

The Light Car *and* Cyclecar

3^d

SMALL CARS
AT OLYMPIA
THE COMPLETE REPORT

SINGER
STAND No 209

Select a Singer
and be Satisfied

Particulars and Catalogue from:
SINGER & COMPANY, LTD.,
COVENTRY.

at Olympia

PALMER
Cord Tyres

STAND No. 451, in the GALLERY.

FROM

no other tyre can you expect the same service,

BECAUSE

no other tyre employs the same methods of construction,

no other tyre has twenty years "Cord" experience behind it,

no other tyre can claim twenty years consistent "Cord" success,

THEREFORE,

see the Palmer exhibit and

Fit Palmer for Peace of Mind

THE PALMER TYRE LTD.,
119 121-123, Shaftesbury Avenue,
London, W.C.2.

(277)

OLYMPIA
STAND 23



CITROËN

Effective 1st October, 1924.

7.5 h.p.

See the Half-Section
of the All-Steel Citroën
AT STAND 23

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

11.4 h.p. English Body.

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

11.4 h.p. French Body.

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

PRICES
from

£145

INCREASED EQUIPMENT.

Send for Citroën Book 18.

CITROËN CARS, LTD.,

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

Telephones: Riverside 2220-7.
Telegrams: "Citrolon, Hammer, London."

WEST END SHOWROOMS:
60, PICCADILLY, LONDON, W.1.

Telephone: Gerrard 6272.
Telegrams: "Citrocar, Piccy, London."

K. 121

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

At



The hall mark of quality.

LEA-FRANCIS

A bigger and better car at a lower price

Increased accommodation, equipment and comfort
without sacrifice of

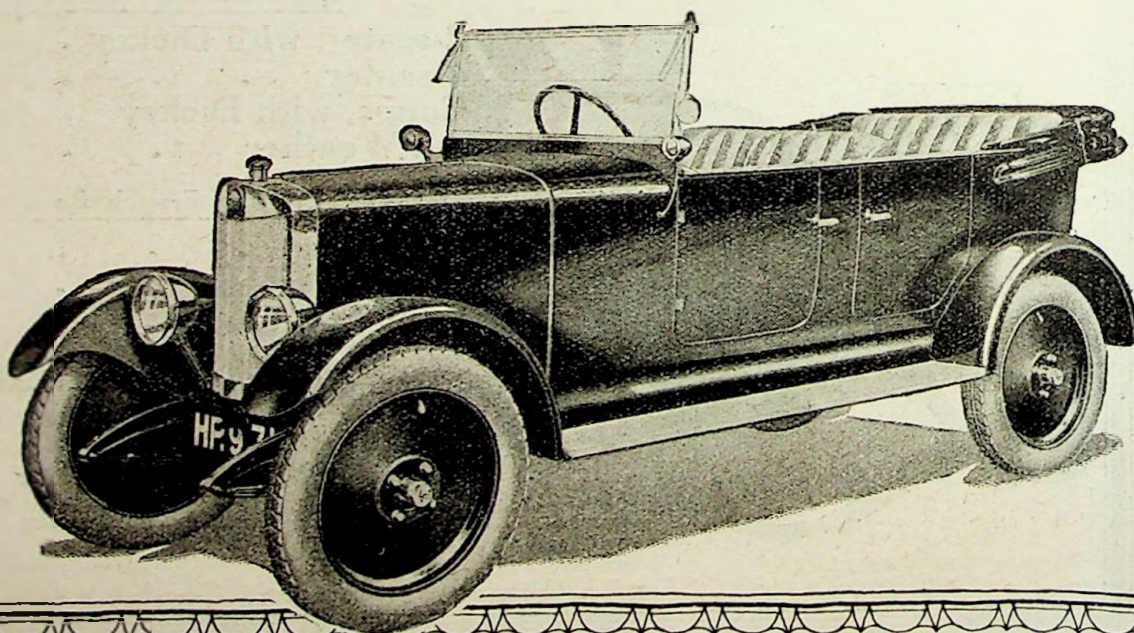
ELEGANCE & ECONOMY

The "Autocar" says:—

"The keynote is high quality of workmanship and finish. Neatness and simplicity, by the way, are very evident features of the whole design of the chassis that is in every way a modern, up-to-date construction."

In the new 10 h.p. Lea-Francis—a car of intrinsically good design—every detail has been given exhaustive attention. This distinctive light car will travel 35 to 40 miles on a gallon of petrol, comfortably attain

45 to 50 miles an hour, and is as easy to control amid thick traffic as in the open country. Luxurious coachwork, complete weather protection and full equipment make the 10 h.p. Lea-Francis an ideal all-season car.



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



The hall mark of quality

MODELS & PRICES

10 h.p., 2-Seater, 3 speeds	..	..	..	..	..	..	..	£250	0
10 h.p., 2-Seater, 4 speeds	..	..	..	..	..	..	..	£262	10
10 h.p., 4-Seater, 3 speeds, 8 ft. 9 in. wheelbase	..	..	..	..	..	..	..	£265	0
10 h.p., 4-Seater, 4 speeds	..	..	..	..	..	..	..	£273	0
10 h.p., 2-Seater Coupe, 4 speeds	..	..	..	..	..	..	..	£325	0
10 h.p., 4-Seater Saloon, 4 speeds	..	..	..	..	..	..	..	£350	0
10 h.p., 4-Seater Saloon de Luxe	..	..	..	..	..	..	..	£375	0

All models are supplied complete with clock, speedometer, C.A.V. starting and lighting, Dunlop Balloon Tyres, etc.

AWARDED SPECIAL GOLD MEDAL

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

Gained Premier Award of Silver Cup in the M.C.C. Land's End to John o' Groats Trial.

Also Premier Award and Challenge Cup in the Beardmore 200 Miles Reliability Trial.

Stand No. 51—Olympia

Exhibit No. 280, Bay 32, Motor and Cycle Section, Palace of Engineering, British Empire Exhibition.

LEA & FRANCIS, LTD.,

Lower Ford Street - - - -

COVENTRY.

