, tax paid, repainted. £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 694-368

JOWETT, R. G. Gamble, Crystal Palace.
For the best second-hand Jowett consult specialist.
1925 2-seater, dicky, self-starter, as new, £110.
1925 2-seater, dicky, special bargain, £92 10s.
1924 2-seater, dicky, very carefully used, £78.
Exchanges, deferred payments; all models guaranteed.
16-22a Gipsy Hill, Crystal Palace, 'Phone, Sydenham 3379. 694-344

LAGONDA, 1923 11hp L model touring car, in good condition, price £100. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., London, W.6. 694-84

LAGONDA, late 1924, all-weather, touring, in superb condition throughout, guaranteed 12 months. Delofords, North Row, Park Lane, Open 8 to 8. 694-324

LAGONDA 1923 2-seater, dicky, starter, clock, speedometer, good tyres, beautiful condition, 77 guineas; exchanges and deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 694-130

LAGONDA coupe, very smart, self-starter, taxed, £55. 43 Green Lane, Fenge, S.E.20. Syd. 604. 694-281

LAGONDA, 1922, coupe, dicky, self-starter, clock, speedometer, £65. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986.

LAGONDA, £39; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dicky, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 694-183

LEA-FRANCIS, 1925 (July), de luxe 2-seater, 4 speeds, colour maroon, balloons, many extras, 3,000 miles, in 1926 condition, £185. Below.

LEA-FRANCIS, 1925 2-seater, 4 speeds, in exceptionally nice condition, £165; extended terms. H. Bensley, late Rey (Established 1900), 374 Euston Rd., Museum 7600. 694-68

LEA-FRANCIS 1924 2-seater, fully equipped, nice condition, £130; deferred terms and exchanges. Boon and Porter, Ltd., 159-163 Castlereau, Barnes, S.W.13. 'Phone, Riverside 1177. 694-146

LEA-FRANCIS, 100 guineas, de luxe, upholstered real leather, clock, self-starter, speedometer, rigid side curtains, deferred terms. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 694-277

LEA-FRANCIS, chummy, 1923, all-weather side curtains, only used for demonstrations, £65, exchange. Reading Car Mart, 37 Erleigh Rd., Reading. 'Phone 1909. 694-p202

MARSEAL, 1923, 10hp, sports, 2-seater and double dicky, starter and lighting, all-aluminium body, tyres sound, overhauled and absolutely sound, £49 cash, or £18 10s. 6d. down and £3 11s. 8d. monthly. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 694-303

MATCHLESS, 1923, 10hp, 4-seater, completely equipped, f.w.b., excellent condition, 55 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-313

MATCHLESS, £59; exchanges, deferred payments. 1925 Matchless full 4-seater, 10hp, dynamo lighting, rigid all-weather equipment, 4-wheel brakes, spare wheel, speedometer, luggage grid, in practically new condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 694-185

MATCHLESS 1925 10hp 4-seater, indistinguishable from new, spare wheel unused, f.w.b., rigid all-weather equipment, speedometer, luggage grid, mileage under 2,000 £57 10s; exchanges and deferred terms. Archie Simons and Co., 6-7 Warren St., W.1. Museum 2578-9. 694-175

MATHIS and 80 odd others. See page 34. Benmotors. 694-251

MATHIS, 1922, 2-seater, 7hp, 4 and reverse, self-starter, dynamo lighting, speedometer, spare wheel, all tyres as new, taxed till December, in perfect condition both mechanically and in appearance, £46. Teddington Garage, 160 High St., Teddington, Kingston 2562. 694-p170

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Home's, 243 Lower Clapton Rd., E.5. Clissold 2408. 774-840

MORGANS, James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." 774-481

MORGANS, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-b677

MORGAN Service Depot, Hall, 91 St. Peter's St., St. Albans. Tel. 636. Appointed official repairer by Morgan Motor Co. 1914. List of new and used Morgans sent on request. 774-512

MORGAN, 1925, w.-c. 8hp J.A.P. very little used and guaranteed, de luxe model, red, £90. Dan Guy, The Esplanade, Weymouth. 694-639

MORGAN, de luxe, 1924, Anzani, a.h.v., guaranteed sound throughout, taxed, any trial, must sell, bought bigger car, £80. Barton, Oak, Lime Grove, Tottenham, Whetstone. 695-n162

MORGAN, 1924, standard speedometer, only done about 10,000 miles, excellent condition, must sell, £62. Write, Allison, 5 Harrington Rd. S.W.7. 695-n284

MORGAN, Allmotors, Ltd., offer 1921 Grand Prix, M.A.G. engine, just been overhauled and painted ready for Easter, owner had to give up motoring. You cannot buy a better or newer second-hand Morgan than this one, £55. Big allowance in exchange; deferred. 337 Putney Bridge Rd. Putney 1811. 694-97

MORGAN de luxe, 1924, 10hp Blackburne, Lucas dynamo, Binks 3-jet, new tyres, chains, taxed year, trial, splendid condition, £80. 70 Deyncourt Gardens, Uxminster, Essex. 694-n921

MORGAN, F.O.C.H., Ltd., have several Morgans. Bargains. 5 Heath St., Hampstead (Tube Station). 694-27

MORGAN, 1925 8hp M.A.G. engine, Family model, dynamo lighting, good condition, £75; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 694-56

MORGAN, late 1925 de luxe, w.c., J.A.P. engine, dynamo lighting, side curtains, electric horn, as new, £95; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 694-57

MORGAN, 1924 de luxe, M.A.G., water-cooled, dynamo, nice condition, £70, no offers. Bloomfield, High St., Halkett, Essex. 694-n480

MORGAN, Aero, 1925, Anzani, a.h.v., taxed, perfect, cream and black, £125; exchange cheaper Morgan, cost £200. H. Rock, Cranley, Stuffs. 694-874

MORGAN, Aero, 1921, dynamo lighting, speedometer, fully equipped, £52; exchanges. 7 Cowdrey Rd., Wimbledon. 694-p34

MORGAN, 1924, de luxe, 10hp M.A.G., excellent condition throughout, £85. 19 Prince of Wales Rd., Crowthorne. 'Phone, Batterssea 1243. 694-p177

MORGAN, family, 1925, 8hp w.c. Blackburne, completely equipped, speedometer, exceptional condition, 100 guineas, exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 694-321

MORGAN, 1924, Grand Prix model, 10hp M.A.G. engine, dynamo lighting, speedometer, aluminium discs and side louvres, taxed 1927, £88. Below.
Grand Prix, 1924, 10hp M.A.G. engine, in nice order, £80. Below.
De luxe, 1920, w.-c. J.A.P., lighting set, nice appearance and overhauled, £45. Below.
Exchanges, deferred terms. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.5. 'Phone, Avenue 5548. 694-341

MORGAN, 1921, Grand Prix, 10hp a.h.v. Anzani, electric lighting, extra headlamps, speedometer, clock, dashboard, tax paid and in beautiful condition throughout, very fast, £49, cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 694-301

MORGAN, 1922, Grand Prix, water-cooled Blackburne, dynamo lighting, 5 lamps, special chassis, fast and sound, 59 guineas. 51 Upper Richmond Rd., East Putney. 694-103

MORGAN de luxe, 1924, 8hp w.-c. J.A.P., fully equipped, Lucas dynamo lighting, etc., unused since 1924, perfect condition, guaranteed, £90. Home's, Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 694-342

MORGAN, Grand Prix, 1923, 10hp Anzani, speedometer, one owner only, colour saxo blue, price £70. Hall, 91 St. Peter's St., St. Albans. 694-161

MORGAN, 1924, de luxe model, Blackburne engine, 4 speeds, dynamo lighting, lovely condition, £70; exchanges, deferred. King, New Rd., Oxford. 694-152

MORGAN, Grand Prix, late 1925, water-cooled, dynamo lighting, disc wheels, mirror, etc., indistinguishable from new, best offer over £90. 42a Victoria Rd., Aldershot. 694-p84

MORGAN, August, 1925, 8hp J.A.P., w.-c., de luxe, dynamo lighting, full insurance, hood cover and many extra accessories, perfect condition throughout, not used this year, £100. 28 Cornford Grove, Balham. 694-p91

MORGAN, 1923, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £75. Below.

