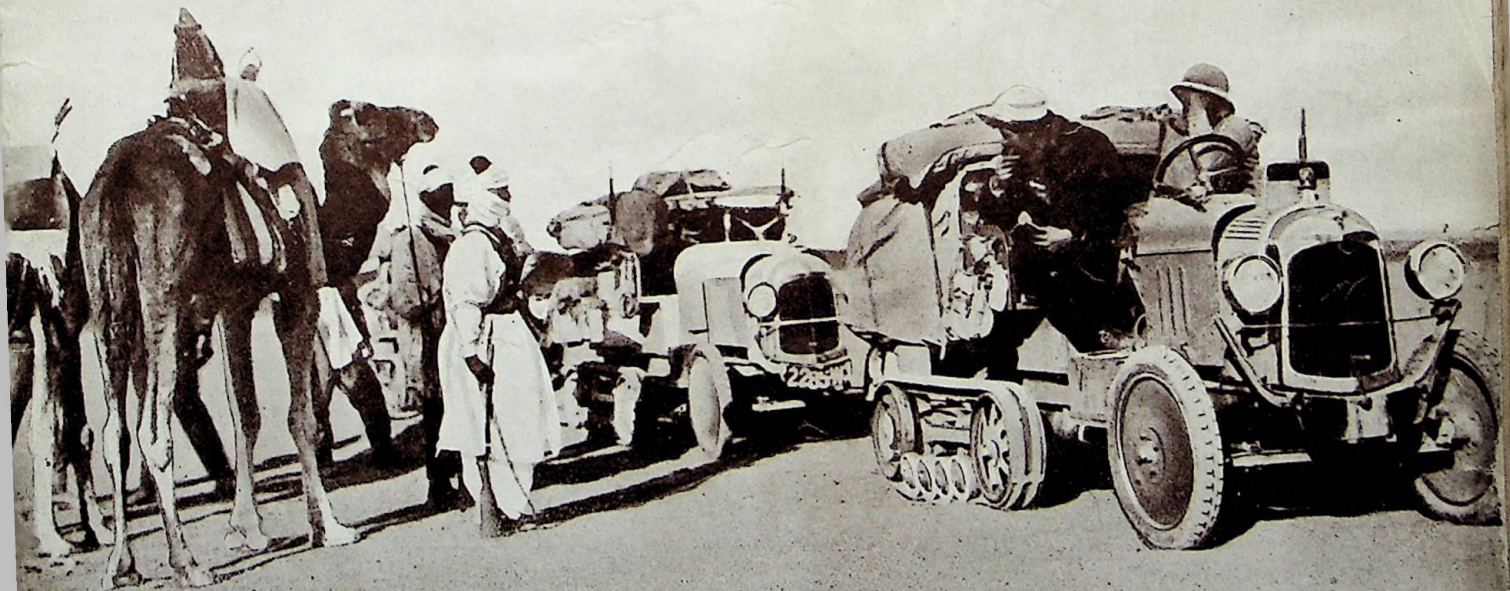


The Light Car and Cyclecar

Founded 1912
The only Small Car Journal



Vol. XXI No. 532
Friday, Feb. 2, 1923
*Registered at the GPO
as a Newspaper*



HOMeward BOUND.

Having successfully accomplished the arduous task of crossing the Sahara Desert the Citroën mission are returning to Tuggart by the same route as that followed on their outward journey. The old and the modern methods of transport are vividly contrasted in this photograph.

LODGE

Appreciation.

Mr. F. A. Byrne has kindly given his permission for the reproduction of this letter "solely that it may be of interest to motorists generally."

342, Shaftmoor Lane,
Hall Green,
Nr. Birmingham.
January 10th, 1923.

Messrs. Lodge Plugs Ltd.,
RUGBY.

Dear Sirs,

I am writing to thank you for your courtesy in examining, adjusting and testing the 6 Lodge plugs sent for your inspection free of all charge to me. I did not expect this as the plugs in question had already done service more than equal to my experience with other plugs, and it is now very satisfying to me to know that the plugs are still good for further service, and this perhaps for a rather selfish reason, in that it settles the plug question for the future for me, which is no small relief. Out of curiosity I counted up plugs of various kinds (excluding the six sent to you) and found that I had 28, which at 5/- each is about £7. I feel now that my plugs are going to cost not more than £1 per ann. and no worry.

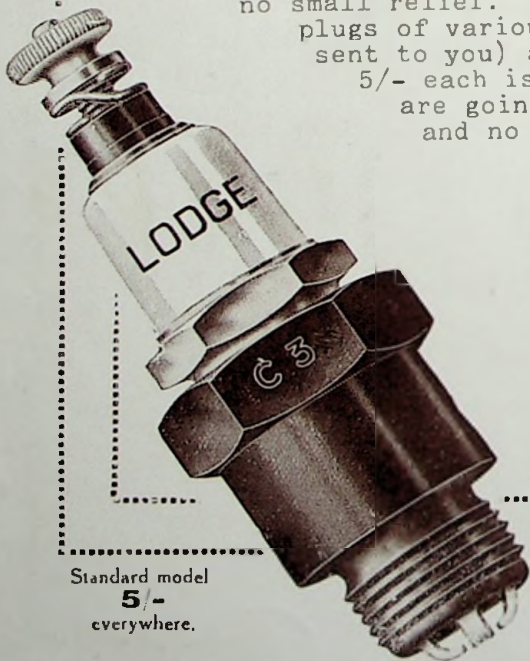
Again thanking you,

I am,

Yours faithfully,

(sgd.) F. A. BYRNE.

LODGE PLUGS LTD.,
RUGBY.



Standard model
5/-
everywhere.

PALMER

CORD TYRES

THE WORD "CORD" AS APPLIED TO TYRE CONSTRUCTION WOULD HAVE NO SIGNIFICANCE TO-DAY BUT FOR PALMER ACHIEVEMENTS ON ROAD AND TRACK DURING THE PAST TWENTY YEARS.

HERE ARE A FEW SPECIMEN PRICES EXTRACTED FROM OUR LATEST LIST:

Light Car.	Covers.			Tubes.	Car.	Covers.			Tubes.
	£	s.	d.			£	s.	d.	
700×80 (26×3) ...	2	17	0	8 4	815×105 (o'size)	8	5	0	16 6
710×85 ...	3	5	5	9 0	820×120 ...	8	12	6	17 6
710×90 ...	3	7	6	9 6	880×120 ...	9	9	0	18 9
760×90 ...	3	18	6	10 0	895×135 ...	11	7	6	1 0 0

Write for List No. 69G.

THE PALMER TYRE, LIMITED,
 119, 121, 123, Shaftesbury Avenue, London, W.C.2.
 Telegrams—"Tyricord, Westcent, London." Telephone—1214 Gerrard (5 lines).

TO THE READER

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

At

Until we meet again

MEANWHILE—the trusty Jowett continues its way, up hill and down dale, with that unfailing reliability for which it is famed. To the country gentleman the Jowett is to-day what the cob was yesterday — good-looking, sporting, and dependable. It engenders a feeling of personal pride of possession from the very first day of ownership — and yet it costs so little—£220 for the Two-Seater and £245 for the Four-Seater.

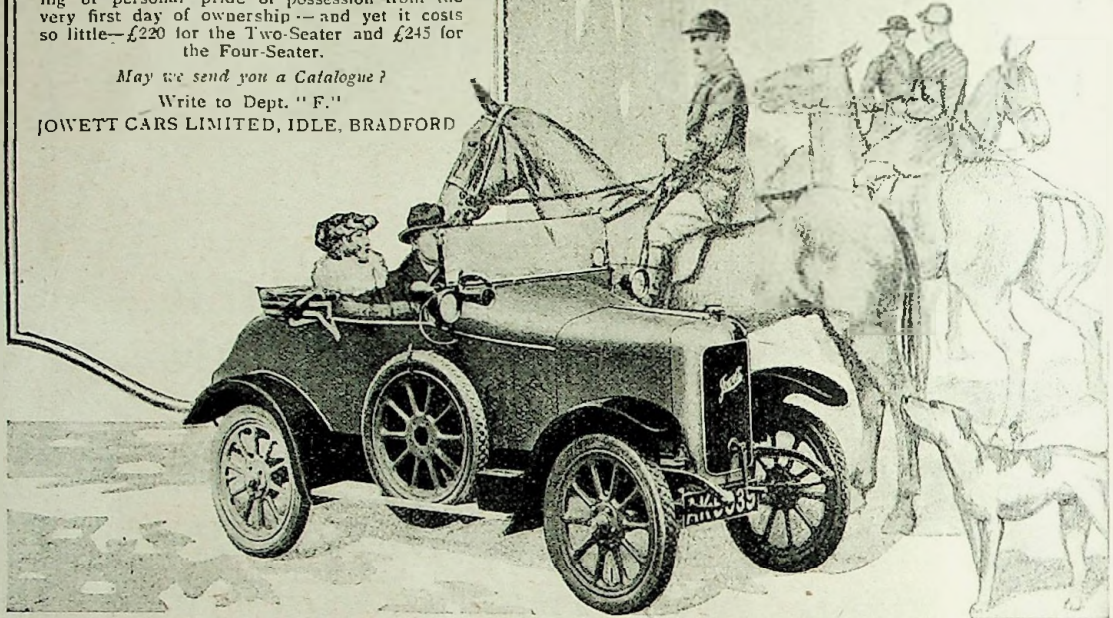
May we send you a Catalogue?

Write to Dept. "F."

JOWETT CARS LIMITED, IDLE, BRADFORD

The Jowett

"The little engine with the big pull"



H.P.

SAMSON TUBES

Stepney

The Tubes that add Mileage to your Covers.



Good Tyre Service can only be obtained if the Covers are reinforced by first-class Tubes. Do not experiment! Fit only "Stepney" Standard Tubes or "Samson" Tubes — Double thickness — Double strength.

Ask at your Garage.

THE STEPNEY TYRES Ltd.,

Stepney Works, Llanelly,

And at 168, Great Portland St., London, W.1



We are exhibiting at the
GLASGOW MOTOR SHOW
 Jan. 26th—Feb. 3rd.
STAND 222.

TRENGTH

A. W. Weston's Service.

HELP THE MOVEMENT

A2

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

SWIFT

The Light Car for the Family Man.

THE new 10 h.p. SWIFT with "chummy" body has no equal as a light car for the family man. It is a combination of efficiency and convenience. Consider what it can do—over 50 m.p.h. at a petrol consumption of 45 m.p.g., climb any hill it is put to, and run with all the sweetness and comfort of a car twice its size. And being made by Swifts, with an industry-old reputation for unfailing reliability, it will easily outlast any other car in its own power category.

4-CYLINDER WATER-COOLED, SELF-STARTER, ELECTRIC LIGHTING AND UPHOLSTERED IN REAL LEATHER.

2-SEATER with Dickey, or

£275
TAX £9

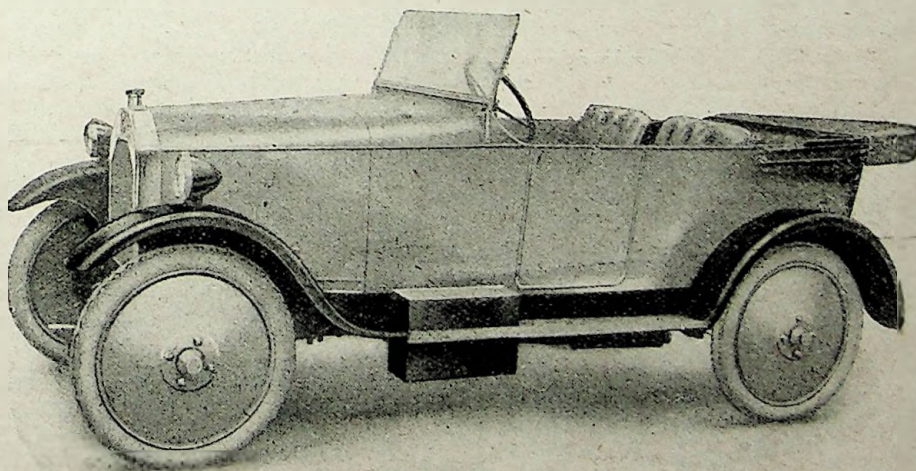
"CHUMMY" Model (Accommodating 2 Adults and 2 Children).

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

Manufacturers:

SWIFT OF COVENTRY LTD., COVENTRY

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



170



TO THE READER

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

B1

G·N

FRENCH SPORTS MODEL

A small number of these Cars are available to clear stock. The cars are absolutely new and only just received from Works. Six months' guarantee. Lately listed at £240. NOW OFFERED AT

£150

Fully equipped with dynamo and speedometer.
IMMEDIATE DELIVERY. TRIAL RUNS.
SPARE PARTS AVAILABLE.

A.S.C. 166, Gt. Portland St.,
LONDON, W.1

Automobile Service Company. Telephone—Museum 6626.

The
DEEMSTER

THE LITTLE CAR OF LION HEART

10 h.p. 2-3-Seater "Popular" Model, with dickey seat and mechanical starter	280 Gns.
12 h.p. 2-3-Seater "Popular" Model, with dickey seat	300 Gns.
12 h.p. "All-weather" Model, with dickey seat and electric starter... ..	375 Gns.
12 h.p. 4-Seater Touring, with "All-weather" side curtains and electric starter	375 Gns.



Deferred Payments arranged.

Motor Comfortably at a Low Cost.

A smart, roomy, comfortable, well-sprung body, mounted on a chassis which runs as smoothly as a moonbeam—that's the Deemster. Go for a trial run. Note the silence, the speed, the up-hill-and-down-dale equanimity of each one of this handsome car quartette—and keep we'll in mind that the beauty of construction ensures all-round economy, from initial cost onward.

THE OGSTON MOTOR CO. (1918), Ltd.,
Deemster Works, Victoria Road, Acton, W.3.
(Nearest Station: Willesden Junction.)
Telephone Nos. Chiswick 2044-2045.
Ask for address of nearest agent.

Decide on a Hands

Your choice will make you "happy ever after"

If you know a good deal about Cars from an expert point of view, every ride you take in your Hands will be reiterated endorsement of your sound judgment. If you are a novice you will derive much satisfaction from possessing a car which makes motoring so free from trouble. In either case, the elegance, the comfort, and the exceedingly low costs are matters which make Hands ownership exceedingly pleasing.

Orders for 1923 Models are being rapidly dealt with in rotation. Illustrated Booklet and address of local Agent will be sent free on request.

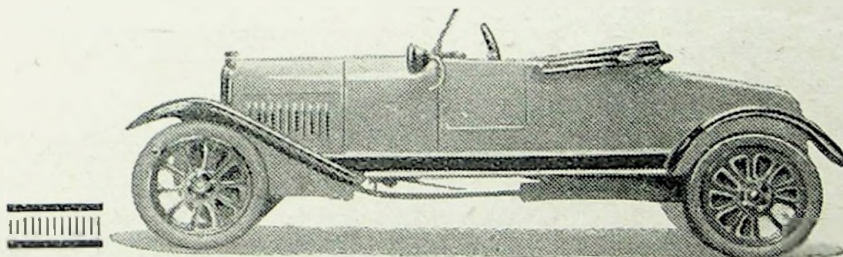
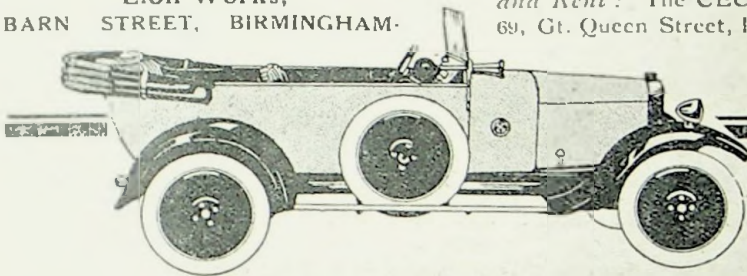
G. W. HANDS MOTOR CO.
Lion Works,
BARN STREET, BIRMINGHAM.

Sole Distributing Agents for London and Kent: The CECIL MOTOR CO.
69, Gt. Queen Street, Kingsway, W.C.2.

2-Seater (10-20 h.p.)
260 Gns.

4-Seater (as sketch)
280 Gns.

Coupé (11-22 h.p.)
330 Gns.



Price
177
Guineas

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

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

Other Models and Prices:

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

“UNIT” SERVICE CAR

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

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

ROTARY UNITS, LTD., Wooburn Green, Bucks.

Grams: "Rotary, Wooburn Green." Phone: Bourne End 123.

The Stoneleigh

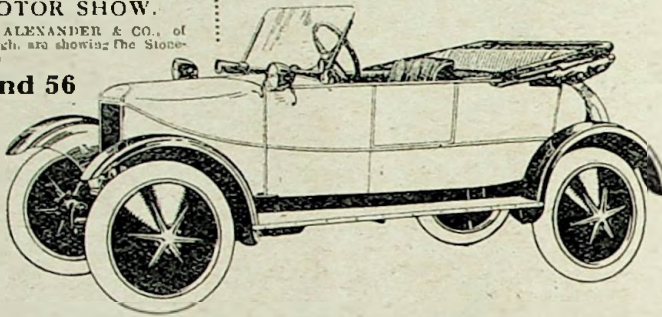
3 SEATED UTILITY CAR

9 h.p.

SCOTTISH
MOTOR SHOW.

Messrs ALEXANDER & CO., of
Edinburgh, are showing the Stone-
leigh on

Stand 56



Write for Folder D.

STONELEIGH MOTORS, LIMITED,
Branch of ARMSTRONG SIDDELEY MOTORS, LTD., Parkside, Coventry.
London: 78, Marylebone Lane, Wigmore Street, W.1.

MOTORING AT LOWEST COST

THE Stoneleigh
3 Seated Utility Car
is the only light car
carrying three people
and a child in comfort
—plenty of room for
all.

It has ample space for luggage.
Its aluminium body is light,
looks smart, and can be cleaned
in a few minutes. The Stone-
leigh, being air-cooled, can be
kept in an open shed without
harm. Costs 1½d. per mile to run.
With the back seats removed
it can carry 1 cwt. of goods.

A demonstration
will be given any-
where and at any
time to suit your
convenience.

Easy payments
can be arranged.



With Hand, Spring, and
Dynamo Electric
Lighting.

LOOK OUT FOR THE NEW

Bayliss Thomas

9·19 H.P. POPULAR TOURING CAR

Complete with—

Lucas Electric Equipment, including Electric Starter;
2-Seater Body with Dickey Seat, Spare Wheel
and Tyre, and—

COMPLETE FOR THE ROAD.

£260

NET.

No Delivery
Charges in
the United
Kingdom.

Illustration and further details on application.

BAYLISS, THOMAS & CO.

(Proprietors: Excelsior Motor Co., Ltd.)
KING'S ROAD, TYSELEY, B'HAM.

'Phone: 125 Acceks Green.
'Grams: "Monarch, Hay Mills."

B4

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

*Two Ladies
drive 2,000
miles across
the Continent
on their
Calthorpe*



The Car outside the Casino at Monte Carlo.

Paignton,
S. Devon.

Dear Sirs,

"Having seen in the papers an account of a motor tour through France by two ladies. I think it might interest you to know that I and another lady, three months ago, did a similar trip in a 1920 Calthorpe Sports car, well laden with luggage and spares.

"Starting from here, we crossed to Havre and thence to Monte Carlo v'a Grenoble and the Alps. We spent six nights on the road going down, and the same number on the return journey, which was made via the Rhone Valley. The roads going down were never better than fair, except over the Alps, but up the Rhone Valley they were unspeakably bad, with huge pot-holes two or three feet square. The heat on the trip down was intense, but even so, *the car went like a bird*. We arrived back here after a 2,000 miles' trip, *without having had an involuntary stop*—except for punctures. This I think should prove the worth of the Calthorpe. The model I have has done 17,000 miles—self driven—and so far I have experienced no engine trouble. I feel sure you will be interested in hearing of this fine performance of such a light car. I should have written you this before, but have kept on postponing doing so.

Yours faithfully,

Signed (Mrs.) M.L.S.—"

Calthorpe

THE CLASS LIGHT CAR.

Calthorpe Motor Co. (1912), Limited,
BORDESLEY GREEN, BIRMINGHAM.

Wholesale and Retail Agents for London and Home and Eastern Counties:

MANN, EGERTON & COMPANY

Showrooms 379, Euston Road, N.W. 1.
Service Depot: 1a, High Road, Kilburn, N.W. 6.
Telephone—Maida Vale 2047 & 2048.

Wholesale and Retail Agents for Northern Counties:

TRIVERS LIMITED,

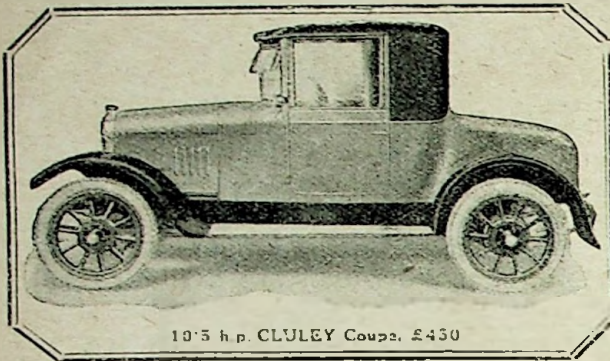
Pilgrim Street — Newcastle-on-Tyne.

Telephone — Central 612 & 613.

SERVICE DEPOT.

TO THE
READER

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



10.5 h.p. CLULEY Coupe. £450

“Worth more than any other—”

is what most CLULEY owners think of their car, and with good reason, for the CLULEY is not only good to look upon, but extremely serviceable, workmanlike and economical.

AN examination of the chassis reveals its sturdy and carefully planned design, which will withstand for years the strain and stresses of the road. The 4-cylinder water-cooled 10.5 h.p. engine is noticeable for its clean, workmanlike design and careful finish to every detail.

POWER enough for any emergency is provided, with a speed on top gear of 50 m.p.h., which can be throttled down to 5 m.p.h., a flexibility which makes it a most pleasing car to handle in traffic.

A THOROUGH all-weather equipment, semi-elliptic springing, deep upholstery, ample leg room, and an adjustable rake to the steering wheel, make the CLULEY Two-Seater one of the most comfortable of light cars of the year. The Coupe Model is further equipped with a V fronted windscreen, glass windows in both doors, Bedford cord upholstery and leather hood, the whole forming an exceptionally smart little car.

10.5 h.p. Two-Seater All-weather £350
10.5 h.p. Coupe £450
Lucas Lighting and Starter fitted to both Models.

Illustrated particulars and address of nearest Agent post free on application from

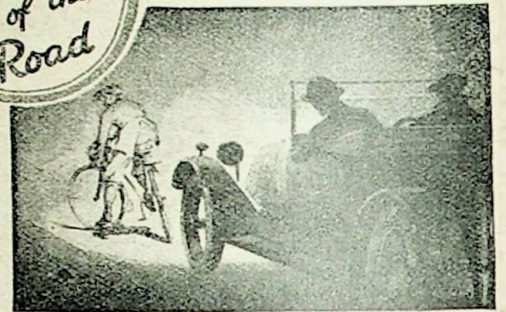
CLARKE, CLULEY & CO.,
GLOBE WORKS,
COVENTRY.
Established 1890.



H.P.

Prattitudes
of the
Road

No. 2.



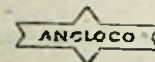
The Cycle back-light Problem

Absence of cycle rear-lights has caused countless nerve-racking shocks to motorists at night, many serious and minor accidents, and not a little temporary ill-feeling. A far happier spirit on the King's Highway might be engendered if cyclists carried rear-lights—a practice which would make for far greater safety to themselves as well as to motorists.

Look for No. 3 of the series and cut them out to keep for reference.

PRATT'S

For the better Spirit on the Road



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

**We are Exhibiting at the
SCOTTISH MOTOR SHOW
STAND 112**

**THE JEAVONS
GAITER CHARGER**

IS SUPPLIED FREE
WITH EACH SET.

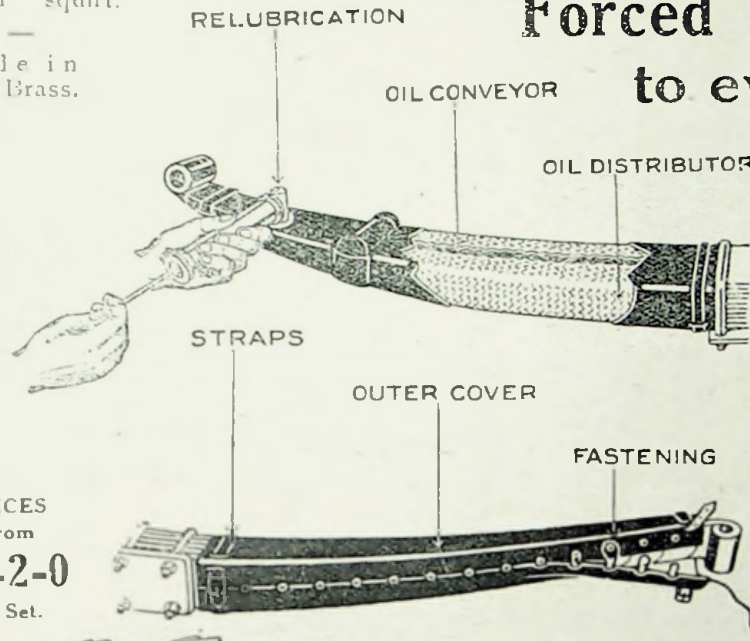
and special nozzle
enables the Charger
to be used as
an oil can or
petrol squirt.

Made in
Solid Brass.



*First in 1911—
Still Ahead
on Sheer Merit.*

**Forced Lubrication
to every part of
the Springs**



PRICES
from
£2-2-0
per Set.

Specification

OUTER COVER.— Made from best quality oil-dressed leather.

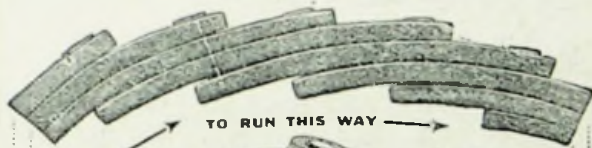
LUBRICATING DEVICE— OIL CONVEYOR, consisting of channel running the whole length of the Spring; OIL DISTRIBUTION to the whole surface of the Springs by means of cotton wicking.

RE-LUBRICATION by means of the JEAVONS GAITER CHARGER through specially designed dust-proof nipple. No caps to unscrew. Clean and easy job.

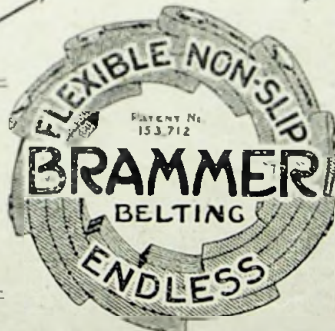
FASTENING.— Securely laced in an unobtrusive manner, the ends firmly bound by strong straps.

APPEARANCE.— Particularly neat. In fact, a handsome addition to any car.

ATTENTION REQUIRED.— A little JEAVONS SPRING LUBRICANT through each oil nipple about every 1,000 miles. A five minutes job.



Eliminates
all the
faults of
other V
Belting.

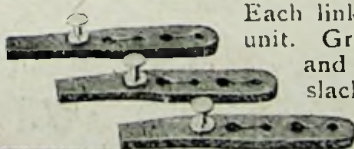


Almost
Equal to
a
Positive
Drive.

**FOR YOUR DYNAMO
AND FAN DRIVES**

65 per cent. stronger than Ordinary Link Belt—tested. Made of best quality leather and practically indestructible. No pins to wear out, no fasteners, lacing or splicing.

Each link a complete unit. Grips to pulley and drives when slack.



SEND THE COUPON

Further big improvements in the Pioneer Gaiter place it far ahead in effecting car comfort, appearance and economical running.

The JEAVONS GAITER CHARGER makes replenishment of lubricant clean, easy and rapid, forcing the oil immediately along the channel to the extremities of the Spring, whence the cotton wicking lining distributes lubricant as needed to the entire surfaces of the Springs.

RAMSDENS GRAPHITE GREASE GAITER.
Specially produced at a reduced cost for those preferring grease as lubricant.

**RAMSDENS (HALIFAX) LIMITED
(Dept. L.), Station Works, HALIFAX.**

Branch Offices and Service Depots.

LONDON: 35, New Cavendish St., W.1. Phone: Mayfair 4710— Grams: "Jeavogaita, Weido, London."

BIRMINGHAM: 25, Ruskin Chambers, 191, Corporation St. Phone: Central 3406.

MANCHESTER: Merriman & Howard, 12/14, Lees St., Gt. Ancoats St. Phone: Central 7475. Grams: "Merrishaw, Manchester."

GLASGOW: Geo. M. Smith, 19, West Regent St. Phone: Douglas 1063. Grams: "Smith, 1063 Douglas, Glasgow."

FILL IN THIS COUPON.

To
(Dept. L.),
**RAMSDENS
(HALIFAX)
LIMITED.**

Please send me gratis and post free full particulars of the Jeavons Lubricating Spring Gaiter; Ramsdens Graphite Grease Gaiter; and Brammer Belting.

Name.....

Address.....

Make of Car..... H.P.....

**TO THE
READER**

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

A CONVINCING TESTIMONIAL:—The Easting Two-Panel Screen

from Lord POWERSCOURT.

POWERSCOURT,
ENNISKERRY,
IRELAND.
December 22nd, 1922.

Eastings Windcreens, Ltd.
Dear Sirs,

I write to inform you how satisfied I find your windscreen.

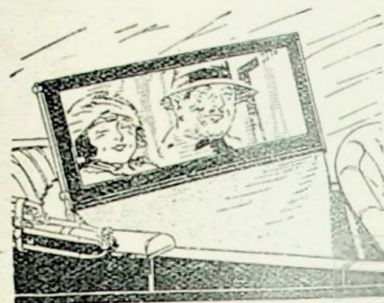
I selected it from among all the windcreens exhibited at the recent Motor Show for several reasons which I will now enumerate.

- (a) It can be used or not on the car and when removed leaves no bulky fittings in the way of luggage at the back.
- (b) Its extreme simplicity.
- (c) Its lightness.
- (d) No glass to break.
- (e) It can be folded up in a very small space and its apron wrapped round the tail and stowed under any driving seat where it is no nuisance to anybody.

I fitted it myself to my car and experienced no difficulty whatever. My passengers were very pleased with it in every way.

I consider it an excellent article in every respect and it should sell very well for all open touring cars of to-day which are notorious for cold in the back seats owing to their lines.

Yours truly,
POWERSCOURT.



Selected from all the Windcreens exhibited at the recent Motor Show for several reasons. The price is its only cheap feature, the workmanship and materials used are of the finest qualities obtainable. This screen is admirably suitable for cars with "Tip-up" or adjustable front seats.

PRICE COMPLETE: £4.10.0

Our other specialities include the "Three-panel Rear Screen", "Ducky Seat Screen", and "Side Window and Curtains" to fit all cars.

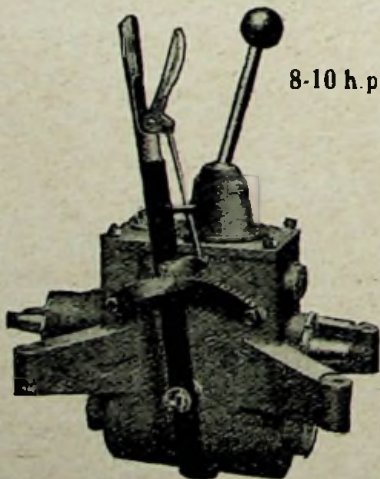
EASTING WINDSCREENS, LTD.
132, STEELHOUSE LANE, BIRMINGHAM.
And 24, FINSBURY SQUARE, LONDON.

A SILENT GEARBOX

is an essential factor in the manufacture of Light Cars; therefore you cannot do better than fit an

"OPPERMAN" 3-SPEED & REVERSE

ABSOLUTE SILENCE GUARANTEED.



8-10 h.p.

Supplied to fit integral with Engine, or as a Separate Unit

.....
We also supply Rear Axles, Front Axles,
Clutches, Steering Gear, Universal Joints, etc.
.....

Write for Particulars and Prices:

OPPERMAN, SONS & TASKER, LTD.,
The Light Car Component Specialists,
3, Albemarle St., Clerkenwell, E.C. 1

WORKS:—50, Wharf Road, Latimer Road, W.1.

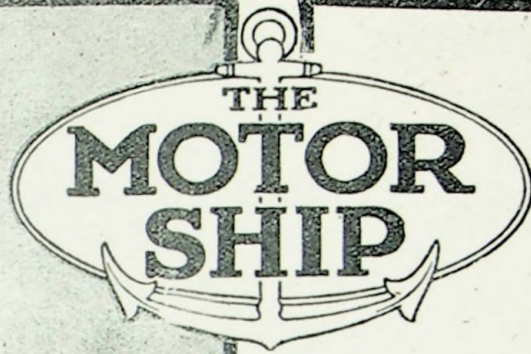
Phones: Clerkenwell 2465.
Park 4004.

B8

HELP THE
MOVEMENT

by letting advertisers know that their advertisements

in "The Light Car and Cyclecar" interest you.



**THE
MOTOR
SHIP**

NOW
READY

**FEBRUARY
NUMBER 1/-**

Leading feature in February Issue:

The Largest British Sulzer Engine. (Illustrated.)

A Geared Diesel-engined Ship.

Comparisons between Different Types of Oil Engines: Weights, Fuel Consumption, Space occupied, etc.

The Single Screw Motor Ship, "Pizarro."

3,000 h p. long-stroke Engine. (The largest of its type built).

A 6,000 ton Single Screw Motor Ship.

A New Oil Engine Fuel Valve.

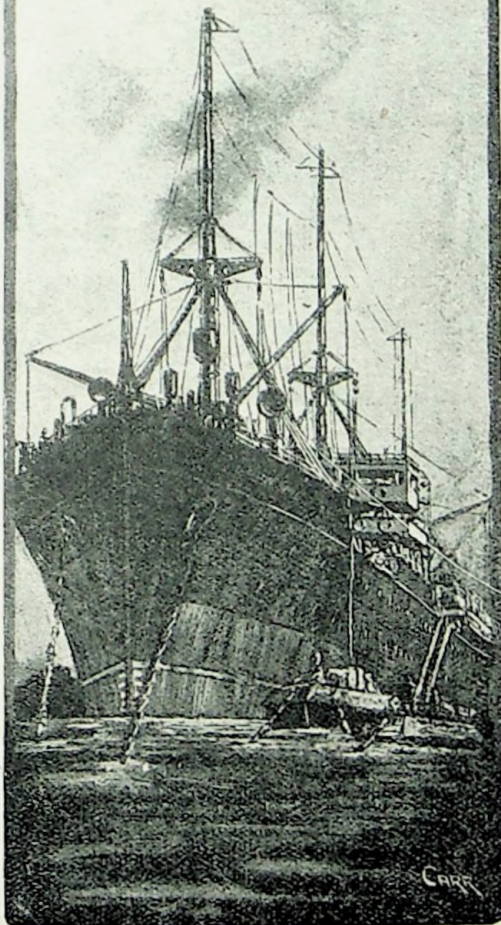
The Motor Tanker, "Scottish Borderer."

A New Diesel Engine Governor.

"The Motor Ship" is published on the first of each month and is obtainable from all principal bookstalls and newsagents.

Subscription, 16/- per annum,
Post free. Canada and
Newfoundland 13/6.

PROFUSELY ILLUSTRATED.



*Associated
with
"The Motor Boat."*

TEMPLE PRESS LIMITED,
Publishers also of "The Motor Boat," "The
Motor," "The Commercial Motor," "The Light
Car and Cyclecar," "Motor Cycling," and
"Cycling."
7-15, Rosebery Ave., London, E.C. 1

**TO THE
READER**

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

B9

FOUR-SEATER

Electric Lighting, Hood, Bulb Horn, Single Screen.

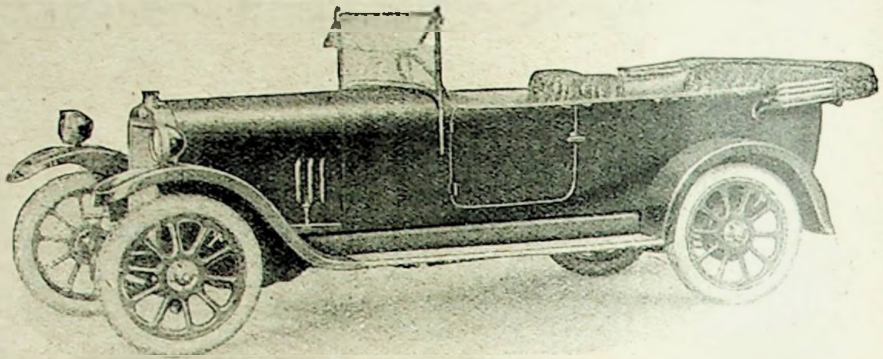
£275 (Starter £10 extra)

Four-Seater All-Weather
(As illustration)

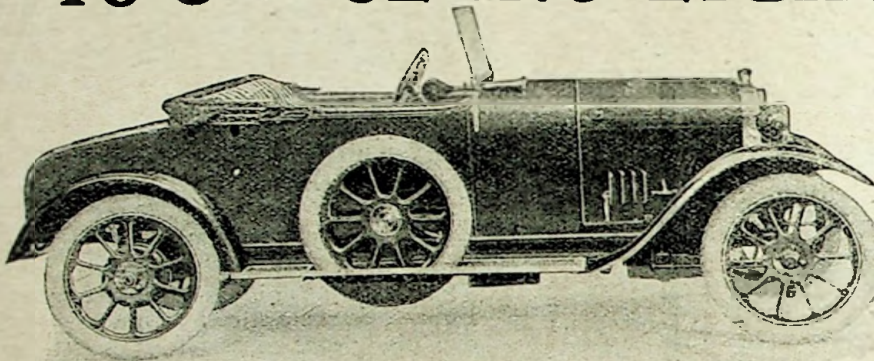
Electric Horn, Electric Starter, Speedometer, Clock, Best Leather Upholstery and Double Screen.

£325

London Showroom—
AUTOCARS, LTD.,
15, Woodstock Street, W.1.



10·8 H.P. CLYNO LIGHT CARS



TWO-SEATER

(As illustration)

Electric Lighting, Hood, Bulb Horn, Single Screen.

£265 (With Self-Starter) £275

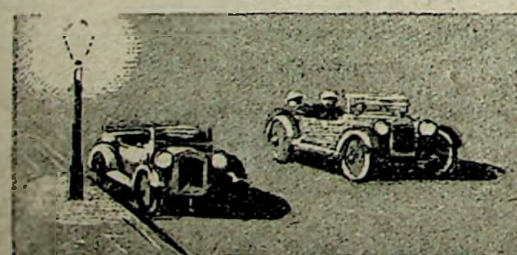
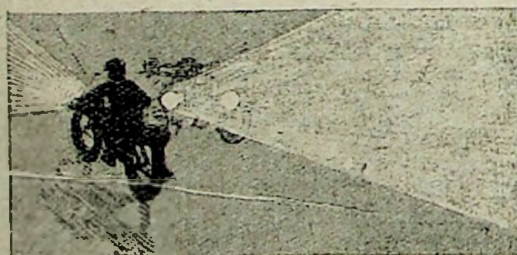
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Electric Starter and Horn, Clock, Speedometer, Double Screen, Best Leather Upholstery

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Woodwright

**Are you adding to the Dazzle Danger ? ? ?
— You Need Not!**

A TURN of the **Graham Dimmer Switch** gives you three graduations: "DIM" for driving through partly lit streets and to save current when the car is standing; "SEMI" gives you a comfortable driving light without glare; while "FULL" enables you to utilise the full power of your lamps. The "OFF" position allows the headlights to be switched off independently of the Dynamo Switchboard.

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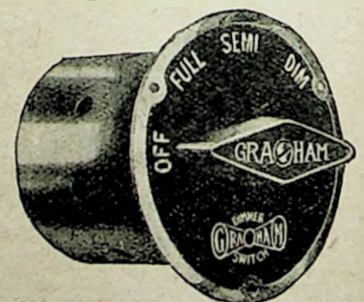
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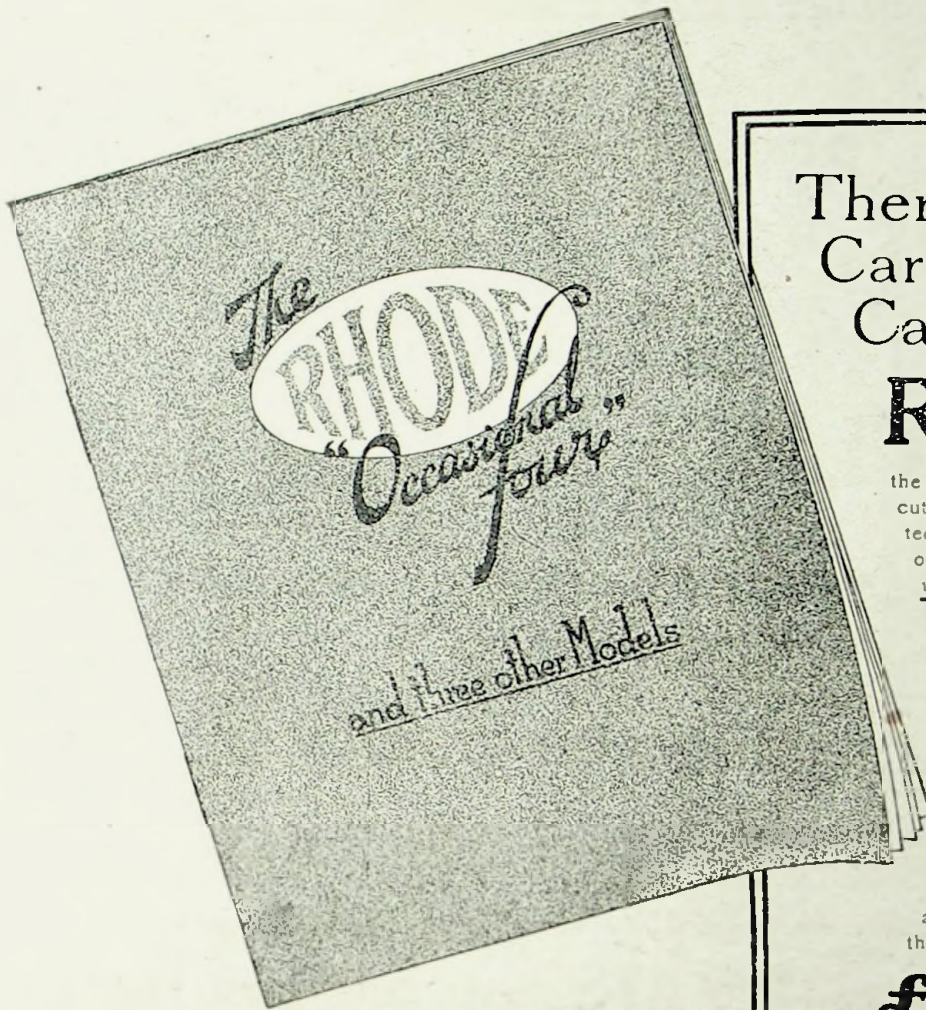
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Then tear out the page and post in unsealed envelope with penny stamp affixed—that's all—the catalogue will reach you by return.

