

FRIDAY, APRIL 1ST-1927.

The Light Car and Cyclecar

3^D

EASTER
HOLIDAY
NUMBER



FOR your Home Garage buy Mobiloil in a five-gallon tap drum. By so doing you will save more than 20% of the cost of purchases in small quantities.



Mobiloil

Make the chart your guide

A1

**It just won't slip
or lose its grip
It will not burn
as you will learn
Nor glaze or spread
It cuts out dread
- FIT DON**

SMALL & PARKES, LTD., Hendham Vale Works, MANCHESTER.

LONDON DEPOT:
71, Southwark St., S.E.1.

BRISTOL:
121, Cumberland Road.

LEEDS:
4, Brunswick Street.

DUBLIN:
7, Claude Road, Drumcondra.

BRISTOL:
153, Holwell Road.

BIRMINGHAM:
66, Steelhouse Lane.

LIVERPOOL:
75-76, Regent Road.

GLASGOW:
8, Dixon Street.

CARDIFF:
Hope Street Lane.

BELFAST:
7, Corporation Street.

NEWCASTLE-on-TYNE:
30, Prudhoe Street.

SWANSEA:
33, St. Helen's Road.

CITROËN

for
£190



11.4 h.p. 4-door Saloon £190
With F.W.B. . . . £210

THE 11.4 h.p. Citroën Saloons, at these exceptionally low prices, offer advantages not to be found together in any other cars of their price and class—4 Doors, Luxurious All-Steel Coachwork, Beautifully Upholstered Interior and Fullest Equipment, including Electric Lighting and Starting, 5 Comfort or Reinforced Balloon Tyres, Clock, Speedometer, Boyce Motometer, Driving Mirror, Automatic Windscreen Wiper, Oil Gun Chassis Lubrication, Rug Strap, Sun Shield, Window Winders, Spring Blinds, Carpeted Rear Floor, Interior Lighting, and every feature which appeals to the owner-driver. Arrange a trial run to-day.

Send for Citroën Book 18.

CITROËN CARS, LTD.

CITROËN BUILDING, BROOK GREEN,
HAMMERSMITH, LONDON, W.6.

West End Showrooms:
Devonshire House, Piccadilly, W.

**IMMEDIATE
DELIVERY**

from

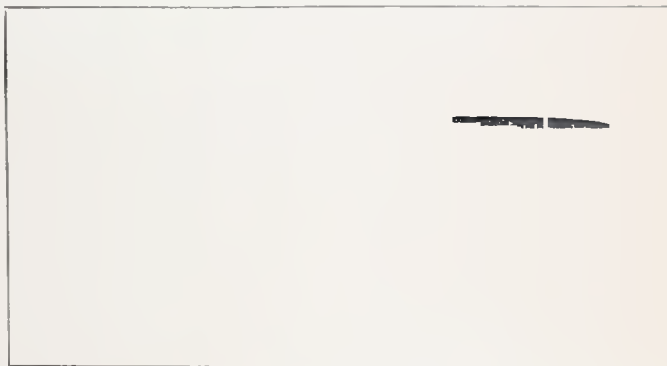
**SLOUGH
WORKS**

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

D.A.359.

A1

9^{D.} FOR 4



The Jackson Jowett £187 10s.

A DE LUXE SPORTS TOURING CAR that will please and satisfy the most exacting motorist—at an initial cost of *LESS THAN HALF* the cost of other cars of the same requirements, detail, comfort and performance—and, mark you—

LESS THAN HALF the running costs—

HAVING digested that, now consider the Equipment:—

"B. & D." Stabilisers front and rear; 2 large size head lamps; 2 side lamps and tail lamp, 2 dash lamps, speedometer, electric horn, "Smith's" automatic screen-wiper, driving mirror, Lucas starting and lighting, real hand buffed antique grain LEATHER upholstery all seats, carpet, side curtains that fit and keep out the weather. Complete tool kit.

OH, YES, and the speeds attained by Owners—45 in second and 65 in top—write for catalogue.

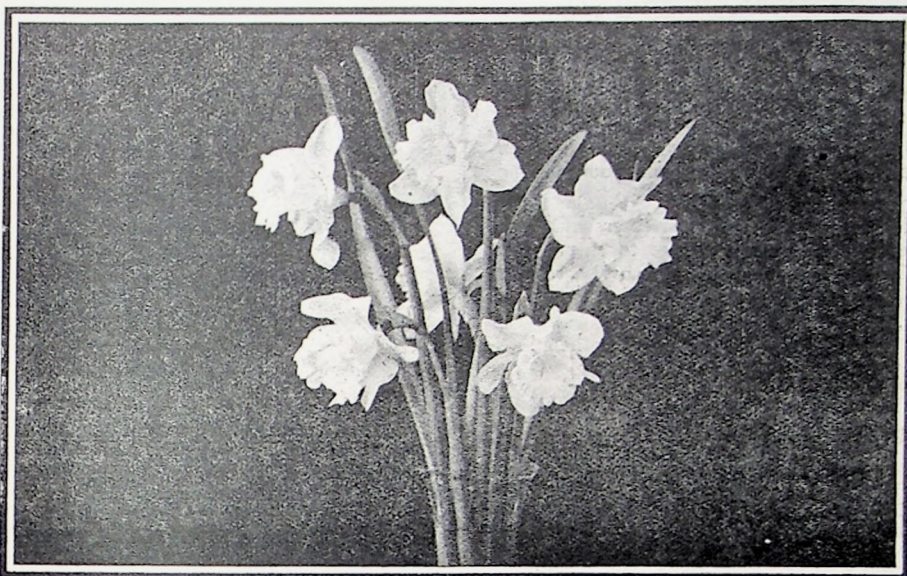
Jackson
OF CROYDON LTD

MAY WE SAY:

The Jowett Specialists,
PARK STREET (opposite G.P.O.), CROYDON.

'Phone—Croydon 2023;

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



*"And then my heart with rapture thrills
And dances with the daffodills."*

Wordsworth wrote of a scene in the Lake District, and the call of Nature becomes insistent. No matter where the "daffies" are a-blowing the Jowett will take you there easily, comfortably, cheaply. Start on a fresh spring morning, a happy, care-free day in the woods or by the sea, homing in the twilight, everything seems in tune. But—your car must be in tune also, and the car that most nearly reaches perfection is the Jowett. It will serve you faithfully for a longer time than any other light car. When, regretfully, you decide to change it for a new Jowett, it will command a higher second-hand value than any other car.

Will you write for our literature?

Short two, £139. Long two, £150. Chummy, £145.
Full four, £150. Saloon £185.

Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

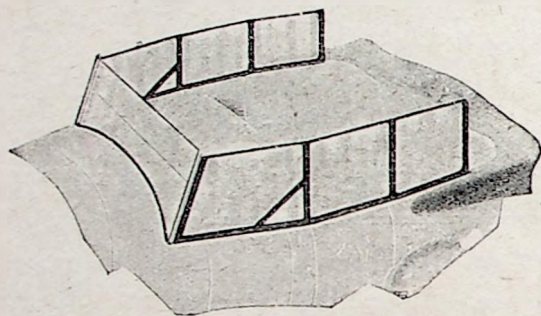
Made to Measure!

Starling Side Screens don't "fit where they touch"—they're made specially to fit *your* car—snug and draught-proof, to provide that comfort and protection which your passengers expect.

They ensure the cosiness of a saloon, or the freedom of an open tourer, and you'll own both from the time you equip with "Starling."

They're good-looking too, with their ebony finish and rigid all-metal frames—narrow frames to ensure that clear vision that spells safety. In every respect equipment worthy of your car. Price 45/- per pair screens.

Write now! We want to tell you all about them!

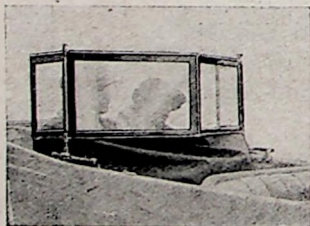


*Starling's make
Rear Screens too!*

Get one for your car—don't leave your rear passengers out in the cold—give them the protection you enjoy yourself.

The large apron makes the rear compartment as cosy as the front, and there's no gymnastics about getting in and out—a touch and the screen is removed. Folds away when not required, and boasts the same excellence of finish and manufacture that has standardised Starling Equipment on 27 Cars. Prices from £3 - 7 - 6

The Popular
Starling V
Rear Screen



Will fit any
car,
£3-7-6
£3-17-6

Starling

WINDSCREEN CO., LTD.,
Empire Works, Highgate Road, BIRMINGHAM.

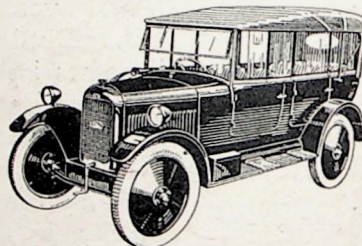
Starling Starling

IMMEDIATE DELIVERY of the 1927 "AERO" Model MORGAN RUNABOUT

£127

The "Aero" model is the smartest of the Morgan range of three-wheeled cars. It is fitted with an O.H.V. Anzani Water-Cooled Engine. Front Wheel Brakes are now standard, and 4-in. Balloon Tyres are optional without extra charge.

And Earliest Delivery
of the 1927
SINGER "Junior"
at £148 : 10 : 0



Consider these splendid points:—Annual Tax only £8. Consumption 45 m.p.g. Speed 5-50 m.p.h. Fitted with 3 Doors, Adjustable Front Seats. Carries 4 adults in comfort. The running cost of a "7" with the comfort and road performance of a "10."

Exchanges and Terms.

We have excellent facilities for the disposal of Second-hand Motorcycles and Cars. You can't improve on Colmore Part Exchange. Quotations anywhere. The balance of the new Car's price you can pay in cash or by 12, 15 or 18 monthly instalments. Get in touch with our nearest Depot.

OFFICIAL SERVICE
AGENTS

Colmore Depot
31, COLMORE ROW
(adjoining Grand Hotel),
BIRMINGHAM.

24, PARADISE STREET, LIVERPOOL.
209, DEANS GATE, MANCHESTER.
62, HIGH STREET, LEICESTER.
250, STAFFORD STREET, WALSALL.

EXCHANGES

Forward us full particulars of your present car or motorcycle and we will quote you a

DEFINITE PRICE

per return against all cars in stock without any obligation on your part.

DELIVERY

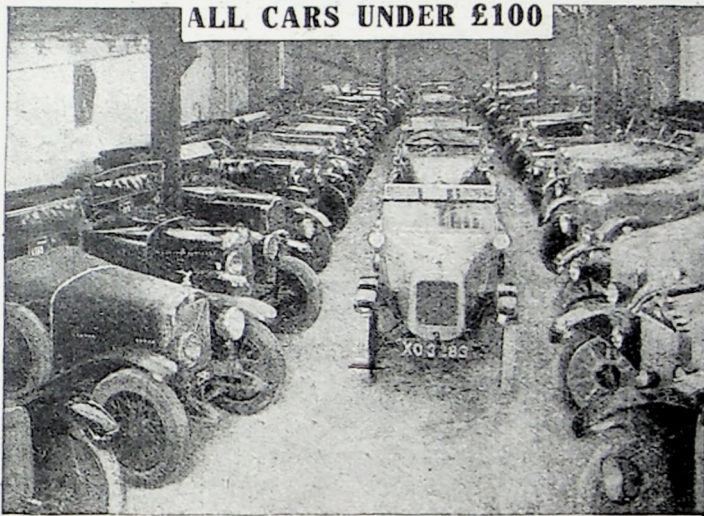
We will deliver (and collect if part exchange) anywhere in England, Scotland, or Wales for £2 10s. extra.

IT'S WASTE OF TIME—MONEY AND TEMPER

Going many miles to see just ONE Car that MIGHT Do,
SO

WHY NOT?

come and walk round our specialized stock of 100 Small Cars representing all the well-known makes, all under 12 h.p., and

ALL CARS UNDER £100**MAIN SHOWROOM.**

Without being worried to buy should you see nothing of immediate interest, come again to-morrow, there will be many more. Our stock changes daily. Every car is conspicuously marked with its price and carries our full

GUARANTEE.

Every car is sold on the understanding that if you are not satisfied with your purchase for any mechanical reason (within 7 days), bring it back and your money will be credited on any other car in stock.

DISTANCE IS NO OBJECT.

If it is too far to pay us a visit, get our Daily Lists, post free, without any obligation on your part to purchase. During 1926 over 50% of our business was done through the post. Your protection being the above guarantee.

YOU CANNOT AFFORD

to pass this by, as a good used car is a better investment than a cheaply made new one.

WRITE, PHONE OR CALL FOR OUR TO-DAY.

Benmotors

THE CLEARING HOUSE FOR SMALL CARS

All Buses and Trams pass the door.

30-32, High St., Wandsworth, S.W.8.

(Next to the New Town Hall)

Nearest Station, CLAPHAM JUNCTION.

Hours 8.30 to 7.0 (Except Sunday).

BATTERSEA 2425 Two Lines.

Telegrams:

"Benmotors, Wand., London."

TERMS

Just let us have your suggestions, as we can take as low a deposit as one-tenth on the purchase price down, balance over ten monthly payments, or any other deposit to one-third or over, balance up to 18 monthly payments. So let us send you our H.P. Folder, it will tell you more. Id. may save you pounds.

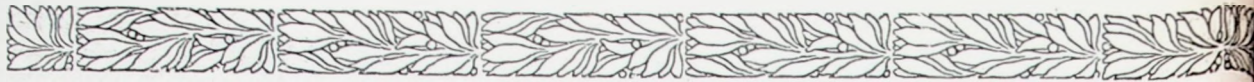
Examples from To-day's Stock:

- 38 Pounds. 1921, 11 h.p. de Luxe 2-seater, sunk dickey, dynamo, new hood, upholstery, paint, etc., perfect just overhauled.
- 78 Pounds. CALCOTT, 1924/5, 10-4 de Luxe 2-seater, sunk dickey, leather upholstery, clock, speedo., many extras, rigid sidescrns, paint and plating, etc., perfect, smart, sound.
- 68 Pounds. CALTHORPE, 1924, model 10-4, all-weather 2-seater, sunk dickey, 4-speed, detachable wheels, good tyres, speedo., screen-wiper, all extras, re-coachpainted grey, very smart and fast.
- 58 Pounds. CALTHORPE, 1923/4 de Luxe 2-seater, sunk dickey, dynamo, starter, 4-speed all extras, tip-top mechanically, good tyres.
- 48 Pounds. CITROEN 7, 1923/3, 2-seater, dynamo, starter, all extras, oversize tyres, upholstery, paint and mechanically excellent, sound and economical.
- 78 Pounds. CITROEN 7, 1923, 2-seater, balloons, fullest equipment, taxed, December, tip-top throughout.
- 78 Pounds. CITROEN 7, 1928/6, cloverleaf 3-seater, small mileage, excellent tyres, upholstery, paint and hood excellent, fullest equipment, very sound, economical.
- 78 Pounds. CLYNO 1924/5 de Luxe 2-seater, dynamo, starter, balloons, all extras, paint and plating perfect.
- 88 Pounds. CLYNO, 1925/6, 2-seater, sunk dickey, dynamo, starter, rigid sidescrns, upholstery, paint, and mechanically as new throughout, electric screen wiper, clock, speedo., balloons, smart, reliable.
- 58 Pounds. CROUCH, 1923, 11-5, Anzani 4 cylinder, 2-seater, dynamo, full equipment, excellent tyres, double screen, speedo., leather upholstery, paintwork and mechanically excellent, very fast.
- 78 Pounds. HANDS, 1924/5, de Luxe 2-seater, dynamo, starter, Triplex, double screen, clock, speedo., countless extras, balloons, tip-top throughout, taxed.
- 95 Pounds. LEA-FRANCIS, 1924/5, 9-5, de Luxe, 2-seater, sunk dickey, O.I.V. Engine, dynamo, starter, countless extras, double screen, all-weather hood and equipment, perfect throughout, taxed.
- 98 Pounds. RENAULT, 8-3 1925/6 de Luxe 2-seater, sunk dickey, dynamo, starter, balloons, F.W.B., rigid sidescrns, hood and paintwork perfect, smart, economical, taxed.
- 98 Pounds. RENAULT, 1923/6, cloverleaf, 3-seater, balloons, F.W.B., rigid sidescrns, as new throughout, many extras, taxed.
- 58 Pounds. ROVER 8, 1924, 2-seater, sunk dickey, dynamo, full equipment, rigid sidescrns, upholstery, paint and plating perfect, smart, economical.
- 98 Pounds. ROVER 8, 2-seater, 1925, sunk dickey, dynamo, starter, balloons, clock, speedo., fullest equipment, tip-top throughout.
- 68 Pounds. SALMON, 1922, 9-5, English 2-seater, dynamo, detachable wire-wheels, excellent tyres, taxed, full equipment, very fast, smart.
- 88 Pounds. SALMON, 1924/5, Special Sports, 3-seater, cloverleaf, dynamo, starter, all extras, paint and plating excellent, very fast, distinctive.
- 58 Pounds. SINGER 10, 1923, 2-seater, sunk dickey, starter, full equipment, small mileage, upholstery, paint and mechanically perfect.
- 68 Pounds. SINGER 1923, 2-seater de Luxe, fullest equipment, tip-top throughout.
- 75 Pounds. STANDARD, 11-4, 1923, 2-seater, sunk dickey, starter, excellent tyres, speedo., all-weather equipment, excellent condition, small mileage.

- 85 Pounds. STANDARD, 11-4, 1924, 2-seater, sunk dickey, clock, speedo., screen wiper, electric horn, all extras, exceptionally sound, smart.
- 78 Pounds. SWIFT, 9-3 1923, 2-seater, sunk dickey, dynamo, starter, detachable wheels, good tyres, full equipment, leather upholstery, very smart, roomy.
- 85 Pounds. TALBOT 1923, 8/18 de Luxe 2-seater, sunk dickey, starter, double screen, paint, hood, and mechanically first-class.
- 88 Pounds. TALBOT, 1923, 8/18, de Luxe, 2-seater, sunk dickey, starter, excellent tyres, countless extras, double screen, exceptionally sound, economical. Choice of two.
- 68 Pounds. WOLSELEY, 10, 1923, 2-seater, sunk dickey, excellent tyres, full all-weather equipment, paint and plating excellent.
- FOUR SEATERS.**
- 68 Pounds. ALBERT, G.3, 1922/3, 3-seater, type T front, all-weather, 4-seater, dynamo, starter, 4-speed, excellent tyres—2 spares, luggage grid, etc., etc., exceptionally smart, perfect mechanically, taxed.
- 95 Pounds. CALTHORPE, 12-28, 1924, 4/5-seater, dynamo, starter, 4-speed, detachable wheels, excellent tyres, all accessories, rigid sidescrns, new hood, leather upholstery, paint and plating perfect, tip-top mechanically, clock, speedo., countless extras, taxed.
- 88 Pounds. CITROEN, 1923/4, 11-4, 4-door saloon, dynamo starter, full equipment, taxed, Bedford Cord, very smart, roomy.
- 68 Pounds. CITROEN, 1923, 11-4, 4-seater, dynamo, starter, balloons, excellent rear screen, many extras, recently overhauled, perfect throughout.
- 75 Pounds. GWINNE 8, 1923/4, 4-seater, dynamo, starter, excellent tyres, speedo., clock, new hood, sidescrns, all extras, perfect throughout, taxed.
- 98 Pounds. HUMBER 8 1924/5, 4-seater, dynamo, starter, full equipment, taxed, one owner, as new throughout.
- 58 Pounds. PALLADIUM, 1923, model 11/9, full 4-seater, dynamo, starter, 4-speed, detachable wheels, excellent tyres, rigid sidescrns, all extras, tip-top mechanically, smart and roomy.
- 88 Pounds. RHODE 9, 1924/5 de Luxe 4-seater, dynamo, starter, double screen, excellent tyres, one owner, as new.
- 55 Pounds. ROVER 8, Chammy, 1923/4, de Luxe, speedo., clock, rigid sidescrns, leather upholstery, paint and plating and hood perfect, first-class mechanically.
- 98 Pounds. ROVER 9, 1925, 4-seater, dynamo, starter, balloons — 3 as new, speedo., rigid, sidescrns, all extras, tip-top throughout.
- 68 Pounds. SALMON, 1924, 4-seater, dynamo, full equipment, adjustable front seat, good tyres, very fast light four.
- 58 Pounds. SINGER, 1924, de Luxe, 4-seater, dynamo, starter, good tyres, 2 as new, rigid sidescrns, leather upholstery, clock, speedo., special A.W. hood, tip-top throughout, taxed.
- 88 Pounds. SINGER 10, 1924, de Luxe, 4-seater, starter, balloons, rigid all-weather equipment, clock, speedo., exceptionally sound, reliable.
- 98 Pounds. STANDARD, 11-4, 1924, 4-seater, dynamo, starter, speedo., all extras, petrol can carrier, tyres as new, upholstery, paint, and mechanically perfect.
- 88 Pounds. SWIFT 9, 1924, de Luxe 4-seater, dynamo, starter, double screen, tyres as new, many extras, fullest equipment.
- 95 Pounds. WOLSELEY, 1925 model, 11 h.p., 4/5-seater, dynamo, starter, clock, speedo., rigid side screens, radiator muff, countless extras, exceptionally smart, sound and economical. Taxed December.

Many more as above.
All Cars open to A.A. or R.A.G. inspection willingly.

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



100 m.p.h. Average
—in the Rain!

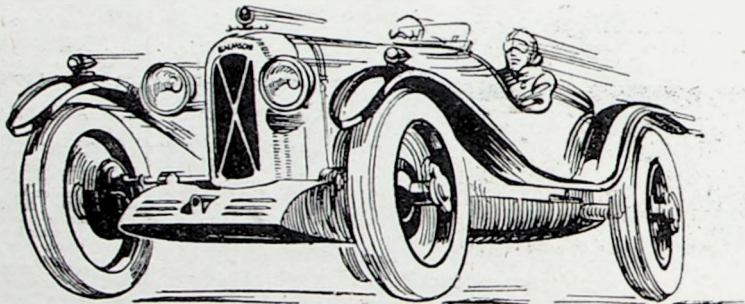
THE NEW

S.M.S. Ltd., Church Wharf,

Sole Concessionnaires for

at

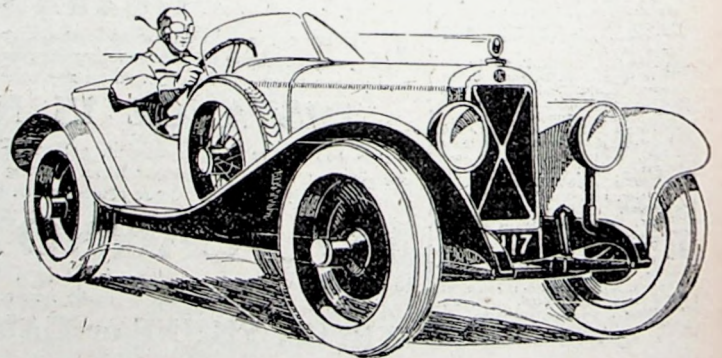
The Opening Race of the Season,
Montlhery, March 13th.



Just an illustration of the wonderful reliability that is built into the Salmons. Only the finest materials and most accurate workmanship could make such an amazing feat possible.

10 h.p. "SKIFF" SPORTS
£175

Do not think that because the price is low that inferior materials are used in this model. The most modern production methods of one of the largest automobile factories in Europe is alone responsible for the low price.



WEST END AGENTS:

HAYWARD AUTOMOBILES LTD.,

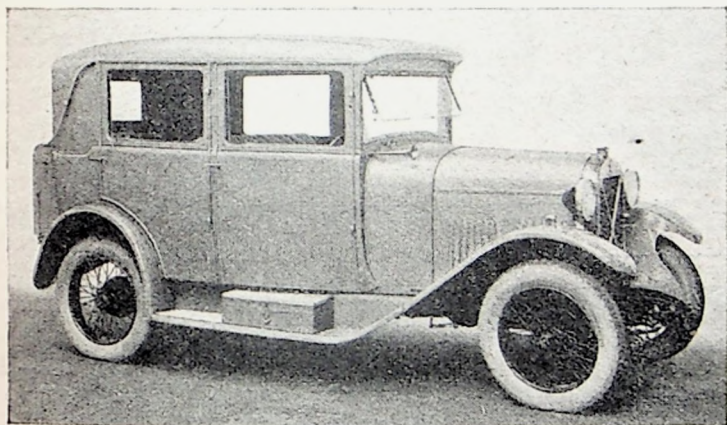
KINGSBURY HOUSE, KING STREET, ST. JAMES'S STREET, S.W.1.
'Phone: Regent 6302 and 3280.'

SALMSON

Chiswick Mall, London, W.4

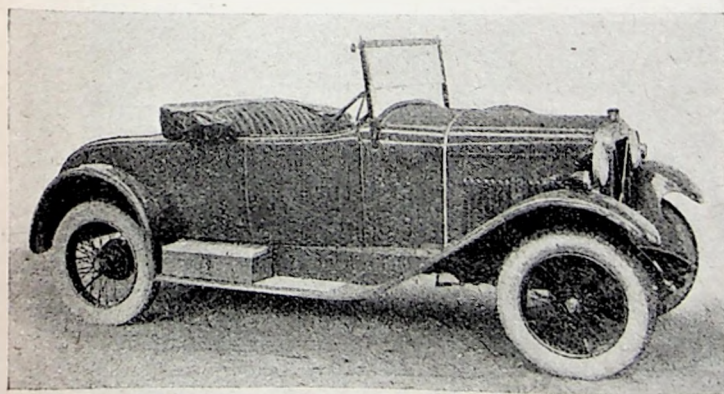
'Phone :
Chiswick 3531-2

U.K. and British Dominions.



The 10/20 h.p. Salmson with Weymann saloon body, affording luxurious comfort combined with economical running — an ideal combination. Equipment includes F.W.B., Hartford's all-round, speedometer, clock, starter and many refinements absent in other makes. And the price—

£275



The 10/20 h.p. Salmson with 2-seater and dickey body. Same equipment as with the Saloon. Two doors are provided, and the dickey seat accommodates two adults with ease.

PRICE **£199**

Four-seater with four doors, same price.

SOLE LONDON DISTRIBUTORS:
GORDON WATNEY & CO., LTD.,

31, BROOK STREET, BOND STREET, W.1.

'Phone : Mayfair 0267-8-9.

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

The Sports Car with the Wonderful

Brakes. Constructed at the famous works of Messrs. Chenard & Walcker, Paris, and designed and successfully raced by M. Senechal, the 8h.p. Senechal represents the ideal in fast Sport Cars. High speed combined with hill climbing and acceleration are assured to the Senechal owner, high average road speeds being a feature of this car.

With 2 or 3-seater Sports Body,

£215 Complete

Write to-day for particulars to Sole Concessionaires:

THE AUTOMOBILE SERVICE CO., LTD.,
166, Great Portland Street, London, W.1.

Telephone: Museum 6626.

First!

DELIVERY FROM STOCK. PART EXCHANGES. DEFERRED PAYMENTS.

Abridged Specification:

4-cyl., 59 x 100 mm. bore and stroke, 1094 c.c. water-cooled, O.H.V., Solex carburettor, mechanical lubrication, 3 speeds and reverse. Springing: front, transverse, rear, double quarter elliptic, with Hartford Shock Absorbers; foot brake on all four wheels and independent hand brake, 5 detachable Rudge wheels, complete equipment including hood.

We are privileged to say that
THE AUSTIN MOTOR CO., Ltd.
approve and recommend

EXTRA HEAVY

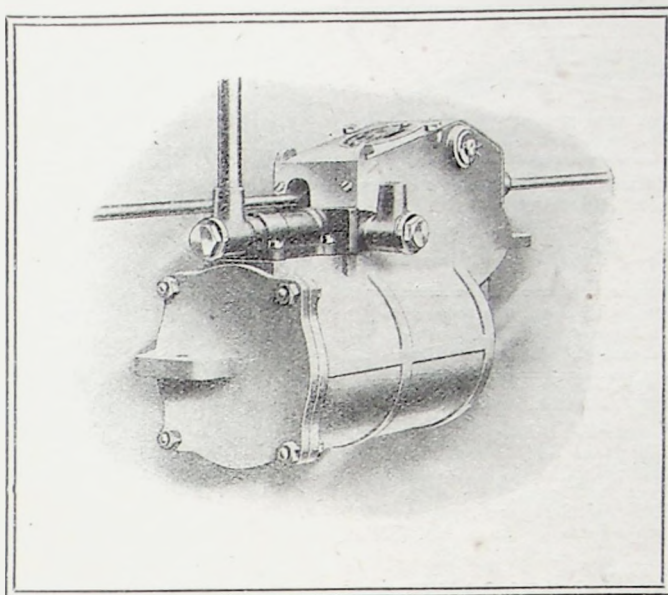
"Filtrate"
REGISTERED

**FOR THE
AUSTIN SEVEN**

"A British Oil for a British Car."

FILTRATE WORKS, LEEDS.

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



Danger-proof Braking

The Dewandre Vacuum Servo is a highly efficient contributor to safety on the road.

It is an added insurance to your car.

Simple and reliable, it requires no irksome attention or adjustments.

Your ordinary braking system remains operative in the extreme case of failure of the Servo.

The safety of a car fitted with Dewandre Vacuum Servo operated brakes is *not* dependent on the pressure the driver can exert upon the brake pedals. A light touch brings the brakes into instant, progressive action—the actual force used being *multiplied five times* by utilizing the inducting vacuum of the engine.

You should have it on your Car!

BRITISH MADE THROUGHOUT.

DEWANDRE
VACUUM SERVO SYSTEM

Sole Licensees and Manufacturers:—

**CLAYTON WAGONS LTD.,
LINCOLN.**

Telegrams "ABBEY, LINCOLN."
Telephone LINCOLN 950.

Clayton

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

OIL OR RUST?

Keep oil in and rust and dirt out of your springs with

SPRING GAITERS

Best Black Leather, Oil and Waterproof Lining, Sponge Felt Pads with Oil Channel, Simple Lacing, Push-on High Pressure Gun.

Prices include Oyler, Enots or Tecaletit Nipples and Gun.

£1-15-0, Austin 7, Citroen 7.5, Rover 8 or 9-20.

£2-10-0, Rhode 10, Peugeot-Bébé 6 and 7-12, £2-15-0, 1925 Clyno.

£3-0-0, Belsize-Bradshaw, Wolseley 7, 10, or 11-22, A-C and A.B.C.

Amilcar 8, Singer 10, Swift 10, Standard 8 and 11.4.

£3-10-0, Clyno, 1926 and 1927, Renault 9, Rover 9-20 Super F.W.B.

£3-17-6, Fiat 7 or 9, Jowett, Lea-Francis, Citroen 11.4 (F.W.B.)

or 12-24.

£4-17-6, Fiat 10-15, Humber 9-20, Cluley.

Morgan £1-6-0, Amilcar Grand Sports £4-2-6, Gwynne 8 £4-2-6.

Prices for any other Car gladly sent.

REAR OR SIDE BLINDS

including Hartshorn Rollers, Cords, etc.

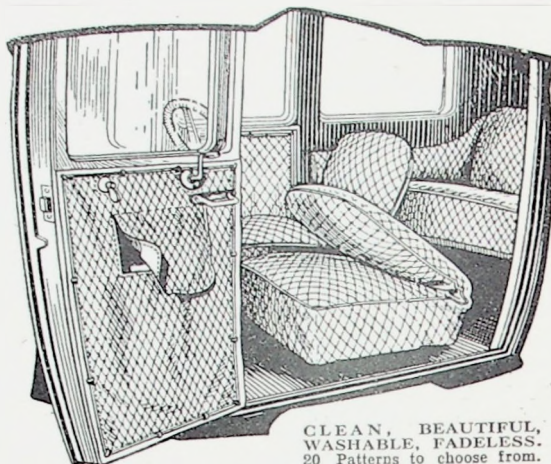
In Grey, Fawn, Green or Blue.

Holland, 10/6.

Imitation Silk 13/6.

Real Silk 24/-

OYLER & Co The Car Tailors, 35, New Cavendish Street, W.1.



CLEAN, BEAUTIFUL,
WASHABLE, FADELESS.
20 Patterns to choose from.

LOOSE COVERS for Seats and Upholstery

	A Quality. £ s. d.	B Quality. £ s. d.	C Quality. £ s. d.
Any Two-seater or Coupe and Austin 7	5 2 6	4 10 0	3 15 0
Any Two-door Tourer or Saloon	6 15 0	6 0 0	4 17 6
Any Four-door Tourer or Saloon	7 15 0	7 0 0	5 17 6

Where Door and Sidepieces are not required, deduct 15 per cent.

Write for full Price List
and Book of Patterns.

An Economy tip

You will obtain
much longer
life from
your brake
linings if you
specify
DIE-PRESSED



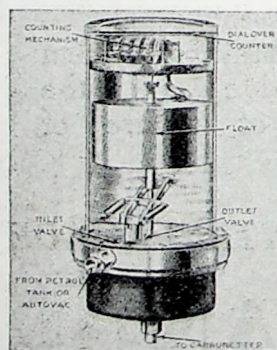
Sole Manufacturers:

FERODO Ltd., CHAPEL-EN-LE-FRITH

DEPOTS and AGENCIES: London, Birmingham, Leeds, Manchester, Bristol, Belfast, Newcastle, Glasgow, Aberdeen, Carlisle, Burslem, Brighton and Liverpool. A400

THE "RIPPINGILLE" PETROMETER

An instrument which accurately records the amount of fuel used by any internal combustion engine.



Patent No. 241,738.

Guaranteed accuracy is within 2 per cent. either way. Records up to 10,000 gallons by 1-40th of a gallon and then repeats.

PRICES:—

Type B, for use with Motor Cars { £3 10 0 Nickel-plated Finish.
£3 7 6 Brass or Black Finish.

Send for illustrated Leaflet.

**ROTHERHAM & SONS, LTD.,
COVENTRY.**

Phone: 4154.

Grams: "Rotherhams, Coventry."

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

It is good to start out on your Easter motoring safe in the knowledge that you have *perfect engine lubrication*. You can then feel sure that the oil you are using is actually *preserving* your engine and will not break down even under the most excessive heat.

Sternol WW—a British triumph—is the safest oil that you can possibly buy. Its viscosity is absolutely correct. Its cold test too, is wonderful, which means that it ensures easy starting as well.

THE STERN ORACLE'S ADVICE.

ADDED RECOMMEN- DATION CHART.

A complete chart for all makes of cars will be found in "FIRST AID FOR THE CAR," a copy of which we will gladly send on application.

WWI means Sternol
WW LIGHT.

WWm means Sternol
WW MEDIUM.

WWb means Sternol
WW HEAVY.

WWbh means Sternol
WW EXTRA HEAVY.

MAKE.	SUM.
A.C. 4-cyl.	WWb
A.C. 6-cyl.	WWbh
Alvis	WWb
Austin (all models)	WWm
Beau	WWm
Citroen 7.5 h.p.	WWm
Citroen (other models)	WWb
Clyno	WWb
Ford	WWI
Humber 8 h.p.	WWm
Morris	WWm
Renault 8 h.p.	WWm
Rover 8 h.p.	WWbh
Rover 9/20 H.P.	WWm
Singer	WWm
Standard 11 h.p.	WWm
Standard 14 h.p.	WWb
Swift	WWm
Welsley	WWb



Its outstanding efficiency is proved, first of all by the fact that it has been used by leading motorists since the earliest days of the industry, and secondly by its recent achievement when 50 world's speed records were broken upon it in 5 months.

Lastly, the special voltolising process through which every drop passes imparts a liveliness to the engine positively unprocurable from any other lubricant.

Sternol WW

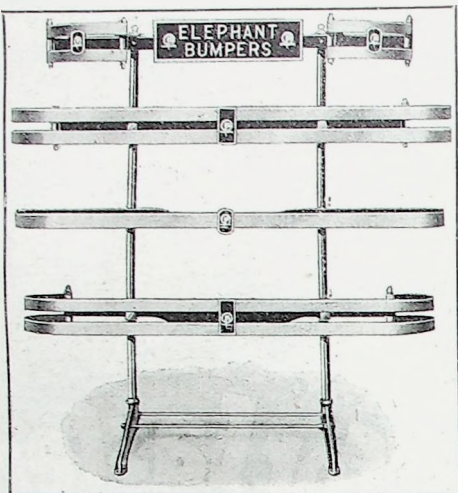
MOTOR OIL

IN FOUR GRADES: LIGHT-MEDIUM-HEAVY-EXTRA HEAVY

Makes Engines Purr Like Pussies

STERNS, LTD., 46, ROYAL LONDON HOUSE, FINSBURY SQUARE, E.C.2.

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



Special Model for Austin 7, back or front, **£2-15-0**. Fitted in a few minutes, without drilling frame.

ELEPHANT BUMPERS

for ALL LIGHT CARS

**RECOGNISED THE ONLY
BUMPERS THAT MATTER
TO-DAY.**

Made of the highest grade Sheffield Spring Steel, carefully tempered and highly finished.

Special gunmetal brackets supplied for any make without drilling chassis frame.

Prices from **£3-15-0** to **£5-10-0**
Including Special Brackets.

Arrangements have been made by us at Lloyd's for 10% reduction on the insurance of cars fitted with "Elephant" Bumpers. Particulars on application.

Elephant Motors Ltd.

Elephant House,
**97, 99, 101, Newington Causeway,
London, S.E.1.**

Phone:—Hop 7076-7-8.

'Grams:—"Multimart, Sedist, London."

Chekko

Brake and Clutch Linings

N.B.—No false or exaggerated claim is made for CHEKKO.

As a motor owner you are fully aware of the importance of Braking, but perhaps are bewildered somewhat at the claims of the various brake linings. Why not send for the CHEKKO free booklet? It will give you a great deal of information, and will settle the Brake Lining problem for you for ever.

The undoubted superiority of CHEKKO lies in the fact that alone of all brake linings it contains **NO COTTON** or other inflammable adulterant that can scorch or burn out. Consequently it is incomparably safer and lasts longer than any other brake lining.

Relieve your mind—use CHEKKO.

Specify and insist on CHEKKO through your garage or any of our stockists.

CRESSWELL'S ASBESTOS CO., LTD.

WELLINGTON MILLS, BRADFORD.
Phone: 950 Bradford. Grams: CHEKKO, Bradford.

London Stockists: 27, Percy Street, Tottenham Court Road, W.1.
Birmingham Address: Empire House, Great Charles Street.
Manchester Stockists: Manchester Machinists Co., Ltd., 30, Queen Street, Deansgate. Phone: 1820 Central.
Liverpool Stockists: Leo Swain & Co., Ltd., 10, Colquhoun Street.
Stockist for Scotland: Andrew H. Findlay, 17, Robertson Street, Glasgow.
Stockists for Ireland: E. W. Gwynne & Co., 18, Cromac Street, Belfast.

Photographs

Original photographs—for private use—of those pictures in the editorial pages of this journal that are marked with a triangle can be obtained from us at the undermentioned rates. This also applies to all photographs taken by "Light Car and Cyclecar" photographers, whether published or not.



Rates.

	Unstd.	Mtd.
6" x 4" or contact print..	2/-	2/6
8" x 6" or whole-plate enlargement ..	2/6	4/-
10" x 8" enlargement ..	3/6	5/6
12" x 10" ..	5/-	8/6
15" x 12" ..	7/6	12/6
20" x 16" ..	12/6	17/6

(Artist's work extra). Packing and Postage included. Send Cash with Order.

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

Champion Spark Plug Co
Toledo, Ohio.

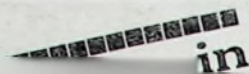
Gentlemen

I am pleased to inform you that
used Champion Spark Plugs in my Macchi-Fiat
plane when I broke the world's record at
Hampton Roads Naval Base.

The official time was 258.873
miles per hour average. Time for laps was
271.582 miles per hour and 272.132 miles per
hour with the wind; and against the wind
243.232 and 248.548 miles per hour

Champion plugs stood up perfectly
record breaking speed.

Very truly yours



Full detailed Specifications on request.

TWO-SEATER Two-door **£275**
F.W.B. £10 extra.

COUPE. Wide dickey seat **£330**
F.W.B. £10 extra.

FIVE-SEATER De Luxe. Adjustable front seat, four doors, F.W.B., single-handed hood **£325**

De Luxe Four-door SALOON **£450**

London Agents:
Messrs. B.S. Marshall Ltd., 25, Basil St., Knightsbridge, S.W.1

3 Bearing Engine,
O.H.V. Forced Feed
Lubrication, Shock
Absorbers all round.
All models 12-volt
Lighting and Starting,
Automatic Screen
Wiper.

Two-Seater
£275
F.W.B. £10 extra.

*See this Car—
and appreciate the meaning of
"HAMPTON VALUES."*

HAMPTON CARS (London) LTD., Stroud, Glos.

LIVELINESS.

Mitchell "Hotsparks" give greater Power and Speed to your engine.

Set of Four

5/-

(Two for 3/-)

The remedy for oily plugs

—Mitchell "Hotsparks" create a real hot explosive spark at the plug points.

By fitting a set to your plugs you will obtain the following advantages:—

Earlier and more perfect combustion; greater power and speed; more rapid acceleration; definite saving in petrol; less liability of plugs to soot and oil up; less liability of misfiring; more perfect running at all speeds; visible and easy method of diagnosing ignition troubles; easier starting, etc., etc.