MORGAN, 1925, de luxe, w.-c. Anzani engine, shop-soiled only, £120. Maudes', 100 Gt. Portland St., London, W.1. 694-122

MORGAN, Blackburne, de luxe, August, 1924, w.-c., e.l., side screens, screen wiper, etc., very little used, in perfect condition, as new, lowest price £90. Strauchans' Garage, Brucknell, Berks. 694-p67

MORGAN de luxe, June, 1925, w.-c. J.A.P., mileage 4,000, practically unscratched, no mechanical wear whatever, carefully driven, speedometer, etc., £95 to ensure sale, no offers. 13 Cherry Orchard Rd., Bromley Common, Kent. 694-p59

MORGAN, family model, J.A.P. engine, water-cooled, dynamo lighting, nice condition, £65; exchanges, deferred. King, New Rd., Oxford. 694-150

MORGAN, 1924, G.P. model, M.A.G. engine, water-cooled, dynamo lighting, splendid condition, £65; exchanges, deferred. King, New Rd., Oxford. 694-154

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

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

MORGAN, Aero, 1924, M.A.G., front handle starter, s.s. tyres, dynamo, speedometer, clock, hood, Aco discs, shock absorbers, foot accelerator, etc., £85 or close offer. Canham, Beulah Hall, Atkins Rd., S.W.12. 694-p146

MORGAN, de luxe, as new, complete with all accessories, mileage under 700, 68 guineas. Brewster, Sparhawk St., Rury St. Edmund's. 694-p141

MORGAN, South Ealing Garage, 1924, Aero, special o.h.v. Anzani, beautiful order, winner of many awards, £250. Ealing 2983. 694-218

MORGAN, Sprosen, Ltd., for Morgans; exchanges, deferred payments, 1924 (July), de luxe, w.c. J.A.P., body, wings, upholstery as new, chassis guaranteed, taxed year, £85. 111 Gt. Portland St., W.1. Phone, Langham 1212. 694-198

MORGANS; exchanges, deferred payments; 1922, family, w.c., dynamo, £69; 1922, de luxe, w.c., dynamo, £59; de luxe, w.c., dynamo, dickey seat, £59; 1923-24, G.P., w.c., very smart, £68. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 694-191

MORGAN, 1924, G.P., o.h.v. Blackburne, many extras, best over £88. 120 Marlborough Flats, Walton St., Chelsea, S.W.3. 694-n116

MORGAN, 1920, de luxe model, J.A.P. engine, electric lighting, £38; exchanges, deferred. King, New Rd., Oxford. 694-155

MORGAN, 1922, Grand Prix, o.h.v. J.A.P., gas and electric, excellent condition, last, £48. 6 St. Botolphs Avenue, Sevenoaks. 694-p100

MORGAN, Blackburne, 1923, standard, new tyres, mechanically perfect, £62. St. Kilda's School, Chatsworth Rd., Croydon. 695-p97

MORGAN for sale, price £55, or would exchange for car about 8 to 10 h.p. Full particulars, Ivy Lodge, College Rd., Epsom. 694-p95

MORGAN, Grand Prix, water-cooled, taxed and insured for 1926, dynamo lighting, perfect, £70 or near offer. 158a Ebury St., Victoria. 694-272

MORGAN, Aero, 1925, red, hardly used, not yet decarbonized, £29 worth extras, including sports hood, balloons and special rims, speedometer, electric horn and lighting, flared wings, £119. Hunt, 107 Harrington Drive, Nottingham. 694-p164

MORGAN, Aero, 1924, o.h.v. Blackburne, hood, speedometer, dynamo, Dunlop s.s., excellent condition, £95. 768 Chester Rd., Birmingham. 694-p165

MORGAN, family model, 1922, 10hp M.A.G. w.c., dynamo lighting, good condition, £55. Gregory, Kingswood, Mandrindod Wells. 694-p160

MORGANS, 1923, family, £78, another £65; G.P., 1923, £75; exchanges. 786a High Rd., Tottenham 2440. 694-p155

MORGAN, 1925-26, family, Anzani-engine; this is a genuine bargain; has been carefully used since new; tyres, paintwork and mechanical condition guaranteed as new, taxed 1927, £95. 31a Hydeborne Rd., Balham. Phone, Streatham 3440. 694-285

MORGAN 1925 Aero, f.w.b., dynamo, speedometer, s.s. balloons rear, new crystalline grey and red finish, taxed to December, faultless condition, £110; exchanges or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch). Always open. 694-233

MORGAN, 1922 G.P. model, J.A.P. engine, dynamo lighting, nice condition, £50; exchanges, deferred. King, New Rd., Oxford. 694-156

MORGAN, Kirk and Co. for guaranteed second-hand Morgans. Highest allowance on present machine, balanced by our unique system. Kirk and Co. Morgan, 1925 model de luxe, dynamo lighting, absolutely as new, £86. Kirk and Co. Morgan de luxe, 1924-25, w.c., dynamo lighting, straight-sided tyres, equal to new, £85; another, £80. Kirk and Co. Morgan, 1923 Family model, water-cooled, dynamo lighting, exceptionally new condition, £75. Kirk and Co. are open to 8 p.m. on every night; Sundays 1 p.m. Phone, Padd. 6049. 22 Prace St., Paddington, W.2. 694-399

MORGAN, 55 guineas, 1922, Grand Prix, J.A.P. engine, dynamo lighting, good tyres, smart appearance, fast; exchanges, Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-362

MORGAN, 59 guineas, 1923, Grand Prix, M.A.G. engine, Lucas dynamo lighting, speedometer, smart appearance, any examination; exchanges, Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-361

MORGAN, 79 guineas, 1924, Grand Prix, Anzani engine, Lucas dynamo lighting, speedometer, exceptionally good condition; exchanges, Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-357

MORGAN, 1925, £120, Lucas electric starter, water-cooled super-sports J.A.P. engine, speedometer, leather hood, extra large body, taxed till December, absolutely as new, a rare opportunity of obtaining a Morgan with self-starter, exchanges, Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-355

MORGAN, 1923-4, J.A.P., in exceptionally good condition, spares, etc., £45; alter 6.50. 159 Arlington Rd., Camden Town. 694-p199