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

B11



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AFTER developing the 'A-C' Chassis to its present remarkably high efficiency we devoted our attention to reducing weight. The object of this is to reduce running costs and lighten the h.p. load, and increase strength and durability.

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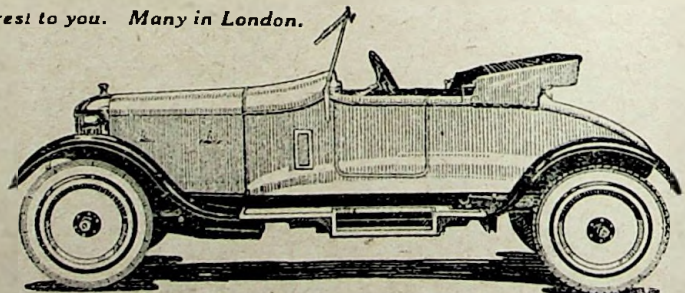
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The Light Car and Cyclecar

THE ARM OF THE LAW. — Reports from different parts of the country show that there is a noticeable increase in police activity where motorists are concerned. Here is a significant snapshot taken a few days ago in Fitzjohn's Avenue, Hampstead.

Notes, News and Gossip of the Week.

In the West Country.

Devonshire and other West Country motorists should make a special endeavour to be at Simms Hill on February 10th. For details see special article in this issue.

I.A.E. Awards.

The Graduate's prize of five guineas offered by the Institution of Automobile Engineers annually for the best paper read before any Centre during the session has been awarded to Mr. H. Briggs for his paper on "Repetition Work in the Engineering Industry." The second prize of two guineas goes to Mr. L. F. Watson for his paper on "Mechanical Efficiency."

Police Activity.

A sudden increase in the activity of the police with regard to all things motoring is noticeable. Motorists living in the metropolis, who use Fitzjohn's Avenue as a test hill, should be particularly careful just now—as our frontispiece plainly shows. During the few minutes' stop necessary to obtain our photograph we saw no fewer than three cars "pulled up," copious notes being taken by the constable in charge. In other parts of the country, in main roads and in ten-mile limits, the same activity prevails, and the exercise of due caution is necessary.

LIGHTING-UP TIMES

for Saturday, February 3rd, 1923.

London ...	5.20	Edinburgh ...	5.11
Newcastle ..	5.9	Liverpool ...	5.25
Birmingham	5.24	Bristol ...	5.30
		Dublin ..	5.58

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

Moon.—Last quarter Feb. 8th.

The J.C.C. A.G.M.

The Junior Car Club held its annual general meeting on Wednesday, January 24th, and beyond the addition of A. J. Crump, W. D. Hawkes, J. Gordon Offord and F. N. Pickett to the council, no changes in the officers for the coming season are to be recorded. The meeting was carried through with an absence of rhetoric that was wholly pleasing, and after the various matters down for discussion had been settled a very interesting display of films was given.

The financial position of the J.C.C. is extremely satisfactory, and members of the club can look forward to a very interesting series of events both of a social and competitive nature during the present year.

Another New Hill!

According to a preliminary announcement the M.C.C.'s London-Land's End Trial, which takes place at Easter, will follow much the same route, but will include a new hill on the outward journey. The only awards this year will be gold and silver medals.

Masked Revel.

The Wallington Motor Club is organizing a masked revel, which will take place at the Public Hall, Carshalton, Surrey, on Friday, February 9th, beginning at 8 p.m. and terminating at approximately 1 a.m. A well-known London band has been engaged to provide the music, and a thoroughly entertaining evening is promised.

Not the Only One.

In a recent issue we drew attention to the fact that the Matchless light car was the only two-cylinder vehicle to carry four passengers through the London-Exeter Trial; but this statement now needs correction, for we learn that Mr. Alan Gruzelier drove his 8.9 h.p. twin-cylinder Belsize-Bradshaw through the same trial and with the same complement of passengers. Mr. Gruzelier obtained a gold medal, and the performance of his car reflects great credit on the manufacturer and designer of the oil-cooled engine employed.

Southampton's New Club.

The opening meeting of the Southampton and District M.C. and L.C.C. will be held at Lowman's Cafe, Above Bar, Southampton, at 7.30 p.m. to-night (February 2nd). Many items of importance, including the programme of events for the coming season, will be discussed. All motorcycle and light car enthusiasts are welcome.

Westmorland Motor Club.

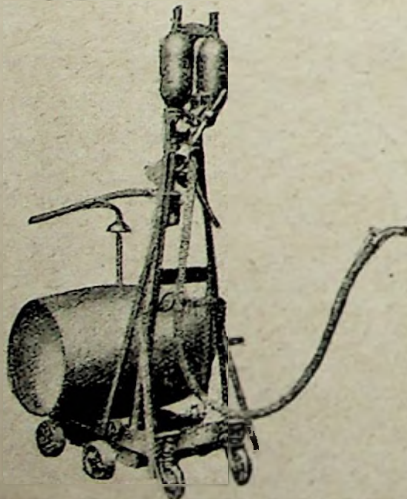
At the annual general meeting the members of the Westmorland Motor Cycle Club unanimously decided that in future this club should be called the Westmorland Motor Club, that it should have a car section affiliated as an associated club of the Royal Automobile Club, and a motorcycle section affiliated to the Auto-Cycle Union.

The Best Way to the Midlands.

Although the main London to Coventry road via Barnet, the Stratfords, and Daventry, may be a fairly good route, it is, in the main, very uninteresting, and is usually encumbered with a large amount of heavy commercial traffic. Two other routes between the Metropolis and the Midlands are via Oxford, Banbury, and Coventry, or through Aylesbury and Bicester to Banbury and thence on to Coventry. The surface on both of the last-named routes is very good.

The Carburine Pump.

The Gas Lighting Improvements Co., Ltd., have recently introduced a new apparatus for bulk-fuel installations, which is also available as a self-contained barrel-on-trolley plant. The accompanying illustration shows the last-named type, which is, however, now fitted with a rotary action piston pump instead of a semi-rotary action pump. The most salient feature about the machine is the fact that it combines the accuracy of the calibrated receptacle type of plant with a discharging speed greater than that possessed by the measuring lift type. There are three sets available, the prices of which are as follows:—Kerbside installation with 500-gallon tank, delivered and fitted, £100; a commercial set, with 500-gallon tank, delivered and fitted, £85; a portable barrel set at £42.



The new self-contained Carburine petrol installation.

D14

LIGHT CAR-ICATURES.



JEAN CHASSAGNE

(A Favourite from France).

Vivo La Franco et l'Angleterre!
Ze race I love, no matter where.
Give me ze car, jus' made to go,
Streamline, big noise, vitesse, très chaud!

Scottish Trial.

The Edinburgh Club's Six-day Scottish trial is arranged to take place in the second week of May; that is, from the 7th to 12th. The course will be stiffened up, while the premier award will consist of silver cups, to be earned by those completing the trial without the loss of a single mark. Gold medals will be awarded to those who do not make more than one stop on a hill.

The Ideal Tool Roll.

Commenting on a paragraph headed "Trivial but Irritating," which appeared in our issue dated January 19th, on the question of certain disadvantages of the average tool roll, A. C. Cars have forwarded us the standard tool bag which is supplied with all A.C.s. This is an extremely useful accessory, large enough to hold all the tools necessary for running purposes. It is equipped with the rip-up type of fastener.

New 10 h.p. Albatros.

A new light car of interest is the Albatros, manufactured by Albatros Motors at Coventry. Fitted with a 10 h.p. four-cylinder water-cooled engine, the mixture is supplied by a Zenith carburetter, ignition and lighting being by B.L.I.C. A cone clutch conveys the drive from the engine to a centrally operated three-speed-and-reverse gearbox. Suspension all round is by quarter-elliptics. The utility two-seater model, complete with all equipment, is priced at £200, and the special model which is fitted with a double dickey, sells for £225. Other models include the "two four," £240, family four-seater, £265; and the coupé, £275. The works are situated in Coventry, and deliveries will be made in from four to six weeks. All communications should be addressed temporarily to Albatros Motors, 11, Montague Road, Richmond, Surrey.

Price of the Unit Reduced.

As from January 25th the price of the standard four-seater Unit car becomes 250 guineas instead of 275 guineas. The car is complete with electric starter.

New Single-shell Body.

As a result of insistent demands, the manufacturers of the well-known 5-18 h.p. Talbot-Darracq are now marketing an occasional four-seater body on this chassis. The two front seats are adjustable, and hinge, while there is ample room for a large quantity of luggage, or for one adult or two children in the rear compartment.

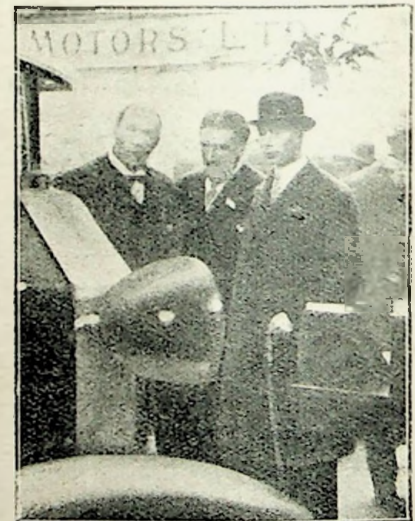
Price Corrections.

We are asked to point out that the prices of the Bayless-Thomas car are as follows:—10.8 h.p., fitted with Borden saloon body, £395; Junior model, £275. Contrary to the statement in our last issue, only one T.B. three-wheeler was exhibited at the Scottish Show, this being the de luxe model selling at £165 10s. The price of the cheapest T.B. is £155.

At the Scottish Show.

During his week-end in Glasgow H.R.H. the Duke of York used an 11.9 h.p. Standard, in which he was driven to the Show through crowded streets. His opening remarks there were brief and to the point, after which he made a rapid tour of the hall.

There was a lack of seating accommo-



H.R.H. the Duke of York snapped whilst viewing the exhibits at the Show.

dation for visitors at Kelvin Hall. Lunch on the opening day was only available in the tea-room.

Some drivers from the South found difficulty in understanding the system of traffic signalling in use by the Glasgow police. In this city, for instance motor traffic must stop when a tram is picking up or setting down passengers, whilst the parking of cars in the main streets is a forbidden practice.

Many demonstration cars came up by road, their drivers vying with each other in the stories they told of the time they had taken on the journey and the manner in which they had climbed Shap Fell or Kirkstone Pass.

London-Glasgow.

One of the quickest runs down from London to Glasgow for the Scottish Show goes to the credit of an air-cooled A.B.C. light car, which beat a 20 h.p. six-cylinder luxury model by quite a big

Influence of the Movies

An interesting paper will be delivered by Mr. G. E. Turner, general manager of the Cinema Publicity Service, Ltd., before the Institution of Production Engineers at the Engineers' Club, Coventry

A Useful Hint.

It sometimes happens that for some reason or another a car cannot be started under its own power. The surface may be soft, the clutch fierce, or the wheels held up by a ridge. If the plugs are taken out and the low gear engaged, it is nearly always possible to wind the car out of a tight corner by a number of upward pulls on the handle.

Jamming Starters.

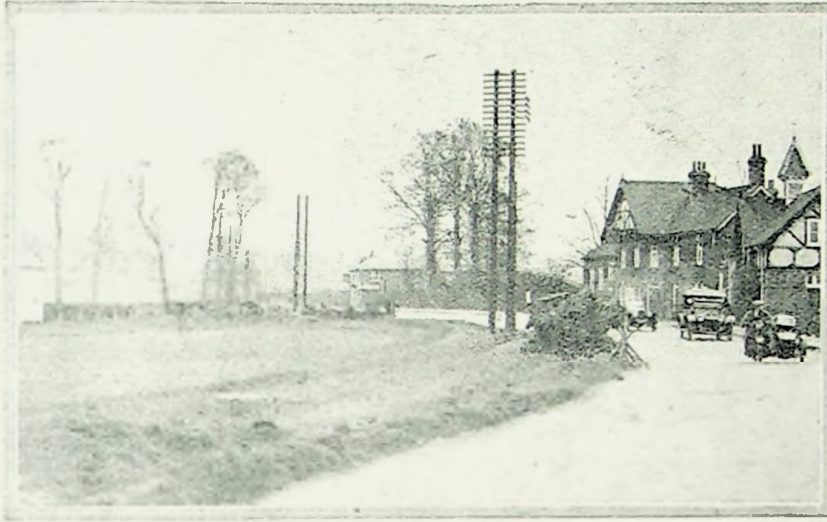
A customer was complaining at the works that his electric starter was inclined to jam, but could not reproduce the defect owing to the fact that the starter, when tested, functioned properly for 147 consecutive times. Feeling rather a fool, he then suggested that they should try some of the new cars in the showrooms, and was immediately rewarded by jams on three different cars! The matter is now being officially investigated.

A.C.U. Stock Trial.

It has now been finally decided that the A.C.U. stock machine test, which takes place on Wednesday, March 14th, will start at Birmingham and finish at Cheltenham, the lunch stop also being situated at the last-named town. The course to be covered, details of which have now been disclosed, includes a great variety of country, and is intended to provide a comprehensive test of the representative types of motor vehicle which will be competing. These, be it noted, will be classed not according to h.p., but price.

A Bohemian Concert.

On Friday, January 26th, the Birmingham Centre of the Cycle and Motor Trades' Benevolent Fund held their 14th annual Bohemian concert at the Temperance Hall, Birmingham. Mr. Henry A. Lamplugh occupied the chair, and the secretary, Mr. A. C. Huckstepp, gave a glowing account of the assistance rendered by the fund, and appealed for further help. The hall was crowded by the large audience, amongst whom were many prominent members of the trade, and the excellent programme, which included numerous items by artistes from the local theatres, was greatly appreciated.



CUTTING THE CORNER. — A noteworthy improvement at Cobham, on the Portsmouth road. The corner is being eased off and the highway widened.

margin, and its driver was as fresh when he finished as were those who had travelled on the most expensive enclosed big cars.

A Worthy Cause.

The annual party organized by the Essex Motor Club on behalf of crippled and mentally deficient children was held this year at Lowood Street L.C.C. School, on January 25th, when a vast army of excited youngsters enjoyed themselves to the full. Each little visitor received a present, such as a "dress and undress" doll, brush and comb, etc., the funds for these and the expenses of the party having been collected by the enthusiastic lady members of the Essex Motor Club, under the able supervision of Mrs. E. J. Bass.

Road Improvements.

When Mickleham Corner, between Leatherhead and Dorking, was rounded off and made safe, nearly two years ago, motorists congratulated themselves, and, like Oliver Twist, asked for more. It is encouraging, therefore, to note that due regard has been paid to this very reasonable desire, and that local councils are appreciating the full significance of the slogan "Safety first." From time to time we have illustrated such improvements; in addition the following information will prove useful and interesting:

A notable alteration has been effected at Honger Lane, leading from Ealing to Alperton. The road has been widened and the corners rounded off.

Cobham, on the Portsmouth Road, and, of equal importance, on the road to Brooklands, is also receiving attention. The somewhat dangerous bend at the London end of the village is being eased off and the width of the road increased where required.

A third road alteration is being carried out in Ealing Road, Brentford, to improve the "bottle-neck."

Street, W.1, to-night, Friday, at 7.30 p.m. The paper is entitled "The Moving Picture Industry," and will be illustrated by cinematograph pictures.

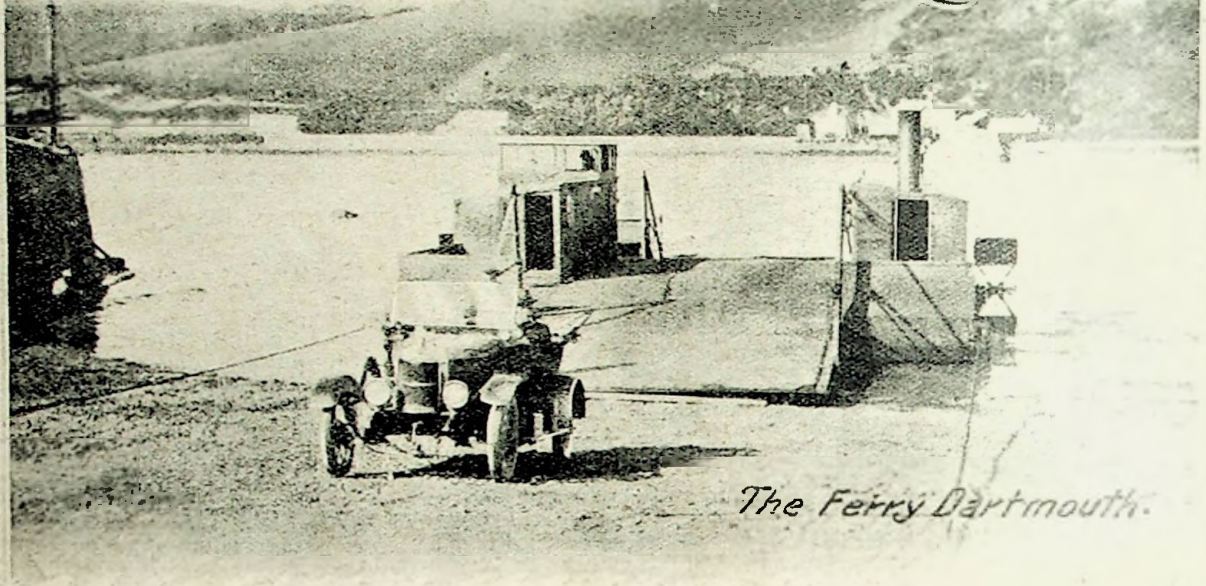
On Kirkstone.

The ascent of the Kirkstone Pass from Ambleside is very much more severe than the climb from Windermere or Patterdale, so that when a party of drivers whose cars had been reduced to bottom gear on the "Struggle" heard someone stating that his A.C. had taken the pass on top, they were naturally somewhat sceptical. For a long while the A.C. owner stuck to his point, but eventually it turned out that he had mistaken a very much easier gradient for the famous Kirkstone.



CLUB ENTERTAINS CHILDREN. — A happy snap of the children who attended the Essex Motor Club's annual party at Lowood Street L.C.C. School, on January 25th.

Along the COAST ROAD



From Kent to Cornwall on a Light Car.

COAST roads possess a charm and interest which belong to no other roadways. The charm lies in the variety—on one side the green inland ways leading into the country's heart, on the other the wide boundlessness of the blue ocean. The interest is to be sought and found in the ways of shipping and the doings of the shore which belong to an exclusive branch of life.

Any coast road following the contour of the margin of the land holds its choice pleasures for the traveller, and where the rocks meet the onslaught of the waters and creeks rob the sea line of monotony the going is specially delightful; but even the quieter regions of our south have no small reward to offer the pilgrim who pursues his journeys along the shore.

Travelling from the Kentish coast on the east to the shores of Cornwall in the west, the coast road presents a variety that is scarcely found elsewhere.

From the highway between Dover and Folkestone a clear day allows visions of the coast of France, and after the hilly journey about Folkestone the road falls to the level of the great marshland. An old-world atmosphere lingers about the towns of Rye, Winchelsea, and Dymchurch.

The South Coast Cliffs.

Countless suggestions are to be found of the days when the generous sea lapped walls and quays now dry and silent after centuries of desertion; but the whole region is so unlike any other portion of our country that one cares to linger and make slow headway, although the level ways offer a course for speed.

At Hastings the white cliff and the inland hills are met again, and the road winds sluggishly across the Pevensey marshes, where narrow, awkward roads call for the exercise of caution and restraint.

Eastbourne provides a good stiff climb, and the road that hugs the cliffs and crosses the shoulder of Beachy Head should be followed. Should the hours so suggest, a meal may be delightfully enjoyed on the green cliff tops at this point, where the car can be run on to the grass and as near the cliff edge as prudence or daring dictates.

B16

The main road is reached again at East Dean, and thus to the Cuckmere valley, with its view of the Seven Sisters—chalk headlands to the east—and Seaford. A perfect roadway links Seaford with Newhaven, mainly constructed during the early days of the war, and then the pleasant undulating run along the cliffs to Brighton.

As far as Worthing the road fully deserves the name of coast road. Westward the appellation may be challenged. The majority of tourists prefer to make their way by Arundel and Chichester, picking up the sea again at Havant; but those who revel in exploring for exploring's sake may pursue a tortuous and difficult course to Littlehampton and Bognor; while those who endeavour to keep close to the Channel may have an interesting story to tell.

Unrivalled Devon.

The wise course is to make a bee-line from Shoreham to Bournemouth, although there are interesting chances of touching the shore at many points between Southampton and Bournemouth.

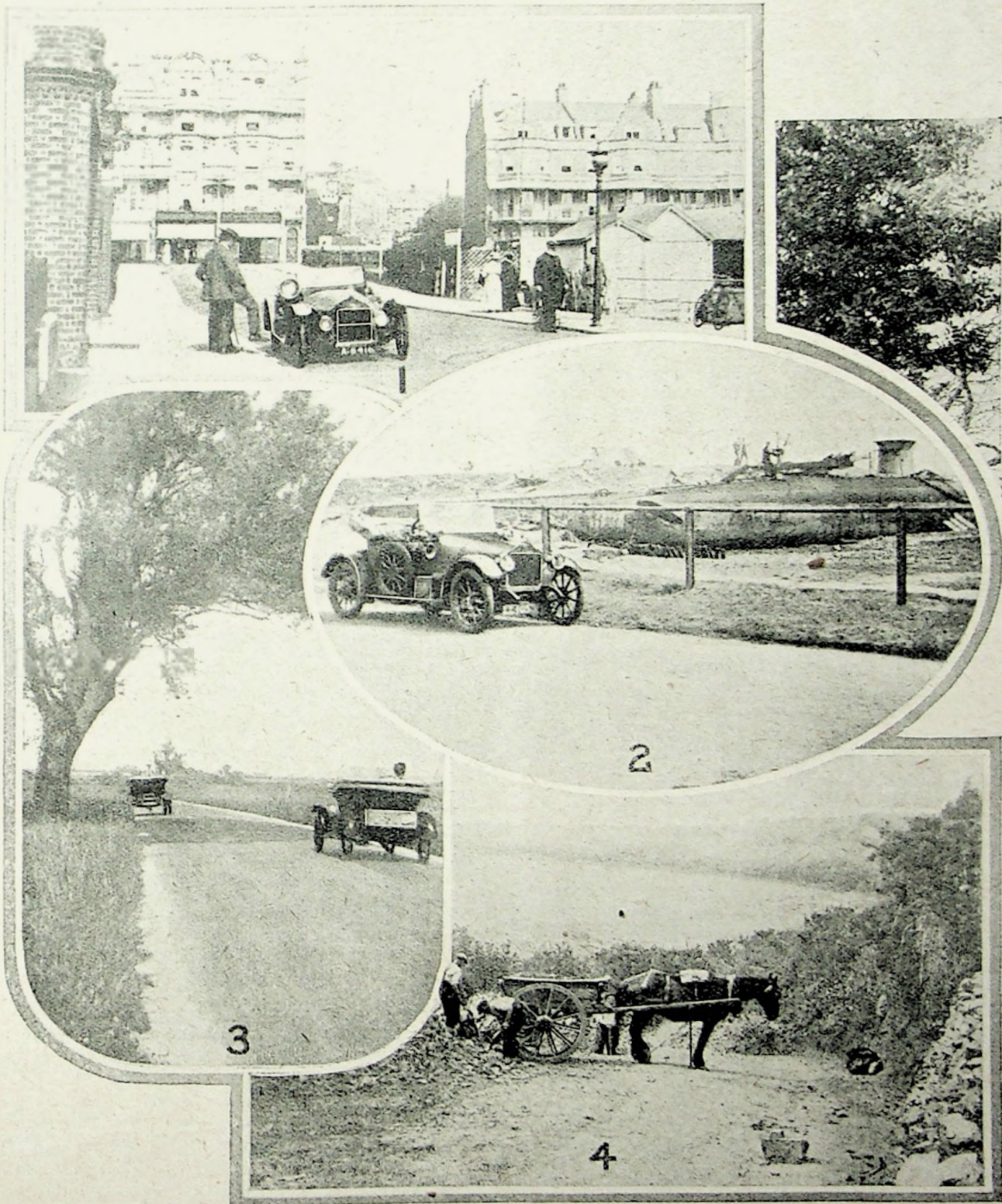
From Bournemouth west, the Dorset coast almost defies acquaintance, save for the pedestrian, for whom it is rich in interest and pictorial beauty. The motorist, having less freedom of choice, may, nevertheless, take the Weymouth road to Portland Bill, and indulge in experiences till Bridport is reached.

The great hills lie west of Bridport. Chidcock and Charmouth are quite memorable, but more so the rough going west of Charmouth. Here surface and narrowness add their deterrents to the stiffness of the hills. The inland road via Axminster and Honiton is preferred by those who merely wish to get there; the coast road is the one for those who are out to do things.

From Exeter the easy road follows the coast to Dawlish and Torquay, and the South Devon coast is packed with glorious scenery. Much time is required if one would touch this coast line at frequent points, for the westward road holds an inland course to Plymouth; and this is even more painfully true of the Cornish coast.

A.P.

SCENIC GEMS ON THE SOUTH COAST.



(1) The modern seaside resort of Bexhill, in Sussex. The traveller needs to journey a short distance inland to visit the old rustic village. (2) Despoiling the quiet coastal serenity of Havant. Breaking up a submarine—a relic of the war. (3) The level road across the open spaces of Pevensey Marshes. (4) Running close to the Devon coast—the new Ilsham Road, now in the course of construction.



A Critical Causerie of Light Car Comment.

A Clear Screen.

"AN apple a day keeps the windscreen O.K." is the modern rendering of an old saying, the truth of which I recently put to the test. The sliced face of an apple rubbed over a windscreen is an excellent method of maintaining a clear view in rain or light mist. Probably a Scotsman would prefer a potato, which, I am told, is equally effective.

On Belts.

QUITE a fillip has been given to the interest displayed in air-cooled engines by the man in the street by the introduction of a car in America which is "copper-cooled." The translation of this peculiar term boils down to the fact that this engine has copper fins amalgamated with cast-iron cylinder barrels, which thus increases their capability of getting rid of the heat. One of the most interesting features to me, however, is the fact that what is known as a sirocco blower, the duty of which is to create a forced draught through a shroud which surrounds the cylinders, is driven by a belt.

Personally, I loathe belts as a drive for any engine component, but I have sufficient respect for American manufacturers to know that they do not, in this year of 1923, place a utility car on the market which incorporates some fitting that has not been thoroughly tested out. A particular feature about this new belt drive, if it may be mentioned, lies in the fact that the actual core of the belt itself is made practically non-flexible and non-extensible. It does not have to squash up on its underside or elongate on its outer face when it is going round a pulley. The elimination of this destructive tendency has resulted, so I am informed, in a member that is blessed with true reliability and longevity.

A Grouse.

IT is fervently to be hoped that British manufacturers who still adhere to belts as a drive for the various engine components that they have added as an afterthought will eventually find some similar type. There is one model of quite a famous make that is even now turned out as standard with the following system for conveying the necessary motion to the fan and dynamo. On the crankshaft there is a belt pulley which drives the fan, and on the fan-

shaft there is another pulley which drives the dynamo. The fanshaft is mounted on an eccentric, the dynamo is fixed. As a result, when the fan belt stretches, one has to indulge in permutations and combinations to find out how one belt can be tightened without the other becoming loose—a process which usually ends in giving the whole business up in sheer disgust.

On one of the cars against which I am now directing a venomous pen the fan bearing gave trouble. As a result, both it and the dynamo had to be cut out of action when the owner was faced with a 300-mile journey home over some quite useful ranges of hills. With the prospect of darkness assailing him before he got to his ultimate destination his feelings can better be imagined than described. In favour of the belt we are told that it is silent and that it reduces the cost of manufacture. All that may be quite true, but, personally, I would rather stand the racket of a noisy chain that did its job properly than be soothed blissfully into hidden snares by the silent running of a slipping belt.

Slower Traffic Up North.

IN Southern and Midland towns touring cars form the bulk of the traffic and proceed on their way at a fair pace. As one travels north, passing places like Preston, Kendal, Penrith, and Carlisle, the traffic slows down, and driving which would pass in such places as London or Birmingham arouses cautions from the local police of Westmorland and Cumberland. I have noted this particularly on other occasions and have warned south-countrymen.

Motoring Literature.

TAKING out a new car for test the other day I found the following selection of motoring literature in the door pocket and imagine that a similar library is supplied with every vehicle.

(1) Sixty-page work on lubrication, containing many useful hints and tips. (2) Makers' price list of spare parts—20 pages, price 2s. 6d. (3) Booklet on the management of the car. (4) Booklet on the management of the carburetter. (5) Booklet on the management of the electrical equipment. (6) Car instruction book (partly out of date). (7) Lubrication chart. (8) Another lubrication chart (some six years old). (9) Car folder.

RICH MIXTURE (contd.).

I cannot help thinking that all this matter would be far better combined and brought up to date. The two features I wished to discover, i.e., at what pressure the oil should circulate, and the gear ratios of the car, were not included.

Teaching the Young Idea.

STOPPING at a wee roadside garage in Scotland, my car was filled up by a lad of about 10 years of age whose knowledge of motoring positively staggered me. He knew every car that had passed up the North road on the way to the Glasgow Show, and had also noted the cars which were going up by train. I have often noticed that the younger generation seem to know far more about cars than do older men. Possibly they have more time to read about them and then they develop an acute mechanical instinct. Many a boy at school knows full well how to double declutch when changing gear (in theory) long before he has ever been allowed to sit behind a steering wheel. All of which is going to assist the progress of mechanical transport during the years to come.

A 1,500 c.c. Single-sleeve-valve Engine.

I WAS recently afforded an opportunity of driving a 1½-litre car fitted with a single sleeve-valve engine made under the Burt McCallum patents. Although this car scaled about one ton, the engine—a power curve of which is straight—dealt with its heavy load on a 4.5 to 1 top gear with 760 mm. by 90 mm. wheels surprisingly well, a maximum speed of between 50 and 60 m.p.h. being obtained on the level. There is no noticeable sound from the engine, the silent running of which is so pronounced as to emphasize the noise made by other parts of the

chassis which would go unnoticed in the ordinary state of affairs.

Perhaps the most remarkable feature of the job is the rarity with which the removal of carbon deposit is said to be necessary. Petrol consumption, with a carburetter setting suitable for maximum power, is in the region of 35 m.p.g., which is quite good.

The engine, an experimental "tool-room" production, was fitted with aluminium pistons, and allowed a 5 to 1 compression ratio. No attempt was made to hot it up specially, nor was the valve timing abnormal in any way. Plans are being made to market it as a proprietary unit by its makers, Wallace (Glasgow), Ltd., Cardonald, Glasgow

Doggerel.

When I peruse the records of the motoring dog's sagacity,
I feel the angler's yearning to exaggerate the fish
He didn't catch. So, if you'll overlook my pen's mendacity,
I'd like to give expression to temptation's half-formed wish,
And tell the tale of Fido. He's a marvel and a sport.

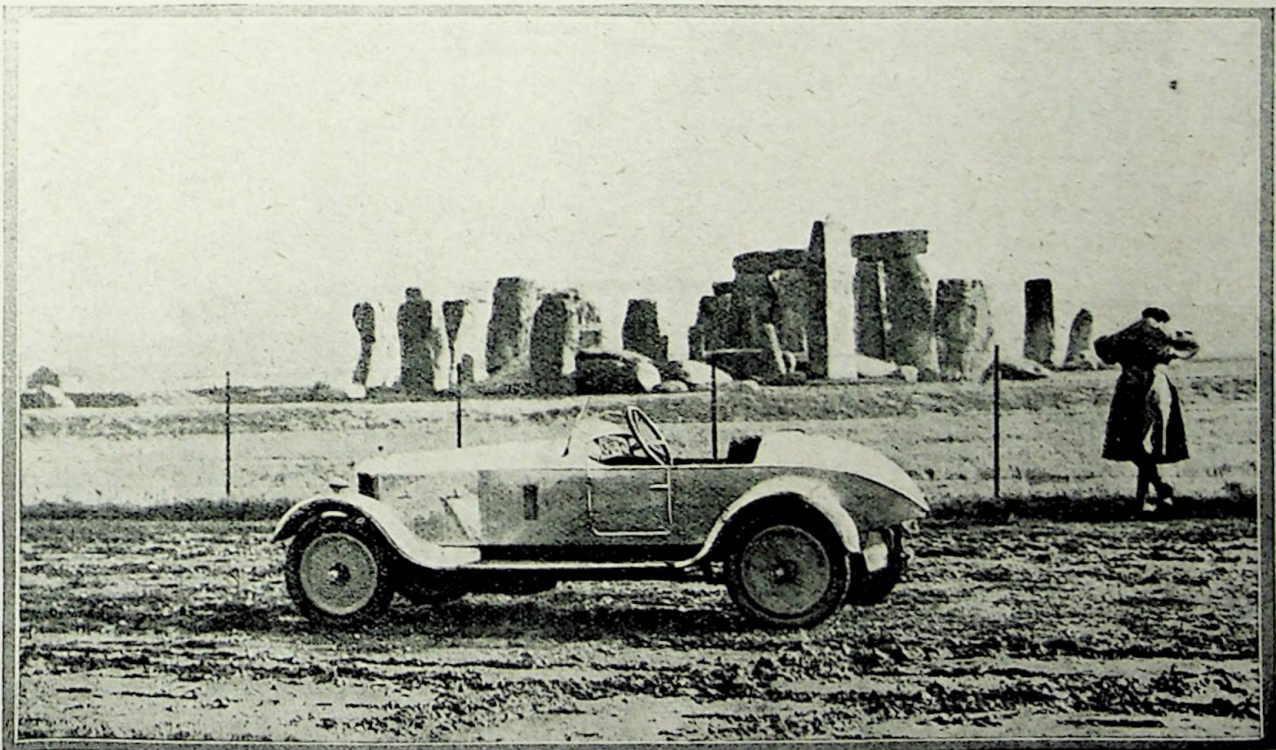
He'll chase a roadside rabbit, but he wouldn't hurt a fowl.
He will hear a barrel-organ out of tune without a snort,
But if he hears an engine pink, he'll sit on end and howl.

He's got an ear for music, and he's also got a caudal
Appendage differential that differentiates.
On hearing cars the same make as my own, he doesn't dawdle,
But wildly wags his narrative; while, if they're not, he
waits.

If I'm tardy in acknowledging an A.A. man's salute,
A quiet nudge from Fido with his fore feet gives me pause.
At retrieving nuts from undershields, his talent is acute,
Or gudgeon pins gone West, or bits of fluff from feed-pipe
gauze.

He's got a turnspit's instincts, and can therefore judge rota-
tion.

To a nicety in engines of eleven-point-nine twelves.
For universal joints he shows both taste and mastication:
If you doubt these Fido stories, tell some taller ones your-
selves!
S.S.



ANCIENT AND MODERN. — A direct contrast between the old and the new is provided by the heavy time-worn pillars at Stonehenge and the modern light sports car. Visitors to Simms Hill pass close to this famous locality.

A Venue Worth Visiting.

IN AND AROUND . GREAT YARMOUTH.

FOR some reason, which is not altogether obvious, the East Coast of England is not patronized to a great extent by motorists, chiefly, it may be supposed, because the roads from the Midlands and Southern districts are uninteresting, compared with such picturesque routes as those leading north, west and south.

It must be admitted, however, that for the motorist there are many interesting eastern venues, and of these Great Yarmouth is probably one of the oldest and quaintest. It is not generally known that the Isle of Wight also boasts of a Yarmouth, but Great Yarmouth in England is distinguished from the first-named town by the prefix which was added to the name in pursuance of a charter granted by Henry III.

Many of the quainter parts of Great Yarmouth have to be explored on foot, for the older streets are too narrow to be negotiated by cars. The "Rows," however, as they are known—145 in number—although by no means beautiful, represent ancient history, and are well worthy of a visit. As distinguished from the new Great Yarmouth, the older part of the town was walled and fortified, and relics of these fortifications including several rambling old towers, still remain. Of historic and general interest is the Star Hotel, formerly the residence of one of the Elizabethan merchant adventurers, which has associations with Nelson. It is situated on Hall Quay, near the modern Town Hall.

The parish church of St. Nicholas is considered in certain quarters to be the largest parish church in England, and, although of unpretentious appearance, stands in a big extent of ground.

Characteristic of the eighteenth century is St. George's Church in red brick, whilst the thirteenth

A Hint Worth Knowing.

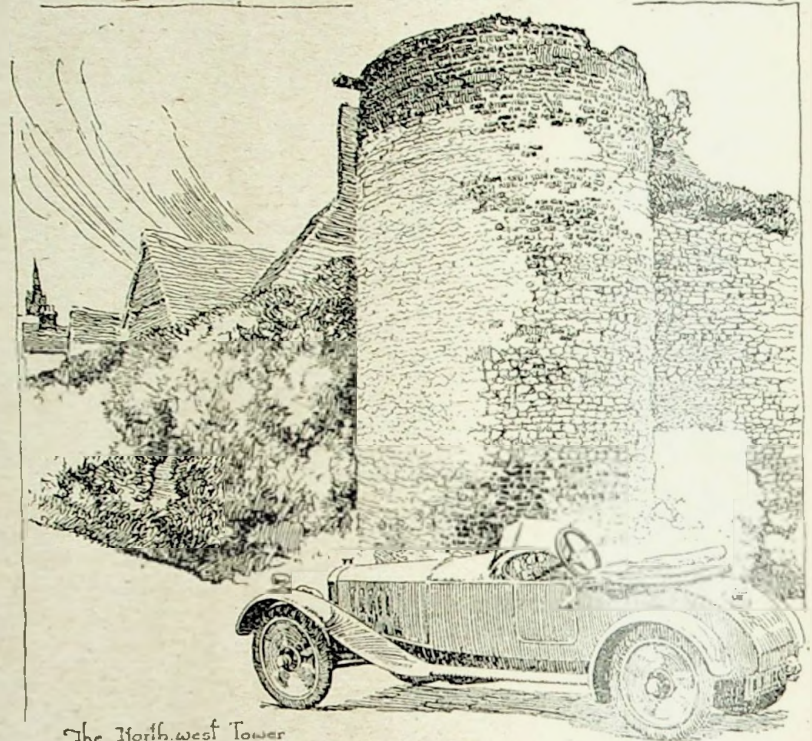
A HOME-MADE LEAF SPRING LUBRICATOR.

TO maintain the suppleness of spring suspension, it is imperative that lubrication should be introduced between the leaves in order to facilitate the sliding action which takes place between the various surfaces in contact. The ideal method, of course, is to fit spring gaiters, which can be packed with grease, but they have one small disadvantage, inasmuch as the springs cannot be inspected, with the object of making sure that they are sound.

The owner driver can make quite an effective leaf spring lubricator in the following manner:—About 5 ft. of hemp or other absorbent rope is first of all wrapped round the spring two-thirds of the way up, measured from the axle end. This can be loosely secured in position, as it may be necessary to remove it later on. The hemp may be thoroughly soaked in oil in the first instance, or oil may be added afterwards.

A suitable covering must now be constructed, and this can be made from fairly stout American cloth, into which have been let suitable eyelets, so that it can be laced in position.

The hemp having been thoroughly

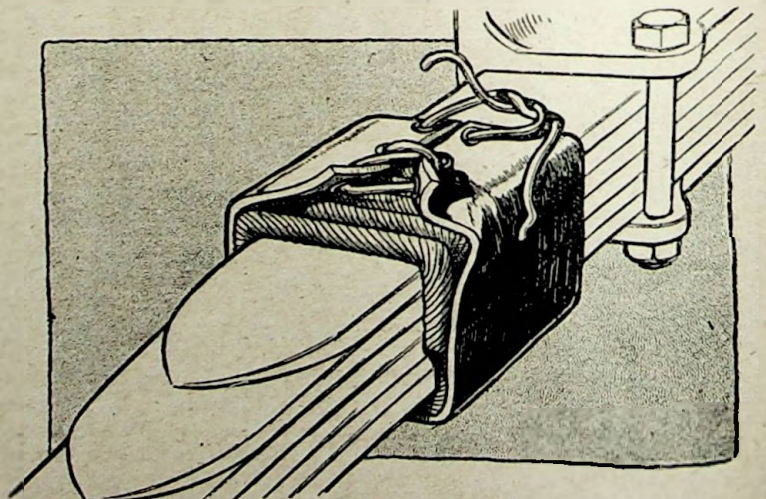


The North-west Tower
of Yarmouth

century toll-house in Gaoi Street, built of flint and stone, with an old-fashioned external staircase—an edifice originally used in the capacity of Town Hall, Courts of Justice, and prison—is worthy of the visitor's attention.

Within easy reach of Great Yarmouth is Caister—a little fishing village—the main point of interest being the ruins of Caister Castle. The original fortress was built by Sir John Falstaff.

Great Yarmouth is situated 126 miles from London, 18½ from Bungay, 22½ from Norwich, and 10½ from Lowestoft.



The home-made gaiter in position, showing the hemp wound round the spring within

The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.
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 types of cyclecars and light cars, and it has con-
 sistently encouraged the development of this new
 motoring movement for over ten years.

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 have been made to ensure a regular supply.
 Should any difficulty be experienced, we should
 be greatly obliged to receive the name and
 address of the reader's newsagent.

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Topics of the Day

The Taxation Inquiry.