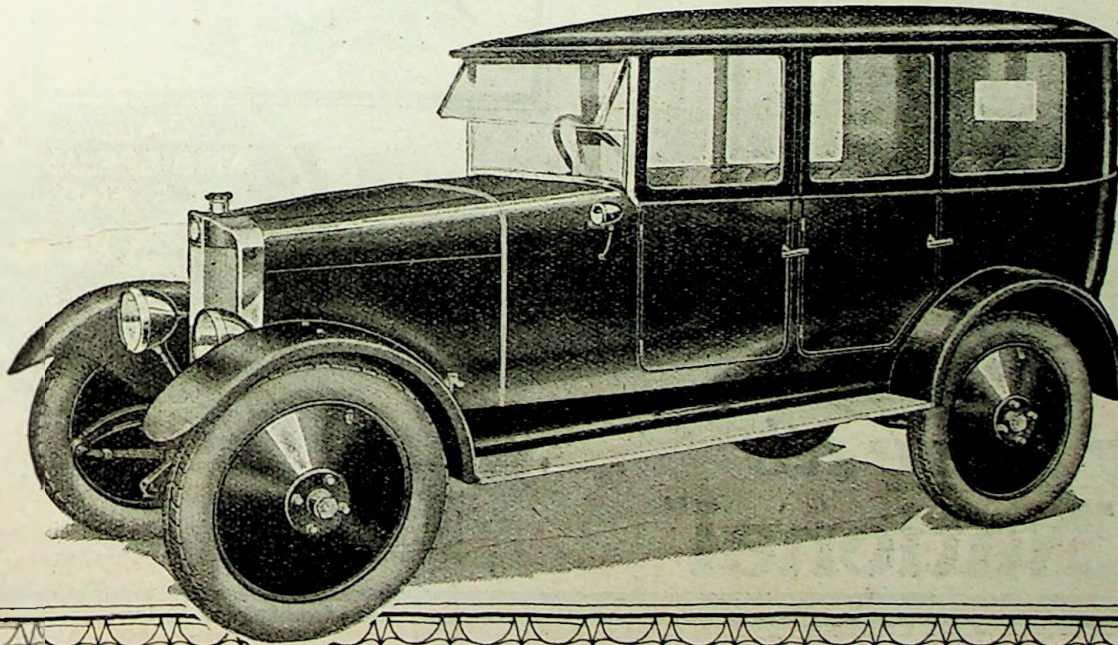
Telephone: Coventry 165.

Telegrams: "Leaf, Coventry."

LONDON SHOWROOMS: 118, Gt. Portland Street, W.1.

Telephone: Museum 8720-3.

Telegrams: "Rusorncy, Wesdo, London."



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

'fifty-fifty'

"There's 'better'

*The fuel that
ensures the
greatest benefits*

Sweeter Running
Greater Mileage
Elimination of Pinking
Better Hill-Climbing
Fewer Gear Changes
Less Carbonisation
Lower Running Costs
Less wear and tear on
transmission and tyres
No sticky or pitted valves
Complete Satisfaction

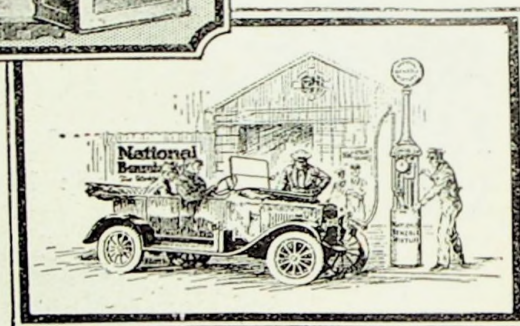
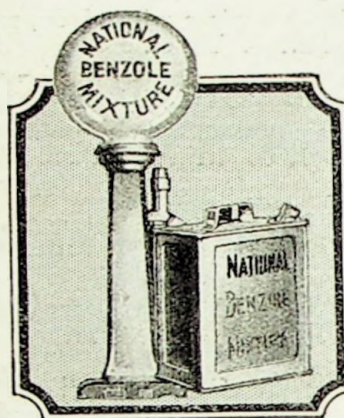
**When
you ask
for
"fifty-fifty"**

"fifty-fifty"
is the trade
mark symbolizing
National Benzole
Mixture



be sure it's
"National"

Nat



CALL
AND SEE US
AT STAND
Nº 344
NEW HALL
GALLERY

SHEFFIELD
BIRMINGHAM
MANCHESTER
DARLINGTON
SOUTHAMPTON

PLYMOUTH
BRISTOL
LIVERPOOL
IPSWICH
ROCHESTER

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

motoring in every gallon"

ional

Benzole Mixture

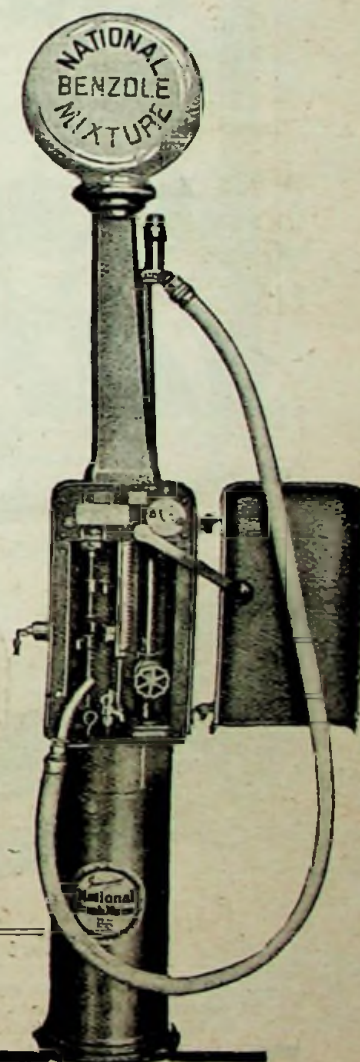
We welcome the opportunity the Motor Show affords of personal contact with Consumers of our Spirit. "National" Benzole Mixture is becoming increasingly popular with all grades of motorists who are now convinced that the sweeping claims made on its behalf are not exaggerated but are "proved" in practice. This "product of British Collieries" gives the **greatest** all round advantages of any motor fuel. It is **guaranteed to contain 50% National Benzole (N.B.A. Specification) and 50% super-grade petrol** — but be sure its

National

Benzole Mixture

NATIONAL BENZOLE CO., LTD.

Head Office: WELLINGTON HOUSE
BUCKINGHAM GATE, LONDON, S.W.1.



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.

A.



There is a Singer to suit every taste from £195 complete.

All Singer Cars can be purchased on Deferred Payments through any Singer Agent. Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO. LTD., COVENTRY.

London Showrooms: 17, Holborn Viaduct, E.C.1. London
Service Depot: York Works, Brewery Road, Holloway, N

H.P.