MORGAN, G.P., water-cooled, 1922, Lucas dynamo lighting, spotlight, aluminium dash, new battery, 2 new tyres, hood, mechanically perfect, self-starter, fast, any trial, taxed, 55 guineas. 104 Malvern Rd., N.W.6. 694-p193

MORGAN, 85 guineas, 1925, Grand Prix, Anzani engine, Lucas dynamo lighting, speedometer, tax paid, specially tuned engine, unscratched appearance, tremendous acceleration; exchanges, Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-356

MORRIS-OXFORD, 1914, electric lighting, bodywork and paint good, upholstered in morocco, been well cared for, only wants seeing, £35, spare wheel. Apply, H.W.P., 16 Park Rd., Hanwell, W.7. 694-p148

MORRIS-OXFORD, 9hp 2-seater, splendid condition, £30. 58 Black Lion Lane, Hammersmith. 694-p207

NEW BRITISH, 1924 8hp 2-seater, good order, £35, or exchange. Willets, Lanesfield, Etitingshall, Wolverhampton. Phone, Sedgley 61. 694-51

NEW GARDEN, 1924, family model, ideal for family man with 2 children, take all 4 in absolute comfort under hood, £7 tax, low running expenses, attractive in appearance, deferred terms arranged, £40 upwards; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 694-380

BEBE-PEUGEOT, electric lamps, hood, etc., in perfect condition, £22. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 694-75

RENAULT, 1924, 8hp, 2-seater and dickey, balloon tyres, electric lighting and starting, taxed, as new, list £235, our price £110, cash, deferred or exchange. A. Green, Back of No. 9 Blackfriars St., Salford, Tel. Cent. 2191. 694-915

RENAULT, £180, 1925 8.5hp saloon, front-wheel brakes, as new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 694-90

RENAULTS and 80 odd others. See page 34. Benmotors. 694-247

RENAULT, 8.5, long-chassis 4-seater, condition as new, July last, extras £25, bargain, £180; first to see it will buy. Davies, 31 St. Ann's Hill, S.W.18. Phone, Battersea 1630. 696-p138

RENAULT 1925 8.5 saloon, excellent condition, taxed, £140. George Newman and Co., 369 Euston Rd., N.W.1. 694-208

RHODE, 9.5hp, late 1923, occasional 4-seater, dynamo starter, speedo- meter, clock, spare petrol can and carrier, windshield wiper, step mats, taxed, £85. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144, 164-6 Gt. Portland St., W. Museum 4244. 694-96

RICHARDSON, £25; exchanges, deferred payments; 1921 chummy 4- seater, 8hp, 4 speeds, hood, side curtains, electric lamps, good appearance, reliable, economical, any examination, trial. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 694-184

RILEY, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. 694-162

RILEY, 1926 4-door coach model, filled with 4-wheel brakes and Marlo steering, mileage 1,000, £375. James, 263 Ecclesall Rd., Sheffield. 694-64

RILEY sports, 1924. 2-seater and hidden dickey, engine lately over- hauled by makers, 1926 type bearings throughout, 1926 type wire wheels, hood, revolution counter, speedometer, starter, gaiters, 5 new tyres, moderate mileage, £265. 18 Boundaries Mansions, Balham. 695-p99

RILEY 1925 11hp coupe, practically equal to new, £325. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 694-459

ROVER 8s, Titjen and Hillier, 110 Woodvale, Honor Oak, S.E., have the following in nice condition, fully equipped and ready for a trial run:— 1924 Rover 8, full 4-seater, £75. 1924 Rover 8, occasional 4-seater, £72. 694-373

ROVER 8, late 1924, 4-seater, blue, starter, original tyres, speedo- meter, all-weather, unscratched and as new, £68. K.J. Motors, 30 Widmore Rd., Bromley. 694-642

ROVER 8, 1924, full 4-seater de luxe, all-weather, insured 1927, mileage 8,062, new Dunlop cord tyres, bevelled polished oak instrument board, dashboard, speedometer, clock, self-starter, coconut mat, spring gaiters, aluminium plates, other extras, trial £90 or nearest offer. Bulton, 270 Cross Rd., Coventry. 694-n922

ROVER, 1924 8hp 2-seater and dickey, dynamo, speedometer, spotlight, all-weather, recently repainted, excellent condition, £55. 26 Tulse Hill, Brixton. Phone, Brixton 1292. 694-92

ROVERS and 80 odd others. See page 34. Benmotors. 694-248

ROVER 8, 1922, de luxe, 2-seater, speedometer, clock, 5 good tyres, £48. Buckley, 42 Nova Rd., West Croydon. 694-p79

ROVER 8, 1922, de luxe, 2-seater, with dickey, leather upholstery and full equipment, not much used and cheap at 50 guineas. Owner, 111 Sotheby Rd., N.5. 694-p80

ROVER 8, de luxe, 2-seater and dickey, dark blue, excellent condition, £70. 106 Byron Rd., Wealdstone. 694-p81

ROVER 8, 1922, de luxe 2-seater, clock, speedometer, £43. 21 Mow- bray Rd., Brondesbury. 694-p69

ROVER 8, 1924, de luxe, 4-seater, in beautiful order and condition and exceptionally smart, complete in every detail, bargain, £75; exchanges or easy terms. Cummings, 101 Fulham Rd., S.W.3. 694-189

ROVER 8, 1923-4, chummy, complete and ready for immediate use, smart, and in perfect condition, bargain, £65; exchanges or easy terms. Cummings, 101 Fulham Rd., S.W.3. 694-160

ROVER, 1925 (late), 9-20hp, 4-seater de luxe, 4 doors, balloons, small mileage, as new, taxed £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 694-213

ROVER 8, 1924, model de luxe, 2-seater, clock, speedometer, mirror, leather upholstery, good tyres, excellent throughout, £68. 11 Clifton Rd., Maida Vale. 696-p161

ROVER, 1922-23, 8hp, de luxe 2-seater and dickey, clock, speedometer, etc., oversize tyres, taxed, perfect throughout, 42 guineas. 25 Laburnum Gardens, Kew. 694-p157

ROVER, 8hp, 1922-3, nice condition, taxed, £38. 786a High Rd., Tottenham. 2440. 694-p151

ROVERS, 8s and 9s, several to choose from; deferred payments; ex- changes. D. Railton and Co., 6 Chapel St., Salford, Manchester, Cent. 8533. 694-263

ROVER, 1922, 8hp, 2-seater, dynamo lighting, rigid side curtains, speedometer, etc., very nice order, a bargain, £40; exchanges, extended payments. Meers and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 694-258

ROVER 8, 1921, blue, 2-seater, dickey seat, exceptional condition, £44; exchanges, cars, motorcycles. Newhams, Heath Rd., Twickenham. Phone, Richmond 3293. 694-115

ROVER 8, 1924, 4-seater de luxe, new condition, £85; exchanges, cars motorcycles. Newhams, Heath Rd., Twickenham. Phone, Richmond 3293. 694-114

ROVER 8, de luxe, 1923, dynamo lighting, speedometer, 8-day clock, side screen, spare wheel, upholstery excellent, general appearance very smart, mechanically perfect, inspection welcomed, genuine bargain, £35. 145 Rickmansworth Rd., Watford. 694-p143