THE public inquiry into the question of taxation, which was
 opened at the Middlesex Guildhall, Westminster, a week
 ago, clearly shows that in the British automobile industry there
 are several distinctly conflicting interests. The discussions have
 been marked by a liveliness that has at times

Taking the threatened to overstep the bounds which are
 Clear View. usually accepted by those who sit on a committee
 that has as its aim and object the amelioration of

conditions for the common good. From the welter of words
 one fact has been clearly brought to light, which is that a form
 of taxation that is acceptable to commercial-vehicle users is not
 necessarily the one that would meet with greatest popularity if
 it were applied to privately owned automobiles.

It has been urged that the present system of taxation has a
 restricting influence on design, the opinion being held in some
 quarters that the present high-speed engine is not so good a
 proposition commercially as would be a larger engine which ran
 at a slower speed. We cannot say that we ourselves are in
 entire agreement with this statement, for the economy car of
 to-day is fitted with what is admittedly a comparatively high-
 speed engine by reason of the fact that a small engine (and by
 this we mean a unit that is small in volumetric capacity) must
 turn over at a high rate of revolutions if it is to give off sufficient
 power to make its power-weight ratio economically successful on
 the road to-day, and a glance through a list of bore-stroke ratios
 favoured by modern designers of small cars does not show any
 great tendency towards a big reduction in the bore and a
 disproportionate increase in the stroke.

Is the Fuel Tax Impracticable?

THERE is no getting away from the fact that the present
 system on which private automobiles are taxed is iniquitous
 by reason of the fact that it is not proportionate to the amount
 of damage which each car does to the road. Payment of a fixed
 sum for an arbitrary period of ownership is not
 fair. The modern small car is not a luxury; it is a
 necessity, and should be taxed as such.

It yet remains to be proved that a tax on fuel is
 quite impracticable, and it is doubtful whether the administra-
 tion of such a tax would be more expensive to the nation than is
 the present highly complicated system. In any event, we await
 the ultimate issue of the taxation inquiry with the liveliest
 interest. That its effect will in the end be beneficial there is
 little doubt.

Sportsmanship and the Automobile.

THERE is perhaps no industry in which the human factor is so
 prominent as is the case where automobilism is concerned.
 Recently, at a dinner given in honour of a well-known racing
 driver who had accomplished a very remarkable feat, a manu-
 facturer of British light cars paid a striking tribute
 to the human element in automobilism, and quite
 rightly pointed out that the energies of the various
 departments responsible for the production of a
 racing car all ultimately are directed towards and dependent
 upon the skill of the man who sat at the wheel and controlled the
 movement of the finished product of their brains. It is only
 perhaps during the past two or three years that those whose
 duty it is to organize factories in this country have fully realized
 what an enormous bearing the social conditions of their
 employees have on the quality of the finished product. The days
 when men were regarded as merely machines are past. To-day
 the individual labourer is certainly a unit in a huge organiza-
 tion, but at the same time he retains his personality and is able
 to reap the reward of genuine effort.

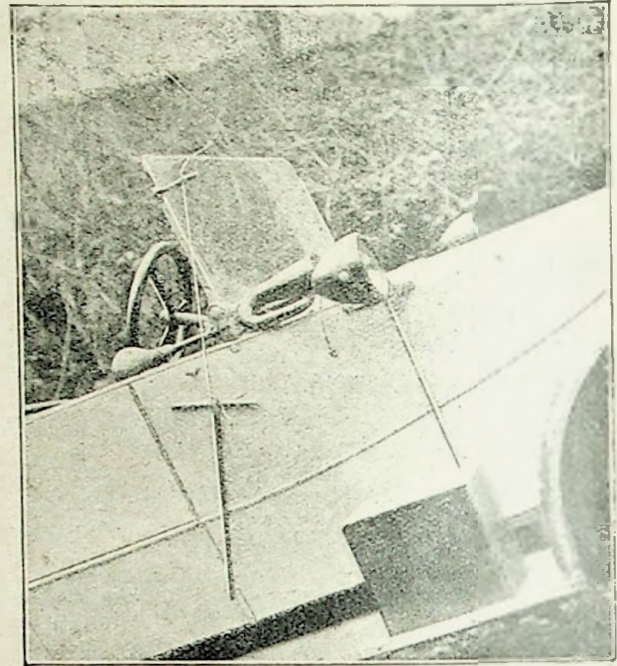
THE RALLY AT SIMMS HILL.

Great Enthusiasm—Highly Interesting Event Promised for February 10th.

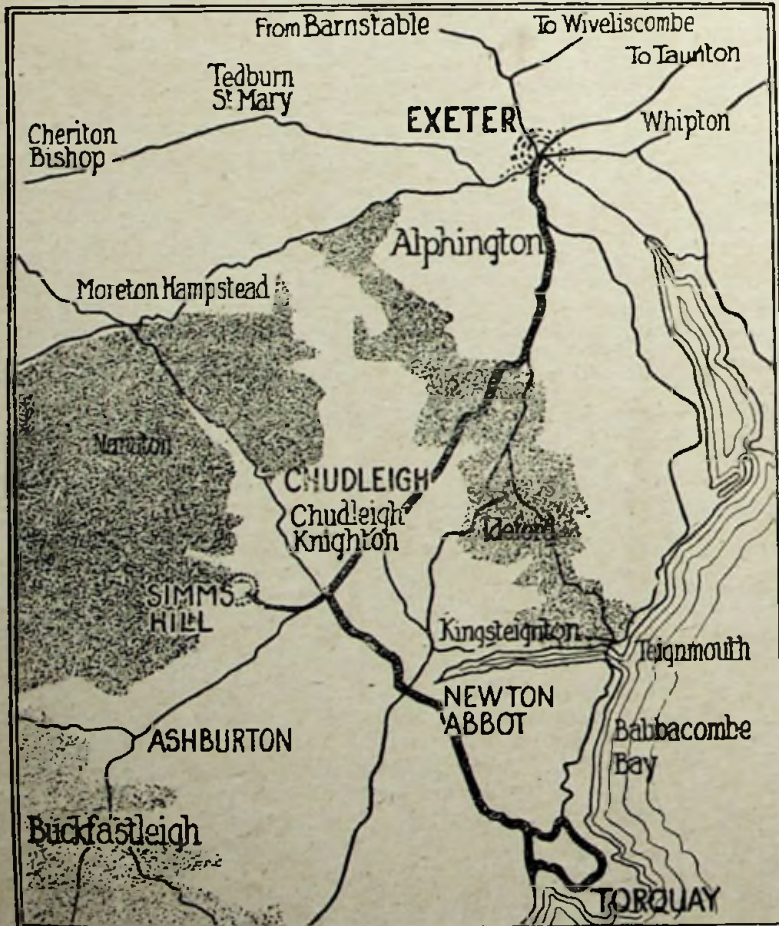
THE suggestion, published last week, for holding a *Light Car and Cyclecar Rally* for the purpose of attacking the gradient of Simms Hill, in Devonshire, on Saturday, February 10th, has met with a whole-heartedly enthusiastic response. Already a large number of enthusiasts have notified us of their intention to be present on what promises to be a famous occasion, and we are able to announce that practically all the well-known makes of light cars will be represented. It is probable that a Citroën-Kégresse caterpillar car (similar to those which recently crossed the Sahara Desert) will give a demonstration, which, naturally, adds still greater interest to the undertaking.

We have made arrangements with the proprietor of the Clifford Arms Hotel, at Chudleigh, which is only a few miles distant from Simms Hill, for accommodation to be reserved for those who make up *The Light Car and Cyclecar party*. By mentioning the name of this journal, accommodation will be assured for participants in the Rally, spectators, and their cars. As an alternative, similar accommodation can be obtained at the Palace Hotel, Torquay, by those who prefer it.

The routes from Chudleigh and Torquay to the hill will be arrowed by the morning of Saturday, February 10th, and it is lucky that, whether the weather be wet or dry, the surface of Simms Hill will be in



A good idea of the gradient of Simms is provided by comparing the vertical jack handle with the running board of this Stoneleigh, snapped on the hill.



How to get to the hill on February 10th. The climbing contest starts at 10.30 a.m. Accommodation can be obtained in Chudleigh or Torquay.

a climbable condition for those cars which are equipped with Parsons chains, for the road has a good foundation, which is not greatly affected by water. Among other cars which will be at the hill we may mention the Standard, Lagonda, G.N., Rhode, A.C., Bayliss-Thomas, Stoneleigh, Alvis, A.B.C., and 7.5 h.p. Citroën.

The programme, fuller details of which will be announced next week, is as follows. On the evening of Friday, February 9th, the parties who are coming from the Midlands and from London will meet at the Clifford Arms Hotel, Chudleigh, and the Palace Hotel, Torquay. Those who are unable to leave London before Friday evening should endeavour to be at the Bridge House Hotel, Staines, at 8 o'clock, and start at 8.30, as about half a dozen participants have already expressed their intention of making this their starting point and time for the journey to the West. It will be possible to obtain dinner before starting, but in this case the Bridge House Hotel should be reached by about 7 o'clock.

The Simms versus light car contest is timed to commence at about 10.30 a.m. on the Saturday morning. The road leading out of Ilshington to Simms Hill is narrow, and care must be taken that there is no congestion on this road. We, therefore, venture to request all those motorists who do not intend to climb the hill on their own cars to take particular care that they do not obstruct in this narrow roadway. The local inhabitants show a thoroughly sporting disposition towards motorists, but here, again, we venture to remind all those who come down to the hill that it is of greatest importance for no annoyance to be caused to those who live in the

SIMMS HILL (contd.).

vicinity. The map published herewith shows the locality of Simms Hill.

As regards lunch on the Saturday, this can be supplied at the Clifford Arms Hotel, and if the day be fine we have no doubt that there will be numerous picnic parties on the slopes of the gradient.

Supplies Available.

So great has been the response to the suggestion of holding this Rally, that Shell-Mex. Ltd., have kindly offered to take down a petrol-filling installation, so that there will be both fuel and oil available on the spot.

There is, of course, no rule against practising on the hill beforehand, and in order to add to the interest of the event, we are making arrangements for the gear ratios of those cars which are successful to be measured, so that useful data will be afforded. We would emphasize the fact that an insufficient head

of petrol seems to be the greatest deterrent to climbing this gradient, which hint may enable intending participants to effect detail alterations to their cars that will ensure success.

A Real Gradient.

As we announced previously, cars which have easily climbed both Alms Hill and Alt-y-Bady have met their match on the gradient of Simms Hill. Whether it is the steepest hill in England is, perhaps, questionable, but there is no doubt that it is one of the hardest gradients to conquer that has ever been discovered. The sharp, right-angle turn at the foot puts a premium on skillful driving, and the long, steep rise for the next 150 yards demands a sturdy engine.

In order that honour may be given where it is due, the cars ascending the hill will be timed by stopwatch, and the results, if interesting, will be published. It will undoubtedly be most instructive to see which car achieves the honour of being fastest on the hill and which can carry the biggest load of people.

A NEW NON-LEAK POPPET VALVE.

The Valve and Guide which So Considerably Contributed Towards the Success of the Record-breaking A.-C.

It is now apparent that one at least of the secrets of the success of the A.-C. which put up such a remarkably good show at Brooklands was the design of its valve guides, which converted an engine that gave persistent trouble from compression leaks to one which closely approaches perfection in the way in which it retained its gases.

The 16 valves with which the engine was fitted, notwithstanding every possible attention and care, invariably leaked to such an extent that the compression would not hold for more than a few consecutive laps at speed. The difficulty was overcome by Mr. Sidney Smith, who designed a valve guide which, although simple enough in itself, nevertheless practically inaugurates a new principle in valve control, inasmuch as the valve is located by its head, instead of by its stem.

Most valve leakages are due, as regards their origin at least, to non-alignment of valve seat and guide, which non-alignment is usually due to inequalities of expansion in the body of the cylinder block. The condition thus set up is aggravated by the passage of burning gases through the space for leakage between the working faces of the valve and its seat. In the Sidney Smith design, as may be appreciated by brief study of the accompanying illustration, the valve guide is free to wander, and is not restrained by the hole in the cylinder casting into which it fits. This means that a considerable degree of mal-alignment, more than is at all likely to occur, is permissible without the risk of the valve being disturbed from its proper seating.

The valve retains compression under all reasonable conditions of mal-alignment, brought about by any cause, including the prevalent one of uneven expansion. Having done so, it prevents erosion of the valve

seat, and thus postpones indefinitely the need for valve grinding. It appears, however, that with a little attention to detail in the design and machining of the valves and seats it is even possible to do without grinding the valves in at all.

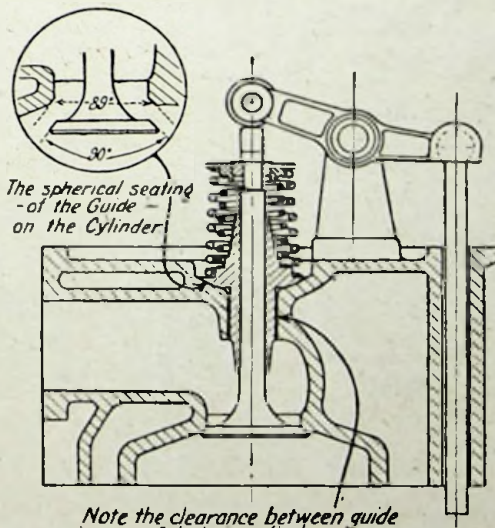
To this end the seats are finished off in the machine with a milling cutter which has very fine teeth: this puts a smooth surface on the seat, free from "chatter" marks, whilst, in addition, the faces of the seat are cut with an included angle between

them of 89 degrees, while those of the valve are at 90 degrees. This ensures that the valve, on first making contact, seats on the outer edge only. Soon after it is working, however, the contact spreads over the whole of the seat, where, owing to the freedom of action which is afforded the valve by the new seat type of guide, it remains.

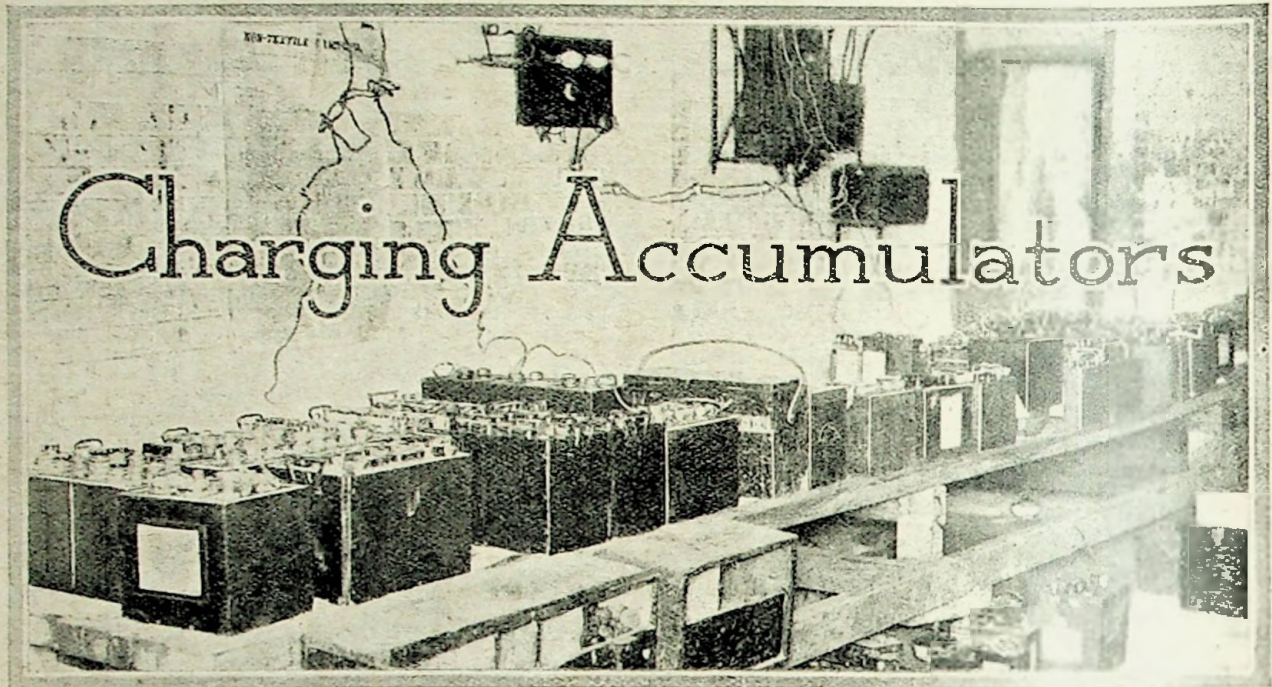
Considerable controversy has been raised among the savants by the introduction of this type of valve. In the above description of the device we have treated the design on its apparent merits, and there is no doubt that it did definitely improve the racing A.-C. engine. Whether it is better for an engine to be designed so that valve seat warpage does not tend to take place or to fit a type of valve that does not worry much whether its surrounding parts have warped or not, of course, is open to discussion. In any event, the Smith valve is

successful on the track in an engine which turned over at 4,250 r.p.m. average speed for over an hour, it has functioned perfectly satisfactorily on the road.

At first thought it is difficult to understand clearly exactly why the valve should find a proper seating on every stroke, but the fact remains that it does so and thus serves its purpose.



Showing the spherical seating for the floating valve guide and the principle as applied to a push-rod, overhead-valve engine.



Boiling and Frothing Simply Explained—A Very Informative Article.

WHEN an accumulator is placed on charge, the electro-motive force, or e.m.f., rises rapidly from 1.8 volts to a value in the neighbourhood of 2.2, and afterwards more slowly to 2.3 volts, at which stage the charge may be said to be practically complete. If charging be continued beyond this stage, however, a further rapid rise in the pressure to about 2.6 volts will take place, hydrogen being freely evolved during the process, and the electrolyte having the appearance of boiling.

This is due to the fact that, as the charge progresses, the surface of the positive plate becomes gradually converted into lead peroxide (PbO_2), and hence the material for the current to act upon becomes less and less.

The plates to all intents and purposes decrease in size, and if the current remain the same throughout the charging operation, its value during the latter stages of the charge will be too great for the area of the plates remaining.

The water in the electrolyte is therefore decomposed, hydrogen and oxygen being liberated at the negative and positive plates respectively. When this condition has been attained, the cell is said to be "gassing," and the production of the bubbles may be taken as evidence of the fact that the charge is complete.

How to Avoid Trouble.

Gassing may be avoided by decreasing the value of the current as the charge progresses, in order that the remaining active area of the plates may never be too small for the current to act upon. The charge may also be considerably increased by adopting this procedure, but in practice, owing to the time and trouble involved, it would never pay to vary the current in this manner.

Boiling does no harm unless the paste on the plates is loose, in which case the agitation of the liquid may serve to remove considerable quantities of the material. Frequent and prolonged overcharging at much reduced rates is, in fact, the only way to effect a cure in the case of sulphated plates, the mild bubbling or gassing doing no harm in any way.

From what has been said, it will be obvious that

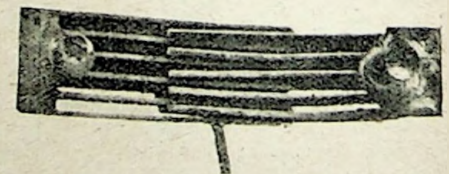
the charging current should not be too great for the area of plates involved, and it is a good rule never to exceed a charging current of a greater value than one-tenth of the stated capacity of the cell in amperes hours.

A 40-ampere hour accumulator would thus require a charging current of 4 amperes. If the capacity of the cell be not given, two-thirds of the maximum current as stated by the makers should be taken, or from 4 to 8 amperes may be allowed per square foot of positive plate, reckoning both sides of all the positives contained in the cell.

Too large a charging current, in addition to causing boiling or "gassing," frequently results in



Accumulator plates can be buckled by too large a charging current, but are more commonly damaged by over discharge.



buckling of the plates, and when this occurs, the rapid evolution of the gas tends to work the paste right out of the plates.

When a cell is first placed in commission the surface of the positive becomes coated with small bubbles after the current has been flowing for a few minutes. The bubbles collect in clusters, and are then lifted through the liquid until they reach the surface, where they break and discharge their gas.

A kind of foam appears to be formed, and this lies in streaks above and along the tops of the plates. Then after some twelve hours a chocolate film begins to appear on the positive plate, until after some thirty hours the film becomes fairly dense.

If the charging current be excessive, the acid, it

CHARGING ACCUMULATORS (contd.).

will be noted, will become cloudy or milky, the cell being said to boil, and the completion of the charge attained.

When frothing, as distinct from boiling, takes place, a kind of scum appears on the surface of the liquid, and emerges from the gas release valve on top of the accumulator box. This scum is usually of a lightish brown colour, and leads many people to make an investigation of the acid and water used for refilling purposes.

Frothing may take place at any period of the charge, and is not necessarily confined to the completion of the latter, as is the case with the more usual "gassing" or "boiling." Some makers have stated that impurities have been present in the electrolyte, and even if this be not the true cause, too much care cannot be taken to avoid the presence of any foreign element in the mixture of sulphuric acid and water in which the plates are immersed.

Care is Needed.

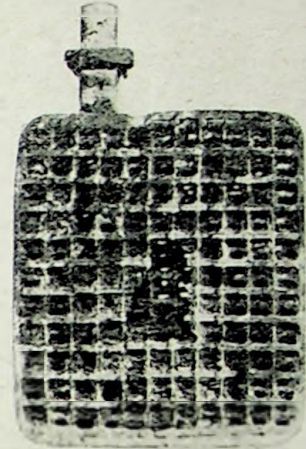
The purest acid and distilled water only should be used, and always stored in clean non-metallic vessels. Rain water and boiler water contain impurities, and should never be employed for re-filling, or what is usually known as the "topping up" process.

It is probable, however, that in the main, frothing is due to the use of wooden separators between the plates. The two sets of plates—positive and negative—are packed as closely together as possible, and, to avoid their coming into contact with each other, separators are used. The separators are usually

treated by a special process in order to eliminate all traces of wood acids, which would be injurious.

The acid eliminating processes are secret, and during a period the nature of the wood is changed to some extent, and in all probability it is due to this change, or to the treatment to which the wood has been subjected, that frothing on charge is to be ascribed.

Providing then that the charging rate is not excessive, and that the electrolyte and water used are pure, frothing may be put down to the cause instanced above. The action is a harmless one, although somewhat objectionable, and care should be taken after charging to wipe up all the spilled solution with waste wet with ammonia water. When carrying out these operations it is always advisable to wear some kind of overall. Should any acid be spilt on the clothes the spot should be immediately sponged with strong undiluted ammonia.



Should the acid be too strong it will in time eat away the plates, rendering them beyond repair.

THE NEW ROADS.**Will Wider Corners Mean More Accidents? The Skid Danger.**

IT has been suggested that the large-radius corners that are a feature of the new roads should be adopted generally. Excellent as they are, they are not without some disadvantages.

One of the main ideas of the increased radius at the corners is to facilitate the movement of our growing traffic. We do this by minimizing congestion caused by unduly slowing down the traffic at cross-roads and turnings. The speed on the corners is faster, but are we going to be faced with that heart-stopping business—the skid on smooth, tarred surfaces immediately they are wetted? Every railway engineer knows that a large-radius curve has far less derailments than a curve of small radius, but, when it does occur, one of the former is worse than scores of the latter as regards damage—it is a question of speed and braking conditions. Moreover, easy curves are highly deceptive.

Worse Braking Conditions.

Taking the braking conditions first. A cyclist approached a main road by a well-used cross-road having a macadam surface, the main road being tarred. A heavy mist had wetted the tarred surface, but the macadam looked dry. Seeing a car about to cross his track, he applied his brakes. All went well until his wheels touched the main-road tar, then they locked and skidded forward, remaining upright until the car knocked the front wheel away.

About easy curves, most experienced motorists have at some time felt their deception. Not many miles from Blackheath (S.E.) there is a comfortable road having an easy bend which could be taken by many drivers at from 30 m.p.h. to 40 m.p.h., but on a damp morning a third of that speed would put many cars hard against the kerb. We have known a bus to hit both sides of the road and finish down a bank; a car to hit the brick wall on the opposite side; and another to lose both its near-side wheels. It was a

tarred surface, and the man with the sand was missing. The above happened in rather more than twelve months, and they are the observations of a passer-by.

Braking is seldom more used at any one point more than on corners, and to be called upon to brake at all whilst turning on a smooth, wet surface may cause the driver to stop much longer than he had intended.

As an example of what may be expected, we have occasion to use a road that will give a cyclist 20 to 30 miles per hour on the down grade. Half-way down the hill is a by-road at right angles, and at the bottom a highly polished main road. To relieve this main road a new road has been cut through, more or less parallel, and crosses the hill at the junction with the by-road. All corners have a large radius of very useful dimensions, and any ordinary cyclist can leave the hill for the old by-road without slackening speed. The surfaces are mainly of gravel, but the new main road is going to be tarred. If it polishes like the old main road, Heaven help those who have to pull up for the main road traffic "when mists have fallen" or when we have had "just a little"—rain.

Higher Speeds—More Trouble.

We do not expect to see piles of wreckage at every such corner—the extra radius will save accidents—but if you make it possible to get round a corner safely at 30 miles per hour instead of six, such accidents as do occur will be at higher speeds.

It is safe to say that there will be few of those who are "for ever on the road" amongst the casualties; the more time a man is on the road the farther he sees ahead, and he does things right because he has "served his time"; best of all, he does them intuitively; his "chance" comes when somebody else skids into him. It is far better to face the job now; it requires only certain modifications in treatment, and to be really effective the occasional sanding is too costly and "too" casual for safety.

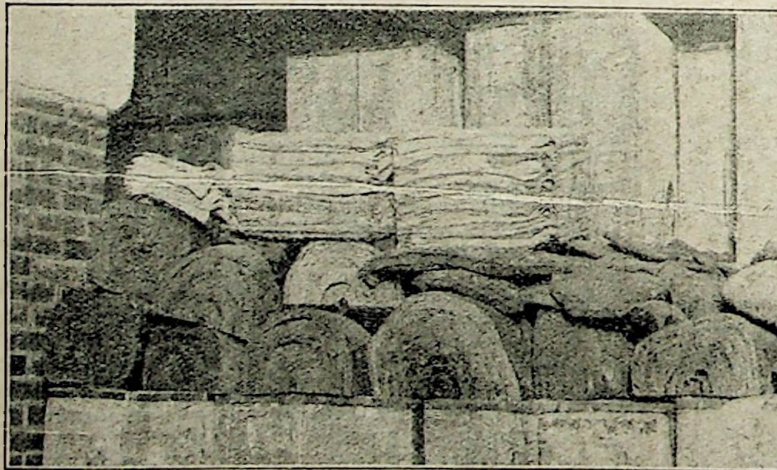
Artistry in Tyre Making

Processes of Absorbing Interest—How Durability is Obtained.

TO the uninitiated a trip round a factory wherein tyres are manufactured cannot fail to be of the greatest interest. Such was the impression we formed during a recent visit to the works of the North British Rubber Co., Ltd., Castle Mills, Edinburgh. The immensity of the establishment is truly impressive. There are miles and miles of buildings wherein one can easily become lost. Not all of these are devoted to the manufacture of tyres, for the uses to which rubber can be put are exceptionally numerous. Nevertheless, the extent of the buildings in which the well-known Clincher tyres are made compares very favourably with any found in different parts of this country, and the thoroughness of the methods employed and the care that is exercised in the making of these tyres are quickly apparent.

The raw rubber as it arrives at the factory is a most curious material to look at. There are two kinds: one comes in hard black cores rather resembling a tree trunk that has been cut in sections, while the other rubber is in sheets. There seems to be a conception abroad that during the manufacturing processes rubber is in some way heated or melted, as it were. In actual fact it is run between what are best described as gargantuan mangles, where rollers knead it and squash it as though it were household dough, and all the time it is sprayed fiercely with warm water, which washes all the impurities from it, until it finally emerges as very flexible, rather blanch-mange-like sheets.

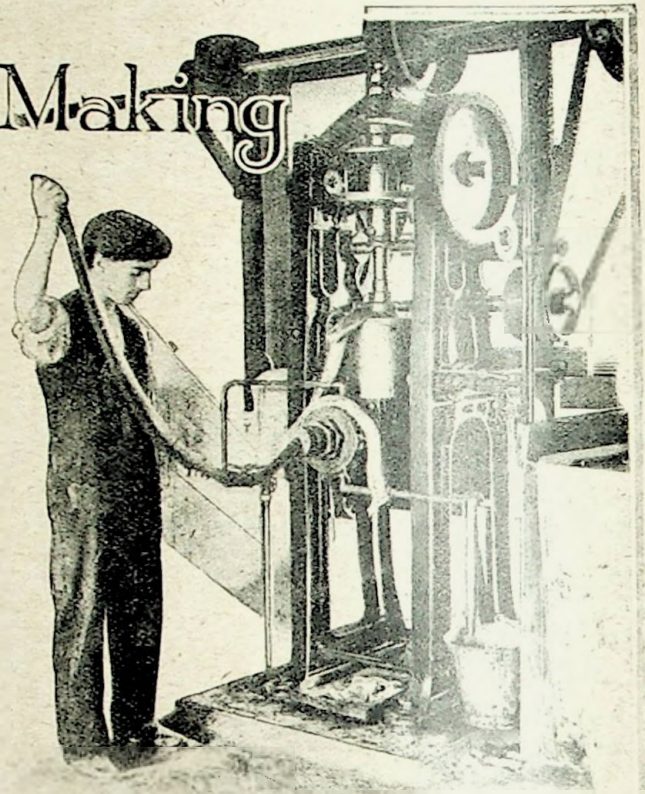
These sheets again are rolled between warm rollers, and the materials which colour the rubber are added. In this connection it is interesting to observe that there is no reason why an inner tube should be red.



RAW RUBBER. — As it arrives at the factory. The raw material for tyres and tubes is very different from the finished product.

It is merely custom that has formulated this habit on the part of manufacturers, and, in point of fact, practically the same kind of rubber is used for an inner tube as that which is used for the tread of a cover, except that the two kinds are put through entirely different forms of treatment.

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How an inner tube is made. Extending the rubber through an annular orifice so that it forms a long rubber pipe.

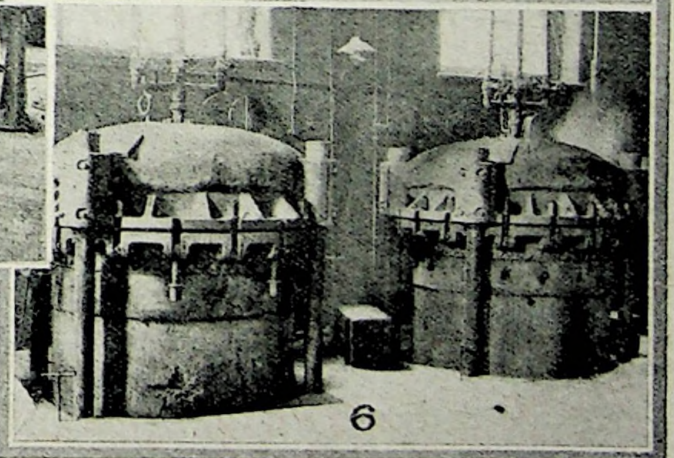
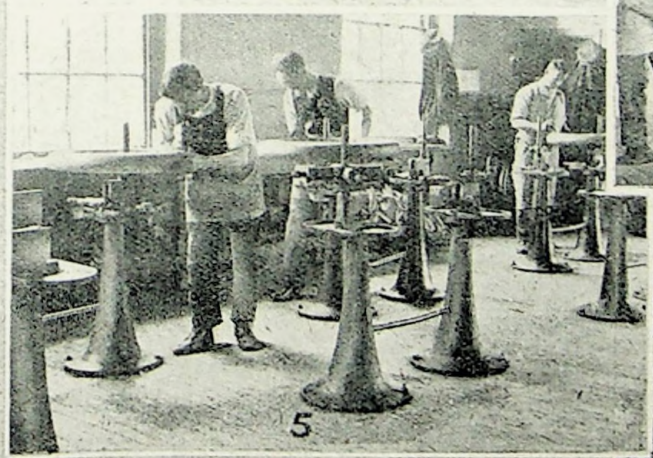
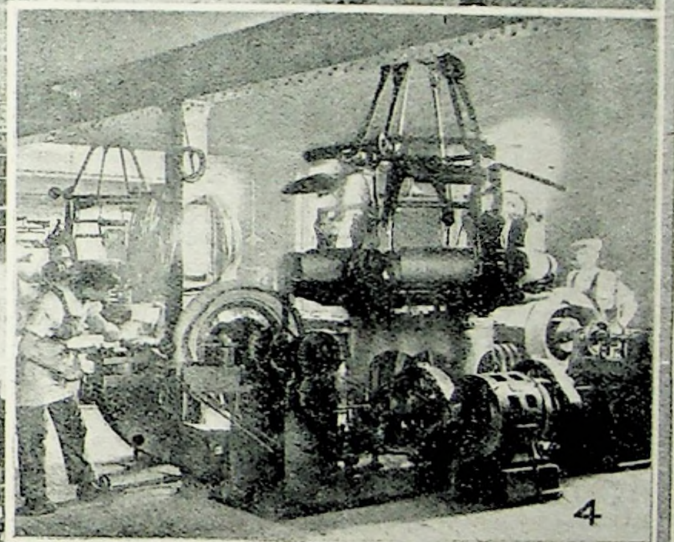
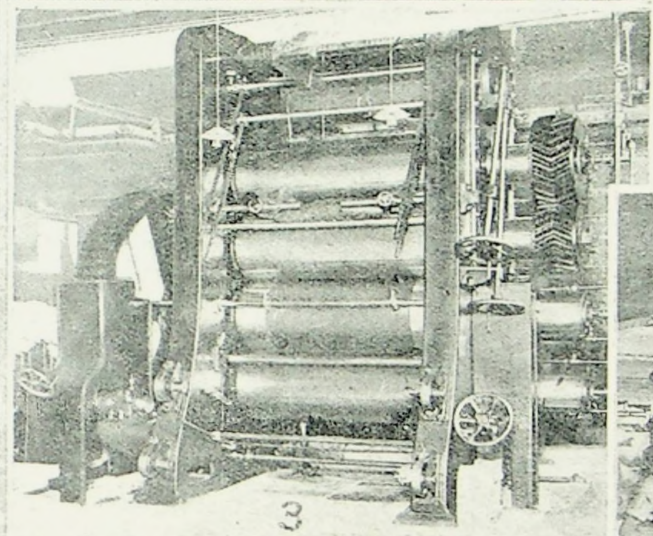
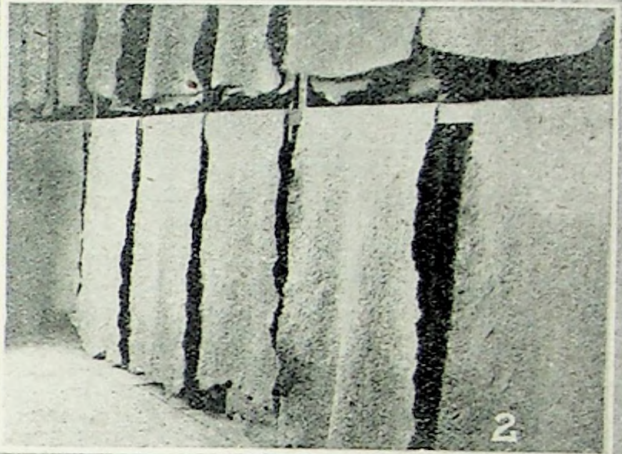
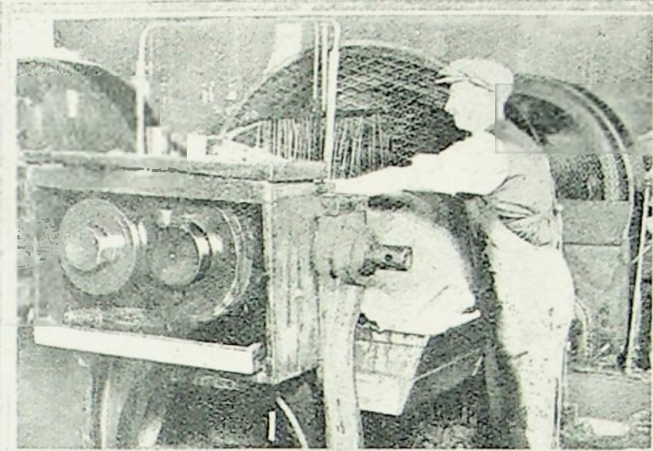
The finished state of any rubber article depends on two factors—the heat to which it is "cooked" and the pressure exercised during the vulcanizing process. By varying these two almost any degree of pliability or toughness over a very wide range can be obtained.

The manufacture of inner tubes is most interesting. There is a machine rather like a huge coffee-grinder, and in it are placed lumps of red rubber. Inside archimedean rollers revolve in mesh, and after thoroughly pulverizing and kneading the rubber, force it out through an annular orifice, the size of which corresponds to the size of the finished inner tube. The result is that the rubber is extruded from this orifice in the form of a pipe, which is allowed to grow until it is about 20 ft. long. This soft rubber pipe is then threaded on to a long steel bar and subjected to the first heat treatment, after which it is cut into proper lengths, the ends of which are joined up, a valve is inserted, the final process is carried through, and there we have the complete inner tube.

Covers, of course, are made in a different way. Layers of rubber-impregnated cord are superimposed on a former, each layer being very carefully moulded into position, the direction of the cord in each subsequent layer varying so that maximum flexibility and long life may be obtained. This forms the foundation of the tyre. The tread is made separate, and then the two are combined and are vulcanized together with the rubber side pieces, which form what are commonly known as the walls, which completes the operation.

TYRE MAKING.

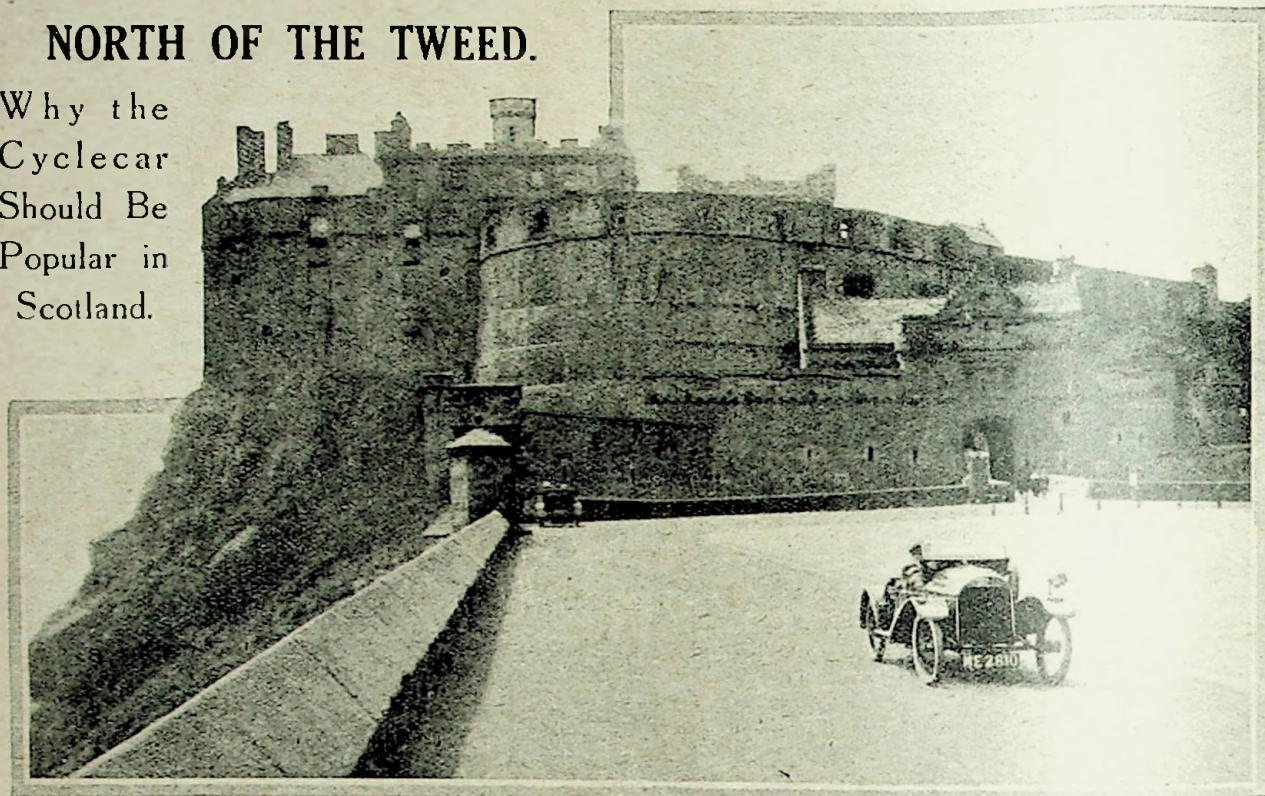
Modern Methods Ensure Durability and Resilience.



The evolution of the tyre from the raw rubber to its finished state is a most interesting process, the main points of which are pictorially portrayed above. Illustration (1) shows the mills, where the raw material is rolled and washed to clean it of all impurities, and illustration (2) shows the resultant sheets hung up to dry in a heated ever-changing atmosphere. The machine in illustration (3) impregnates cord fabric with rubber and the actual moulding of the tyre foundation is shown in (4). Applying the "bead" to clinch inside the rim is the process shown in (5), while the huge vulcanizing stoves which "cure" the finished covers and combine the tread with the foundation are shown in illustration (6). The whole of the equipment at the North British Rubber Company's Works, Castle Mills, Edinburgh, is laid out to expedite the production of high-class tyres at as low a cost as is possible. The tyres shown in the manufacturing process in the above pictures are of the new Clincher Cord type which has lately been instituted to replace the fabric patterns, and on test these new Clincher tyres have met with great success,

NORTH OF THE TWEED.

Why the
Cyclecar
Should Be
Popular in
Scotland.



A NOBLE SETTING. — An A.V. with historic Edinburgh Castle in the background. The castle has been chosen as the site for the Scottish National War Memorial.

THE motorist who visits Scotland cannot fail to notice, sooner or later, the comparative rareness of the cyclecar in the Land o' Cakes. He may travel for days in the country districts, by which is meant away from the half-dozen big towns and cities, and not see one. Then a "wee yin" will appear and its very suddenness and strangeness will remind him that it must be the first he has seen.

This is a peculiar fact, especially when it is considered that there are two or three very strong reasons why the cyclecar should be popular in Scotland. One is, of course, the housing system, which is all against the spread of motor cycling, especially with sidecar.