Don't delay, but write for a set now and get the best out of your engine.

Also obtainable at Gamages, Dunhills, Benetfinks, Selfridges and elsewhere.

FIND THAT KNOCK!



The Mitchell "NOCFINDER"

locates Knocks, Pounds, Rasps, Drumming, Squeaks, etc., and thus enables engine troubles to be rapidly diagnosed by SOUND, as clearly as though all the moving parts were visible and could be seen carrying out their various functions. Every click made by the opening and closing of a valve can be clearly heard and the sound of the push-rod striking the valve-stem can be easily distinguished. Money will be refunded if not completely satisfied.

Descriptive Leaflet sent on request.
Stocked by Gamages, Dunhills, etc.

The MITCHELL PLUG TESTER will solve your Ignition Troubles.

Every motorist should possess a "Mitchell" Plug and Ignition Tester. No "earth" has to be made. It is simply applied to the plug tops, or run over the wiring, and bright orange flashes in the inspection window tell you just what is happening. It will detect the following troubles:—

Plug not sparking.
Points too close.
Points dirty or foul.
Spark gap too wide.
Broken porcelain.
Plug sparking in—

Magneto cams worn.
Dirty distributor.
Faulty insulation.

SEVEN DAYS

FREE TRIAL

Send P.O. or Cheque to-day for 8/6 and you will receive the complete outfit per return of post. Try it for a week, and if you are not perfectly satisfied your money will be refunded in full.

PRICE

8/6

Post Free to any part of the world.

Special attention given to Colonial orders.

Special demonstrations at Gamages, Benetfinks, Dunhills, Selfridges, Army and Navy Stores, and other well-known establishments.

Address all orders to—
(Phone: 1385)
THE LONDON MOTOR SUPPLIES CO., TWICKENHAM MIDDLESEX.

We invite your orders by post or 'phone, wherever you live; the prices are unbeatable and the value right.

GAMAGES

PERSONAL CALLERS will find our Motor Showrooms on the Ground Floor (Hutton Garden entrance.)

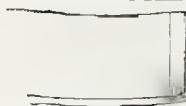
WILL SUPPLY YOUR EASTER TOURING NEEDS

METAL TOOL BOXES

for running board. Made from heavy gauge steel. Domed lid, greatly adding to appearance. As illustrated, but fitted with lock and key. Beautifully finished in best quality black enamel, with lock and catches nickel-plated. Size 15 x 7 x 7 in. high. Carriage 1/-.

PRICE **12/6**

'SCOPE MIRRORS



to fit 7 h.p. AUSTIN CARS.

Very well made and finished, and giving a very wide range of vision of the road behind. Splendid quality throughout and really good value at Post free. EACH

CARRY-ON CASE.

A necessity on tour! Consists of a box measuring 12½ x 7, 6½ in. high, containing 2 cases, one to hold one gallon of petrol, and the other half-gallon lubricating oil. Fitted with patent press cap.

Carriage Paid. **25/-**
Case only 17/6

LEAF SPRING OPENERS.
Enables you to grease your springs with a minimum of trouble. The simplest and easiest to operate on the market, being far in advance of those operated by screw arrangement. The adjustment once set, you can go round the whole lot and open up the most obstinate spring with the greatest ease.

ORDER NOW to secure in Good Time for EASTER.

LUGGAGE GRIDS.

'Easyfit' Racks should be fitted to every car. An efficient luggage rack which also provides an excellent rear buffer and saves damage to car. To fit 7 h.p. Austin Cars. Other Car fittings from 35/- State year of car when ordering.

20/-

LUGGAGE COVERS.

In extra strong material. GUARANTEED WATERPROOF. Piped edges and fitted with eyelets for fastening.

Size	6 ft. x 5 ft.	7 ft. x 6 ft.	9 ft. x 6 ft.
In Strong Black Proofed Material	26/6	37/6	49/6
In Strong Khaki Drill Material.	17/6	20/-	28/-

Any special size made to order.

Web Straps for Luggage.

18 in. long	1/3	30 in. long	1/6	36 in. long	1/9
42 in. long	2/-	48 in. long	2/3	60 in. long	3/6

EXPANDING LUGGAGE CARRIERS.

Very convenient for light luggage. The grid is easily and quickly attached to the running board and is telescopic so that it can be adapted to any length required.

17/6

GAMAGE WATER BRUSH

Specially designed to get at all the most awkward parts. Made of the best quality bristle with a mop head. Will take any size hose without extra fitting. Post free.

Price **12/6**

SPARK PLUG TESTERS

Combined Pencil and Spark Plug Tester. This handy little instrument at once denotes any faulty firing of your plug, or leak in your electrical circuit. No motorist should be without one. Post 2d.

2/3

PEDAL COVERS.

Good quality rubber. Prevent the feet slipping off pedals, making driving safe and more comfortable. Price from, per pair



Balloon or Low Pressure Tyre Gauge.
Calibrated in units of single pounds from 10 lbs. to 42 lbs. Price

6/10

Post free.

OIL DRUM PUMPS

for extracting oil from a 5-gallon drum without trouble or mess. Now fitted with improved tray and gauze for return oil. Best Sheffield make.

Price **7/6**
Post free

WE SUPPLY ANY MAKE OF CAR ON DEFERRED PAYMENTS. WRITE FOR PARTICULARS.

Mechanical Screen-wiper.

"Stadium" Mechanical Windscreen Wiper (Pro. pat. 22367).

Model No. 777. Single arm for exterior wipe, nickel-plated or polished brass, complete **10/6**

Operated from convenient position near driver's seat through length of Bowden wire. Lever supplied for screwing to inside of door, also to clip on steering column. Please state which when ordering.

NOTE.—One pull of the lever wipes a complete half circle and on the release automatically gives a return wipe to rest parallel with the top of the screen—leaving a wide unmeasured space.

Light Car Garage Jacks Remarkable VALUE!

Quick and easy to operate, it makes car washing a pleasure instead of labour. Don't risk leaving your tool kit jack behind after use, don't rust your tools by packing a wet jack with them when you've washed your car; its price complete is **25/-**. Will pass under axles from 7 in. to 9½ in. from ground. Lift 4 in.

A. W. GAMAGE, LTD., Holborn, LONDON, E.C.1
And 107, CHEAPSIDE, E.C.2.

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

oft needed spanner grips

—select them from the "Terry" range of high-grade hardened and tempered STEEL spanners.

—a spanner just suitable for its work is more efficient to work with, because handier to use—it means compactness and lightness of carrying.

The "Terry" range gives years of dependable service.

	Blued.	Plated.
7 16" x 1 2" Whitworth	1 3 .. 2/-	
3 8" x 5 16"	10d. .. 1 6 "	
3 16" x 1 4"	8d. .. 1 - "	
3 8" x 7 16" Nuts	5d. .. 10d. "	
5 16" x 1 4"	4d. .. 8d. "	
Set of Five	3 6 .. 6 - "	

In case 1/- extra per set. List free.

From agents. In difficulty, write us.

Herbert Terry & Sons,
Ltd., Mfrs., Redditch,
England. Est. 1855.

Make your own tool racks.

High-grade "Terry" Avecta Tool Clips, assorted sizes to suit your needs, 3/- dozen. It means better care of tools and time. From agents. In case of difficulty, kindly write us.

springs—for the last ounce of power

They give maximum power with minimum loss. Tests by expert speedmen prove them to be ideal. Built for action, speed, and long life.

Specify them on the engine of the new car, or when overhauling—Terry's "Aero" quality. We make for all engines. List post free.

What are you going to do with your old Car?

If you at present own a car which does not suit your needs, write, phone or call at Taylors and chat the matter over. You can always depend upon receiving a good allowance for your old car, in part exchange for another. The balance can be paid in monthly instalments if this method suits you best.

TAYLORS

THE LIGHT CAR SPECIALISTS

Specializing this week in

CLYNO 11 H.P. £160

ROVER 9 H.P. £220

CITROEN 11 H.P. £165

IMMEDIATE DELIVERY.

ALL MAKES SUPPLIED

Service after purchase.

We have in operation a service scheme which has proved of real value and is much appreciated by clients who have purchased new cars from us. Send for copy of our "BUYERS' GUIDE" which fully explains how your new car would be kept by us under expert maintenance during the first few months of its life, and without cost to you.

HIRE PURCHASE.

Any Car—new or used—supplied upon very Easy Payment Terms, as fully explained in our "BUYERS' GUIDE."

To ensure satisfaction Taylors supply
Second-hand Cars upon 7 days' trial.

THIS WEEK'S SECOND-HAND SNIPS.

ROVER, 1920, 8 h.p. 2-Seater	£25
A.C., 1920, 11 1/8 h.p. 2 1/2-Seater	£65
SALMON, 1924, 9 5/8 h.p. 2-Seater	£65
CITROEN, 1925, 7 h.p. Cloverleaf	£78. 10
AUSTIN, 1925, 7 h.p. 2 1/2-Seater	£98
SINGER, 1926 model, 10 h.p. 4-Seater	£145
AUSTIN, 1924, 7 h.p. 2 1/2-Seater	£87. 10

Full list gladly sent upon application.

48 PAGE BUYERS' GUIDE—FREE.

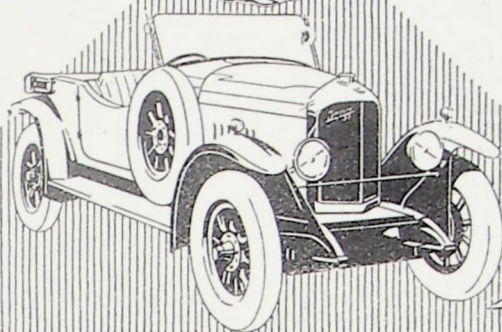
H. TAYLOR & Co., Ltd.,

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Telephone: Kensington 8032/3 and 0840. Telegrams: "Dynametro, Southkens."

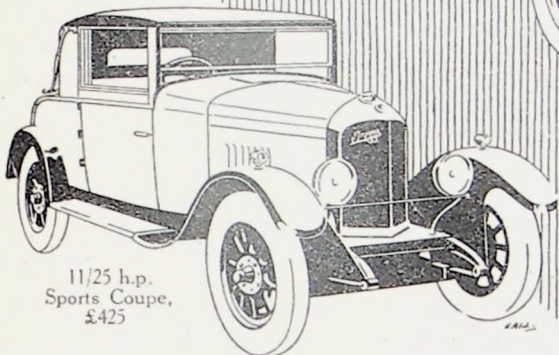
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

IMPERIA THE "SLIDE VALVE" CAR

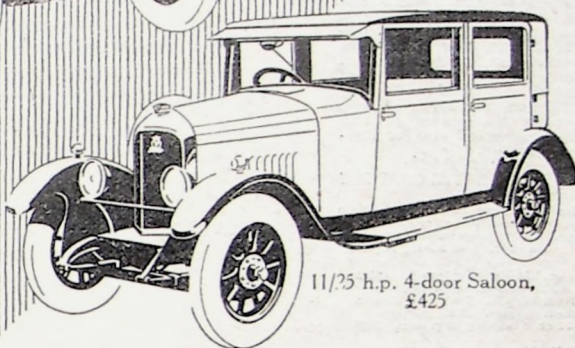
11/25 h.p. Sports 4-seater,
£285



11/25 h.p.
Sports Coupe,
£425



11/25 h.p. 4-door Saloon,
£425



A distinctive Trio

A few of the distinctive features of these Imperia 11/25 h.p. cars, which make driving so much more pleasurable, can be found on other makes. But only the Imperia possesses them *all*. Each of the Imperias illustrated has a *slide valve* engine, a specially constructed *four-speed* gearbox which does away with the need for double de-clutching, *servo* operated four-wheel brakes, and other good points too numerous to mention.

The performance of the Imperia matches its specification. Try one and you will be truly amazed.

The "Imp" chats to The Average Motorist.

"Even in the Sports Model Imperias, you don't need a shoe-horn to get in! Every Imperia is roomy, with low, luxurious seats, and ample legroom in both front and rear compartments. Such things as the Van den Plas bodywork, the well upholstered dickey on the sports coupe that seats three, and the sliding roof on the saloon — make Imperia the most comfortable of all."

IMPERIA MOTORS Ltd. CORDWALLS WORKS, MAIDENHEAD.

Imperia Distributors: Connaught Motor & Carriage Co., Ltd., 34-36, Davies St., Berkeley Sq., London; P. J. Evans, Ltd., 81-91, John Bright Street, Birmingham (Warwickshire, Worcester and Stafford); Allen Simpson & Bros., 374, Deansgate, Manchester (Lancashire, North Wales and Cheshire); Cooden Beach Auto & Eng. Co., Ltd., Cooden Beach, Bexhill (Sussex).

THE "SLIDE VALVE" CAR

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

THE PERFECT UPPER CYLINDER LUBRICANT PUT IT IN YOUR FUEL.

REGISTERED

TRADE MARK.

FOR MOTOR CARS
Mixtrol
FOR MOTOR CYCLES

MISS VIOLETTE CORDERY.
USING MIXTROL IN HER FUEL
SEE WHAT SHE SAYS ABOUT IT

THE MIXTURE OIL CO.,
43, BERNERS STREET,
LONDON, W.1.

With reference to the five long distance World's Records obtained on my INVICTA Car at Monthery, viz., 3,000, 4,000 and 5,000 Kilos, all at an average speed of over 70 miles per hour, I have pleasure in stating that Mixtrol was used with very satisfactory results, and I shall certainly continue to use it in future events and also for touring ordinarily.

Yours faithfully
(Signed) VIOLETTE CORDERY

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

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

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

BE A HAPPY MIXTROLITE.
LUBRICATE—DON'T LACERATE.*

WE GUARANTEE

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

*WRITE FOR EXPLANATORY BOOKLET. FREE.

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

Capt. A. G. MILLER,
WINNER OF

BROOKLANDS GOLD VASE,
May 24, 1926

USING MIXTROL.

THE BREAKER of 164 RECORDS
WINNER OF OVER 300 RACES

SEE WHAT HE SAYS ABOUT IT

THE MIXTROL OIL CO.,
43, BERNERS STREET, W.1.

Dear Sirs,—This is to say that I have been trying out "Mixtrol" Oil on my Sunbeam racing car and also on my Voisin car during the last few weeks, with most satisfactory results, which I am highly delighted with.

I find it a very great asset from a speed point of view, and it suits the engines admirably, and it has made a very vast improvement on the Voisin.

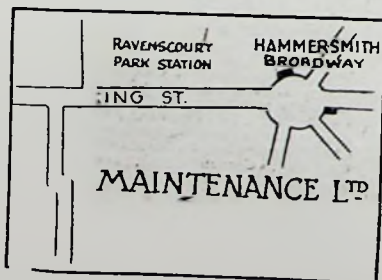
I am so pleased with it, in fact, that I shall strongly recommend my friends to use it on their cars, as it certainly keeps the engines beautifully free, even when stone cold.

Yours faithfully,
(Signed) A. G. MILLER, Capt.

THE OPENING OF A SPECIALLY EQUIPPED SERVIC

FOR

Bring your 7 to us for
inspection, and ensure
a trouble-free Easter.



CARS *
at
BEAVER LANE,
(off KING Street)
HAMMERSMITH, W.1

PHONE:—
RIVERSIDE 4627.

GRAMS:—
"MAINTENAU, HAMMER,
LONDON."

Austin owners are cordially *
invited to write for descrip-
tive brochure, or personally

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

HORSE SENSE more than HORSE POWER

It's all right to talk about Horse Power, but Horse Power isn't everything—unless it's the right kind of horse! A dray horse is a powerful brute, but it's a case of "brute strength and—colossal ignorance!" Whereas a hunter or a race horse can show equal stamina and almost equal power—and heaps more "sense" in applying to the last ounce the strength it possesses.

So with the Rhode; its rating is almost a misnomer when it is compared with others in the same class—simply because it excels in that peculiar and unique ability to multiply its own strength by clever adaptability.

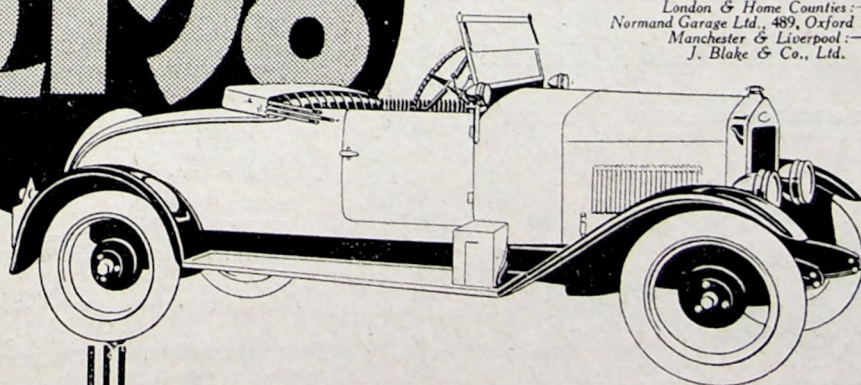
The new 10'30 Rhode embodies many new and exclusive features which can only be found on the Rhode. It will PAY you to make enquiries. There's a Catalogue and all details available. A p.c. will bring them to you.

£198

Rhode

The Rhode Motor Co., Tyseley, Birmingham.

London & Home Counties:—
Normand Garage Ltd., 489, Oxford St., W.1.
Manchester & Liverpool:—
J. Blake & Co., Ltd.



T. & H.

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

B15

SWIFT

CARS OF OUTSTANDING MERIT

THE more experience of motoring you have had, the more you will appreciate the outstanding merit of the SWIFT.

The smoothness of running will satisfy the most critical, as will also the light and direct steering and efficient springing and brakework. The coachwork has up-to-date lines and is exceedingly roomy and comfortable, while the finish is of the highest grade and the equipment complete.

Trial runs arranged with pleasure.

10 h.p.

Four wide doors to 4-seaters. Four-wheel brakes. Three bearing crankshaft. Engine develops 22 B.H.P. at 3,000 R.P.M., 55 M.P.H. on top gear. Wonderful acceleration on hills. Dunlop tyres standard.

Two- or four-seater

£210

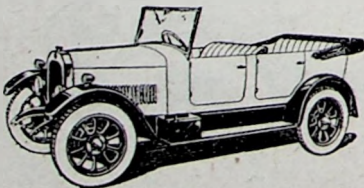
Four-door Saloon

£275

Send for Illustrated Catalogue.

SWIFT of COVENTRY Ltd., COVENTRY.

London Showrooms:
134/5, LONG ACRE, LONDON, W.C.2.
(One min. from Leicester Square Tube Station.)



FOR ALL AUSTIN 7 CARS

Two accessories which are worth their weight in gold and can be fitted by any Austin 7 owner.

THE BODELO BRAKE ATTACHMENT for Austin 7 Cars enables all four brakes to be operated by the foot pedal without interfering in any way with the existing hand

brake mechanism. Thousands are in use all over the country, therefore fit one to-day.

PRICE 30

Turn the petrol off from the dashboard, it ensures clean hands, it stops the drip from your carburettor, thus reducing the risk of fire to a minimum. THE BODELO PETROL SAVER works automatically: you pull the control knob out to turn it on, you push it in to turn the petrol off.

PRICE 12/6



Send for our illustrated literature, which will give you full particulars and fitting instructions.

LLOYD & DEELEY,
177, Broad Street,
BIRMINGHAM.

Wholesale stockists:
Brown Brothers, London and Branches

BETTER MOTORING with these "BEST" Aids

"BEST" Dashboard ASH TRAY

This is the safest, most convenient Ash Tray for use in a car. It can be fixed on the dash, just convenient to driver and passenger's hands, and can be completely sealed by the sliding shutter. There is no danger from fire, no objectionable smell from smouldering stubs. The contents can be emptied at any time by simply pressing down the lever. Supplied complete with screws for fixing.



**PRICE
7/6
complete.**

"BEST" DASHBOARD GRIP.

An inexpensive little fitting that will repay its small cost many times over. It gives "a helping hand" to your passenger who wants to leave the car, enables him to pull himself out of the seat without straining the hinges on the door or damaging the windscreen. Fix it on the dash right at the beginning of the touring season. Supplied complete with screws for fixing.

**PRICE
3/6
complete**

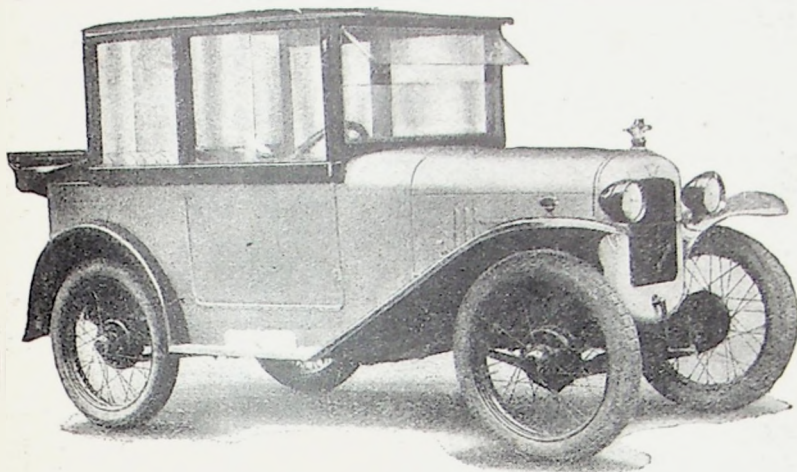


**PRICE
3/6
complete**

Buy your "Best" Accessories from your local Agent. If you experience any difficulty, send us your order direct and goods will be forwarded by return, post paid.

BEST & LLOYD, LTD., Handsworth, Birmingham
Monomark: B.C.M./BESTLLOYD.





*The
Austin
Seven*

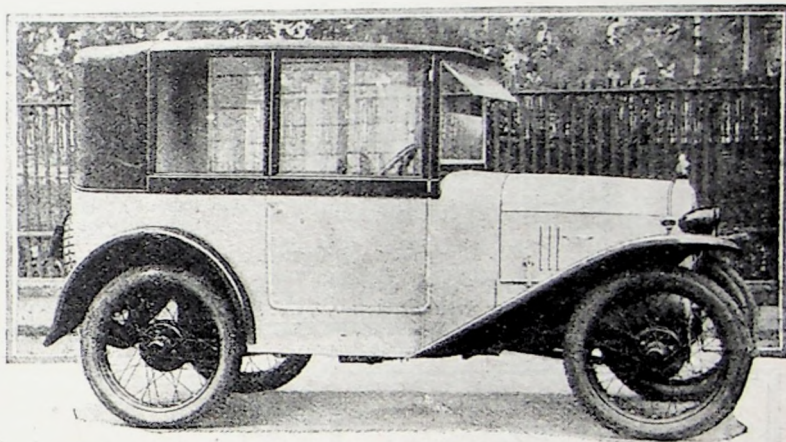
**"Burghley"
Saloon Landauette
£195**

The only 7 AUSTIN SALOON
with a DROP-HEAD.

**Brief Specification of the
"Burghley" Saloon.**

This attractive little Saloon with its graceful lines has slightly taper roof, the rear portion folding nearly back, allowing occupants to drive in fresh air without draught, sliding windows to doors and rear, double wind-screen, tip-up adjustable seats with Bedford Cord or Rexine pneumatic upholstery, interior roof light, dash lamp, head lamps, separate wing lamps, speedometer, dash locker, raked steering and gear lever, aluminium step boards and toe plates, 4-piece bonnet with louvres, Boyce Meter with wings. Aluminium body finished in any colours to choice.

Immediate Delivery.



*The
Austin
Seven*

"Burghley" Sports Model.

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

(Regd. No. 711009.)

£182

£187

All Aluminium.

**Brief Specification of
"Burghley" Body.**

Standard colours—buff with tobacco brown wings, grey or black with scarlet wings, or any other colours to choice.

Rear squab is hinged to fold forward, and spare wheel, tools, etc., are stored in tail, with room for small luggage. Special spare wheel attachment for fixing to offside running board, when more room is required in tail for luggage.

Hood folds away and is concealed when down with cover over.

The tail is decked with polished satin walnut planking and aluminium ribbing. Rigid side curtains. Air cushions.

Raked steering and gear lever. Door to either side. Ample leg room. "V" screen. 4-piece bonnet with louvres. Petrol gauge. Batteries and extra tool carrier under seat. Boyce Meter with Wings. Ventilator funnels. Driving mirror. Blank number plates.

Head and side lamps lighted by independent switches on dash.

The dash contains electric lighting and engine switches, air control, speedometer, oil gauge, locker, dash lamp.

Fitted with A.C.E. Aluminium Discs £6 10 0 extra.

Automatic Windscreen Wiper £2 5 0 extra.

Long Exhaust extending to Tail, 16/- extra.

Triplex Glass Screen £4 5 0 extra

Immediate Delivery.

The "BURGHLEY" and other Austin models may be purchased on Deferred Payments.

FULL SERVICE AND REPAIRS.

PART EXCHANGES.

Illustrated pamphlet on application.

Supplied by **WILSON MOTORS,**
7, ECCLESTON STREET, BUCKINGHAM PALACE ROAD, VICTORIA, S.W.1.
Telephone: Victoria 1366 and City 4894.
London and District Agents for Austin and Lea-Francis Cars.

Your Easter Run will be all the better WITH THESE ON YOUR CAR.



FABRAM
BRITISH MADE

DRIVER'S CUSHION

Brings driver comfortably near to controls. Size 17" x 17" x 4½". Made in coloured waterproof leather

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If your Garage cannot supply you, send direct (cash with order.)

The Gaiter with the Wick Tube and the One-hand Oil Gun.



FABRAM
BRITISH MADE

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Splendid value. Fringed, Reversible Motor Rugs in various colours and designs 58" x 68" .. 22/6 (When ordering state approx. colours preferred.)

Same as above, but finer quality. All wool .. 42/6

Real Scotch Tartans

Fringed, Reversible Motor Rugs. Splendidly made. Pure wool. Any Clan 36/-

If your Garage cannot supply you, send direct (cash with order). Satisfaction guaranteed or money returned.

Prices for Sets, complete with Oil Gun.

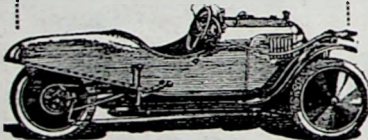
Austin (7)	£1 - 15 - 0
Citroen (11'4)	£4 - 10 - 0
Jowett (8)	£4 - 4 - 0
Hillman (11)	£5 - 10 - 0
Lea-Francis (8, 9 and 12)	£4 - 5 - 0

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London Office & Service Depot: 147/9, GT. PORTLAND STREET, W.1.

—ALL PRICES REDUCED



STANDARD Model - £89
DE LUXE, air-cooled - £110
FAMILY, air-cooled - £111
DE LUXE, water-cooled £120
FAMILY, water-cooled £121
AERO, water-cooled - £127
AERO, 10/40 h.p., Racing £140
SELF-STARTER £10 extra.

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Let Homac's—who possess the most intimate knowledge of the Morgan and its many fine points, arrange immediate delivery of the Morgan you choose. Homac's impartial advice is yours freely, whether you purchase or not; so don't delay, come and see Homac's now, or write us

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AND ROVER.

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EXPERT MORGAN
SERVICE REPAIRS
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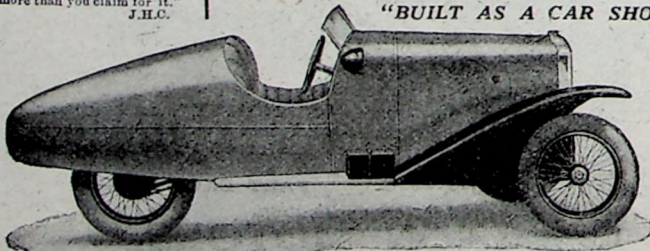
FULL STOCK OF GENUINE
MORGAN SPARES

TRADE SUPPLIED.

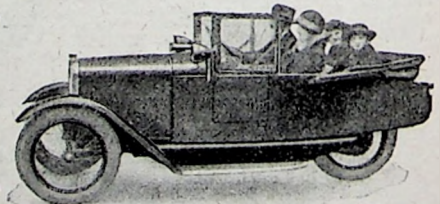
19/2/27.
"The little car positively
charms me—it's done all and
more than you claim for it."
J.H.C.

The COVENTRY VICTOR

"BUILT AS A CAR SHOULD BE."



Write
Now
for
List C2.



3/1/27.
"—the hill climbing powers
are extraordinary, and in this
hilly district she is faster than
most large cars." C.S.O.B.

7.5 h.p. Sports Model - £110

TAX £4

NOTICE THE SPECIFICATION Twin-opposed Water-cooled Engine. Absolutely Vibrationless, Channel Steel Chassis, Dunlop 27" x 4" Cord Balloon Tyres. Car Type Starting and Steering. Nickel Silver Radiator and Beautiful Bodywork.

7 h.p. Family Model - 95 GNS.

60 M.P.G.

The COVENTRY VICTOR MOTOR Co., Ltd., COVENTRY.

Sole Distributors, Lancashire and Cheshire:—
The Deansgate Motor Co., Ltd., Deansgate House, Manchester.

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

Order your Car
NOW — in time
for EASTER!

CARS for QUALITY

EVERY provision for driving security becomes more urgently desirable with the constant increase of traffic. Your own and others' safety depend upon control, and the greater the mechanical efficiency of your car the greater will be your confidence at the wheel. The Humber 9/20 h.p. models, besides comfort and running economy, will give you a wider margin of safety on the road.

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Send for fully illustrated Catalogue and name of nearest Humber agent.

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Revised prices of models fitted with
Front Wheel Brakes:—

9/20 H.P. 2/3-Seater with
Dickey Seat .. £267 7s.

9/20 H.P. 4-Seater
Tourer .. £267 7s.

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Saloon .. £322 7s.

Dunlop Tyres Standard.

The front wheel brakes are of the
internal enclosed type operated by means
of levers and cams, located above the
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a unit with the front axle.

9/20 h.p. 4-seater Tourer, with Front Wheel Brakes.

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

Cool and collected,

Happy in the confidence she will do all that may be required. That is the comfortable feeling experienced when driving an

*"The Three-wheeler
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Designed and built to set a new standard of value in reliable and economical motoring, the Omega is generally accepted as being a revelation of what can be achieved, and yet keep the cost within the reach of the man of limited means. Steady as a rock at all speeds, well upholstered and roomy, quarter elliptic springing front and rear, completely weatherproof, running 50-55 miles to the gallon, tax only £4. I will pay you to investigate the Omega.

POPULAR MODEL	£95
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Write to-day for catalogue.

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OMEGA WORKS, COVENTRY.

Omega
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We can
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BRIEF
SPECIFICATION

With 8 h.p.
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Dynamo lighting by
lamps, double adju.
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radiator, all controls in
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What you Get for what you Spend

Search where you will, you cannot get better value.

The OWNER-DRIVERS' Garage

Built of Thornber's Locjoint Weatherboards—the only suitable boards for outdoors. All sections complete, ready for easy erection. No loose timber. All fittings sent. Gliding out-of-way Doors. 2 windows. Insured. Built to last. 2 sizes.
Size: 16' x 9' x 7' x 9½' £15 Carr. fwd.
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The SAFETY FIRST

Asbestos Fireproof Garage. All frame sections complete ready for Asbestos Sheets, which are supplied. Gliding out-of-way Doors. Two windows. All fittings supplied. Insured. Built in 3 sizes.

14' 5" x 8' 1" x 7' 10" £12 Carr. fwd.
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Floor £4 extra Carr. fwd.

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Carrriage paid price on request. Deferred payments can be arranged. Both Garages can be seen at works.

THORNBERS
For EVERYTHING IN WOOD

Send for Folder and state requirements.

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A Thornber Garage will last a lifetime, because everything is solid in its construction. It is sent from works in sections—every section complete, ready for erection, which requires no skilled labour. No loose timber whatever is sent. All Garages have Gliding-out-of-way Doors, which move at a child's push, occupy no room when open, and obviate hinged door weakness. All fittings supplied. Two windows, top, half to open. Tenant's fixture. 12 months free fire insurance.

Rigid Side Screens built under a new principle. Narrow steel frames with panels of best Celluloid kept free from distortion under spring pressure. Handsome in appearance, clear and wide vision, easy to fix or remove. With hood up, equal to any Saloon. Please write for full particulars to EASTING WIND-SCREENS, LTD., Cox St., Birmingham. London Office: 29, Foley Street, Great Portland Street, W.1.

Complete Sets
from
£3 - 10 - 0

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*The Pathway of Time is studded
with the Jewels of Experience*



BATTERIES

for LIGHTING & STARTING

36 years of constant endeavour, of continual research in the laboratory, of tests in the works, and on the road, are all embodied in the present C.A.V. Batteries. The years that are past are studded with various improvements that this experience has revealed. The discerning motorist will realise what this means from his experience, not only of motoring, but of life generally, and knows that extravagant advertising and misleading statements as to capacity are not a satisfactory substitute.

We honestly believe that in the latest C.A.V. production, the multiplate battery with **THREADED RUBBER SEPARATION** in our **ALL-MOULDED** container, we have achieved not perfection but something definitely better than has ever been offered to the motoring public.

Write, phone, or call for Publication No. 485/L which describes, with illustrations, the complete range of C.A.V. Batteries.

There's a size and capacity for every car—whether British, American, French, or Italian.



Motor Car Electrical
Equipment Manufactured
by Appointment
to H.M. THE KING.

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ARE YOU INTERESTED?

Our Radio Department will be pleased to send you particulars of our Wireless Receiving Sets, Accumulators, &c. Illustrated List on application.

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Telegrams: "Vaneria, Act, London."

The powerful service organisation at the back of



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

REGENT Manufacturing Co., Ltd., Leicester Causeway, COVENTRY.

London Agents: COOK & PALMER, Ltd., 202, Gt. Portland Street, W. 1.

LISTS FREE ON APPLICATION.

Sports 2-Seater.

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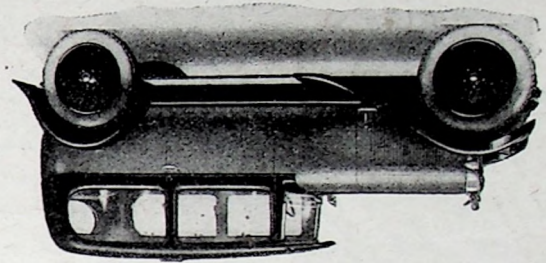
Sports Saloon.

:: COACHWORK ::

REGENT SUPER

FITTED WITH

SINGER CARS



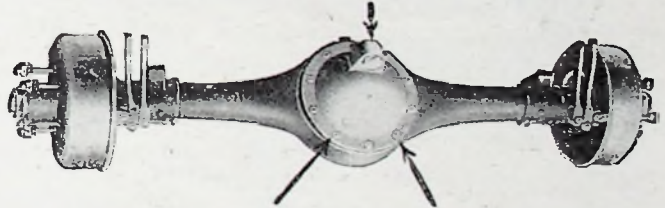
A RICH
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SINGER CARS with
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WORK are designed for
the discriminating buyer
who demands distinctive
design of highest quality;
and service rendered,
to cars costing double the
money.

Exchanges. Deferred Payments.

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NOTE CLEAN DESIGN OF OIL FILLER.



SIMPLY REMOVE NUTS FOR EASY INSPECTION

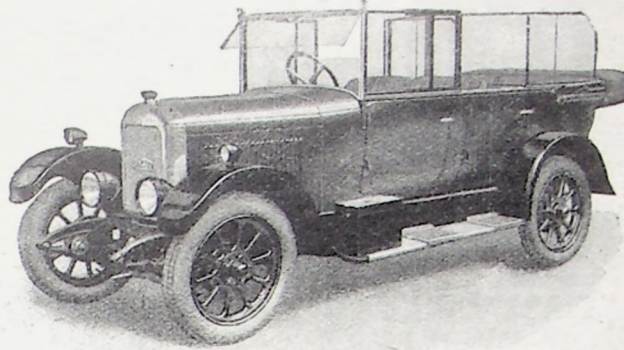
RECORD FOR MONTLHERY TRACK FOR DISTANCE.

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FIVE INTERNATIONAL CLASS RECORDS,
FIVE WORLD'S RECORDS.

4,000 MILE RECORD at 72.3 m.p.h. 5,000 MILE RECORD at 70.5 m.p.h.
performance in her Invicta car at Gt. Montlhery, France, which included:—
B.A.2 Axle, it is surely furnished by Miss Violet Cordery's magnificent
struction, and the quality of materials which are characteristic of the Moss
If proof were needed of the soundness of design, the excellence of con-

RECORD BREAKING WITH THE MOSS B.A.2 AXLE

Singer 10 h.p. Four-seater	..	..	£226
do. 10 h.p. Saloon	..	..	£260



On the road this Easter.

Don't envy the motorists on the road this Easter. Enjoy yourself, to the full, the delights of the countryside and the tonic of the Spring air. You want to be ready and we want to help you. With this in view we have a fine selection of Light Cars in stock ready for immediate delivery.

Don't let the question of "Capital" deter you. Cars now are cheaper and more efficient; this, together with The Service Co.'s generous extended payment and exchange schemes, enables the man of moderate means to enjoy the pleasures of motoring. Why hesitate? Make up your mind now and call on

The Service Company Ltd.

273-274, HIGH HOLBORN, LONDON, W.C.1

Here you will find all the leading makes, side by side for comparison. Expert salesman-demonstrators, practical motorists, will advise you in your selection and give unbiased advice. You can, of course, run out for a trial spin.

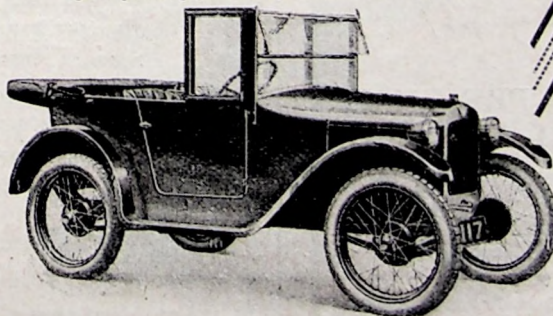
Any car, including Insurance, Tax and Accessories, can be obtained on the payment of one-fifth down and the balance in 12, 18 or 24 monthly payments. Our terms were made to help you. Why not take advantage of them?

Agencies for 1927 include:

AUSTIN	JOWETT	ROVER	CITROEN
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Many others in stock.

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"Service—Our Name and Aim."

Established 1889.

Austin 7 h.p. Chummy	..	..	£145
do. 7 h.p. Saloon	..	..	£165

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

RB

B23

**IF
YOUR
CAR
IS
NOT
SOLD
IN 24
HOURS**



Your Car or Cycle Sold in 24 Hours !

Failing this, the entry fee will be refunded in full.

Buyers of all classes are waiting for the **Official**

USED MOTOR SHOW

April 11th to 30th,

ROYAL AGRICULTURAL HALL, LONDON,

because every car, motorcycle, and commercial vehicle entered for sale which passes the Expert's tests will be hall-marked by the Official Show Certificate.

Enter your vehicle for Sale NOW.

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After April 5th, all applications must be made to—

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**THE
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WILL
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FULL**

NORTH & SOUTH

INSURANCE CORPN., LTD.,

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Compare these Rates

WITH WHAT YOU ARE NOW PAYING.



**COMPREHENSIVE PREMIUMS
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8 h.p. .. £6 15 0 10 h.p. .. £8 2 0

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Two-Seaters, not exceeding 12 h.p. £8 0 0

10% off above Premiums for New Cars.

THE ROLLO TOW ROPE



**7/6
EACH**

**7/6
EACH**

3 TONS BREAKING STRAIN

WEIGHT 2LB LENGTH 16 FEET

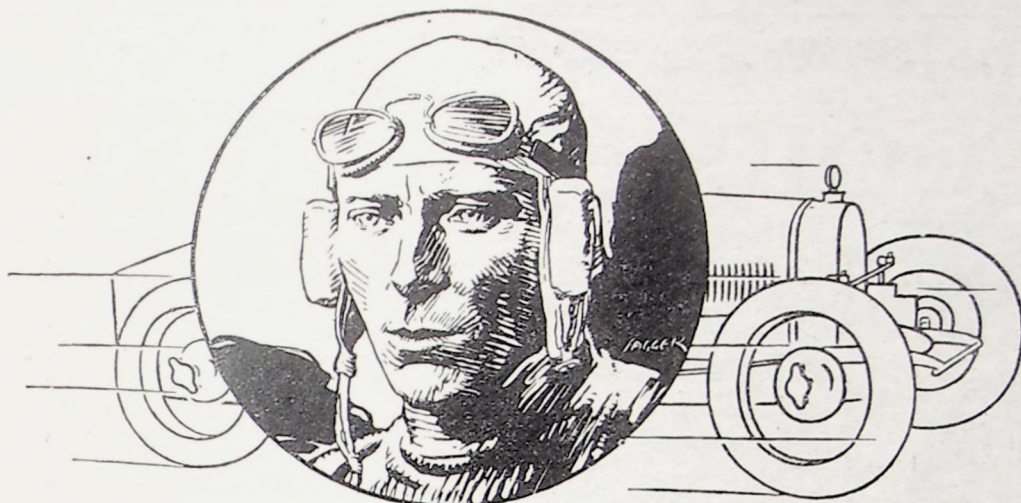
PACKED IN A STRONG BOX. 6½" SQUARE

*Your Garage Stocks these. If not
may we send you one on approval?*

BERNARD NICKLIN & CO. LTD.