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION



FOR SATISFACTION

OWN A SINGER AND BE SATISFIED

THE extraordinary popularity of the SINGER amongst all types of motorists during 1924 resulted in a record year in the history of Singer & Co., Ltd. Such popularity can only come from widespread satisfaction, and it may be argued that a car giving such a degree of reliability, economy in running costs, a development of power much above its rating, and above all representing a sound investment in first cost, requires no alteration for next season. We realise, however, that motor car design and values must keep abreast of the times, and that the motoring public look to us as Pioneers to give a lead in the industry. Our 1925 models therefore incorporate many new features, which are calculated to improve the already well-established reputation of SINGER cars for efficiency, economy, comfort and durability.

1925 Models & Prices

10 h.p. "Popular" Four-Seater £195
Chassis specification same as supplied with "De Luxe" Model. 12 volt Starting and Lighting equipment with 5 Lamps, Balloon Tyres, Spare Wheel and Tyre, etc.

10 h.p. De Luxe Two-Seater - £215

10 h.p. De Luxe Four-Seater - £225
Both models have been re-designed and enlarged. Patent pneumatic upholstery, leather covered and full equipment.

10 h.p. Coupe, with fixed top - £280

10 h.p. Saloon, Weymann Body £280
Greatly improved design, exceptionally light.

10 h.p. Limousine Saloon - £295
A light coach-built saloon of ample proportions, with four doors and six windows. Pile carpets, leather upholstery. Colour Maroon.

Catalogues upon application to

SINGER & CO., LTD., COVENTRY.



OWN A SINGER AND BE SATISFIED

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.

Bring your Car Fit **PIRELLI** SUP

These sizes fit existing wheels

BEADED EDGE TYPE.

715 x 100 replaces 26 x 3 ; 700 x 80, 700 x 85, and 650 x 65, and will fit existing wheels on the following cars:—

A.V. 8 h.p.	CITROEN 5 h.p.	MORGAN
AUTOCAR 10 h.p.	DERBY	PEUGEOT 7 h.p.
ARIEL 9 h.p.	C.W.K. 10 h.p.	RENAULT 6 h.p.
AUSTIN 7 h.p.	HAMPTON 9 h.p.	RHODE 9.5 h.p.
AMILCAR	HODGSON 11.8 h.p.	ROVER 8 h.p.
BAYLISS-THOMAS 9 h.p.	HUMBER 8 h.p.	SALMON SPORT
BELSIZE-BRADSHAW 9 h.p.	HANDS 10 h.p.	SEABROOK 9.8 h.p.
BIGNAN	JOWETT 7 h.p.	SINGER 10 h.p.
CALCOTT 10.5 h.p.	LEA-FRANCIS 10 h.p.	SWIFT 10 h.p.
CROUCH 10 h.p.	ERIC-LONGDEN 11 h.p.	TALBOT 8 h.p.
CLULEY 10 h.p.	MATHIS 8 h.p.	WOLSELEY 7 h.p., etc.

Retail Prices: Cover, £2-15-9; Tube, 7 6

31 x 4.40 replaces 30 x 3½, and will fit existing wheels on the following cars:— Bean, Chevrolet, Durant, Ford, Galloway, Overland, Star, Swift, Vulcan, etc.

Retail Prices: Cover, £2-13-0; Tube, 9 6

800 x 130 replaces 710 x 90 on certain cars, and in such cases will fit existing wheels. In some instances, however, only slight alterations to wings are necessary. Full particulars upon application.

Retail Prices: Cover, £4-16-0; Tube, 14/-

ONLY
STAND
GALL



Amongst modern improvements to motor cars few have proved so beneficial as Pirelli Superflex Balloon Tyres. They possess the following great advantages:

- Increased Comfort
- Greater Flexibility
- Diminished Shock to Chassis
- Less Wear and Tear
- Lower Repair Bills
- Greater Average Speed
- Greater Safety
- All-round Economy

PIRELLI Ltd.

Head Office: 144, Queen Victoria St.,
London, E.C.

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

up to date

ERFLEX *BALLOON* TYRES

Sizes which require change of wheels—(see our Special Offer below)

Size :	Replaces Sizes :	Size of Wheels Required	PRICES: Covers Tubes	
715 x 115	700 x 80 26 x 3	700 x 85 650 x 65	715 x 115	£3 - 2 - 3 11/9
730 x 130	710 x 90	28 x 3½	730 x 130	£3 - 13 - 0 13/-
800 x 130	760 x 90 31 x 4	765 x 105 30 x 3½	710 x 90	£4 - 16 - 0 14/-
775 x 145	765 x 105 815 x 105	30 x 3½ 31 x 4	775 x 145	£4 - 16 - 0 14/-
860 x 160	820 x 120		860 x 160	£6 - 3 - 6 16/-

MPIA
510
ERY

WHEELS.

We can supply Metal, Wood or Wire Wheels of well-known makes, including Sankey or Goodyear Spoke, Metal Disc type; Rudge-Whitworth Wire, etc. For prices see price list.

*Free
Offer*

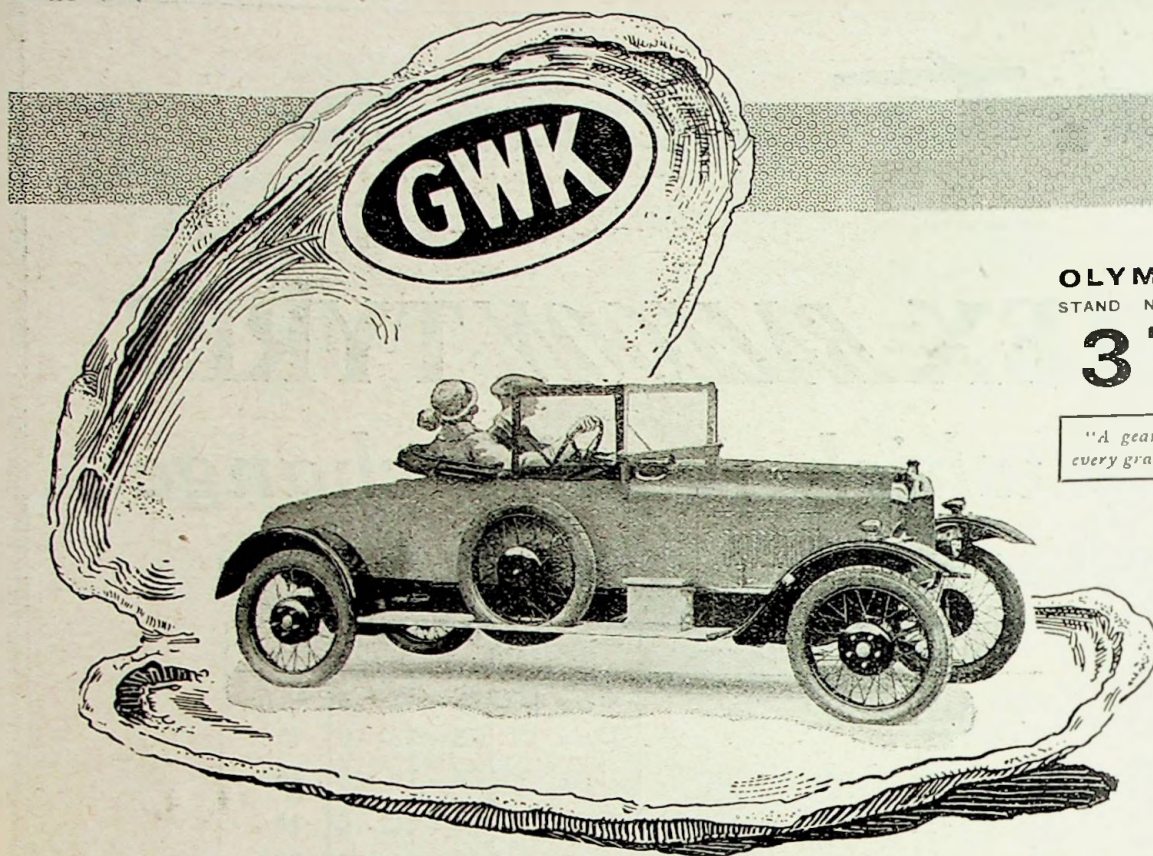
During Show Period— Wheels Free of Charge