A Land of Flat-dwellers.

In all the towns and in many of the smallest villages the vast majority of the dwellings are arranged in flats. The very class of people who in England stick to the two-wheeler or sidecar outfit, because generally they can keep it in their "backyard," have in Scotland no backyard of their own.

If they go in for a passenger vehicle, they must garage or store it off their own premises. As the cyclecar costs not much more than a big sidecar to buy and run, very little (if any) more to garage, and has undoubted advantages over its "unmechanical" rival—such as comfort and weatherproofness, particularly marked under the appalling skies up north—it ought to be in a very strong position in Scotland.

Again, there are proportionately more people of the class which patronize it than there are of those who can run to a more expensive vehicle. In spite of the nation's drink bill as adduced by Pussyfoot, the record of police-court cases in the big centres of industry, and the apparent stand for Socialism made by these centres recently, the savings bank reports show that a large proportion of the industrial classes have extraordinary amounts to their credit.

Here, then, are some broad reasons, which could

be elaborated in great detail, why the cyclecar should have won its place. The fact is that it has not; but there seems to be no serious reason why it should not yet do so.

What Scotland is still looking for in the cyclecar can really be summed up in two words—appearance and strength.

That, for Scottish roads, exceptional strength is absolutely essential in the chassis as a whole and in every detail of it goes without saying. The strange thing is that the one or two makers who have gone to the trouble and expense of proving in Scottish trials that their products can stand up to the local conditions have still failed to book the orders which they deserve from north of the Border. That is why the question of appearance is stressed.

The Scot will not invest in anything that savours of freakishness; this is partly because of his innate pride. He shrinks from being seen in a vehicle of his own that is out of the ordinary. From this follows the second reason; he realizes that those around him are of similar mind, and that he will not get a sale for anything that is out of the ordinary. That is not a characteristic to cause smiles; it is simply evidence of that quality which has gained for the Scot his world-wide reputation for level-headedness.

Strength and Appearance.

It is a remarkable fact that there is only one cyclecar which can boast any serious figures of sale in Scotland—i.e., anything proportionately approaching its sale in England; and its rise to popularity definitely synchronized with its adoption of light car lines, e.g., a really good-looking imitation radiator and a reasonably deep and comfortable body with tapering beetle-back.

So it will bear repetition that the cyclecar which is to sell in Scotland will have to possess both strength and appearance. And the more important of these—we make bold to say—is appearance.

NORTH OF THE TWEED (contd.).

The strength will need proving. No maker need attempt to sell three cars amongst the most cautious people on earth until he has done that much; but he should not go to the expense of proving the strength until he is satisfied that he can provide the appearance also. The last-named consideration is one that seems to be frequently overlooked.

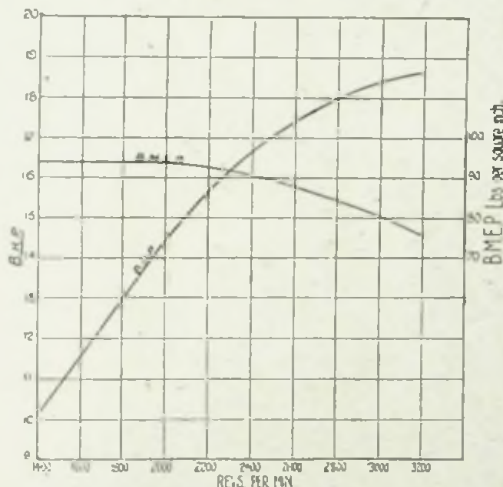
As many a maker, most agents, and all Scotsmen know, a vehicle may be sound to the core, and excellent value, yet not reach that elusive height where it becomes a "selling proposition."

There is plenty of scope for the cyclecar in Scotland, but it will have to be a veritable Peter Pan of roadsters—one that has the charm of a "selling proposition" all over it and will never lose that charm with years. L.M.W.

MODERN PRACTICE IN AIR-COOLING.

The Hotchkiss One-litre O.H.V. Straight Twin.

PROVIDING that an air-cooled horizontally opposed twin-cylinder engine can be manufactured more cheaply than a small water-cooled "four," the more simple unit will always fill a useful gap in the cyclecar and light car world.



Indicating diagram showing the power curve of the new o.h.v. horizontally opposed Hotchkiss engine.

by slightly geared-up rockers, thus enabling a lower cam action to be used.

The rockers are enclosed in aluminium covers, whilst each pair of tubular push rods, the top ends of which carry the necessary adjustment, are contained in oval covers, the top and bottom joints of which are made good by floating Dermatine rings. The tappets are disposed in line opposite to each other, being driven by two cams only, and each pair being located in a one-piece tappet guide, an arrangement which enables a plain bore to be made straight through the crankcase, and again secured rapid production. The front end of the camshaft carries the timing gears and drives the magneto through the medium of a vernier coupling, the fitting of an impulse starter being allowed for should this be required.

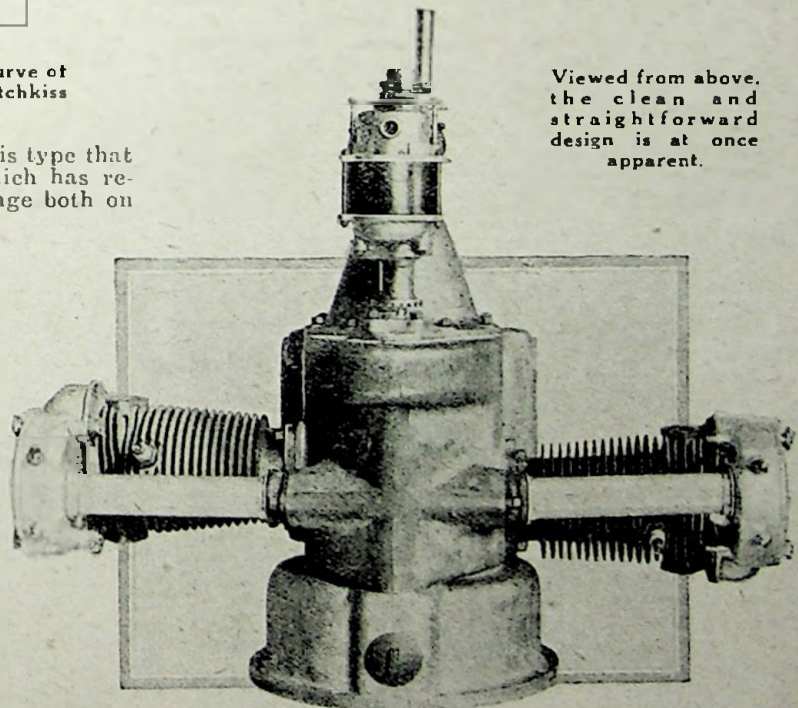
The front and back of the crankcase are sealed by cover plates, the former incorporating the starter-handle housing, and making it possible to assemble the crankshaft and connecting rods in one piece. A wet sump is provided, an oscillating plunger-type oil pump driven from an eccentric on the front end of the camshaft supplying the engine with lubricant. The rear housing is designed either to incorporate a clutch pit and unit-type of gearbox, or for fitting

One of the most up-to-date designs of this type that we have seen is the o.h.v. Hotchkiss which has recently passed out of the experimental stage both on the bench and road. The general composition of the unit consists of a one-piece aluminium crankcase and oil sump, to which are attached single-piece cylinders fitted with inclined tulip-shaped overhead valves, operated by hollow enclosed push rods. The camshaft is located above the crankshaft, its forward end driving the magneto. As roller bearings are employed for the big-ends, and rollers and balls for the mainshaft, the oil pump serves merely to supply the pistons and cylinders with lubricant, all oilways being contained within the crankcase casting, and thus obviating the use and expense of piping.

The bore and stroke of the cylinders are 85 mm. and 88 mm., giving a capacity of 998 c.c., from which a maximum of 19 h.p. has been obtained. Particular attention should be paid to the even distribution of the metal in the cylinder casting and to the comparatively thick finning. Adequate air spaces are provided between the fins separating the inclined valve chambers, the ports of which are of large diameter.

The cylinder is a very simple production job, as there are no loose parts on the pattern and a one-piece core can be used. The stainless steel valves are designed with tulip-shaped heads and operated

Viewed from above, the clean and straightforward design is at once apparent.

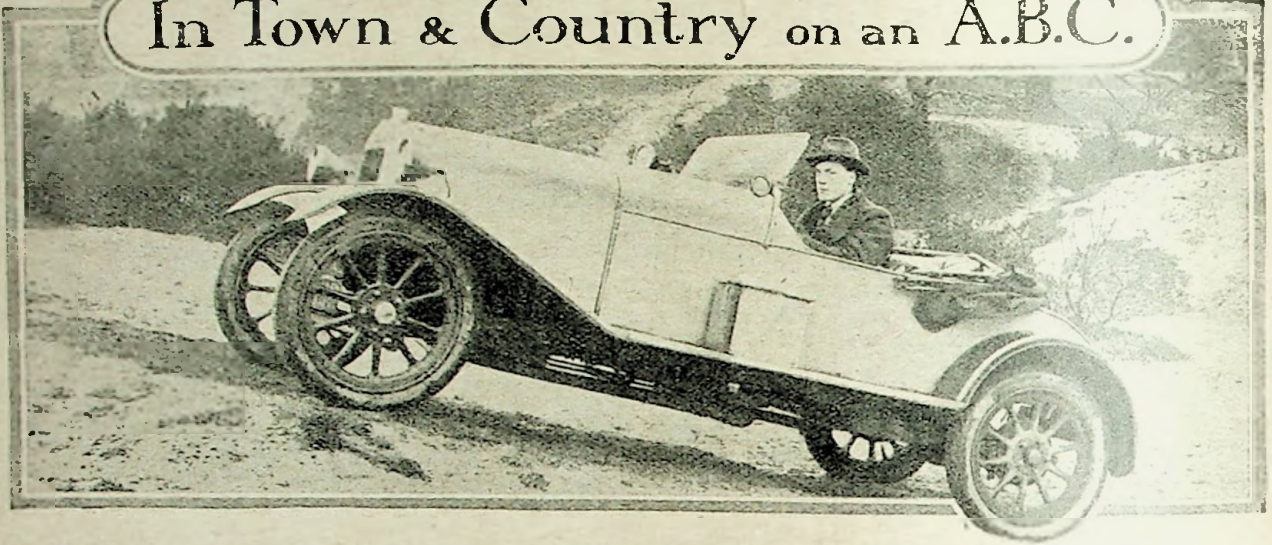


up with a separate gearbox unit. The following figures are of general interest:—

- Weight complete with 40-lb. flywheel 210 lb.
- Width 2 ft. 8½ ins.
- Length from front cover to rear face of flywheel 1 ft. 10 ins.

The makers' address is Hotchkiss et Cie.

In Town & Country on an A.B.C.



An Air-cooled Car of Considerable Merit—Taking Single-figure Gradients at Speed.

THERE are still hundreds of prospective owner-drivers who look upon air-cooled engines as being more in the light of means tending towards cheap production than as a really practicable alternative to the heavier water-cooled unit. In fairness to the sceptical it must be said that their impressions are born through lack of experience with air-cooled cars, as the proof of the pudding, etc., applies with some emphasis in this particular phase of automobile practice.

unknown country without the existence of anxiety as to one's ability to "get there."

Peculiarly enough one treats the A.B.C. as one would a water-cooled car—that is to say, the last thought in one's mind is that the engine is of the air-cooled type. At speeds over 30 m.p.h. on top the opposing exhaust beats, which at lower road speeds unmistakably identify the engine as being of the twin-cylinder type, mingle into a pleasant purr, the torque being as good as, and even better than, some "fours."

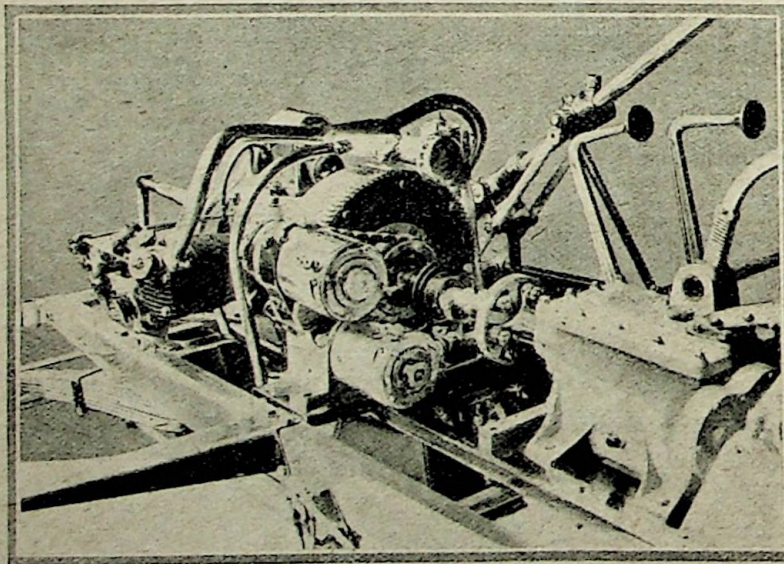
As a high average speed vehicle the A.B.C. is particularly adapted, and for this attribute the efficient braking and four-speed box are responsible.

15 m.p.h. Up 1 in 5.

In the course of a cross-country run we struck Pebble Coombe Hill, near Box Hill, Surrey—an acclivity which has a reputed gradient of 1 in 5. Now any good car would climb such a hill, but the respective performances would vary considerably. To 80 per cent. of light cars it would be a first-gear climb—assuming a three-speed box—at a speed round about 8 m.p.h. The performance of the A.B.C. would probably be identical were it not fitted with a four-speed box, but it is, and, in second, Pebble Coombe was taken in fine style at a minimum speed of 15 m.p.h. It would have shown up better but for the fact that third speed would not remain in engagement.

The descent of Box Hill represents a good test for the brakes, whilst the nature of the surface on the upper reaches tests the suspension in a very effective manner. In both these features we found little cause for adverse comment, but rebound dampers on the springs would have been appreciated when traversing pot-holes which might more adequately be described as miniature shell holes.

There are few standard cars that could show their tails to this A.B.C., for, with the accelerator right down, the creditable speed of 53 m.p.h. was reached



MODERN AIR-COOLED PRACTICE.

The A.B.C. engine forms an excellent example of aeroplane practice applied to automobilism. The gearbox provides four speeds with vertical gate change.

The A.B.C. engine is a very fine example of aero engine practice suitably modified in the form of a horizontally opposed twin with overhead valves. This unit, in conjunction with a four-speed gearbox, the ratios of which have been well chosen, is a combination which enables the car to be taken through

A.B.C. ON TEST (contd.).

and held, and, moreover, the car sits well and is quite easy to hold.

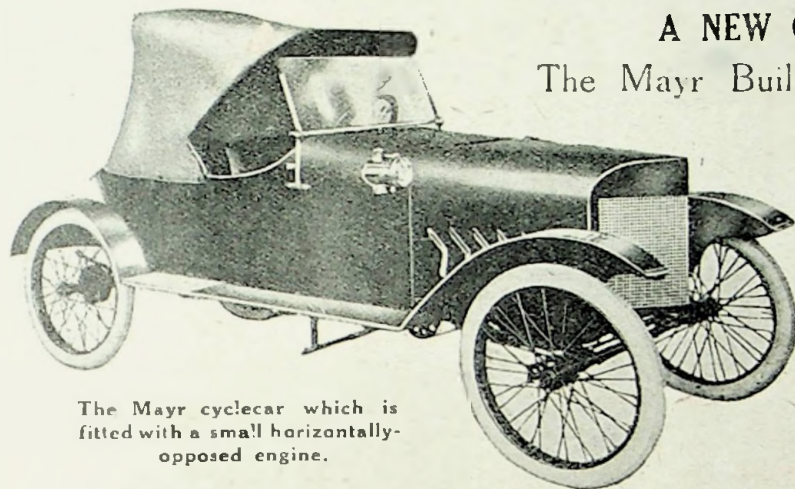
No one could handle an A.B.C. without appreciating the light and positive steering. This feature contributes largely towards rapid manœuvrability, a sine qua non when congested traffic centres have to be negotiated. One can swing the A.B.C. from full lock left to full lock right with the same ease as one would turn a steering wheel which was disconnected from the road wheels.

New owners of A.B.C. cars may find the gear change a trifle awkward during the initiation stages.

but, once mastered, one almost visualizes the gate due, no doubt, to the extra concentration on first acquaintance.

During the time the car was in our possession we did not experience the slightest difficulty in starting up the engine, the electric starter being used on all occasions. We found it necessary only to flood the carburetter before depressing the starter button on every occasion.

It is a quiet-running, comfortable vehicle, and this model, a two-seater without dickey seat, sells for £225 without starter. The car was loaned to us by the sales organization for A.B.C. cars, the British Motor Trading Ltd., 132-135, Long Acre, London.



The Mayr cyclecar which is fitted with a small horizontally-opposed engine.

A NEW GERMAN CYCLECAR.

The Mayr Built Upon Motorcycle Lines.

tionally light weight, is built up of steel tubes.

The power is supplied by a B. M. W. flat twin engine developing 6.5 h.p. at 3,000 r.p.m. Many German motorcycles, including the Victorja and Helios, adopt this power unit, which has the small capacity of 491 c.c., the bore and stroke being 85 mm. and 85 mm. Special aluminium alloy pistons are used. An expanding band type clutch conveys the drive from the engine, final drive being by chains, one of which is enclosed in a bath of oil, to a differential rear axle.

Both brakes, which actuate upon drums fitted upon the rear wheels, are operated by a hand lever. Steel tube axles running in ball bearings are used front and rear, to which are attached the quarter-elliptic springs, steering being by cables. Staggered seating is adopted for the bodywork, which is of quite conventional appearance.

It will be seen from the photograph that the attention paid to weather protection is scarcely in accordance with the demands of motorists in this country, although the lines of the car are not altogether unattractive.

A NEW cyclecar of novel design is embodied in the German four-wheeled Mayr, which follows closely upon motorcycle principles. The endeavour of the manufacturers was to design a moderately priced reliable car consistent with low running costs, an important item in Germany at the present time owing to the depressed conditions of motoring. The body, of sturdy construction, is employed to take some of the strains and stresses that would normally fall upon the chassis. The chassis, which is of excep-

POPULAR MODEL BAYLISS-THOMAS.

9 19 h.p. Overhead-valve Engine. Unit Construction. Two-seater Body with Double Dickey.

SO great has been the popularity of the Bayliss-Thomas cars since their introduction to the public that the latest product of Messrs. Bayliss, Thomas and Co. should be of no little interest. The newcomer, of which the following is the first description, will undoubtedly uphold the high reputation of its predecessors.

Known as the 9-19 h.p. Popular touring model, the new Bayliss-Thomas is equipped with a four-cylinder water-cooled engine of 64 mm. bore and 95 mm. stroke with overhead valves. The whole engine is neatly encased and presents a very clean appearance, whilst a special ribbed aluminium cover is provided for the overhead-valve gear, the rockers of which are oiled by forced lubrication.

The three-speed-and-reverse gearbox is in unit construction with the engine, and the gear lever is centrally mounted. The rear axle is provided with a spiral bevel type differential. Both the hand and foot brakes actuate on the rear wheels, which, as well as the front, are of Michelin manufacture and are

shod with 26-in. by 3-in. Avon Durolith tyres. Quarter-elliptic springing is adopted both front and rear.

The two-seater body is exceptionally roomy and comfortable, and is upholstered in brown Rexine. The dickey seat is large and is provided with a high backrest and ample leg-room. Although its seating capacity is large, it is, of course, not advisable to overload this compartment continually. Lucas electrical equipment is used throughout and an electric starter is a standard fitment, as are a petrol and an oil gauge on the mahogany dashboard, which is particularly well balanced and of neat appearance.

The following are the general dimensions of the car:—Wheelbase, 8 ft. 3 ins.; track, 3 ft. 10 ins.; overall length, 10 ft. 3 ins.; whilst the approximate weight is 12 cwt. The general appearance of the car is pleasing, and, selling, as it does, for £260, should find a ready market.

The makers' address is Bayliss, Thomas and Co., King's Road, Tyseley, Birmingham.

ROAD MANNERS AND SAFETY.



THAT the proper observance of road courtesies goes hand in hand with the safety of other motorists is a condition which is not always appreciated, especially by new owner-drivers, and the following brief reminders should be read carefully and mentally digested by those who may be guilty or innocent, no matter which of the misdemeanours which they imply.

When Leaving the Car.

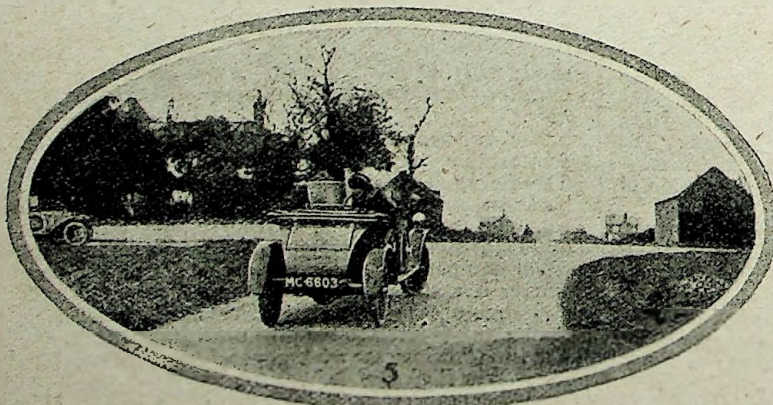
A glaring example of bad manners and carelessness, coupled with danger to passing traffic, is shown in photograph No. 1. Instead of drawing up close to the kerb and allowing passing traffic the maximum amount of room, the car has been left with the nose well away

from the kerb, the front wheels locked over to the left and the door wide open.

Photograph No. 2 strikingly portrays another example of carelessness, selfishness, or bad manners—call it what you will.

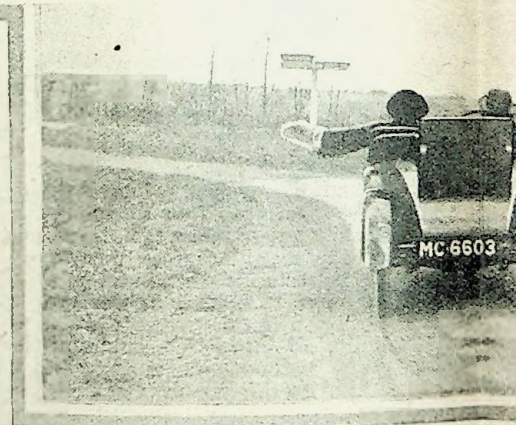
The tank having run dry, the driver's only consideration, apparently, is to fill it up again, and, in her haste, she has "dumped" the spare can of petrol in the middle of the road until such time as the filler cap has been unscrewed and the funnel unearthed.

That other motorists should be called upon to steer round this obstruction is monstrous and quite apart from the danger caused by two cars which might, conceivably, endeavour to pass in the restricted space at their disposal.



WHEN APPROACHING A MAIN ROAD.

Do not turn round in the seat, concentrating on the road behind. The front of the car has a habit of "wandering," and one's attention should be riveted on the main road (see companion picture No. 6).



READ, MARK, AND MENTALLY DIGEST.

(1) Note the position which is emphasized by the motorists the petrol middle of the road of the car behind the off side of the road tempted to pass on to signal

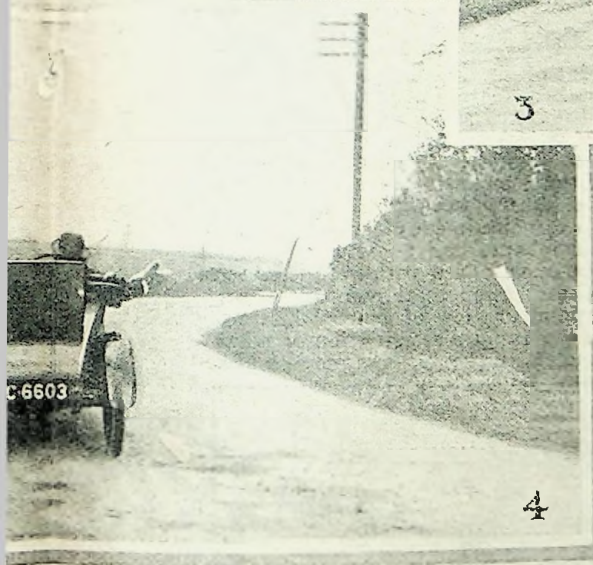
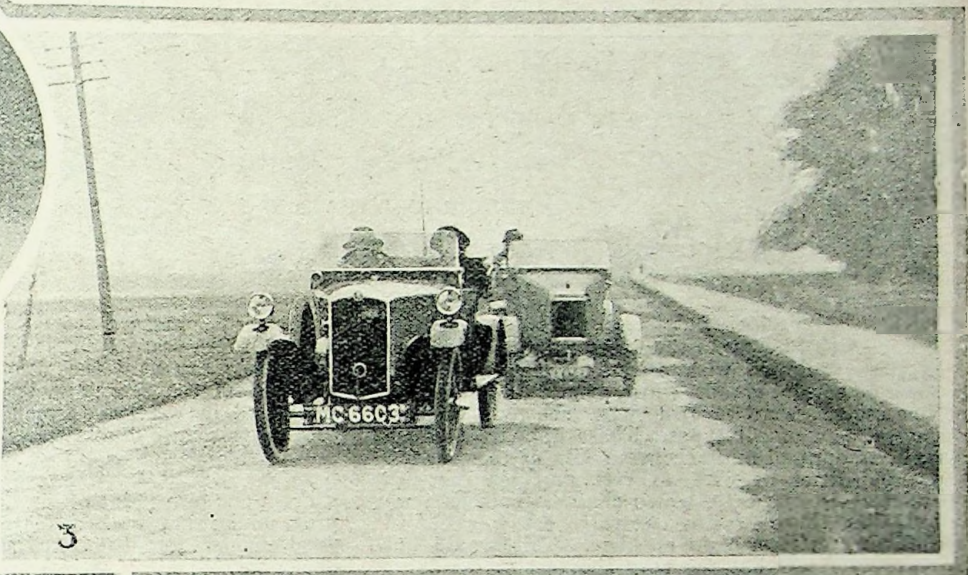
To block the road by running continually more on the wrong than the right side of the road is a practice which requires stern repression, especially when the offender is just touring along, say, at a steady 20 m.p.h.

A Golden Rule.

Engrossed in the beauties of Nature or in the sweet running of the car, the warning signal of an overtaking vehicle may easily be unheard and no small amount of inconvenience caused to other traffic.

Always to keep well over to one's proper side of the road is a golden rule. It should be engraved on

FIVE COMMON OFFENCES VIVIDLY PORTRAYED BY
PEN AND PICTURE.



rear passengers of large four-seaters are often far more guilty.

It is wise to anticipate the possibility of danger, but one's apprehension should not be carried to an extent when, in endeavouring to protect one party—say an overtaking motorist—second and third parties are involved in the risk of disaster.

Such a situation is depicted in photograph No. 5. Here the driver is debouching from a by-road on to a main highway up a slight incline. In her anxiety to ascertain whether another car is following, or attempting to pass, she has turned round in her seat, and so intent is she upon her object that she has quite overlooked the probability of main road traffic—nor has she

noticed that the front wheels are pulling over to the right.

The correct procedure is shown plainly in photograph No. 6. The left arm is extended unmistakably, an early opportunity having been taken to sound a warning blast on the horn. Eyes and cars are concentrated on the main road ahead and the corner negotiated at a crawl.

Safety First.

There are countless other instances which might be quoted, but the above, which represent the more flagrant departures, should be sufficient to demonstrate the necessity for cultivating road manners with a view not only of being courteous, but of rendering the road safer as well.

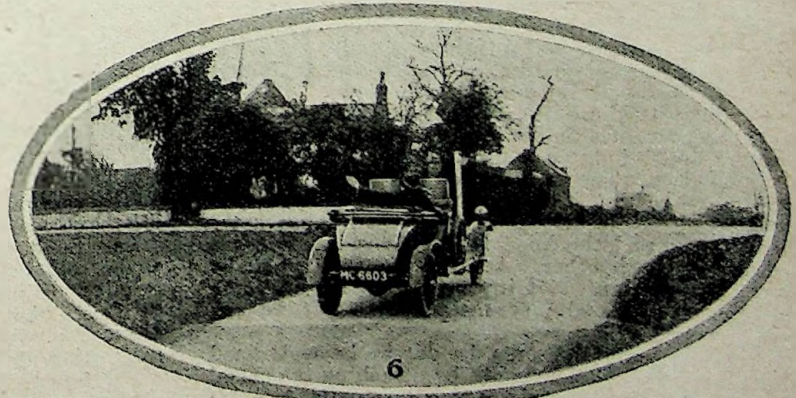
the position in which the car has been left—a heinous offence emphasized by the camera. (2) Regardless of other the petrol can has been "dumped" practically in the road whilst the driver prepares to fill up. (3) Unaware behind her, the lady driver of the G.N. serenely hugs the road. Obviously, the driver of the overtaking car is pass on the near side. (4) Seen only too often. Better not to signal at all than to create such confusion.

every dash in erasable lettering. The incident depicted in the fourth snapshot represents a mixture of zeal and ignorance, the former gratifying to a degree; the latter irritating, inexcusable and dangerous.

Approaching the cross-roads, both driver and passenger extend an arm and, although it would be thought that commonsense would preclude the possibility of such confusing signals being given, the condition is frequently noticed.

The Worst Offenders.

As a matter of interest it may be mentioned that small car drivers are not the worst offenders. The



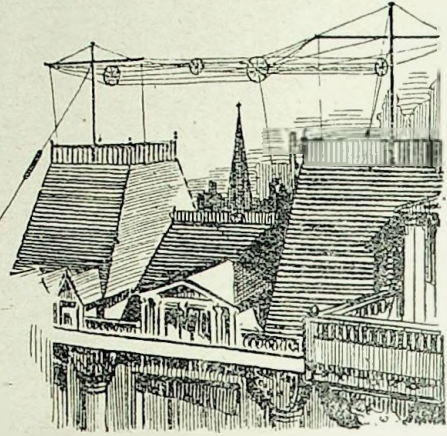
THE MORE IMPORTANT ASPECT.

Signal unmistakably to overtaking traffic, sound the horn in plenty of time, wait for any fast-moving traffic to pass, then negotiate the turn into the main road slowly and cautiously.



WIRELESS AND THE LIGHT CAR.

The Scottish Show—
Experiments With a
Five-valve Set—Valve
Combinations for Long
and Short Range.



ONE of the most outstanding features of the Scottish Show was the great interest shown in cars equipped with wireless. These were to be seen on several stands, while among the exhibitors of accessories were several who showed wireless receiving sets of all types. There appears to be a certain amount of misconception rife as to what are the capabilities of wireless receiving sets for use on a car. In one case, which shall be nameless, we noted that there was a two-valve set working in conjunction with a loud speaker. This would not operate over any but the very shortest of distances from a 1,500-watt broadcasting station, and we would warn non-technical readers that it is problematical whether satisfaction would be obtained from such a device.

The size of a car has no relation to its ability to carry wireless equipment. The actual set is small in overall dimensions, and the length of aerial does not greatly vary. The B.S.A. and Daimler Co., Ltd., are taking great interest in this wireless reception, and on their cars are to be found an eight-valve set which consists of five H.F. amplifying valves, a detector, and two L.F. valves. These are used in conjunction with ordinary head 'phones, and this has been found more satisfactory.

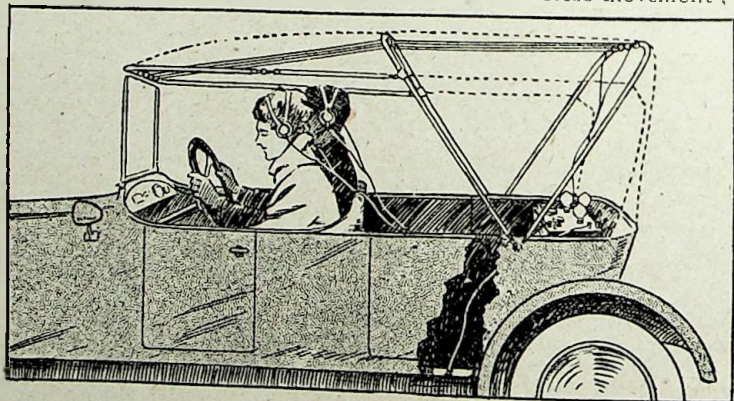
During the course of experiments which we have been conducting recently with wireless on a light car we have found that quite good results can be obtained with a five-valve set consisting of two H.F., one detector, and two L.F. valves, this working in conjunction with a loud speaker and an aerial not more than 14 ft. long. Within a range of 25 miles of a British broadcasting station, and using separate aerial (primary) and closed secondary circuits, reception is quite loud enough for open-air use, and we illustrate herewith a method of mounting an aerial in the hood of a four-seater open light car that deserves investigation. The aerial wire need not be bare; it can, in fact, consist of three or four lengths of well-insulated wire stretched between the hood sticks and the hood fabric, the wires running parallel to each other. Admittedly, this is not an ideal arrangement, but it works, and for an earth the chassis and ordinary metal parts of the car suffice very well.

It may be noted that on a dry day we have obtained signals of fair volume simply by attaching the aerial wire to one of the sparking-plug terminals, and the earth lead of the set to an adjacent water pipe. In this case the body of the car itself acts as an aerial. Needless to say, the engine must not be run when this arrangement is being used. We must here emphasize the fact that in no circumstances can a set of this type be utilized without permission

having been obtained from the Postmaster-General. Unless some restriction is placed on the way in which sets are used the whole wireless movement will end in chaos, and it is up to those who are interested in wireless to make an earnest effort to prevent this state of affairs.

Broadcasting Programmes.

From our own point of view, although the musical programmes that are broadcasted at present are very good indeed, and have a distinct spice of novelty about them, it would seem that from a business point of view better results would be obtained if interesting news items, lectures on ordinary subjects, and other items of this nature were more frequently given. After all, one can obtain excellent music from a pianola or a gramophone, and a certain amount of distortion must be experienced with even the best wireless set. From the commercial point of view, and also from the point of view of general interest and utility, it is to the rapid dissemination of news that one looks for success in the wireless movement:



A four-seater body is particularly suited to the installation of a wireless receiving set. The aerial, as will be seen, can be quite inconspicuously erected beneath the hood.

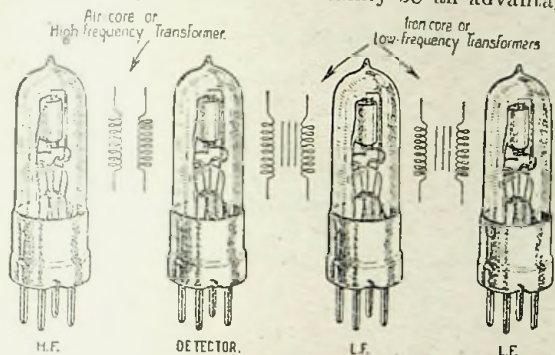
at any rate, where it is applied to automobilism and all those connected therewith.

Last Sunday, for instance, it was most interesting to be told in one's own home at 9 o'clock in the evening of incidents that occurred in Ireland at 11 o'clock the same morning. No doubt the Broadcasting Co. will see their way to extend their already interesting news bulletin.

There is no doubt that considerable misapprehension exists as to the difference between and the advantages and disadvantages of employing L.F. (low frequency) and H.F. (high frequency) amplification. Before explaining the circumstances in which either type of amplification is employed, some explanation is needed as to the difference between the two principles.

WIRELESS AND THE LIGHT CAR (contd.).

The oscillations which are picked up by the aerial are of the high frequency order, and if one is within a few miles of a powerful broadcasting station, strong signals can be detected straight off the aerial, as it were. Assuming, however, that one is 50 miles from the nearest broadcasting station and only a two-valve set is employed, it would certainly be an advantage



The most useful combination for short-range reception. The high-frequency valve may be dispensed with if the broadcasting station be within 10 miles' range.

if the incoming signals could be boosted up before detection; this is where high frequency amplification comes in. The oscillations picked up by the aerial are boosted up before passing on to the detector valve.

On the other hand, low frequency or audio frequency amplification is introduced *after* the signals have been received and detected and serves to increase audibility.

Short and Long Range Reception.

We will take two examples, which will serve to explain the use of high frequency and low frequency amplification. In the one case the receiving set is 50 miles away from the nearest broadcasting station, and as speech is only very faint with a two-valve receiver, the amateur wishes to add another valve, but is in a quandary as to whether high or low frequency would be better.

Now, the reason why the speech is weak is because the oscillations picked up by the aerial are not strong, and, therefore, if the receiver consists of a detector and low frequency amplifier, it is obviously useless to add another low frequency valve, as this only serves to boost up the signals *after* detection. What is wanted in such a case is increased primary strength; that is to say, amplification of the oscillations before detection.

If, however, the receiving set is within a few miles of a broadcasting station, there would be absolutely no object in employing a high frequency valve, as, with only a detector in use, the signals should be very powerful. On the other hand, the addition of a low frequency valve would increase the telephone or loud speaker signals so as to render them perfectly intelligible practically all over the house. It must be understood that no addition of low frequency amplification will increase the range of a receiver; this is the purpose of the high frequency valves.

A very useful combination for general all-round purposes is one high frequency, one detector, and one low frequency panel, but should the signals not be sufficiently strong to operate a loud speaker, another low frequency valve should be added. Should one reside 100 miles away from a broadcasting station, the best combination to employ would be two high frequency valves, one detector, and one low frequency amplifier. Such a set, if properly handled, should be capable of being tuned in to all the broadcasting stations in this country and on the Continent.

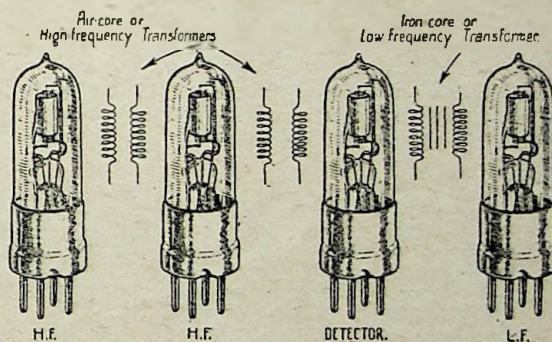
To get the best results with any multi-valve set, independent control of each filament is essential, for

whereas a detector will work efficiently with the filament just glowing, the amplifying valves will often take from 6 to 8 volts across the filament. Then, again, there is the question of providing a variable potential across the plates of the respective valves.

Hard and Soft Valves.

Different types of valve have peculiar characteristics, but, generally speaking, the types may be divided into two classes—hard and soft. A soft valve, for instance, will work perfectly as a detector, for the reason, perhaps, that the potential across the plate is lower, as is the filament voltage, whereas the same valve used as an amplifier would be practically useless. A good make of hard valve should be chosen when it is deputed to do the work of an amplifier.

Many novices will have noticed that some valves emit a brilliant blue light—a characteristic of soft valves—and this is due to the fact that the bulb is only partially exhausted and the molecules of residue gas become ionized. If the high-tension current across the plate of such a valve be reduced, the blue glow will disappear, but there is, of course, nothing about which to worry. It will probably be noticed that when the blue glow is present the incoming signals become indistinct or quite inaudible, owing to a rushing noise in the telephones. It is for this reason that the potential across each plate should be under separate control.



High-frequency amplification is of greater importance for long-range reception. The combination shown above would be suitable for picking up Continental signals.

When tuning-in, it must not be thought that providing the inductance has been tuned to the incoming wave length, the filaments, so long as they are burning brightly, do not require adjusting. As a matter of fact, the finest possible tuning can only be obtained by carefully regulating the filament lighting. It is, however, not by any means difficult to find the best position on each respective valve, as, if the filament is not burning sufficiently brightly, the signals will be inaudible, whilst if too much current is given the signals may also be damped out.

Owing to the fine gauge of the wire and the number of turns required on a low frequency transformer, few wireless enthusiasts would undertake to wire their own, but there is no hidden mystery in their construction. When a number of L.F. transformers are in use they should be placed apart so far as possible with their cores at right angles one to the other. Noises in the telephones will be reduced if each core be earthed.

The construction of a really efficient high frequency transformer presents no difficulties, as two coils of wire placed one above the other prove quite effective. Although not absolutely necessary, a variable condenser may be shunted across one of the coils, whilst the coupling of the coils should be adjustable. Whereas a low frequency transformer operates over all wave lengths, the high frequency variety only operate within a given range, and therefore if it be desired to receive on wave lengths between, say, 300 metres and 10,000 metres, a transformer of the variable type should be purchased.

THE USE AND ABUSE OF MOTOR TOOLS.

Practical Advice on the Manipulation of the Tool Roll Equipment.

EVEN with the best behaved cars the tool roll has to be brought to light sooner or later, and it is the purpose of the writer of this article to explain the correct manipulation of such valuable and indispensable adjuncts as an adjustable spanner, set spanner and box spanner, file, screwdriver, hacksaw, hammer and punches.

The adjustable spanner is perhaps the tool most frequently used, whilst it also comes in for the most abuse. There are usually two reasons for the latter, the first that the spanner is of inferior quality and probably more nuisance than it is worth and, secondly, it is used in an incorrect manner or on a nut which needs the attention of either a box spanner or set spanner.

There is perhaps no cleverer method of explaining the correct procedure than by illustrations, and it is felt that the photographs which accompany this article are sufficiently clear as to need but little explanatory matter.

Adjustable and Set Spanners.

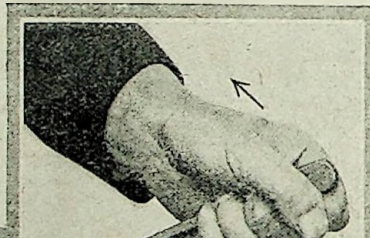
Most novices and quite a number of experienced motorists do not appreciate the danger of using a large adjustable wrench for all nuts irrespective of their size. Because a $\frac{1}{2}$ -in. nut happens to be

Any spanner is designed to give a certain amount of leverage, and it should be understood that a large wrench is intended to deal with really hefty nuts beyond the scope of the smaller tool. A range of set spanners may be taken as an example of proportionate leverage. Whilst a $\frac{3}{4}$ -in. or $\frac{1}{2}$ -in. set spanner is perhaps 6 ins. long, one capable of tackling a $\frac{1}{2}$ -in. or $\frac{3}{16}$ -in. nut is usually half this length. This is, of course, as it should be, for it can be quite understood that a reversal of things would mean that excessive and unnecessary leverage would be obtained over smaller nuts, whilst it would not be possible effectively to tighten the large ones.