ROLFE STREET, SMETHWICK





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Why I run on "BP"

The reason why I run on "BP" is a good and sufficient one. I have proved to my own satisfaction that it gives me greater acceleration, power and speed than any other fuel on the market. My experience is the same whether I am driving privately on the road or racing at Brooklands. I recommend "BP" to every British motorist.

G Duller

"BP"

The British Petrol

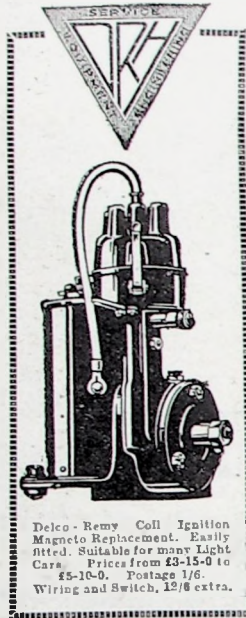
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Distributing Organization of the

ANGLO-PERSIAN OIL CO. LTD.

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

The Press is talking COIL IGNITION



The Daily Sketch.—"Coil Ignition is definitely superior to the average Magneto." Signed article by R. W. Bease. 8/11/26.
Daily Express.—"I think it preferable to Magneto Ignition." Gordon Frazer, Motoring Editor. 14/7/26.
Daily Chronicle.—"Whilst considerable trouble was encountered with a magneto the coil would provide an instant start. Will run more slowly and more evenly at low speeds on Coil Ignition." Capt. de Normanville. 26/2/26.
Yorkshire Evening Post.—"One wonders why the Coil Ignition System is not more commonly adopted on British Cars." 17/4/26.
The Light Car and Cyclecar.—"A sound coil and distributor Ignition System is absolutely trouble-free." 22/5/25.
Motor World.—"The manifold advantages of coil ignition as provided by the Delco-Remy System."
Autocar.—"A correspondent says: 'If manufacturers went over to coil ignition and said nothing about it the majority of buyers would be perfectly happy.'" 22/10/26.
Evening Standard.—"Why do not our perfectly intelligent electrical engineers turn their attention to battery ignition?"—Mr. Prioleau, Motoring Editor. 5/7/26.
Leicester Mercury.—"Under heading 'How to cure ignition troubles.'—"Ask a first-class repair man to take out the magneto and put you in a good coil ignition system."

About one-third of the different makes of cars on the British Market are fitted with Coil Ignition, and on over three-fourths of these the Delco-Remy is standard. Besides, the number of Delco-Remy fitted cars is increasing daily. Write for FREE Booklet. Specifications DO count.

DELCO-REMY COIL IGNITION

Better Spark — Instant Start.

DELCO-REMY & HYATT Ltd, 111, Grosvenor Road, S.W.1.

B&D STABILIZERS

3 SIZES
52/6, 63/-, 72/-
per set, brackets included.
Can be purchased on trial
under guarantee.

Unique Advantages!

Ease of Fitting.
No frame Drilling.

Simple and sound construction which has stood the test of time.

The *Light Car & Cyclecar* says:—"We found no difficulty in assembling them: . . . the only tools used being two set spanners. . . Whereas before it had been practically impossible to travel at more than 30 m.p.h. without discomfort, it is possible now to drive at least 10 m.p.h. faster . . ."

BENTLEY & DRAPER LTD

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(G. and S.) Phone: "Bendrapie, Fen, London." Avenue 3033

CLUB[™] Black Enamel

Dries in twenty minutes, and is petrol, grease and oil proof.

Small Size - **7 $\frac{1}{2}$ d.**

Large Size - **1/3**

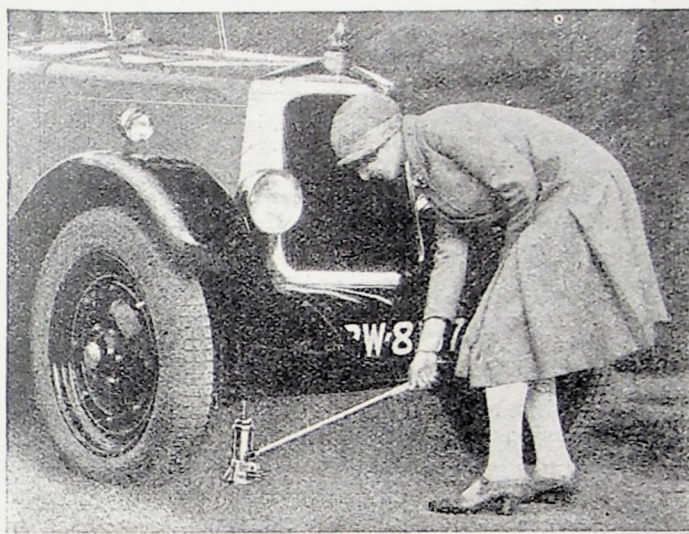
Of all Ironmongers, Stores, Garages and Cycle Dealers.

Sent post free if unobtainable from your local dealer.

ENAMEL
SPECIAL HARD DRYING
MOST BRILLIANT & DURABLE
DRIES QUICKLY

Sole Manufacturers:
SILICO ENAMEL CO.,
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EASE.



Ease in Jacking up a heavy car is perhaps the most appealing feature that could be wished for in any Jack. Especially is this so when my lady is abroad alone and a wheel has to be changed. When extreme ease is combined with simplicity, safety, and guaranteed efficiency, no more could be asked of any Jack. The ENOTS Hydraulic Jack embraces all these qualities, is sufficiently light and compact to be easily carried on the smallest car and in addition is remarkably cheap.

Standard Model.

Height - - 7 $\frac{1}{4}$ "
Actual Lift - 4 $\frac{1}{2}$ "
Extension - 4"
Two Piece Handle.

Price

50/-
complete.

Empire Model.

Height - - 9 $\frac{1}{4}$ "
Actual Lift - 6 $\frac{1}{4}$ "
Extension - 4"
Two Piece Handle.

BENTON & STONE, L^D., Birmingham.

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

Contentment!



Once Upon a Time—

Motorists were satisfied with a glorified wagonette (provided it was petrol-driven).

They thought the surface Carburetter good—a speed of 20 miles per hour wonderful.

They were satisfied because they had not experienced the smooth, swift modern car.

You may be satisfied to crank up your car from cold "ad nauseum."

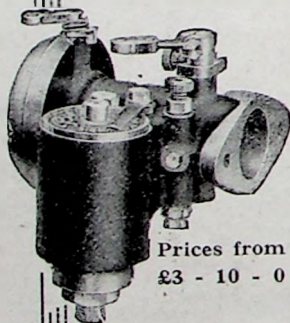
You may be satisfied with 26 m.p.g. (when you ought to be getting 36-40).

You may be satisfied with changing down when you ought to be "in top."

AND YOU WILL BE SATISFIED — UNTIL YOU'VE TRIED THE "B. & B."

Then, and then only, will you be surprised at the immense difference it can make to your Car in

EASIER STARTING, IMPROVED RUNNING, LOWER CONSUMPTION.

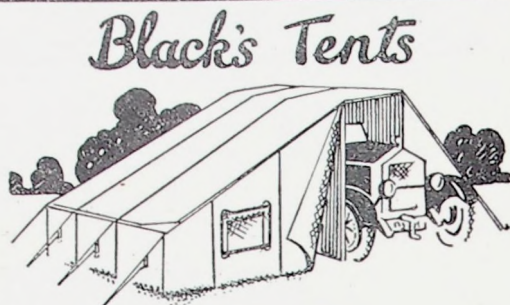


Prices from
£3 - 10 - 0

PROVE this at our expense—write for particulars of our 30 DAYS' FREE APPROVAL SCHEME.

BROWN & BARLOW LTD.,
Carburetor Works, Witton, Birmingham.

London Service Agents: Dartford Eng. & Carriage Co., Ltd., 23/24, Hythe Road, Willesden, N.W.10.



INEXPENSIVE TOURING WITH A TENT

No heavy hotel bills, no definite time schedule to be kept up, just please yourself where you stop and how long you stay. Make your touring a real holiday by carrying your hotel with you. A camping holiday is full of fun. It enables you to reach unfrequented beauty spots. It is a healthy change from ordinary routine.

The above tent is pitched alongside the car, with an awning to pass over top of car and tie down on opposite side. Curtain divides tent from car.

Made from brown rotproof Tent Duck of medium weight. Rolls up damp without harm. Mosquito Net Window. Size 7 ft. x 7 ft. Height 6½ ft. Walls 2½ ft. Total weight 29 lbs. Size packed 2 ft. 4 in. x 9 in. dia.

PRICE £6 10s. Carriage paid by passenger train.

Send for particulars of other tents and camp requisites. We make tents of every size and supply for every purpose.

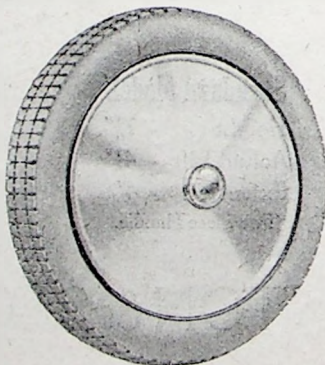
THOS. BLACK & SONS (Greenock), Ltd.
GREENOCK, SCOTLAND.

SUPER DISCS. FOR YOUR AUSTIN SEVEN

The illustration below shows the wire wheel of an Austin Seven fitted with Ace Super Discs. They give a smart and distinctive appearance to the car and save much valuable time in spoke cleaning. The discs are made in seamless aluminium with locking ring attachment for the outer disc. Fitting is a simple matter, a screwdriver being the only tool necessary.

Price £6/10/0 complete for five wheels.

Ace Super Discs can be supplied in suitable sizes for all types of wire and artillery wheels, also for American wood spoked wheels with demountable rims.



Write to-day for latest
Illustrated Lists.

Corncroft Ltd.,
Ace Works,
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THE WORLD'S BEST DISCS
FOR ALL WIRE & ARTILLERY WHEELS.

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

Special Features of this week's issue

The Motor

Tues., March 29

HOW TO GET THE BEST OUT OF A MORRIS CAR.

Hints on Upkeep and Maintenance of 1925, 1926 and 1927 Models. With Clear and Instructive Drawings.

HIGHER AND HIGHER CAR SPEEDS.

Reasons for the All-round Increase in the Speeds of Cars which has Occurred During the Past Five Years.

THE LAND LINER.

Combining Two Extreme Types of Car to their Mutual Advantage.

THE COSTLINESS OF INACCESSIBILITY.

Ways in which the Engine and Electrical Equipment might be Improved to Reduce the Time Taken Over Repairs.

TUNING A CARBURETTER BY THE EXHAUST.

How a Carbon-dioxide Recorder Can Save Time and Petrol.

ROAD TESTS SHOWING PRINCIPAL CHARACTERISTICS.

The 18 h.p. 6-Cylinder Standard.—The 12-14 h.p. Minerva Saloon.—The 9 h.p. Amilcar.

DISOBEDIENT JAY-WALKERS.

Why Should Not Pedestrians Obey the Police?

NEXT WEEK!

THE ANNUAL EASTER NUMBER.

THE HIGH SPOTS OF PICKNICKING.

Suggested Sites in all Parts of the Country.

PANORAMIC VIEW OF BROOKLANDS.

Explaining how to find the Best Places to see the Easter Monday Meeting.

SETTING THE MAP.

A Simple Method of Finding the Way.

VIEW POINTS.

The Most Commanding Prospects in Great Britain.

AVOID TROUBLES AT EASTER

The Most Important Mechanical Breakdowns and How They Can Be Prevented.

DOUBLE NUMBER on Sale Tuesday, April 5th.

Usual Price 4s. Order a copy in advance as chance sales cannot be catered for.

PRICE 4d.

OFFICES: 7-15, ROSEBURY AVENUE, LONDON, E.C.1

*The
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by the use of

The engine seemed to settle down to its work more quickly when started up from cold and seemed particularly 'happy' with Speedolene in the crankcase.

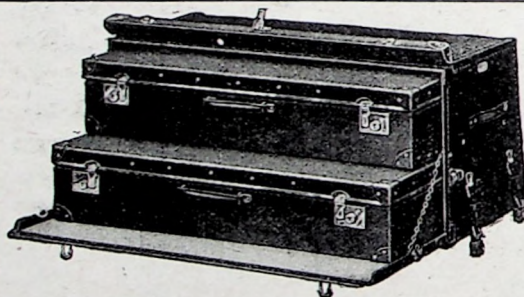
THE MOTOR OWNER
Feb. 1927.

THE OIL OF OILS

Enjoy all the seasonal pleasures of motoring by using an ideal Lubricant which will ensure the sweet running of your engine.

Special series of brochures and full particulars sent on application

SILVERTOWN LUBRICANTS Ltd. Minoco Wharf, West Silvertown, E. 16



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Luggage packed within a Brooks-built INDUSTRIA Chested Trunk is secure against damage from dust, rain, mud and road vibration. There is a model for your Morris.



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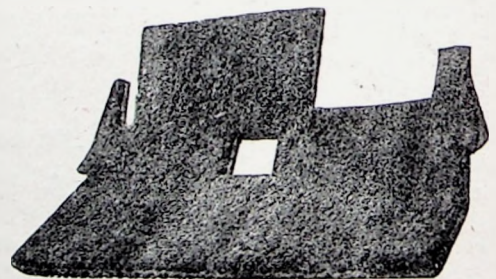
Ask for full particulars and also for details of full range of Picnic Cases

J. B. BROOKS & CO., LTD.

73, Criterion Works, Birmingham. 74, Margaret St., London W.1

THOROGOODS MOTOR CAR MATS

Add Warmth and Comfort, Reduce Vibration and Ensure Cleanliness.



Cocoa Fibre Car Mats of best British manufacture, stout and durable, perfectly fitting and guaranteed to give satisfaction. They are a valuable addition to the equipment of any car, and every user will appreciate their advantages. They are warmer and more comfortable than rubber or carpet mats, and, in bad weather particularly, are a real necessity. Give description and date of car when ordering. Orders for special models or sizes should be accompanied by a paper pattern marked "TOP SIDE," and the work will be completed within three days, at **3s. per sq. ft.** (overall measurement), carriage paid. Send for list to:—

THOROGOODS LTD., BALDOCK, HERTS.

FIT ANY CAR

EXCEPTIONALLY EASY

**RIGHT
HAND
GEAR
CHANGE**

The gears of the Clyno Car are constructed so as to give the easiest change with a minimum of effort. The strength of one finger is really all that is required. Moreover a right hand change comes more readily and naturally to the large majority of motorists. These are very real advantages at any time, but on long journeys, when any little extra effort tires, or in hilly country when constant changing is an absolute necessity, these advantages will be more fully appreciated, particularly by lady drivers.

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Fill in this coupon and post to the Clyno Engineering Co. (1922) Ltd., Wolverhampton, for Illustrated Catalogue and copy of "The Great Highway" post free.

Name.....

Address.....

L.O. & O.C.A.R.

PRICES FROM

£160

TO

£250All Models fitted
with 4 wheel brakes.

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Piccadilly, W.1.

Lookers Ltd., 5-35,
Hardman Street,
Deansgate, Manchester

**CLYNO
CARS****THE CLYNO ENGINEERING Co. [1922] Ltd., WOLVERHAMPTON**

C.C. 33.

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



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Car Beautifiers

"CHEMICO" CAR POLISH.

Cleaner and Polish combined used for years by Coachbuilders and Car Manufacturers to give the finishing touch to the new car.

Will clean, polish and beautify a moderate sized car in 30 minutes at a cost of 2d. Prices 2/-, 3/9 and 7/- per bottle.

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A cleanser and polish. "Chemico" Wax Polish has been described as the "best of its kind." Offered at a competitive price. 3/6 per tin.

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A perfect polish for Aluminium. Speedy, clean and brilliant in effect. Price 6d. per tin.

ALL "CHEMICO" SPECIALITIES

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Named "Quikko" because of its speed in producing a brilliant and enduring polish on all dull or tarnished Metals.

It is also an excellent cleanser and polisher of celluloid side panels.

Prices 7½d., 1½ and 3/- per tin.

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This polish is both cleanser and polish, but finishing off with "Chemico" Wax Polish gives a superb lustre.

Liquid polish in tins 3/6 each.

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Gives clear vision through the wind-screen in rain or mist. It is also matchless for cleaning electric bulbs, mirrors, plate-glass, etc.

Price 2/6 per tin.

"CHEMICO" HOOD PAINT.

A flexible waterproof paint which completely renews the hood and makes it in appearance equal to new. Colours—black, brown, red and colourless.

Price 4/6 per bottle.

THE COUNTY CHEMICAL CO., LTD., CHEMICO WORKS, BIRMINGHAM.

**THAT BREAKDOWN
MIGHT HAPPEN
TO-MORROW
YOU'LL NEED
THIS OUTFIT
THEN**

**BUY ONE
TO-DAY**

FLUXITE

-simplifies soldering

FLUXITE SOLDERING SET — complete 7

All Hardware and Ironmongery
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100 OTHER BARGAINS from £25 to £250.
Easiest Deferred Terms on any make of New or Used Car.

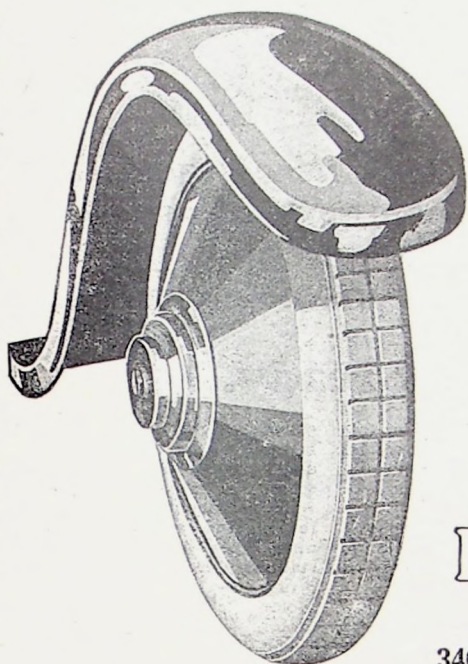
The Light Car Co.

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EWART WHEEL DISCS

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AUSTIN 7 - CLYNO - JOWETT
FIAT - SALMSON - WOLSELEY
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PRICES FROM **£1** PER WHEEL

PRICES FOR OTHER CARS ON APPLICATION
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LOVATTS

The Original Service Depot specialising
in Jowett Cars only.

Get your Car now

FOR

Easter and the Summer.

Cash or Easy Monthly Payments.

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AT LOVATTS (MAIN AGENTS),

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Of bookstalls and booksellers,
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TEMPLE PRESS LTD.,
7-15, Rosebery Avenue,
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is petrol! An entirely new T.P.
manual dealing with the progress
and modern application of the
Petrol Engine in all its spheres

now ready.

The new T.P. manual, "The
Petrol Engine," is a practical
guide to the petrol engine in
its many up-to-date types and
applications.

An interesting opening chapter
deals with the development of
the petrol engine from early
types. Succeeding chapters
treat exhaustively of automobile
engines, embracing engines
used for cars, motorcycles and

commercial vehicles. Motor
boat engines, aircraft engines,
and portable electric lighting
set engines are fully dealt with.
Information on petrol engines
for various auxiliary power
units, both portable and
stationary, is included.

Written by the staffs of "The
Motor," "The Commercial
Motor," "Motor Cycling," and
"The Motor Boat."

"THE PETROL ENGINE"

AUTOSCOPE

Reliable, inexpensive Driving
Mirror. Convex glass, heavily
silvered, giving clear, wide
reflection. Carrying arm con-
nected to back by concealed
ball joint; screen fittings
adjustable. Finished nickel-
plate, or black and
nickel-plate. Model 1010



JUNIOR

AUTOSCOPE

As special model for Austin "7"
cars. Size 4 1/2" x 2 1/2".
Model 1020

Obtainable wherever

All-in" STEPMATS

- with stout rubber bristle mat, mounted in one piece,
polished aluminium frame. Model 671. 12" x 8" 11/6
- Model 688. With durable non-slip rubber mat.
Size 12" x 8" 10
- Model 675. For cars already with kick-plate.
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- Model 684. For Citroën cars, etc. Measuring
12" x 6" 6/6
- Model 678. Popular Bar and Stud model Mat.
Size 12" x 8" 6
- Model 680. Special Austin "7" Step-mats
with bristle mats, including scraper
and kick-plate. Per pair 12/6

11/6

ACCESSORIES

STADIUM LUGGAGE GRID

Most convenient and practical method of carrying
suitcases, golf bags, etc. Can be extended from 8"
to 54". Attached to running board by 3 powerful
wing bolt clamps without drilling. In
durable black enamel, hard stoved. 17/6

Model 923 (size closed 19" x 8" x 3").
WEEK END LUGGAGE GRID. Small edition
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than running board. Folds down to 21" 6/6
Weight 1 1/2 lb. Model 922.

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EASTER! The REAL Joy of the Open Road

TREBLE STRENGTH

Find a nice spot, pitch your Tent (with Extension as fig. 2) and
have your Lunch in comfort whilst gazing on the surrounding
Country. You will find "KAR-KAMPS" everywhere.

ROTPROOF

PATENT
BRASS
FASTENERS
AND TAPES
OR GIRDLES
LIGHTWEIGHT
METAL JOINTS

TREBLE STRENGTH

"KAR-KAMP" TENTS

Made of strong green waterproof fabric in five sizes, weighing from
10 to 16 lbs. Complete with jointed poles, pegs
and ropes. Carriage paid. Cash with order 50/- to 72/6

Send for Illustrated Folder and sample of Fabric to:-

KAR-KAMPS LTD. (Dept. B.), 29, Cannon Street, MANCHESTER.
Manufacturers of Tents, Dustproof and Waterproof Motor Covers.



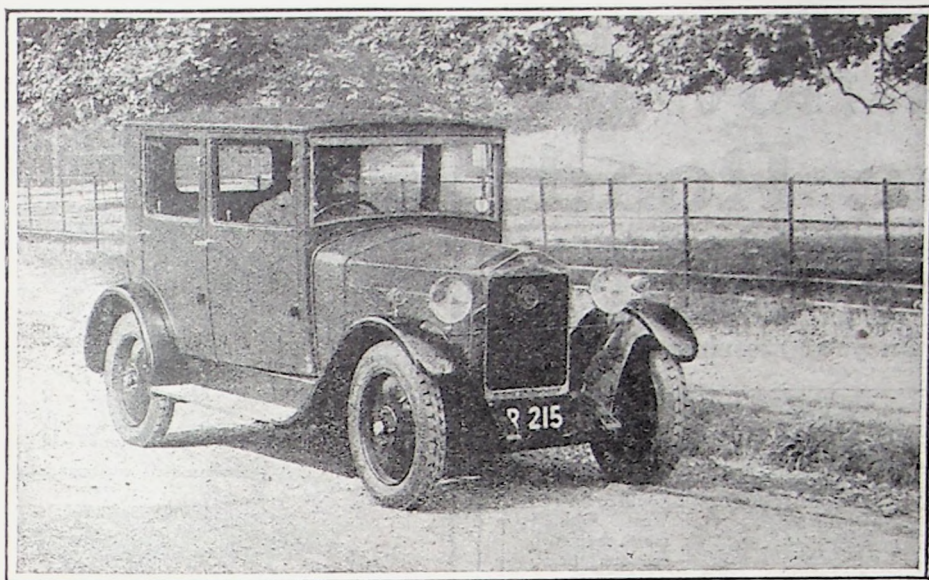
Fig. 2.

Patent
applied for.

Can be supplied
with Patent ex-
tension at ex-
tra cost, 7/6 to
10/-, according
to size, as per
figure No. 3.

ERECTED IN TWO MINUTES RUSTLESS
MAY BE FASTENED FROM INSIDE OR OUTSIDE
DELIGHTFUL FOR THE GARDEN.

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



YOUR TURN TO PAY

So see you get what you are paying for.
Get Value for your money—never mind
how much or how little you pay—get
Value for it.

The 10 h.p. Mathis is value for money. To appreciate thoroughly you need, not only to ride in it—but also to drive it yourself—test the easy steering—it's easier even than it looks—the gear change—with the lever that guides your hand—the springing—that doesn't jump your head to the roof—when it's really asked to work—brakes—that don't throw you through the screen or get anæmic when called upon suddenly. Then ask yourself why there's no smell in the Weymann MATHIS Saloon—and your wife says she hasn't got a headache even in this closed car. Because of all these things the 10 h.p. Mathis Saloon at £265 is indisputably value.

So when it's your turn to pay—see that you get Value for every pound you spend, and if you are prepared to spend £265 then get—the 10 h.p. Mathis Saloon. It is Value.

B.S. Marshall LTD.

25 BASIL STREET · KNIGHTSBRIDGE

LONDON · S.W.

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Phone:
SLOANE 6118/9

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G.J.S.

C3

Know The Road

upon which you are travelling by using the Stanford-Bridges' Patent Mounted Maps and Map Holder fitted on your steering wheel.

This ingenious method enables the map to be turned over from North to South or East to West without more than two sections being open at one time. The combination of map and holder is ideal for touring.

Turning over from the bottom of the opening to follow a road towards the South.

Maps mounted according to this method, which the Editor of "The Light Car and Cyclecar" says— "deserves to be universally used," can be supplied to cover the whole, or any part, of the country at prices only very slightly in excess of that for ordinary mounting.

All the well-known series of Tourists, Ordnance Survey, and Bartholomew's maps are kept in stock and can be supplied by return.

Illustrated prospectus with full particulars sent on application. These maps can also be supplied if required treated by a special process which renders them waterproof:

STANFORD'S MAIN ROAD MAP OF LONDON

Scale 2 in. to 1 mile.

Size 40 in. by 27 in.

The map shows all the streets, but the colouring points out to motorists the way through and out of London.

Prices: On paper folded, 4/6. Post free 4/8.

On linen cloth folded and varnished, 6/- Post free 6/3.

On linen, Stanford's New Method, 10/- Post free 10/1.

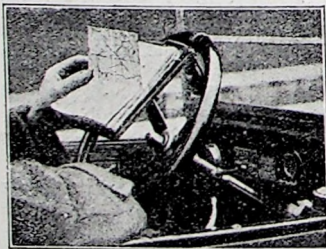
Map Holder for use with the New Method of Mounting.

PRICE:
Nickel-plated
finish.

12/6

Postage 9d.

Adjustable to any position. Suitable for Motor Car or Cycle.



Call and inspect our stock.

EDWARD STANFORD, LTD.,
12, 13 & 14, LONG ACRE, LONDON, W.C.2.

You need these for Easter 'EASYFIT' Motor Specialities

BUMPERS

"Easyfit" Adjustable to fit most cars.

Lightweight
from £2-10

Heavyweight
from £3 - 10

LUGGAGE RACKS

Many thousands of these are sold every year. No better value obtainable. A model to suit practically all Cars. Over 350 stock fittings. Substantially made, double hinge, movable panel guard, strap slots, etc.

Prices from **25/-** complete

"Midget" for Austin Seven **20/-**

Of all Motor Agents.

Write for Catalogue.

FRANK ASHBY & SONS, LTD.
STIRCHLEY - - BIRMINGHAM.

What's inside the Gearbox?

The gearbox is a sealed mystery to many motorists. A detailed and instructively illustrated description of its principles and working is given in pp. 54-58 of "The Motor Manual." This is but one of the numerous features of the largely re-written 26th Edition, where the motorist will find all questions answered and perplexities solved.

"The Motor Manual" deals with engine types, construction and operation, valves, etc., carburation, cooling and silencing, transmission system, from clutch to final drive—braking systems—ignition, starting, lighting—bodywork and accessories, wheels, tyres, housing and maintaining a car—repairs and renewals—touring, legal matters, etc., etc. Also gives much practical motoring data, a glossary of technical terms.

2/6
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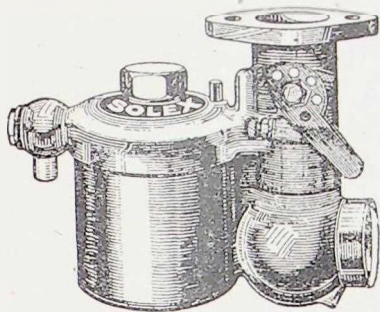
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"THE MOTOR MANUAL"

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

The *CURE* for RAPID CONSUMPTION



When your car is "eating" Petrol, you must first of all look at your carburettor. Ten to one it is the root of the trouble.

FIT THE "M" TYPE SOLEX and you will at once notice a wonderful improvement.

Not only in miles per gallon, but also in power, speed, and hill-climbing powers there will be more life in your engine.



SOLEX

THE NO-TROUBLE CARBURETTOR

FREE TRIAL OFFER.

Write Dept. L.C. to-day sending particulars of your engine, no matter what type it is, and we will send you details of our 30 days' FREE Trial Scheme. There is no obligation to purchase and no charge for renovation.

Our new and commodious Premises offer ample facilities for tuning and fitting "Solex" Carburettors.

SOLEX LTD.

Director GORDON RICHARDS.

SOLEX WORKS:

223-231, MARYLEBONE ROAD, LONDON, N.W.1.

Telephones:—Paddington 8621, 8622, 8623, 8624, 8625 and 8626.

Telegrams:—"Solexcarb, London."

'fit Solex—and note the difference'

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

Goodall Ad.
C5



Use
R.O.P. *— and note the difference*

**ABOVE
STANDARD
QUALITY**

R.O.P. MOTOR SPIRIT
 means: Higher Mileage,
 More Power.

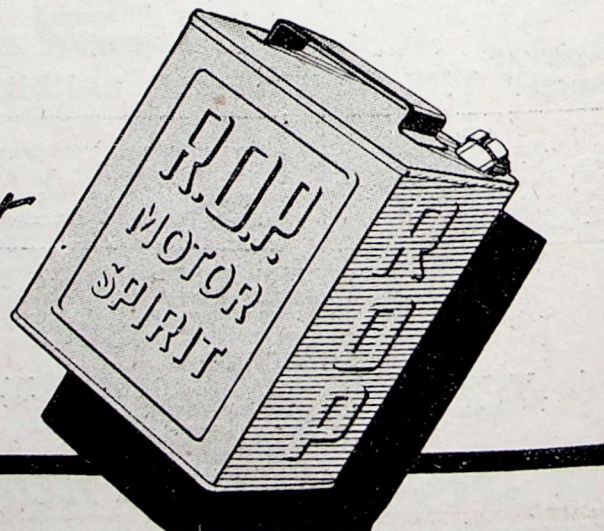
**BELOW
STANDARD
PRICE**

R.O.P. MOTOR SPIRIT
 means: Less Plug Trouble,
 More Speed.

For full particulars apply to:—

Russian Oil Products, Ltd.,
 Moorgate Hall, 153, Moorgate, London, E.C.2.
 Telephones London Wall, 9204-5 (26 lines).

*See that you get
the Lilac Car*



Great ROVER DISPLAY at MEBES & MEBES

To cope
with the
demand.

"Nothing
succeeds
like
success."

SPECIAL ARRANGEMENTS to continue

We are continuing our very special arrangements for you to obtain one of the latest Rover cars: a magnificent vehicle that will give you lasting satisfaction and supremely enjoyable motor-ing. Pleasurable, *economical* road travel will be yours if you take advantage of this extended opportunity to come and talk the matter over with us during the next week, from 9 a.m. to 7 p.m. daily—Saturdays 5 p.m.

The open road days of Spring are almost here. You can take full advantage of them in a Rover car. One of the numerous models—open, closed or sports—will be just the car you are looking for. There are models from £220 to £775—we can tell you all about any of them. **The highest possible prices allowed for any make of car taken in exchange for Rover cars during the extended period**

Write — or call — TO-DAY!

Part Exchanges.

Deferred Terms.

No business too small — None too large.

"Say it by
telephone."

MUSEUM
4244

Mebes and Mebes
(Est 1893)

144-154-6, Great
LONDON



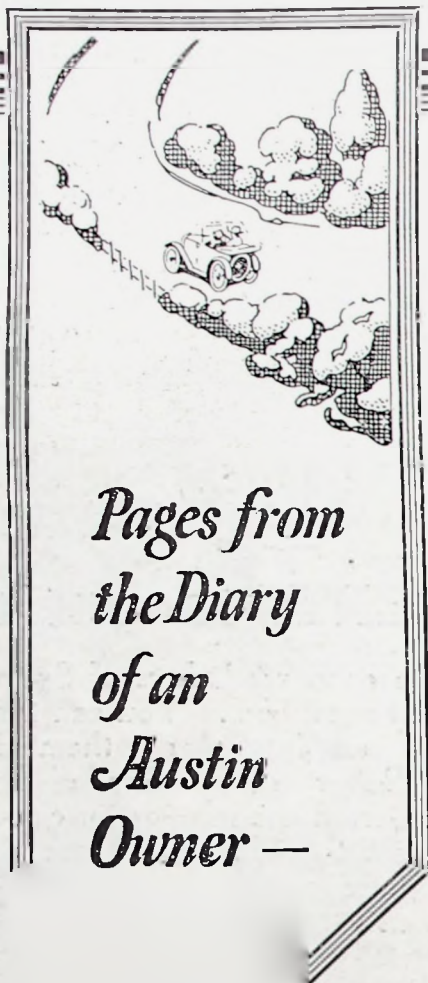
Portland Street
"Metro" station nearest.



EVER WATCHFUL
to give Service.

ROVER'S PRINCIPAL LONDON MAIN AGENTS.
Established in Gt. Portland Street for 34 Years.

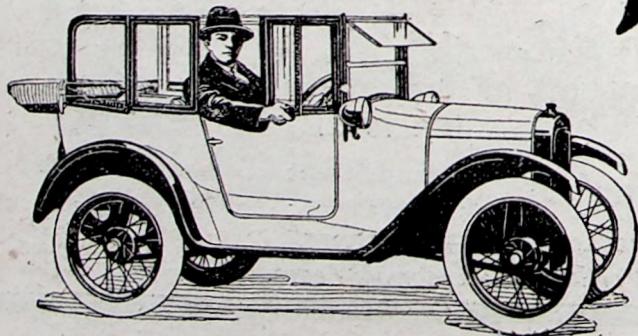
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



Page Seven.

"OH, to be in England," sang the bard, inspired by the coming of April—and had Austin Cars been builded in his day, he had doubtless expressed his yearning with even greater fervour. For what know they of England who own no Austin Seven? Until I acquired mine, I confess that my own knowledge of my Country—or rather, my ignorance of it—was simply lamentable. But the "Seven" is rapidly changing all that. She has carried me nearly 4,500 miles now, in perfect comfort and at penny-a-mile expense, and during the Easter holiday she anticipates a tour of Devon and Cornwall. Up till now she has never faltered by the way, and seems quite ready to show me not only England and Wales, but all Scotland and Ireland as well, before she needs to retire in favour of Seven the Second!

The Austin Motor Co., Ltd.,
 LONGBRIDGE, BIRMINGHAM.
 LONDON - - - 479-483, OXFORD STREET, W.I.



The **Austin
 Seven**
£145

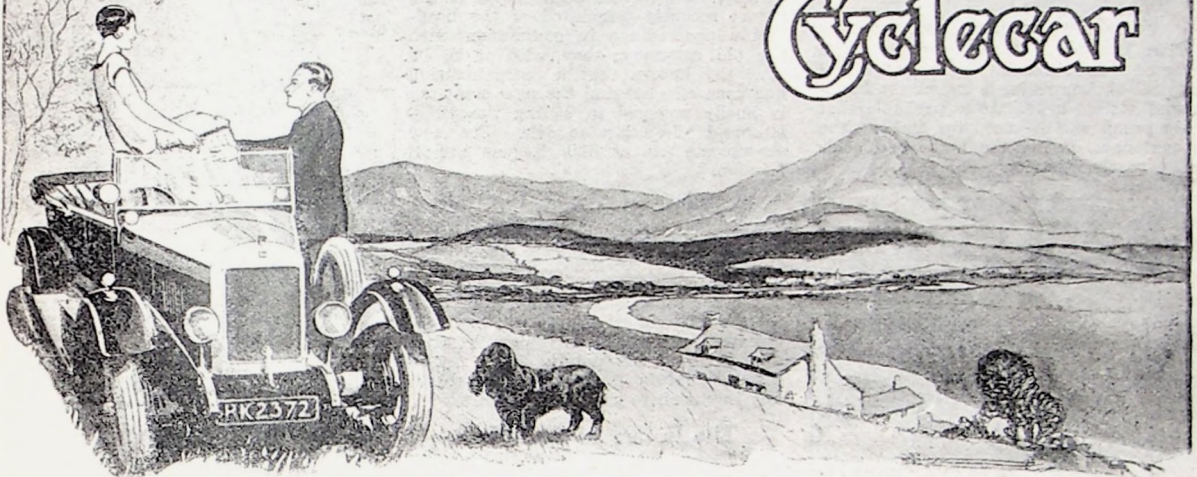
Saloon Model £165



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

EASTER HOLIDAY NUMBER

The Light Car and Cyclecar



TEA FOR TWO. — Alfresco meals in pleasant company and surroundings form one of the most enjoyable interludes to a run in a car during spring or summer.

NOTES, NEWS & GOSSIP *of the* WEEK

Land's End Entries.

Entries for the Land's End run close to-morrow (April 2nd). On Tuesday night they stood as follows:—Solo motorcycles 155, sidecars 76, cyclecars 18, cars 111, making a total of 360.

Kingston By-pass.

With regard to the intended opening of the three sections of the new Kingston By-pass to-day, April 1st, we are informed that owing to some difficulties that have arisen between the Surrey County Council and the contractors, the actual opening day for the three sections referred to is now a matter for conjecture.

This Week.

Touring in all its aspects is the main theme of this our greatly enlarged Easter Holiday Number. The various articles have been carefully prepared with a view to assisting readers who wish to spend the holiday in the most enjoyable manner on the road. Many of the suggestions are of a novel character and should appeal to all who desire a change. We are able to make the first announcement concerning a new six-cylinder 1,500 c.c. A.C. car—the latest development in the programme of a pioneer light car concern.

No. 747. VOL. XXIX.

ON OTHER PAGES

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, April 2nd.

London .. 7.9	Edinburgh 7.20
Newcastle .. 7.12	Liverpool .. 7.17
Birmingham 7.11	Bristol .. 7.13
Moon—New, April 2nd.	

'Ware Traps.

Londoners should proceed cautiously along the following thoroughfares on which traps are frequently operated:—Fitzjohn's Avenue; Hampstead Lane from Stormont Road towards "The Spaniards"; Wellington Road alongside Lords Cricket Ground.

S.M.M. and T. Standards.

The Standards Department of the S.M.M. and T. has issued data sheets of provisional standards concerning magneto switches, dimensions for carburetter flanges, centres for artillery and steel disc wheels and dimensions for poppet valve heads.

Next Week.

In our next issue we hope to commence a series of articles which will explain how light cars are made. The various processes will be dealt with individually and in considerable detail. Starting with pattern-making and foundry work—the subjects of the first instalment—readers will be taken step by step through the complex routine of modern engineering work as applied to motorcars. The series will be far more complete than that which we published in connection with individual makes of car some time ago.

Belfast Direction Signs.

The Belfast Corporation's Improvements Committee has given its approval to a direction-signs scheme put forward by the Automobile Association, and about 100 signs will shortly be erected in the city, indicating the direction of, and distance to, watering places and business towns in the North of Ireland. Improved signposts are also being erected in various parts of the country.

Does Candour Pay?

From the small advertisement columns of a London evening paper: "Bean coupé, late '24, cost £240, very little use, bargain, £150."

Another Gearboxless Car.

According to Reuter, a Danish engineer has invented an apparatus which, it is claimed, solves the problem of direct transmission without the need for changing gear. The first trials of the device are declared to have been entirely satisfactory.

Petrol Pumps in Australia.

The first kerbside petrol pump to be erected in Canberra, the new Federal capital of Australia, is one of the Hammond visible type. It is probable that this pump will be used for fuelling the Royal cars during the Duke of York's visit to the district.



The first kerbside petrol pump to be erected at Canberra, the new capital of Australia.

Initiative.

Whilst the principal duty of the R.A.C. guides is to serve motorists, not infrequently they perform other useful functions on the road. A pony having bolted recently with a cart in a small town in the Eastern Counties, an R.A.C. guide attempted to stop it, but was unsuccessful. Mounting his bicycle, the guide gave chase, and after about half a mile of hard riding caught up the pony. He seized the reins and brought the runaway to a standstill.

The Boat Race.

The Chiswick Urban District Council has again made arrangements to admit the public to their river promenade and meadows to view the boat race tomorrow. The prices of admission are: Adults, 2s.; children, 1s. An uninterrupted view of the finish of the race can be obtained from the council's meadows to the west of Barnes Bridge.

New Bianchi Co.

The attention of Bianchi Motors (1926), Ltd., having been drawn to the report recently circulated of the liquidation proceedings in connection with the old company, they wish it to be generally known that a reorganization has been effected and the new company is busily engaged in selling the 10-30 h.p. and 15-50 h.p. models. The new showrooms are at 319, Regent Street, London.

Patrols and Traffic Control.