ROVER, Sprosen, Ltd., for Rovers. Exchanges, deferred payments, 1922, 8hp, 2-seater, speedometer, many extras, good tyres, taxed, 47 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 694-199

ROVER 8, South Ealing Garage, 1923, 2-seater, £60; 1924, 4-seater, £85. Ealing 2983. 694-206

ROVER 8, 1921, 2-seater and dickey, dynamo lighting, speedometer, etc., low mileage, taxed March, splendid condition, bargain, 36 guineas. 68 Stapleton Rd., Balham. 694-p132

ROVER 8, 1924, full 4-seater, dynamo lighting, starter, all-weather, good condition, £70. Murray, 74 Greyhound Rd., N.17. Phone, Tottenham 178. 694-p129

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
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- ROVER 8**, 1921, smart 2-seater, engine reconditioned as new, repainted, dynamo lights, splendid condition, £45 or near offer. Brichford, 14 Camilla Rd., Bournemouth. No. 1 bus. 694-p114
- ROVER 8**, 1922, dynamo lighting, speedometer, 4 side curtains, good tyres, smart and good condition, £38 or near. D., 102 Salterford Rd., Tooting, S.W.17. 694-p101
- ROVER 8**, 1923 chummy, electric lighting, recently repainted and overhauled, good tyres, any trial, £50. 56 Eton Ave., N.W.3. Hampstead 3102. 694-p18
- ROVER 8**, 1922, 2-seater, dickey, fully equipped, dynamo lighting, good condition, insured, £45. McNulty, 91 Harrigay Rd., N.15. 694-p27
- ROVER 8**, 1921, dynamo lighting, speedometer, etc., perfect condition, £37; others in stock. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 694-72
- ROVER**, 1924 8hp 4-seater, excellent condition, £78; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton. 694-58
- ROVER 8**, 1922, in good order, standard equipment, plus speedo, dash light, air valve, mats, etc., £45 cash. Coleby, Easebourne, Midhurst. 694-n481
- ROVER 8**, 1924 de luxe 4-seater, dynamo lighting, starter, speedometer, clock, mirror, electric horn, just repainted, taxed, excellent throughout, £75. Gosden, 60 Bourne Rd., Copswood, Coventry. 694-n862
- ROVER 8**, 1924 2-seater, double dickey, splendid condition, near. 84 Friern Rd., S.E.22. 694-p39
- ROVER 8**, 1923 model, 2-seater and dickey, starter, dynamo, speedometer, clock, oil and petrol gauges, Klaxon and bulb horns, mirror, Triplex screen and automatic wiper, leather upholstery, all-weather equipment, repainted and in first-class mechanical condition, very small mileage, insured for year, £65. Loraine, 40 Vereker Rd., W.14. Western 2005. 694-p36
- ROVER**, 1923, chummy model, with self-starter, exceptionally nice condition, one owner since new, £62 10s.; exchanges, deferred terms. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 694-339
- ROVER 9** 1925 2-seater, dynamo, starter, dickey, £110. Garage, 12 Cornwall Ter, Mews, Allsep Pl., N.W.1. Baker St. Station. Phone, Langham 2935. 222-351
- ROVER**, 1923, chummy, faultless throughout, smart appearance, 58 guineas. Below.
- ROVER**, 1922, de luxe, 2-seater, exceptionally fine condition, taxed, 52 guineas. Clark, 225 Hammersmith Rd., W.6. 694-328
- ROVER 8** 1925 4-seater, starter and speedometer, original tyres still on, £95.
- ROVER 8** 1924 4-seater, scarcely used and absolutely as new, £80.
- ROVER 8** 2-seater, 1921, dickey seat, full equipment, repainted and overhauled, £45. Cash or terms, exchanges, offers invited. Bunting's Motor Mart, Wealdstone, Middlesex. Phone, Harrow 193. 694-327
- ROVER 8** 4-seater, in perfect condition throughout, guaranteed 12 months. Delofords, North Row, Park Lane. Open 8 to 8. 694-325
- ROVER**, 8hp, 1924, model de luxe 4-seater, speedometer and clock, finished maroon, new hood, in beautiful condition, like new, £85; deferred or exchange. The Telephone Motor Works, Ltd., Allsep Pl., Upper Baker St., N.W. 694-298
- ROVER 1924 8** 4-seater, starter and lighting, all-weather equipment, tyres sound and spare, paintwork and upholstery excellent, guaranteed absolutely sound, £75. Below.
- ROVER 1923** 8hp chummy, dynamo lighting, re-coachpainted and generally overhauled, absolutely sound throughout, tax paid, tyres excellent, £57; cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 694-302
- ROVER 1925 9** 4-seater, balloons, speedometer, etc., in first-class order, 125 guineas, or exchange smaller car or motorcycle and cash. 51 Upper Richmond Rd., East Putney. 694-104
- ROVER 1922-23 8** de luxe, new hood, side screens, first-class condition, open to any inspection, £48. 51 Upper Richmond Rd., East Putney. 694-102
- ROVER**, H. F. Edwards offer the following Rover 8 bargains:—
1923 de luxe 2-seater, clock, speedometer, starter, dickey, leather upholstery, superb condition, 79 gns. Below
1922 model 8hp 2-seater, completely equipped, good condition, 45 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-514
- ROVER**, 9-20hp, £115; 1925 4-seater, starter, taxed year, excellent throughout; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 694-307
- ROVER 8**. Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, clock speedometer, licensed, excellent condition, £75. 132 High Rd., East Finchley. Phone 2358. 694-411
- ROVER**. Always 50 used cars in stock, including Rover, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 694-442
- ROVER 8**. Harold Simons for bargains. See "Miscellaneous Cars." 694-409
- ROVER 4**-seater, 1924, 8hp; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lane, Newington Green, N.16. Clissold 6028. 694-p217
- ROVER**, 9-20, 1925, 2-seater and dickey, de luxe model, 2 doors, long chassis, small mileage, tax paid, £150. Ratcliffe Bros., 200 Gt. Portland St., W.1. 694-375
- ROVER 8**, 1922, de luxe 2-seater, with dickey, clock, speedometer, dynamo, 3 speeds, reverse, £50; deferred terms and exchanges. Andrews's Motor Mart, 151 White Hart Lane, Barnes. 694-381
- ROVER**, 1924, 8hp, 4-seater, small mileage, guaranteed, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 694-371
- ROVER 8**, 59 gns.; 1923 chummy, self-starter, tax paid till December; smart appearance and good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-359
- ROVER 8**, £52 10s.; 1923-24, 2-seater, dickey, dynamo lighting, side screens, in exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-358