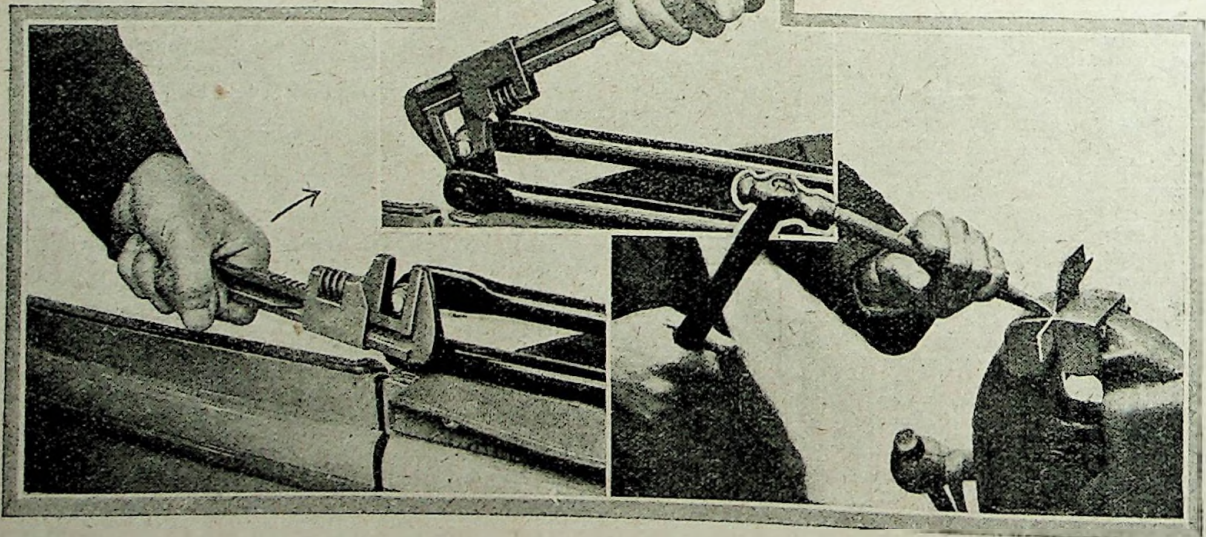
The Value of Box Spanners.

A set of box spanners is practically indispensable, for by their use a nut which would otherwise be inaccessible can usually be got at quite conveniently. By reason of the fact that a box spanner completely encircles a nut, excellent purchase is obtained, but if one wishes to preserve the utility of the spanner, and to save one's knuckles, the full face of the nut should be covered. Never endeavour to apply leverage with the box spanner canted over, as it will assuredly slip and damage one's fingers, the nut or the spanner.

An adjustable spanner may be applied to a nut in three ways, two of which are here illustrated. The photograph below shows the correct method, with the jaws of the spanner well covering the nut. With the spanner in the position



indicated, leverage should be applied in the direction of the arrow. The spanner should not be used as in the second illustration. Alongside is shown a method of cutting heavy gauge metal by means of a cold chisel.



accessible to the use of a large wrench, do not let this be an excuse for not unearthing the small set spanner.

It is not a difficult matter to strip a thread, and if it be a cylinder holding down nut or one serving an equally important function, there is not the remotest chance of finding a similar nut amongst one's junk.

B36

There is a right and a wrong way of using an adjustable spanner, and the photographs on this page are used to show the correct and incorrect application of such a tool.

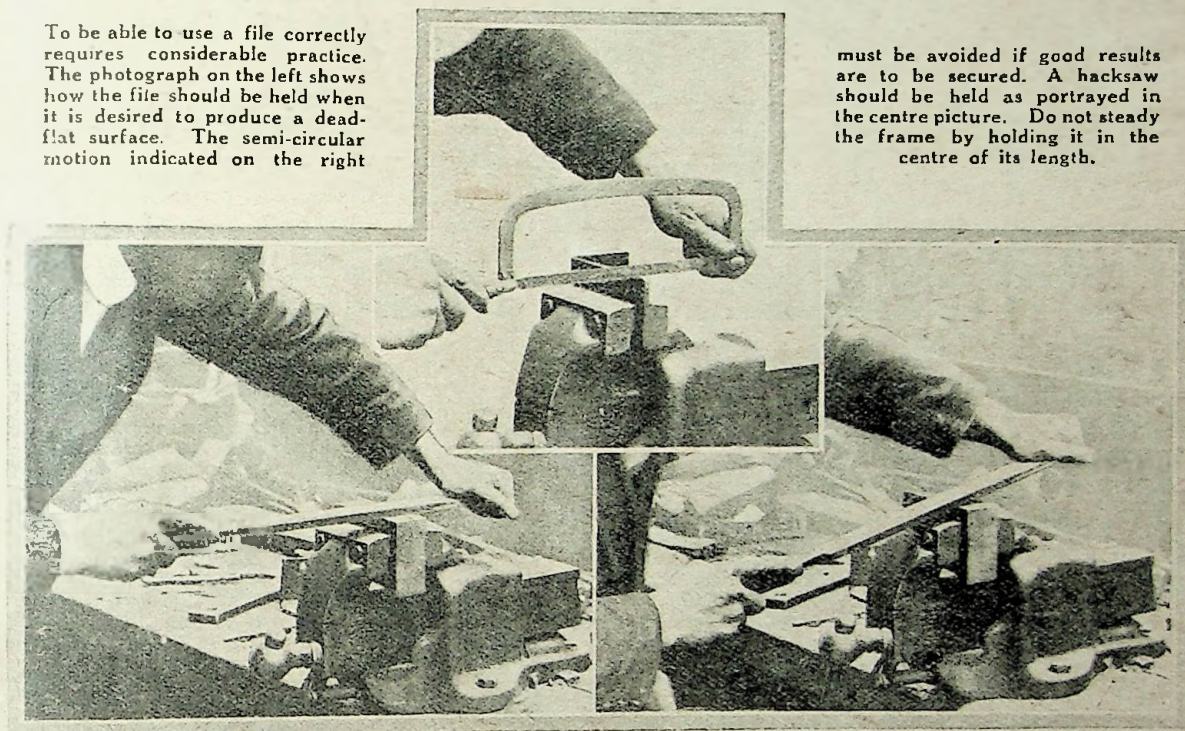
Taking such a simple tool as a screwdriver, it is surprising how easy it is so to deform the screw head that nothing short of drilling out the screw will serve to release it. This trouble is not so much

USE AND ABUSE OF MOTOR TOOLS (contd.).

the fault of the operator as of the screwdriver blade, for it is a mistaken impression that this should be finished with chisel-like end. Actually the business end should have a slight taper, but it must not finish in a knife edge.

Another very useful tool is a file, although not one person in a hundred even knows how to handle such a tool. For rough work, when precision is of minor consequence, it matters little how the file is handled or applied, but if extreme accuracy is required con-

To be able to use a file correctly requires considerable practice. The photograph on the left shows how the file should be held when it is desired to produce a dead-flat surface. The semi-circular motion indicated on the right



must be avoided if good results are to be secured. A hacksaw should be held as portrayed in the centre picture. Do not steady the frame by holding it in the centre of its length.

siderable practice is necessary. If the face of a file be examined it will be seen that the teeth are set to cut one way only, and therefore more harm than good results if the tool is forced down on to the work during the backward movement. Excessive pressure is also undesirable, and the file, if tightly taken across the work, will feed itself and take off an amount of metal consistent with the nature of its face.

If one wishes to test one's expertness in the use of a file let him try to shape a perfectly square body. Many attempts will be necessary before even a passing good cube is produced, for it will be found that, instead of the faces being flat, they are decidedly convex.

Using a Hacksaw.

When using a file, hacksaw, or other similar tool, always take the fullest sweep possible, making good use of the ends as of the centre.

If an expert were to take up a hacksaw previously used by an amateur the first thing he would do would be to tighten the flynut and so increase the tension on the blade. Although an expert, the blade would probably "fly" at the first cut he made, owing to the fact that, whilst the centre of the blade was considerably worn, the ends would be as new, the result of this unequal wear being that the wider or new teeth would promptly bite, cause the blade to buckle, and, nine times out of ten, snap.

Although a hacksaw is rarely carried as part of the tool equipment of a light car, it will not be out

of place to show pictorially how such a tool should be handled.

Cutting Heavy-gauge Metal.

The hacksaw is unquestionably a most useful tool, but in certain circumstances its use can be dispensed with and the work carried out with greater expedition. A substantial vice, a cold chisel, and a medium-weight hammer are necessary, and as these tools should form a part of the motorist's equipment, the tip is worth giving. The work is gripped between the jaws of the vice, the top edge of the jaws coming

in line with the work at that point where it is desired to sever the metal. With the vice-jaws as a guide to the chisel, the hammer should be applied smartly and with decision. The photograph shows clearly the modus operandi.

A piece of heavy metal can be cut in this way, and although a file will be needed to square up the edges a considerable saving in time is effected, whilst the actual operation is not nearly so laborious as with a hacksaw.

Incidentally, broken hacksaw blades may be repaired by soldering a strip of tin over the back of the blade at the point of breakage. Although the idea does not sound practicable, the writer can assure the sceptical that it is, and that he uses several blades repaired in this manner.

In extreme cases, and after all other methods have failed, should the cold chisel and hammer be used on nuts. If such steps must be taken, it is better to use a punch, the direction of the blow being at a right angle to the face of the nut. A chisel with a cutting edge will only damage the nut.

If you have any respect for nuts, do not use pliers on them. A spanner may not be directly to hand, but if it takes a minute to find, it will save many minutes in the long run.

The master of a tool roll is usually a capable motorist, for to a great extent the one goes hand in hand with the other. To be able to handle your tools correctly not only adds to the pleasure of motoring, both at home and on the road, but it also saves many shillings during the season's running.



OUR READERS' OPINIONS

We welcome at all times letters sent us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

Conquering Simms Hill—Possibilities of the Endless-track Vehicle—Over-development of the Simple Type Vehicle.

Simms Hill.

It was with considerable interest that I read your account of Simms Hill, Ilington, S. Devon. I came across this hill two years ago when pottering about the lanes on a 6 h.p.

Enfield and sidecar. I arrived at the A Motorcyclist's bottom of the hill, and, wondering whence Experience. it led, decided to go up (s.c. empty). Of course I failed before I got far; I knew my bus and felt sure it could do it. I tried again, taking the risk of rushing the corner at the bottom. This time I got half-way up, but the engine became very hot and knocked badly, and so I jumped off and ran beside it, but failed again.

Then I "came down" such a slide—back wheel locked, left foot on the right step standing on the brake, and right foot acting as a brake on the ground. Even so, we slid to the foot and nearly into the ditch at the bottom. I do not mind climbing any hill, but I have slid down a few, and it is a hair-raising feeling.

I still felt the machine could do it, and so I waited round the corner for a considerable time to cool the engine. I engaged bottom gear and roared round the corner as fast as I dare, and we did it. I did not use my feet at all. I stopped at the inn just below the P.O. and asked about the monster, and was told that no motor vehicles ever go up it, consequently I felt very bucked with myself.

Since then I have climbed it twice at different times (after practice at the corner), but I always stopped to cool the engine before I tackled it. I tried it once with my brother in the sidecar, but failed, and the machine, when turned, dragged us both down the hill, wheel locked and using our feet as brakes on the ground.

Torquay.

H. A. MOHAN.

The Scope of the Light Car.

I was much interested in the article entitled "Increasing the Scope of the Light Car," which was published in your issue of December 8th. In this country (India), officials have

frequently to go out on tour in the parts of the district where there are no "motorable" roads. At such times all one's camp equipment has to be carried on bullock carts. The number of carts required, of course, varies according to the importance of the official who is touring, but four carts may be taken as an average number. Each of these carts gets about Rs. 2½ per diem, thus making a cost of Rs. 10 per diem for carts, for which the Government pays half.

This rate for carts has to be paid whether they are working or not, and on a tour just as many days are spent halting as moving. Imagine, therefore, what a saving it would be to us underpaid officials to have an endless track vehicle which would be able to do the work of four bullock carts, i.e., carry about 30 cwt., not including the weight of two or three passengers, and at the same time to have the necessary speed and comfortable seating to be used, when not on tour, as an ordinary car, because nearly all the senior officials have also to keep a car.

B38

The ideal type of vehicle, to my mind, would be one from which the rear seats could be removed when it was intended to go out on tour, leaving a body suitable for carrying tents, camp furniture and utensils.

If such a car were put on the market, provided that it were reasonably economical to run and foolproof, so that the ordinary Indian mechanic could understand the mechanism and put right anything that went wrong, I, for one, would buy one at once, and I am convinced the vehicle would have a very large sale out here, I.C.S.

India.

The Simple Car.

You claim with justification that "this journal has always been firm in its adherence to the cause of the simple type of automobile." You would render a further service if you would give a definition of the "simple type," or perhaps provide a list of the simpler cars of to-day. You would do so with authority, and it is exceedingly difficult to differentiate. There is, of course, the official definition of "cyclecar"—under 1,100 c.c. and under 7½ cwt.; but that definition, useful in its way, and at present holding the field, does not adequately describe the "simple" car.

I do not know what is the weight of the "Austin Seven," but I imagine that with such a tiny engine it is under 7½ cwt.; yet it cannot be called a "simple type," whereas the air-cooled Rover, which does not come under the weight limit, should, I think, be classed in this category. The G.N. of last year was slightly above the limit, but it was a typical cyclecar—it is a great loss to "cyclecarism" that it is no longer with us. The present weight limit, therefore, seems both too exclusive on the one hand and not sufficiently so on the other.

Personally, I have an opinion that eventually the definition will include a price limit. The first light car trial—a six days' trial held in Herefordshire—was a trial of "cars costing under £200"; obviously a larger sum must be allowed to-day. Other things being equal, simplicity makes for economy, and price may in some respects be considered the measure of simplicity. It is really because economy attends simplicity that the latter is so well worth cultivating and that your advocacy of the "simple type of automobile" has done so much to promote the cause of "such cheaper motoring."

It is sometimes urged against the three-wheeler that manufacturers so often abandon it in favour of four wheels. This is true; but usually the reason has been an attempt to make a "car on four wheels," and it has seemed obvious to add a fourth. The A.-C. is an exception. It is, however, equally true that the simple four-wheeler tends to develop into the light car proper. In point of fact, there is a tendency everywhere towards development—from my point of view, over-development—and your advocacy of simplicity was never more needed than at the present time.

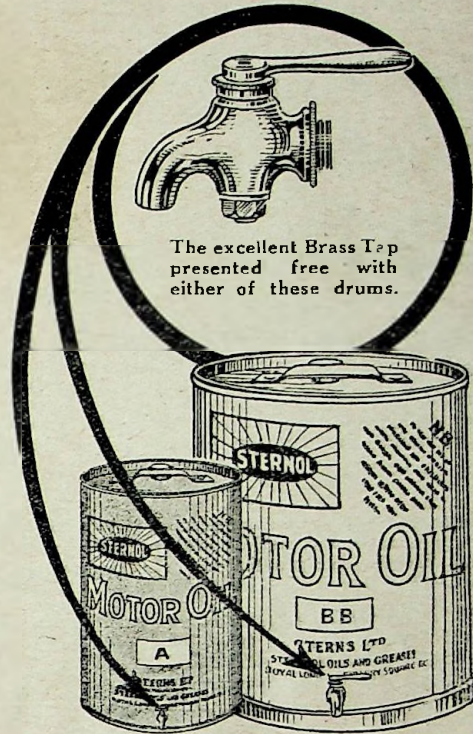
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Please forward me cartridges paid to: _____
 one { 5-gallon drum } please cross out size not required of
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In other words the price of Stermol Oils in the 20 gallon drums is 2/1 per gallon cheaper than in the 1 gallon cans, and in the 5 gallon drums it is 1/10 per gallon cheaper.

Here are two recently received testimonials—two more to add to the already imposing numbers we have published.

From Mr. S. H. COLBOURNE, 4, Seaving Buildings, High Street, Lewes.

"For the last 17,000 miles I have used your Stermol, which has given me every satisfaction, and since using it have not experienced a 'seize up' as I have at times on other oils.

"I owe this to the fact that your oil is of such a consistency that weather seems to have little, if any, effect on it. Even on the coldest morning it gets 'there' just the same, and undoubtedly it is that fact which eliminates 'seizing.'

"Your taps are a blessing.

"The 17,000 miles mentioned I have done since March 21st, 1922. A little over nine months."

From Mr. E. H. HARRISON, 25, Colman Street, Hull.

"It appears to have been eminently satisfactory to the engine judging by the small deposit of carbon after 4,600 miles and the generally efficient lubrication of the essential parts, particularly as the feed is 'splash.' There does not appear to be much 'gumminess' of the piston or rings when starting from cold, which certainly was the case after using a well-known brand of oil which I believe is mainly vegetable."

If your garage has not yet received a supply of the new Stermol drums, use this Coupon.

"STERNOL OILS MAKE ENGINES PURR LIKE PUSSIES."

TO THE READER

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

The World produces
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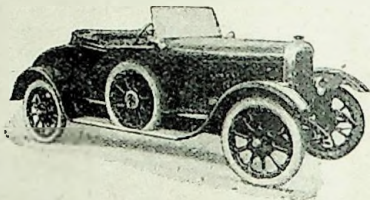
NO car has so many first-class features or such a retinue of enthusiastic owners. The chassis is recognised to be a superlative example of British engineering skill in design and manufacture. Its outstanding qualities of strength, extraordinary engine power, combined with flexibility, its marvellous speed, and the way in which it holds the road under all possible conditions, its delightful springing, powerful brakes, wonderful wearing qualities, and last, but not least, the economy of its running expenses, are features which are now so well known as to require no further comments.

In response to many demands, the 10 h.p. Model has been re-introduced, the chassis of which in its main features maintains all the sterling qualities of its predecessor and of the 12-40 h.p. Model. No car of this type has such a reputation behind it, and motorists desiring a light car of repute, will do well to obtain an ALVIS, recognised to be "The World's BEST Light Car."

Write for full particulars and arrange to see an ALVIS without delay. A trial run can alone demonstrate what is meant by ALVIS QUALITY.

The ALVIS CAR & ENGINEERING CO., LTD., COVENTRY.

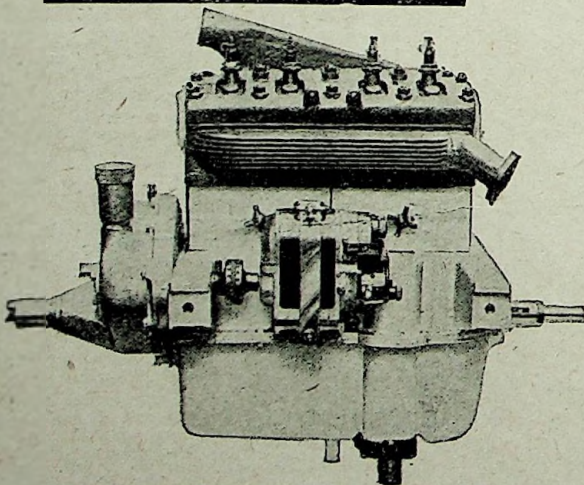
Trade enquiries are solicited and are assured of prompt attention.



The 10 h.p. ALVIS Two-Seater, £397.

H.P.

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WE make nothing but engines, and the experience of a lifetime is embodied in our engine designs and workshop methods of production.

RESULT:

The Best Light Car and Cyclecar Engines obtainable to day.

11·9 h.p. Four-cylinder
Light Car Engine,
1496 c.c.

9 h.p. V-twin (Air and
Water-cooled) Cycle-
car Engine 1075 c.c.

OUR READERS' OPINIONS (contd.).

IS MODERN AUTOMOBILE PRACTICE ALL WRONG?

The Writer of the Article Stands by His Guns.

The very informative letter from Mr. G. T. Wilson, which appeared in your issue dated January 26th, adds a great deal of interest to the controversial subject which I raised in my article, "Is Modern Automobile Practice All Wrong?" Judging by his remarks, the modern automobile may not be all wrong, but it is certainly not all right.

In Defence of All Wrong? " Judging by his remarks, the modern automobile may not be all wrong, but it is certainly not all right. I do not quite follow what is meant by the phrase, "There is more design, in accurate quantity, in the petrol motorcar than there is in the majority of steam plants." To me the phrase conveys absolutely nothing.

Your correspondent says that any man or woman can be taught to drive a car in a few hours, and asks: "Is it possible to say the same of steam power generators?" Most decidedly it is, for in the case of the latter it is necessary merely to open a stop valve and the mechanism of the engine, even to the correct r.p.m. for any load, does the rest.

I would go farther and say that it is possible for anyone with an elementary knowledge of engineering thoroughly to understand a steam engine in a quarter the time taken to master the petrol engine with its complicated cycle of operations, coupled with the intricacies of carburetter and magneto.

The downward momentum of the piston of a petrol engine is partly absorbed by the flywheel, says Mr. Wilson, and this certainly is correct; but I still maintain that the reversal of all the stresses falls upon the crankpin, and if this does not break down under the strain it must materially add to the possibility of trouble with the crankpin bearing.

A cam may be a beautifully designed article, but can it be compared with the smooth operation and practical everlasting life of an eccentric?

I do not suggest that the Corliss valve is suitable for petrol motors, and perhaps my remarks conveyed a wrong impression. I quoted this type of valve as showing what had been

done in steam engine practice with regard to instantaneous cut off, hoping to emphasize the fact that by comparison the petrol engine was far behind in design.

With regard to lubrication, my experience does not agree with that of your correspondent, for in enclosed high-speed steam engines, such as are suitable for small generating plants, the bearings are pressure fed by submerged pump, and there is no possibility of trouble arising from a few pipes "which never remain over the oil holes."

Mr. Wilson asks: "Why should wheels not be meshed while revolving when they run at the same peripheral speed?" Well, I admit that miracles can be performed, even with toothed wheels, but this remark hardly answers my criticism.

I am somewhat amused by the comparison which is apparently made between the light car and the steam roller, so far as the differential is concerned. Surely the motorcar is on a different plane, and is capable of being fitted with something better?

I am indebted to Mr. Wilson for the figures he gives in connection with the efficiency of the fluid variable speed transmission gear, but I think that this system is worthy of closer attention, and that if it progressed on the right lines its weight might be materially reduced and its efficiency increased.

As to the efficiency of the steam turbine: your correspondent admits that at full power my claim is justified, and this, let it be said, is on a par with the fact that a petrol engine is also considerably handicapped unless it be running at a certain number of r.p.m., when it gives off its maximum power.

THE WRITER OF THE ARTICLE.

* * The above reply from our contributor represents only the gist of a fairly long letter. Owing to considerations of space we have been obliged to curtail his remarks.—Ed.

Below we publish extracts from three letters criticising the article "Is Modern Automobile Practice all Wrong?" The length of the original communications and considerations of space will not permit of the letters being published in full.—Ed.

Questionable Efficiency of the Turbine.

The references to the steam turbine in the recent article "Is Modern Automobile Practice all Wrong?" call for some comment. I do not agree with the statement that "there is probably no more efficient source of

power" than the steam turbine. Strictly speaking, it is only a prime mover and not an actual "source" of power. As a prime mover I contend that the Diesel engine is far more efficient, and, moreover, it provides a direct conversion of energy in the cylinder, whereas steam turbines have to be operated by steam generated in boilers.

Your contributor makes some good "points" in the article, and I think we shall arrive eventually at some highly efficient form of rotary engine. H.T.B.

Little Wrong with Modern Practice.

I have read with some interest and more amusement the article in your issue dated January 19th, and can quite understand your contributor's desire to remain anonymous. His ideas, instead of being innovations, are as

The Differential far behind modern practice as the revs. of an early pumping engine are behind those of the latest petrol engines.

Dealing with your contributor's first driving lesson, it can only be assumed that his friend was a poor tutor. I have taught scores of novices to drive, including a number of ladies, and it is quite an exception to have a noisy change, even during the first few lessons. I quite agree that it would be barbarous to mesh rotating gears while running at different speeds, but skill is required in gear changing to ensure that the peripheries of the two gears are running at approximately the same speed, when they will slide in without the slightest fear of damage.

Touching on Corliss valves, one can imagine the wear on these when working at petrol-engine speeds with hot exhaust gases. The action of the poppet valve certainly seems rather fierce to the mechanical engineer, but is remarkably efficient, and will last for many years with an occasional grind in. It is also much cheaper to replace than any other type of valve.

With regard to the writer's remarks that he could see no real reason why a differential should be fitted, I can only refer him to the discussion which has been running in the motoring Press ever since he left England. The paragraph asking "... why the few should have discovered the benefits of cradicated such a mass of useless machinery, while the majority still cling resolutely to it, etc.," is exceedingly rich; perhaps he thinks that the function of the differential is to stir up the oil.

The easiest way of answering our friend's question is to ask him to compare the size of the latest 1,000 h.p. aero engine with the 1,200 h.p. twin-cylinder compound-tandem condensing rolling-mill plant that he mentions.

HERBERT CARPENTER, M.I.Mech.E.

In Partial Agreement.

I heartily agree with the main part of your contributor's article, entitled "Is Modern Automobile Practice all Wrong?" in *The Light Car and Cyclecar* of January 19th; but, while disagreeing with him in a few

The Car of the Future. details, I would go still farther than he. Permit me to begin by opposing some of his statements. He starts by attacking

the petrol engine for the harsh and uneven action of its pistons. Now, all defenders of this type of engine must admit that the steam engine has the advantage here; but if the petrol engine had not got great enough advantages over the steam engine to cancel this, I am sure that the latter would have been universally adopted for the propulsion of automobiles.

I agree with him that poppet valves are crude in the extreme.

Your contributor next attacks the differential. As this item is absolutely efficient, is not clumsy, and gives no trouble, I do not think there is any cause for complaint in that direction.

Before very long all cars will be driven and steered on all four wheels. Every wheel will be sprung independently of the others—that is to say, there will be no front or back axles as we know them to-day.

D. J. HAMILTON-LISTER.

B41

OUR READERS' OPINIONS (contd.).

100 Miles in 3½ Hours.

I was much interested in the letter published in your issue dated January 18th, headed "102 Miles in Four Hours" in an A.B.C., as I have one of these cars, and you published an account in March last year of a run I did from Marlborough to Reading. They certainly are big-hearted little cars, and are a joy to drive.

A Good Average.

I have now a 60 m.p.h. A.C. sports model, and with a passenger, hood up and luggage I accomplished the best run I have ever done—from Bridport to Camberley, on Saturday, January 20th—110 miles in 3½ hours, with a half-hour stop at Blandford, for lunch and petrol. Top gear was used the whole way except for one change two miles east of Bridport. The time of departure was 12.15 p.m., and of arrival 3.58 p.m. The route taken was via Dorchester, Blandford, Salisbury, Andover, Basingstoke. Petrol consumption 32 m.p.g. S.

Averaging 26.7 m.p.h.

After reading the comparative average speeds of the Lagonda and the A.B.C. in two recent issues of *The Light Car and Cyclecar*, I would like to state mine on a Rhode.

Last week-end I stayed with a friend in Norwich, and delayed starting on my return journey until 3.50 p.m. All the way from Norwich to Eaton Socon (62 miles) one gets a real good road. Here we made a stop to fill up with petrol, two gallons filling up the tank. Starting again, we made for Bedford and Northampton.

We arrived in Northampton at twenty minutes to eight, and left as the clock was striking eight. Eight miles from Northampton one strikes the main London-Birmingham road, where good time can be made.

Our journey was so good that when we arrived in Birmingham I thought I must wire my friend in Norwich to the effect that I had arrived safely. The wire was timed 9.44.

The actual time taken for the journey was six minutes under six hours, this including the stop to fill up with petrol and refreshment at Northampton. The distance according to the Dunlop map is 159 miles. Including stops, our average worked out at 26.7 m.p.h., or excluding stops approximately 29 m.p.h.

Birmingham.

C. GREY.

Smaller Tyres Give Increased Comfort.

I have from time to time noticed letters in your correspondence columns with reference to Rapson tyres, and although I have never yet taken any part in correspondence of this nature, I feel that it is only fair to other women motorists, and also to the Rapson Tyre Co., to let them know my experiences with these tyres.

I drive an A.C. coupé, and when the original tyres fitted to this car, which were 710 by 90, wore out, I approached Messrs. Rapson with a view to replacing them with tyres of their make. The first thing they did was definitely to refuse to supply me with 710 by 90 tyres, as they stated that the size of the rims was 650 by 65, and that, if I wanted satisfaction, I must therefore fit 700 by 80.

As, even with my slight knowledge of motoring matters, it seemed to me that in doing this I should lose a great deal of comfort. I decided to try out two tyres only to see how they fared, and, to my surprise, I found that, apparently because low pressures were used, the comfort of the car, far from being decreased, was actually greater than with the 710 by 90 covers which I had been using.

I have now fitted my car with 700 by 80 Rapson tyres all round, and, after 3,000 miles running, can honestly say that they have given me every satisfaction. I have had no trouble at all, with the exception of a leaky valve plunger, which Messrs. Rapson replaced free of charge at their London show-

rooms. The car not only rides better, but does not skid, even on the most greasy roads—a point which I am sure appeals very much to the average woman driver.

In closing, I would like to say that I have no interest in the Rapson Co. other than that of a very satisfied user.

Regent's Park, N.W. 1.

B. S. CELEMAN (Miss).

The Price of Petrol.

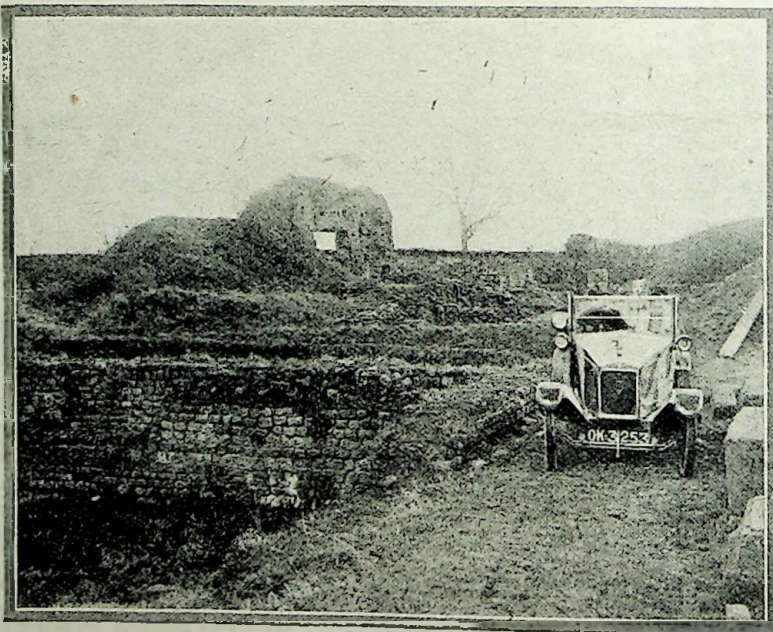
Motorists in India have been watching the reductions which have recently been made in the price of petrol at home, and we (the South Indian Motor Union) recently approached the concerns which distribute motor spirit, as no reductions have been made here in sympathy with those at home, but without success.

An Appeal from India.

As you are aware, the petrol used in India comes principally from Burma, and it only takes from three to four days for the steamer to bring it across. It seems most unreasonable that motorists in India should be paying exactly the same price for petrol as you are paying at home, considering the cost of transport, etc. In addition to the actual cost of petrol, we have to pay an import duty of 6 annas a gallon, which brings the price of petrol to the motorist in India to the equivalent of 2s. 6½d. per gallon at seaport towns; for inland towns additional rates are charged.

This association feels that the support of all motorists is necessary to enable these high prices to be reduced, and it seems hardly creditable that we in India have to pay 6½d. per gallon for petrol more than you do. We are well aware that the price of petrol in England has been brought down by American competition, but we feel that at the present time the petrol companies are not treating us equitably.

We might also add that efforts have been made by the motor unions and motor trades associations by appealing to the Government for a considerable time to reduce the 30 per cent. import duty which has to be paid on all motorcars coming into India, but so far there appears to be no hope of success, as motorcars in this country are still looked upon as



Uriconium, the ancient Roman city, lies half a mile south of the main road between Wellington and Shrewsbury. Excavation work is still being carried out and many of the relics found have been transferred to the Shrewsbury Museum. A Bayliss-Thomas figure in the foreground.

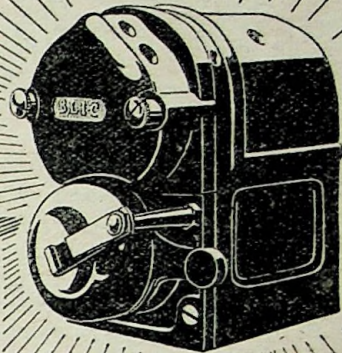
luxuries instead of necessities, which they really are. Considering that racehorses may be imported free of duty, we really think the duty on motorcars should be reduced to at least half that levied at present.

We trust you will be able to give our letter publicity in your paper so that motorists in England will be aware of the varying conditions in other parts of the Empire, and any assistance they can offer will be welcomed by the South India Motor Union, Ltd.

S.I.M.U., Ltd., Madras.

G. V. SCOVELL.

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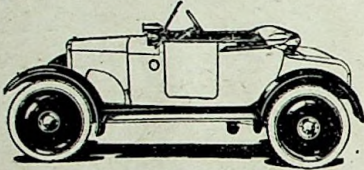
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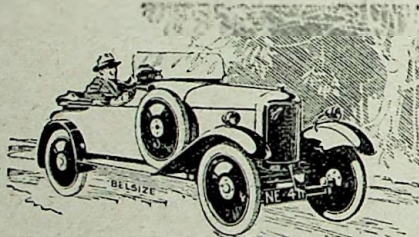
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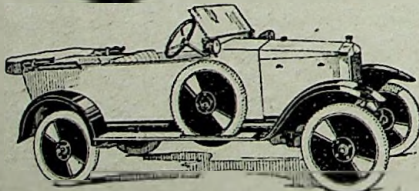
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The Standard Motor Co., Ltd., have issued an attractive calendar depicting a Standard car on tour. The calendar, which is finished in sepia, will be forwarded to any reader upon application.

Ramsdens (Halifax), Ltd., Station Works, Halifax, manufacturers of the Jeavons lubricating spring gaiter, have been appointed sole concessionaires for the motor trade, home and export, for Brammer belting.

Calthorpe owners will be interested to hear that the Calthorpe Motor Co. have now published an instruction booklet in connection with their 12-20 h.p. model. This book will be supplied free of charge to any Calthorpe owner upon application.

A strongly made, neatly finished attaché case, covered in waterproof art leather cloth, which at a moment's notice can be transferred into a convenient seat or stand, is marketed by the Patent Stool Attaché Case Co., 93, Aldersgate Street, London, E.C.1, at prices ranging from 14s. 6d. to 28s. 9d.

The T.O.M. Co., 61-52, Newman Street, London, W.1. are marketing a new device called the Petrograph. Priced at 70s., this instrument shows on a dial on the dashboard the exact quantity of petrol in the tank. A thief-proof lock for 6s., and a preparation for relaxing all the choking deposit from the engine are two other specialities of this concern, who are also agents for Heath plugs.

We are indebted to Messrs. W. D. Foster and Co., 26, Hampstead Road, London, N.W.1, for permitting us to photograph their comprehensive accumulator charging plant, an illustration of which appears at the heading of the article entitled "Charging Accumulators." A feature in connection with the service of this concern is that motorists' accumulators will be filled with distilled water free of charge, and Messrs. Foster would be pleased to examine starter batteries gratis.

The Car Mart, Ltd., of 297, Euston Road, London, N.W.1, have now acquired the lease of premises at 46-50, Park Lane, W.1, and 136, Piccadilly adjoining, at present occupied by Carlsh, Ltd., and are transferring their head office to these premises, under the personal supervision of their present managing director, Major R. S. Grigg, and general manager, Mr. A. H. Pass. The Euston Road depot will be under the management of Mr. C. J. Joyce, and the premises at 173, Piccadilly will be in the charge of Capt. C. E. Bowman.

We learn that Mr. W. F. Milward, whose several successes in competition on Charron-Laycock cars was such a feature of last season, is now seeking an opportunity to turn his energies in a different direction, and would be interested to get into touch with any manufacturer who has a vacancy on either his works or service staff. Mr. Milward designed the Charron-Laycock light car and was responsible for its production from its inception. His present address is 96, Lorraine Mansions, Holloway, N. 7.

We are informed that Mr. H. S. Tilley, who established and brought the Industrial Guarantee Corporation, Ltd., to its present influential position in the hire-purchase business, has now transferred his activities to the Continent, where he will act as Continental managing director for this corporation. He will be pleased to keep in touch with his many friends in the trade, and will be very glad to be able to serve them in any way if they will communicate with him at the Industrial Guarantee Corporation, Ltd., 17, Rue Joubert, Paris. Mr. Tilley's position in London will be taken over by Mr. G. E. Ostwait.

We would never ask anyone to buy *The Speedy* **Salmson**

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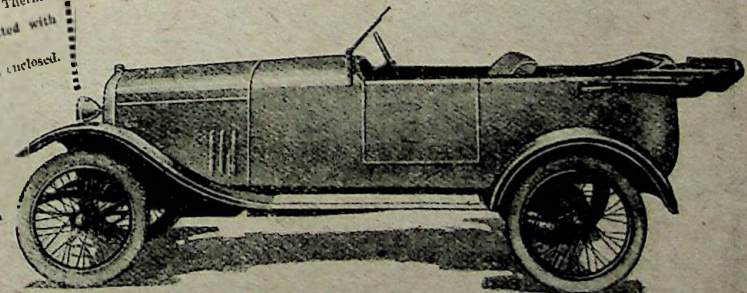
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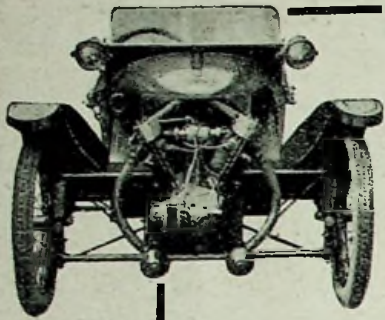
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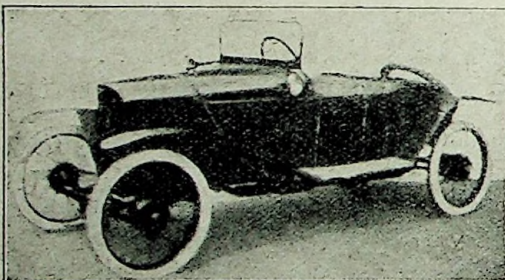
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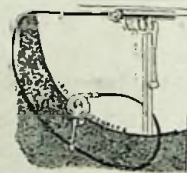
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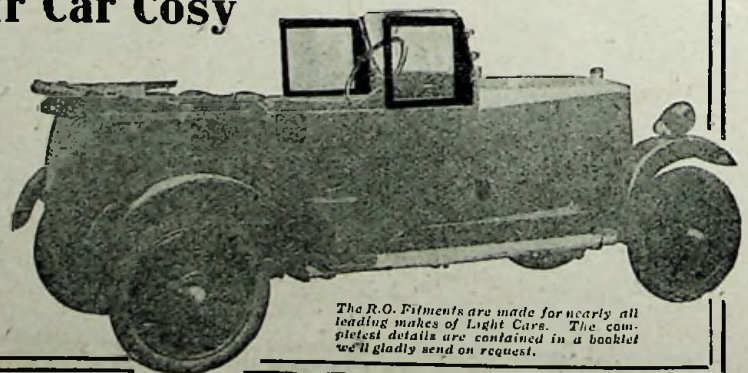
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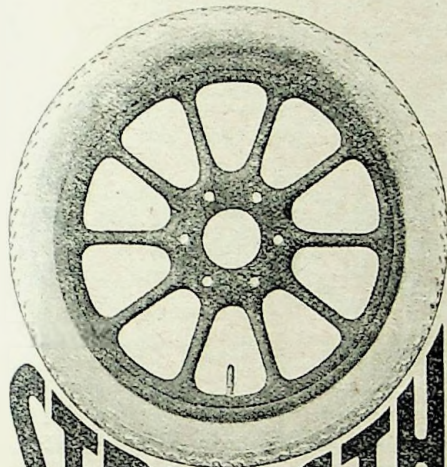
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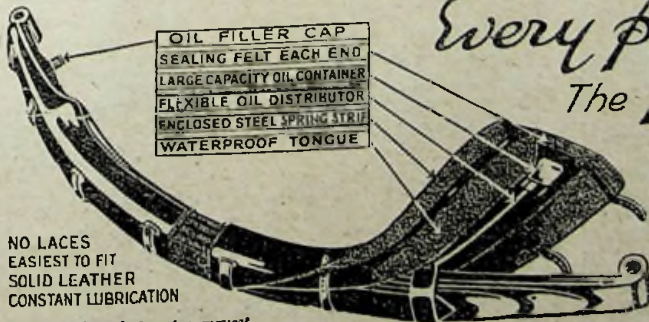
We shall be pleased to show you what any of our sets will do. Broadcasting commences each evening at 5 o'clock. If you can arrange to call about that time we shall be happy to demonstrate any set for you. Come and hear for yourself.

Come and choose a set at Dunhill's. We can offer complete sets in great variety, as well as all accessories, such as 'phones, aerials, insulators, etc. — everything, in fact, that you need.

We have good, yet simple crystal sets at 37/6, 42/—, 63/- and 75/-. There are valve sets at practically any price you may choose to afford. Call at our Showrooms and make a full inspection. You will find much to interest you.

Dunhill's Limited

359-361, Euston Road, N.W.1.



NO LACES
EASIEST TO FIT
SOLID LEATHER
CONSTANT LUBRICATION

Folder & Price List sent on request

Every point in its favour The Rappa SPRING GAITER

embodies, as the illustration shows, every useful feature required for efficient spring protection. A set of Rappa Gaiters on your springs ensures easy, buoyant riding, perfect absorption of road-shocks, and thus a longer life for your car by keeping the springs free from mud.

E. HARRISON & SONS, LTD.
19, Meymott St., Blackfriars, London, S.E.1. Telephone: Hop 2443
Midland Representative: B. Dunston Roberts, 27, Southfield Avenue, Edgbaston, Birmingham.