The Automobile Association, which has an increasing number of road patrols stationed at cross-roads and other important points, strongly urges members and other road users readily to respond to the signals given by the patrols. Greater safety will be ensured, when approaching such points, if the recognized signal is given to the patrol of any intention to turn right or left.

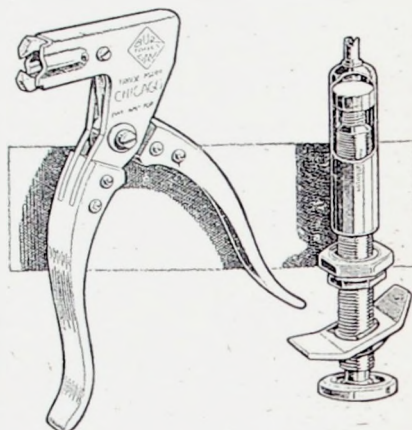
The Future of A.C. Cars.

We learn from Mr. S. F. Edge, who, as already reported, has bought the A.C. car business, that he intends it to be an entirely personal matter, and his policy will be to maintain a relatively small business in which every car turned out will be subjected to most exacting supervision. Within a few months a service station will be established at the works at Thames Ditton, so that all owners of A.C. cars can come into direct contact with Mr. Edge and with the works.

THE LATEST WIND WAGON.

Useful Accessories.

Two very practical and ingenious accessories have just been placed on the British market by the Wilcot (Parent) Co., Ltd., Morley House, Regent Street, London W.1. The first is the Dill Instanton dust cap for tyre valves, a time-saving arrangement which does away with the need for the usual separate inner and outer caps. Actually, the inner cap is serrated and is a sliding



A novel and useful tool for extracting split-pins, and a duplex valve cap. (See accompanying paragraph.)

fit in the dust cover, the ends of which are turned over slightly to prevent it from dropping out. When fitting, it is necessary only to slip the dust cover over the valve, screw up until the inner cap is tight and then push the outer cap against the valve-retaining nut. The usual key for removing valve insides forms a part of the outer cap. The price is 1s.

The other accessory is a novel tool, marketed by the same concern, designed especially for withdrawing split-pins.

A MOTOR SEE-SAW.

NOVELTIES ABROAD

At the Cannes Motor Week gymkhana a balancing competition proved very popular. The cars had to be driven on to a see-saw and stopped in balance. The weird aero-car, built by Prof. Martini, of Florence, is claimed to reach 100 m.p.h. on the road.

This extractor is shown in the accompanying illustration and it will be noticed that it possesses two pointed jaws; bringing the handles together first closes the jaws and then draws them into the hollow top of the tool. It is not necessary to straighten the ends of the split-pin before removal with this extractor, but the eye of the pin must protrude—or must be forced out—sufficiently to allow the jaws to grip. Pressure on the handles then automatically withdraws the pin. Two sizes of extractor are made, the smaller, known as the Junior, being priced at 8s. 6d.

Surbiton M.C. at Brooklands.

A meeting will be held at Brooklands on Saturday, April 23rd, organized by the Surbiton Motor Club. There will be a 50-mile race and a race confined to members of the Surbiton Motor Club, also a number of other interesting events.

All-British Show Week.

No fewer than 75 British cars, including many makes of light car, will be on view during the all-British show week from April 1st-9th inclusive, which is being staged by the Allen-Bennett Motor Co., Ltd., Broad Green, London Road, West Croydon. In addition there will be an entirely separate show of 150 used cars.

Leeds Police Leaflets.

A novel departure has been made by the Leeds City Police, who have published a free four-page leaflet entitled "Information for Motorists," copies of which may be had, upon request, from any constable on street duty. The guide, which is issued by the Chief-Constable, gives a list of all authorized parking places in the city, and is illustrated by a street map showing quite clearly their location.

Bumpers More Popular.

The growing popularity of bumpers is reflected in the very comprehensive range now marketed by Elephant Motors, Ltd., Elephant House, 97-101, Newington Causeway, London, S.E.1, who are prepared to equip any car from stock. This entails holding a range of no fewer than 319 different brackets! No charge is made for fitting and the brackets are so designed that drilling the chassis frame is unnecessary. It has long been recognized that to be of maximum value bumpers must be a standard height from the ground, and

A LANDMARK IN HISTORY.

200 m.p.h. Exceeded in a Car.



On Tuesday, March 29th, 1927, Major H. O. D. Scrave, driving the specially built 1,000 h.p. twin-engined Sunbeam at Daytona Beach, Florida, U.S.A., attained speeds exceeding 200 m.p.h., thus gaining for Britain one of the most-coveted world's achievements. We tender him our sincere congratulations. The American Automobile Association issued the following figures immediately after the run:—

Distance.	North Run.		Speed.
	Time.	Secs.	
Kilometre ...	11.2		199.7259 miles
			321.4285 kms.
Mile ...	17.39		200.668 miles
			322.9364 kms.
5 kilometres	56.47		198.0637 miles
			318.7535 kms.
Kilometre ...	South Run.		Speed.
	Time.	Secs.	
	10.84		206.3590 miles
			332.1033 kms.

The greatest speed attained was officially returned at 207.507 m.p.h., the average speed over the mile (both ways) at 203.7928 m.p.h. and that over 5 kilometres at 202.6757 m.p.h.

Road Closed.

We are informed that Romford Road, East Ham, is now available only for one-way traffic from Katherine Road to Manor Park Broadway. West-bound traffic will proceed via High Street, Sherrard Road and Katherine Road.

Glass's Used Motor Show.

Private motorists exhibiting a car at the used motor show to be held at the Agricultural Hall from April 11th to 30th, will be charged only 5 per cent. instead of 7½ per cent. as previously arranged. In connection with the show, a hill-climb will take place in the grounds of Alexandra Palace to-morrow, April 2nd, during the afternoon. A cinema film is to be taken of the event and will be exhibited throughout the country during the following week.

Quick Work.

As an example of the rapidity with which the Automobile Association is able to communicate with members during their journeys, the following incident is of interest. At 11.10 a.m. a member requested the A.A. to convey a message to his driver, who was on the road somewhere between the Midlands and the East Coast. By 11.20 a.m. all the road patrols in charge of the roadside telephone boxes along the route were informed, with the result that the message was delivered to the driver at 11.30 a.m.—20 minutes after being received.

Transatlantic Horn Testing.

The new Transatlantic wireless telephone system was recently put to a novel use by Graham Amplion, Ltd. The Sparks Withington Co., of America, has introduced a new motor horn which they were anxious should be heard by Graham Amplion, Ltd., who manufacture the horns in this country under Sparks Withington patents. Mr. H. G. Sparks, in America, rang up Mr. W. H. Lynas, the managing director of Graham Amplion, Ltd., in London, and after an interchange of compliments started up one of the horns and placed it near the transmitter of his telephone. It was heard perfectly by Mr. Lynas. This is no doubt the first time in history that a motor horn sounded in the United States has been heard in Europe.

The experiment of transmitting the sound of a motor horn from New York to London by wireless 'phone was tried recently and proved quite successful.

Elephant Motors, Ltd., are therefore fitting all their bumpers so that the bars are 18 ins. above the road. Both single and double-bar models are available and wing fenders for use at the rear of cars fitted with a luggage grid are also obtainable. The single-bar model costs £3 15s., whilst prices for the double-bar types range from £5 10s.

Austin's Non-stop Run.

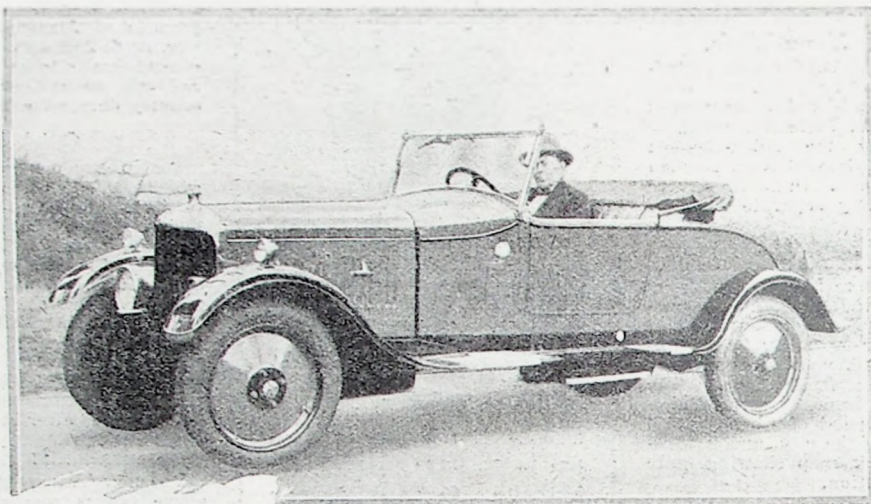
News has been received from New Zealand that an Austin Seven completed a non-stop run of 680 miles in 24 hours over an unusually mountainous route. The course included rough roads in the counties of Marlborough, Nelson, Westport and Canterbury. The car ran faultlessly throughout.

Lecture on Lubrication.

A paper entitled "Lubricating Oils—Laboratory Tests in Relation to Practical Results" will be read to-night at 6 p.m. before the second joint meeting of the Chemical Engineering Group and the Institute of Mechanical Engineers, in the lecture hall of the Institution, Storey's Gate, London, S.W. 1.

A ONE-AND-A-HALF LITRE A.C. "SIX."

LATEST PRODUCTION OF A PIONEER CONCERN—ALMOST A REPLICA OF THE ALREADY WELL-TESTED AND POPULAR TWO-LITRE SIX-CYLINDER MODEL.



The graceful lines of the new six-cylinder model follow traditional A.C. practice, and with the long bonnet are similar to those of the two-litre model.

It comes as very interesting news to learn that A.C. Cars, Ltd., over which Mr. S. F. Edge now personally presides, have decided to add a six-cylinder model—to be known as the 12-35 h.p.—to the 1½-litre range. Recently we examined the first of the new models to be completed at the works at Thames Ditton, whilst we were able also to subject it to a brief test run.

The two-litre six-cylinder A.C. has already established a firm reputation amongst knowledgeable motorists, and as the 1,500 c.c. six-cylinder machine is practically a replica of the larger model, its reputation is, so to speak, already established. It lacks, of course, the same degree of acceleration, pulling power and speed as the two-litre model, but its efficiency is in direct proportion to its somewhat smaller capacity, and judging by our test run its performance is thoroughly in keeping with that expected from a six-cylinder light car.

The reasons which have prompted Mr. Edge to introduce this model are interesting. He believes that there is a market for a car which, whilst not necessarily

being remarkably fast or having the acceleration of a sports car, will yet appeal on account of its great flexibility and ease of control; a car which will give a top-gear performance over ordinary country and has plenty of reserve when it comes to more difficult going. Certainly the ideals at which the designer has aimed have been attained in the "12-35," for on the road the car which we tried, although practically brand new, was extremely smooth, re-starting was, of course, possible in top gear, whilst the acceleration in top even from a crawl was quite lively.

Suspension and steering are good, and although front-wheel brakes are not fitted as standard on this



THE NEW ENGINE.

The main features of the 1,500 c.c. engine are revealed in these photos of the off and near sides. The cylinders are cast en bloc and are very free from excrescences.

new model—£25 extra being charged for them—the braking effect of the rear wheel arrangements was noticeably good. A point worth noting is that, following the lines of the two-litre chassis, the disc brake at the rear end of the transmission shaft has been abandoned in favour of shoes contained in the rear drums. The back axle-cum-gearbox is, of course, retained.



The overhead valve gear, showing the drive by chain to the camshaft, and the rockers.

In parenthesis it may be noted that the actual addition to the dead load caused by working parts is only about 7 lb., the additional weight of the casing surrounding the gears amounting to 3 lb. or 4 lb. more at the outside.

Turning to the actual chassis details, the engine is of the monobloc type, the cylinders having a bore and stroke of 56.3 mm. and 100 mm. (capacity 1,494 c.c., tax £12). Valve operation is by overhead camshaft and rockers, the initial drive being by inverted tooth chain, and the valve gear being accessible by removing an aluminium cover. The cylinder head is detachable, and the *tout ensemble* very clean and free from excrescences. The pistons are of cast-iron; there are

the rear. Here we find that important detail improvements have been effected. These are not apparent from an exterior examination, but centre in the design and layout of the gear wheels, the object being to reduce wear and noise to a minimum.

Wider teeth, for instance, are now used, whilst, although the wheels are still keyed to their shafts by means of splines, the wheels actually take their bearing on the inner faces of the spline instead of the outer. This enables far greater accuracy to be obtained because it is possible to grind the inner faces of the spline, whereas the outer—that is, the recessed faces—are not accessible for this purpose.

In the old design the teeth overhung their bosses somewhat, but in the latest gearbox the teeth have a solid backing right down to the shaft. These improvements have been effected without making the gearbox any longer, and it has also been found practicable to introduce an extra ball bearing immediately in front of the worm.

Three ratios are provided, 5, 7.9 and 14.7 to 1, the gear lever being on the right together with the brake lever. We have already indicated that the car we tried was very new, and no effort, therefore, was made to test it for maximum speeds in the various gears; we were, however, very impressed with the smooth and vibrationless 40 m.p.h. which we maintained in top, and judging by the amount of reserve which we appeared to have the car should be easily capable of 50 m.p.h. The final drive is, of course, by worm and wheel to full differential.

Generous equipment is provided. In addition to hood, side curtains, two-panel windscreen and so on, there are an automatic windscreen wiper, speedometer, clock,

(Left) The comfortable dickey, which contains a special compartment for the sidescreens. (Above) A view of the interior of the driving compartment.

five main crankshaft bearings, lubrication is by thermo-siphon assisted by pump, whilst oil is force-fed to all bearings. The pump is driven off the end of the camshaft.

The engine equipment includes Lucas starter, Lucas or M.L. magneto, and Solex or Stromberg carburetter. The inlet and exhaust manifolds are on opposite sides, the latter being divided into two branches each of which exhausts three cylinders. Fuel is carried in a six-gallon tank situated under the scuttle, which feeds by gravity.

The drive is transmitted by a single disc clutch of A.C. pattern direct to the forward universal joint of the enclosed propeller shaft, thence to the gearbox at

five-lamp set, Hartford shock absorbers at the front and Levelizers at the rear. The running board is dropped at the entrances to the doors so as to form a scraper.

The price of the car described is £410 as a two-three-seater, but it should be noted that three adults can be accommodated in comfort in the front compartment, whilst there is also a quite commodious dickey seat. Amongst other bodies which will be obtainable on this chassis are a coupé at £505 and a fabric saloon at £625. There will also be a sports model.

The latest prices of the 1,500 c.c. 12-24 h.p. four-cylinder models are as follow:—Two-seater £299, four-seater £333, coupé £430, three-quarter coupé, £500.

A Splendid Season.

AS the season draws near when hens begin to lay brightly coloured eggs I think all of us who own cars, however rain, snow and draughtproof they may be, take on a feeling of great content—like a servant girl who begins to gloat over her savings and pictures how soon it will be when they will be turned into a wonderful new Easter hat for all the world to see and, maybe, covet.

Easter really is a most splendid season. For several years, almost without a break, it has been bright and sunny, whilst last year the roads of the countryside were positively littered with people busily replacing ill-fixed patches which the hot sun had "lifted" off their tubes. I myself drove down from London to Lynmouth in an open car without wearing a coat or scarf, and the last part of the journey was through clouds of thick, red dust, churned up by the wheels of countless other vehicles en route for the shores of the Bristol Channel.

Time—Summer and Lighting-up.

THIS year Good Friday comes on April 15th—just a fortnight hence, and a few days after the beginning of Summer Time, which is due to make its welcome return on Saturday night, April 9th.

With any luck we should have good weather—the festival falls a fortnight later than it did last year—and, as lighting-up time will not be until very nearly 8.30 p.m. the prospects are very rosy for all of us who are spending the holiday on the road.

I have heard it suggested that the traffic will be so dense that much of the pleasure of touring will be hard to find, but I cannot believe that this will be so. In any case those who like to have the roads to themselves can gratify their desires, for parts of Norfolk, Cornwall, Yorkshire, Lincolnshire, Herefordshire and even Essex, Herts and Bucks still remain to be "discovered" by holiday-making roadfarers.

The Herding Instinct.

THE tendency at Eastertide and, in fact, at every holiday season is for vast crowds of people to congregate on the same roads, and then to complain because all the others are there! Each little party thinks that it has a grievance because "all these other people" have decided to drive along the same road at the same time. The way to avoid them is to rise early or to start overnight.

My own destination this Easter lies almost as far west as one can go on wheels, and I shall start about midnight. Dawn will find me with a good five hours' start on even the earliest birds from London, and I shall be able to enjoy the latter part of my journey without any fear of the last few miles having to be covered in darkness and with the risk that my rooms, booked early last month, may have been snapped up by others in the hurly-burly of Good Friday evening at a holiday resort.

Winter Coats Off.

WITH the advent of springlike weather brighter cars are the order of the day, for radiator cosies have vanished and people can once again take pride in all the glory of gleaming radiators. One of my colleagues, who bought a car with a

c14



rather over-cooled engine last August, was one of the first to deck his radiator with its winter overcoat, and he is delighted to discover that the nickel-plate—which has been untouched with polish for about six months—has "come up" as bright as on the day the car left the works.

Hoods, too, have been furled of late, and those wise owners who took the precaution of lightly smearing the top rail of the windscreen with vaseline can be picked out quite easily by the appearance of the nickel-plated parts.

Why Those Noisy Gears?

WITHOUT being as hypercritical as the man who complained that he could hear the air entering the carburetter, I think we are justified in asking for quieter intermediate gears, especially for saloons.

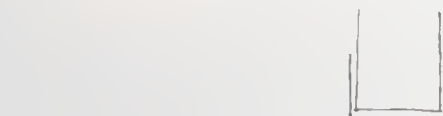
Some cars are bad offenders in this respect, and a tour in really hilly country, necessitating much use of second, becomes very wearying. On the other hand, there are cars from which whine and singing from the gearbox have been almost eliminated, and in going through the gears when starting off there is no more than a faint hum. Even the familiar "rising note" is absent. What can be done in one case can be done in another, and I fancy that "silent gears" will be a strong selling point in the near future.

[We deal with this matter editorially.—ED.]

Peas in the Silencer.

ARISING out of this, it is unfortunate that some manufacturers, while removing noise from the gears, have added it to the exhaust, either in the form of a mild crackle or a nasty, tinny noise in the silencer.

Too many cars to-day sound as though the engine was discharging a shower of peas into the silencer,



this being particularly noticeable on getting away. The result is an impression of "tinniness," which is not always good for the reputation of the car. It is due, as a rule, to insufficient care having been taken when securing the baffles in the expansion chamber. They should be really welded if they are to remain permanently silent.

Looking Ahead.

I WISH I could be as sanguine as the critics who have replied to my recent note on the appearance of cars 20 years hence, but there is not much in the past 20 years to encourage their hopes. In this period cars have grown longer and lower, but in essential features they are very obviously descendants of the "horseless carriages" which bridged the old method of transportation and the new.

The motor industry is a hard, practical business, and modern methods tend towards the stereotyped. In America, where conditions approximate now to what some correspondents envisage in this country 20 years hence, there are no signs of the developments others predict. After all, 20 years is not a great time in the motor industry. New models are not produced in a day, and while designs may leap to life on the drawing board, production often has leaden limbs.

Our Wasteful Cars.

WITH the arrival of new sources of power I am not concerned, as I was careful to point out; but one remembers that 20 years ago we were all looking to Edison to produce a wonderful storage battery that would make us independent of

petrol. To-day we should be glad of a much more modest variant which would make us always independent of the starting handle!

Let manufacturers call a truce to external appearance and concentrate on eliminating such crudities as the sliding-pinion gearbox and such wasteful consumption of fuel as that from which almost every car at present suffers. If anyone considers that there is no room for improvement in this latter respect, let him investigate how much of the actual heat energy of the fuel is available at the back wheels for propelling the car—less than 20 per cent., I believe!

Hill Performances.

A READER tells me that he was led to purchase a certain make of light car through the description in this journal of its behaviour during a test run on a hill with which he was familiar. He suggests that manufacturers would be well advised to state in their advertisements the capability of their cars on hills in various districts. The idea has much to commend it.

To many owners the real test hills of the country are somewhat remote, and a description of the performance of a car on them conveys little or nothing. But in most areas there are "pimples," which owners of small cars treat with respect, and a test on these could be appreciated. A short time ago I read of a low-powered car climbing on top gear and at a good pace the hill out of Ashbourne towards Derby, and that fact gave me a better impression of the capability of the vehicle than the whole of the rest of the article.

One Way from the North.

SOME of our popular novelists might remember that before they send their characters on long motor runs they should consult a decent map. Reading a story by a famous author in a high-class magazine I was surprised and amused to find that the heroine, making a dash from the North to London by road, had luncheon at Doncaster and tea at Dunstable, and finished up by entering London via Uxbridge!

The lady was not making any detour to avoid pursuit by the villain, but just taking the quickest (?) route to town. In the process she managed to get from the Great North Road to Watling Street, and thence across to yet another main highway. The author tells us that she finally pulled up in Mayfair, and I have no doubt she was astonished not to find it Newcastle! Obviously, the novelist was relying on his memory, but it must be a pretty bad one!

A Zoo in Bucks.

THE acquisition by the Zoological Society of 400 acres near Ashridge Park for the purpose of forming a country home for animals and ultimately a great zoological park will add yet another attraction to this already charming spot; indeed, one can prophesy that in a few years it will be the most popular of all rendezvous for London motorists.

Already a large portion of the Ashridge estate, including Ivinghoe Beacon, belongs to the National Trust, and the property purchased by the Zoological Society practically adjoins it. With the opening of the Watford by-pass the distance will be 32 miles from Regent's Park. The scheme is to

lay out the slopes of the downs in terraces, so that the animals, including even lions and tigers, will be seen in natural surroundings. This, of course, will take some time, but one can imagine what a wonderfully interesting venue for a run it will afford when completed. To those who have not yet become acquainted with Ashridge Park I can confidently recommend a visit. Even in winter it is full of beauty—in spring it is a fairy-land.

For the Floorboards.

I AM pleased to give publicity to a paragraph from a letter sent by a reader, who takes me to task for suggesting that linoleum or rubber matting is the best covering for floorboards. He says:—

"For the sake of the various blind institutions employing otherwise unemployable British citizens, for the sake of a good old British industry now hard hit by foreign competition, and for the sake of half a million motorists, whose muddy shoes rattle about on chilly floorboards, please correct the impression you may have given that any other form of floor covering than a cocoanut mat could possibly be satisfactory."

And Echo Answers—

IN a dissertation on accessibility one of my colleagues recently suggested that the present method of replenishing the oil in a gearbox is barbarous. That was not the word he used, but it fits

the case admirably, I think. The consequences of a gearbox running dry prompt most of us to verify the level of the oil far more frequently than is necessary, which means removing the mat, pulling up the floorboards and taking off the lid of the box so that we can obtain first-hand knowledge. Why not a combined filler orifice and dip-stick just protruding through the floorboards? What a boon it would be!

To Swerve or Not to Swerve.

THE sad case of a motoring party who were all injured through the driver swerving to avoid a dog emphasizes the danger of adopting this course when a small animal darts in front of one's wheels. I remember a similar case, only with worse consequences, a few years ago, the accident in this instance being caused through the driver trying to avoid a rabbit.

I hate to kill or injure anything, and the driver who needlessly runs over a frog is no friend of mine; but where human life is concerned it is pushing sentiment too far to place the safety of the animal first. I have performed some alarming manoeuvres in my time to avoid dogs, but there were occasions when, had circumstances been different, I should not have attempted it. Strange to say, one rarely finds dog owners appreciative. More often they regard one's gyrations as a huge joke, little realizing the peril one has run for the sake of their pets.



38819

IN THE WYE VALLEY

Tintern Abbey is one of the most beautiful old buildings of its type in the country and should not be missed by those who explore, this Easter, the charming surroundings in which it is set.



Switchboards.

A FORTNIGHT ago our contributor "Focus"—whose versatile pen has for years been slating and praising small cars and their components impartially, with remarkable foresight and with an exceptionally keen grasp of the many subjects he deals with—put forward the suggestion that the present type of switchboard should be abolished in favour of a compact unit fixed under the bonnet and controlled by rods in the same manner as the throttle, ignition and air strangler. He explained that an arrangement of this kind would allow the cut-out, junction box and switchgear to be made as one accessible unit with a reduced risk of fire due to there being very much less wiring near the tank. He made it clear, in addition, that car manufacturers, coachbuilders, repairers and owners would benefit naturally by the electrical equipment being self-contained on the chassis instead of being distributed partly on the body and partly on the chassis.

Since his views were published "Focus" has received a pile of letters upholding them; we have had many ourselves and our representatives in different parts of the country report that the plan is being discussed throughout the motor world. People are asking why the idea was never thought of before; which only goes to show how far we still are from finality in design. The under-the-bonnet switchboard is not likely to arrive for some years, but that it will do so in the fulness of time seems absolutely certain. The saving in cost alone would justify its use.

Noisy Gears.

IT is paradoxical that the only noise which is music to the ear of a driver—namely, the deep and pleasant burble of an exhaust—lays him open to prosecution if its note is too penetrating, whilst mechanical noises of which the police are sublimely unconscious should be the cause of excessive irritation to folk who own and drive cars. In parenthesis we should point out that noise is often far more noticeable from a clattering tram or a vehicle with iron-shod wheels travelling over stone setts than it is from a car with an alleged offensive exhaust; but the law measures the noise created by road vehicles only

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

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

Conducted by
EDMUND DANGERFIELD

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in terms of motorcar exhaust notes, and until the law is altered noisy commercial vehicles will continue.

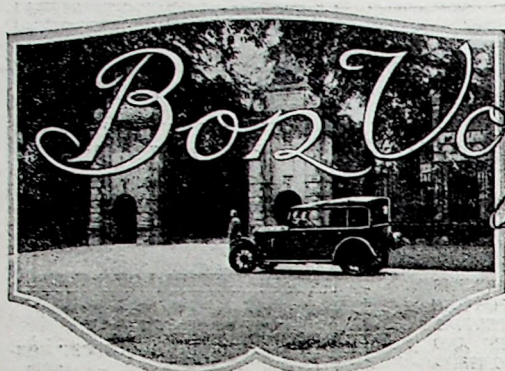
We mention this merely in passing; at the moment we are more concerned with sources of mechanical noise which, to sensitive owners who drive their own cars, may become almost unbearable, and the biggest offender is, undoubtedly, the gearbox. Top gear is, of course, dead quiet, first tolerably so, but, after the

first 5,000 miles, the three-speed gearboxes of many cars, both large and small, emit a veritable scream when second gear is being used. With a four-speed box third gear is usually the chief offender, and one prominent maker is now employing helical constant mesh pinions for it to ensure easier changing and better wearing properties. The majority of people would gladly pay a little extra for a refinement of this sort embodied in the second speed of three-speed boxes.

This Issue—and Next.

WITH the Easter holiday starting only a fortnight hence and Summertime—that most acceptable institution—returning next week to give us an extra hour of daylight, we feel that this Easter Holiday Number comes at a very opportune time. There are still a few dark evenings left for arranging itineraries and making plans, whilst there will be light enough after business hours during the four days before the holiday for final adjustments to be made.

In this issue we believe that we have been able to give our readers all the information which they are likely to need in connection with their holiday tours, and we shall follow it up next week and in the issue dated for Good Friday with particulars of the principal sporting fixtures and with articles calculated to help inexperienced drivers to enjoy the first holiday of the year without risking a mishap. At holiday times, and on Bank Holidays particularly, the risk of accidents on the roads is greater than at any other time of the year, but even so careful drivers are probably just as safe as if they were travelling by train. When the roads are crowded with holiday traffic an ounce of caution is often worth more than a pound of skill. This is a comforting precept for those who are new to the wheel, and it is true.



An 11-22 h.p. Wolseley
outside the famous "Lion
Gates" in the Dukeries.

ARE YOU ANIMATED YET
BY THE SPIRIT OF EASTER
AND THE OPEN ROAD?
GOOD FRIDAY IS ONLY A
FORTNIGHT FROM TO-DAY
AND IT IS HIGH TIME YOU
MADE YOUR PREPARA-
TIONS. ON THIS PAGE WE
WISH YOU BON VOYAGE.
ENSUING PAGES ARE
CRAMMED FULL OF USEFUL
INFORMATION FOR THOSE
WHO INTEND TO GO A-
JOURNEYING.

WHEN Good Friday dawns cloudless and sunny—could any self-respecting Clerk of the Weather be so unkind as to disappoint us?—millions of hard-working citizens will banish the word "business" for four whole days—and the annual Easter trek to the country or the sea will begin.

Some will struggle to their local station, thereafter to suffer all the agonies of being penned up in a stuffy railway carriage for several hours; others will take their places in (we hope) orderly array in chais-à-bancs; a big army will set out awheel either as cyclists or motorcyclists; but the luckiest band of all will take to the open road in their own cars, unfettered and free to roam where fancy dictates, at their own speed and in their own way.

It is for the last-named folk that the special features in this issue have been prepared, and to them we commend the information and advice which has been carefully compiled by men who know these islands well and how they should be seen with the comfortable assistance of a light car.

To some a lazy Easter appeals; they picture a deck chair, the latest novel, a shady garden—peace, perfect peace; but the majority will fall under the spell of the Open Road; they will be eager to be "up and doing," and long before the holiday begins their plans will be complete.

The mere possession of a car will not ensure success; there are preparations to be made, routes to be worked out, and the hundred-and-one details associated with a motor tour to be settled.

What can we afford to spend on our holiday? Shall we go alone or in company with others? How can we be tolerably sure of having a trouble-free run? Shall we turn our faces to the north, the south, the east or the west? Shall we make a circular tour or put up at some pleasant headquarters, setting out each day to visit the surrounding beauty spots in turn—and what about a few "extras" in the way of accessories that will prove really useful on the car?

These are questions which rise naturally to the lips of our Knights of the Road, and in the ensuing pages we have done our best to answer them, treating each subject broadly and from the point of view of the thousands of little home council meetings at which they will be brought up for discussion.

Old hands will tell you that the delights of touring are often elusory, and they will go on to explain how failure may be avoided. Let us be guilty of eavesdropping for a moment and endeavour to

catch some of their words of profound wisdom.

"Don't be too ambitious; use your car as a means to an end. Fast, non-stop runs of 200 miles or so may be something in the nature of an achievement, but the country passes like a blurred panorama, limbs begin to ache and you arrive at your journey's end tired and not at all enthusiastic."

"Plan a 20 m.p.h. schedule and limit your mileage to about 100 per day. Start early and avoid main roads in the vicinity of large towns as much as you possibly can. Take your picnic basket and pick up fresh provisions if you can: there is sheer delight in "foraging" whether it be a Sunday or a week day. And don't forget your camera, for the pleasure of the moment is soon gone, and you can bring back fragrant memories by idly turning the pages of your scrapbook when motoring for pleasure is taboo and winter holds the Open Road in its icy grip."

We need listen no more and may turn our eyes to the gems from a tourist's scrapbook which occupy so justifiably large a share of these two pages.

Do they whet your appetite? If so, turn over the leaf, read on, begin your preparations. Minutes so spent may save hours of precious time when, later, your Easter adventures start in earnest.

And finally—Bon Voyage!

GEMS FROM A TOURIST'S SCRAP-BOOK.

(1) Off the beaten track in the Pennines. (2) Devon. A view from the Salcombe-Kingsbridge Road, showing Bolt Head in the background. (3) Torquay in March: on the fringe of Torbay. (4) Old-fashioned Crawley, on the London-Brighton Road. (5) Leith Hill Tower, at the summit of Leith Hill—a favourite venue with southerners. (6) Runnymede. The enthusiastic owner is "tinkering" under ideal conditions.

WHERE TO TOUR—



NORTH

THE PENNINES—YORKSHIRE AND ITS MOORS—THE LAKES—BORDER LANDS— SCOTLAND.

which constitute the Lake District. The exquisite quality of Lakeland scenery needs no proclaiming; not even in Scotland is there anything quite like it. Keswick is the centre of some of the best things—Derwentwater (with Borrowdale), Buttermere and Crummock Water. In this locality, too, are the famous Falls of Lodore and the prehistoric "Druids' Circle." Ullswater also is a lake of first-rank beauty, and midway along its shore is Aira Force, another fine fall.

The southern side of the district lacks nothing in attractiveness. Close to Ambleside are such beauty spots as Rydal Water, Grasmere—rich in Wordsworth associations—Loughrigg Terrace, Great and Little Langdale, Dungeon Gill, Blea Tarn, Tilberthwaite Gill and Tarn Hows, while Lake Windermere and Conistown Water afford much delightful lakeside motoring. The tourist should not consider the Lake Coun-

try adequately explored until he has been round to the valleys on the west side of the mountains. These, although rather remote, are second to none in charm. Wastwater and Ennerdale Lake are unmatched for stern grandeur and Eskdale has its full meed of beauty.

The glamour of romance lies heavily upon the Border Country, and, indeed, upon almost the whole of Scotland south of the Forth of Clyde. Scott, Burns, Crockett and others will have fired the tourist with the desire to look upon the scenery which they describe so magnificently.

The Highlands.

The scenery of the north culminates in the Highlands, a vast region of rugged mountains, interspersed with lovely lakes and with glens of exquisite beauty. Even if attention is confined to the southern and most accessible portion much will be found to see, for here are crowded together such beauty spots as Loch Lomond, the Trossachs, Loch Katrine, Loch Lubnaig, Loch Earn, the Pass of Brander, Loch Awe, Oban and Glen Croc. A slight extension northward of the area of exploration would bring within range the more famous and far finer Glen Coe and the beautiful Loch Tummel. Farther to the north-east lie the Grampians, with a character of their own, the Cairnwell Pass, Balmoral and the lovely Deeside road being the outstanding features. Aberdeen, at the mouth of the Dee, is a city worth visiting.

Towards the west coast the Highlands become, if anything, more wild and romantic. The Great Glen, along which runs the Caledonian Canal, Glen Affric—the summit of Highland loveliness, stern Loch Duich, the wild country round about Loch Alsh, Gairloch and superb Loch Maree form the most notable sights.

Tourists who have time to penetrate into the far north will discover even wilder country all up the west coast. Here, however, the roads are very poor and narrow, but the journey up the east coast to John o'Groat's and back is without these objections.

R.W.

GEOLOGISTS tell us that the northern part of this island is fashioned from very different rocks from those which compose the southern part, and the lover of scenery knows that along with this radical difference in structure between North and South there goes an equally marked difference in the look of the landscape.

A prominent feature in the geography of the North of England is the chain of moorland hills known as the Pennines. Trenching these moors are the famous Yorkshire Dales, of which Wharfedale, Wensleydale and Swaledale are the Big Three. The most beautiful part of Wharfedale lies about midway up; here, in exquisitely beautiful grounds, are the well-preserved ruins of Bolton Abbey and that singular narrow of the river so aptly called The Strid.

Wensleydale is dotted with landmarks—Jervaulx Abbey, Middleham Castle, Bolton Hall, Aysgarth Force and Hardraw Force following in quick succession as one proceeds up dale. Close to the last-named begins the ascent to those curious natural pits in the limestone which local wit has dubbed the Buttertubs.

Swaledale has the most romantic scenery of the three valleys, and although virtually a cul-de-sac it should be followed right up to Kildon Force, which is one of the best waterfalls in the north of England. At the foot of the dale stand the fine old town of Richmond and the ruins of Easby Abbey.

On the east side of Yorkshire lie what are known as the Moors. Unlike the grass-and-bilberry-clad Pennines, this eastern moorland is a paradise of thick heather. Along its steep western escarpment are many magnificent viewpoints (Sutton Bank and Black Hambleton, for example), while on the east the traveller is delighted with many views of the North Sea, its cliff-bound coast and quaint fishing villages. Scarborough, Whitby, Runswick, Goathland and the graceful and superbly placed ruins of Rievaulx Abbey are foci of interest.

Unrivalled among the touring grounds of the North of England is that compact little group of mountains

SOUTH

ALONG THE VALLEY OF THE MEDWAY—WEALD AND DOWNS—THE NEW FOREST —CHEDDAR GORGE.

THE southern counties of England are so rich in scenic charm and historic interest that it is no easy matter to name a list of the greater attractions without doing an injustice to some that are equally worthy of exploration. The great arterial roads radiating from London are useful as a means of reaching a selected spot, but in themselves they lack much that is most desirable for a tour.

As centres of history Kent can offer Canterbury and Rochester, and the roads from Rochester along the Medway valley and from Canterbury southward on the old Roman Stane Street possess virtues of their own. The eastern coastline from Ramsgate to Dover is a region of quiet scenery with the delight of the open sea, and a pleasant time may profitably be spent in an excursion to the Isle of Thanet.

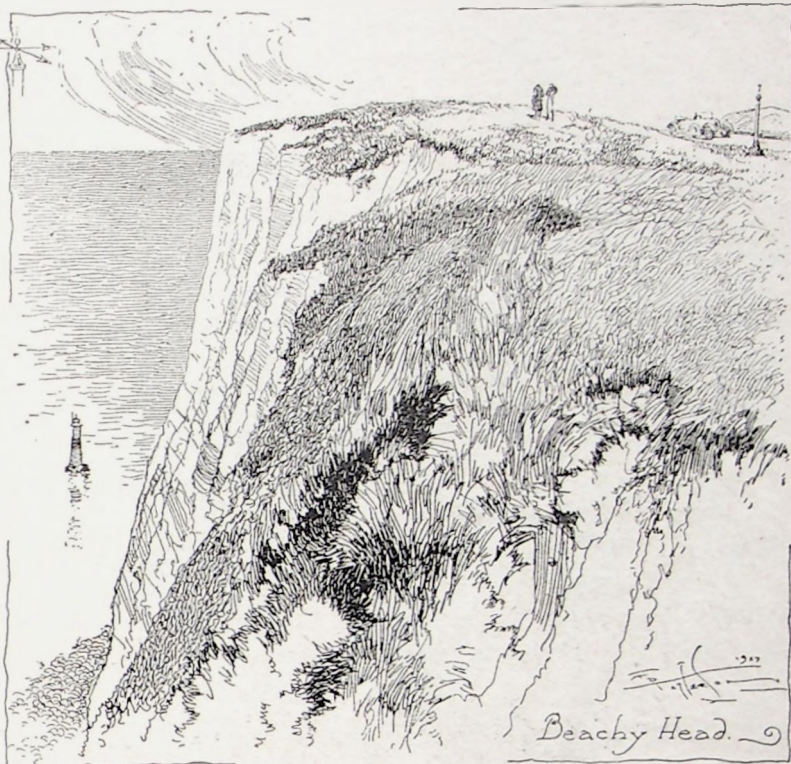
Quite a different type of scenery is found within the area from Hythe to Rye, bounded by the military canal on the north and the seashore on the south. The canal was cut to check the expected invasion of Napoleon Bonaparte. All this region is marshland, level and intersected with dykes, and would be flooded at high tide were it not for the great Dymchurch banks. Quaint little villages are dotted over this country, such as Brookland, with its detached belfry and leaden font, and Rye, with its old-world aspect.

Sussex may be divided into Weald and Downs, the latter including the coast, the former the great forest areas of Ashdown and St. Leonards. These inland forests are cut through by many delightful roadways, and from the high land, especially about Wych Cross, afford glorious visions southward to the sea and north to the northern Downs.

Forest and Heath.

Hampshire's biggest attraction is the New Forest, and at no season of the year are its trees to be seen at greater advantage than in early spring. The main roads from Cadnam to Lymington or Ringwood, or from Totton to Christchurch, cut through the heart of the Forest, and the heath and dense woodlands are intersected with countless lesser ways that are full of charm for the leisurely explorer. At Lymington one may, not unnaturally, turn wistful eyes across the Solent to the allurements of the Isle of Wight.

The cathedral cities of Winchester and Salisbury are connected by a good road of twenty-six miles through Stockbridge, and just west of Stockbridge is a string of three pretty villages, known as "The Wallops," which should be visited by those who love the artistic and have a weakness for thatched roofs. From Salisbury the northern road reaches Stonehenge by way of Amesbury, and across the high lands of Salisbury Plain are countless tracks and roadways among the relics of far ages—camps and tumuli, earthworks and sites of old villages—that hold great interest for the antiquarian.



Dorsetshire has scarcely received the attention from tourists that it deserves. Possibly the far-famed ways of Devonshire have had an eclipsing effect, or, maybe, the great hills along the Dorset coast, about Lyme Regis and Sidmouth, which are a priceless asset from the scenic point of view, have had a deterring influence, especially in days of underpowered cars.

An exploration of the level roads to Portland Bill and about the Chesil Bank, brought into recent prominence by the inundation of the sea, is of genuine interest, and there are good roads with glorious scenery over the hills that lie along the Devon border.

If in passing from Dorset to Wilts, or vice versa, one should, as one almost must, overstep the Somerset boundaries, the attraction of Cheddar, with its gorge, of the abbey at Glastonbury and the scenery of the Quantock Hills, to say nothing of the mighty pull of the roads that veer toward the North Devon coast, would be a quite sufficient excuse for an extravagant expenditure of time in that delectable land.