To every private motorist ordering a set of Pirelli Superflex Balloon Tyres during the period of the Motor Show we will present a set of wheels, either artillery spoke or metal disc type, free of cost, where change of wheels is necessary.

Immediate delivery can be given of Pirelli Superflex Balloon Tyres in all sizes.

GLASGOW - - 4, Carlton Place.
MANCHESTER - 5, Cambridge Street.
SOUTHAMPTON - (Tyre Service Depot)
Western Shore.

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



OLYMPIA
STAND NUMBER

37

"A gear for
every gradient!"

—but not "of great price"

where actual outlay is concerned
—look at the new reduced prices below,
and compare them.

Truly a "jewel of a car," that will bring you pleasure every time you look at it, and the quintessence of enjoyment every time you drive it. There's real comfort in G.W.K. motoring; the comfort of beautiful body work, of attractive finish and sound design. Above all, there is the "mental comfort" that can only come with the knowledge that whatever you ask of your G.W.K. you will not ask in vain.

G.W.K. Ltd.,

Successors to G.W.K. (-919) Ltd.

Cordwalles Works - Maidenhead.

Telephone: Maidenhead 624.

LONDON DISTRIBUTORS — W. G. Nicholl, Ltd.,
50-54, Whitcomb Street, W.C.2.

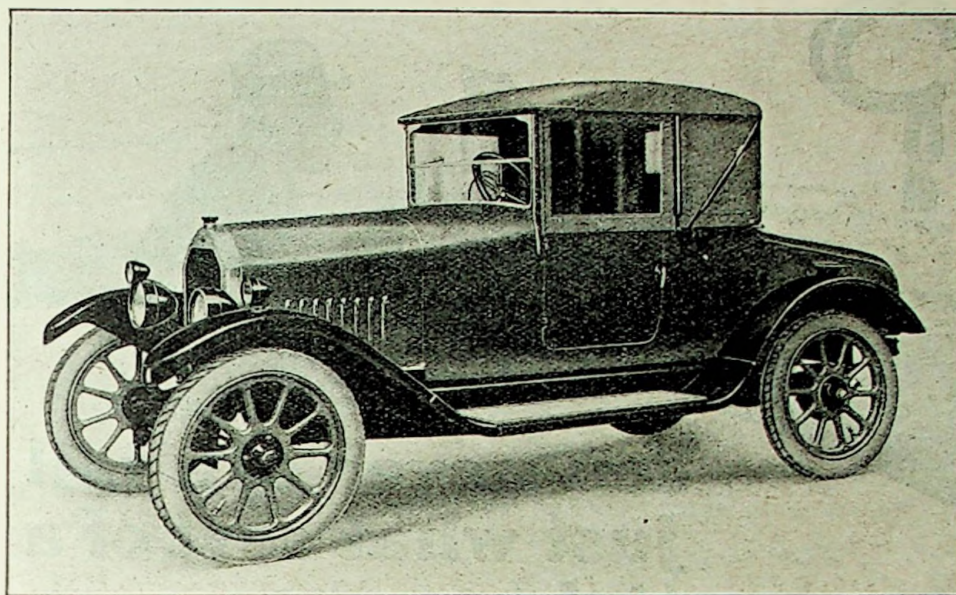
AGENT — Capt. Richard Twelvetrees, F. & P. Vandervell,
199, Piccadilly, W.1.

NEW REDUCED PRICES: 10·8 h.p.

10·8 h.p. Two-Seater Standard	£200
Model ...	
10·8 h.p. Four-Seater Standard	£225
Model ...	
10·8 h.p. Two-Seater Coupe	£250 *
Model ...	
10·8 h.p. Four-Seater De Luxe	£255 *
Model ...	

* English "Bal-lon-e-tte" tyres with standard rims,
electric horn and clock fitted as standard.
All G.W.K. Cars are now fitted
with G.W.K. Silent Helical Gear.
Synchronised Four-Wheel Brake
on "H" Models £10·0·0 extra.

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



8/18 2-Seater, showing All-Weather Hood and Screens.

Improvements in the Humber 8/18 h.p. Models



THE prices of these delightful small cars have been reduced as from October 1st, and improvements effected in the matter of chassis lubrication, the grease gun system having been incorporated, facilitating the operation and rendering the lubrication more positive. The first and second gears have been lowered, improving the climbing capabilities of the car. Stronger type fabric joints to the propeller shaft have been fitted, and all springs are fitted with gaiters.

Two of the 8/18 h.p. models are exhibited at Olympia on Stand 128—the 2/3-Seater and the 3-Seater Saloon.

The following are the new prices:—

8/18 h.p. 2/3-Seater	£240
8/18 h.p. Chummy model	£240
8/18 h.p. 3-Seater Saloon	£290

Dunlop tyres on all models.

HUMBER LTD., COVENTRY.

London, City Showrooms: 32, Holborn Viaduct, E.C.1.
 London, West End Showrooms & Export Branch Office: Humber House, 94, New Bond Street, W.1.
 London, Repair Works & Service Depot: Canterbury Road, Kilburn, N.W.6.

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

AI



**You never can tell
just what sort of a
tight corner you
may be in one day.**

**Just to make sure
that your brakes can
be relied upon to do
their part in getting
you out, see that
they are lined with**



"The linings that make motoring SAFE."