TO THE READER

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

B47

LIMIT THE FEED AND ELIMINATE THE CARBON.

Buy 3 gallons at a time and save money



THE larger the container the cheaper the price per gallon. It is cheaper to buy your Wakefield Castrol in 3-gallon drums than in Castrol cans, and as safe. You get a sealed package just the same.

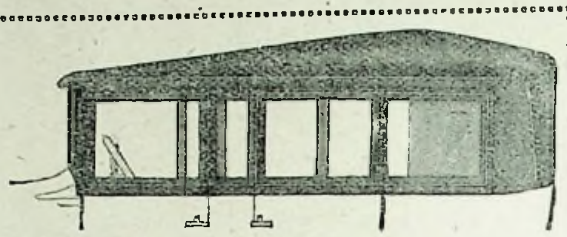
C. C. WAKEFIELD & Co., Ltd., All-British Firm: Specialists in Motor Lubrication. Wakefield House, Cheapside, LONDON, E.C.2.

You can keep the drum (3, 5, or 10-gal.) sealed with the Wakefield patent Self-Locking Tap.

Pocket Lubrication Index and Price List Free.



IT SELLS BECAUSE IT EXCELS



Hoods

of "Rexine" Rubbercloth are really weatherproof. They keep pliable under all conditions, and are absolutely waterproof.

The fabric is tremendously strong—and only pure live rubber, thoroughly vulcanised, is used.

For hoods, head leathers, knee rugs, tyre covers, hood envelopes, etc., "Rexine" Rubbercloth is unsurpassed.



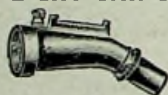
Write for samples and prices.

REXINE LTD., Rexine Works, Hyde, Nr. MANCHESTER.
London Office: 42, Newgate Street, E.C.1. H2Q

'LIQALL' Petrol Fillers

Important to LIGHT CAR OWNERS.

TYPE "L," with Can Opener.



Price 8/-

Of exceedingly strong construction, and produced specially for the numerous LIGHT CARS now on the road having fairly accessible tank. An ABSOLUTELY PERFECT pouring device.

TYPE "LX," similar to above, with 9" flexible steel extension tube ... 11/3

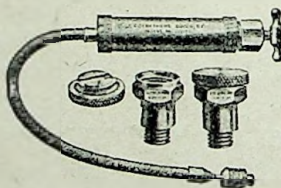
"LIQALL" productions (including 100 designs CAR, LIGHT CAR and MOTORCYCLE MASCOTS) stocked by the trade throughout the entire motor world.

Patentees, Proprietors, and Manufacturers:

THE SAFETY PETROL FILLER CO., LTD., Bedford Place, NORTHAMPTON.

MAKE GREASING A PLEASURE

By Adopting THE "R. & S." GREASING SYSTEM (Patent No. 170160.)



A cheap, clean, quick, and simple device which does away with the attendant dirt on the usual grease cups.

Can be used for oil and grease.

Price 15/- each.

Grease cups with caps (Nickel or Brass), 1/- each.

SEND FOR ILLUSTRATED LEAFLET.

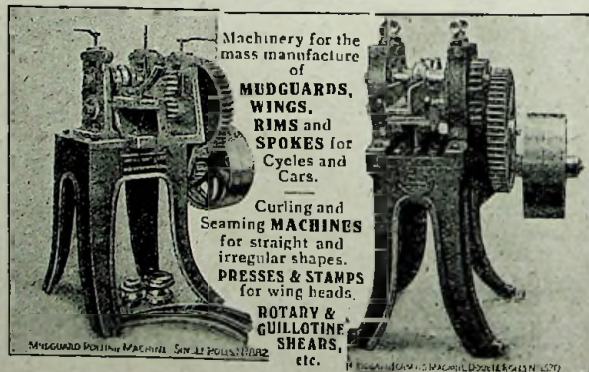
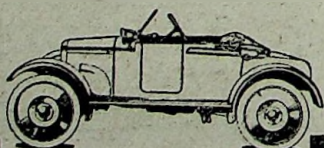
Rotherham & Sons, Ltd., Coventry., Telephone: 722 and 723. Telegrams: "Rotherhams, Coventry."

The Car you require

can be seen in our New Show-rooms—whether it is a Rover, Marseal, Bleriot, Unit, Coventry-Premier, G.N., Bayliss-Thomas, Morgan, or any other light car.

Cash Credit or Exchange Terms.

The SERVICE CO., LTD., 273 - 274, HIGH HOLBORN, LONDON, W.C.1.

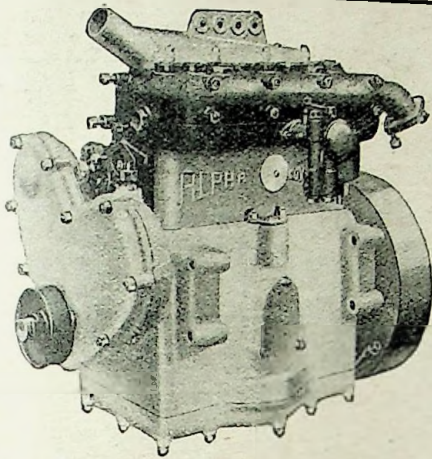


Machinery for the mass manufacture of MUDGUARDS, WINGS, RIMS and SPOKES for Cycles and Cars.

Curling and Seaming MACHINES for straight and irregular shapes. PRESSES & STAMPS for wing heads.

ROTARY & GUILLOTINE SHEARS, etc.

DANIEL SMITH, LIMITED, Peel St., WOLVERHAMPTON. Telephone: 210. Telegrams: "Presses."



ALPHA LIGHT CAR ENGINES.

THE POWER UNITS OF PROVED WORTH, EMBODYING 21 YEARS' EXPERIENCE OF ENGINE MANUFACTURE.

THREE MODELS—

9 h.p. Twin-Cylinder Engine, $3\frac{3}{8}'' \times 3\frac{3}{8}''$, 1099 c.c.

9 h.p. Four-Cylinder Engine, $2\frac{3}{8}'' \times 3\frac{3}{8}''$, 1088 c.c.

11 h.p. Four-Cylinder Engine, $2\frac{5}{8}'' \times 3\frac{3}{8}''$, 1330 c.c.

PROMPT DELIVERY OF ALL TYPES.

JOHNSON, HURLEY & MARTIN, LTD.,
ALPHA MOTOR WORKS, COVENTRY.

Gears in 4 Days

Most types are in stock—we deliver by return.

NO matter what type of gears you may require—obsolete or modern—we can quote by return and in most cases deliver in four days.

Despite this exceptional service **OUR PRICES ARE PARTICULARLY LOW.**

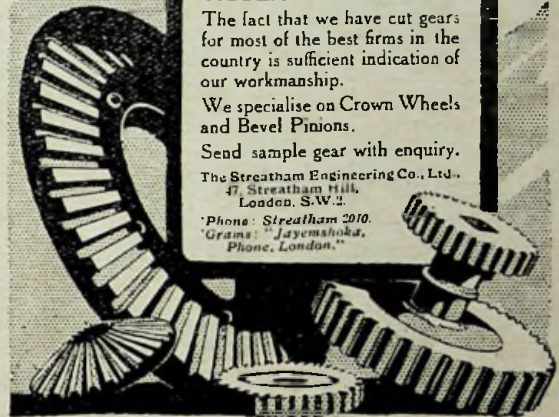
The fact that we have cut gears for most of the best firms in the country is sufficient indication of our workmanship.

We specialise on Crown Wheels and Bevel Pinions.

Send sample gear with enquiry.

The Streatham Engineering Co., Ltd.,
47, Streatham Hill,
London, S.W.2.

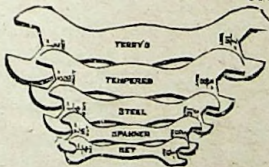
*Phone: Streatham 2010.
*Grams: "Jayemshokki,"
Phone, London.



Woodwright

"TERRY" quality

is of far greater importance than its price.



No. 544a. Set of 5 accurately made, hardened and tempered STEEL Spanners, of very best quality. Gives 10 grips, from $\frac{3}{8}''$ to $\frac{1}{2}''$ Whitworth, and $\frac{1}{4}''$ and $\frac{3}{16}''$ across flats. Blued $3/6$; Plated $6/-$ per set of 5.

We know and guarantee that every piece of workmanship that passes our hands is perfect for its purpose and that it will be reliable under test of service.

Write for our lists and buy our goods through your own agent.

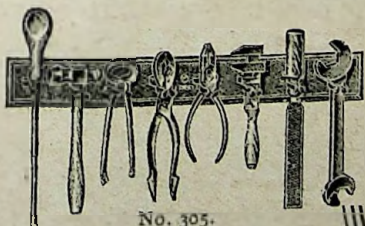
In case of difficulty order from us.

HERBERT TERRY & SONS, LTD.,

Manufacturers of high grade springs, washers, &c.,

REDDITCH, ENG.

Est. 1855.



No. 305.

The "AVECTA" Workshop or Garage Tool Rack. Good and reliable.

4 6 8 10 12 clips.
 $3/6$ $4/6$ $5/6$ $6/6$ $7/6$ each

Clips and screws only $3/-$ dozen.
From your agent.



9 H.P. STONELEIGH UTILITY CAR ON

"Filtrate"

REGD.
AIR COOLED OIL

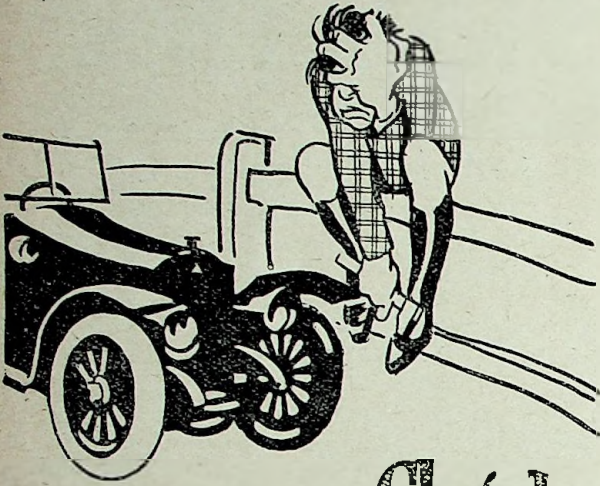
AWARDED GOLD MEDAL IN CLASS "A" IN THE SCOTTISH SIX DAYS RELIABILITY TRIALS

"DEEDS NOT WORDS"

SOLE MAKERS.
FILTRATE WORKS, LEEDS.

TO THE READER

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



The Slipping Clutch or the Melancholy Motorist —

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

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

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

Price 6d. per Tin.

KIT

the speed soap

is IT

LEVER BROTHERS LIMITED, PORT SUNLIGHT.

K.T. 6-45.



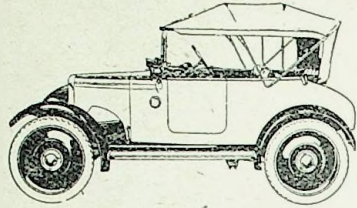
B50

HELP THE MOVEMENT

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

'A Sound Proposition.'

NEW 1923, 8 h.p. ROVER



4-Seater Model. **£190** (fully equipped).
ALL MODELS FROM STOCK.

HIGHEST MARKET VALUE ALLOWED for your present Car or Motorcycle in PART EXCHANGE.

DEFERRED PAYMENTS.

MAY WE SEND YOU FULL PARTICULARS?

BAMBERS 2, Eastbank Street,
SOUTHPORT. Telephone: C07.

The Cooper Car

The CAR that is Built to an Ideal.



11 h.p. Four-seater

£ 260

Fully guaranteed.

Tax £11

Electric Starter

£15 extra.

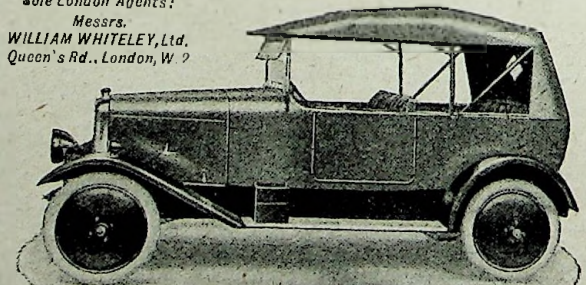
Speedometer, £5 5s.

AN inexpensive Car that is, above all, reliable. Good looking, well sprung, very economical of petrol; fast and full of power, the "COOPER" comes successfully through all tests.

Write for free illustrated descriptive booklet to-day.

THE COOPER CAR CO., LTD.,
Amphill Road, BEDFORD.

Sole London Agents:
Messrs.
WILLIAM WHITELEY, Ltd.
Queen's Rd., London, W. 2



SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

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

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of series orders, current copy will be repeated if new copy is not received at the time of closing for press.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box No. 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 return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (5d. in the £. 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 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 appearing coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

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

Head Offices:—7-15 Rosebery Avenue, London, E.C. 1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, 1101b, London."

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

NOTICE.

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

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

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

A.B.C. Gordon Watney and Co., Ltd., 31, Brook St., W.1 (Phone, Mayfair 2965 and 2966), West End wholesale and retail concessionaires, have several second-hand 1921 and 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-55

A.B.C., 1922, Regent and Sports models; choice of 3; prices from £150; extended terms from 10 per cent. down. Rey, 378-384 Euston Rd. Phone, Museum 7736. 532-461

A.B.C., 1921 sports 2-seater, full equipment, splendid condition, £120; exchanges. Allbar Garage, Thornsett Rd., Earlsfield London. Phone, Latchmere 4388. 532-577

A.B.C., practically new, 1922, sports, every possible accessory, £160, 24 Balliol Rd., North Kensington 532-4541

A.B.C., 1921, sports 2-seater, ruddy equipped, smart and sound, tax paid, £120. Garage, 12 Cornwall Terrace Mess, N.W.1. Rear Baker St. Station. Phone, Langham 2955. 532-486

A.B.C., 1922, sports, 2-seater, fully equipped, tax paid, £145 Garage, 12 Cornwall Terrace Mess, N.W.1. Rear Baker St. Station. Phone, Langham 2955. 532-457

A.C. Let us quote you for your present A.C. in part exchange for a new 1923 model. Prices from £595. Authorized agents, Faithless and Co., Ltd (late Alfred Wastnage), 65 Gt. Portland St. W. 1. Tel., Langham 2172. 532-572

A.C., 1915, dynamo, detachable wheels, oversize tyres, 3 new, in good condition throughout, £85. K. J. Motors, Bramley. Phone 1727. 532-600

A.C.s wanted in part exchange for new 8hp Talbot. Liberal terms. Easy payments system. Warwick Wright, Ltd., Sole London Distributors of Talbot cars, 150 New Bond St., London, W.1. Telephone, Mayfair 552-520

A.C., 1921, 11 8hp, all-weather 2-seater, dickey, self-starter, dynamo, luggage grid, Klaxon, etc. £60 extras, perfect condition throughout, £275. Virian, 53 Spenser St., Victoria St., S.W. 1. Vict. 8677. 532-499

A.C., 1922, de luxe model, 2-seater, starter, lighting, speedometer, dickey, etc. superb condition throughout, mileage 1,900, painted blue with grey leather upholstery, whole undistinguishable from new. 330 guineas; exchanges and deferred. Edwards, 101 Gt. Portland St. W. 1. 532-571

A.C. 3-wheeler, well sprung, splendid running order, £30, must sell, space required for larger car. W. M. Hills, Lingfield, Surrey 532-4465

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

ALBERT bargains. As we are rebuilding and enlarging our premises, we are compelled to dispose of some of our stock and can offer, at very low prices, several Alberts, including 1923 demonstration cars and 1922 Gwynne all-weather. Olympia Motor Co., Albert specialists, 1 Hammer-smith Rd., Kensington. Phone, Western 4140. 532-w372

ALLDAYS, 10hp, 4-cylinder, 1915 model, genuine all-weather 2-3-seater, windows open with doors, £70 just spent complete repainting, rounpolstering, and overhaul, everything perfect, fast, silent, Lucas electric lights, new tyres, reason sale given, tax paid, £110. Flat 1, 169 Fulham Rd. Telephone, Kensington 6295. 532-a-497

A.V. monocar, 1919, electric lights, disc wheels, Zenith carburetter, Tripex screen, repainted, smart appearance, £50. 13 Abbeville Rd., Clapham Common, S.W.4. 532-e-990

A.V. monocar, with dickey, 8hp J.A.P., 1920, 2-speed, electric light, speedometer, accessories, good condition, £45. Write, Griffith, 11 Beauchamp Pl., S.W.5. 532-a-580

A.V., June, 1921, 8hp, 2-seater, small mileage, fully equipped, 3 months' licence, perfect condition, £58 or nearest. Clerg. Tetney, Bath Rd., Slough. 532-374

A.V. The Light Car Co. offer a very nice A.V. 2-seater, in excellent condition throughout, £50; exchange or hire purchase. 331 Euston Rd., London. 532-598

A.V., sports, 1923 model, side-by-side, aluminium body and mudguards, v.v.o. detachables, 700 by 80 tyres, Harford shock-absorbers, electric lighting and D.A. acetylene, speedometer, fitted with either 700 c.c. Blackburne o.h.v., or 1,000 c.c. S.S., 3-speed, handle start, exceeds 60 m.p.h., not done 300 miles, very sporty appearance, £110; exchange super solo combination or Morgan. 2 Madrid Rd., Barnes. 532-552

A.V., latest 1922, 2-seater, fitted dynamo, hood, detachable wheels, many extras, absolutely as new, £85 or exchange. 3 Stamford Brook Rd., Hammersmith. 532-548

BEBE PEUGEOT, 3 speeds, exceptionally nice condition, £72 10s.; extended payments from 10 per cent. down. Rey., 378-384 Euston Rd. Phone, Museum 7736. 532-462

BEBE PEUGEOT, 1914, 4 cylinders, expensively equipped, overhauled and painted, running perfectly, £60 Bunting's Motor Exchange, Wealdstone, Middlesex. 532-526

BEBE PEUGEOT, 60 guineas, de luxe 3-speed, all-weather discs, smart. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 532-624

BABY PEUGEOT, 1915, 3-speed, de luxe, leather upholstery, real burgair, £60, or exchange. 3 Stamford Brook Rd. Hammersmith. 532-546

BABY PEUGEOT, 65 guineas; exchanges; de luxe 2-seater, 7hp, 4 cylinders, gate change, spare rim, smart, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich Sydenham 2452. 532-541

BELZIE-BRADSHAW 3-seater, new 1923 model, ready for delivery to advertiser, sacrifice, £185 or nearest; deliver 50 miles from Crews if desired. Box No. 979, c/o "The Light Car and Cyclecar." 532-a-333

BELZIE-BRADSHAW coupe to be delivered February, brand new 1923 model, cash wanted, £250. Box No 980, c/o "The Light Car and Cyclecar." 532-a-334

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

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

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

BELSIZE-BRADSHAW. 9hp. 4-seater, hood and screen, colour grey, upholstery blue, nickel fittings, wheels and tyres standard, dynamo lighting, with head and tail lamps, horn and tools, splendid condition, bargain price, £210, in London. Write, Box No. 411, care of "The Light Car and Cyclecar." zzz-5

BELSIZE-BRADSHAW, as new, tax paid, posh little car, full equipment, perfect condition, 50-mile trial run to genuine buyer, £175 or near offer, owner bought larger car. Walter East, Envelope Specialist, Leicester. 552-a483

BELSIZE-BRADSHAW. 2-3-seater, with dickey, speedometer, starter, brand new, £220; also 2-3-seater, with speedometer, £200. Putney Bridge Auto Mart, 222 Putney Bridge Rd., S.W. 15. 552-579

BLERIOT-WHIPPET. F.O.C.H. have 1921 Bleriot-Whippet, bargain 5 Heath St., Hampstead (near Tube). 552-431

BLERIOT-WHIPPET, 1920, dynamo lighting, spare wheel, excellent condition throughout, 50 guineas; exchanges and deferred. Edwards, 101 Gt. Portland St., W. 1. 552-572

BLERIOT-WHIPPET 1920 2-seater, 5 detachable interchangeable wheels, new black hood, aluminium dash and improved interior finish, electric lighting, Lucas 8-in. headlamps, excellent condition throughout, £65. Owner, Coniston, Anchorage Rd., Sutton Coldfield. 553-a468

BROOK, £75, 1921, 8hp 2-seater, dynamo lighting, 5 detachable wheels, speedometer, clock, exchange. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 552-626

BUCKINGHAM, 1923, 10hp, 2-seater and double dickey, latest model, pastel blue, Lucas lighting, horn, spare wheel, Sandum side screens, mascot, etc., tax paid delivered December 30th, cost £195, mileage under 500, accept £165. Lancaster Motor Co., 158 Norwood Rd., West Norwood. Phone, Streatham 2541. 552-492

BUGATTI, 1922, 16-valve, English cloverleaf 2-seater body, in exceptionally nice condition, fitted with every possible accessory, tax paid, £385. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W. 1. Tel., Museum 9538. 552-494

BUGATTI, 1921, 16-valve, sporting 2-seater, dynamo, detachable wheels, clock, speedometer, splendid condition, £365. Below.

BUGATTI, 1914, special 2-seater body, dynamo, detachable wheels, speedometer, dash lamp, exceptional condition, £165. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 552-511

CALCOTT spares and repairs. All Calcott spare parts in stock for immediate delivery. Trade supplied. All kinds of Calcott repairs, small or large. Complete overhauls. Authorized direct agents for Calcott cars. Trade supplied. Calcott Service Depot, Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 552-a245

CALCOTT, 1922, 10hp, 2-seater, dickey, as new, mileage 1,300, £215. Storer and Tait, 20 Bourdon St., Bond St., W. 1. Mayfair 625. 552-633

CALCOTT, 10hp, 1919, fully equipped, newly painted, overhauled, C.A.V. special body, £175. Sainsbury, 7 London Mews, Maple St., Tottenham Court Rd. Phone, Langham 2245. 552-a471

CALTHORPE, special, fast, recently overhauled by makers, aluminium pistons, L and S, 6 wheels with v.g. tyres, special streamlined body, 2 seats and dickey, hood, screen lamps, side curtains, tools, bargain, £220. Buyers' Agents, 170 Piccadilly. Regent 5448. zzz-989

CALTHORPE, 1922, 4-seater, all-weather, lighting, starter, shop-soiled only, genuine bargain, £500; deferred terms. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 552-440

CALTHORPE coupe, 1923 car, done few demonstrations and practically unblemished, bargain, £385. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 552-445

CALTHORPE, 1920 model, 4-seater, electric starting and horn, new hood, overhauled and painted, £180. Putney Bridge Auto Mart, 222 Putney Bridge Rd., S.W. 15. 552-580

CALTHORPE, 11hp, 1920, 4-seater saloon, exceptionally smart body, new condition, trial London, £275. Owner, Warsash House, Hants. 554-a543

CALTHORPE, 129 guineas, exchanges, deferred payments: 1914-15, 4-seater, double screen, 5 detachables, one-man hood, electric lamps, smart Seabridge, 35 Hansler Rd., East Dulwich. Telephone, Sydenham 2452. 552-558

CALTHORPE, 1918, 2-seater, with dickey, lighting set, self-starter, detached wheels, £130. Hales, 16 Bourdon St., Berkeley Square, W. 552-a430

CARDEN repairs and spares. Repairs to Carden Engineering Co. Works 4 minutes' run from Victoria. Immediate delivery of spares, such as layshafts, clutch plates, gears, bushes, etc. 15 per cent. off list prices. Send for particulars of many Carden improvements marketed by us. Reconditioned and guaranteed Cardens in stock for sale from £50. Running adjustments while you wait by Carden experts. Lowest charges in London. Ravenscourt, 285 Baitersa Park Rd., S.W. 11. Telephone, Latchmere 4720-1. zzz-52

CARDEN, 1921, hood, screen, lamps, £50 cash, or £10 15s. deposit and 11 payments of £3 15s., less rebate. Service Company, 273-4 High Holborn, W.C. 1. 552-9-7

CARDEN Official Repair Depot. The only one in London and district. Having taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co., Ltd., we have organized a special department to deal with this work. Only guaranteed spares supplied. Beware of imitations at reduced prices. Numerous important improvements for Carden cars. Send for particulars. Patentees and Sole Concessionaires:—The New Carden Light Car Co., Ltd., 22 Bythe Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-504

CARDEN, 1921, 2-seater, accessories, splendid condition, particulars and trial run on application, 50 guineas. Stapylton, Wokingworth, Newton Heath, Manchester. 552-a530

CARDEN, 1921 (July), electric lighting, hood, screen, 1922 lubrication, spring-seats and other extras, splendid condition, £45. Wildsmith, 31 Lynton Rd., Acton, W.3. 552-178

CARDEN, latest 1921, fine 2-seater, lighting set, extra good tyres, hood, screen, any trial, only 49 guineas; motorcycle part; easy terms; first deposit secures immediate delivery. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 552-504

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

CASTLE THREE. F.O.C.H. have 1922 Castle Three, bargain, 5 Heath St., Hampstead (near Tube). 552-432

CHARRON, 1915, 8hp, 2-seater, detachable wheels, spare wheel, all good tyres, acetylene headlamps, oil side and tail, in perfect mechanical condition, carefully used by clergyman, usual tools and spares, tax paid to March, 30 m.p.g., any trial or examination, £75. Day, Okhampton. 552-450

CHARRONETTE. Cass's Motor Mart, Ltd. 1921 8.9hp 2-seater, dynamo lighting and starting, 5 lamps, speedometer, 5 wheels and tyres, excellent condition, bargain, £140; deferred terms, exchanges. 5 Warren St., W. 1. Museum 623. 552-556

CITROEN, 10hp, 1921, speedometer, rear screen, leather gaiters, in splendid condition throughout, £165. 11 Gloucester St., Oxford. zzz-27

CITROEN, coupe, 10.4hp, order as good as new, a most complete car, price £275. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-364

CITROEN, 1921, 4-seater, fullest equipment, perfect order, £160. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 552-441

CITROEN, new, 5-7hp, 2-seater, 1923, 5 speeds, reverse, self-starter, dynamo lighting, wonderful little car, £175, tax paid to March. Van de Maele, 21-22 Upper Rathbone Place Garage, London, W. 1. 552-a545

CITROEN 4-seater, in good condition, self-starter, dynamo lighting, 5 wheels, tyres good, very smart appearance; this car is open to R.A.C. or A.A. examination, £145. 5 Putney Bridge Rd., Wandsworth. Phone, Putney 2728. 552-524

COVENTRY-PREMIER, 3 in stock, 1922 models, £145, £157, £175; one-quarter down and 12 payments with option of discount; 1925 model on show. Lamb's, Ltd., 151 High St., Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., London, N.W. zzz-427

COVENTRY-PREMIER, 1922, mileage 350, as new, fully equipped, £190, offer. 244 Old Christchurch Rd., Bournemouth. 552-418

COVENTRY-PREMIER, 8hp, 1922, new in June, double dickey, dynamo lighting insurance inclusive, mileage 3,000, £145 17s. 6d.; excellent condition. Wilkins, Simpson, opposite Olympia, London. 552-a245

COVENTRY-PREMIER. F.O.C.H. have Coventry-Premier 3-wheeler, bargain, 5 Heath St., Hampstead (near Tube). 552-455

COVENTRY-PREMIER, 8hp, 4-wheeler, new June, 1922 double dickey, dynamo lighting, owner-driven, insured, tax paid, excellent condition, £150. 67 Nutfield Rd., Thornton Heath. 552-a493

COVENTRY-PREMIER, practically new, late 1922, dynamo lighting, spare wheel, speedometer, double dickey, taxed, original tyres, handsome car, £150; exchanges. 24 Balliol Rd., North Kensington. 552-a540

COVENTRY-PREMIER 1922 4-wheeler, dynamo, spare wheel, thoroughly good order, £120. Frank Whitworth, Ltd., 135 New St., Birmingham. 552-523

COVENTRY-PREMIER, 1922, 4-wheeler, dynamo lighting, clock, speedometer, de luxe model, double dickey, indistinguishable from new, 145 guineas; exchanges and deferred. Edwards and Co., Gt. Portland St., W. 1. 552-503

CROUCH, 1915, 7-9hp, 2-seater, sporting w-c. V twin, magneto, tyres good (2 new Dunlops) in good running order, must sell, £40 or near offer. J., 5 Ranelagh Ave., Hurlingham. 552-557

CROUCH. F.O.C.H. have a 1921 Crouch, bargain, 5 Heath St. Hampstead (near Tube). 552-450

DE MARCAY 8hp 2-seater, little known here, but one of the most efficient, fast and comfortable cars on the market. It is in excellent condition, but owner is ordered to Guild Const. and must sell at once, accept £75 cash; photo of car will be found in advertisement pages this issue. Can be seen at 45 Streatham Hill, London, S.W. 2. Address: Letters, "De Marcey." 552-491

DE MARCAY 1921 10hp 2-seater, dynamo lighting, detachable wheels, adjustable screens, excellent condition, 60 guineas; exchanges or deferred. Edwards, 101 Gt. Portland St., W. 1. 552-567

DOUGLAS, 1920, 2-seater, C.A.V. lights and starter, run 3,300 miles, £160. White House, near Tonbridge. 552-a532

ERIC CAMPBELL, 2-seater, 1920, luxuriously equipped, £150. 244 Old Christchurch Rd., Bournemouth. 552-419

ERIC CAMPBELL, late 1921, 2-seater, dynamo, spare wheel, speedometer, clock, all aluminium body, cost over £500, accept £145; exchanges. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 552-a534

ERIC CAMPBELL, 1921, all-aluminium body, speedometer, revolution counter, clock, condition throughout perfect, bargain £155, or exchanges. James, c/o Bradmores, 482 Harrow Rd., Paddington. 552-606

ERIC LONGDEN, April, 1922, 8.9 twin Blackburne, water-cooled, 3-speed, reverse, dynamo, speedometer, spare wheel, 55 m.p.h., perfect throughout, £140. Esmond, 38 Portland Place, London. 552-w437

G.N., 1922. A few slightly shop-soiled demonstration, touring, sporting and racing models available, extremely attractive prices. G.N. Motors, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 556-266

G.N.s wanted in exchange for 8hp Talbots. Balance by instalments Warwick Wright, Ltd., 150 New Bond St., W. 1. Phone, Mayfair 6504-5. zzz-180

G.N., 1921, dickey, exceptional condition in every way, low mileage, trial willingly, Holly Park Garage, Finchley, N.3. Phone, Finchley 2432. 552-y156

G.N., 1920, dynamo, £90; 1921 Legere model, without dynamo, £90 cash, or £18 16s. deposit and 11 payments of £16 16s., less rebate. Service Co., 273 High Holborn, W.C. 1. zzz-568

G.N., Sept., 1920, small mileage, in good condition, dynamo lighting, £90. Autocars, Ltd., Ilfracombe, Devon. 552-177

G.N., 1921, as new, £115; deferred payment with option of discount Lamb's, Ltd., 151 High St., Walthamstow; 50 High Rd., Wood Green, 387 Euston Rd., London, N.W. zzz-425

G.N., all aluminium sports model, dynamo, speedometer, exceptionally fast, £135; extended terms from 10 per cent. down. Below.

G.N., 1920, specially long chassis, 3-seater, dynamo, clock, speedometer, 2 spare wheels, exceptionally good condition, 100 guineas; extended terms from 10 per cent. down. Below.

G.N., 1922, dickey, etc. splendid order, £135; extended terms from 10 per cent. down. Roy, 378-384 Euston Rd. Phone, Museum 7756. 552-463

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

G.N., 1921, dynamo lighting, shock absorbers, done under 4,000 miles of careful driving, perfect condition, any trial, £95. Dr. Jordan, Dover. 532-454

G.N., exceptionally smart, dynamo lighting, speedometer, clock, aluminium dash, mechanical lubrication, most carefully used, mileage approximately 5,000. £110; exchange or deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone. Croydon 2450-2451. 532-17

G.N., 1921, 2-seater, French, grey, dynamo lighting, exceptional engine, Zenith carburettor, exceptional appearance, best of all accessories, good for competitions, £150. Pountney, Broadstairs. 532-377

G.N., March, 1922, tax paid, dynamo lighting, dickey seat, 5 detachable wheels, oversize tyres, special, £115, no offers. Foucar, 18 Marlborough Rd., Banbury, Oxfordshire. 532-485

G.N., 1920, dynamo lighting, speedometer, dark blue, aluminium dash, almost new oversize tyres, very fast, 50 m.p.h., 55.60 per gallon, only wants seeing and trying, tax paid, £78, offers. 1 Glebe Ave., Enfield. 532-311

G.N., 1920, touring, dynamo lighting, mileage 6,000, any trial, £95. Putney Bridge Auto Mart, 222 Putney Bridge Rd., S.W. 15. 532-578

G.N.s wanted in part exchange for new 8hp Talbots. Liberal terms. Free part-exchange system. Warwick Wright, Ltd., Sole London Distributors of Talbot cars, 150 New Bond St., London, W. 1. Telephone, Mayfair 6504. 532-585

G.N., three 1921 de luxe models, fitted dynamo lighting, spare wheel, speedometer, one with dickey seat, £85 each; or exchange combination, cash either way; can be viewed any time, any trial. Hillier, 1 Thorpe Mews, Cambridge Gardens, North Kensington (Ladbroke Grove Station). 532-357

G.N., exceptional 1922 de luxe, dynamo lighting, dickey seat, spare wheel, unsold condition, £125; ditto, 1921, £85; exchanges. 24 Balhol Rd., North Kensington. 532-359

G.N., 1920, dynamo, spare wheel, excellent condition, £77 10s. Storer and Tait, 20 Bourdon St., Bond St., W. 1. Mayfair 625. 532-574

G.N., 1921 (November), thoroughly overhauled, 4 nearly new tyres, dynamo, spare wheel, speedometer, horn and several improvements, first-class condition, £70. Collinson, Ackworth School, near Pontefract. 534-464

G.N. Cass's Motor Mart, Ltd. 1921, 8hp, 5 lamps, horn, speedometer, hood, seats, just overhauled and repainted, bargain, 80 guineas; deferred terms, exchanges. 5 Warren St., W. 1. Museum 625. 532-559

G.N., 72 guineas, exchanges, 1921, 2-seater, dynamo, electric horn, clock, speedometer, fast, any examination. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 532-545

G.N., 1920, dynamo lighting, taxed for year, excellent condition, £60. 8 Stamford Brook Rd., Hammersmith. 532-470

G.N., 1921, mechanical oiling, adjustable tappets, D.A. lighting, speedometer, new cylinders and pistons, clutch and brakes refined, fast, recently repainted, £75. Jones, 78 Downs Park Rd., E. B. 532-451

G.W.K., 2-seater and dickey, 4-cylinder engine, Rotax lighting and lamps, some only 2,685 miles, in first-class order, £175. Westminster Bridge Garage, Ltd., 202 Westminster Bridge Rd., Hop 6187. 532-566

G.W.K., 1923, new shop-soiled 2-seater, bargain, with extras, £185. Smith and Hunter, Agents, 77 Gt. Portland St., W. Phone, Langham 2563. 532-443

G.W.K., late model 4-seater, in extremely good order, bodywork and upholstery like new, £115, cash or deferred terms. Autocars, Ltd., 15 Woodstock St., London, W. 1. Telephone, Mayfair 2651. 532-631

G.W.K., 4-cylinder 2-seater, dickey, dynamo, detachables, etc., excellent condition, £115. Vivian, 53 Spenser St., Victoria St., S.W. 1. Vict. 8677. 532-601

G.W.K., 1915 de luxe model, dynamo lighting, detachable wheels, £70 cash. Elce, Ltd., 15-16 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 532-508

HILLMAN cars. Official repairers, London district, Chester Motor Co., Ltd., 94 Cheyne Walk, Chelsea, London, S.W. 10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped work. 546-412

HILLMAN, 1914, with dickey, 5 wheels, sound, any trial, £72 10s. 43 Turnham Green Ter., Chiswick. 532-521

HORSTMAN, 1920-21, smart 2-seater, dickey, 6 wheels, dynamo starter, bargain, £155, or cheaper car and cash. Ben-ma-chice, Patcham. 532-498

HUMBERETTE Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

HUMBERETTE, Humber Service Depot Canterbury Rd., Kilburn, N.W. 6. Phone, Willesden 1298-1299. Telegrams, "Humberonia, London." 222-999

HUMBERETTE, 1914, water-cooled engine, recently put in sound order by the makers, many extras, tyres good, £65. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd., Hop 6187. 532-365

HUMBERETTE, 1915, water-cooled, dynamo lighting, speedometer, modern body, owner-driven, in perfect running order, 60 guineas, tax and insurance paid; any trial. 1 Julian Ave., Acton, W. 5. 532-375

JOWETTS. Second-hand. You can't get them! Write and ask us why. Kinsey's, of Croydon, The Jowett Specialists. 532-657

KEVAH, 1921, V twin, water-cooled 8hp, spare wheel, dickey, very smart and fast, cost £279, £85, a bargain. 244 Old Christchurch Rd., Bournemouth. 532-240

KINGSBURY JUNIOR, 2-seater, 1921 model, dynamo lighting, disc wheels, in first-class order, £90. J. H. Sutherland and Co., Ltd., 11 Renshaw St., Liverpool. 532-411

KINGSBURY JUNIOR, 1921, 8hp, 2-seater, dickey, thoroughly overhauled, dynamo, 5 lamps, 5 wheels, coupe fitment, £100, or what offers? Whittles Garage, Grantham. 532-488

LAGONDA. Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W. G. 532-96

MATHIS 8.9hp 1922 3½-seater, demonstration model, fully equipped, painted maroon, bargain, £275. Below.

MATHIS, 7.5hp, 1922, used for a few trial runs only, £200. Below.

MATHIS, 7.5hp, 1922, only run 1,000 miles and in perfect condition, £175.

MATHIS, Borough Mills Garage Co., Manchester Rd., Bradford. Phone, 6177 Bradford. 533-w995

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

LITTLE MIDLAND car, electric light, grey colour, new 1922, not been used, £150 or nearest offer. Box No. 1,000, c/o "The Light Car and Cyclecar." 532-603

MATHIS. The Light Car Co. offer a 1922 Mathis 2-seater, dynamo and starter, used for a few trial runs only, price £185; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 532-391

MERCURY, 159 guineas, exceptional bargain; exchanges, deferred payments; 1920 Mercury 2-seater, sunk dickey, 10hp, 4 cylinders, gear change, dynamo, clock, speedometer, 5 detachables, smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 532-540

METEORITE, 169 guineas, exchanges, exceptionally smart 1919-20 2-seater, dickey, dynamo, 11hp, 4 cylinders, 5 detachables, silent, flexible, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 532-539

MORGAN Service Depot. Officially appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Donac's, 243 Lower Clapton Rd., E. 5. Dalston 2408. 222-580

MORGAN specialists. James and Co. (Sheffield), Ltd., 265 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. 222-537

MORGAN, Grand Prix, late model, excellent condition throughout, to clear £60. Midland Garage, Broad St., Birmingham. 222-239

MORGANS, £55 to £120; exchanges or deferred payments. Cleveland Garage, Ackworth, Pontefract. 533-459

MORGANS, choice of 3. 1922 Popular, 1922 Grand Prix, M.A.G., dynamo, 1921 De Luxe; extended terms from 10 per cent. down. Rey (Morgan agent), 378-384 Euston Rd. Phone, Museum 7736. 532-465

MORGAN. Dan Gny Weymouth, main Dorset agent. Trade supplied. Spares in stock; exchanges and deferred payments. 544-454

MORGAN. F.O.C.H. have 1921 G.P. Morgan, bargain. 5 Heath St., Hampstead (near Tube). 532-429

MORGAN, 1922, Popular, stored since September, extras on, best offer over £90. 35 Peaseod St., Windsor. 532-517

MORGAN, 1921, M.A.G. de luxe, absolutely as new throughout, £87 10s. 102 Westwood Rd., Earlsdon, Coventry. 532-496

MORGAN, 1915, Grand Prix, 8hp w.c. J.A.P. hood, screen, 5 lamps, etc., in splendid condition, guaranteed perfect, £80. Below.

MORGAN, 1922, Grand Prix, 10hp w.c. Blackburne, aluminium pistons and special cams. Lucas dynamo lighting, speedometer, dash lamp, tyres almost new, special body, wide chassis. This is one of our own competition machines, and has many first-class awards to its credit, £150. Homas's, Morgan Service Depot, 245 Lower Clapton Rd., N.E. Phone, Dalston 2408. 532-575

MORGAN, 1922, Grand Prix, special o.h.s. J.A.P. speedometer, discs, all in new condition, £128. 7 Exhibition Rd., S.W. 7. 532-564

MORGAN, April, 1922, de luxe, w.c., speedometer, mirror, hood cover, unpunctured, taxed, scarcely used, perfect, reasonable offer. Heath, 4 St. Stephen's Rd., Hounslow. 532-466

MORGAN, Grand Prix, 1915-16, recently overhauled, perfect condition throughout, electric light, £65. Cooke, 35 Hoveed Rd., Crickwood, N.W. 2. 532-550

MORGAN, 1922, 8hp, Popular model, just repainted and in first-class condition, £90. Newham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 532-532

MORGAN, 1921, Grand Prix, M.A.G. engine, lighting set, £112 Below.

MORGAN, G.P., 1920, J.A.P. engine, lamps, etc., £95. Elce, Ltd., 13-16 Bishopsgate Avenue, Camomile St., E.C. Phone, Avenue 5548. 532-507

MORGAN, Grand Prix, J.A.P., water-cooled, lamps, recently overhauled and repainted, equal in condition to many 1921 models, £90. Below.