Any one of the five great roads—the Dover, Brighton, Portsmouth, Exeter or Bath—leads through a way of varying interest, and all alike give access to regions of rare scenic beauty and old-world interest, while the hotel accommodation and the provision of all one's running requirements are beyond criticism along these great thoroughfares.

A.P.

NOTIONS FOR NOVICES.

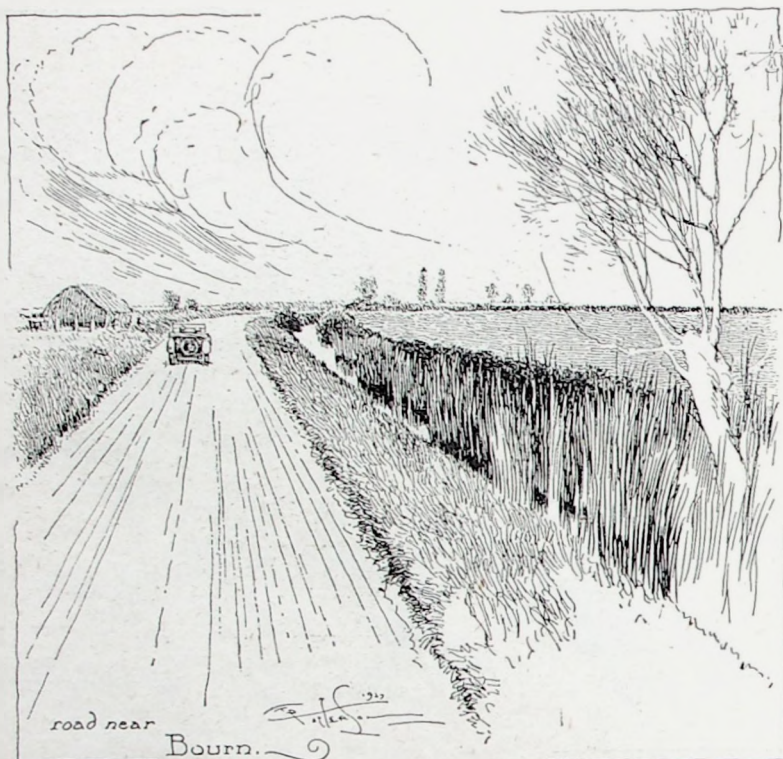
A good road map makes many an otherwise obscure signpost easily followed.

Take a notebook with you and jot down points of interest, together with the places in which they are found.

In many districts local guide books are published: they are worth getting and studying.

Don't be afraid to leave the beaten track, but keep a sharp lookout for notices like "Caution—Dangerous Hill," "No Road for Motors," and the like.

Where to Tour.



EAST

IN JACOBS'S LAND—SAX-
MUNDHAM AND LOWESTOFT
—LINCOLNSHIRE'S "BUNGA-
LOW TOWNS."

is notably welcoming. There are facilities for bathing, picnics and sport on the beach, whilst hotels, restaurants and teashops are plentiful.

At Walton, farther north, a rather less fashionable type of visitor is catered for than at Frinton, but the happy-go-lucky atmosphere of Frinton is not noticed by the casual motoring visitor.

Still proceeding north, one comes to Harwich, on the tip of a little headland. Interest here lies principally in the docks and harbour, and it is a place in which, if one's imagination is stimulated by the characters and vessels immortalized by W. W. Jacobs, a thoroughly enjoyable day can be spent. Leaving Harwich, one must make an extensive detour to reach Felixstowe; although only four miles from Harwich as the crow flies, it is more than 30 by road!

Ipswich forms the turning-point of the detour, and those who are taking a brief holiday to explore as much of the coast as possible will probably follow therefrom the main road through Saxmundham to Lowestoft, a favourite resort of many, and the centre of an important fishing industry, where motorists may perhaps while away a little time before following the coast road to Great Yarmouth.

Ideal Sea Bathing.

Returning to our itinerary, Boston will not hold for long the attention of those who are exploring the east coast; they will press on and, turning right at the fork about a mile through the town, make for Skegness—which continues to be "so bracing." The road, however, must be watched, as sharp turns abound. In the season Skegness is given over to merry-making, but dotted along the coastline in a northerly direction are many delightful little hamlets and towns, such as Chapel St. Leonards, with its attractive little bungalows, Mablethorpe and Sutton-on-Sea. There is good golf to be had at Skegness, whilst bathers could sigh for nothing better than the fine, smooth sands of Chapel St. Leonards at high tide.

Most motorists coming from the south will be wise to consider their tour ended when they reach the Humber, for the crossing by ferry from New Holland to Hull is not easily accomplished, and costs 6s. 2d. for a small four-seater plus 6d. per passenger.

There is, however, some point in crossing to Hull, proceeding to Beverley, thence to Bridlington—the Blackpool of the east coast—for, after sampling its noisy tearooms, bright, genial hotels and pleasant beach, one can drive out to Flamborough Head, spend a few minutes enjoying the splendid view from the rugged cliff tops and then go on to Filey, which is a delightful little spot, sheltered by tall cliffs and still quite unspoilt. From Filey, the main road to New Malton and York can be followed, giving one a glimpse of the Yorkshire Moors.

H.F.

EAST of a line drawn from London to Leeds there is, perhaps, no district which attracts large numbers of tourists or holiday-makers except those individual places which lie on or near the coast, although there are, of course, a few towns, such as Cambridge, which appeal to those with historic or architectural inclinations.

We may, therefore, confine our remarks concerning touring centres east of our line of demarcation to the attractions to be found along the coastline. It is a very peculiar coastline, for it has been battered to bits by the North Sea, which has made big inroads upon the land, varying in size from mere creeks to the vast expanse of the Wash.

From London quite an interesting day or two can be spent by pursuing the main road to Rayleigh, thence striking the north and exploring the district comprising Burnham, Tillingham, Steeple, Maldon, Tolleshunt, Mersea Island and Abberton, returning to town by the Colchester-Chelmsford road. This is a trip which few Londoners have taken, yet it is in many ways delightful. The land lies low, as it does along practically the whole of the east coast, the roads are interesting, if narrow and winding, and one can find jolly, inexpensive spots where meals can be taken or a night's rest secured.

Farther north one comes to a district with which those who dwell in Hertfordshire, Cambridge and North Essex are very familiar. One reaches it via Colchester, where one can keep right for Wivenhoe, turning right later for Brightlingsea, or keeping to the main road for St. Osyth and Clacton. As a visit to Brightlingsea involves a detour, it is perhaps hardly worth it unless one has plenty of time to spare, although it is a quaint and interesting little place.

Coming to Clacton, one finds a busy, rollicking seaside resort, with plenty of constables to move on motorists! One gets moved on until one gets fed-up and steers for Frinton, a little farther up the coast. Here one can park the car anywhere, and the atmosphere

APRIL 1, 1927.

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WEST

A COUNTRY OF LEGENDS—
DARTMOOR—THE FENLAND
OF THE WEST—WALES.

FOR many years the West Country has been one of the favourite playgrounds of England. In the days when motors were few it was chiefly the seaside resorts and a few inland moorland localities to which holiday-makers flocked. Now, however, the whole of this matchless district has been brought within easy reach of the rest of England.

In all the British Isles there are few localities which can compare with the West, no matter from what aspect it is viewed. Scenery there is of the finest, and of every conceivable kind. As to history, in the story of our race the West goes back to the early Bronze Age.

The ancient people who pastured their flocks and herds on Dartmoor were part of a great migration of a tall, dark, long-headed race which came out of Central Asia. To these folk, who have been called the Iberian or Ivernian, Ireland, Erin or Ierne, owes its name, and to this day the dusky skin, dark hair and eyes of these very early inhabitants of Great Britain survive here and there in Western Ireland, Wales and Cornwall.

Amongst the best-preserved remains are Grimspond, an enclosure of about four acres, near Postbridge, on the Moretonhampstead-Tavistock road, and Whit Tor Camp, above Petertavy; Lydford was also a fortress in this Bronze Age.

Scenery, history and now legend. Stories of King Arthur and the Knights of the Round Table are an inseparable part of the education of every child, and the West Country and Wales are rich in references to this great early British hero.

Enter by Way of Exeter.

For a tour of this wonderland we cannot do better than enter by way of Exeter, stronghold of the Royal and Imperial Courtenays, and from there traverse the heights of Dartmoor, via Moretonhampstead to Tavistock. If time permits the southern coast of Cornwall should be taken in detail, for a host of gems—Fowey, Mevagissey, St. Mawes, Porthallow and more besides lie off the beaten track when journeying towards the Lizard.

Thence to Land's End, to gaze beyond the wondrous cliffs over the site of the lost land of Lyonesse, and to ponder on the might of the Atlantic rollers which have no land to break their force between North America and where we stand.

The coast road to St. Ives is fine; wild seascape on the left and moors, equally untamed, to the right. Tintagel may not be missed; neither must Clovelly, with its famous Step Street, unique in this country, where donkeys are still the only form of transport up and down the cobbled way.

Next comes Barnstaple, and follow Lynton, Lynmouth, the heights of Exmoor, country of Lorna Doone, where the gorse carpets the ground with gold, to Dunster, still dominated by the Norman castle built after the Conquest by de Mohun.

Then suddenly we might have strayed into fenland.



Bridgwater is where Monmouth was proclaimed king in 1685, and the sight of those broad, deep, willow-bordered dykes which intersect the rich pastures conjures up a vision of the rebel army seeking by a stealthy night march to surprise the royal forces which lay asleep on Sedgemoor, close by; but they came to one of these unfordable dykes, and, in the confusion which resulted, a pistol, accidentally discharged, gave the alarm which resulted in their defeat.

To enter Wales we cannot do better than make for the Wye Valley, and somehow time must be allowed for the detour which will lead us to Tintern Abbey, possibly the most beautiful in our land, and Caerleon. The latter has an added interest now that excavations have revealed so much of the Roman Stadium.

There is not sufficient space in which to give even a cursory list of all the jewels of scenery and places of historical interest in all this wonderland of Wye. The bridge gateway of Monmouth, dating from 1270; Symond's Yat; the great horseshoe curve in the river; the grave of Owen Glendower—the famous Welsh hero—in Monnington Church; Goodrich Castle, built in the reign of our only king called Stephen, are but a few of these gems.

At Rhayader Elan joins Wye, and the lakes forming the Birmingham water supply are worth a visit. All that remains for us is to steer north for Snowdonia, and the glories of Bettws-y-coed and the Conway Valley, where this tale of the West Country must end.

MARMADUKE.

NOTIONS FOR NOVICES.

Don't put the hood up just because it looks cloudy: wait till it rains.

If you stop for a picnic park your car off the road: it is safer.

Pass wandering cattle cautiously: their movements are erratic.

Stop and offer to assist any fellow-motorist who is obviously in distress: you may want the help of a Good Samaritan yourself one day!



Preparing for a Tour

A busy scene in the main
touring department of
the A.A. and—

STOWING THE LUGGAGE—WHAT TO TAKE
AND HOW TO CARRY IT—HOTEL MEALS
VERSUS PICNICS—MAPPING OUT THE
ROUTE—A WORD OF WARNING.

THE amount of preparation which must be made before undertaking a tour depends largely upon its length and the individual ideas of the members of the party. If two people only are going there will be ample room for luggage on an average light car, because not only can the carrier be used but, in addition; the dickey if the car is a two-seater or the rear compartment if a four-seater.

It is a mistake to take a large quantity of luggage when touring, and an endeavour should be made to cut down everything to little more than bare necessities. Those who had experience of luggage packing during the war will remember that a weight of 35 lb. per man was allowed, and it was surprising how much personal gear could be squeezed into this limit. Apart from the question of "stowage," packing up and unpacking will be much easier when the quantity is small. When touring there should be no need to take evening clothes, which is a big advantage, as they require careful packing and take up much useful room.

So far as the women-folk of the party are concerned, there is little difficulty in these days with their luggage, as it occupies, as a rule, far less space than that required by mere man!

Preparations should be made for any kind of weather, and it will be advisable, therefore, to take thick overcoats as well as lighter garments. In this connection it might be mentioned that raincoats can, as a rule, be accommodated very conveniently in the folded hood of a car.

Assuming the car to be a four-seater and that four persons are to be carried, the luggage should be packed with a certain amount of system; that is, the suitcases containing things which will not be wanted until night can be strapped securely to the luggage carrier or, in the absence of this useful accessory, to the running board, whilst smaller articles can be stowed in the pockets of the car and in the rear compartment. A vacuum flask is invaluable and should be filled with tea or coffee before starting. Sandwiches and fruit



—an R.A.C. member examining his "Get-you-Home" vouchers. Membership of one or both of these organizations is very useful when touring.

also should be taken, so that one is, to a certain extent, independent of hotels or restaurants until, say, late in the afternoon.

It is very important when mapping out a tour to arrange beforehand for accommodation en route, and, of course, to plan each day's run to a more or less fixed schedule, so that it terminates in the town where accommodation has been arranged or can easily be found.

All hotels cater for "dinner, bed and breakfast" visitors, but the charges of the larger hotels are rather high, about 30s. per night for two people being an average minimum. It might be thought advisable, therefore, to go to less pretentious quarters, where the rates are lower, and it should not be forgotten that very comfortable lodgings can nearly always be found in boarding houses or farmhouses in outlying districts. Some of the latter are particularly attractive and the charges low, whilst a true farmhouse breakfast, to those who have not experienced it, will come as a very pleasant surprise. Intending visitors may find it a little difficult to get into touch with the right people unless they have friends in the locality, but town clerks will, as a rule, do their best—if written to beforehand—to give all the information at their disposal.

One of the great joys of touring is the independence of movement which is provided, and as the main idea is

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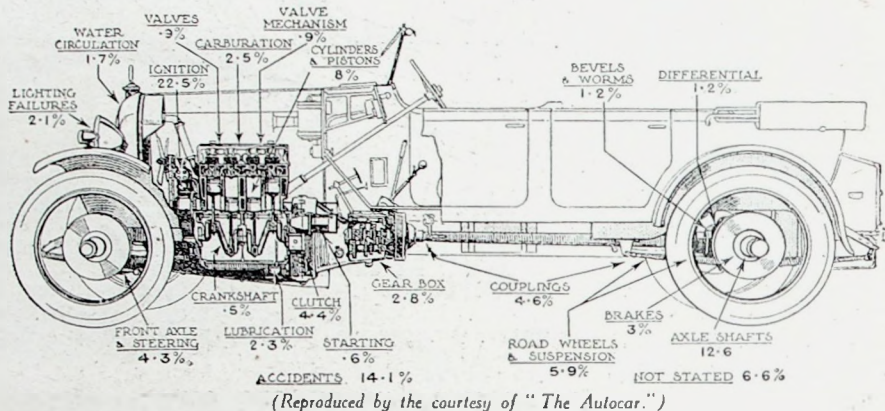
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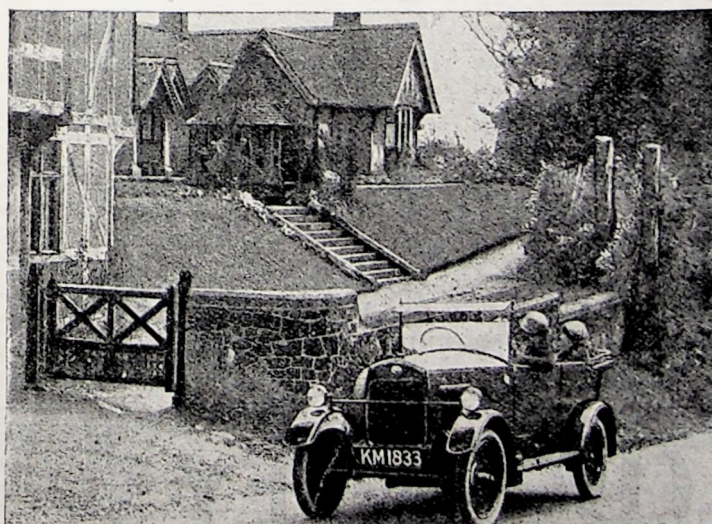
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Prestige does not grow in a night. Since the first Wolseley emerged on to the highway 32 years ago, each succeeding model has steadfastly maintained the highest tradition of British Engineering genius; that genius which greatly consists of "an infinite capacity for taking pains."

To-day 5,000 British Workers in the vast Wolseley Works at Birmingham are producing the stout-hearted 11.22 Wolseley (*which is now ready for delivery through the 500 Wolseley dealers*) and the other models which captured the imagination of the motoring world at Olympia.

Two-seaters or Four-seaters from £215.
Catalogues from any Wolseley Dealer, or from
WOLSELEY MOTORS (1927) LTD. BIRMINGHAM

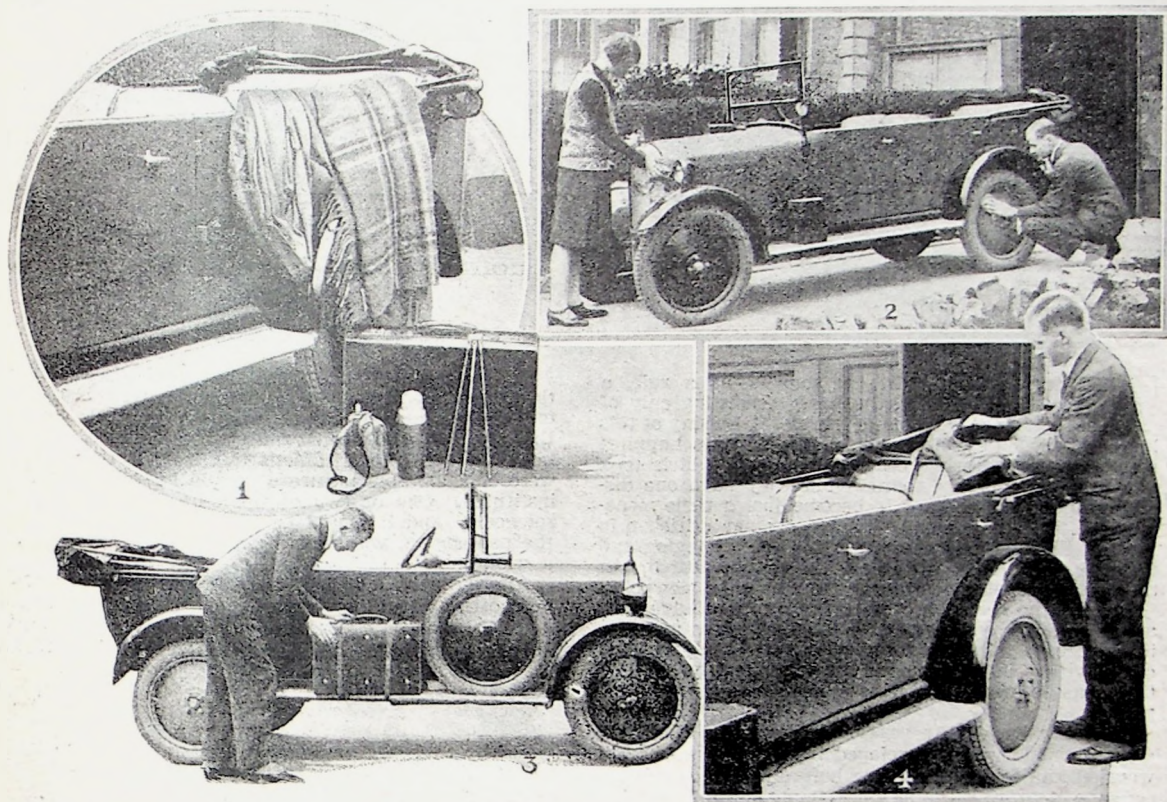
WOLSELEY

to be on the road as much as possible, picnic meals should be the order of the day. It is useless to map out a tour and then spend most of the time in hotel dining rooms. Because of this it is as well to take one's staple meal in the evening when the day's run is finished.

Many people find it difficult to map out a tour because they are not sufficiently skilled in map-reading or be-

sengers are being carried in a four-seater all the luggage can be stowed in the rear, where it will be adequately protected. Here, in parentheses, it may be well to remind those preparing for a tour to see that hoods and side screens are in good condition.

In conclusion, it may be remarked that a tour is not necessarily a speed trial, and it is a mistake to map out a route which will call for continuous fast



GETTING READY.

Only the simple preparations depicted in these photographs need be made for a short tour. They show:—(1) The luggage to be taken. (2) The clean-up before the start. A smart-looking car will add to the pleasures of the tour. (3) The suitcase being strapped to the running board. (4) How raincoats can be stowed in the folded hood.

cause they do not know the details of the districts through which they propose to pass. Members of the Automobile Association or the Royal Automobile Club can, of course, obtain full detailed routes dealing with any part of the United Kingdom or abroad; these routes are so clearly arranged that no difficulty whatever will be experienced in following them.

Not only are towns, villages and so forth clearly indicated, but items of interest concerning each are also given, whilst, of course, the patrols and guides of the organizations are available almost everywhere to supplement the information issued from headquarters. In passing, R.A.C. members may well be reminded to make sure that their "Get-you-Home" vouchers are carried on the car.

If a definite itinerary is being followed, a certain average speed must, of course, be maintained, but it will be quite unnecessary to work to split seconds, and time-keeping can be of a free-and-easy order.

If the luggage carried on the car is in an exposed position, such as on the carrier or running boards, cover it with some form of waterproof sheeting, as this will not only keep it dry in the event of rain, but in fine weather will prevent dust from finding its way into the cases. Old Army ground-sheets form excellent covers for this purpose and can be obtained quite cheaply from Government surplus dealers. When only two pas-

sengers are being carried in a four-seater all the luggage can be stowed in the rear, where it will be adequately protected. Here, in parentheses, it may be well to remind those preparing for a tour to see that hoods and side screens are in good condition.

It must be borne in mind also that at Easter the roads are sure to be very crowded, that many drivers will be novices with only a few days' previous experience at the wheel, and that many extra bus routes will be in use; thus, a good look-out must be kept for these vehicles, even in the most unlikely places.

NOTIONS FOR NOVICES.

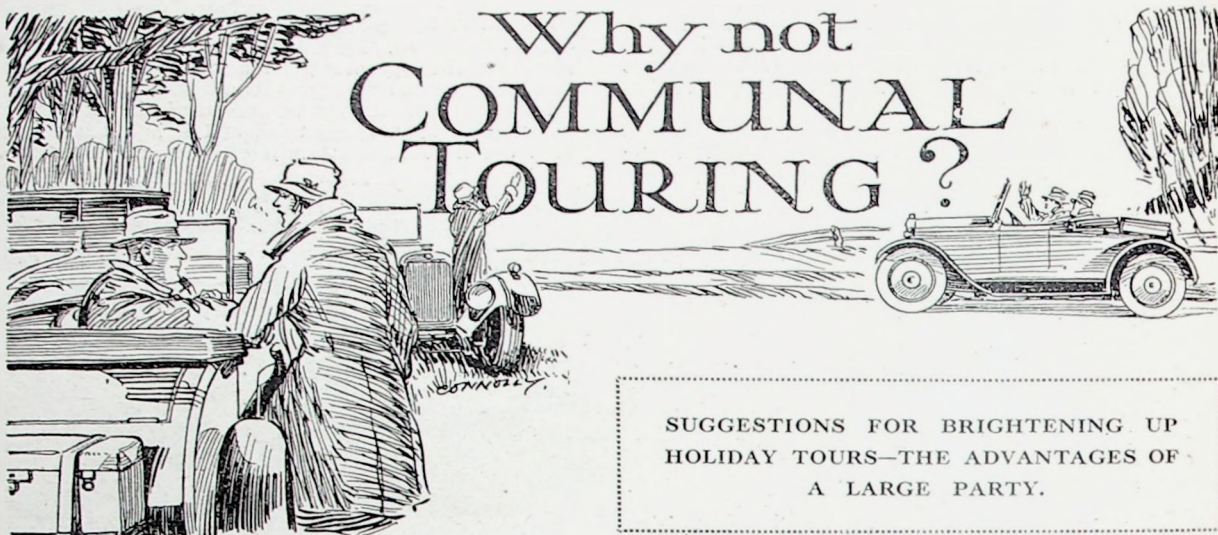
Make sure that luggage carried outside the car is securely fastened and that it cannot chafe the bodywork.

Maps or guide books which may be wanted en route should be carried in a door pocket—not packed in a suitcase.

If the sun should be too hot it is a good plan to erect the hood and open the windscreen.

Your letters can be forwarded to you by having them addressed to the post office of any town through which you pass.

A packet of chocolate will help to stave off the pangs of hunger until it is convenient to stop for a meal.



SUGGESTIONS FOR BRIGHTENING UP
HOLIDAY TOURS—THE ADVANTAGES OF
A LARGE PARTY.

THE conventional light car tour is, as a rule, a sort of family affair, the party consisting only of relations or very intimate friends. A holiday of this kind is very enjoyable—some of the writer's happiest memories of motoring concern incidents which took place during "family tours"—but they have one disadvantage: they are apt to become just a trifle monotonous. This may sound rather a strange criticism in view of the fact that the scenery is ever changing and there is an infinite variety in the places visited, but the matter is being considered from another viewpoint.

People who see each other every day and have been acquainted for years usually have a pretty accurate idea of each other's views on any one subject, and conversation in consequence is seldom so bright and lively as it would be if less intimate friends were present.

One member of the party, for example, tells of a curious rattle which developed in his car, and how it worried him for over an hour before he discovered the cause, which proved to be very simple but quite unique. In a family party the matter ends there. Someone else present may have had a similar and equally interesting experience, but all have heard the story before.

With a larger party it is different; the story is followed up by others, many of them probably amusing, and the time passes quickly and very enjoyably.

"Off" Days.

It must not be forgotten, too, that when only three or four persons are touring they will be in one another's company during the greater part of each day and this for several days on end. Ordinary topics of conversation naturally become exhausted. Again, every human being has moods, and an "off day" of a prominent member of a small party will often cast a gloom over all.

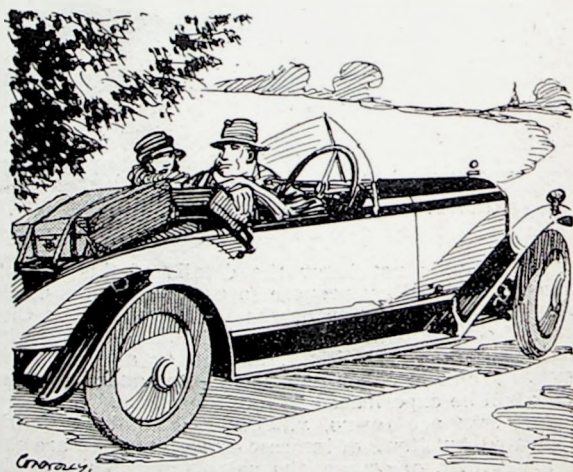
These reasons alone point strongly to the probable success of what might be described as a "communal tour," and there are other advantages with which we shall deal later. The suggestion is that some half a dozen car owners arrange a tour jointly instead of each going his individual way. It ought not to be difficult to get together a party of this sort, especially if the one who is organizing the trip belongs to one of the many motor clubs which place the social side foremost.

A bright and lively company should result, and the holiday would certainly not become dull or boring. Passengers could be reshuffled after every stop for a meal—we leave it to a mathematician to calculate how many different combinations of four people could be obtained from a party of 24—and one would thus have a considerable variety in riding companions.

c30

To provide a change from the usual programme of the day a novelty could be introduced by instituting one or two simple competitions during the course of the trip. When in hilly country, for instance, a detour might be made to a famous test hill; if the gradient were of a suitable nature a simple hill-climb could be instituted. One or two of the cars would shine conspicuously and it would be easy for two or three of the passengers, who would act as judges, to pick out a winner.

Alternatively, a hill of a reasonable gradient could be chosen and an impromptu speed hill-climb arranged, a quiet road, of course, being selected for the event. If width permitted, the competition could be of the



A "hot-stuff" sports car and a low-powered four-seater would not make a happy combination; the driver of the former would be constantly chafing at the speed of the slower car.

"knock-out" type; that is, two cars could run at a time, the winner of each heat then running with the winner of another heat until only two cars were left, when the "final" would be run off. On the same hill it might be possible to organize a slow hill-climb on the same basis.

Where the width of the road would not permit of two cars running abreast one of the passengers could be appointed judge, and he could travel in each car in turn, timing it between two points with a stop-watch.

Another interesting competition would be to see how quickly the driver of each car could take off one of

the wheels, replace it with the spare and fit the one which had been removed on to the spare-wheel bracket. Many other simple competitions of a similar nature could be devised, but it can be left to readers to exercise their ingenuity in thinking out suitable ideas.

For a tour of this nature it would be more or less essential that the cars taking part should be of similar type and more or less of equal performance. The owner of a super-sports car, for instance, would chafe at the comparatively slow speed of a small chummy, and the result would be a compromise which would be satisfactory to neither driver.

In a similar way care would have to be exercised in selecting the party, and the tastes of those taking part in the tour would need to be more or less similar.



In order to prevent the party from being separated each driver should be made responsible for keeping in view the car immediately behind.

However good friends they might be in the ordinary way, a driver whose chief delight lay in covering long distances at high average speeds, and another who favoured pottering along at a steady 25 m.p.h. or 30 m.p.h., making frequent stops to visit places of interest, would not get along well together.

A good deal of organizing would be necessary beforehand, and a conference would have to be called to settle the route and the approximate mileage per day. When deciding these factors, the limitations of the slowest driver would have to be taken into consideration, for it must not be forgotten that where a number are travelling together the speed of the whole company is always the speed of the slowest.

Again, if six cars were taking part, there would be

six times the chance of roadside trouble, although naturally the aid of other members of the party would help to rectify faults more quickly. These points have been mentioned because they might easily be overlooked when planning the programme.

It is suggested that one car might be appointed as the leader each day, its driver being responsible for finding the route, choosing stopping-places and selecting points of interest for visiting. For that particular day this driver would be solely in charge of the party, and his decision on any matters which arose would have to be final. If a rule of this sort were adhered to, much argument and delay could be saved.

Keeping Together.

Where half a dozen or more cars are running in company there is always the difficulty of keeping together, but if every driver had a rear-view mirror and was made responsible for keeping in view the car behind him, there should not be much difficulty in this direction. A recognized signal for stopping—four short toots of a horn, for instance—would have to be arranged so that any driver could call a stop in an emergency.

It would be advisable for every driver to be provided each day with a list of, say, four hotels which could be used as a meeting-place should the party become divided. These hotels could be chosen from one of the motoring association handbooks and their telephone numbers would have to be given.

Should the party become separated a halt would first of all be called to allow the missing car or cars to catch up, but if they did not do so in a few minutes the party would proceed to the next hotel on the list and wait there for a 'phone message from the missing driver.

All except the most commodious cars are apt to get overcrowded with luggage when on tour, and here the advantage of communal touring would be apparent. Before starting, drivers could meet and arrange what spares and tools were to be carried and who was to carry them. This would allow a considerable saving in locker space, which could be used for carrying other items of luggage.

Picnics would be very enjoyable for a large party of this sort, and as the cooking utensils could be distributed in various cars, quite excellent meals could be cooked at the roadside. For this purpose it would be a good plan to appoint a "chef," who, with the aid of one or two assistants, would look after meals.

If carefully planned and organized, a communal tour should prove a great success, and would furnish a welcome change from the conventional holiday trip.



A DAY ON THE ROAD.

BEST
PICTURE
OF THE
YEAR

*A broad road, yet winding like
A blue sky above, God's firmament
Me and Mine speeding onward
Come! a toast, please: To the*

THE BEGINNING, AND THE

(1) The start—in the early hours for pre-
(3) Four heads are better than one, but if
next guide you meet. (5) Don't forget to
full measure. (6) Of course, it all depends
shows that a four-seater is not essential
—at "The Anchor." This is the

MR. GLUM.

MR. GLUM sat at the wheel, waiting impatiently whilst his passengers endeavoured to make themselves comfortable in the limited space left to them after he had packed in his personal belongings. These included a suitcase, brought for no other purpose than to carry his dress clothes, and his golf clubs. Actually he used neither.

Eventually all were settled. Mr. Glum engaged gear noisily, the car started with a jerk, and they were off.

When his daughter timidly suggested a wayside snapshot, Mr. Glum replied: "No, we must push on; we can't waste time," and, as for a proper picnic, he deemed the idea absurd. So they speeded along in silence, until he consented to stop for five brief minutes whilst the party hastily swallowed sandwiches. Followed another sixty weary, monotonous miles. Tired, a little cold, stiff and hungry, the party alighted outside the hotel.

Mr. Glum gave the necessary instructions and ordered himself a drink, then he turned to his passengers.

"Good day's run, eh?" he said. "We'll get to bed early and be up betimes, so that we can push on."

"And three more days like it," sighed his passengers.

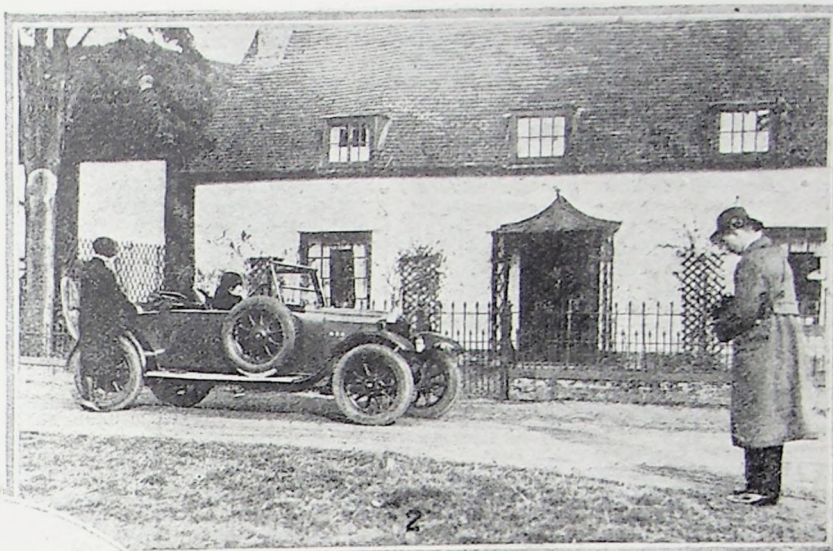
ACCIDENTS, SHOWN MAINLY IN
S., IN THE FIRST DAY'S RUN
EASTER TOUR AND SUGGEST-
MONGST OTHER THINGS,
SEVERAL USEFUL IDEAS.

Alley, o'er hill,
-drink your fill,
-kithed to a star,
-this country, this car!

ANON.

OF A PERFECT DAY.

(2) Another print for his scrap book.
appear to be "off the map" (4) ask the
bant the hose is lifted so that you get
dickiey—and the weather—but the photo
see journey ends—appropriately enough
lly's day, not Mr. Glum's!



MR. JOLLY.

"ALL aboard the lugger," yelled Mr. Jolly, and the party tumbled into their places. It was tight quarters, but Mr. Jolly managed to pack them in somehow and to tuck a rug round their legs, for at 6 a.m. it's a bit nippy, even at Easter. As they slid away he kissed his finger-tips airily in the direction of his own front door. "Till Monday," he cried.

At eight o'clock they stopped in a charming little hollow for late breakfast, and there was steaming hot tea out of flasks as well. Between then and noon Mr. Jolly had taken numerous snapshots, which called for his own inimitable methods of stage management and caused the road to ring with laughter, and for lunch they had a Grand Spread in a wood, followed—above all things—by hide and seek, in which the grown-ups joined.

"I expect it's the Spring," said Mr. Jolly, apologetically. More photos, more miles put behind—with many a slow down to admire this or examine that, then tea in some delightful gardens where they charge you a shilling a head, and the end of a perfect day in a quiet little hotel that was just like home.

"And three more days like it," sighed his passengers.

AVOIDING WAYSIDE TROUBLES.

SENSIBLE PRECAUTIONS
WHICH SHOULD BE TAKEN
SO AS TO GUARD AGAINST
THE OF

WHEN contemplating a tour of some length, everyone is naturally anxious to guard against the possibility of involuntary stops due to minor mechanical faults, and so on; only the most casual trust entirely to luck, and usually precautions are taken which it is hoped will result in a trouble-free journey.

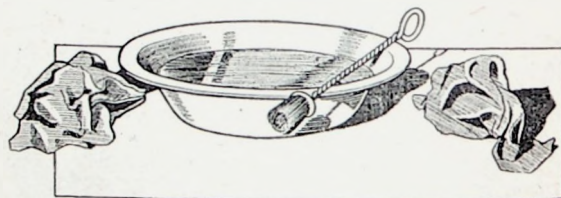
It is a little difficult, however, for a man to decide how far he should go in preparing his car; some folk, for example, take meticulous care over certain details, ignoring others which are far more important.

The following is intended to act as a general guide. Whether the schedule is followed from start to finish will depend on the amount of time which can be spared, but obviously some of the jobs mentioned are more important than others, and if the preparations have to be hurried the attention given to a car may be limited to these jobs.

The foregoing needs qualifying in that the nature of the preparations depends largely on the country which will be passed through, for a main-road tour over easy country obviously tries a car far less than one which takes in stiff hills and rough roads. In any case, however, the driver should be able to set off with the comforting assurance that he has examined his car superficially from stem to stern and is satisfied that there is nothing radically wrong. To begin the journey with

steering connections, and so on, so that a fairly close examination can be made. There is satisfaction to be gained from knowing that parts like these, upon which so much depends, are looking quite "healthy."

Removing congealed oil and mud, say, from the steering heads cannot be done satisfactorily merely by using a dry rag, nor will a thorough washing down with hose and brush be as beneficial as one could desire. The best plan is to purchase a stiff wire brush—one of the domestic variety used for cleaning saucepans will be found effective—and to use it with plenty of paraffin. Go all round the chassis first, soaking the parts with paraffin, then get on with some other little



For cleaning steering heads and so on: A flat container and paraffin, a wire brush and rags.

job, such as filling the grease gun or topping up the accumulators, thus giving time for the paraffin to soak in and loosen the deposit.

To prevent undue mess on the garage floor use a flat container for the paraffin of a size which will permit it to be slid under the parts being treated. They can then be flushed thoroughly, surplus paraffin draining back to the container. The finishing touches can be given by wiping over with a rag moistened with paraffin and drying off with another rag.

A thoroughly satisfactory job of greasing the steering heads and steering connections can be made if the front axle complete is jacked up. Two jacks are preferable, but the ordinary standard jack supplied with the tool-kit should be amply strong to take the load. Make sure that it is in the centre of the axle, and avoid stepping on the running boards whilst the wheels are off the ground.

If an assistant is available instruct him to "swing" the steering wheel gently, first one way and then the other, whilst grease is being forced into the bearings. This will have the effect of distributing the lubricant. Do not omit to give the steering box its quota, and apply a drop of oil to the steering-column bush at the upper end of the column.

The gun should not be withdrawn from a nipple until clean grease commences to exude from the bearing. This may subsequently be removed with an old table-knife and stored in a tin which can readily be identified, and which will not be confused with any container in which there is fresh grease. Used grease serves admirably for garage-door hinges and so on. Before lowering the front axle go over the tyres and

For long-distance touring the oiling and greasing equipment need be no more comprehensive than this. It includes a one-gallon tin of engine oil, tin of grease, gun and oilcan. The grease gun may with advantage be used on the more important points every day.

some obvious mechanical fault will spoil the driver's pleasure, for he will constantly be anticipating trouble.

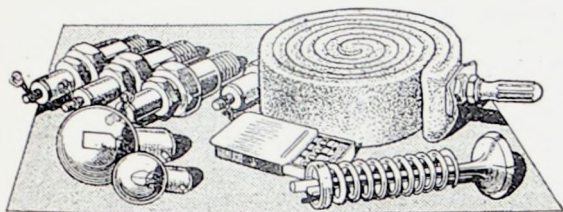
A great deal of confidence can be gained from the fact that a car has been thoroughly lubricated, and this may well form the first task. It is, of course, a comparatively simple matter to go over all the grease nipples with the gun, but it is preferable thoroughly to clean such parts as steering heads, spring shackles,

extract flints. Holes left by large flints should be sealed with a tyre-filling compound.

The jack may now be transferred to one side of the back axle and with the wheel off the ground a rough-and-ready test can be made to show whether everything is O.K. When endeavouring to spin a rear wheel there will be a certain amount of resistance, owing to the differential mechanism, which, of course, is working in oil or grease, but the wheel should move quite freely and without any suspicion of jerk. Before lowering the wheel extract flints and "dress" the cover where necessary; then treat the other rear wheel in the same manner and grease the brake nipples, the brake-rod yoke ends and so forth, an oilcan being used where grease nipples are not provided.

Front-wheel bearings require lubrication about every 5,000 miles, and if it is time to give them attention remove each hub cap in turn and add a little new grease to that already in the cap. Do not overdo it either at the back or the front, or grease may work its way through on to the brake drums. Take particular care to see that the hub caps are tight, using the special spanner which is usually supplied with the kit.

Attention can then be given to the engine and transmission. Whether decarbonization is carried out de-



Ordinary spares may usefully be limited to the above, which comprise four plugs, head and side-lamp bulbs, tyre valve insides, complete engine valve assembly and a spare tube.

pend on the mileage run, but it should be remembered that, apart from a tendency to knock, an engine will not reveal any serious signs of discontent under about 6,000 miles. A slight loss of power may, however, be caused through pitted valve seatings, and if the owner knows how to tackle the job of removing a cylinder head, touching up valves and decarbonizing, the time so spent will be well repaid.