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LIGHT CARS AND CYCLECARS FOR SALE
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- ROVER 8**, £45; 1922, 2-seater, dynamo lighting, spare wheel, recently overhauled and repainted, exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-354
- ROVER 8**, genuine 1923 de luxe, double dickey, dynamo, speedometer, clock, side curtains, 700 by 80 tyres, all iron, leather upholstery, absolutely faultless, £49. 1 Chiddobert Rd., Balham. Streatham 5651. 694-p205
- ROVER 8**, 1922, 2-seater, dynamo lighting, very nice condition throughout, original paintwork, tyres practically new, excellent running order, tax paid, £42 10s. 85 Panshurst Rd., Thornton Heath. Phone 1572. 694-p194
- ROVER**, 1924, 8hp, 4-seater de luxe, self-starter, repainted, £78. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 694-460
- ROVER 8**, 1923, 2-seater, dynamo lighting, spare wheel, excellent condition, 48 guineas. Whitby, 7 The Vale, Acton, W.3. 694-449
- SALMSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. 222-283
- SALMSON**, 1925, 10hp, 2-seater sports, very fast, excellent condition, guaranteed, tax paid, £115. Taylors, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. 222-236
- SALMSON**, 1924, Grand Sport overhead camshaft model, fair wings, taxed for the quarter, paint good, 2 spare wheels, mechanically sound, price £125. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 694-144
- SALMSONS** and 80 odd others. See page 54. Benmotors. 694-249
- SALMSONS**. Vadum Co., used Salmson specialists, offer
- SALMSONS**, 1922, repainted, very fast, good tyres, automatic windscreen wiper, dickey, dynamo, taxed, £55.
- SALMSON**, 1922, really superb car, polished aluminium bonnet, dickey, almost new balloons, innumerable extras, exceptional order, £62; deferred, exchanges.
- VADUM CO.**, 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 694-99
- SALMSON**, August, 1924, English 2-seater, double dickey, balloons, full equipment, electric horn, mirror, screen wiper, taxed quarter, insured April, fast and in first-class condition, bargain for quick sale, £80. Askew, St. Helen's College, Southsea. 694-p26
- SALMSON**. H. F. Edwards offer the following Salmson bargains:—
Brand-new, shop-soiled, 1926, 10-15, 4-door saloon, completely equipped, f.w.b., balloons, upholstered in cord cloth, fitted silk blinds, roof light, etc., makers' guarantee, list price £430, our price 320 guineas. Below.
- 1925 (late) 10hp Grand Sports 2-seater, completely equipped, f.w.b., disappearing hood, superb condition, mileage only 2,000, 185 guineas. Below.
- 1924 10hp English de luxe 2-seater, sunk dickey, completely equipped, excellent condition, 88 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 694-322
- SALMSON**. Choice of 2, 1923 model de luxe, fully equipped and in nice condition, from £70. K.J. Motors, 30 Widmore Rd., Bromley. 696-386
- SALMSON**, 1925, 2-seater, dickey, finished red, new condition, £115; exchanges, cars, motorcycles. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 694-116
- SALMSON**. South Ealing Garage. 1923 2-seater and dickey, English body, taxed, very fine order, £70. Ealing 2983. 694-228
- SALMSON**, 1925, 10hp, 2-seater and dickey, painted red, very small mileage, perfect order, £115. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 694-461
- SENECHAL**, 1925 (July), 1,100 c.c., specially tuned and fitted with aluminium pistons, balanced connecting rods, special valve timing, variable ignition and oil gauge, extras include electric horn, motometer, ammeter and duplex Hartfords, speed 75-80 m.p.h., £170. Instow, Wyldes Green, Birmingham. 695-n85
- SENECHAL** cars. As the sole concessionaires for Great Britain, we always have several good second-hand Senechal cars in stock. Free advice on the history of any second-hand Senechal advertised gladly given. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 222-162
- SENECHALS**. Sprosen, Ltd., for Senechals. Exchanges, deferred payments.
- 1925 (autumn) super sports, as new, unscratched, taxed, guaranteed, £175. 111 Gt. Portland St., W.1. Phone, Langham 1212. 694-200
- SHORT-ASHBY**, £42. 1922, 8hp, sports 2-seater, aluminium body, red wings, 4-cylinder water-cooled engine, tax paid, smart and fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 694-353
- SINGER**, 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition guaranteed, tax paid, £125. Taylors 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9 222-235
- SINGER**, 1924, 4-seater de luxe, painted grey, fully equipped, excellent condition, any trial, £120. 69 Windermere Rd., Muswell Hill, Mountview 5058. 694-p111
- SINGER**, 1924 (July), de luxe, 2-seater, speedometer, lighting, starting, dashlamp, screen wiper, loose cushion, decarbonized, insured June, excellent order, £110. View and trial Hampstead by appointment. Write Knott, 20 Wycombe Gardens, N.W.11. 694-p108
- SINGER** de luxe. Cass's Motor Mart, Ltd. (Established 1911). 1924, 2-seater, blue, exceptional condition, small mileage, taxed December, terms, exchanges, £110. 5 Warren St., W.1. Museum 623. 694-166
- SINGERS** and 80 odd others. See page 34. Benmotors. 694-250
- SINGER**, late 1924 10hp 2-seater, dickey, screen, full equipment, good condition throughout, £100. Usherwood, 45 Compton Rd., Windmore Hill, N.21. 694-p29
- SINGER** coupe, 1922, guaranteed running order, many extras. 65 Melrose Ave., Norbury, evenings, £55. 694-p23

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LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SINGER, 10-26hp, 4-seater touring model de luxe, painted dark blue, purchased February, 1925, excellent condition, just overhauled by makers, mechanism in perfect order, tyres replaced 5 months ago, fitted with £20 worth of accessories, including Hartford duplex shock absorbers, suction-operated windscreen wiper, driving mirror, etc., price £160, or nearest offer. Platt, 4 Hallswell Rd., Golders Green, N.W.11. 'Phone, Speedwell 2807. zzz-921

SINGER 1925 4-seater de luxe, taxed for year, condition just like new, only £160 cash or £40 down and 12 payments with option of a rebate. 1926 models on show. Lamb's, Ltd., Opposite Hoo St. Station, Walthamstow, or at depots by arrangement. 694-25

SINGER 1925 10-26 saloon, balloon tyres, mileage 6,000, in new condition throughout, £215; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 694-86

SINGER de luxe, 4-seater, 1925 model, 10-26hp, excellent condition, £150. Salisbury, 12 Arundell Rd., Weston-super-Mare. 694-n918

SINGER 1924 10hp 4-seater, all-weather equipment, self-starter, dynamo lighting, speedometer, tax, insured, perfect, £140. 44 Cavendish Rd., N.4. 694-p36

SINGER 10hp, dynamo lighting, fully equipped, sound, £20, deliver 50 miles. Chaplin, Windhill, Bishop's Cleeve. 694-p57

SINGER 1920 2-seater, dickey, self-starter, dynamo lighting, £50. King, New Rd., Oxford. 694-153

SINGER 1924 2-seater de luxe, dickey, dynamo, starter, clock, speedometer, dashlamp, wiper, mirror, extra air, mileage 7,272, tyres good, guaranteed faultless, paint as new, £117. 53 Westow Hill, Upper Norwood. Sydenham 4286. 694-p88

SINGER. H. P. Edwards offer the following Singer bargains—1923 model, 10-26, 4-door saloon, completely equipped, i.w.b., balloons, painted blue, condition as new, 235 guineas. Below.

1924, 10hp, de luxe 2-seater, sunk dickey, completely equipped, leather upholstery, all-weather equipment, superb condition, 100 guineas. Below.