MORGAN, 1919, Grand Prix, J.A.P., water-cooled, hood, windscreen, discs, £100. Maudes' Motor Mart, 100 Gt. Portland St., London, W. 1. 532-498

MORGAN. Cass's Motor Mart, Ltd. 1920 G.P., water-cooled M.A.G. engine, disc wheels, 5 lamps, speedometer, overhauled, painted red, bargain, £105; deferred terms, exchanges. 5 Warren St., W. 1. Museum 625. 532-557

MORGAN, 1920, G.P., water-cooled M.A.G., taxed, excellent condition, £85. 5 Stamford Brook Rd., Hammersmith. 532-549

MORGAN, Sports model, a-c. J.A.P., absolutely perfect condition, new chains, etc., £75; trial with pleasure. 16b The Promenade, Palmers Green, N. 15. 532-429

MORGAN de luxe, late 1922, water-cooled, J.A.P., Lucas dynamo lighting, electric horn, etc., mileage only 400, guaranteed, £130; exchanges. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 532-535

MORGAN-ANZANI, 1922, G.P., July, yellow, very fast, about 3,000, perfect condition, unpunctured, £130. Rouse, Vet., Soham, Cambs. 532-561

MORRIS-OXFORD, 2-seater, £140, or good offer, late 1916, recently overhauled, dynamo lighting, electric horn, side curtains, speedometer, 5 good tyres, trial by appointment. Reade, Newchurch Rd., 534-344

MORRIS-OXFORD. De Luxe model, just overhauled and painted Royal blue, new tyres, speedometer and double dickey, in perfect condition, £120. Arden, High St., Thrapston. 532-513

MORRIS-OXFORD, De Luxe, 1915, dynamo, clock, speedometer, splendid order, £110; extended terms from 10 per cent. down. Rey (Morgan agent), 378-384 Euston Rd. Phone, Museum 7736. 532-464

NEWBY, 1920, 2-seater, 10hp, 4-cylinder, 5 wheels, whole as new, small mileage, 90 gns. 43 Turnham Green Terrace, Chiswick. 532-520

PERRY, 1914, 8hp, 2-seater, dickey, all-weather curtains, spare wheel, 5 lamps, speedometer, good condition, £65. 37 Chandos Ave., Whitstone, N. 20. 533-372

PERRY, 7hp, 1916, 2-seater, dickey, dynamo lighting, detachable wheels, 1 spare, hood, side curtains, grand condition, taxed, 68 guineas. 17 Berwick Rd., High St., Walthamstow. 532-496

PERRY, 1914, 8hp, coupe body, excellent condition, £120. M. 89 Cromwell Rd., South Kensington, London. 532-3504

PREMIER, 1922, choice of 2: 4-wheeler, dickey, dynamo, excellent condition, £135; extended terms from 10 per cent. down. Rey (Premier agent), 378-384 Euston Rd. Phone, Museum 7736. 532-466

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

RHODE. Messrs. Mobes and Mobes (Est. 1895), The Original Light Car Specialists, sole distributors London, South and West of England, have a of these famous cars, all late 1922 models, and in new condition, for £185 each. Buy your Rhode from the Rhode Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2250. 532-486

RICHARDSON 8hp 2-seater, electric light, speeds, Magnum tyres, hood, screen, etc., good order, £60. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. 532-367

RICHARDSON, bought new 1922, 9 J.A.P., overhauled, repainted Royal blue, perfect, smart, economical car, electric, 100 guineas; easy payments accepted; any trial. 28 Ryedale, East Dulwich. 532-a487

RILEY, 1922 model, 4-seater, complete with self-starter, dynamo lighting, 5 lamps, spare wheel and tyre, usual tools, hood and side curtains, excellent condition, nice steering, very flexible and easy in traffic, in tip-top condition throughout, price £325 spot cash. Box No. 9282, c.o. "The Light Car and Cyclecar." 532-663

RILEY service depot. Guaranteed 1922 second-hand models from £325. Leway Motor Works, Lewes. 542-425

ROVER, 8hp, 1921, licensed, Easting side screens and curtains, dynamo lighting, speedometer, clock, etc., £120. Darke, Mapesbury Works, 140 Willesden Lane, N.W. 532-959

ROVER de luxe 8, October, 1922, navy blue, mileage 500 only, speedometer, clock, dash lamp, floor mat, leather upholstery, practically new, cost £210, first offer £165; appointment. 86 Trinity Rise, Tulse Hill, S.W. 2. 532-144

ROVER 8, 1921, in perfect order, recently repainted and overhauled, any trial, £105 cash. Liquorish, Bedford House, Northampton. 533-413

ROVER 8, 1923, mileage under 500, side screens and other extras, unsoiled, £150 cash no offers. Meacham, 31 Thursby Rd., Northampton. 535-414

ROVER, 1921, 8hp, dynamo lighting, speedometer, mirror, etc., note tax paid for whole of 1923, excellent condition and very smart in appearance, inspection invited, genuine bargain, £105. Wilkins, Simpson, opposite Olympia, London. 532-a242

ROVER de luxe, 1923 model, clock, speedometer, upholstered leather, grey colour, tax and insurance paid for year, hardly soiled; what offers? Entertain recent Morgan with dynamo as part. Box No. 986, c.o. "The Light Car and Cyclecar." 533-a371

ROVER 8, 1922, mileage under 1,000, as new in every respect, £142 10s.; deferred payments over 18 months. Allen-Bennett Motor Co., Ltd., 9, 10, 11 Royal Parade, London Rd., Croydon. Phone, Croydon 2450-2451. 532-477

ROVER 8's, choice of 3: 1921 and 1922, prices from £105; extended terms from 10 per cent. down. Key (Rover agent), 378-384 Euston Rd., Phone, Museum 7756. 532-467

ROVER 8, 1921, speedometer, absolutely sound, £110. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 532-444

ROVER, 8hp, 1922, de luxe model, clock, speedometer, all-weather curtains, gauges, dashlamp, mirror, year's tax, small mileage, £160. Pickworth and Hall, 107 Gt. Portland St., W.1. Langham 1998. 532-512

ROVER 8, 1921, 100 guineas; smart appearance, good condition, 6-guinea speedometer, 2 horns, tools; seen any time. 317 City Rd., E.C.1. 532-a432

ROVER, 8hp, 1921, dynamo, not done 500 miles since thoroughly overhauled by makers, price £100. Can be seen at Winkworth, 8 Greek St., W.1. Tel., Gerrard 1515. 532-a428

ROVER, 8hp, largest second-hand stock in London; from 90 to 100 guineas, cash or deferred. Dolancy Street Garage, Camden Town, N.W.1. 532-a516

ROVER 8, 1922, speedometer, original tyres, late property of a prominent naval commander, absolutely as new, 120 guineas; also late 1920 model, new tyres, speedometer, full equipment, 95 guineas; exchanges. Allber Garage, Thornsett Rd., Earlsfield, London. Phone, Letchmere 4388. 532-576

ROVER 8, 1922, fully equipped, excellent condition, 128 guineas; exchanges and deferred. Edwards, 101 Gt. Portland St. 532-569

ROVER, 1921, dynamo-lighting, electric horn, speedometer, spare wheel, etc., good tyres, any trial or examination, £88. 15 Sandall Rd., Camden Town (29 "buses"). 532-a473

ROVER, 1921, 8hp, dynamo lighting, speedometer, electric and bulb horns, all tools, etc., very nice condition, £95. Kenilworth, Pershurb Rd., Thornton Heath, S.E. 532-a462

ROVER 8, 1922, late, every possible fitting, as brand new, £135, or exchange combination and cash. James, c.o. Bradmores, 482 Harrow Rd., Paddington. 532-607

ROVER 8, 1921, exceptionally good condition, £100. Box No. 1004, c.o. "The Light Car and Cyclecar." 532-a531

ROVER, 1922, new, complete, £155, bargain. D. and S. Autocar Co., 33 The Parade, Golders Green. 532-613

ROVER 8, late 1921, engine No. 85,977, fitted side curtains, dynamo, side mirror, etc., beautiful condition, any trial, £100; exchanges. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 532-a536

ROVER 8, 2-seater, dynamo, fully equipped, in excellent order, tax paid, £105. Garage, 12 Cornwall Terrace Mews, N.W.1. Rear Baker Street Station. Phone, Langham 2935. 532-a458

ROVER 8, 1921, just repainted, full equipment, excellent condition, £107 10s. Storer and Tait, 20 Bourdon St., Bond St., W.1. Mayfair 625. 532-635

ROVER, 1922, as new, used three times, £160. Peel, Charlton Ave., Weston-super-Mare. 532-a508

ROVER, 8hp, June, 1921, 2-seater, perfect condition, many extras, £110. M., 89 Cromwell Rd., South Kensington, London. 532-a503

ROVER, The Light Car Co. offer excellent 1922 8hp Rover, dynamo lighting, many extras, price £120; 1921 model, excellent condition, £105; exchanges or hire purchase. 351 Euston Rd., London. 632-597

ROVERS wanted in part exchange for new 8hp Talbots. Liberal terms. Easy payments system. Warwick Wright, Ltd., Sole London Distributors of Talbot cars, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 532-584

SALMON, aluminium sports, 1922, V windscreen, 60 m.p.h., 6 wheels and tyres, clock, speedometer, fully equipped, guaranteed perfect and faultless, taxed, £185. K.J. Motors, Bromley. Phone 1727. 533-375

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

SALMON, 1922, de luxe, starter, dynamo, speedometer, mileage under 1,000, perfect and faultless, £200. K.J. Motors, Bromley. 532-149

SALMON, 1922 (December), standard 2-seater, dynamo lighting, spare wheel and tyre, fully equipped, mileage under 500, £160. K.J. Motors, Bromley. Phone 1727. 533-376

SALMON, 1922, with dickey, unused, shop-soiled only, full guarantee, 165 gns. 43 Turnham Green Terrace, S.W. (near Station). 532-618

SALMON 1922 de luxe, excellent condition, £152. 7 Exhibition Rd., S.W. 7. 532-565

SALMON, 1922 (August), de luxe, double dickey, dynamo, speedometer, mileage under 3,000, spare wheel (unused), guaranteed perfect and faultless, taxed, £180. K.J. Motors, Bromley. Phone, 1727. 532-599

SHORT-ASHBY, 1922, 8hp, 4-cylinder water-cooled, 2-seater and dickey, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers? Major, 18 Russell Gdns., Golders Green, London, N.W. 532-768

SINGER, £75 purchases special 1915 Singer 2-seater, recently overhauled, tuned and hoisted up by well-known Brooklands competition driver, dynamo lighting, 5 lamps, detachable wheels, good tyres, hood, screen, shock absorbers, etc., the whole absolutely O.K., taxed and would deliver 100 miles. Solwaybank, Hayes, Kent. Phone, Bromley 532. 532-421

SINGER, 1922, 10hp, 2-seater, dynamo lighting, self-starter, double dickey, speedometer, etc., insurance inclusive, new in June, small mileage, condition better than new, £215. Wilkins, Simpson, opposite Olympia, London. 532-a244

SINGER, 1915, 2-seater, dynamo lighting, speedometer, etc., 5 new tyres, excellent condition and very smart appearance, inspection invited, genuine bargain, £115, tax paid. Wilkins, Simpson, opposite Olympia, London. 532-a270

SINGER, 1920, 2-seater, starter, lighting, full equipment, excellent condition, £145; extended terms from 10 per cent. down. Key (Singer agent), 378-384 Euston Rd. Phone, Museum 7756. 532-469

SINGER, 1922, 2-seater, new, but shop soiled, £240. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 532-442

SINGER, 10hp, with dickey, 5 wheels, beautiful order throughout, 50 gns. 43 Turnham Green Terrace, S.W. (near Station). 532-616

SINGER, Cass's Motor Mart, Ltd. 1917 coupe, 10hp, dynamo lighting, 5 wheels and tyres, in splendid condition, bargain, 105 gns.; deferred terms; exchanges. 5 Warren St., W.1. Museum 625. 532-560

SINGER, 1920, dynamo and starter, dickey, new tyres, repainted, excellent order, £125 or deferred payments. Le Grice Elers, 27 Sussex Pl., S. Kensington, S.W.7. Kens. 6609. 532-a428

SINGER 10hp 1917 2-seater car and dickey, dynamo lighting, all spares and accessories, 6 interchangeable wheels, perfect condition, trial, £85. Foster, 31 Clissold Rd., Clissold Park, London, N. 16. Phone, Dalston 2812. 533-a460

SINGER, 10hp, late 1921, self-starter, dynamo, double sunken dickey, tax paid, indistinguishable from brand new, £165. 69 St. Paul's Ave., Willesden Green, London. 532-a325

SINGER, 1920, starter and lighting set, excellent condition, double dickey, trial in London by appointment, £120. Box No. 1005, c.o. "The Light Car and Cyclecar." 532-a532

SINGER, 1915, 2-seater, electric light, good condition, £94; or exchange G.P. Morgan, A.V. 2-seater, G.N., late model. Bartlett, Preshute, Marlborough. 532-a484

SINGER, The Light Car Co. offer several bargains in Singer cars; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 532-596

SINGERS. Wanted in part exchange for new 8hp Talbots. Liberal terms. Easy payments system. Warwick Wright, Ltd., Sole London Distributors of Talbot cars, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 532-585

SINGER, exceptional late 1920, 10hp, Rotax lighting and starter, £155; exchanges. 24 Balliol Rd., North Kensington. 532-a542

SINGER, 1916, 2-seater, dynamo, very smart, and overhauled last month, equipped, tax paid, £105. Garage, 12 Cornwall Terrace Mews, N.W.1. Rear Baker Street Station. Phone, Langham 2935. 532-a459

STANDARD 1914 2-seater, 9.5hp, with dickey seat, excellent condition throughout, £135. Foster, 204 Capstone Rd., Bournemouth. 532-815

STANDARD, 2-seater and dickey, 1914, 9.5hp, lighting and starting, 5 lamps, many extras, everything, including tyres, in good order, £140. Westminster Bridge G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. 532-368

STANDARD, 1920, 2-seater, all-weather, dickey, self-starter, dynamo, 2 spare wheels, etc., appearance and condition as new, £210. Vivian, 33 Spenser St., Victoria St., S.W.1. Vict. 8677. 532-500

STANDARD, 1920-21, 9.5, 2-seater, double dickey, in new condition, starter and lighting, closes as coupe, electric horn, speedometer, many extras, tax paid December, £190; exchanges. James, c.o. Bradmores, 482 Harrow Rd., Paddington. 532-605

STANDARD. The Light Car Co. have a very nice 1920 9.5hp 3-seated Standard, dynamo and starter, £210; also a 9.5hp 2-seater at £85; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 532-596

STELLITE 10hp 2-seater, in perfect condition, £120. Smith Motors, Ltd., High Rd., Goodmayes, London. 532-317

STELLITE, 1920, dickey, dynamo, exceptionally nice condition, £165; extended terms from 10 per cent. down. Key, 378-384 Euston Rd. Phone, Museum 7756. 532-468

STELLITE. Cass's Motor Mart, Ltd. 1914, 10hp, 2-seater and dickey, 5 lamps, speedometer, 5 wheels and tyres, just overhauled and repainted grey, splendid condition, bargain, £115; deferred terms; exchanges. 5 Warren St., W.1. Museum 623. 532-558

STONELEIGH, 9hp, 3-seater, utility car, new last May, £145. Renwick, 58 Leam Ter., Leamington Spa. 632-976

SWIFT, 1921, 2-seater, double dickey, starter-lighting, excellent condition, £195; terms arranged. Midland Garage, Broad St., Birmingham. 532-456

SWIFT, 1914, 2-seater, 7.9hp, very fast, sound examination invited, 55 gns. 43 Turnham Green Terrace, S.W. (near Station). 532-617

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

SWIFT, 62 guineas; exchanges; 2-seater, 9hp, 2 cylinders, 5 detachables, hood, screen, lamps, pulls well, any examination and trial. Seebridge, 35 Hansler Rd., East Dulwich Sydenham 2452. 532-544

SWIFT, 7-9, 1915, 2-cylinder, guaranteed perfect mechanical condition, all tyres good, tax paid March, any trial or examination, £75. G., No. 3 Herford Rd., Worthing. 532-a521

SWIFT, 7-9, 2-seater, racing body, bulbous tail, Aero windscreens, rounded radiator, electric light, £40. 62a Church St., Kensington. 532-494

SWIFT, The Light Car Co. have 2 very nice 10hp Swift cars, dynamo and starter, at bargain prices; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 532-594

TALBOT-DARRACQ, 1922, 2-seater, double sunk dickey, self-starter, dynamo lighting, speedometer, practically new condition, £225. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W.1. Tel. Museum 5958. 532-495

TALBOT-DARRACQ, The Light Car Co. offer a (shop-soiled) 2-seater Talbot-Darracq, fitted with dynamo and starter, in perfect order, £265; exchange or hire purchase. The Light Car Co., 351 Euston Rd., London. 532-592

TAMPLIN, 1921, £50 cash, or £10 15s deposit and 11 payments of 45s, less rebate. Service Co., 275-4 High Holborn, W.C.1. zzz-289

TAMPLIN, 1920, 2-seater, 8hp J.A.P. engine, perfect condition throughout, inside self-starter, £55; terms arranged. Midland Garage, Broad St., Birmingham. zzz-260

TAMPLIN, 1920, 8hp, air-cooled, 2-seater, good order, £45. Gray's, Ltd., Guildford. Phone 557. 534-415

TAMPLIN, 100 guineas, shop-soiled, 1922 side-by-side agent's model; another used 1922 model, 100 guineas; also new tandem Show model 95 guineas. Tamplin Motors, Ltd., Staines. 932-a506

T.B., July, 1922, cloverleaf, w.c. J.A.P., spare wheel, dynamo lighting, speedometer, condition as new, nearest £150; or exchange small 4-seater. 196 Ferndale Rd., Swindon. 532-a518

T.B. cyclecar, late 1920, very low mileage, tip-top condition, nearest £120, suitable, trial by appointment. Box No. 1001, care of "The Light Car and Cyclecar." 532-a515

TEMPERINO, 8-10hp 1921-1922 model, little used and in new condition, cost £175, accept £85 or near offer; this beautiful little car is very economical and costs under 1d. a mile to run; 3 speeds and reverse, detachable disc wheels and spare, electric lighting and mechanical starting, routine bargain; trial and inspection will convince owner bought larger car, appointment. 89 Selhurst Rd., South Norwood. 532-a472

UNIT, April, 1922. A very attractive 9.8 Coventry Climax-engined sporting model, fully equipped with dynamo lighting, etc., all-aluminium 2-seater body, red wings, wheels and upholstery, nickel-plated fittings, mechanically perfect and looks like new, photos, and any other details on request, final drive by spur gearing, tyres good, 2 new Kemphalls on front and unused spare, nearest offer to £220 secure. Apply, F.J.P., c/o "The Light Car and Cyclecar," 7 Rosebery Ave., E.C.1. zzz-545

WARREN LAMBERT, 1923, 10hp, sports model, 2-seater and dickey, 3 speed and reverse, dynamo lighting, spare wheel, hood, screen, condition as brand new, 160 guineas, exchanges and deferred. Edwards, 101 Gt. Portland St. 532-570

WARREN-LAMBERT, £140; 1921, 2-seater car, very smart and fast, discs, dynamo lighting; deferred terms. Donnan Motor Agency, 4 Donnan Pl., Piccadilly Circus. Regent 986. 632-625

WOLSELEY, 7hp, unused, but slightly shop-soiled, self-starter etc., bargain, £259. Barnett, Pembroke and Slater, Ltd., 38, Knightsbridge, S.W.1. zzz-417

WOLSELEY, 7hp, 1923 model, starter, all-weather curtains, double screen, practically new, £255. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 532-513

WOLSELEY, 10hp, late 1922, self-starter, dynamo, double sunken dickey seat; this car only delivered in July; all tyres as brand new, crutchwork unsoratched, £275. 69 St. Paul's Ave., Willesden Green, London. 532-a526

WOLSELEY, 7hp, electric self-starter and lighting, 2-seater body, only received from Wolseley works January 24th, 1923, list price £275, my price £195. 69 St. Paul's Ave., Willesden Green, London. 532-a527

WOLSELEY, exceptional, 10hp, practically new, C.A.V. lights and starter, every possible fitting fixed, handsome car, unsold, £240; exchanges, 24 Balliol Rd., North Kensington. 532-a538

LE ZEBRE, 1921, electric light, self-starter, dickey seat, side curtains, new Michelin cables all round, repainted, £150. Foster, 204 Capstone Rd., Bournemouth. zzz-813

LE ZEBRE, a snip, excellent 2-seater (English body) and dickey, dynamo, starter, speedometer and numerous accessories, small mileage, as new, £165, cost double, cash or deferred payments. Write, call or phone, Western Motor Works, Perry St., Chislehurst, Kent. Phone Sidcup 160. zzz-377

SPARE PARTS FOR LIGHT CARS.

CALTHORPE 1920-21 parts for sale at 50 per cent. below makers' list: radiators, front axles, Hardy couplings, shackles springs, timing chains, Hamp valve caps, ball races, change-speed shoes; state requirements. Hampton Wick Garage, St. John's Rd., Hampton Wick, Middlesex. Phone 203 Kingston. 535-v64

HUMBERETTE spares. Crown wheels, pinions, balance boxes. Wandsworth Motor Exchange, Ebner St., Wandsworth. 540-90

HUMBERETTE spares. Everything stocked, from cotter to back axle. Wandsworth Motor Exchange, Ebner St., Wandsworth. 532-505

K.J. (KINGSBURY-JUNIOR) spares in stock, The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Minervanyt, Glasgow." Telephone, 220 Shettleston. 536-489

MERRALL-BROWN spares and repairs. Merrall-Brown, 28 Chorley Old Rd., Bolton. 538-e317

MORGAN spare parts from stock for all models. Send your inquiry to Hall, Morgan Specialist, 91 St. Peter's St., St. Albans. Tel. 656. 563-658

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 53. zzz-599

SPARE PARTS (continued).

MORGAN spare parts depot. Spares for all models from stock. List free. Price, Ltd., 13-16 Bishopsgate Ave., Camomile St., E.C. 532 509

ROVER spares. We carry a £5,000 stock of Rover parts. Correspondence invited on all matters pertaining to Rover cars. John Pollitt and Son (successors to the Rover Co., Ltd.), Renshaw St., Liverpool. 536-184

8hp ROVER spares. Practically every part in stock; immediate delivery. Kays, 8-16 Bond St., Ealing. 537-351

NEW LIGHT CARS AND CYCLECARS

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966). The Wholesale and Retail Concessionaires can give immediate delivery of the 1923 types at further reduced prices: sports model, £225; standard model, £240; 4-seater, £265; deferred payments arranged and cars taken in part exchange. zzz-378

A.B.C. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1 (Phone, Grosvenor 2191), have fully-equipped A.B.C. repair works, stocks of spares, and are experts in tuning sports models, £225; 4-seater model, £240; special featherweight 4-seater, super sports model, aluminium body, to specification. Write for gadget list. Deferred payments or exchange. zzz-818

A.B.C., sports, £225; standard, £240. Part exchanges; deferred payments; many second-hand cars. For details and trial write British Motor Trading Corporation, Ltd., 132-135 Long A.C., London. Regent 4626. 534-843

A.B.C. 1922 sports model, dynamo, shop-soiled only, £200. Manders', 100 Gt. Portland St., London. 532-497

A.B.C. sports, new, unregistered, shop soiled only, 1922 model, dynamo lighting, £200. Burditt, Boddington House, Biggleswade. 633-a522

A.C. Caithness and Co., Ltd. (late Alfred Wastnag) for quick deliveries of A-Cs and the best service after purchase. Deferred payments. Part exchanges. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel. Langham 2172. 532-453

A.C. Cass's Motor Mart, Ltd. Royal (£475) and Empire (£325) in stock, immediate delivery; your present car taken in part exchange, balance cash or deferred. 243 Brompton Rd., S.W.3. Kensington 2194. 532-555

A.C. 1923 models in stock for immediate delivery; prices from £395 to £1,000; highest prices allowed on second-hand cars of any make in part payment; deferred terms if desired; trial runs at any time. Newham Motor Co., 223 and 243 Hammersmith Rd., London, W.6. Phone, Hammersmith 1325. 532-528

A.C. Immediate delivery of all models can be obtained at Autoveyors, Ltd., leading London agents and concessionaires for Surrey. Demonstrations any time; easy terms arranged. 84 Victoria St., S.W.1. 532-615

ALVIS cars. North London agents. 2 and 4-seaters. Deliveries from stock. Official repairers and spare parts depot. Ewens, Golders Green Garage, Finchley Rd. Phone, Hamp. 6187. 535-161

ALVIS. Official Agents, Mebes and Mebes (Est. 1895). The Original Light Car Specialists, sole distributors South Bucks and London agents, can offer immediate delivery of all models, including the 10-50hp, which are on view in their showrooms, price from £397. Your present light car in exchange. Deferred payments over 12 or 18 months to suit client's pocket. 144 Gt. Portland St., W.1. Phone, Langham 2230. 532-480

AMILCAR specialist and distributor, North and East Riding Yorkshire, S. Glover, North St., Ripon. Phone 172. 554-w472

ARIEL "Nine," the £255 all-weather car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 3-4 seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Horesey 2917. Jones Garage, Broadway, Muswell Hill, N.10. zzz-24

ARIEL, 9hp, water-cooled, 3-4-seater, £235; easy payment terms arranged; modern cars taken in lieu of deposit. For particulars of this marvellous light car, write Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., London, S.E.5. zzz-339

ARIEL, the new 9hp water-cooled 3-4-seater, price £235, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speakman, Ariel Garage Harpurhey, Manchester. 550-519

A.V. coupe, 1923, brand new, 10hp Blackburne engine, 3 speeds and reverse gearbox, carries 2 adults and 2 children, oversize tyres, a bargain, 100 guineas, would take monoco as part payment. Williams, 51 Arlington Rd., Toddington, Middlesex. 532-471

AUSTIN, 7hp, £165, order now for early delivery, cash or deferred payments. Bound's Garage, 225 High Rd., Kilburn. zzz-390

AUSTIN. You can now see and try the new Austin Seven at our Showrooms. The price is £165, and there is a great demand. Book your order now for earliest deliveries, which can be obtained from F. G. Smith Motors Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-452

AUSTIN 7hp. Can give prompt delivery. Write for specification. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1. zzz-817

AUSTIN. Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. zzz-930

AUSTIN, 7hp model, early deliveries. Official agents, Motoria, Regent's Parade, Tallyho, Finchley. 542-w994

AUSTIN, new 7hp model, £165. Place your order now for early delivery. Deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 532-a488

AUSTIN. Cass's Motor Mart, Ltd. All models supplied. 7hp model, £165, delivery February. 243 Brompton Rd., S.W.3. Kensington 2194. 532-554

BAYLISS-THOMAS. The Westminster Bridge Co., Ltd., have opened new showrooms at 202 and 204 Westminster Bridge Rd. near the New County Hall. We are distributing agents for Bayliss-Thomas in all London south of the Thames and 25 miles radius. We have always several of each model in stock. Deferred terms and exchanges. Demonstrations with pleasure. Service station and works opposite. zzz-59

BAYLISS-THOMAS, Junior, £260 cash, or £54 15s. deposit and 11 payments of £19 12s., less rebate. Service Co., 275-4 High Holborn, W.C.1. zzz-468

BAYLISS-THOMAS. All 1923 models in stock: 10.5hp 2-seater, with dickey, £295; 10hp 4-seater, £320; 8.9hp Junior, £260; trade supplied. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. 532-503

NEW LIGHT CARS AND CYCLECARS

(continued).

BAYLISS-THOMAS Junior, starter model, purchaser having paid 10 per cent. deposit finds himself unable to take delivery, is willing to sacrifice deposit to anyone who will purchase car. C. R. Saunders, Brockwell, Chesterfield. 532-a480

BELSIZE-BRADSHAW, 9hp dynamo lighting, £210, speedometer 5 extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. zzz-658

BELSIZE-BRADSHAW, 9hp, £210; also supplied on our payment out of income system. Send for particulars, Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-705

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2965 and 2966), the wholesale and retail concessionaires, can give immediate delivery of the 1923 types at reduced prices. Standard 2-seater, complete, £210; and Standard 4-seater, complete, £235. Cars on show and demonstrations given. Deferred payments arranged and cars taken in part exchange. zzz-54

BELSIZE-BRADSHAW, 9hp, oil-cooled 2-3-seater, delivery from stock. County Garage, Caterham Valley, Surrey. 549-5512

BELSIZE-BRADSHAW, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 273-4 High Holborn, W.C. 1. zzz-290

BELSIZE-BRADSHAW, £210. C. A. Britten and Co., sole distributing agents for Liverpool, St. Helens and districts; early delivery. 31 Islington, Liverpool. Phone, 1329 North. zzz-225

BELSIZE-BRADSHAW, 9hp, oil-cooled, 2-3-seater; immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 3 St. Luke's Place (top of Bold St.), Liverpool. Royal 5311. 537-4841

BELSIZE-BRADSHAW, with 9hp oil-cooled engine 2-3-seaters, £210; 4-seaters, £255; 2-3-seater coupe, £260; immediate delivery. Tom Norton, Ltd., Charles St., Cardiff. 544-w975

BLERIOT-WHIPPET, £155 cash, or £32 10s. deposit and 11 payments of £11 14s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-409

B.S.A. Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showrooms. Delivery anywhere. Complete repair depots and stocks of spare parts. 2 Parade, Leamington Spa. Tel. 113 542-810

B.S.A. Are you looking for a bargain? If so, does this appeal to you? 1922 model de luxe, royal blue, dynamo lighting and self-starter, all-weather coupe fittings, list price £342, our price £285; brand new but shop-soiled. Mebes and Mebes (Est. 1895), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2250. 532-481

BUCKINGHAM, 10hp. The value for money light car. Call and see the latest model 2-seater, with double dickey, price £185. Book your order now for early delivery with the Lancaster Motor Co., 158 Norwood Rd., West Norwood, S.E. 27. Phone, Streatham 2541. zzz-721

BUCKINGHAM, £185 cash, or £38 8s. deposit and 11 payments of £14, less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-529

BUCKINGHAM, Mebes and Mebes, (Est. 1895). The Original Light Car Specialists, sole district agents, can offer immediate delivery of this famous all-British light car from stock, at list price, £185; your present car in exchange; deferred payments 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2250. 532-483

CALCOTT, 10hp, all-weather, 1923 models, £325, immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-704

CALCOTTS, 1923 10.5hp models, brand new, just arrived; cash or easy payments. Your old Calcott, or any motorcycle or car, taken in part payment for a new Calcott. We specialize in exchanges and allow best prices. Direct authorized agents, Wilkins, Simpson, opposite Olympia, London. 532-a233

CALCOTT, 1923, 10.5hp, just arrived, £325; inspection invited of this very smart model; cash, easy payments, or exchanges; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. 532-a234

CALCOTT, Smith and Hunter, authorized agents, can give earliest delivery of 10.5 models; special 2-seater, all-weather, £325. 77 Gt. Portland St., W. Phone, Langham 2363. 532-449

CALTHORPE, All models, including new all-weather, in stock. Deferred payments. Your old car taken, Mann, Egerton and Co., Ltd., 379-391 Euston Rd., N.W. 1; and Norwich Sole distributors for London and the Home Counties. Calthorpe Service Depot, 1a High Rd., Kilburn. zzz-530

CALTHORPE, Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow. Moore's, Presto Motor Works, Ltd., North End, Croydon. Phone 2624. 565-117

CALTHORPE, 1922, 10hp 2-seater and 4-seater, all-weather, at special end of season reduced prices, respectively £325 and £340; new and fully guaranteed, part exchanges and deferred payments. Surrey Agents, Lankester Engineering Co., 39 Eden St., Kingston. zzz-294

CALTHORPE, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-524

CALTHORPE SERVICE DEPOTS, 200 Deansgate, Manchester.

CALTHORPE 10-15 standard 2-seater, 285 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 2-seater, 325 guineas. In stock at Colmore Depot.

CALTHORPE 10-15 de luxe 4-seater, 340 guineas. In stock at Colmore Depot.

CALTHORPE 12-20 2 or 4-seater, 410 guineas. Early delivery from Colmore Depot.

CALTHORPE cars are always available from Colmore Depot, for cash, exchanges or easy terms.

BIRMINGHAM: 49 John Bright St.

LIVERPOOL: 24 Paradise St.

LEICESTER: 62 High St.

MANCHESTER: 200 Deansgate. Distributors for Lancashire. zzz-654

CALTHORPE, Smith and Hunter, authorized agents, have 10-15hp models in stock; standard 2-seater, 285 guineas; 10-15hp de luxe model, all-weather, 325 guineas; all-weather 4-seater, 340 guineas; coupe, 400 guineas; deferred payments. 77 Gt. Portland St., W. Phone, Langham 2363. 532-447

CALTHORPE cars, Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 985 532-623

CHARRON, 8.3hp, clover-leaf body, electric starting and lighting, £275. Puttock's Garage, Guildford. 532-297

NEW LIGHT CARS AND CYCLECARS

(continued).

CITROEN, 7.5hp, 10hp, 11.4hp.

CITROEN, The Leighton Garage.

CITROEN, Earliest delivery of all 1923 models.

CITROEN, Personal service at any time a feature. Deferred payments arranged a speciality.

CITROEN, Satisfaction guaranteed. We are genuine authorized agents. Telephone, Hampstead 1365. Princess Mews, Belsize Cres., Hampstead. 551-655

CITROENS, 1923, with English bodywork. All models from Jackson's Garage, Guildford. Phone 345. zzz-709

CITROEN, 7.5hp; 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. Phone 88. zzz-680

CITROEN.

CITROEN. See W. H. Jones,

CITROEN specialist.

CITROEN. For all new models. Any second-hand cars taken in part payment; deferred terms arranged; also trade inquiries invited. 1 and 2 Williams Mews, Devonshire St., W. 1. Mayfair 901. 544-476

CLULEY, 1923. Immediate delivery from the authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-706

CLULEY, "The Cream of Coventry's Light Cars." 2-seater with double dickey, 11 and 8. £350, 2-seater coupe, V front, with double dickey seat, 11 and 8. Beautiful carriage, £450; exchange or hire-purchase. The Light Car Co., 351 Euston Rd., London. 532-595

CLYNO, "The Light Car Supreme." 11hp 4-cylinder, water-cooled, dynamo lighting, 2-seater with double dickey, detachable wheels, complete, £265; cash or deferred payments. Official Service Agents and Spare Part Stockists, Kays, 8-10 Bond St., Ealing. 537-350

COVENTRY-PREMIER, Immediate delivery.

COVENTRY-PREMIER, West Bros.

COVENTRY-PREMIER, Authorized agents, 42 Cranbrook Rd., Ilford. Deferred payments. Telephone, Ilford 740. 556-196

COVENTRY-PREMIER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-525

COVENTRY-PREMIER, 1923 models, in stock, 250 guineas; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-705

COVENTRY-PREMIER, 10hp, 1923 model, 4-cylinder, overhead valves, just delivered, 250 guineas; deferred terms and exchanges arranged. Eagles and Co., 275 High St., Acton, London. zzz-229

COVENTRY-PREMIER, Godfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4-seater, 250 guineas; immediate delivery; gradual payments, exchanges. 208 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-555

COVENTRY-PREMIER, 1923, 4-cylinder, 2 and 4-seaters 250 guineas, in stock. Authorized agent, Saxon Jeffers, 253 Deansgate and 27 Lower Mosley St., Manchester. Tel., 4978 Central. See also Singer and Jewett columns. 537-458

COVENTRY-PREMIER, H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 250 gns.; unique credit system, £22 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-647

COVENTRY-PREMIER, 250 gns. cash or £50 8s. deposit and 11 payments of £18 5s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-530

COVENTRY-PREMIER, 1923. In stock, 2 or 4-seater, just arrived, 250 guineas; cash or easy payments; any motorcycle or car taken in part exchange, best price allowed; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. 532-a236

COVENTRY-PREMIER, 1923 2 and 4-seater models in stock 250 guineas; deferred payments. Parker's, Bradshawgate, Bolton. 552-487

COVENTRY-PREMIER, F.O.C.H. for immediate delivery; cash, exchanges, deferred terms. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 532-436

COVENTRY-PREMIER, Dan Guy, Weymouth, main Dorset agent. Trade supplied. New 4-seater, 250 guineas, in stock; exchange and easy payments arranged. 544-455

COVENTRY-PREMIER, 1923, 2 or 4-seaters, immediate delivery, cash, exchange, easy payment. Midland district agents, wholesale and retail, Frank Whitworth, Ltd., 159 Now St., Birmingham. 533-522

COVENTRY-PREMIER, 1923 models, 2 and 4-seaters, 230 guineas; deferred payments if desired. Kingsway Motor Co., Waldorf House, Aldwych. Regent 691. 552-621

CROUCHES, 1922, new, exceptional opportunity, 200 guineas, originally £285. Brooklands, Ecclesall, Sheffield. zzz-1

CROUCH, 8-18hp, 1923, all-weather coupe, royal blue, as standard specifications, only done 100 miles, carrying maker's guarantee, list price £245, great bargain at £215; also another model, open car, at £200. Mebes and Mebes (Est. 1895), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2250. 532-484

DEEMSTERS, early delivery. Debnam Motors, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. 552-802

DEEMSTER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-526

DERBY cars, 8.5 4-cylinder water-cooled engine, 2-seater and dickey, Standard £220, de luxe, £245; Sports, £275. Trial runs. Tel., Museum 6626. A.S.G., 166 Gt. Portland St., W. 1. zzz-638

ERIC CAMPBELL, F. G. Smith Motors, Ltd., The Essex County Agents, High Rd., Goodmayes, can give immediate delivery of these speedy, smart and comfortable 2-seaters from stock. Cars, complete with dynamo lighting set, detachable wheels and full equipment. £300; with starter, £315. Phone, Ilford 1082. zzz-377

G.N., shaft drive, £195 cash or £40 11s. deposit and 11 payments of £14 15s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-631

G.N. light cars. Sussex agents and service agents. The Eastgate Garage and Works, Lewes. 543-52

ERIC LONGDEN, Mann and Handover, sole concessionaires for London and Home Counties for Eric Longden cars. Two-seater sports touring, 9.8 4-cylinder Alpha engine, all-aluminium body, dynamo lighting, hood, screen, spare wheel, tyre and tube, consumption 50 miles per gallon, 70 miles per hour, 265 guineas; deferred payments; delivery 14 days. 116 Gt. Portland St. Museum 2878. zzz-814

NEW LIGHT CARS AND CYCLECARS

(continued).

G.N. We are authorized agents. Immediate delivery; exchanges; deferred payments. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-967

G.N. The Motor Marketing Co. offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-347

G.N. Hey's, authorized agents for G.N. cars. Exchanges and extended payments arranged from 10 per cent. down. A. P. Hey, 378-384 Euston Rd. Phone, Museum 7736. 532-457

G.N., brand new, ex 1922 stock. We can offer several of these machines, complete to standard makers' specification, for 147 guineas; also one or two all-weather models for 157 guineas; these are £60 under list price; these machines are unused and carry full makers' guarantee; deferred payment or exchanges. Edwards, 101 Gt. Portland St., W. 1. 532-575

G.N. Autoveyors, Ltd., offer immediate delivery from stock; demonstrations any time and deferred payments arranged. Authorized agents, 84 Victoria St., S.W. 1. 532-614

GRAHAM-WHITE, £100; new, 2-seater, simple and strong; deferred terms £10 per month includes tax and insurance; no deposit. Showrooms, 12 Regent St., W. 549-16J

G.W.K., 1923 models, standard 2-seater, £200; 4-seater, £225; do luxe, including self-starter, speedometer, all-weather fittings, mats, 2-seater, £250; 4-seater, £260; coupe, £300. Surrey Agents, County Garage, Caterham Valley. Phone, 191 Caterham. 636-4471

G.W.K., startling reduction, £200 cash, or £41 18s deposit and 11 payments of £15 2s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-532

GWYNNE, The Gwynne Eight in stock. Trial runs can now be arranged. The Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140. 535-3349

GWYNNE Eight. Agents, Bromley Autocar Co., Bromley Hill, Kent. Telephone, Bromley 2128. zzz-632

GWYNNE 8 cars, 2-seater or clover-leaf, from £208. Contracting agents, Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 532-622

HANDS, Mann and Handover, the only authorized agents for Hands cars on Gt. Portland St., W. 2-seater, dynamo lighting, self-starter, double dickey, 4-cylinder, water-cooled, £275; deferred terms or exchanges with pleasure; demonstration any time; immediate delivery, 116 Gt. Portland St. Museum 2878. zzz-42

HANDS, 1923 models for immediate delivery. Standard 2-seater with double dickey, 260 guineas; 4-seater 280 guineas; coupe, 350 guineas. Deferred payments arranged. Demonstrations. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578 534-188

HANDS, Official agents. Immediate delivery of all 1923 models. Standard 2-seater, 260 guineas; 4-seater, 280 guineas; coupe, 350 guineas. The above cars complete with dynamo lighting, starter, clock and speedometer (inclusive). Trial run with pleasure. Deferred payments arranged. Telephone, Hornsey 495. Wright's Motor Works, High St., Hornsey, N. 8. 554-217

HANDS, Sales and Service.

HANDS, All 1923 models stocked, a trial run will convince any intending purchaser. Deferred terms to suit your own pocket. Sole London and Kent Distributors Cecil Motor Co., 69 Gt. Queen St., Kingsway, W.C. 2 Regent 1207. zzz-388

HORSTMAN, latest 11.9 Anzani-engined models

HORSTMAN, the car which looks and runs like a £600 car, but costs—below.

HORSTMAN coupe, £399.

HORSTMAN 4-seater, £357.

HORSTMAN 2-seater, £356.

HORSTMAN special super sports model, £500.

HORSTMANS do over 50 miles per hour and 40 miles per gallon. We are the sole London agents for the new models; exchanges and deferred terms a speciality. Edwards and Parry, Horstman Service Depot, 4 Blenheim St., New Bond St., W. 1. Mayfair 2666. zzz-834

HUMBER, 8hp, £275, order now for early delivery, cash or deferred payments. Bount's Garage, 233 High Rd., Kilburn. zzz-391

HUMBER, Cass's Motor Mart, Ltd. are now booking orders for these celebrated cars. 8hp model, £275; delivery February. Your present car taken in part exchange, balance cash or deferred. 243 Brompton Rd., S.W. 3. Kensington 5194. 532-555

JOWETT, F.O.C.H., main agents. Demonstrations daily of these wonderful 2 and 4 seater, £7 tax, cash, exchange, easy payments; trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 532-434

JOWETT, Sole distributors Hants., Dorset, and Lo.W. Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. zzz-517

JOWETT.

JOWETT, 2 and 4-seaters.

JOWETT, Trial runs with pleasure from the original London agents.