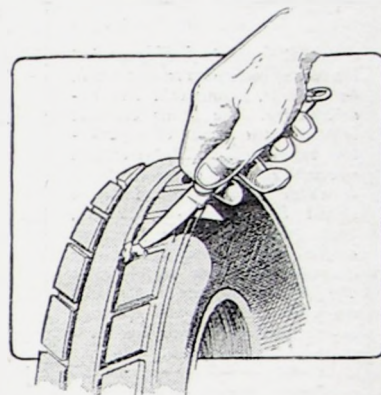
Even if decarbonizing and valve grinding are neglected, a particular point should be made of draining the sump, flushing it out with about a pint of clean oil and filling up with fresh lubricant; the gearbox and back axle also should be replenished.

With an open propeller shaft there is nearly always a sliding universal joint either at the forward or rear end of the shaft; give this a liberal supply of oil or grease, as it has to work fairly hard, and wear develops rapidly if it is starved of grease. In the case of a torque-tube assembly make sure that the forward ball joint is lubricated.

Passably good brakes will meet all requirements for touring in easy country, but for steep hills the braking system should be working at its highest efficiency, and the only way to satisfy oneself that all is well with them is to take off the road wheels, remove the drums, put a spot of grease on the pivot pins and cams, rough up the friction linings and wipe the drums.

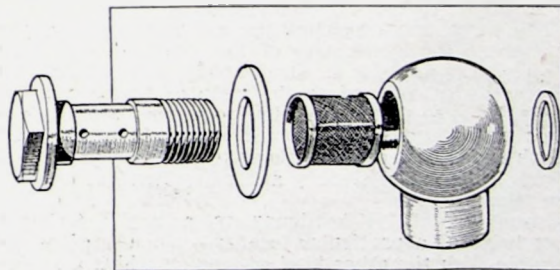
Loss of efficiency frequently is caused by too much zeal when filling the hub caps or rear axle, the lubricant eventually getting on to the drums and perhaps cutting down the efficiency of the brakes by 50 per cent. or more. So far as relining the shoes is concerned, the owner should know by the mileage he has covered whether this is about due, but he should confirm any suspicions he may entertain by examining them when the drums are off. To conclude, here are a few suggestions which are well worth putting into effect:—

Make sure that the fuel pipe line and carburettor filter are quite clean, for considerable inconvenience may be caused if the jet chokes on the road. Test the magneto coupling for back-lash, and if this appears to be excessive make the necessary adjustment. Put about five drops of good machine oil into the magneto and dynamo oil cups. If the dynamo has revealed a tendency to charge erratically, clean the commutator and make sure that the brushes are in good order. Examine



Tyre trouble often accounts for a touring programme going all astray. One of the most simple safeguards is to remove all flints before starting.

fabric universal joints, if any, and if they show signs of being badly frayed take expert advice as to the desirability of renewing them; most joints of this type are, however, practically everlasting. In the absence of spring gaiters, which can be charged easily with oil, brush the exposed springs with the paraffin brush, wipe them clean and then brush over with a mixture of 40 per cent. paraffin and 60 per cent. engine oil. If the chassis—not the axle—is jacked up while this is being done, the lubricant will stand an excellent chance of working in between the partly opened leaves.



It is advisable to clean the carburettor filter. This sketch shows an arrangement which is becoming common. The ball-ended union is secured to the body of the carburettor by the set-screw seen on the left.

Carry a spare inner tube; two punctures may occur in quick succession, and time and trouble will be saved if, when the second misadventure occurs, there is a tube all ready to slip in. Other spares should include one or two plugs, tyre-valve "insides," and, where really desolate country is to be traversed, any other parts which have given trouble in the past.

NOTIONS FOR NOVICES.

Don't overdo the preparation business: merely take obvious and sensible precautions.

If you are running a well-known make of car you should have no difficulty in obtaining spares en route.

Start with a clean car; it is surprising how much confidence and pleasure it gives.

Don't worry about "little noises" unless you are sure they are symptoms of trouble.

TWO WAYS OF TOURING.

THE CENTRE AND THE CONTINUOUS—
A PLEA FOR THE FORMER WHICH, IT
IS CLAIMED, BOASTS OF MANY ADVAN-
TAGES.

Our contributor is frankly against the idea of continuous touring which, he contends, is uncertain and unsatisfactory. He points out that it calls for a wealth of organization beforehand, whilst the expense—compared with centre touring—is much higher. We think it should be pointed out, however, that, granted it calls for more detailed preparations, and is more expensive, continuous touring offers undeniable attractions to those who desire to see as much of their native country as they can in a short period.

It is a little disconcerting to discover at the end of a day's run that one has booked accommodation at the most expensive and exclusive hotel in the place—

TOURS can be more or less classified into two categories. For want of better nomenclature they may be called the continuous, with a fresh stopping place every night, and the centre, which is conducted from some permanent base whence the particular district is explored.

At first sight the former probably appears the more attractive. There is a bit of the showman about most of us and it sounds rather more imposing, perhaps, to be able to say, "Oh, yes, I went from London to the Highlands and back," than to state one spent a week or fortnight touring the Lakes from Kendal.

The more one considers the matter, however, the greater do the advantages of the centre type of tour become. On the long, or straightway, class of run one is practically confined to the main or best secondary roads, because there is no time to wander and explore the real byways of the length or breadth of England which one is bent on traversing; therefore, a great deal of vastly beautiful scenery and many items of interest are missed.

From a definite headquarters a really intimate knowledge of a particular locality—which is quite impossible with the other kind of tour on which a super-

ficial survey only can be obtained—may be acquired. In the long days which Eastertide gives us individual runs can be anything up to a couple of hundred miles if desired, although the average will probably be nearer half that distance.

I do not say that everyone will agree with this point of view. There are people who prefer superficial impressions and who are ever anxious to push on, and they are entitled to their own opinions and to enjoy themselves in the way which pleases them best; but there are other and, for many of us, undeniable advantages of the centre tour. First, it is normally much less expensive; secondly, if care is taken in the selection of a good base it is more comfortable and less worrying, and a holiday to be a holiday should be as free from bother as possible.

On the long tour one is faced every afternoon with the problem: Where shall we stay to-night? A town has to be selected and then an hotel discovered; in the busy months it may not be an easy matter to find suitable accommodation, and quite conceivably one will either have to go to a palatial hotel, where the charges are in keeping with the splendours of the establishment but not at all with the contents of one's purse, or else to inferior lodgings, where food and rooms are distinctly of the third-rate variety. No one likes having to "pig" it, and it is not a pleasant feeling to know that one is spending on a night's lodging far more than can really be afforded, because it usually means that the screw will have to be applied in some other direction.

Even supposing one is lucky and successful in finding the right sort of accommodation—and one will indeed be lucky if this can be secured consistently in the Easter holiday—the charges for four separate nights' lodging and meals at different places will, in all probability, be quite double the amount for which one could have obtained a week's accommodation at one place.

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

hotels will always give better terms to travellers who stop for a few days than to the casual caller who stays a single night and has only one or two meals.

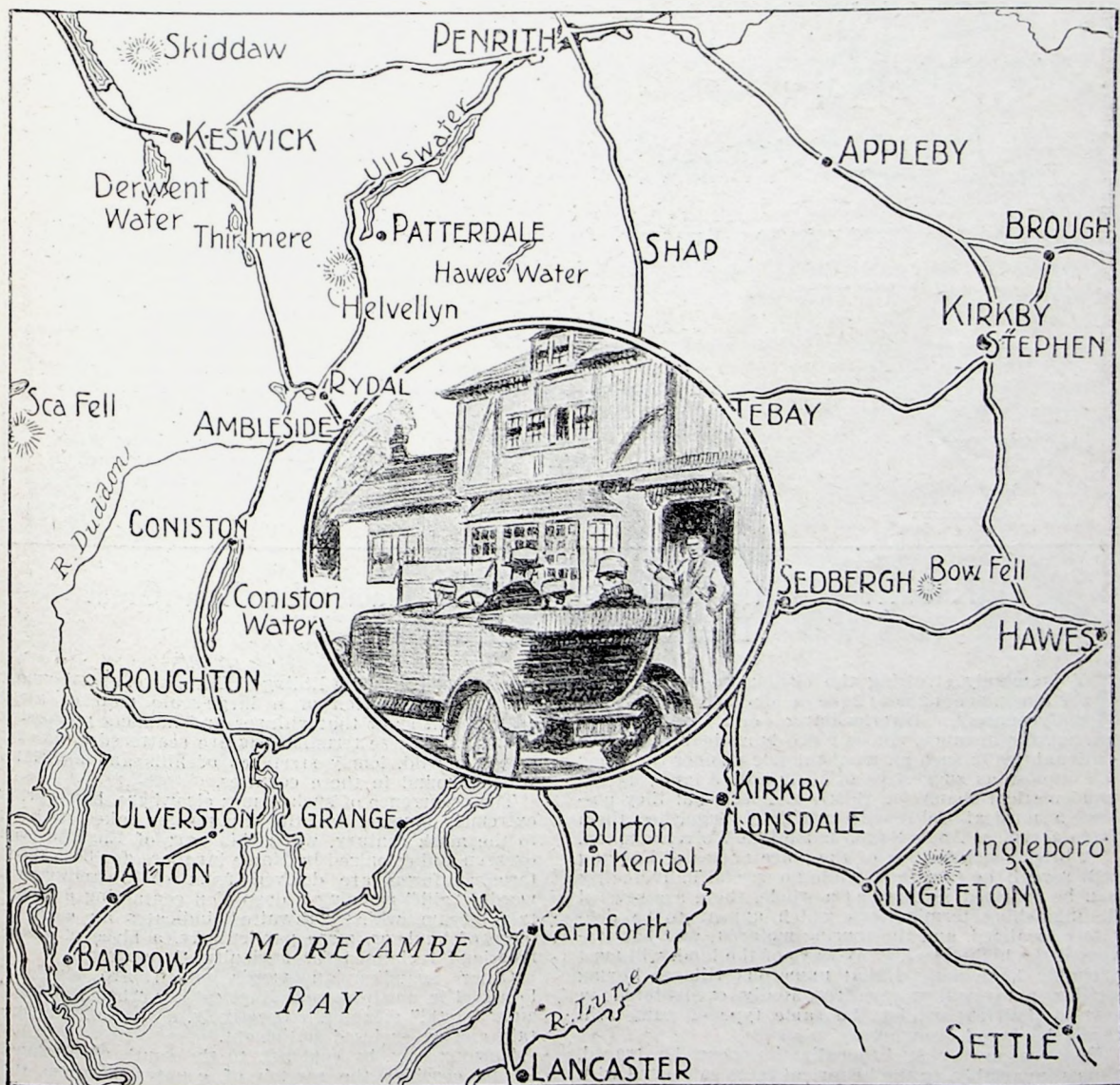
In this way the centre tour scores heavily; rooms may be booked beforehand at a price which one is prepared to pay, and the extent of the drain on the exchequer for this service is definitely known—which is one worry the less. The ever-present nightmare of finding a place to lay one's head each night—and what a real bogy this is to those who have toured in parts of Scotland and other thinly populated areas!—is eliminated; finally, one is not tied down by the necessity of arriving in time for a fixed dinner hour, for meals are easily arranged to suit one's convenience at a permanent base.

When one sets out in the morning it is delightful to know that there is nothing to worry about; that bed and board are there when required, and that there is no chance of having "Sorry; full up!" thrown in one's face.

Of course, it may be argued that it is possible to plan out a long tour beforehand and arrange for rooms in advance, but this is a tiresome business, and to my mind such a cut-and-dried itinerary is uninteresting. To know that one has to cover such-and-such a distance, no more and no less, every day is like going to school again and having to do certain things at fixed hours. It leaves no margin for possible troubles—not that one anticipates them—and for dallying in country unexpectedly pleasing.

To feel tied on a holiday is intolerable, and, in any case, the extra cost of this type of tour is against it for all but the wealthy. It is difficult indeed to overstate the advantages of the freedom of action which the centre tour gives. One can motor or not, just as the mood decides; take long journeys or short, and as the majority of persons spend the greater part of the year tied down to definite hours or actions, the change on holiday is all the more beneficial because it is a real change.

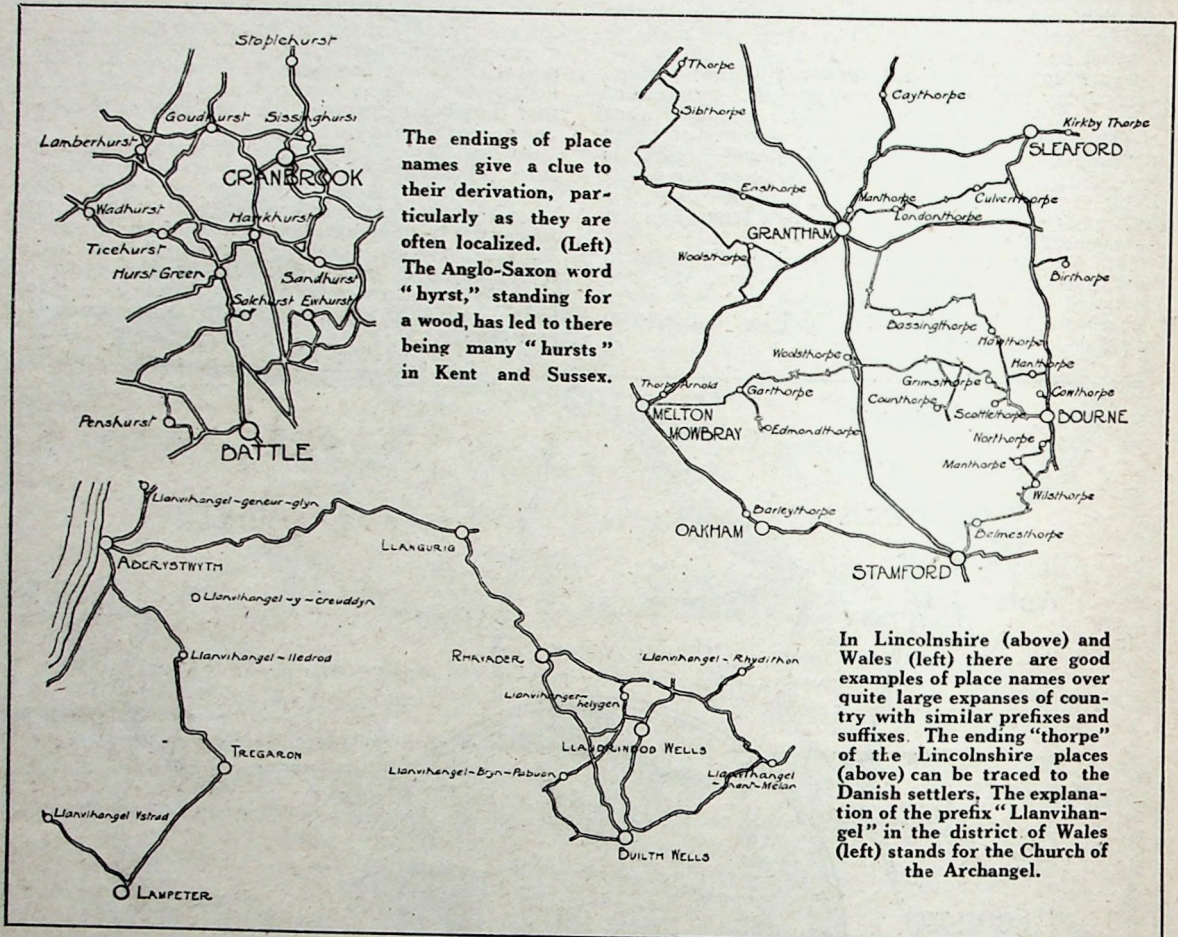
D.D.



TOURING LAKELAND
FROM A CENTRE.

The sketch inset shows our imaginary party setting out from the hotel in their touring centre—Kendal—to explore one or other of the beauty spots which are within easy reach. Many of these delightful venues are marked on the map, which will act as a useful guide to those making the acquaintance of the district for the first time.

THE ELOQUENCE OF PLACE NAMES.



A Knowledge of the Derivation of Place Names Lends a Great Deal of Interest to a Tour.

IT is merely stressing the obvious to remark that certain place names have a distinct personality. Ballyconneely, Inverlochlarig or Llanbadarn-y-garreg, for instance, not only proclaim their respective nationalities in such an unmistakable manner that they are almost as suggestive of their native lands as the emblematical shamrock, thistle and leek, but they possess a musical Celtic ring which distinguishes them from a typical Anglo-Saxon name like Wolverhampton.

A brief consideration of the place names of England will reveal the fact that, while no special individuality can be ascribed to them as a whole, there are several distinguishing terminations which appear to be definitely localized, and the touring motorist, who has traversed the highways and by-ways of the land, will most probably have noticed that numerous villages having similar name-endings are repeatedly encountered in certain districts, whilst the same type of name will rarely be found elsewhere.

The reason for such localizations can be traced, almost invariably, to the historical facts connected with the particular neighbourhood in question, and the terminal syllable sometimes has a direct reference to the natural features of the surrounding country.

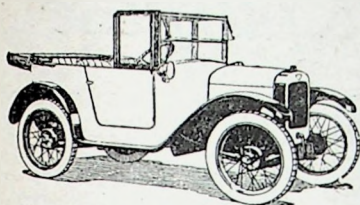
The location of a name ending in "gill" or "thwaite," for instance, is almost certain to be Cumberland, West-

morland or the North Riding of Yorkshire, and the most cursory examination of a large-scale map of these regions will show that villages and hamlets possessing names with these terminations are scattered broadcast over the wild, lonely stretches of hills and moorland which abound in these counties.

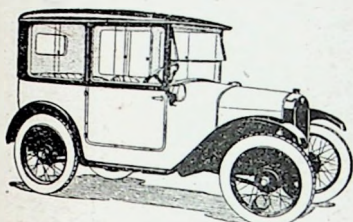
The occurrence of such names elsewhere, however, is extremely unusual and the explanation takes us back to the ninth century, when this part of England was overrun and colonized by Norse invaders, for both these terminal forms are derived from old Scandinavian words, "gill" meaning a deep glen containing a mountain stream, whilst "thwaite" indicates an enclosed piece of land, or, more particularly, a piece of rough moorland reclaimed for agricultural purposes.

Other Scandinavian words which are similarly localized in north-western England are "beck," "fell," and "garth," meaning, respectively, a stream, a mountain and an enclosed settlement.

Turning now, by contrast, to the south of England, let us consider the stretch of country between the south-west edge of Kent and the eastern part of Hampshire. In this district there is a plentiful supply of pleasant woodlands, and history tells us that the Saxon had a powerful influence hereabouts in the dim and distant past, a combination of circumstances which



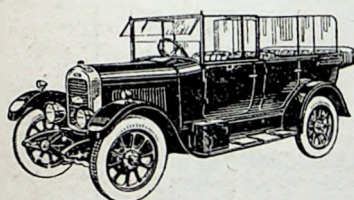
Austin Seven £145



Austin Seven Saloon .. £165



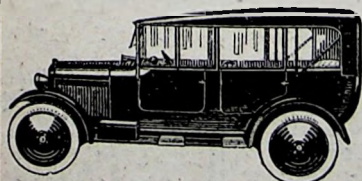
Citroen 11'4 h.p. Saloon, £190



Singer Senior £220



Citroen 11'4 h.p. 4-Seater, £165



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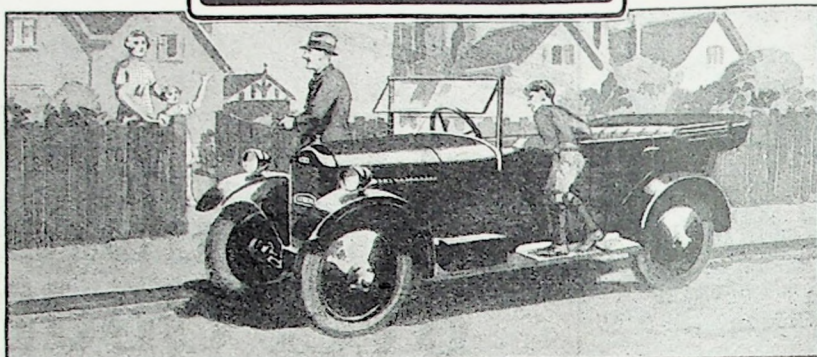
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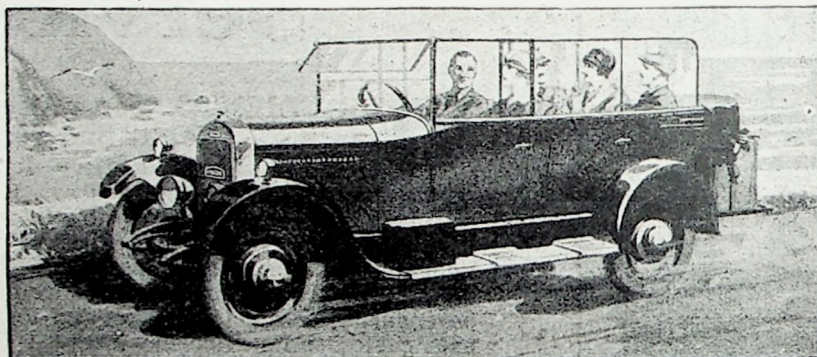
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

A Car for every purse & purpose

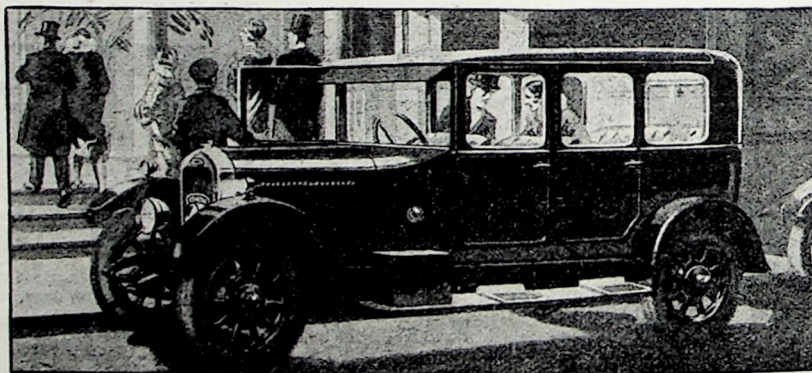
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"JUNIOR" FOUR SEATER £148.10.0



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Whichever Singer Model you decide upon you will have the very best car available at the price—the best in appearance, equipment, reliability and comfort. Send a

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readily explains the constantly occurring place names ending in "hurst" which are found in almost every part of this area, for "hurst" is really "hyrst," the Anglo-Saxon word for a wood or grove.

The early Danish settlers who landed on the shores of Lincolnshire, Yorkshire and Norfolk were the originators of the place names ending in "by" and "thorpe," which are so very numerous in these counties. Both terminations have much the same meaning—originally they could be translated as "a dwelling," but, becoming attached to groups of dwellings, the meaning became "a hamlet," "village," or "town."

As one leaves East Anglia and the East Midlands, these particular endings become less frequent, but there is evidence that the Danish invaders penetrated into North Wales, for Denbigh is considered to be an altered form of "Denby"—otherwise "The Danes' Dwelling."

The immense number of names ending in "ham" or "ton," or a combination of these in the form of "hamp-ton," is usually said to be the mark of the Anglo-Saxons, who frequently perpetuated their own family names or the names of national heroes, by blending them with the above endings and thereby indicating that any particular settlement was "So-and-so's Home" or "So-and-so's Town."

Ancient records show that Birmingham, for instance, is a modernized form of "Beormingas-ham," or "The Home of the Beormingas," whilst Wolverhampton is "The Home Place of Lady Wulfruna."

The majority of English place names may be traced back to the Anglo-Saxon and Scandinavian invaders who arrived between the fifth and tenth centuries, but the names of many of our most important cities go back to earlier days and are either Celtic in origin or are a combination of Celtic and Roman.

Why We Call it "London."

In the former category we have "London," derived from Celtic words meaning "The Fort on the Pool," the "Lon" being closely akin to the Welsh "llyn," a pool or lake.

"Lincoln" provides an instance of a Celtic-Roman combination, the present spelling being an abbreviation of "Lindum Colonia," in which the first portion is of Celtic derivation and has reference to "water" or "pool," whilst "Colonia" indicates a Roman colony.

Compared with the Anglo-Saxons and the Norsemen, the Romans left but slight traces of their conquest in so far as the place names of England are concerned—a strange fact when one considers their great achievements as road constructors—and the victorious Normans of a later day were equally unsuccessful in leaving their mark in new or altered names.

The few instances of Norman names include "Beaulieu" and "Bewdley," which are one and the same;

"Montgomery," in the heart of Celtic Wales; and such appendages as the "Mandeville" in "Stoke Mandeville" and the "Mallet" in "Shepton Mallet," which indicate the Norman acquisition of Saxon property.

On crossing the Welsh border, the Celtic element, as may be expected, becomes very pronounced, although many of the Welsh seaports have typically Norse or Anglo-Saxon names—Swansea, Newport, Fishguard and Milford Haven being good examples—and this fact speaks eloquently of the invasions of the early searovers even on the very shores of the last Celtic stronghold.

The early Welshmen were evidently devout people, for they often named their settlements after their saints, generally in conjunction with the prefix "Llan," meaning a shrine, holy place or church. Thus, the ever-recurring "Llanfair" is "The Church of St. Mary" and the equally common "Llanvihangel" is "The Church of the Archangel."

Welsh Tongue-twisters.

In addition, a further word, or series of words, was often appended in order to describe the place with reference to the local topography, and the final result was a name of enormous length, to all appearances uncouth and unpronounceable, but, on closer acquaintance, proving pleasantly musical, and, as often as not, beautifully descriptive in its meaning.

A little hamlet, for instance, which clusters round a church near the junction of the Elan and Wye valleys bears the somewhat elongated name of "Llansantffraid Cwmdeuddar," meaning "The Church of St. Bridget in the Valley of the Two Streams"—a title which is certainly appropriate and not unpoetical.

Casual guesswork as to the meaning of place names will often give rise to the wildest errors, since many names have become altered and distorted in such curious ways that their modern forms, taken at their face values, have totally different meanings to the original words and are frequently quite incorrect.

Thus, Moreton-in-the-Marsh is not situated in a dreary bog, as its name implies, for "Marsh" is, in reality, a misspelling of "March," or "Boundary," and refers to the boundaries of the four counties of Oxford, Gloucester, Warwick and Worcester, which meet at the Four Shire Stone, just outside the town.

"High" Wycombe, again, occupies, for the most part, a low-lying position at the foot of the Chiltern Hills, the prefix "High" having nothing to do with the altitude, but referring to the location of the town on the London and Oxford "High" road and to its importance as a market; indeed, the ancient and official name is "Chepping" Wycombe, "Chepping" being another version of "Chipping," or "Cheaping," the old English word for "Market." B.G.G.M.

HOME SECRETARY AND POLICE TRAPS.

COMPLAINTS of motorists with regard to police traps were voiced in the House of Commons by Colonel Day. He stated that motorists caught in traps had not an opportunity of verifying the measured distances over which they were alleged to have exceeded the speed limit, and he asked the Home Secretary whether instructions would be given to the police that, in such circumstances, the police must inform the motorists where the trap lay, so that, in their own defence, they could check the distance over which they have been timed.

The Home Secretary informed the House that the police have instructions that, if so requested, they are to show their chronographs and state the situations of the controls. Then Lieut.-Colonel Howard-Bury asked whether the Home Secretary would "consider the desirability of abolishing these unnecessary and un-English methods," to which Sir William Joynson-Hicks retorted that, "It might strengthen my hands if the

hon. and gallant gentleman could suggest some method of abolishing the unnecessary and unreasonable practice of disobeying the law of the land."

The Minister of Transport was urged in the House the other day by Sir Charles Wilson to make provision in his Road Traffic Bill to compel all drivers of vehicles when approaching from a side road to make sure that the main road is clear of traffic at the junction before proceeding. The question naturally arises in some cases: Which is the side road?

The Minister of Transport, in his reply, expressed the opinion that the proposals in his draft Bill which enable him to control the nature of the warning signs and the places where they could be erected, in conjunction with the other provisions prohibiting dangerous driving, would meet this point. He added that considerable practical difficulties would need to be carefully investigated before definite action on a large scale could be taken.

ACCESSORIES THAT ARE WORTH WHILE.

TIMELY HINTS ON SELECTING
ADDITIONAL EQUIPMENT WHICH
WILL ADD TO THE PLEASURES
OF DRIVING ON TOUR.

THOUSANDS of pounds are spent each year on accessories and equipment which subsequently prove almost useless—a rather bold statement, perhaps, but one which a little consideration will show to be true.

This state of affairs is not due to any fault of accessory manufacturers, who have their reputations to consider and do not, therefore, market valueless accessories with the object of imposing on the public. The trouble lies with buyers. They read advertisements or catalogues or inspect a dealer's display and are struck with the neatness and ingenuity of certain devices. Without thinking whether the gadgets in question are suitable for their particular make of car, they buy and fit them.

The purchases certainly may enhance the appearance of a car, and for this reason alone they give temporary satisfaction. It may even be several months before the owner realizes that they are of little practical value to him, excellent as they are in themselves.

These remarks apply particularly to new motorists and those who have been driving for a matter of only a year or two. A glance at a car owned by a motorist of many years' experience will reveal comparatively few accessories, but a trip with its driver will show that every one of them is of unquestionable use to him. He has learnt by experience just what additions to the equipment of his particular car are desirable and has, therefore, spent his money wisely.

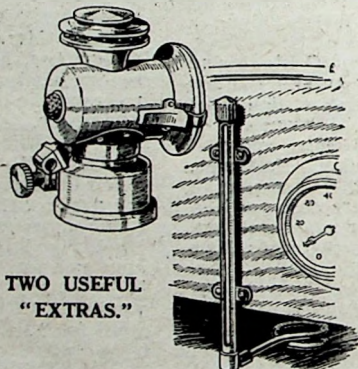
The "Gadget Fiend."

There is, of course, one class of motorist often known as "gadget fiends," whose sole object seems to be to crowd as many extra fittings on their cars as space—or their purses—will allow; but we are not concerned with these individuals here. It is to the man who wants to obtain the best from his car in every way and does not want to go to needless expense that we wish to appeal.

Nowadays a large number of the car manufacturers include as part of the standard equipment an exceedingly generous array of accessories, and the selection of really useful

additional fittings is, in consequence, difficult. A wise driver will not buy any extra accessories for a new car until he has covered 1,000 miles or so, when his choice will be simplified; his experience of the car will then have shown him just what it lacks and in what respects it can be improved.

Accessories may be divided broadly into three classes according to the purposes which they serve. There are first of all those fittings which are an aid to driving and are intended purely to help the driver when at the wheel. Then come devices which improve the mechanical efficiency of the car, whilst in the third category are gadgets which are fitted solely for convenience.



TWO USEFUL
"EXTRAS."

An oil parking lamp (left) will save the battery, and is very useful in an emergency, whilst a face-board petrol gauge saves much time and trouble.

In the first class the speedometer undoubtedly holds the foremost position, but few cars are nowadays supplied without one, and as a rule a buyer has no choice in selecting a particular make of instrument.

Amongst the most helpful inventions of recent years from the driver's point of view are automatic windscreen wipers. These can be purchased for quite moderate sums and are certainly excellent value for money. There are two main types—electric and suction operated—both are entirely satisfactory in practice, and the suction-operated type has the

advantage that no current from the battery is being used. In the case of the electric type, however, current consumption is so small as to be almost negligible.

Those who drive both in town and country will find it very useful to have an additional horn having a different tone from the existing one. Thus a quiet-toned bulb horn can well be supplemented with a strident electric model, the latter being reserved for such occasions as passing heavy and noisy lorries. In towns, particularly in residential districts, it is best to avoid the use of a powerful electric horn.

For Night Driving.

If a large amount of night driving be undertaken, the advantages of a spot-light become very pronounced. Few motorists have not been delayed by being unable to read a signpost, the trouble being that if the car is driven near enough for the driver to distinguish the letters on the post, the headlamp beams strike only the base of the post, whilst if he remains far enough back for his headlamps to light up the arm he will probably be too far away for the letters to be distinguishable. A spot-light, of course, eliminates this difficulty, whilst in foggy or misty weather its value is well known and need not be stressed here.

Two more extremely useful accessories for night driving are a dash lamp and, if the car is a saloon, a roller blind for the rear window. The former can be used for lighting up the floor when passengers are entering or alighting, whilst normally it shows up the speedometer, oil pressure gauge and so forth. The rear blind is intended for use at night when the headlamps of following cars are apt to be reflected back into the driver's eyes from the windscreen.

A combination which is very helpful to the driver and, at the same time, improves the performance of the car, is a radiator thermometer used in conjunction with adjustable shutters. From his seat the driver is able to see how warm the engine is and he can then adjust the shutters accordingly. Incidentally these two accessories are conducive

Go where you will—ask whom you wish—the answer is always the same, for the Alvis Car, judged from any angle, is *supreme*. Alvis design and construction embodies all those features that go to make motoring a never-ending joy, a tireless recreation, and a safe, speedy means of transit. When you are considering your new car you cannot afford to forget the tremendous advantages of buying an Alvis—you cannot afford to ignore the importance of its *three years' guarantee*—nor overlook the significance of its title—

"Master of the King's Highway."

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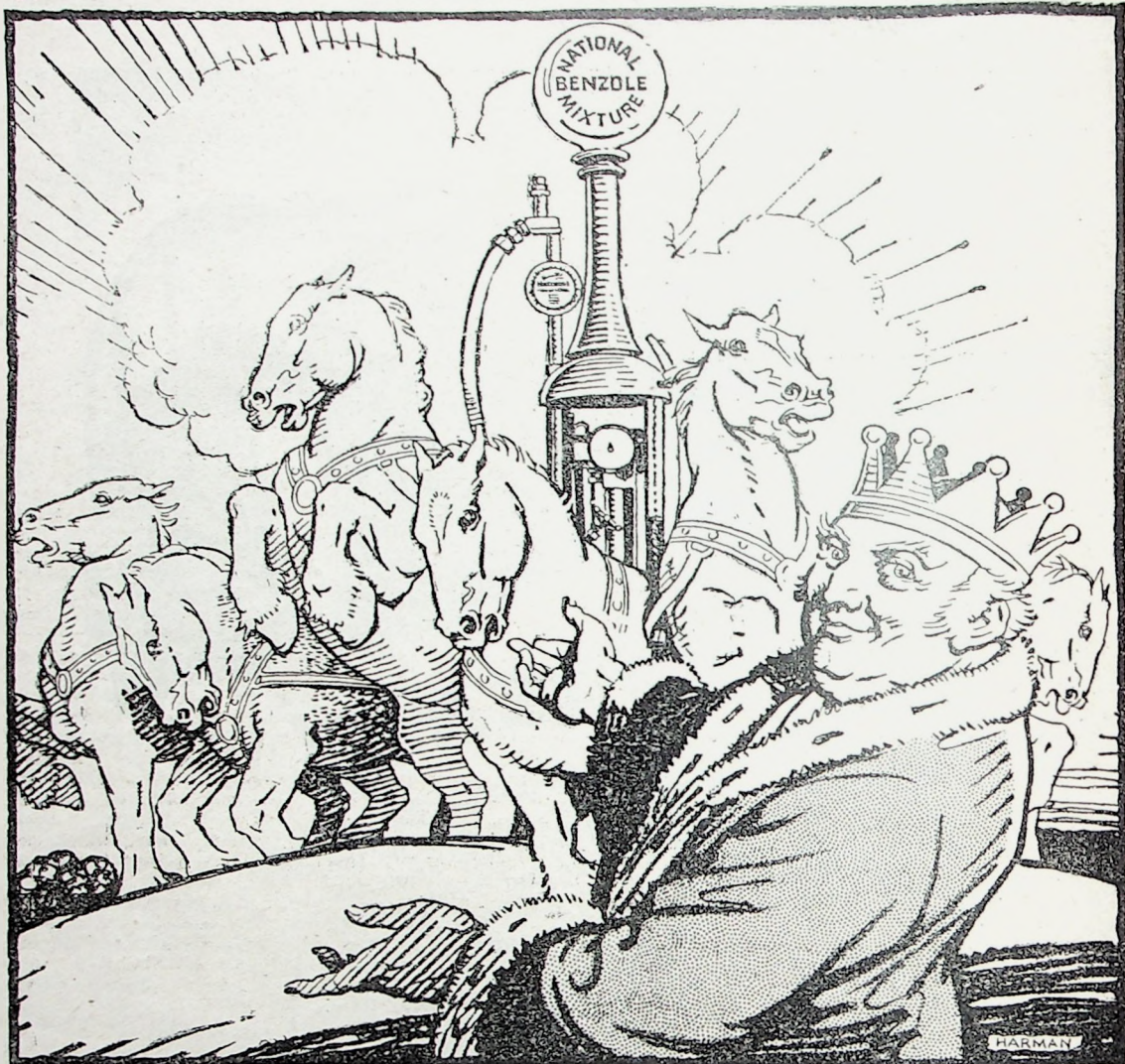
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THE KING'S HIGHWAY

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When you buy "National" you buy horsepower

In every drop of clean, crystal, water-white spirit that gushes from the National pump there is almost unbounding power—more power than you will find in any other motor fuel—power that means additional horsepower to your car. That is one reason why National Benzole Mixture is so widely used,

for when you buy National you are virtually buying extra horsepower. This is not the only reason for its popularity. It increases m.p.g., as the milestones themselves will testify. The running is sweeter, more balanced—whilst the most formidable hill can be conquered with comparative ease.

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

to economy, for an over-cooled engine is inefficient and fuel bills go up accordingly.

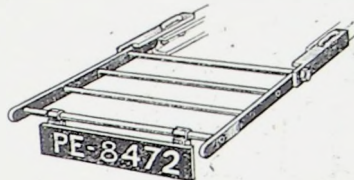
When considering the accessories which affect the mechanical condition of a car, it is difficult to pick out any one as being more important than the others. Shock absorbers and spring gaiters are of primary importance, as they both tend to make the car more comfortable and at the same time make it hold the road better, thus allowing higher speeds. In addition, the elimination of unnecessary vibration tends to lengthen the life of the whole car, whilst the spring gaiters protect the springs themselves from the effects of rust and thus minimize the risk of fracture.

Extra Air Valves.

Those who drive a good deal in hilly country will find an extra-air valve of particular value. When descending steep hills, the throttle may be shut and the air valve opened; this will increase the braking effect of the engine and at the same time tend to prevent the sparking plugs from being oiled up, because there will not be so great a tendency for oil to be sucked past the piston rings. There are many conditions, too, when the mixture can, with advantage, be weakened somewhat, whilst a little additional air will often increase the maximum speed of a car slightly. Thus an extra-air valve will, if properly handled, improve both performance and economy.

Two other useful fittings for the engine are an air cleaner and a petrol filter. The former has come into use comparatively recently, but

there is little doubt that it has come to stay. It is quite obvious that if all road grit could be excluded from the interior of an engine its life would be very materially increased. An analysis of the carbon deposit in an engine has shown that it is composed largely of road grit, and an efficient air cleaner should therefore



A rear luggage grid is almost essential for a four-seater if a full complement of passengers is being taken on tour.

prolong the periods between decarbonization.

Petrol filters do not call for very much comment, but it is as well to point out that a type should be chosen which has an ample filtering area so that it cannot readily be choked up, whilst a convenient drain plug should be provided in the base to allow the dirt collected in the instrument to be cleaned out readily.

Many hard words are said about tyres, but if they could speak it is very probable that they would have even harder words to say about their owners, many of whom never use a pressure gauge and do not pump their tyres up until they are dangerously soft. A driver who studies economy and comfort buys a pressure gauge and uses it at regular intervals.

Turning to the fittings which come

under the heading of convenience, it is really difficult to pick out any particular one; there are so many really useful accessories in this class that the choice is best left to the reader. As a guide to the novice, however, we may with advantage mention some of those which have already established a firm place for themselves in popular favour.

Carrying Luggage.

For a four-seater or a saloon a rear luggage grid can practically be classed as a necessity if tours with a full load of passengers are likely to be undertaken. The desirability of this fitting on a two-seater naturally depends largely on the amount of room in the dickey seat and the use to which the car is put.