1924, 10hp, de luxe 4-seater, completely equipped, leather upholstery, superb condition throughout, 112 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 694-323

SINGER 2-seater, 10hp de luxe, July, 1924, carefully driven by experienced owner, about 13,000 miles, tyres almost new, trial, £115. Reply, 1a Woodgrange Ave., Ealing. 696-p178

SINGER 1919 2-seater, lighting and starting, many extras, any examination, £50. Plater, 376 High Rd., Streatham. 'Phone 428. 694-292

SINGER, late 1924, de luxe model 4-seater, self-starter, numerous extras, good appearance and ready for immediate use, any trial given 105 guineas. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 694-288

SINGER. Harold Simons for bargains. See "Miscellaneous Cars."

SINGER, 1924, 10hp, Weymann 3-door saloon, Bedford cord upholstery, electric lighting and starter, inspection lamp, 2 horns, mirror, clock, speedometer, screen wiper, spring gaiters, luggage grid, taxed, any trial, £130, deferred payments arranged. Haverstock Hill Garage, 50 Haverstock Hill, N.W.3. 'Phone, Hampstead 6609. 694-p198

SINGER 10, 1923-24, C.P. model, 4-cylinder, o.h.v., 2-seater, dickey, taxed, £69; exchange Morgan. 5 Victoria Avenue, Surbiton, 694-p158

SINGERS, 10-26, choice of 2 and 4-seaters, de luxe model, 1923-5, taxed, £100; 1924, £125. Fully licensed. Deferred payments. Exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 694-265

SINGER, 1925, 10-26hp, 4-seater, in new condition throughout, mileage negligible, insured, 155 rns.; exchange or terms. Chester Mighall, Ltd., Searchillo St., Edgware Rd., Padd 3553. (Fourth turn right from Marble Arch.) Always open. 694-230

SINGER de luxe 4-seater, late 1924, small mileage, perfect condition, 12-volt lighting and starting, many extras, £115. Naini, Grasmere Rd., Purley. 694-p142

SINGER, 2-seater, side curtains, large headlamps, dynamo lighting, new Watford magneto, spare wheel complete, excellent condition, perfectly reliable, ride 40 miles to prospective buyer, £38. 26 Tennyson Rd., Kettering, Northants. 694-p140

SINGER, 1925, 10-26hp, 4-seater de luxe, small mileage, as new, taxed, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Lancham 1998. 694-214

SINGER, South Ealing Garage. 1924, 4-seater, balloon tyres, unscratched and mechanically perfect, £120. Ealing 2983. 694-221

SINGER, 1921-22, 2-seater, dickey, self-starter, speedometer, tools, etc., taxed, perfect condition, guaranteed, £50. 21 Pennant Mews, Earl's Court. 6684 Western. 694-194

SINGER, £99, exchanges, deferred payments. 1924 Singer 2-seater, dickey, 10hp, lighting, starter, all-weather screens, speedometer, electric horn, spare wheel, taxed, excellent condition. Seabridge. Below.

SINGER, £95, exchanges, deferred payments. 1923 de luxe 4-seater, 10hp, lighting, starter, all-weather equipment, spare wheel, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 694-186

SINGER 1925, 10-26hp, de luxe 4-seater, fully equipped, excellent condition throughout, £150. Vivian, 33 Spencer St., Victoria St., S.W.1. Vict. 8677. 694-177

SINGER, 1925, de luxe 4-seater, smoke-blue, £160; exchanges, cars, motorcycles. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3293. 694-119

SINGER, 1923, de luxe 4-seater, blue finish, exceptional condition, £95; exchanges, cars, motorcycles. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3293. 694-117

SINGER, 1924, de luxe 4-seater, blue finish, excellent order, £107; black radiator and lamps. Exchanges, cars, motorcycles. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 3293. 694-118

SINGER used car bargains at Newnham's.

1925 (June) 10-26hp 4-seater de luxe, in perfect order, £180.

1925 10-26hp 4-seater de luxe (choice of 3), £175.

1925 10-26hp 4-seater de luxe (choice of 5), £165.

1924 10hp 4-seater saloon, in particularly nice order, £145.

1924 10hp 4-seater de luxe, in first-class condition (choice of 3), £115.

1924 10hp 4-seater de luxe, in new order (choice of 4), £110.

1923 10hp 4-seater de luxe (choice of 2), £90 and £95.

Newnham Motor Co., 243-5 Hammersmith Rd., London, W.6. 694-464

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LIGHT CARS AND CYCLECARS FOR SALE

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SINGER. Always 50 used cars in stock, including Singer, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 694-443

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2623. zzz-19

STANDARD, 1924, 11hp, 2-seater, mechanically sound, revarnished, 7 days' free trial, taxed, £118. Taylor's, 49-53 Sussex Place, South Kensington. 'Phone, Ken. 8858. zzz-234

STANDARD, 1924, 11.4hp, 4-seater de luxe, starter and lighting, taxed, rigid side curtains, good tyres, many extras, £110; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 'Phone, Museum 5391. 694-136

STANDARD, 1924, 11.4, 2-seater, all-weather, perfect condition, taxed, bargain, £105. Lionel H. Pugh, 56 South Molton St., W. Mayfair 694-164

STANDARD, 1925, 11.4hp, de luxe, 2-seater, in new condition, £155; deferred terms. Bartlett's, 93 Gt. Portland St. 694-171

STANDARD, 1924, 11.4hp, 2-seater de luxe, 95 guineas. 332-334 King's Rd., Chelsea, S.W.3. Kensington 2540. 694-170

STANDARDS and 80 odd others. See page 34. Benmotors. 694-252

STANDARD, 1925 model, 11.4hp, perfect running order, and only driven by owner, bought new end November, 1924, for £235, window wiper, mirror, luggage grid, starter, speedometer, price £150 or near offer, reason for selling. Rev. J. H. Little, Felpham, Bognor. 694-p28

STANDARD. Harold Simons for bargains. See "Miscellaneous Cars."

STANDARD, 1921, 2-seater, double dickey, dynamo lighting, self-starter, electric and bulb horns, speedometer, all-weather equipment, balloon tyres, excellent running order, paintwork, upholstery, etc., very nice condition, tax paid, £69. 85 Penshurst Rd., Thornton Heath. 'Phone 1572. 694-p193

STANDARD, 3-5-seater, absolutely as brand new, guaranteed 12 months. Deloford's, North Row, Park Lane. Open 8 to 8. 694-326

STANDARD, 1924, 2-seater, dynamo, starter, dickey, £110. Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1. Baker St. Station. 'Phone, Langham 2933. zzz-332

STANDARD, 1925, 11.4hp, 4-seater Piccadilly saloon, fully equipped, excellent condition, £170. Vivian, 33 Spencer St., Victoria St., S.W.1. Vict. 8677. 694-178

STANDARD, exchanges, deferred payments. 1924 de luxe all-weather 2-seater, dickey, lighting, starter, £95; 1923 de luxe 2-seater, dickey, all-weather, lighting, starter, £95. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 694-187

STANDARD, April, 1925, 4-seater, all-weather, self-starter, speedometer, tools, taxed, etc., £127 10s.; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 694-195