JOWETT, The W. C. Caunt Co., 198 Piccadilly, W. 1. Phone, Gerrard 715. 541-179

JOWETT, We are authorized agents. Immediate delivery; exchanges; deferred payments; all-weather 2-seater, £225; 4-seater, £245. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-968

JOWETT, The Westminster Bridge Co., Ltd., have opened new showrooms at 202 and 204 Westminster Bridge Rd., near the New County Hall. We are distributing agents for Jowett in all London south of the Thames, Kent, Surrey and Sussex. We have always several of each model in stock. Deferred terms and exchanges. Demonstrations with pleasure. Service Station and Works opposite. zzz-100

JOWETT, Jones Garage for this famous car. All models, demonstrations given, 2-seater, water-cooled, £220. Motorcycles taken in exchange. Broadway, Muswell Hill, N. 10. zzz-638

JOWETT, 1923 models in stock; 2-seater, £220; 2-seater with dickey, £225; 4-seater with long chassis, £245; self-starter £15 extra to all £225; 4-seater with long chassis, £245; self-starter £15 extra to all £225. The car of proved reliability. Distributing agents for Lancashire, Sussex, Jelforia, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 540-8880

JOWETT 1923 models for immediate delivery; second-hand cars or motorcycles accepted as part payment. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 532-529

NEW LIGHT CARS AND CYCLECARS

(continued).

JOWETT cars. Write for demonstrations. Parker Bros., South Wales Agents, Aberdare. 542-y118

JOWETT, John R. Kinsey and Co., Ltd., are the original South London Jowett agents and still the only ones whose interests are devoted to those districts. They hold sole trade and retail distributing rights for Croydon, Sutton, Mitcham, Streatham, Norwood, Rydenham, Dulwich, Catford, Bromley, Beckenham, Purley, etc. It pays to deal with enthusiastic Jowett specialists. Their treatment will inspire enthusiasm in you. Special Jowett exhibition throughout next week. Break hill demonstrations daily. Phone, Croydon 1129. For Jowett Service, see announcement under "Repairers." 350-352 Lower Addiscombe Rd., Croydon. 532-636

LACONDA cars, 11hp. Below.

LACONDA, Latest models. Immediate delivery. Below

LACONDA, All prices reduced. Below.

LACONDA coupe, £340. Below.

LACONDA 4-seater, £325. Below.

LACONDA K model 2-seater, £275. Below.

LACONDA, The above cars complete with dynamo, starter, clock, speedometer and spare wheel. Below.

LACONDA, Sole authorized agents for Long Acre and district and county of Hertfordshire. Demonstration runs at immediate notice. T. H. Wright, Ltd., 12 Upper St. Martin's Lane, W.C. 2. Phone, Regent 5070-1. 541-405

LACONDA, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-527

LACONDA, £275 cash, or deposit of £57 15s. and 11 payments of £20 15s., less rebate; exchanges entertained. Service Co., 273 High Holborn, W.C. 1. zzz-881

LACONDAS, Cash or deferred payments. Write, F. C. Smith Motors, Ltd., High Rd., Goodmayes. zzz-314

LACONDA cars, West-end, London. Messrs. Mebos and Mebos (Est. 1855), The Original Light Car Specialists, have a full range of models on view, including the 2-seater, 4-seater and coupe. We are Laconda specialists and experts, and we shall be pleased to demonstrate the various claims put forward for this all-British light car's outstanding merits at any time to suit your convenience. Prices from £275. Fully equipped. Your present Laconda or other light car in exchange. Trade supplied. 144 Gt. Portland St., W. 1. Phone, Langham 2250. 532-478

LACONDA, F.O.C.H., main agents. Trial runs daily. Immediate delivery. Cash, exchange, deferred terms. Trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752 532-437

MARSEAL, 1923 models; cash or deferred. Challenge Motors, Ltd., Haig Ave., Southport. 538-2111

MARSEAL, Immediate delivery of 1923 models, prices from £215. Vaughan Engineering Co., Vaughan St., Leicester. 542-w91

MARSEAL, 2-seater, £215; 9.8hp, 4-cylinder, water-cooled. Hoopers, Slater St., Liverpool. 543-m429

MARSEAL light cars, District agents, The Eastgate Garage and Works, Lewes, Sussex. 543-51

MARSEAL, Immediate delivery of 1923 models of this wonderful car, from £215; demonstrations; deferred payments. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578. 534-187

MARSEAL 1923 models. "The car everlasting." Demonstrations and deferred payments. Sole agents for Croydon and 6 miles radius, including Streatham, Brixton, Clapham, Wimbledon, etc. Quick Service Motor Co., 123 Church St., Croydon. Croydon 2000. 547-380

MARSEAL, 1923 models, 9.8hp, 4-cylinder, C.A.V. starting and lighting. 2-seater, £215; 4-seater, £255; coupe, £275. Dundas, Garage, Jesmond Rd., Newcastle-on-Tyne. 544-694

MARSEAL coupe, now ready for immediate delivery, £275. Holloways, Shoreham-by-Sea, near Brighton. zzz-976

MARSEAL, 4-cylinder, 3-speed, C.A.V. starting and lighting, polished aluminium body, tax £10, £215 cash, or £44 17s. deposit, 11 payments of £16 5s., less rebate. Sole London agents, Service Co., 273-4 High Holborn, W.C. 1. zzz-411

MARSEAL, All models in stock from £215, with self-starter. 907 Woodbridge Rd., Ipswich. 536-42

MARSEAL car, brand new, 7-11hp, coupe, with dickey seal, painted Royal blue, electric lighting, etc., never been run, list price £285, will accept for quick sale £235. Central Motors, Ltd., 185 Huddersfield Rd., Oldham. 532-412

MATHIS, Smith and Hunter, authorized agents. New models for earliest delivery: 2-seater, £197 10s.; 3½-seater, £265. 77 Gt. Portland St., W. Phone, Langham 2565. 532-448

MORGAN specialist, Hall. Distributor for South Herts., Luton, Dunstable and Bucks. Early delivery all models. Trade inquiries invited. Several guaranteed second-hand Morgans to select from. 91 St. Peter's St., St. Albans. 563-657

MORGANS, Allen-Bennett Motor Co., Ltd., sole Surrey agents. Earliest delivery of all models; second-hand Morgans always in stock. We specialize in these wonderful machines; repairs executed by Morgan experts; all spares in stock; cash or extended payments. 9-11 Royal Parade, London Rd., W. Croydon. Phone, Croydon 2450. Grams. zzz-605 "Track, Croydon."

MORGANS, 1923 models for early delivery, your second-hand motorcycle taken as part payment; should extended payment be required, your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine £128, de luxe £148, family £153. Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine £155, de luxe water-cooled, £158, family water-cooled £163. M.A.G. water-cooled engine, £5 extra, Avanzi water-cooled overhead valve engine with aluminium pistons and oil pump £5 extra; tuition free. Phone, Central 5168. Wauchops's, 9 Shoe Lane, Fleet St., London. 539-683

MORGANS, 1923 models, prices from £128, complete. Write for catalogue and arrange demonstration. Deferred payments if required. Spare parts in stock. Repairs. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578. 534-189

MORGANS, Immediate delivery, all models and spares; exchanges. Charston, Blackwood, Mon. Tel. 66. zzz-358

MORGANS, Barker's Motors, official Morgan agents and service depot. Delivery of all models; cash or deferred payments; spare parts, repairs, etc. 194 Batham High Rd., S.W. 12. Phone, Latchmere 4441. Grams, "Pushfully, Bal., London." zzz-716

THE BEST BARGAINS in second-hand light cars and cyclecars are offered in these pages.

NEW LIGHT CARS AND CYCLECARS

(continued).

MORGAN, 1923, Standard Popular, £135 cash, or £28 4s. deposit and 11 payments of £10 4s., less rebate; other models on similar terms. Service Co., 273-4 High Holborn, W.C. 1. zzz-924

MORGAN, all models, immediate delivery; motorcycles accepted in part payment; deferred payments with option of discount. Lamb's, Ltd., 151 High St., Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., London, N.W. zzz-424

MORGAN, Rey's. authorized agents for Morgan cars; exchanges and extended payments arranged from 10 per cent. down. A. P. Rey, 378-384 Euston Rd., Phone, Museum 7756. 532-459

MORGAN, 1923, de luxe model, 8hp w.c. J.A.P. dynamo lighting, brand new, immediate delivery from stock, £168; exchanges or deferred. Homac's Morgan Service Depot, 245 Lower Clapton Rd., N.E. Phone, Dalston 2408. 532-574

MORGANS, 1923 models actually in stock. Deferred payments, one quarter down, balance 12 months. Below.

MORGANS, As one of the largest agents for these cars, we give quickest deliveries, best exchange figures, keepest trade quotations. Below.

MORGANS, Maudes' Motor Mart, 100 Gt. Portland St., London; 100 Paris St., Exeter; The Norwich Garage, Norwich; also Walsall Garage, Walsall. 532-496

MORGAN runabout; all models in stock for immediate delivery; exchange, deferred terms. Elce, Ltd., 15-16 Bishopsgate Avenue, Camomile St., E.C. Phone, Avenue 5548. 532-510

MORGAN de luxe large body, Blackburne, 10, w.c. Peel, Charlton Avenue, Weston-Super-Mare. 532-a507

NEW GARDEN, The cheapest all-British light car. 2-seater, 128 guineas; family model, 158 guineas, or on deferred terms at £10 per month; guaranteed for 12 months. Give us a ring and we will send a demonstration car to your door, or write for full particulars. Patentees and sole concessionaires, The New Garden Light Car Co., Ltd., 22 Lytch Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-510

NEW HUDSON, brand-new 1922 model, £175, real bargain. Lamb's, Ltd., 151 High St., Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., London, N.W. zzz-425

RHODE, Scottish Distributors, D. McNeil, Ltd., 144 Buchanan St., Glasgow. 535-c101

RHODE cars for immediate delivery; exchanges or easy payments arranged. P. W. Surplice, Poole Hill, Bournemouth. Phone 1793. 535-a881

RHODE, Immediate delivery offered of 1923 Rhode all-weather saloon, 4 seats, price £265 complete. Sole district agent A. J. Rice, 155 London Rd., Brighton. Write for catalogue. zzz-824

RHODE, 9.5hp. What a wonderful production this is. Can we prove our words to you, if so, kindly favour us with a call, and view the various models on exhibition in our showrooms, including the occasional 4-seater, sports all-weather saloon and coupe models? prices from £235. Your present light car in exchange. Deferred payments spread over 12 or 18 months to suit clients' pockets. Sole distributors for London and South and West of England, Mehes and Mehes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2250. 532-479

RILEY service depot. New and second-hand cars in stock. Lewes Motor Works, Lewes. 542-424

RILEY, 1923, 2 and 4-seaters, all-weather, in stock. Immediate delivery; exchanges and deferred payments. Authorized West End agents, Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 532-514

ROVER cars. All models in stock.

ROVER 2-seater, £180; 4-seater, £190.

ROVER coupe, £240.

ROVERS, Cash, easy payments or exchanges. S. G. Cummings, Rover agent, 101 Fulham Rd., London, S.W. 3. zzz-345

ROVER, 8hp, standard model, £180; 8hp, 4-seater model, £190; 8hp, 4-seater De Luxe model, £210; 8hp, 2-seater De Luxe, £200. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-718

ROVERS, 1923, Immediate delivery of all models. Jackson's Garage, Guildford. Phone 345. zzz-707

ROVER, 1923 models for immediate delivery at the reduced prices: 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater, standard brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra. Extended payments spread over 18 months. Your motorcycle accepted as first payment. Demonstration car sent to your address with pleasure. Catalogue post free on request. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, London Rd., West Croydon. Phone, Croydon 2450-51. zzz-741

ROVERS, 1923 models, immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment down, remainder in equal monthly payments. 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater standard, brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra; tuition free; delivery Roters works or London. Write for list. Phone, Central 5168. Wauchops's, 9 Shoe Lane, Fleet St., London, E.C. 539-682

ROVER, 8hp, 2-seater, £180; 4-seater, £190. The North Wales Motor Exchange, Wrexham. Phone 283. Can give immediate delivery. zzz-990

ROVER, 8hp, 1923 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations daily. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-25

ROVER, 8hp. Authorized agents. Cash or deferred payments. Taylor's, 52 Sussex Place, S.W. 7. Phone, Kensington 7260. zzz-570

ROVER, 8hp. Fowler and Bridgen, authorized Rover agents, 150 Euston Rd., King's Cross. Museum 4827. zzz-459

ROVER, 8hp. All models in stock. Deferred payments. Your old car taken. Mann, Egerton and Co., Ltd., Norwich; and 379-381 Euston Rd., N.W.1. zzz-532

ROVER, Godfrey's are authorized agents. Immediate delivery of all 1923 models. Gradual payments, exchanges, free tuition. 208 Gt. Portland St., London, W. Phone, 1500 Langham. zzz-554

ROVER 8hp cars for immediate delivery. Standard 2-seater, £180; 4-seater, £190. Deferred payments if desired. Your motorcycle or car taken in part payment. Official Agents and Spare Part Stockists, Kays, 8-10 Bond St., Ealing. 637-359

NEW LIGHT CARS AND CYCLECARS

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ROVER, 8hp, 2 and 4-seaters, in stock, from £180; deferred payments arranged. Offord and Sons, Ltd., 94 Gloucester Rd., S.W.7. zzz-157

ROVER, 8hp, 1923 models from £180; extended payments arranged. Second-hand cars taken in lieu of deposit. Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., London, S.E. 5. zzz-338

ROVER, 1923, 4-seater, £190, in stock, cash or deferred payment. Bond's Garage, 223 High Rd., Kilburn. zzz-392

ROVER cars, 8hp, all models from stock: 2-seater, £180; 2-4-seater, £190; 2-seater model de luxe, £200; 2-4-seater ditto, £210; self-starter £15 extra to all models. Jarvis, Ltd., 205 Edgware Rd., London. Tel. 2512 Padd. 541-144

ROVER, £180 cash, or £38 14s. deposit and 11 payments of £13 10s., less rebate; other models similar terms. Service Co., 273-4 High Holborn, W.C. 1. zzz-836

ROVER 8 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-515

ROVER authorized agents. 8hp 2-seater, £180 cash, or £36 deposit and 12 monthly payments of £12 12s.; 8hp 4-seater, £190; 8hp 2-seater with dickey, £182 10s. Also de luxe models on similar terms. Wm. Whiteley, Ltd., Queen's Rd., W. 2. zzz-28

ROVER 1923 cars, 8 h.p., 2-seater, £180 cash, or £45 down and 12 monthly payments of £11 16s. 5d.; free tuition; prompt delivery of all models; motorcycles taken in part payment. Official agents, Eagles and Co., 275 High St., Acton, London. zzz-44

ROVER 8's in stock; motorcycles accepted in part exchange; deferred payments with option of discount. Lamb's, Ltd., 151 High St., Walthamstow; 50 High Rd., Wood Green; 387 Euston Rd., London, N.W. zzz-426

ROVER, 8 hp. All 1923 models in stock for immediate delivery; 2-seater Standard, £180; 4-seater Standard, £190; 2-seater model de luxe, £200; 4-seater model de luxe, £210; 2-seater coupe, complete with dynamo lighting, self-starter, clock, speedometer, etc., £240; 2-seater Standard, with dickey, as supplied by the Rover Co., £182. Inspection invited; any motorcycle or car taken in part exchange; best prices allowed; easiest of easy payments; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. 532-a257

ROVER, F.O.C.II. for immediate delivery; cash, deferred terms, exchanges, 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 532-435

ROVER, Rey's. authorized agents for Rover cars; exchanges and extended payments arranged. A. P. Rey, 378-384 Euston Rd., Phone, Museum 7756. 532-460

ROVER 9, in stock, cash, terms, or exchange with 3-wheelers or motorcycles; full market value allowed. Bunting's, Wealdstone, Middlesex. 532-525

ROVER 8, all models; exchanges, deferred. Agents, R. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 532-565

SALMSON, The Motor Marketing Co., distributors for Berkshire, offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-546

SALMSON, Smith and Hunter, authorized agents. New models for immediate delivery: 2-seater, with double dickey, and all-weather side curtains to front and dickey, 255 guineas. 77 Gt. Portland St., W. Phone, Langham 2365. 532-450

SALMSON, brand-new 2-seater, with 5 Michelin wheels and tyres, C.A.V. lighting set, speedometer, £185. Templemeads Motors, Temple Gate, Bristol. 532-a342

SALMSON, K.J. Motors, Bromley, sole concessionaires for Kent and Surrey, can give immediate delivery of new models. Cash, exchange, deferred. Bromley 1727. 532-601

SENECHAL, 8hp, 4-cylinder, 255 guineas. Immediate delivery. Deferred payments. Ladbroke Garage, Southam. 544-454

SINGER, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-528

SINGERS, 1923, All models for quick delivery. Jackson's Garage, Guildford, official agents. Phone 545. zzz-708

SINGER, 1923, all-weather models, 2 and 4 seater models, 280 guineas. In stock. Authorized agent, Saxon Jeffers, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 537-439

SINGER, H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 250 gns, and 280 gns; unique credit system, £27 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-648

SINGER, Shipside, Daybrook, Nottingham, for immediate delivery of Singer and Coventry-Premier cars. zzz-165

SINGER and Coventry-Premier, 1923, latest 2 and 4-seaters, from stock, 280 guineas and 250 guineas. Wrexham Motor Co., 39 Chester St., Wrexham. 543-189

SINGER, Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195

SINGERS, 1923, Both 2 and 4-seaters, just arrived, 280 guineas; cash or easy payments; your old Singer, or any car or motorcycle, in part exchange; we specialize in exchanges, and allow best prices; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. 532-a235

SINGER, 1923, 10hp, 2 and 4-seater models in stock, 280 guineas; deferred payments. Parker's, Bradshawgate, Bolton. 532-486

SINGER, F.O.C.II., the agents. Immediate delivery; cash, exchanges, deferred terms. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 532-438

SINGER, Rey's, authorized agents for Singer and Premier cars; exchanges and extended payments arranged from 10 per cent. down. A. P. Rey, 378-384 Euston Rd., Phone, Museum 7756. 532-458

SINGER and Coventry-Premier 1923 models for immediate delivery; prices from £241; any make of car or motorcycle accepted in part payment. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 532-550

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STONELEIGH, 1923 models, from £185; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-529

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(continued).

SWIFT, 10hp. Family 4-seater or 2-seater, with dickey, £275, electric lighting and starting; part exchanges; deferred payments; many second-hand cars. For details and trial, write British Motor Trading Corporation, Ltd., 152-155 Long Acre, London. Regent 4626. 534-844

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TALBOT, Warwick Wright, Ltd. 8hp Talbot. We are the London distributors of these cars, and can give immediate delivery of all models. Easy payments arranged to suit clients' convenience. Cars taken in part payment. Every facility. Trial runs at any time. Warwick Wright, Ltd., 150 New Bond St., W.1. Telephone, Mayfair 6504. 541-161

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TALBOT, Smith and Hunter, authorized agents, can supply from stock stand 2-seater, £295; de luxe model, £320; coupe, £395; catalogues and demonstrations with pleasure; deferred terms. 77 Gt. Portland St., W. Phone, Langham 2365. 532-446

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TALBOT-DARRACO, 8hp, 4-seater, £275, immediate delivery. Baker and Co., Dorking. Phone 122. 532-616

T.B., 3-wheeler, standard model, £155; de luxe, £165 10s.; sports, £175. Earliest deliveries from Godfrey's, Ltd., 208 Gt. Portland St., London, W. Phone, 1500 Langham. zzz-356

UNIT. We are authorized agents. Immediate delivery; exchanges; deferred payments; prices from 177 guineas. Tele., Museum 6626. A.S.C., 105 Gt. Portland St., W.1. zzz-969

UNIT, service model, 177 guineas cash, or £58 15s. deposit and 11 payments of £14 1s., less rebate. Service Co., 273-4 High Holborn, W.C.1. zzz-412

WEBB, super 9, price £220, complete. Before deciding on your new car, write for specification and let us demonstrate to you; deferred payments if required. Distributing agents for Yorkshire. Potter's Motor Agency, 304 Grove House Lane, Claypit Lane, Leeds. Phone 22578. 534-186

WEBB, super 9, touring and all-weather models from stock; exchanges. Casson, Blackwood, Mon. Tel. 60. 544-476

WOLSELEY, 7hp, 2-seater, brand new, in stock, ready to drive away, price £255; trial given. City Car Agency's Showrooms, 34 Queen St., Cheapside, E.C.4. zzz-375

WOLSELEY, 7hp, 2-seater, in stock, £255, cash or deferred payment. Round's Garage, 225 High Rd., Kilburn. zzz-593

WOLSELEY 7 cars. Cash or deferred payments. Write, E. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Hford 1082. zzz-316

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SINGER and Coventry-Premier cars.

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LUCAS or Rotax 6 or 12-volt aero dynamos, with auto-cutout, 2 1/2 in. pulley, new and tested, ex-Government, £5 10s.; with 5 in. pulley, 6-t. Whitlic belting and base plate, £4 10s.; new 6-volt 50-amp. battery, £2 2s.; Whitlic belting, 1s. 6d.; 6 in. split pulley, 8s. 6d.; pair torpedo wing lamps, 8s.; electric horns, 10s. Leslie Dixon and Co., 9 Oriental Avenue, Minorities, E. 1. near Aldgate Station, Met. Railway. zzz-928

DYNAMOS, 12-volt 6-amp, latest Continental manufacture, circular type, 8-in. long, 5-in. diameter, 65s. cash; limited supply. Griffin, 97 Argell Rd., Brixton, S.W.9. 532-490

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HALIFAX, 1923 Coventry-Premier, Calthorpe, Deemster, Lagonda, Singer and Stoneleigh light cars. Liberal allowances for light cars, Morgans, and sidcar combinations. Halifax Motor Exchange, Horton St., Halifax. zzz-530

PIANOS and Player-pianos for sale, or offered and accepted in exchange for light cars, cash either way, distance immaterial. Bunting's Motor Exchange, Wealdstone, Middlesex. zzz-649

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EXCHANGE, brand-new 1923 Rover, 8hp, £130 or 4-seater, £190, for motorcycle or combination or car and cash. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 258. 532-241

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REY'S will take any car in part payment for new or other models; all leading makes supplied, including Morgans, Coventry-Premier, Rover, G.N., A.C. Holsicz-Bradshaw, A.B.C., Singer, Albert, Calthorpe, Calcott, Hillman, G.W.K., Lagonda, Morris-Cowley and Oxford, Wolseley and Standard cars. Deferred payments arranged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7736. 532-474

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EXCHANGES (continued).

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EXCHANGE, 1920 A.C. 2-seater in very good order for 8hp Rover or similar and cash. Newnham, 225 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 525-555

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EXTRA-AIR valves, hand controlled, for economy and more power, 12s. 6d. post paid, approval. J. W. Robins. zzz-200

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MORRIS-OXFORD radiators, new, nickel-plated, £7 18s. 6d. each, packing, 5s. Elephant. Below.

ELECTRIC headlamps, new, brass, not shop soiled, latest type, 7-in. bevelled glass, £3 8s. per pair; new brass electric side and rear (3 lamps), streamlined, 27s. 6d. per set; or complete set, 2 headlamps (as above), and side and rear (as above), £4 10s. set, carriage forward; large selection of acetylene and oil lamps in stock. Elephant. Below.

STEPNEY rims, all sizes, from £1 each. Elephant. Below.

DOMED wings, suitable for 700 to 815 wheels, with inside shields, £4 3s. per set; without inside shields, enamelled, £2 per set; Singer or light car domed wings, unvarnished, bright finish, £4 18s. 6d. per set, carriage forward; or £1 12s. 6d. each, carriage forward. Elephant. Below.

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MISCELLANEOUS (continued).

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REGULATION trench coats, check lined and oilskin interlined, 45s.; with detachable fleece lining, 55s.
LEATHER motor coats, new, all wool fleece lined, double-breasted; with belt all round in tan leather, £65, unbreakable at the price.
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EXTRAORDINARY offer. Finest for gauntlet gloves, lined wool, 9s. 6d., postage 6d.; on approval, actual value 25s. Frederick Taylor, 53a Mill-yons Rd., London, S.E. 15. 532-a459

DOMED wings, wheel discs and bonnets, A.V.s, Morgans, Humbrettes, Singers, Rovers, etc. Dolman's, Ellery Rd., Teddington, S.W. 532-a470

DON'T miss this offer! Build your own light car. Complete set of components for w.c. 2 or 4-cylinder chassis, or separate parts supplied; front axles, 17s. 6d. less hubs, complete 25s.; disc wheels, 12s. 6d.; steering columns, 20s.; 15-in. Dover wheels, 10s.; pressed-steel frames, 70s.; quarter-elliptic springs, 47s. 6d. set; rear axles, £12; radiators from 35s.; petrol tanks, 6s.; steering rods, 3s.; universal joints, 10s. Below.

UNIT construction, H.O., 2-cylinder, w.c. engine and gearbox, £50. Above components are new and capable of easy assembly. Below.

KINGSBURY JUNIOR and Zebra spares at low prices; stamp, reply, Campbell, 244 Earl's Court Rd., London, S.W. 5. 532-a474

THE inventor of the road signal illustrated in the issue dated January 5th is desirous of placing it with an engineering firm. Particulars and drawings to Box No. 1002, c/o "The Light Car and Cyclecar." 532-a514

ELECTRIC headlamps, 9 ins., ebony finish, adjustable focus, bulbs, adapter, 25s. pair, 12s. 6d. each; 10 ins., 30s. pair, 15s. each; postage 1s. Griffin.

SIDE lamps, brass, egg shape, 9s. pair; wing head, ebony, nickel, 17s. 6d.; rear, 4s.; inspection, 5s. 6d.; radiator garage safety lamps, automatic lighter, 7s. 6d. Griffin.

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SPEEDOMETERS, by S. Smith, Ltd., ebony or nickel, flush type, complete front wheel or cardan drive, 50s.; brass bracket type, 45s. Also spares. Griffin.

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W. BRYSON, B.Sc., Assoc. M Inst.C.E., A.F.R.A.S., Chartered Patent Agent, 299 Southampton Buildings, London, W.C. 2. Phone, Holborn 672. 533-6518

H. N. and W. S. SKERRETT (H. N. Skerrett, A.I.A.E., Chartered Patent Agent; W. S. Skerrett, A.I.A.E., Registered Patent Agent), 24 Temple Row, Birmingham. 532-998

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700 by **80** covers, all makes, £2 5s. each; **700** by **85** covers, £2 5s. each; **710** by **90** covers, £2 5s. each; **760** by **90** covers, £2 10s. each. Other sizes pro rata. **The General Motor and Tyre Co.**, 81 Queen St., Hammersmith, W. 6. zzz-242
BULL'S. The light car tyre and accessory specialists. Large stocks new covers and tubes, all sizes. Accessories of every description at lowest prices. See below.
BULL'S. 650 by 65 Goodyear cord, 39s. 6d.; Goodrich safety, 32s. 6d.; tubes, 6s. 9d.
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BULL'S. 700 by 80 Stepany Roadgrip, 45s.; Spencer-Moulton, 3-rib, 35s. 3d.; Beldam Bulldog, rubber n.s., 35s.; tubes, 6s. 9d.
BULL'S. 700 by 85 Stepany Roadgrip, 47s. 6d.; Beldam Bulldog, rubber n.s., 37s. 6d.; Burnett combination, 37s. 6d.; tubes, 7s. 9d.
BULL'S. 710 by 90 Spencer-Moulton, 3-rib, 40s.; McGraw rubber n.s., 45s. 3d.; Moseley steel-stud, 52s. 6d.; tubes, 8s.
BULL'S. 760 by 90 Beldam rubber n.s., 45s. 3d.; Englebert Giant rubber n.s., 50s.; Moseley steel stud, 55s.; tubes, 8s. 6d.
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BULL'S. Dunlop, Michelin, Goodyear, and all makes stocked. Trade supplied. Motorcycle covers from 25s. Second-hand covers, all sizes, from 20s.
BULL'S. All above new, blemished only, sent on 7 days' approval against remittance. Prices are advancing. Order now. **Bull's Rubber Co., Ltd.**, 3 Upper St. Martin's Lane, London, W.C. 2. Telephone, Gerrard 1347. zzz-128
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TYRES AND TUBES (continued).

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ECONOMIC. 550 by 65 (Baby Peugeot, Temperino, etc.) Pirelli Extra Heavy (new), 43s. 9d.; 650 by 65 Goodrich Safety, 30s.; Michelin Universal, 39s. 3d.
ECONOMIC. 700 by 80 Beldam V grooved, 39s. 6d.; Goodyear All-weather, 44s. 6d.; 710 by 90 Goodyear All-weather, 42s. 6d.; Beldam Bulldog, 32s. 6d.
ECONOMIC. 760 by 90 Goodrich Safety, 52s. 6d.; Beldam Bulldog, 37s. 6d.; 765 by 105 Goodrich Safety, 62s. 6d.; Beldam Bulldog, 45s.
ECONOMIC. 28 by 3 Clincher Dreadnought, 35s.; Goodyear All-weather, 39s. 6d.; Firestone Extra Heavy, 37s. 6d.
ECONOMIC TYRE CO., 314 New Cross Rd., S.E. 14. Phone, New Cross 1395. Price list on application.
GOODRICH safety tread, 27 by 3½ (oversize 26 by 3), 30s.; 28 by 3, 30s.; 29 by 3½ (oversize 28 by 3), 32s. 6d.; Dunlop steel-stud, 700 by 85, 32s. 6d.; approval against cash. **Broadway Motor Co.**, 958 Garratt Lane, Tooting. 554-a558

WANTED—Cars.

H. F. EDWARDS and Co.,
101 GREAT PORTLAND ST., W., are cash buyers of any make of light car, especially G.N.s and Morgans. Highest prices given. Distance no object. Call, write or phone, Mayfair 4027. 506-600
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100 LIGHT cars wanted; spot cash offered; exceptionally favourable terms for inclusion weekly auction if offer not accepted. **Palmer's Garage**, Tooting, London. zzz-88
SELL your car for cash and obtain the highest value from **George Newman and Co.**, the largest automobile buyers in the United Kingdom, 319-321 Euston Rd., London, N.W. 1. Phone, Museum 1568 and 1569 and 6675. zzz-320
5 PER CENT. commission only charged to sell your car. No need to pay more. Top prices obtained. Send your car to our showrooms on main London-Brighton road, and in finest position. Photos, with pleasure on request. **Telford Garage**, 47 Streatham Hill, S.W. 2. zzz-487
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ANY make of car bought for cash on sight. Exchanges or easy payments arranged; no deposit. Write, phone or call. **Secretan and Mallett, Ltd.**, 149 Lowther Parade, Barnes, Ham. 1745. 533-850
WANTED. Morgans and Rover Eights for spot cash. **Collier's Motorics**, Horton St., Halifax. zzz-532
HUMBERETTES, Rovers wanted. Spot cash. **Wandsworth Motor Exchange**, Ebner St., Wandsworth (Town Station). Phone, Latchmere 4685. 552-370
WANTED. Morgans, especially water-cooled, and Rover Eights, very best prices paid, must be in sound condition. **Maudes'**, 100 Gt. Portland St., London, W. 1. zzz-368
HALIFAX. Wanted, 50 Morgans in exchange for 1923 Calthorpe, Coventry-Premier, Deuster, Lagonda, Singer and Stoneleigh light cars. Keen quotations. **Halifax Motor Exchange**, Horton St., Halifax. zzz-531
BEFORE advertising for cars, phone or write to us for our comprehensive list of cars of every description in all parts of the country, all privately owned. **The Car Purchasing Agency**, 1 Albemarle St., Piccadilly. Phone, Gerrard 4240. zzz-532
WANTED. Morgan or light car, reasonable. **Mosedale**, 50 Canterbury Rd., Kilburn, N.W. 6. 552-y155
WANTED. second-hand 8hp Rover, in any condition, in exchange for a new 1923 model 8hp Rover, or any other 1923 car and cash; exchange arranged anywhere, distance no object. **Wilkins, Simpson**, opposite Olympia, London. 532-a238
REY'S are urgently requiring good second-hand G.N., Morgan, Rover, A.C., A.B.C., Calcott, Singer, Standard, Swift, Wolsley, Hillman, and Morris cars, and other approved makes. **A. P. Rey**, 378-384 Euston Rd., Phone, Museum 7756. 552-471
REY'S will purchase any up-to-date light cars for cash or take in part payment for new. **A. P. Rey**, 378-384 Euston Rd., Phone, Museum 7756. 552-470
WANTED. good light car or cyclecar for cash. Write only, **F. Lacey**, 115 Engadine St., Southfields, S.W. 18. 552-a345
WANTED. 1922 Rhoads, A.B.C. or Belsize-Bradshaw; give chassis No. and full particulars; no fancy prices. Box No. 981, c/o "The Light Car and Cyclecar." 552-a348
MORGAN wanted; exchange for 4hp Triumph, perfect condition. **Tan-cort**, 95 King St., Maidenhead. 552-a368
MORGAN wanted, must be perfect, with accessories. **Burrows, Butcher**, Ackworth, Pontefract. 653-a370
WANTED. Morgan, not earlier 1920; condition of body no object. **Edwards**, 15 Morris Crescent, Oxford. 552-a566
CASS'S MOTOR MART, LTD., purchase and supply all leading makes of new and used light cars, arrange exchanges, deferred terms, immediate delivery, no guarantors, highest prices paid; send fullest particulars; distance no object. 5 Warren St., W. 1 (Museum 623), or 243 Bromton Rd., S.W. 5 (Kensington 2194). 552-561
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PRIVATE OWNER
 AND TRADER

WANTED—Cars—(continued).

- WANTED, 1922 Wolseley 10,** Talbot 8, Rover 8, in good condition. Box No. 807, c.o. "The Light Car and Cyclecar." 532-515
- WANTED, a small cash adjustment with a good light car for a new 1923 A.C. 2-seater Empire model.** Newham, 223 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 532-551
- WANTED, a really good Matchless, A.J.S., or similar motorcycle,** with 2-seater sidecar, and cash in exchange for a new 1923 Rover car. Newham, 223 Hammersmith Rd., W.6. 532-557
- WANTED, Your second-hand car or motorcycle in part payment for a new or better second-hand machine.** Best allowances. Delivery anywhere. Full list of second-hand cars and motorcycles sent free on request. Newham Motor Co., 223 and 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 532-556
- WANTED, 2-seater, with dickey; starter preferred.** 33 Spenser St., Victoria St., S.W.1. 532-502
- WANTED, 2-seater, any popular make, with dynamo lights, reasonable price, cash waiting.** 85 Newnham Rd., Thornton Heath, S.E. 532-a461
- WANTED, Coventry-Premier, 3 or 4-wheeler, cash on sight, distance no object.** Hillier, 127 St. Mark's Rd., North Kensington. 532-a553
- PALMER'S GARAGE, Tooting.** The pre-eminent place for disposing of cars and motorcycles.
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- THE LIGHT CAR CO. will buy your car.** 331-414 Euston Rd., London. Tel. Museum 3081. 532-587
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- 1922 ERIC-LONGDEN, perfect, for Morgan-Anzani; cash if necessary.** See "Sale" column, *Rossa*. 532-a502
- MORGAN de luxe, late model, w-c M.A.G.; must be perfect.** Fox, 145 Church St., Chelsea. 532-a509
- G.N., Rover or G.P. Morgan; apply evenings.** 71 Lothair Rd., Finsbury Park. 532-a510
- WANTED, Morgan de luxe, J.A.P., not earlier 1921; particulars, letters only; private owners preferred.** 1 Haselville Rd., Upper Holloway. 532-a512
- WANTED, Morgan for cash; letters only.** 35 Freegrove Rd., Holloway, N.7. 532-a482
- WANTED, Singer, Standard, Calthorpe, Albert or similar late model.** 69 St. Paul's Ave., Willesden Green, London. 532-a524
- WANTED, really cheap Morgan; state year, model, condition.** 89 Spenser Pl., Leeds. 532-a523
- 2-SEATER wanted, recent model, cheap for cash.** Box No. 945, c.o. "The Light Car and Cyclecar." 532-610
- 4-SEATER wanted, 10-11.9hp, about 1920-21, cheap.** G. Hurst, 26 Tulse Hill, S.W.2. 532-611
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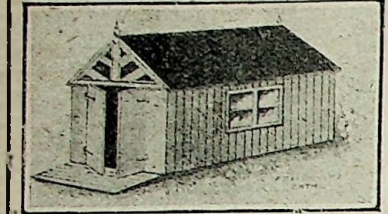
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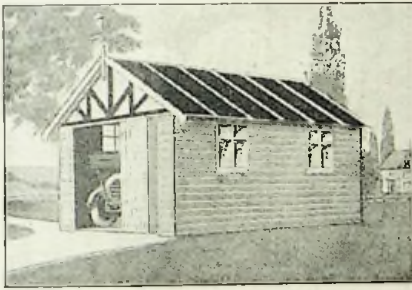
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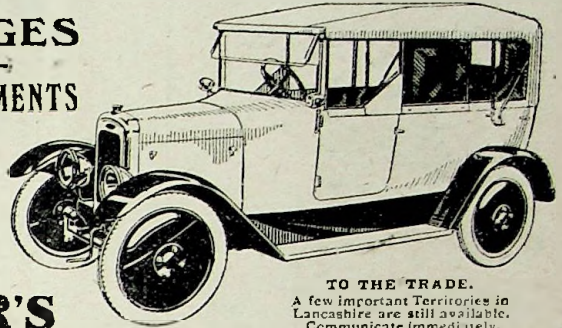
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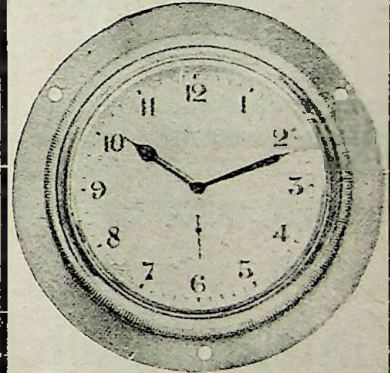
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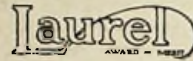
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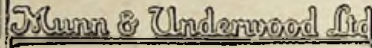
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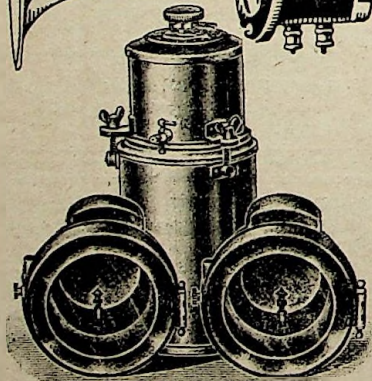
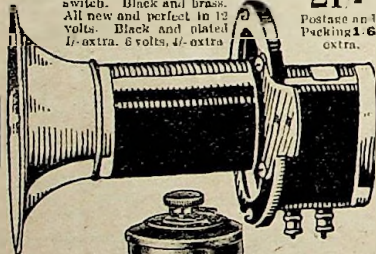


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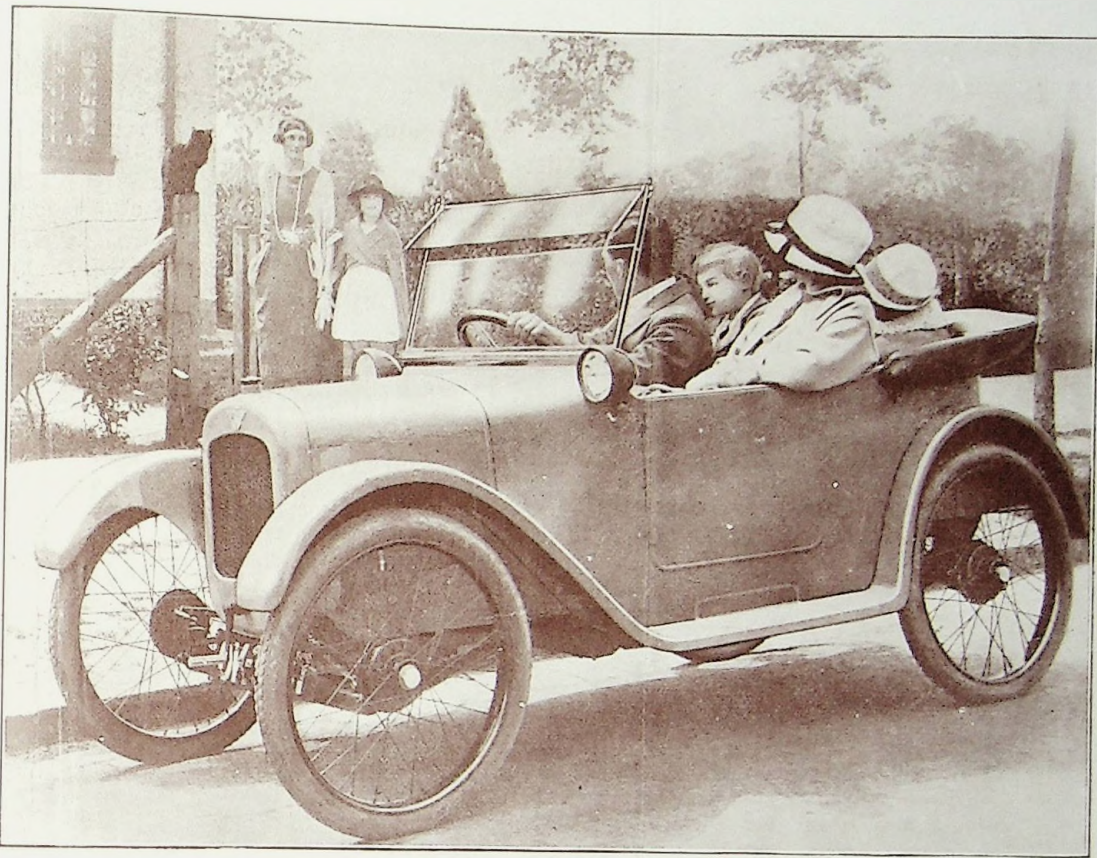
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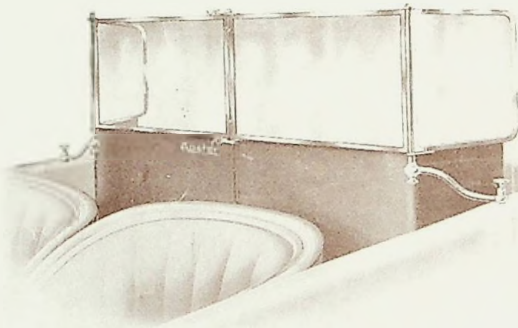


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