STAND No 401 **MAIN GALLERY.**

FERODO LTD., CHAPEL-EN-LE-FRITH.

49

for economy

There will be thousands of visitors to

OLYMPIA

looking for a car that will fit in with their requirements from the financial standpoint—thousands whose greatest need in motoring is economy yet refuse to buy a car that everybody drives—a car lacking in exclusive features—a car common and without distinction because it is made by the million for the million. Such is not for them—they are seeking the vehicle that will promote that pride of ownership which after all is half the pleasure of motoring. To such is our appeal.

THE RHODE

—the remarkable Rhode should be the car. It is not the lowest-priced car on the market—if it were it could not be the most economical—but in actual service it will cost you less than any car extant—

PETROL ... 45/50 m.p.g.

OIL ... 2,000 m.p.g.

TYRE LIFE...12,000 miles per set

RESALE PRICE...far higher than
any light car
in its class.

And, remember, it's the car that wins all the prizes. Since its introduction it has won

**33 Trophies, 95 Golds and
30 other Awards**

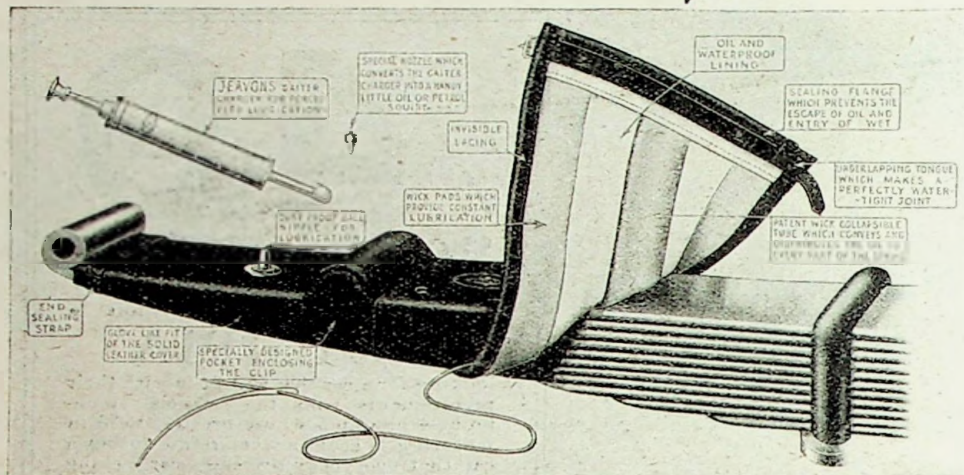
and has never entered a classic or other trial without gaining an award—in over 90% of the cases the highest.

**for economy—49
remember!**

RHODE MOTOR Co, TYSELEY, B'HAM. . LONDON: 366-8, EUSTON ROAD.

See that Tube

IT GETS THE OIL TO
WHERE IT IS NEEDED



THE Flexible Wick Tube marks out something better in Spring Gaiters and guarantees the positive uniform distribution of oil to every part of the spring leaves making Forced Feed effective. This outstanding feature is only to be found in JEACONS LUBRICATING SPRING GAITER, the gaiter with the glove-like fit which has been scientifically designed to afford "Ideal Suspension" so essential to car comfort and running economy.

JEACONS GAITER CHARGER FREE WITH EACH SET.

VISIT
STAND No.
312
MOTOR EXHIBITION.

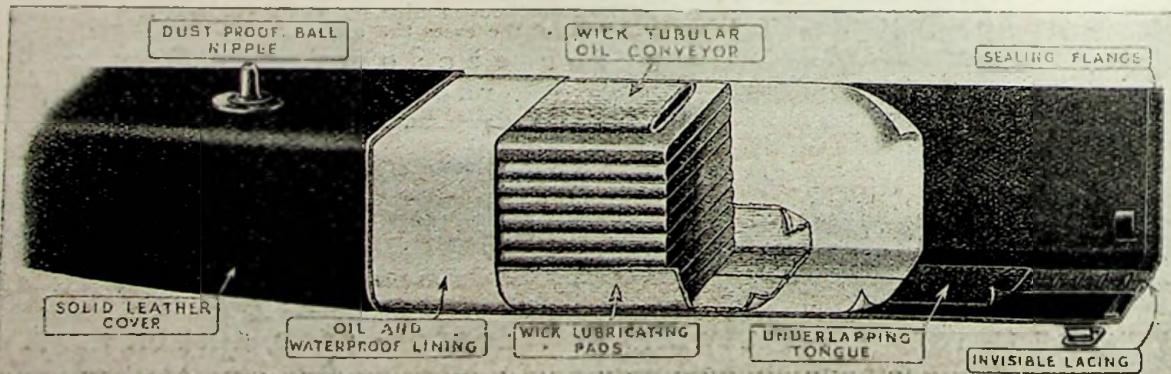


If you cannot call at
the Stand write for
our Free
Descriptive Booklet,
"Ideal Suspension."

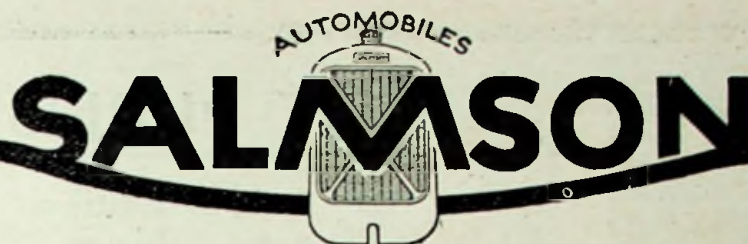
RAMSDENS (HALIFAX) LIMITED (Dept. L), Station Works, HALIFAX.

Branch Offices & Service Depots:

LONDON—147/9, Great Portland Street, W.1.
MANCHESTER—Merriman & Howard, 338, Deansgate.
GLASGOW—Geo. M. Smith, 19, West Regent Street.



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.



Sole Concessionnaires:

S. M. S. LTD.,

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

'Phone: VICTORIA 8856.

1925 MODELS.

10 h.p. Standard Two-Seater	- - - -	£158
10 h.p. Sports Two-Seater	- - - -	£165
10 h.p. English Two-Seater (Double Dickey)	- - - -	£175
10 h.p. Four-Seater	- - - -	£175
10 h.p. Two-Seater, Cabriolet Coupe	- - - -	£205
10 h.p. GRAND PRIX (70 m.p.h.)	- - - -	£285
10/15 h.p. Four-Seater	- - - -	£275
10/15 h.p. Sports Two-Seater	- - - -	£298
10/15 h.p. Four-Door Saloon	- - - -	£350

EQUIPMENT on every model (except the Grand Prix supplied without starter), includes lighting, starting, speedometer, clock, horn, five 710 x 90 tyres, tool kit, etc.