STANDARD, 1924, 11.4, 2-seater, dickey, starter and extras, condition as new, £110; also

STANDARD, 1925 Piccadilly saloon, luggage carrier, licensed, many extras, guaranteed as new, £175; deferred terms arranged. Chinery, 1 Hammersmith Rd., W. Kensington. 'Phone, Western 3568. zzz-217

STANDARD, 11.4hp, 1925, 2-seater and double dickey, self-starter, dynamo as brand new, hardly soiled, £125. 69 St. Paul's Avenue, Willesden Green, London. 694-p134

STANDARD, £115; 11.4hp, 1924, 2-seater, sunk dickey, small mileage, taxed year, really exceptional condition throughout; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 694-306

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SWIFT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2623. zzz-20

SWIFTS and 80 odd others. See page 34. Benmotors. 694-253

SWIFT, F.O.C.H. Ltd., have several Swifts. Bargains, 5 Heath St., Hampstead. (Tube Station.) 694-26

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SWIFT, £35. 1920 10hp 2-seater, dickey, dynamo lighting, good tyres, any examination or trial; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone, Chiswick 303. 694-363

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SWIFT. Harold Simons for bargains. See "Miscellaneous Cars"

SWIFT. South Ealing Garage. 1920, 9.8hp, 2-seater, just thoroughly overhauled, £60; cash or exchange good combination. Ealing 2983. 694-227

SWIFT, 1925, 10hp coupe, only run 500 miles and indistinguishable from new, list price £275, accept £225. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 694-462

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TALBOTS and 80 odd others. See page 34. Benmotors. 694-254

TALBOT coupe, 8-18hp, exceptionally good car, supplied to Mr. Leo Guinness in 1925, two owners only, excellent condition, extra equipment, £140, any trial. Braund, Newlands, Putney Vale, S.W.15. 694-p40

TALBOT 8-18 2-seater, dicker, speedometer, starter, total mileage 6,000, as new, £105. 4 Gl. Western Rd., W.9. Phone, Malva Vale 2417. 694-p145

TALBOT, 8-18hp, 1923-4, 2-seater de luxe, mileage only 9,600, owner-driven, special high capacity dynamo, large capacity accumulators, wind-screen wiper, spares, etc., paint unscratched, engine perfect, whole car as new, condition and mileage guaranteed, any examination or test, £115. Griffin, 107 Maple Rd., Surbiton. 694-p139

TALBOT, 1923, 8-18, drop-head coupe with dicker, Bosch magneto, balloon tyres, good running order, privately owned, price £125. Maconochie, Elva Lodge, Maidenhead. 694-p119

TALBOT, 1924, 8-18, 2-seater, finished in maroon, absolutely in first-class order, equal to new, £135; deferred or exchanges. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 694-297

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TALBOT, 1923, 8-18hp, 2-seater, sunk dicker, starter, speedometer, excellent condition, 98 gu.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-315

TALBOT-DARRACO, 8-18, 2-seater and dicker, lighting and starting, excellent condition, £75; exchange. Reading Car Mart, 37 Erleigh Rd., Reading. Phone 1909. 694-p203

T.B. 3-wheeler, 1921, 10hp w.c. Blackburne, 3 speeds and reverse, interchangeable wheels and spars, 5-lamp dynamo lighting, set, side screens, good condition throughout, £50. Apply after six, King, 448 Wandsworth Rd., S.W.8. 694-p112

T.B., 1923, 8hp water-cooled J.A.P., 3-speed and reverse, inside ratchet brake, new hood and re-upholstered dynamo lighting, spotlight and observation mirror, polished aluminium body, almost brand new tyres, Aero screens, speedometer, spare wheel, super fast, 80 m.p.h., taxed, bargain £65; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 694-300

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WINDSOR, 1925 (late), 10-15, 2-door three-quarter coupe, concealed dicker, lavishly equipped, f.w.b., balloons, etc., painted cream, cord upholstery and black leather head condition as new throughout, 295 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-316

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WOLSELEY 1924 10hp 2-seater and dicker, very little used, perfect, £110; cash, deferred or exchange. A. Green, back of No. 9, Blackfriars St., Salford. Tel. Cent. 2191. 694-916

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WOLSELEY 10, June, 1924, 4-seater, self-starter, good condition throughout, tyres as new, mileage 8,000, £115. Box No. 3994, c.o. "The Light Car and Cyclecar." 694-p89

WOLSELEYS and 80 odd others. See page 34. Benmotors. 694-255

WOLSELEY, 1922 10hp de luxe, 2-seater and dicker seat, starter and lighting, clock, speedometer, condition throughout as new, £95. 694-210

WOLSELEY, 1923, 10hp, 2-seater de luxe, condition as new, taxed, £110. George Newman and Co., 369 Euston Rd., N.W.1. 694-210

WOLSELEY, South Ealing Garage, 1922 10.4hp coupe, repainted, new tyres, £105. Ealing 2983. 694-220

WOLSELEY, 1921, 10hp, 2-seater, dicker, etc., taxed December, excellent condition, 75 guineas. Vivian, 33 Spencer St., Victoria St., S.W.1. Vict. 8677. 694-179

WOLSELEY-STELLITE, 10hp, 4-cylinder, 2-seater and dicker, spare wheel, smart appearance, £18 10s. 35 Perrera Rd., Hammersmith, W.6. 694-p126

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WOLSELEY 7, 1923, de luxe, all-weather hood, side curtains and wind-screen, dicker, speedometer, electric horn, practically new tyres, excellent condition. Pierce, Ensign Garage, 105a Torriano Ave., N.W.5. North 4264. 696-p197

WOLSELEY, 10hp, 1922 model, de luxe, leather upholstery, indistinguishable from new, £77; another, £70; exchange. Reading Car Mart, 37 Erleigh Rd., Reading. Phone 1909. 694-p201

WOLSELEY, 10hp, 1924 model 2-seater, £100. Ratcliffe Bros., 200 Gt. Portland St., W.1. 694-369

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WOLSELEY 10, 2-seater, late 1920, overhauled and refitted by makers, repainted, new batteries, excellent condition, £78. Phone, Mount View 358. No dealers. Hall, Chemist, Crouch End. 694-p144

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WOLSELEY, Brooklands model, 10hp, aluminium body, very smart and fast, snip, £175 cash, or £17 10s. and 10 monthly payments of £17 10s. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 694-p211

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WOLSELEY, 10hp, 2-seater, late 1922, de luxe all-weather equipment, lighting and starting, remarkable condition, £95. Plater, 376 High Rd., Streatham. Phone 488. 694-293

WOLSELEY, 1925, 11-22, 2-seater, front dicker, completely equipped, balloons, excellent condition, 165 guineas. Below. 694-293

WOLSELEY 1923 11hp 2-seater, clock, speedometer, starter, sunk dicker, excellent condition, 104 guineas. Below. 694-293

WOLSELEY 1924 11hp 2-seater, fully equipped, speedometer, starter, dicker, superb order, 120 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 694-317

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MORGANS wanted. Spot cash paid. Please call Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 'Phone, Hampstead 8421. 694-45

AUSTIN 7 wanted at once; good price given if in good condition. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. 111-496