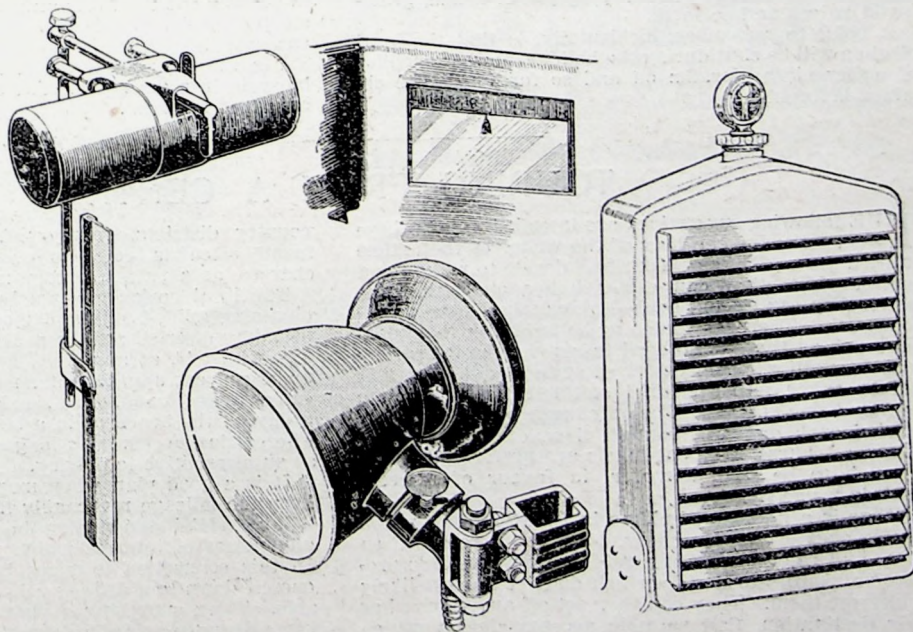
A petrol gauge will certainly save much time and trouble, for if one is fitted there is no need to remove the filler cap to ascertain the amount of fuel in the tank, whilst it may very probably save a driver from becoming stranded at the roadside with an empty tank; even old hands are occasionally guilty of an error in judgment.

Motorists who have to leave their cars for long periods at night will find an oil parking lamp an inestimable boon. Some cars, unfortunately, are equipped with rather small batteries, and a large amount of night driving during which long stops are made is apt to exhaust them.

There are, of course, many other excellent accessories, but if the car owner waits until he feels a definite need for any fitting before actually buying it, he is not likely to be disappointed in his purchase.

AIDS TO DRIVING.

The advantage of an automatic windscreen wiper needs no emphasis. For saloon cars a rear roller blind is very desirable at night whilst a combined spot-light and mirror is extremely handy at all times. A radiator thermometer and shutters are ideal for accurately controlling engine temperature.



A STAY-AT-HOME EASTER.

SELFISH, PERHAPS, BUT A PLEASANT AND PROFITABLE CHANGE.

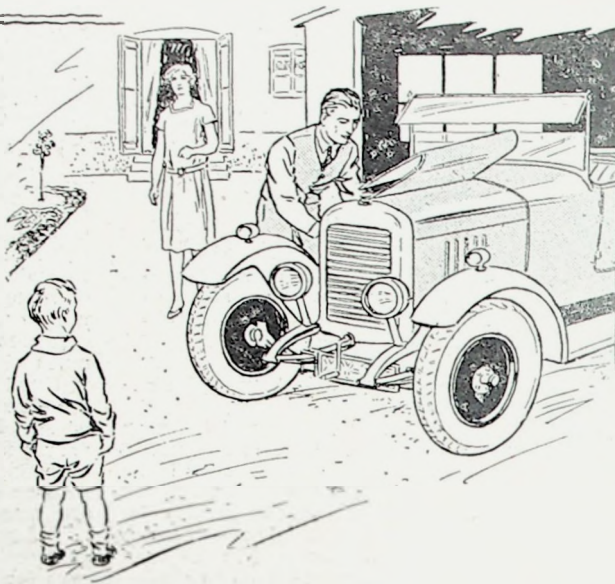
HOWEVER strong may be the call of the open road at Easter time there are some of us who prefer to disregard it and spend a quiet holiday at home. Men who use their cars every day for business purposes are glad sometimes to have a rest from driving and to make use of their few days' holiday to carry out small repairs and adjustments which have been postponed owing to lack of time or energy.

Some families may have friends coming to stay with them, and as everybody cannot be accommodated in the car other methods of passing the time must be found, but members of the party will find the car useful for making short journeys, say, to the local golf-links or public tennis-courts.

Reverting to the question of maintenance jobs, it is surprising how much useful work can be done in two or three days. When only evenings or week-ends are available it is something of an undertaking to attempt a task like decarbonizing and grinding-in the valves; either the work is rushed in order that the car may be in commission again as soon as possible or, if it is done really conscientiously, the work becomes rather tedious.

At Easter, however, when warm weather may be expected, the car can be run out into the open, where, clad in comfortably dirty clothes, its owner will find that there is real pleasure in scraping piston heads, grinding-in valves and so forth.

A point to remember, incidentally, is that the local oil-shop will be shut during the holiday, so that supplies of emery cloth, paraffin oil and so forth must be obtained beforehand.



If, instead of such a comparatively extensive job as decarbonizing, a number of small adjustments are awaiting attention it is a good plan to set aside a few hours each day for doing them; the rest of the time can then be spent on the road, combining test runs, to check the adjustments, with outings for the family.

Possibly the brakes have not been working lately at their full efficiency. A morning can, then, profitably be spent in removing the drums, scraping the linings and setting the adjustment as accurately as possible. After lunch a run out to a convenient hill will form a pleasant respite and enable the morning's work to be tested by seeing how

the brakes hold the car on the gradient.

Similarly, after a carburettor adjustment, with a measured quantity of fuel in the tank another run can be undertaken, and if the route chosen includes a hill a combined consumption and power test can be undertaken, the results of which may prove interesting and instructive.

The old proverb, "A stitch in time saves nine," is capable of many interpretations, but, so far as motor-cars are concerned it applies with special aptness to the care of tyres. Embedded flints, if allowed to remain, can easily ruin a cover by penetrating and cutting the cords beyond repair. An hour or two spent in probing out the flints and filling the holes with tyre-stopping will result in longer life for the covers and a consequent decrease in running costs.

Yes, there is no doubt that a stay-at-home Easter can be spent in a quite profitable and enjoyable manner by any keen motorist.

TOURING FROM A CENTRE.

THE following suggestions are intended to help those who, following the lead of the writer of the article entitled "Two Ways of Touring," decide to make for a centre, where they can establish headquarters, from which they can set out each day for trips in the neighbourhood. There is much to be said for this plan, inasmuch as there is no need to restrict the luggage to bare necessities, as, once arrived at the headquarters, it can be taken into the hotel and left there until the journey home is made. The only luggage which need be carried each day will consist, then, of a picnic-case, unless, of course, meals at hotels are preferred. There is much to be said, however, in favour of alfresco meals in warm weather.

There is a number of places in Great Britain which are famous for their scenery, historic interest and so forth, and reference to any guide-book will enable prospective visitors to decide which district is most likely to interest them. They can then set off and, arrived at their destination, find suitable accommodation, which need not necessarily be in a hotel, as, especially in

country districts, very comfortable quarters can be found often in cottages or farmhouses, where the charges, as a rule, are very moderate.

The local book shop can be visited with a view to obtaining guide-books and maps dealing with the surrounding district, and then daily tours can be mapped out, whilst if, at any time, a run in the car does not make a great appeal, other means of passing the time can easily be found. If a seaside place has been chosen, a day on the beach or in a boat may prove attractive, whereas in the country a long walk might be considered as an alternative to driving.

It is a good plan when mapping out a daily run to keep the mileage reasonably short, so that ample time will be available to stop on the road in order to examine any places of interest which may present themselves. In this connection it might be mentioned that to tie oneself down to a definite schedule is not always advisable. Thus, supposing a visit to, say, a ruined castle some distance away is down for the day's programme, if circumstances arise which suggest a detour being

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Specification.

Engine. Four cylinder, 6.4 h.p. Tax £7.

Gearbox. Three speeds forward and reverse, centre control.

Wheels. Five Michelin detachable disc wheels with Michelin comfort tyres.

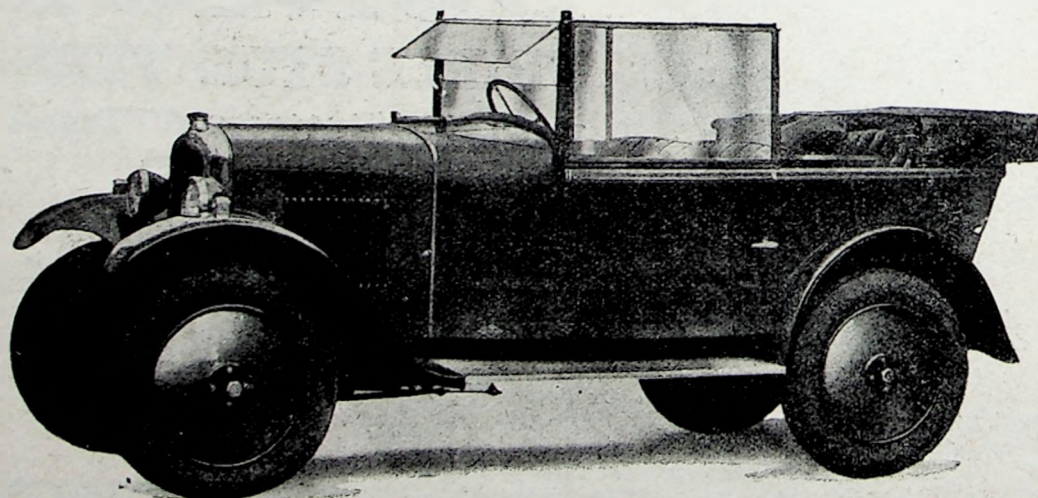
Upholstery of the seat and squab in leather cloth, width 3' 3". Exceptional leg room for tall drivers. Dickey seat 2' 3" wide with ample leg room.

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Hove, Sussex, 21st July, 1926.

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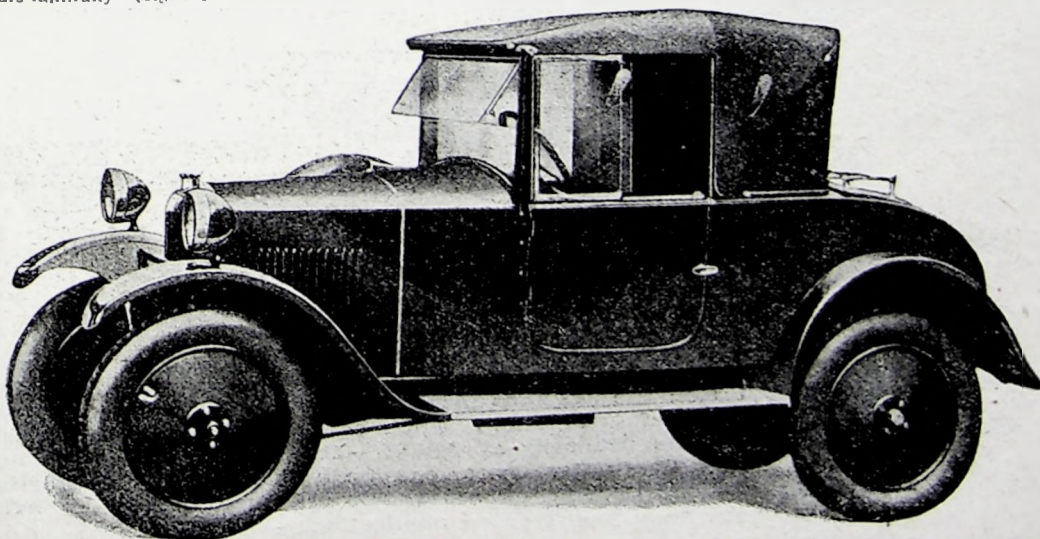
I thank you for your letter of 19th June. I am writing to tell you that I consider the performance of my little 7 h.p. Peugeot wonderful. During my recent tour of Cornwall, Devon, Somerset and Dorset I encountered some very steep hills, namely:—

Dartmeet, 1 in 5. Devil's Bridge, 1 in 6. Telegraph Hill, 1 in 6.
Trow Hill, 1 in 5. Countisbury, 1 in 4½.

and many others of a similar gradient which she climbed with comparative ease. The approximate weight of luggage and passengers being 4 cwt. During the 1,500 miles run the only expense incurred apart from running expense was 2/-, a new belt for fan. You are at liberty to make what use you like of this letter.

Yours faithfully (Signed) A. C. D.

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W. HEATH ROBINSON



HE above is one of the many drawings by that inimitable humorous artist, Mr. W. Heath Robinson, who has illustrated the famous ADCOL Book "Technical Talks" — a mine of information which every motorist should read. It tells primarily of ADCOL — the New Process Oil, and how every Car Owner can be assured of Easier Starting — More Power — Less Carbon — whatever the season of the year. Write TQ-DAY for your copy, post free on application: —

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

made, there is no reason why the original programme should not be set aside and the alternative adopted. Running to a time-table is interesting in certain circumstances, but is rather apt to become a nuisance when ordinary holiday enjoyment is the main object of the tour.

Tourists may be reminded that early-morning runs in springtime are very pleasant; there is a freshness in the air which is most exhilarating and the roads are not so crowded as later in the day. When the weather is fine, therefore, it will be found a good plan to be up with the lark.

A point which should be borne in mind by those who intend to tour from a centre at Easter is that accommodation is being booked up very rapidly in most districts, and it is advisable to take precautions against

arriving at a town only to find that all the hotels are full. If forward booking cannot be arranged, tourists should make sure of arriving at their destination fairly early in the day so that ample time will be available for looking for accommodation. Few experiences are more disheartening than to arrive in a strange town late in the evening and be turned away from one hotel after another.

If any interesting places are known to exist just off the route between one's home town and the holiday headquarters, it is quite a good plan to map out the return journey so that a detour can be made to inspect them. Given fine weather, a touring holiday of the type outlined above will prove most enjoyable and by no means strenuous; it will be a rest as well as a change

MOTOR CRUISING ON THE BROADS.

IN a journal devoted exclusively to motoring it may seem almost a heresy to suggest any other way of spending the Easter holiday than on the road. The car may, however, be used as a means to an end which, in the following proposal, centres in a holiday on water. The idea is to drive to the Norfolk Broads and, leaving the car safely garaged, to hire a modern motor boat.

Those who have had no experience of this fascinating pastime may, at first sight, regard the suggestion as impracticable, believing, no doubt, that long practice is necessary in order safely to handle a motor boat. In this, however, they will be quite wrong as their motoring knowledge will enable them to steer the craft and manage the power plant, whilst only a modicum of common sense is required in addition to ensure that the experiment is a success.

These remarks with regard to ease of handling would not apply in the case of a sailing boat, which does, indeed, need trained and skilled navigating, as is made clear in Jerome K. Jerome's classic work, "Three Men in a Boat." Almost any car driver, however, would be quite at home in charge of a small motor boat after the first hour or so.

As the accompanying map shows, the Broads cover a very large area; they consist, in fact, of 200 miles of safe inland rivers and lakes situated between Cromer, Lowestoft, Yarmouth, and Norwich. Although, naturally, rather flat, the country around the Broads boasts some very fine scenery which will appeal to artists and photographers.

In most parts of the Broads there is excellent fishing to be had; it is mainly free, but a licence, costing only 2s. a season, or 6d. for one day, must be obtained from one of the local post-offices. The close season for fishing extends from March 15th to June 15th, but it is suspended on Easter Monday and the three preceding days.

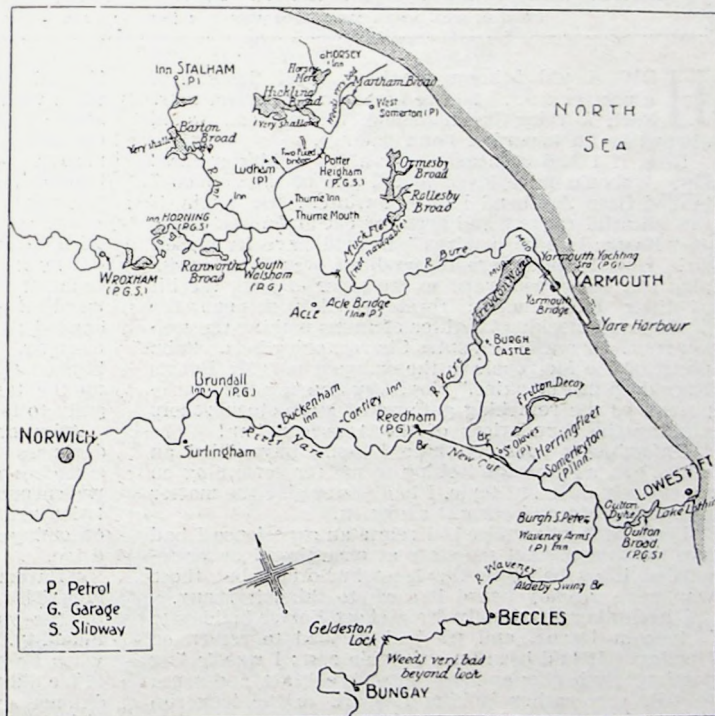
Although the majority of the craft on the Broads are wherries and yachts, the number of motor cruisers is increasing, so that there is little difficulty in hiring one, and petrol can readily be obtained at most of the yards or "ports."

The cost of hiring a motor cruiser varies with its size and with the season. At this time of year the hire of an up-to-date and fully equipped boat with sleeping and living accommodation for four or five persons would be about £11 10s. per week.

A cruiser of this kind is usually fitted with a petrol engine of about 9 h.p., which gives a speed of 8 to 9 m.p.h. with a fuel consumption of 16 m.p.g. Cabin arrangements are very comfortable and convenient,

and, of course, electric lighting is installed throughout.

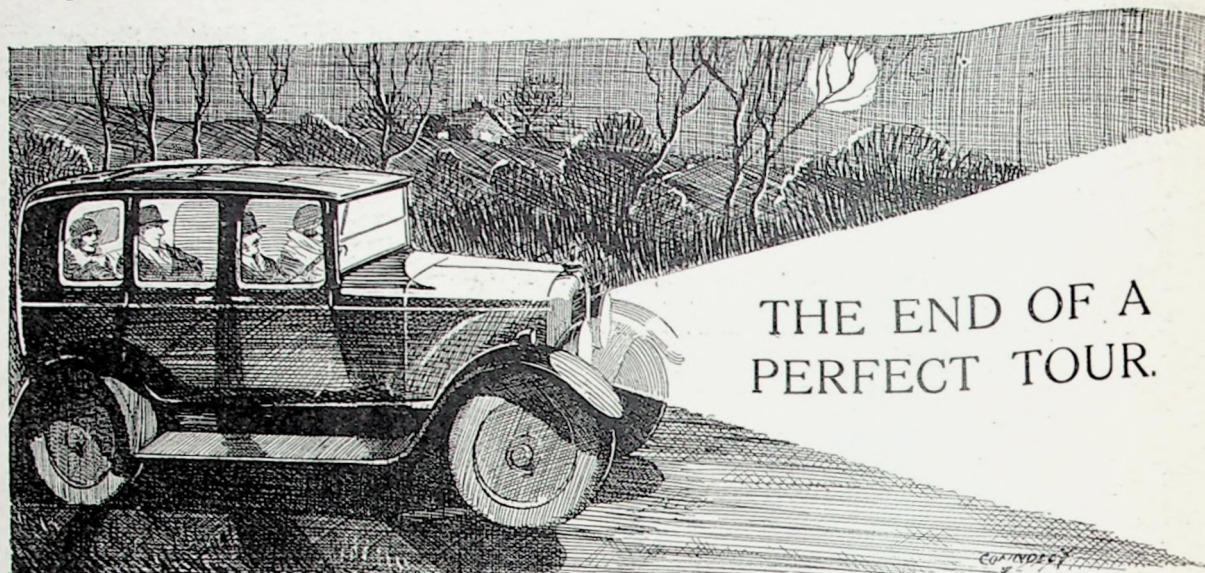
Smaller boats on which three people can live and sleep in comfort can be hired for about £7 per week. They are completely fitted and are driven, as a rule, by a 5-7 h.p. engine which uses about 2 gallons of petrol for 10 hours' running. Only one person is required to navigate the boat as the engine controls, reverse gear and steering wheel are compactly arranged.



This map shows the motor boat facilities on the Broads.

On all of these boats it is usual for the owners to supply everything needed for living and sleeping on board except towels. The hirer, of course, provides his own food, petrol and oil.

Those who would like further information concerning motor boating on the Broads should write to Mr. Leo A. Robinson, A.M.I.N.A., Broadside Yacht and Launch Works, Oulton Broad, Norfolk, for his book, "Yachting on the Broads," a new edition of which has just been published, price 2s. 6d. It contains full details of the pastime, including motor cruising instructions, maps, tide-tables and other important information.



The writer of this poignant little tale points out that it presents a weighty moral which all intending Easter tourists will do well to remember. While "burning the candle at both ends" and defeating time by night driving are not discouraged, those who intend to travel at night should make preparations; in this true story they will discover a few avoidable "snags."

HOW should I know anything about the end of a perfect tour? I have never had a perfect tour. Such a thing is impossible, for the end would always be an imperfect bank balance.

Now, if I had been asked for a few fishing stories! How I should have loved to tell you of the salmon I landed from Southend Pier last winter! Or, again, if the editorial request had been for one-and-a-half pages on "Easter in Rus et Urbs" I could have let myself go! How I could have rhapsodized over dryads tripping o'er the greensward to the pipes of Pan, the lilt of their Bacchanalian revels echoing through the glades, and mocking laughter of fauns making the welkin ring! Or music-hall stars Charlestoning in the Palm Court of the Metropole to the clangour of "Ma Baby's Knee-deep in Pumpkins," played by Sambo's Six Syncopaters, or the rollicking guffaws of large stockbrokers shaking the foundations of the American bar!

On subjects such as these I could have filled an issue, but, as you are looking to me for something on an entirely different topic, I had better give the matter my immediate and earnest attention.

Perhaps it will suffice if I relate an experience I had two years ago. Let me state at once that I never regarded it as being in the least humorous, but those who have already heard it seem to think it funny.

I had taken my family for a short Easter holiday to Totnes in Devon, and we had decided to return on Monday. It had been an enjoyable rest; I was feeling particularly benign and easy after breakfast, and, truth to tell, was rather looking forward to the long run home. When my elder son, John, suggested that we should make the best of the last glorious day by spending it on the river, and returning by night, I at once felt a tingling sensation creep over me. The idea had affected my adventure complex. Mary, my schoolgirl daughter, was all for the scheme, tersely describing it as a "dashed good egg," but the wife took a different view.

"I know what it will be," she said; "all the arrangements for food left to me, and you will want to wear your flannels to-day, which will mean that I'll have to squeeze them into the trunk to-night. And, besides, it is sure to be cold."

John pooh-pooled her misgivings with youthful candour.

"Oh, hang it, mater, we sha'n't need any food, and,

if we do, we can always drop in at an inn. The road's thick with them. But, I'll tell you what—we will stop at the Fords' at Dorchester, and they'll give us supper. Of course it won't be cold, and, even if it is, it won't matter. Why, good Lord, don't fellows go on all-night binges like 'the Exeter' in the middle of winter? Where's your pioneering spirit, mater?"

And so it was settled. After a superbly lazy day for all of us we prepared for our all-night trek.

I must confess that as the evening drew on I began to doubt the wisdom of our plan. John and Mary overruled all opposition, and as John pointed out "he'd be handed the bird!" if he was not at work on Tuesday morning. Our preparations were few and simple. We hitched the trunk on to the luggage carrier and filled up the tank. We all packed in and set off, waving gaily to the receding figures of our host and hostess.

All went well for the first 20 miles or so, and then, as darkness fell and we approached the long, bleak stretches of headland through Bridport and Charnmouth, we encountered a thick ground mist. After we had twice run off the road and once narrowly missed an oncoming char-a-bancs I asked John if he would like to drive.

"Rather!" he answered. "You're as blind as a bat, Pop. This is only a touch of steam off the fields, caused by the cold dew falling on the hot grass—relative humidity. Mary ought to know all about it. I did when I was in the 'remove' at coll."

We did not seek Mary's views on the subject, and she did not seem anxious to give them. Just before ten o'clock we ran into a tree, and a considerable delay followed while we substituted the near-side wing lamp for the smashed one on the off-side mudguard. John dismissed the occurrence with airy nonchalance.

"Confound it!" he argued. "How the deuce was I to know that I was on the right of the road? You people ought to have told me, and, in any case, the bally council of this one-eyed burg ought not to be allowed to leave their wretched trees lying about on the edges of main roads!"

I agreed, but thought deeply about the no-claim bonus.

Dorchester was reached about 11.30 p.m., and after much inquiring we found our friends' house. They were not at home. The inns, which, according to my son, encumbered the highways, seemed few and far between, and all were shut, whilst in most the lights

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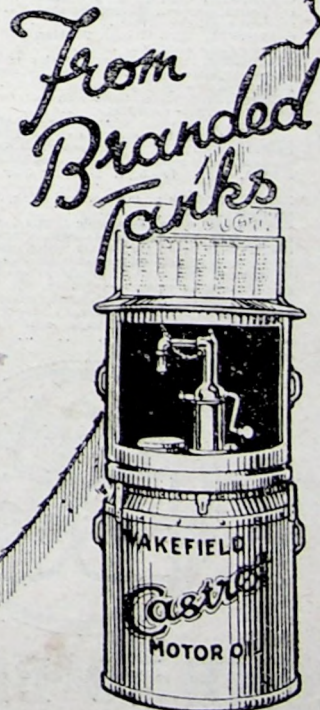
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A-C, 1926, 12 h.p., Royal, 2-seater and dickey, equal to new in every respect, finished Mauve £175

AUSTIN, 1925, 7 h.p., Clummy model, all-weather equipment, F.W.B., excellent condition £165

AMILCAR, 1925-6, 9-50 h.p., Grand Sports, 2-seater, usual extensive equipment and many extras, including two spare wheels, inclinometer, skopie spark tester, new condition .. £165

CLYNO, 1926, 11 h.p., 2-seater and double dickey, F.W.B., usual all-weather equipment and accessories, only run 6,000 miles, splendid condition £115

CLYNO, 1926, 11 h.p., 4-seater, every conceivable accessory, F.W.B., specially painted, low mileage £125

CLYNO, 1926, 11 h.p., 4-seater Royal model, fully equipped, including F.W.B., only run 7,000 miles, excellent condition throughout £135

HUMBER, 1925, 11 1/4 h.p., saloon, 4-cylinder, water-cooled engine, fully equipped, clock, speedo., dynamo lighting, self-starter, balloon tyres, Bedford cord upholstery, as new, also set of loose covers. Mechanical and general condition as new, only one owner £260

LEA-FRANCIS, 1926, 12 h.p., 4-seater, 4 speeds and reverse, complete as to maker's specification, F.W.B., etc., finished Blue as new £210

LEA-FRANCIS, late 1924, 2-seater and dickey, fully equipped with clock, speedo., and self-starter, exceptionally nice condition £115

RILEY, 1924, 11 h.p., 4-door saloon, double adjustable wind-screen, speedo., electric and bulb horns, stepmats, cloth upholstery, 5 new balloon tyres, spring gaiters, just repainted to a choice of Brown, extremely smart appearance £210

RILEY, 1926, 11 1/2 h.p., 4-seater, touring, fully equipped, clock, speedo., dash lamp, balloon tyres, finished Dark Blue. Excellent condition £200

ROYAL, late 1926, 9-50 h.p., 2-seater de Luxe, extensively equipped, clock, speedo., dash lamp, W.B. wiper, electric and bulb horns, F.W.B., balloon tyres, only run 6,000 miles, as new £165

SALMONSON, 1925, 10 h.p., 2-seater, Sports model, clock, speedo., and screen, painted Blue, excellent condition, fast £90

SINGER, 1925, 10-26 h.p. de Luxe, 4-seater, hardly soiled, extensively equipped, repainted Maroon, excellent condition, choice of six, prices varying from £110-£133

SINGER, 1926, 10-26 h.p., 4-seater, as makers' specification, all-weather equipment, pneumatic upholstery, rear screen, clock, speedo., dash lamp, petrol gauge, only run 6,400 miles; also 4-door model, both at £140

SINGER, 1925, 10-26 h.p. saloon, finished Maroon, leather upholstery, balloon tyres, F.W.B., fully equipped and in exceptionally nice condition £140

STANDARD, 1924-5, 11 h.p., 4-seater, all-weather equipment, speedo., mirror, W.B. wiper, just repainted, as new £110

STANDARD, 1925, 11 1/4 h.p., 4-seater, fully equipped and in excellent condition £120

TALBOT, 1924-4, 10-23 h.p., 2-seater and dickey, fully equipped, overhauled and repainted, in perfect condition £115

CARS UNDER £100.

ALBERT, 1922-3, 11 1/2 h.p., 4-seater, fully equipped, exceptionally nice condition £85

CALCOTT, 1921, 11 h.p., 2-seater and dickey, clock, speedo., mirror, real leather upholstery, excellent tyres, very nice condition £40

CALTHORPE, 1923, 11 h.p., 2-seater and dickey, all-weather equipment, speedo., mirror, painted Maroon, excellent tyres, splendid condition £70

CALTHORPE, 1922, 11 h.p., 2-seater, fully equipped, speedo., etc., very nice condition £37-10

CALTHORPE, 1922-3, 11 h.p., 2-seater and dickey, all-weather equipment, clock, speedo., spring gaiters, real leather upholstery, good tyres, two spare wheels, excellent condition £60

CYRONE, 1926, 7 h.p., Cloverleaf, fully equipped, balloon tyres, exceptionally nice condition £80

GWYNNE, 1923, 8 h.p., Clummy model, all-weather equipment, many extras, excellent condition, choice of two £65 and £70

HUMBER, 1921, 11 1/4 h.p., 2-seater and dickey, fully equipped, overhauled and repainted, perfect condition £80

HANDS, 1921, 10 h.p., 2-seater, fully equipped, excellent value £45

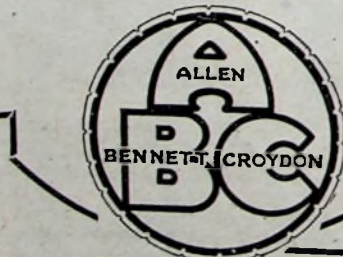
JOWETT, 1924, 8 h.p., 2-seater and dickey, usual equipment, in excellent condition £75

ROYAL, 1924, 8 h.p., 4-seater de Luxe, self-starter, clock, speedo., all-weather equipment and rear screen, excellent condition £85

SALMONSON, 1924, 10 h.p., 2-seater, sports, speedo., W.B. wiper, spot light, nice condition and fast, overhauled and repainted £80

SEABROOK, 1922, 9-8 h.p., 4-seater, 4 speeds and reverse, centre brake control, all-weather equipment, W.B. wiper, speedo., dash lamp, excellent tyres, very attractive looking car £80

SINGER, 1922, Coventry Premier, 8 h.p., 2-seater and dickey, fully equipped, speedo., in excellent condition throughout, new hood, Bargain £40



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WE cordially invite everyone interested in motoring and British Cars to come to Croydon during the period April 1st to April 9th. We are holding a Big Show of New Cars and everything has been done to make this Show a huge success. As you will see by the list of cars on display, nearly every famous British manufacturer of Light cars is represented—all of them fine cars having famous names.

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We look upon this as a golden opportunity for renewing "old acquaintance" and making many new friends.

Come to Croydon and help us to make this, our first Big Motor Show, a GREAT SUCCESS.

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2 400 h.p. Royal 2-seater	£285 0	11 h.p. Standard	£160 0	Junior	£148 10
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2 222 h.p. Saloon	£365 0	12/28 h.p. Saloon	£250 0	ALVIS.	
2 222 h.p. 2-seater	£285 0	11 h.p. Royal 4-seater	£199 10	12/50 h.p. Sports Saloon	£595 0
ROVER.		AUSTIN.		HUMBER.	
9 220 h.p. Semi-Sports	£260 0	7 h.p.	£145 0	9/20 h.p. Tourer	£267 10
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I would like to become an Associate-Member. Please send me illustrated booklet and full particulars free of charge.

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"The Light Car."

were out. There was nothing for it but to push on. It was our intention to leave John at Hastings and to go up to Town from there, so we forsook the inviting straightforward route and struck out for Southampton.

Anyone strange to the district who has tried to get round Southampton without going through the town, and without getting caught at one of the innumerable toll-gates and bridges, knows that it is none too easy, even in daylight. In the early hours of the morning it was extremely difficult, but we managed it at last, and just outside Fareham we adopted Mary's suggestion of a "wink of sleep."

Sleep, however, we found was impossible. We were cramped and stiff, and our heavy clothing had become stifling and uncomfortable. Nevertheless, we pretended, and although we afterwards professed that the rest had done us good, I do not believe we any of us even dozed. For my part I was irritated by the continual "drip-drip" of moisture from the trees. A cow behind a neighbouring hedge was either subject to croup or had supped not wisely, but well, for it made the night hideous with sudden frightening groans and snorts. A stable clock persistently struck the quarters, and once a motorcyclist throbbed his way along the road.

The rustle caused by Mary searching in a paper bag for crumbs reminded us so vividly of breakfast that we "awoke" and staggered on.

At last, in the cold hours of dawn, we crawled into Brighton. The deserted length of dismal road through Portslade and Hove was depressing to the last degree. The sea was bleak and grey and mists still hung clammy over the land. At Brighton Station we dis-

covered a coffee-stall just opening, and as we munched buns and sipped hot "coffee" we surveyed each other. No wonder a few railwaymen and a policeman smiled. John's linen collar was limp and dirty and his erstwhile immaculate grey "bags" were creased and rumpled. The wife, who usually bears up well under trying conditions, did not look so bad, but her light hat, made of some straw material, had been so affected by the atmosphere that it had become pulpy, and the crown had risen to an abnormal height. Mary was pale and haggard and had blue rings under her eyes, while I felt as though I had not washed for days.

The search for an open garage proved fruitless, and I calculated that, with the reserve supply, we had enough petrol in the tank; so we moved on towards Hastings. All the way along we were nodding and dozing, and it is still a wonder to me that I could drive at all. At Hastings we dropped John, and commenced to tackle the last 60 miles.

On a bleak stretch of road about half way between Flimwell and Lamberhurst, on the Hastings road, the engine stopped with a fitful splutter, and I groped under the fascia board to turn the petrol tap the other way and bring into use the reserve gallon. My fingers touched the tap—and I knew the worst. It was already turned, and the reserve supply had gone!

Over the concluding stages of the journey I must draw a veil. Suffice it to say that we arrived home just before midday not knowing whether to go straight to bed or celebrate the end of that perfect (?) tour. There is little more to add, except the saddest point of all. My story is not fiction—it is truth. E.P.T.



ESSEX CLUB'S ENDURANCE RACE.

FURTHER DETAILS OF A VERY SPORTING EVENT WHICH, IT IS HOPED, WILL TAKE PLACE AT BROOKLANDS ON MAY 7TH.



WE are now able to supplement the information given in a recent issue concerning the Essex Motor Club's proposed Six Hours' Endurance Race. At the time of writing the proposed regulations in draft form are receiving the consideration of the R.A.C. The race is fixed for May 7th, and intending competitors should note that entries will close on Thursday, April 21st.

Essentially of a free and sporting character, the Six Hours' Endurance Race will be open to all standard four-wheel production cars of sports, semi-sports or super-sports type, the chassis of which are similar in specification to at least five other cars which can be identified in the hands of private users in Great Britain or elsewhere.

Bodies must be of touring type and not in any way streamlined beyond the standard formation or made specially suitable for racing.

Without laying down rigid rules as to what is and what is not the type of car which meets the regulations governing the race in the spirit as well as the letter, the scrutineers will have the power to pass or reject any car, but should a car be rejected, half the entrance fee paid in respect of the entry will be returned. The entry fees will be as follow:—One car, £10 10s.; two cars (same entrant), £9 9s. per car; three cars (same entrant), £8 8s. per car; over three cars (same entrant), £8 8s. per car.

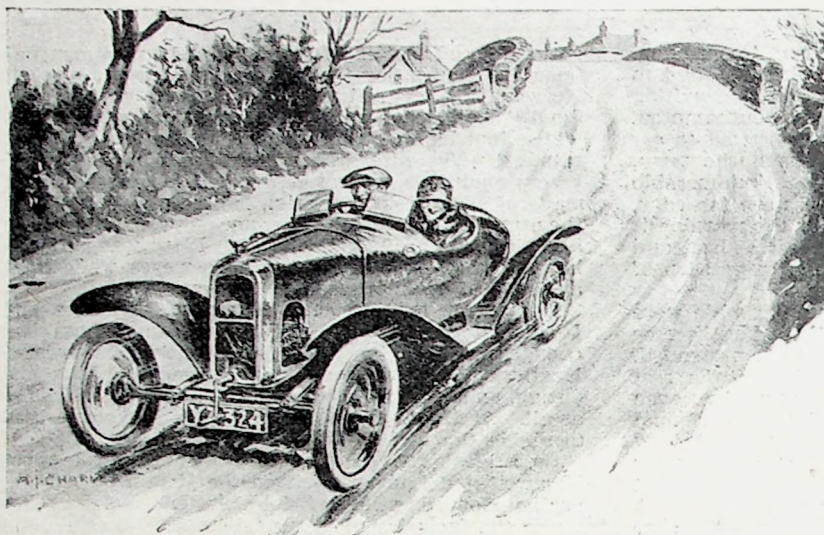
There is no engine capacity limit, but the entries will be divided into no fewer than 11 classes. The following table gives details of all classes, together with useful information as to the amount of ballast which must be taken and the set minimum distance which must be covered.

Class.	Miles.	Capacity—c.c.	Seats.	Ballast—lb.
1	180	500	2	—
2	234	750	2	—
3	282	1,100	2	—
4	312	1,500	3	132
5	330	2,000	4	264
6	342	2,500	4	264
7	348	3,000	4	264
8	360	4,000	4	264
9	366	5,000	4	264
10	378	6,000	4	264
11	390	7,000	4	264

At first sight it would appear that the set averages are rather on the low side, but it must be remembered that the course is not of a straightaway order and that for practically standard sports productions to be driven hard for six hours will impose a severe test.

The promoting club is not blind to the fact that the majority of sporting cars have been modified slightly—by their owners, perhaps—so as to make them more efficient, and in order to make the race open to these people, who, as a rule, belong to an enthusiastic band only too eager to support a fixture of this sort, the following alterations from standard specification will be allowed:—Increased or lowered compression, stronger valve springs, pressure petrol feed, any type of carburetter, altered back-axle gear ratio (standard gearbox, wheels and tyres must be used), shock absorbers, bound springs, any type of steering wheel. Supercharged engines are specifically barred.

As we have already intimated, the race will be run very much on the lines of the Le Mans 24-hours' endurance race, and the start will be staged on lines which have already made that race famous.



CYCLECAR COMMENTS.

By SHACKLEPIN.

SUPER-EASY STARTING
V-TWINS—DOPING SYS-
TEMS—AUXILIARY HAND
MAGNETOS—GAS PRIMING—
THE COVENTRY-VICTOR
SUPERCHARGED ENGINE.

A LETTER has come to hand from a reader who, as the result of two serious illnesses, is very weak and unable to make any sudden exertion. He is, however, able to drive a three-wheeler easily, but he cannot start the engine with the handle and financial considerations prohibit the fitting of an electric starter.

When I say that he cannot start the engine with the handle, I mean, of course, that he is unable to turn it as fast as the average V-twin engine needs to be turned. Even with an efficient magneto, correctly set plug gaps and faultless carburation, it is necessary to swing fairly sharply to obtain a start with most of the engines with which I am familiar; nevertheless, there are ways out of the difficulty.

In the first place, a coil could be fitted in place of the magneto, thus ensuring a hot spark at very slow speeds. The next job will be to make sure that the induction system is positively air-tight and the carburettor set to give a fairly rich mixture at the smallest possible throttle opening.

By avoiding a large opening, the pressure in the cylinders is kept low, consequently, the effort on the starting handle necessary to compress the charge is reduced, and it should thus be possible to do away with the exhaust-valve lifter.

One could, of course, resort to priming the engine—but not by injecting petrol directly into the cylinders, as this does not give a good firing mixture. The proper priming method is to spray a mist of petrol and air into the induction pipe, and devices for doing this are marketed.

During the war I was engaged on airship work, and it was necessary to be able to start the engines in the air after they had been stopped long

enough to become stone cold. In the cases of 12-cylinder Rolls-Royce and Sunbeam engines, a doping system and auxiliary coil ignition were fitted and the starting handles were geared down 32 to 1; but, however slowly they were turned, there was seldom any difficulty experienced in getting a quick start.

In the case of engines with six or more cylinders, an auxiliary hand-operated magneto can be fitted; it is connected to the distributor of the main magneto from which the current is conveyed to the plug of the cylinder which is next in order of firing.

With this arrangement, and by previous priming, the engine is, as it were, self-starting, but, from cold, it is necessary to rotate the crank at least one or two revolutions by hand before working the hand magneto. When an engine having these arrangements fitted is warm, it will usually start on the "hand mag." without previous turning, because, with six cylinders, one piston is sure to be on some portion of the firing stroke and thus in position to begin work.

With a V-twin engine this scheme would not be very satisfactory, but it would work, provided that the starting handle was turned until one piston was just over top dead centre of the compression stroke—that is, just about to descend on the firing stroke. It would not be easy to get this exact position without a great deal of trouble, so that the scheme cannot be regarded as practicable; I mention it merely as a matter of interest.

Of course, a "hand mag." could be used in this way if the engine were swung slowly at the same time, but, as in the case of coil ignition, care would have to be taken to see that the "spark" was fully retarded, be-

cause, if it occurred before top dead centre a severe back-fire would result.

Reverting to the question of spraying, it is advisable to use a very volatile fuel for the purpose. Aviation spirit should be quite satisfactory, or the still lighter vaporizing spirit as used in petrol-gas lighting plants might be tried. It should not be necessary to use ether.