PART EXCHANGE arranged for any make of car or motorcycle—balance payable on Deferred Payment if desired.

SIX of the above Models on VIEW

at
OLYMPIA
Stand

4

*The Car that
WON*

*The 200 Mile Race (1100 c.c.)
Three Years in Succession.*

LONDON SHOWROOMS:

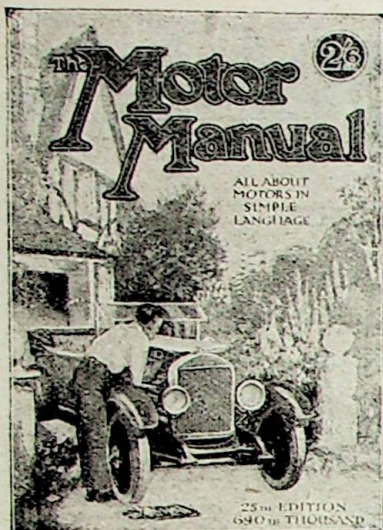
Gordon Watney
& Co Limited
THE PART EXCHANGE SPECIALISTS

**31, Brook Street,
Bond Street, W.1.**

Mayfair 2965.

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

• A15



2/6
NET.

Obtainable from all principal Bookellers and Bookstalls or direct from the publishers, 2/10 post free.

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

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

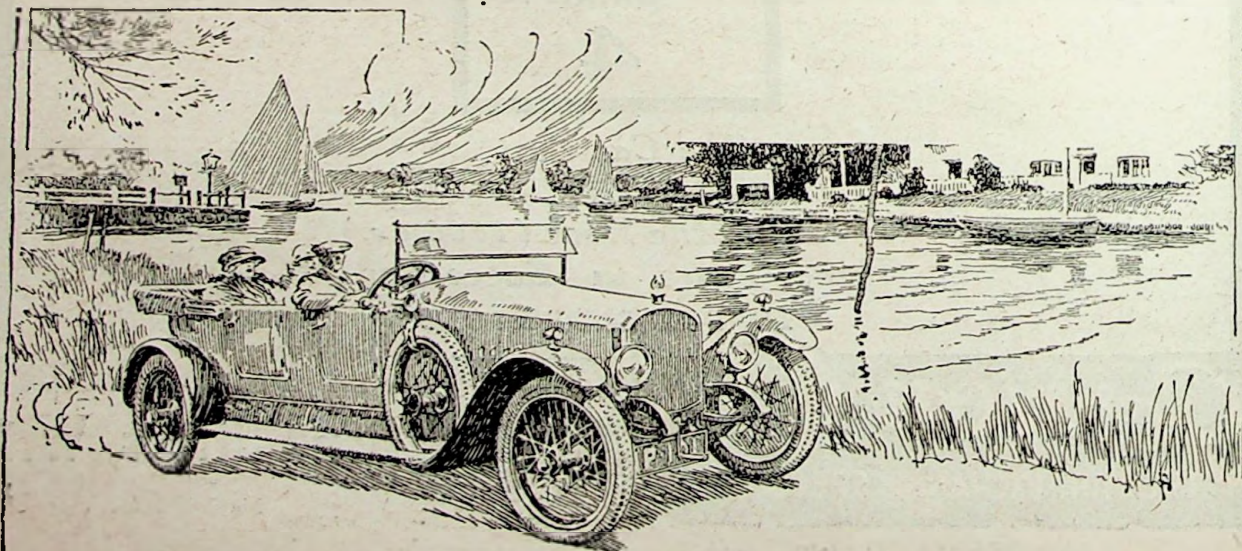
JUST PUBLISHED

25th Edition.
(690th Thousand.)

EVERY recent development in motor-car construction and motoring is dealt with in this new edition of "The Motor Manual." It has been largely re-written, completely revised, re-illustrated and brought up to date, and contains a very large amount of new and practical information.

The working principles, care, repair and maintenance of petrol-driven machines are concisely dealt with, and comprehensive information on steam and electric vehicles is also given.

It is an indispensable handbook for every motorist who wishes to understand his car from A to Z, and how to maintain it in completely efficient condition.



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

456
GALLERY

STAND N°

Do Not Leave Olympia
without inspecting our range of
PETO & RADFORD BATTERIES
FOR EVERY MAKE OF CAR

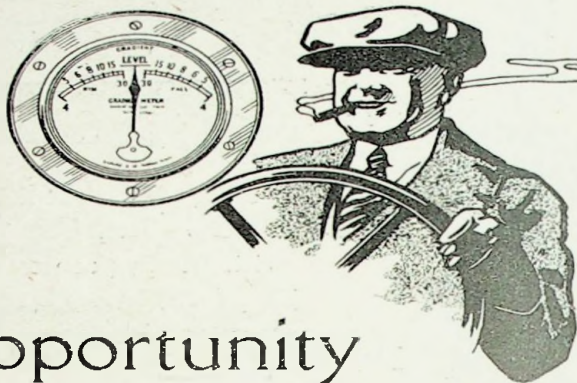
"BULLDOG" BATTERIES in their one-piece containers of "*Dagenite*" will solve all your Starting, Lighting, and Ignition problems. "*Dagenite*" is acid-proof, leak-proof, and almost unbreakable.

PETO & RADFORD
(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)
Head Office and Showrooms:
50, Grosvenor Gardens, Victoria, LONDON, S.W.1.
Telephone: Victoria 3567 (4 lines). Telegrams: "Storage. Sowest, London."

150

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

B1



NOW is your opportunity

to test personally the merits of the Tapley Gradient Meter. We have arranged with Messrs S. Smith & Sons (M.A.), Ltd., for a special working display of our Meters at the Show. Do not miss this on Stand No. 429. You will be interested in the new revolving scale type of gradient meter shortly being introduced, a model of which is being shown for the first time. The Tapley Gradient Meter may be inspected and literature obtained on any of the Stands, the numbers of which are given below.

Ask for literature descriptive of the working of the Meters and you will be surprised to find the mass of information concerning your car

that can be determined with the Tapley Gradient Meter.

It is the **ONLY** instrument which will tell you exactly the gradient up or down which your car may be travelling at any moment; in addition to this it will check your car's efficiency and capability under any conditions.

It helps you to drive intelligently. It makes the most wearying journey full of interest. It enables you to keep your car at the top of its form a'ways. The small sum spent on its fitting will be saved in a hundred ways in one season.