CLYNO, 1925, 2 or 4-seater, wanted at once. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. 111-497

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WANTED, 2 or 4-seater. Cash waiting. 7 Victoria Rd., Guildford. 694-196

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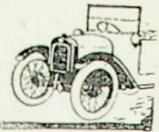


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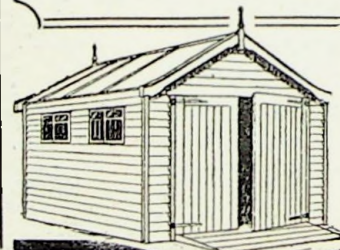
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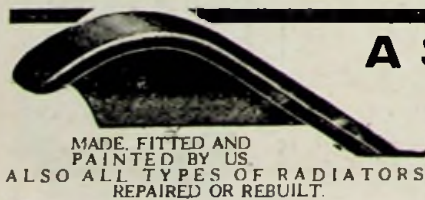
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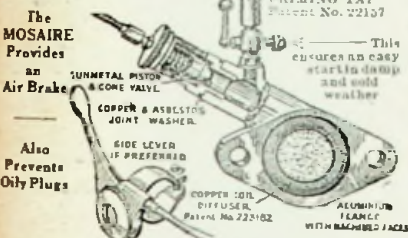
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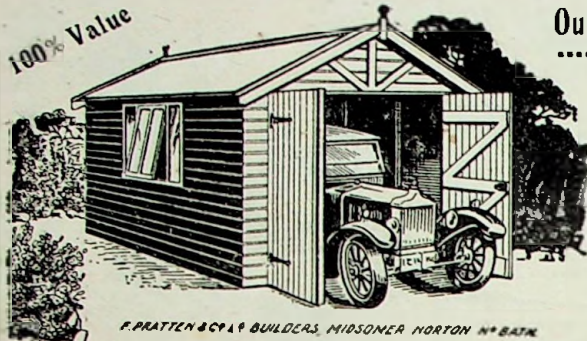
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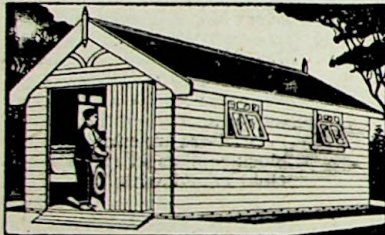
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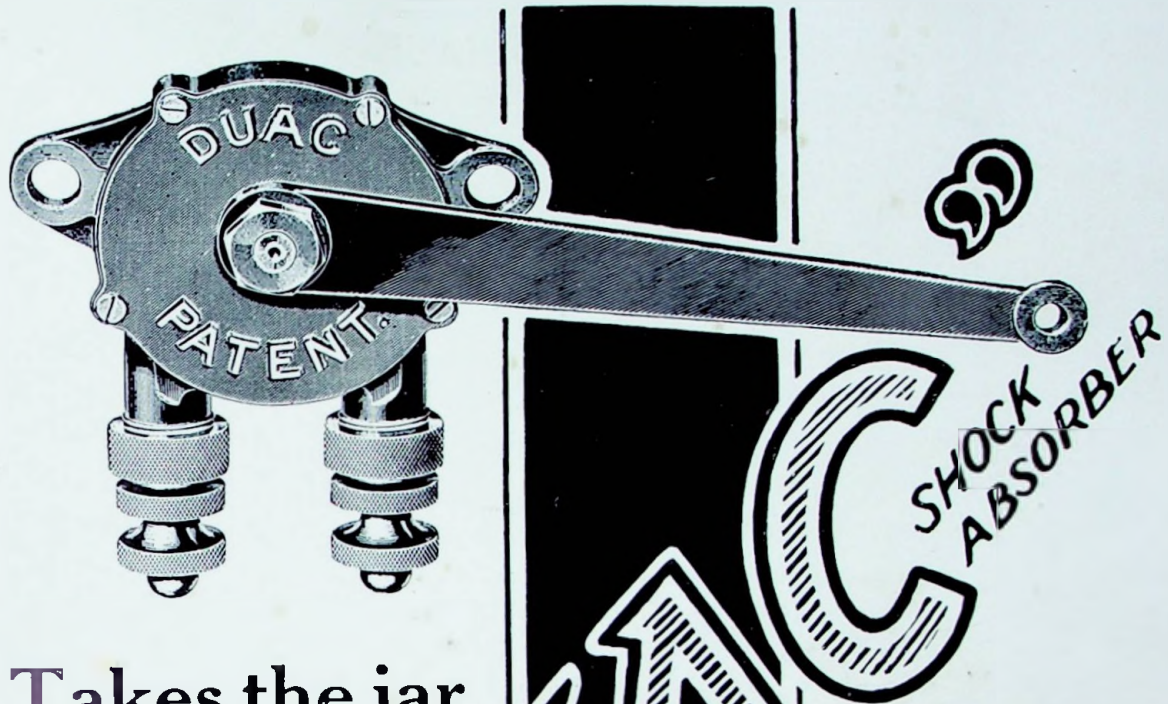
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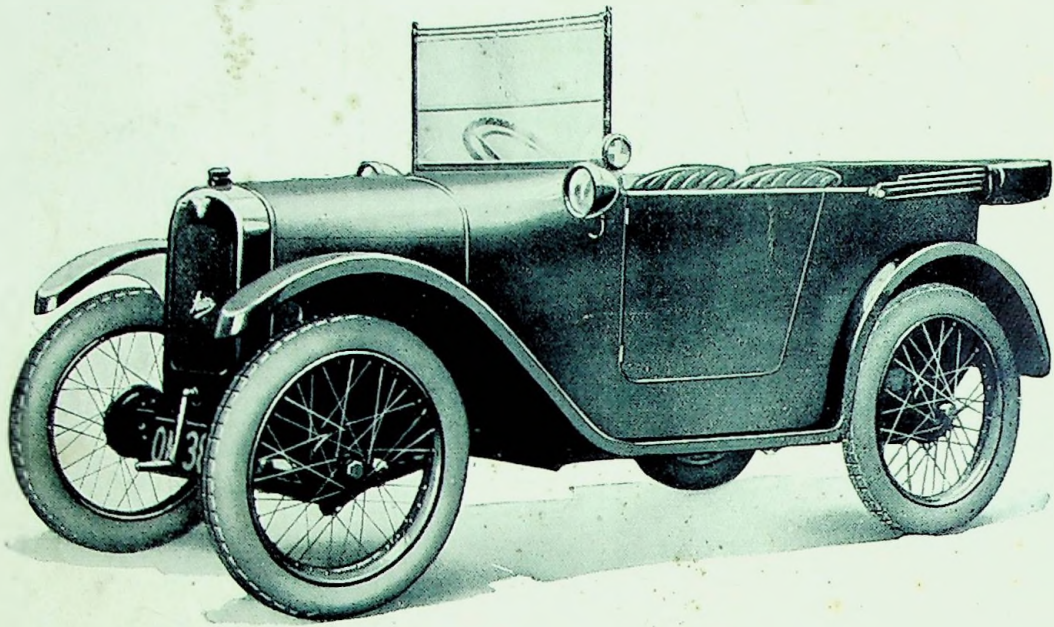
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