Hydrogen gas has been used very successfully for priming aero engines, but it would hardly be practicable on a cyclecar! On no account, however, should acetylene gas be tried, as its violent detonation would be very harmful to the engine.

I wonder who will be the first cyclecar enthusiast to fit one of the new supercharged Coventry-Victor engines. The specification and description, published in this journal last week, sounded particularly attractive. The ability to engage or disengage the supercharger at will and the fact that racing cams are not necessary are very commendable features which will ensure that in ordinary traffic driving the engine will behave in a normal manner. I can imagine the pleasure, however, of engaging the supercharger, changing down to second and "trending on it" when a suitable opening in the traffic stream presented itself.

If the new engine proves as successful as its description would appear to suggest, I foresee a new era in the cyclecar world, and I hope that those who promote trials and speed competitions will encourage the use of superchargers by deleting from their rules any clause which bars them. It should not be difficult to frame regulations which, whilst allowing the use of superchargers, would be fair to those competitors whose machines were unsupercharged.

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The cars on view at Devonshire House will be unique. They will include exclusive models of Alvis, Swift and other makes. The special coachwork on view is to our own design, and the terms and facilities we offer are unobtainable elsewhere in London.

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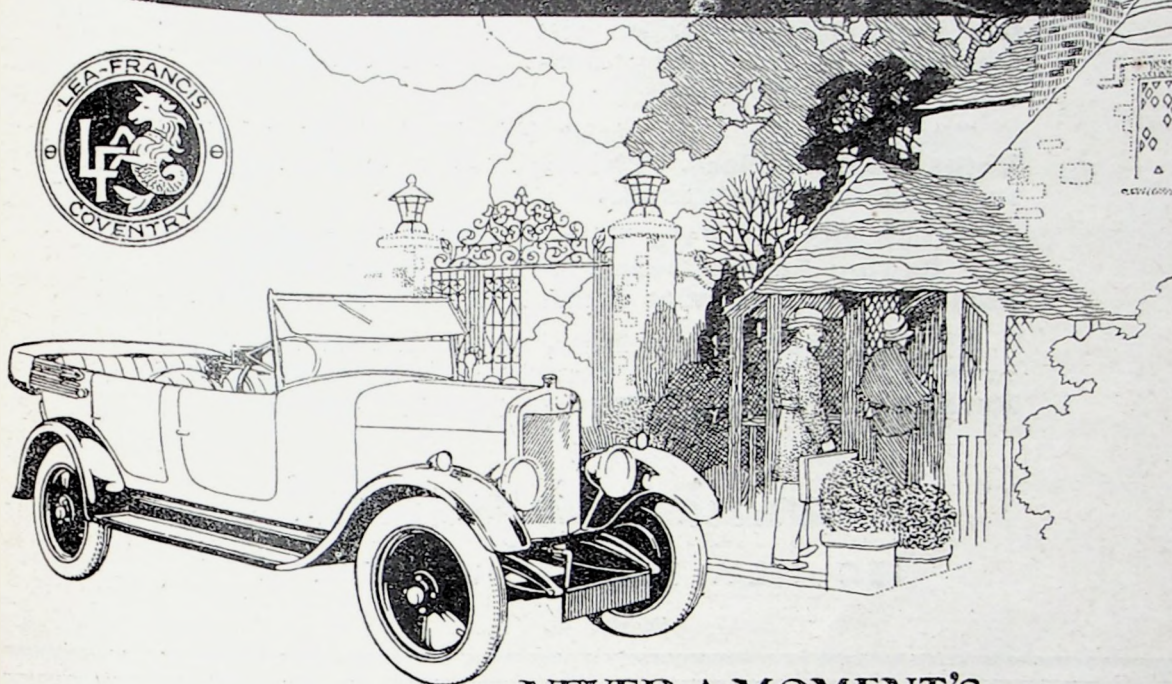
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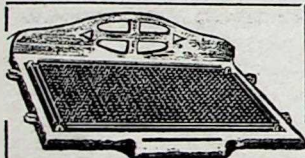
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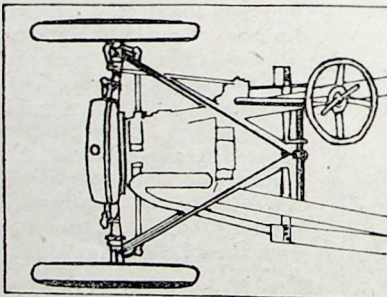
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Let your feet control the Brake
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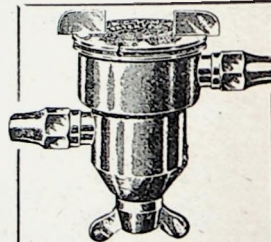
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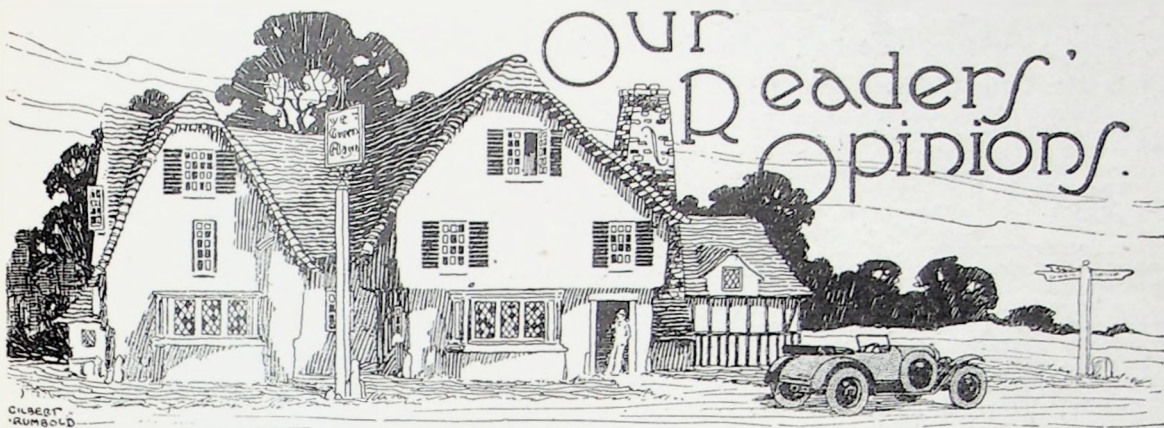


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We welcome at all times letters sent to us by readers for publication in these columns, but take no responsibility for the opinions expressed therein. No anonymous communications will be accepted, but writers may use a nom de plume if desired. To ensure publication in the next issue letters must reach this office not later than Monday morning. They should be addressed to the Editor, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C.1. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

BETTER SWITCHBOARDS NEEDED.

Disadvantages of Existing Types—The Danger of Fire.

"Cleverest Notion . . . Ever."

"Focus," as usual, has got right to the root of the matter in suggesting that the proper place for the switchboard is under the bonnet. You ask for criticisms of the idea. I have worked in a car repair

A Mechanic's View.

shop since the war and honestly can think of none. It is undoubtedly the cleverest notion I have ever seen in print and I hope manufacturers will adopt the idea. Why they have not already done so I cannot, for the life of me, imagine.

A. E. ANSON.

The Idea Strongly Supported.

After spending most of last week-end lying on my back on the floorboards of a car and struggling blindly with a maze of wires behind the fascia board I feel I should like

"Focus" is Wonderful.

to open a subscription for "Focus" for putting forward the idea of fitting switchboards under the bonnet. I should do so, in fact, if it did not involve the risk that he would retire and hand over "Rich Mixture" to another pen. "Focus" is wonderful. So far he has never expressed a view which I, after twenty years of motoring, have not entirely agreed with. More power to his elbow.

OLD STAGER.

Wiring of Most Cars Atrocious.

As an electrical engineer of over 30 years' practice I entirely agree with "Focus" in his condemnation of the conventional switchboard on cars. Much of the trouble has arisen from the electrical manufacturer

The Fire Risk.

giving way to the insistent demand for neatness and compactness. In my opinion, the automatic cut-out should not be housed behind the fascia board; it should be located between the generator and the battery to minimize wiring, and there seems no reason why the fuse box, switch and distribution board should not go with it to a place where they properly belong.

This would leave only two wires to come up to the ammeter on the fascia board, but would necessitate a mechanical connection to operate the switch. This does not appear to be an insuperable difficulty. Under these conditions it would be possible for the general wiring to be made a satisfactory job before the body was put on the chassis and the convenience when the body has to be lifted

off would be worth it all. At the present time the wiring of most of the cars I have seen is atrocious.

I cannot see that the wiring affects the fire risk very seriously, for there is not, as a rule, enough power in the current to do much damage in this way, but there is a fire risk on present-day cars which certainly merits the attention of manufacturers.

I refer to the fashion which has set in for putting the petrol control tap under the bonnet without any means of operating it from the car. In the course of three years I have twice had a fire under the bonnet of my car and in both instances was able to save the situation by promptly turning off the tap in the car. The first time the trouble arose from a cracked petrol pipe, the loop between tap and carburettor having vibrated in resonance to the engine beat. The second time it was a combination of a stuck needle valve and a choked jet.

I certainly would not drive any car that could not have its fuel supply controlled from the driving seat.

F. O. HUNT.

The Results of a Short Circuit.

As one who had the unpleasant experience of finding dense smoke emerging from under the scuttle of a car which I was driving along Oxford Street a few weeks ago I

A Nasty Predicament.

should like to say how excellent is the suggestion to move switchboards to a position under the bonnet. The car I was driving had an electric horn of the buzzer type, and the blade, it appears, broke, fell across the terminals and caused a direct short circuit which set light to all the wiring behind the switchboard and over and around the petrol tank! I jumped from the car immediately I noticed the smoke and, guessing it was the wiring alight from the smell of rubber, removed one of the battery terminals as quickly as the presence of two policemen and a large crowd would allow.

I have never felt more of a hero than when wrestling with the battery (which was under the front seat) and knowing full well that the petrol tank might possibly explode at any moment. A taxi driver with a fire extinguisher was soon on the spot and just before he arrived one of the constables was going to send for the fire brigade. Fortunately the tank did not go up and my insurance company paid for new wiring being installed, but I am all in favour of moving the switchboard to a less dangerous place, as you can well imagine!

J. D. WILLIAMS.

B33

OUR READERS' OPINIONS (contd.).

Constant-vacuum v. Fixed-choke Carburetters.

Tests the Only Guide.

Mr. Mantell thinks that the open type of carburetter is the most suitable on a high-speed light car sports engine; my opinion is to the contrary. Comparative tests with a

The S.U.
Piston.

really high-speed light car sports engine—the higher the speed the better—is the only real solution. If one can be arranged, I shall, having the courage of my convictions, welcome it, and doubtless the results would enable your readers to judge for themselves which type of carburetter is the most suitable.

My answer to "Economy" is that I offered to demonstrate positively to him that his statements regarding the functioning of the S.U. carburetter piston were incorrect; this he has not accepted, but simply repeats them in another form. Doubtless your readers will assess his statements at their proper value.

T. C. SKINNER.

The Question of Choke Velocity.

I would like first to thank Mr. Skinner for his long-awaited technical defence of the C.V. principle as applied to high-efficiency engines. If, as he states, a constant choke

Mr. Mantell
Replies.

velocity was the determining factor in efficiency the argument would indeed be finished, but if Mr. Skinner's experience with the fixed-choke type of carburetter had been a little more extensive he would know that although there is a minimum "critical," the efficiency above this point is not determinable on a velocity basis at all, but is entirely a question of the balance of resistances.

In reply to Mr. Moir, I do not think the comparisons he quotes are quite in order, for he is now evidently speaking of racing engines pure and simple when he refers to the very high-speed car in question: in these circumstances I am entitled to reconsider my 3,500 r.p.m. limits and commence to talk in six thousands, which is now the equivalent speed of similarly efficient small engines and, of course, puts a totally different complexion upon the carburation conditions.

L. MANTELL.

Good Results with C.V. Carburetters.

It is with great temerity that I offer my few humble remarks upon the subject of constant-vacuum carburetters. With profound respect to those eminent specialists whose

Practical
Experience.

findings I read with interest in your columns, there is in all they have to say but little of practical service to the plain man. That the average 1927 carburetter does fail to give good all-round performance is by no means the grievance of the faddy few.

Now, briefly, the legitimate demands of every car user are: (1) Low consumption, maximum power and flexibility over a good range; (2) easy starting and good, even pulling from cold; (3) minimum of cleaning and adjustment; (4) rhythmic acceleration, with instant throttle response, independent of "humoring the pedal."

With an annual average in light cars of 20,000 miles, the search for a solution in my case was industrious and comprehensive in every respect; it ended with complete

satisfaction in the constant-vacuum-type instrument; quite frankly, the S.U. controllable-jet-type carburetter.

I have no interest with S.U. carburetter, nor with the motor trade in any way whatever.

A. J. FEATHERSTONE, B.A., B.A.I.



Mr. A. T. R. Crimston, an engineer who is stationed at Bekwai, in the Gold Coast Colony, and his 10 h.p. Swift. He runs about 1,000 miles a month and despite the intense heat (from 90°-120°) and the appalling roads the car is standing up to its work in a remarkable fashion.

Speed or Comfort?

I would like to put forward a point for consideration by the disputants upon carburation. If the decision rests upon the advantages of the extra 2 m.p.h. on the maximum speed or comfortable driving with reasonable top-gear acceleration at the expense of this 2 m.p.h., which do they consider to be the most important?

A. M. LOW, M.I.A.E., etc.

* * * This correspondence is now closed.—Ed.

The Proposed New Motor Laws.

Stopping If an Accident Occurs.

I read your summary of the proposed new motor legislation with considerable satisfaction, for I think that, as a whole, the Draft Bill shows a sound understanding of modern conditions and, if passed,

An Admission of
Liability.

should do much to improve road conditions. There is, however, one clause which, in my opinion, is capable of causing grave injustice to careful and considerate drivers. In your résumé the offending clause is summarized as follows:—"If any kind of accident occurs, it is suggested that drivers must stop and give their names and addresses if the accident is due in any way to the presence of their vehicle on the road."

Now, this sounds very fair and reasonable, but consider the case of a careful and law-abiding driver who sees two

cars crash fairly close to him. He knows that he is not in any way to blame, but to be on the safe side (or so he thinks) he stops and offers to give his name and address. This is a perfectly natural action, but it may very probably—and somewhat naturally—be taken by the other parties as an admission that the accident is in some measure due to him. Should this happen he would have considerable difficulty in clearing himself of responsibility.

If, on the other hand, he drives on he may subsequently get into trouble for not stopping. Whichever course he takes there is the chance of his being put to a good deal of trouble, and possibly expense, simply because an accident happens near to his car, although he himself is not in any way responsible. I sincerely hope that this clause will be reconsidered and amended or deleted before the Road Traffic Bill becomes law. Do other readers agree with my criticism?

ARTHUR JONES.

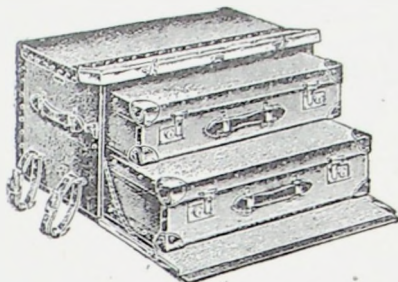
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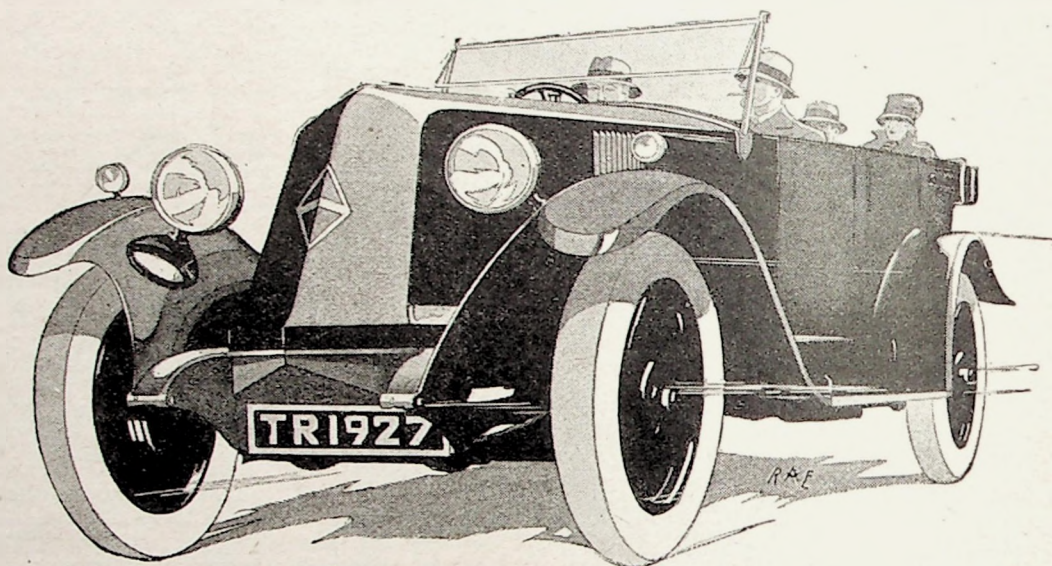
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OUR READERS' OPINIONS (contd.).

CONDENSED CORRESPONDENCE.

Mr. J. Badger Clark, "Hillside," Hutton, Essex, wishes to thank all those who helped to put out a fire on his car on the Mitcham-Reigate road, on Sunday, March 27th, at about 10.30 a.m., and to apologise to all those who were delayed. He would also like to get into touch with the chauffeur of a dark-green Daimler who was present.

Mr. R. A. Scali (London) writes in praise of Champion sparking plugs and wishes to express his appreciation of the treatment he has received from the makers. Some time ago he purchased four new central electrodes from a small garage, but subsequently found that they would not fit; on calling on the makers he was informed that they were of an obsolete type and was supplied with four new plugs

free. Incidentally, his original plugs had been in use for over 19,000 miles and have never needed cleaning.

INFORMATION WANTED.

DERBY.—The opportunity to buy or borrow an instruction book dealing with the 1923 model would be appreciated.—Llewellyn P. Guilar, 53, Tottenham Court Road, London, W.1.

ROVER.—The opportunity to purchase or borrow an instruction book for the 1925 9 h.p. model would be much appreciated.—J. W. Parker, 4, Sylvia Avenue, St. John's Lane, Bristol.

HOLIDAY ACCOMMODATION.—Any reader who is able to recommend clean and comfortable "diggings" in Salcombe, S. Devon, is asked to send full particulars to H. F. C., 32, Ashgrove Road, Goodmayes, Essex.

CLUB ITEMS AND SPORTING EVENTS.

THE GRAND CUP TRIAL.

The Surbiton M.C.'s Grand Cup Trial (open to car members of the M.C.C. and Brighton and Hove Club) will be run this year on April 9th, and entries close by first post April 2nd. The start will be from the Talbot Hotel, Ripley, at 10.30 a.m., and the usual non-stop sections and observed hills will be included. The hon. organizer is Mr. Kaye Don, care of The Avon India Rubber Co., Ltd., 343, Euston Road, London, N.W.1.

R.A.C. PERMITS.

The R.A.C. has issued the following closed permits:—April 2nd, Kent and Sussex L.C.C., reliability trial; N. London and N.W. London M.O., reliability trial. April 10th, Sydenham and D. M.C., touring trial; April 25rd and 24th, Egham and D. M.C. and L.C.C., reliability trial. April 30th, Kent and Sussex L.O.C., speed trial (Raco Hill, Lewes). May 27th, Knock M.C.C., 12-hour night reliability trial. June 3rd and 4th, Motor Cycling Club, London-Edinburgh Run.

WEST HAM AND D. M.C.

The first annual general meeting of the newly formed club took place on February 23rd, when it was decided to prepare a programme of sporting and social events for the year. The club has been formed from the old Pelly Wheelers C.C., and it is hoped that there will be a good muster for the Easter run to the West Country, including a visit to Perlock to view the London-Land's End competitors. The opening run will take place on April 9th, the venue being the Maypole Inn, Chigwell, Essex. The hon. secretary is Mr. C. Baggallay, 227, Plaistow Road, E.15.

LONDON M.C.

The first annual meeting of this club was held recently and was well attended by members. The hon. secretary's and treasurer's reports revealed a most satisfactory state of affairs, and it was unanimously decided to apply for affiliation to the A.C.U., as the club is desirous of entering the chief events of the year. The officers were elected as follows:—President, Commander G. Herbert, D.S.O.; hon. treasurer, Mr. R. Flowerman; hon. secretary, Mr. F. W. Lawrence; trials organizer, Mr. G. Loddale; captain, Mr. A. E. Cooke. The annual subscription is 10s. 6d., including A.C.U. affiliation fee, fixture list and club emblem. An interesting programme of social events has been arranged by the committee, and prospective members should communicate with Mr. Lawrence, at 25, Primrose Hill Road, Hampstead, N.W.3.

THAMES AND D. M.C.

The Windsor M.C. and L.C.C. and the Slough and D. M.C. and L.C.C. unanimously decided to amalgamate at the combined meetings of the clubs held at the Manor Hotel, Datchet. The new club is called the Thames and District Motor Club, and has as its patron the Rt. Hon. Lord Congleton, with the Mayor of Windsor (Sir William Carter) as its president. Mr. W. Bullivant as chairman, Capt. H. W. H. Boyd as elected hon. secretary and Mr. L. M. Lightfoot hon. competitions secretary. Mr. H. Hughes was voted to the office of hon. treasurer and Mr. H. Stribling hon. assistant treasurer. Mr. V. Hartley was appointed captain and Mr. W. Goldswain vice-captain. It was decided to have the club's headquarters at the Manor Hotel, Datchet, with Windsor and Slough sectional quarters at the "Prince Christian" and "The Swan" respectively. The annual subscription for the club is 3s. 6d., with an entrance fee of 5s. to cover the cost of the club badge, which remains the property of the club. The first trial was held on March 13th, under the title of the "Amalgamation Trial," for the Roma Cup. The captain's run to Burford Bridge on March 6th was very well attended. On Wednesday, March 16th, the club held a social evening, finishing with a visit to the Windsor Theatre Royal.

ENFIELD AND DISTRICT MOTORCYCLE AND CAR CLUB.

The opening trial for which, as hitherto, the Noel Cup will be offered, has been fixed this year for Sunday, April 3rd. The course will be the same as previously, and will include no break surfaces. An invitation to join in a trial with the Wood Green Motor Club on March 27th was appreciated. Full particulars of all trials may be obtained from the hon. trials secretary, Mr. O. G. Noel, 2, Silver Street, Enfield, Middlesex.

FORTHCOMING EVENTS.

- April 1.**
"Welsh" 24 Hours Trial.
- April 2.**
Bristol M.O. and L.C.C. Kickham Memorial Open Trial (Wessex Centre A.C.U.).
Kent and Sussex L.O.C. Trial (postponed).
Uxbridge M.C. President's Cup Trial.
North London M.C. Half-day Trial.
- April 3.**
Leeds M.C. Novelty Competition.
City of London M.A. Hill-climb.
Catford and D. M.C. Social Run to Tunbridge Wells.
Austin Seven C.C. Captain's Opening Run.
Leicester and D. M.C. Opening Run to Market Harborough.
Wood Green and D. M.C. Social Run to Newmarket.
- April 9.**
Surbiton M.C. Grand Cup Trial.
West Ham and D. M.C. Opening Run.
- April 10.**
Leeds M.C. Buckden Hill-climb.
Sheffield M.C. Team Trial.
Sydenham and D. M.C. Touring Trial.
Catford and D. M.C. Run to Igham.
Uxbridge M.C. Social Run.
Leicester and D. M.C. Slow Hill-climb at Stockton.
Watford and D. A.O. Trial.
London Eagle M.C. Run to Leith Hill.

AUSTIN SEVEN CAR CLUB.

London readers will be interested to learn that a London branch is now being formed; the subscription will be the same as at Birmingham, where the club had its inception, i.e., 5s. per year with no entrance fee. A handbook will be issued yearly to members; it contains particulars of the club's programme for the year, useful information for Midland and members concerning car parks and so on, and a number of notes in the form of "Do's" and "Don't's." Full particulars may be obtained from the hon. London secretary, Mr. E. G. Oxenham, 13, Hawthorn Avenue, Harrow-on-the-Hill, Middlesex.

BELFAST AND DISTRICT M.C.

The "Circuit of Ulster" test proved so popular last year that the new committee have decided to continue this competition for another season. Many drivers, both in Belfast and throughout the province, have expressed their desire to attempt either the major circuit, over a route of more than 400 miles in length, or the minor circuit, which covers a more modest 250 odd miles, so that the committee had little option but to yield to their requests. The competition is confined to members of the club. No entrance fee is charged, and each rider successful in completing one or other of the circuits within the stipulated time receives an attractive handlebar badge. The hon. secretary is Mr. Harold C. Browne, 65, Albertbridge Road, Belfast.

UXBRIDGE M.C.

The club's opening run was held on March 13th and Ye Meads Hotel was visited. Tea was enjoyed here and the evening concluded with dancing. On April 3rd the President's Cup Trial will be run.

PENRITH AND DISTRICT MOTOR CLUB.

At a recent meeting a provisional fixture list, comprising four reliability trials and two slow hill-climbs, was arranged. These will be submitted to the April meeting of the Northern Centre Board for sanction. Messrs. J. H. Harrison and H. P. Wilson were appointed club delegates for the board. Non-members are invited to join the members of the club in the first social run to Hexham on April 3rd.

SYDENHAM AND D. M.C.

On April 10th the club will hold a touring trial, the start being from the Crown Hotel, Leaves Green, at 10 a.m. Lunch will be at Rottingdean, near Brighton, and the course will consist principally of main roads with a small percentage of lanes and tracks in Downland, altogether 120 miles in length. Entries should be sent to the hon. trials secretary, Mr. C. A. Hobson, 29, Culverley Road, Catford, S.E.6, so as to reach him not later than first post on Tuesday, April 5th.

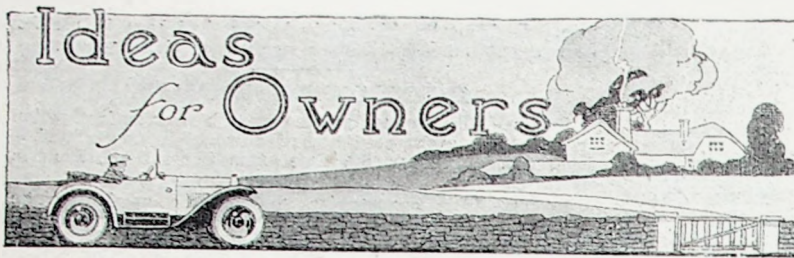
IRISH END-TO-END TRIAL.

At a meeting of the Ulster Centre of the M.C.U.I. held in Belfast on Thursday, March 10th, it was decided to include a section for cars in this year's Irish End-to-end Trial in July, the arrangements being left to the committee in charge of the event. Ten entries are promised from Dublin, and it is expected a similar number at least will be forthcoming from Belfast. It was stated that the Ulster Automobile Sports Club would support the event, and the vice-chairman (Mr. R. H. Wright) remarked that the introduction of cars would make the trial more interesting.

BRIGHTON AND HOVE M.C.

The annual reliability trial for the Hewitt Trophy (presented by A. H. Hewitt, Esq.) took place on March 20th, when 52 competitors driving motorcycles, sidecars and cars started at one-minute intervals from Lindfield Common, No. 1 leaving at 2.30 p.m. The course of just over 50 miles was almost identical to that of last year's run and led through pretty country by way of Horsted Keyner, East Grinstead, Lingfield, Tandridge and Wargrave to Westerham. Brilliant sunning continued throughout the afternoon, and this helped considerably to make the event an enjoyable one for nearly all concerned. Soon after the start four car competitors went astray near Horsted Keyner, and turning into a field soon found themselves "bogged." It is rumoured that extra "horsepower" in the shape of one real (farm) horse was required to enable them to regain the road. After climbing Ganger's Hill, near Tandridge, drivers were required to negotiate a short "colonial" section, followed by acute left-hand and right-hand hairpin bends. The latter ended in a short but steep gradient, the surface of which consisted chiefly of loose pebbles. As was expected, little worry was caused to the riders of solo motorcycles, but of the cars four were unable to complete the second bend without reversing and required extra "manual" power. The remaining car drivers all performed remarkably well, but perhaps the "stars" were J. O. Simpson, Leo (Alvis), H. Hamilton (Talbot Special) and P. Jennings (Morris-Cowley), all of whom received well-deserved applause from the small gathering of spectators.

The three mists—Succombe, Saltbox and Cudham, well-known to motorists—were successfully climbed by all, although on Saltbox a stop and restart test was carried out. The majority arrived almost on time at the finish—George and Dragon Hotel, Westerham—where tea had been arranged. Results are not yet available.



We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

Saving Seconds.

Overhead-valve gear is usually enclosed and sometimes the cover is held in place by four nuts. To remove the cover necessitates unearthing the tool kit, finding the correct spanner and stowing the tools afterwards; moreover, actually undoing the nuts is a "fiddling" job. At a cost of about 10d. the hexagon nuts can be replaced by brass wing nuts. The conversion will be greatly appreciated by those who like to check tappet clearances frequently.

Repairing Screen-wiper Tubing.

Owing to being chafed by the top forward part of a sidescreen, the rubber tube connecting a screen wiper to the induction pipe sometimes wears through, causing the wiper to cease functioning and also setting up an air leak to the engine, which may affect slow running. A temporary cure can be effected by binding the damaged part with surgical plaster. To make a permanent repair which will eliminate the chance of any further trouble, cut about an inch out of the tube and insert a length of small-bore copper pipe.

A Tent for Two.

An excellent "tent" can be made to house two male campers by utilizing the hood of a car, if it is of the open four-seater type. Two pieces of wood, the length of the car from the windscreen to the back of the body, should be prepared with holes at each end to take pegs so that they may be fixed securely to the ground. Another piece of wood of the same section and of a width equal to the car body across the back seat should be fixed at one end, so that the frame when flat on the ground is roughly of U-shape. Two brackets should be screwed one on each of the long strips to take the bolts which pivot the hood sticks when the hood is mounted on the car. The idea is to erect the hood on this wooden frame, with the back piece secured either by drawing-pins or eye-fasteners to the cross-piece. The front hood-stick should be held down by two lengths of rope tied round it and pegged to the ground.

Side curtains may be fixed in holes in the long strips and a mackintosh pinned over the open end will complete the "tent." The wooden frame-members may be carried by strapping them to the running boards, or the long ones may be hinged and folded so that they can be packed in the tonneau.

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In Answer to your Query



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

J.E. (Edinburgh).—The wing nut on the top of the rear axle casing of your 10 h.p. Swift is a removable plug designed to act as an air vent when replenishing the oil in the casing or when draining it.

D.G. (Penzance).—The Trojan engine is started from the driving seat by pulling up a lever. Special provision is made for preventing the engine backfiring and continuing to run backwards.

Rover Exhaust Joint.

If a replacement for the copper and asbestos washer between the exhaust manifold and pipe of a Rover Nine is unobtainable in the locality, it is useful to remember that the C. and A. washer used to make the joint between the upper water manifold and the cylinder block of a Ford will fit accurately. These washers are stocked by nearly all garages.

An Austin Door Handle.

On some models of the Austin Seven it is a little difficult to open the door when the screens are erected, and passengers who are strange to the vehicle cannot easily unclip the side curtain, particularly at night. This can be overcome by filing a strip of sheet iron into a flat "handle" about 4 ins. long, 1 in. wide and $\frac{1}{8}$ in. thick and fitting it to the inside end of the locking handle. The strip should, of course, be drilled and tapped to fit the shaft of the handle and the existing locking plate is utilized to keep it in place. The idea has a further advantage in that the flat handle does not catch and tear the occupants' clothes.

Clyno Oil Leakages.

It has been found that some Clynos are subject to a continual oil leakage from the bearings of the gearbox. This is usually due to the air-release valve in the top of the box becoming clogged with oil thrown up by the revolving pinions. When the air in the box becomes warm and expands, it forces the oil out of the bearings. To prevent the same thing happening again, mount the valve on a short length of tubing to keep it out of reach of the flying oil. Any piece of metal tubing suitably adapted will do, but a reader has found that a "back step" or rear-fork-end footrest from a cycle serves the purpose well. It should be threaded at one end to screw into the orifice formerly occupied by the shank of the valve, the latter being screwed into the bolt-end of the "step," which should be tapped to take it.

D.D. (Basingstoke).—Try packing the space between the top of the tank and the underside of the scuttle dash with cotton waste. This will often cure drumming.

C.S.T. (Brixham).—The front-wheel brakes of your Morgan are intended to be adjusted by sliding the brake lever quadrant backwards or forwards along the propeller shaft housing to slacken or tighten the cable as required. We do not advise you to twist the cable.

R.E.M. (Leamington).—The most effective way of repairing a bad leak along one of the lower seams of a radiator is to take the radiator off so that proper access can be gained to the faulty section. Your garage would do the job for you in half a day. Stoppings of soap and so on are a temporary measure only.

9

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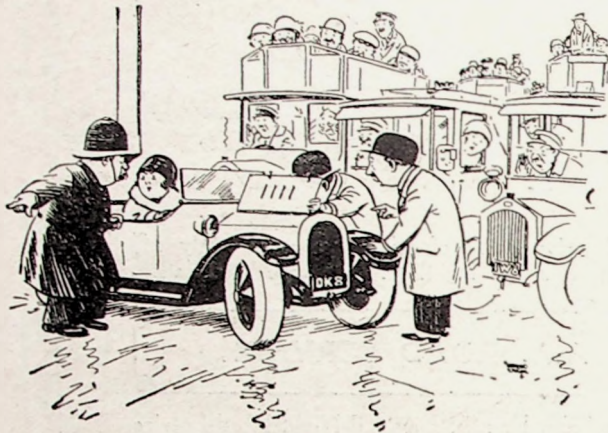
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AROUND THE TRADE.

The Department of Overseas Trade, 35, Old Queen Street, London, S.W.1, has available for issue to British manufacturers a short report dealing with the increasing demand for motor vehicles in French West Africa.

We have been informed by Fort Dunlop that Benoist, who won the 250-kilometre Grand Prix de l'Ouverture at Montlhéry in a Delage, and Eyston, who came third in his Bugatti, were both running on Dunlop tyres.

Austin Seven owners should be interested in the Linkula oil pressure gauge made by David Harcourt, Ltd., Theodore Street, Birmingham. It is quickly and easily fitted, no cutting or boring being necessary. The price is 10s. 6d.

The Triplex Safety Glass Co., Ltd., sends us a paragraph from an American newspaper which states that 65 per cent. of the injuries received in motor accidents are caused by broken and flying glass from windscreens and side windows.

Postans and Morley Brothers, Ltd., Trevor Street Works, Birmingham, inform us that Celamel brushing lacquer, which was referred to under "Interesting Accessories" in our issue of March 4th, is now obtainable in a range of colours.

David Moseley and Sons, Ltd., have sent us their latest price list dealing with Moseley accessories and tyre repair materials. Considerable reductions are shown. The "Float-on-air" specialities are dealt with in another list, which may be obtained from the concern on application.

The General Electric Co. Ltd., has forwarded us a copy of a letter received from a Scottish motor concern. It states that, after a motor smash in a Scottish street, an Osram bulb was found to be still burning, although the car, in a headlamp of which the bulb was fitted, was a total wreck.

We have been advised that the County Chemical Co., Ltd., Chemico Works, Birmingham, is producing for the forthcoming season a range of Chemico car beautifiers. In addition there are three new specialities, these being Chemico wax polish, Chemico cellulose polish and cleaner and Chemico leather hood paint.

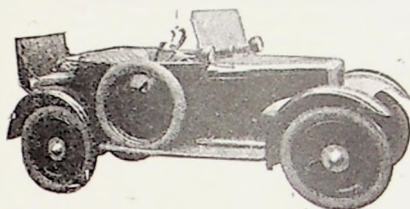
We have received from C. C. Wakefield and Co., Ltd., copies of a number of their various booklets and charts, which have been prepared for the assistance of owner-drivers. Those of interest to light car owners include lubrication charts dealing with the Rover Nine, the A.C. Clyno, Singer Senior and the Austin Seven.

Alfred Wiseman, Ltd., Glover Street, Birmingham, have sent us a pamphlet describing their "Fenlin" material. It deals almost entirely with Fenlin gearwheels and blanks. Fenlin is manufactured from paper, cotton or linen, the material depending upon the requirements; it is impregnated with special resins, cured and heated under pressure, the result being a product claimed to be especially suitable for silent gears and pinions, magneto and electric starter drives, pulleys and switchboard bases.

A short report on the Montreal Motor Show, held from January 22nd to 29th, has been prepared by the Department of Overseas Trade from information furnished by His Majesty's Senior Trade Commissioner in Canada (Mr. F. W. Field) and issued to firms whose names are entered on its special register. United Kingdom firms desirous of receiving a copy of this report, together with particulars of the special register service of information and form of application for registration, should communicate with the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1.

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MORGAN, 1923/6, de luxe 2-seater, 8 h.p., J.A.P., W.C., Lucas dynamo lighting, mirror, specially fitted steering damper, rear shock absorbers, new straight sided Dunlop cords, ratchet brake, Bonnikson trip, and windscreen wiper, tax paid for the year, finished royal blue, appearance and condition guaranteed absolutely equal to new .. £82

Choice of another at .. £77/10
MORGAN, 1925, Aero 8/10 h.p. Anzani O.H.V. engine, Lucas dynamo lighting, electric horn, aero screens, hood, P.W.D.'s, flared wings, straight sided tyres, very attractive super sports bus .. £82/10

CLYNO, 1925, 11-9 h.p. 2-seater, dynamo lighting, self-starter, full dash, good tyres, beautifully coach finished, gorgeous condition, almost indistinguishable from new .. £82/10

WOLSELEY, 1923/4, 11 h.p. de luxe 2-seater and sunken dickey, dynamo lighting, self-starter, clock, speedometer, etc., bulb and electric horns, five nickel plated lamps, leather upholstery, all-weather equipment, exceptionally smart and well fitted .. £70/10

RHODE, 1924, 11 h.p. 4-seater, dynamo lighting, self-starter, speedometer, new cord tyres, extremely attractive and fast car .. £75

ROVER, 1921/5, 8 h.p., 4-seater, dynamo lighting, self-starter, right all-weather equipment, finished Nix blue, grand mechanical condition, carefully used .. £62

MORGAN, 1925, 2-seater, 8 h.p., J.A.P., Lucas dynamo lighting, right all-weather side screens, pneumatic upholstery, three new tyres, finished mauve, very fast .. £62

CITROEN, 1923, 11-4 h.p. 6-seater tourer, dynamo lighting, starter, excellent mechanical condition £59/10

MORGAN, 1924 model, Grand Prix, 8 h.p., J.A.P., W.C., Lucas dynamo lighting, electric horn, dash light, hood cover, attractively finished chocolate, fine condition .. £58

A.C. 1921/2, 11 h.p., 4-seater, starter, lighting, clock, speedometer, very smart car, in excellent mechanical condition .. £57/10

A.C. 1921, 11 h.p., 4-seater, fitted with special body and leather upholstery, dynamo lighting, self-starter, clock, speedometer, two-piece screens, good appearance, astounding bargain .. £52/10

MORGAN, 1924, 2-seater, de luxe, 8 h.p., J.A.P., Lucas dynamo lighting, horn, speedometer, new oversize tyres on rear, good appearance, very carefully used car .. £52/10

BELSIZE-BRADSHAW, 1923, 9 h.p., 2-seater and sunken dickey, dynamo lighting, self-starter, speedometer, mirror, good tyres, all-weather equipment, exceptionally smart and carefully used .. £49/10

ROVER, 1924, 8 h.p., Chummy, dynamo lighting, starter, all-weather equipment, exceptionally fine condition .. £45

BELSIZE-BRADSHAW, 1923, 9 h.p., 2-seater and sunken dickey, dynamo lighting, self-starter, good condition, smart and fast car .. £45

ROVER, 1923/4, 8 h.p., Chummy, 4-seater, dynamo lighting, starter, speedometer, all-weather equipment, good tyres, splendid appearance .. £42/10

ROVER, 1923, 8 h.p., Chummy, 4-seater, dynamo lighting, all-weather side screens, good cord tyres, very good mechanical condition, ready to drive away, a super bargain £37/10

BRADSHAW-BELSIZE, 9 h.p., 2-seater, dynamo lighting, good tyres, spare wheel .. £35

MORGAN, 1921-3, 2-seater de luxe, electric and acetylene lighting, clock, speedometer, mirror, 2 new tyres, low mileage, very reliable and serviceable 2-seater, new hood £34

ROVER, 1922, 2-seater dynamo lighting, spare wheel, excellent mechanical condition and appearance .. £26

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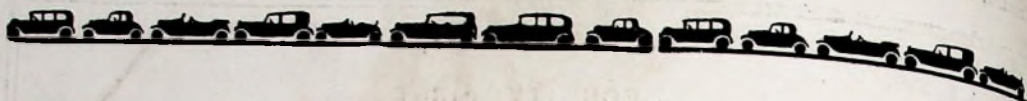
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