It will repay you to make a special point to see and examine the Tapley Gradient Meter.

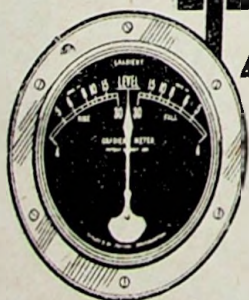
MAKE A NOTE OF THE STANDS

Exhibits of various sample meters can be seen at the Motor Show on Stands Nos.: 429, 438, 258, 260, 472, 282.

-AND THE REDUCED PRICES

Bracket type, any finish,
has now been reduced to **58/6**

Flush type for Cars, or
Motorcycle type, any finish **70/-**



TAPLEY

GRADIENT METER

TAPLEY & CO.,
Totton, SOUTHAMPTON.

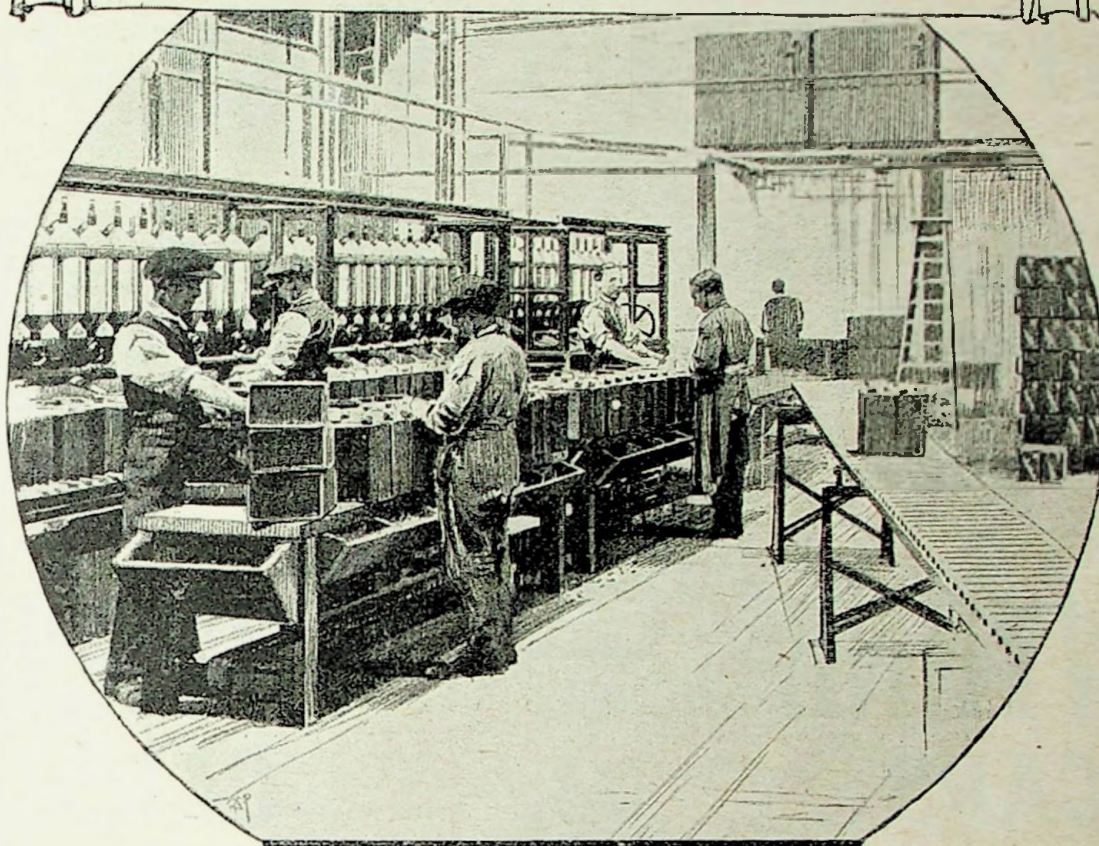
You always know what your car is doing if you fit a Tapley Meter.

H.

B2

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

Pratts National Service Series



CAN FILLING STATION

NOW begins the task of distribution —bringing Pratts to the public, either by the Green Can or the Golden Pump. Here is one of the many large filling stations where thousands of cans are handled every day. Though rapidly giving place to the quicker Golden Pump—the Green Can is still popular with many motorists.

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

Visit
STAND 296
MOTOR SHOW
OLYMPIA
Oct. 17—25.

PRATTS

*Uniform everywhere
Reliable always*

D.A. 386.

ANGLOCO

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

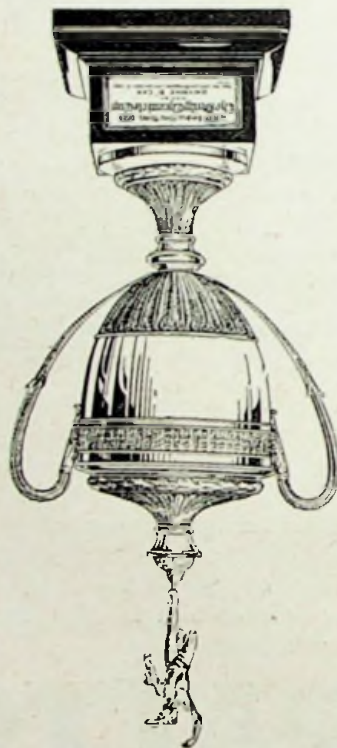
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

B3

THE ACTUAL CUP
 is
THE RIGHT WAY UP
 On Exhibit with
SPECIAL DISPLAY
 of

PREMIER AWARD.
 R.A.C. LIGHT CAR TRIALS.

GWYNNE
CARS



GWYNNE
CARS

Immediately Outside
OLYMPIA

Immediately Outside
OLYMPIA

All Models on View.
 Part Exchanges and Deferred Terms.

C.W.D. CHINERY

GWYNNE SPECIALIST.

OLYMPIA MOTOR CO., 1, Hammersmith Rd., Kensington, W.14

'Phone: Western 4140-3568.



ARIEL

R.A.C

**It's the Miles
for the Money
that Matter**

Officially observed Trial of an Ariel
Ten Light Car, Land's End—John
o' Groats, and back to Land's End,
September, 1924. Result:—

53.79 m.p.g.
(PETROL)

6,433 m.p.g.
(OIL)

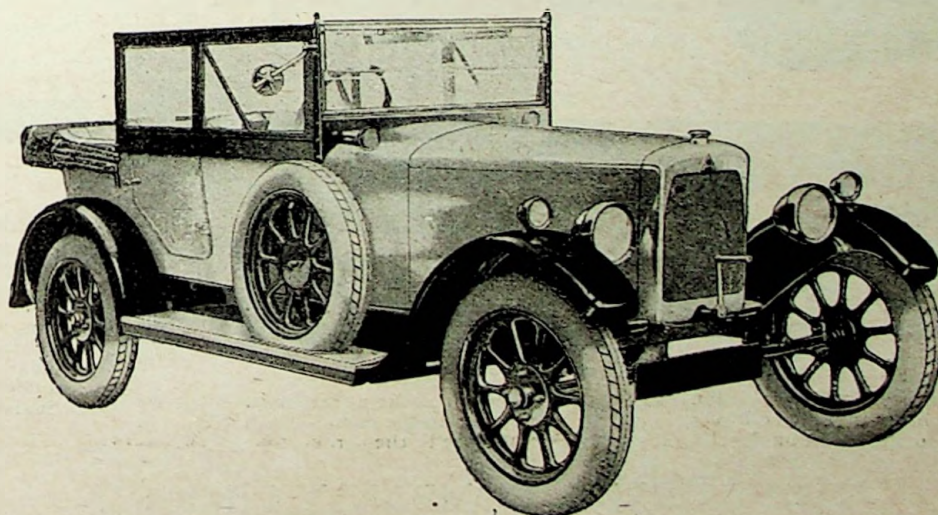
Ask for copy of R.A.C. Certificate of
Performance No. 592.

**STAND
No. 1,
OLYMPIA**

10 H.P. Full Four-Seater £225

10 H.P. Occasional 4-Str. £198

**ARIEL WORKS, LTD.,
Selly Oak, Birmingham.**

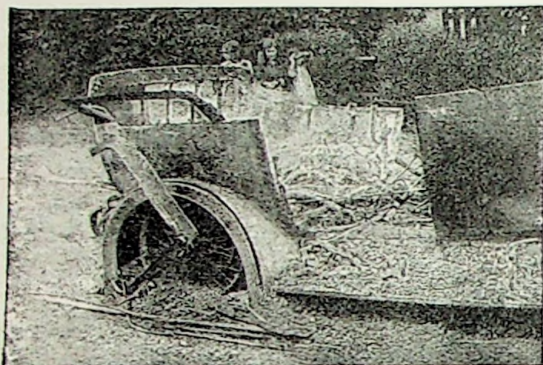


The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.

STAND 52

Pyrene
TRADE MARK

Safety Appliances for Motorists

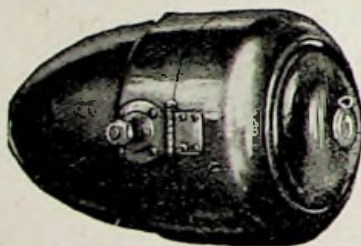


*If unable to get to Olympia,
write for illustrated folder,
LS.1. "Cars it would have
saved from fire."*

Save your car from such a fate as the one illustrated above by fitting a Pyrene Fire Extinguisher. Pyrene has become recognised as the standard form of fire protection for motor vehicles of all kinds.



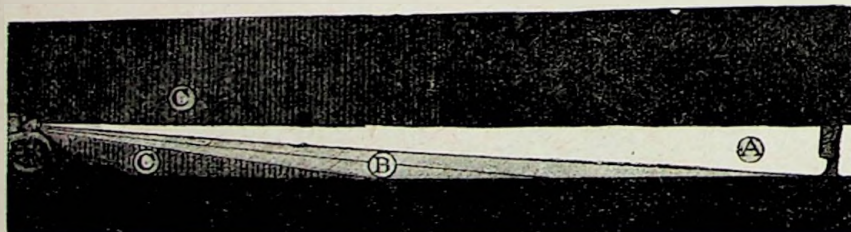
"MOONBEAM" NON-DAZZLE HEADLAMP



Light—but NO dazzle.

Awarded the Gold Medal of the R.A.C. Complies with the recommendations of the Ministry of Transport. Gives effective driving light 344 feet ahead without dazzle. See it in operation on our Stand.

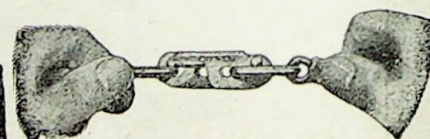
Ask for folder LS.2, "Light but No Dazzle."



The Lighting effect of the Moonbeam Non-Dazzle Headlamp.

At A, below eye level, is a wide, intense beam sharply cut off at the upper limit.
At B the main beam is graded off to avoid a light patch close to the car.
At C is an area of diffused non-dazzling light for objects close to the car.

OFF 'N' ON Non-Skid Chains



Ask for
folder
LS.3.
"Security
against
Slidding."

Essential to safety on slippery roads. The self-tightening and adjustable locking device permits fitting or removing in a moment. The cross chains can be taken off and replaced in an instant without tools.

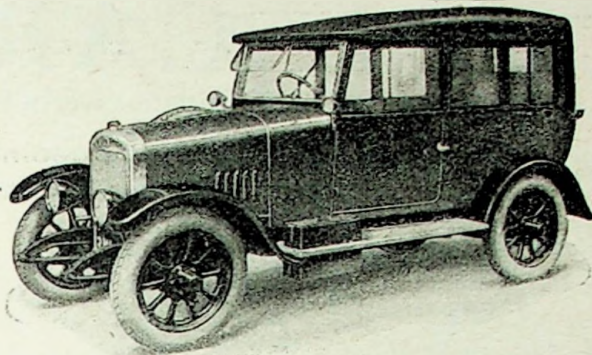
THE PYRENE COMPANY, LIMITED,
9, Grosvenor Gardens, London, S.W.1.

Telegrams: "Pyrenextin, Sowest, London."

Telephone: Victoria 8592 (4 lines).

BRANCHES: Manchester, Sheffield, Glasgow, Belfast.

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



STAND 28
MOTOR SHOW

BRITISH—and proud of it!

The Cluley is pre-eminently British, the quality and thoroughness of its workmanship could never be taken for anything else. The 10-20 h.p. Cluley needs no introduction. Already firmly established in public esteem, it is a car well and truly built—a car that will give lasting service. Various improvements have been incorporated for 1925, and the prices remain the same. Two-Seater £250; Four-Seater £270. The standard of workmanship

remains as high as ever. In all things the Cluley is a car that may truthfully be described as "BETTER THAN MOST." To those motorists who can appreciate the significance we would mention that the Cluley is a carefully made car. In it you will not find a gear-box by "A"—axles by "B"—steering gear by "C"—and so on. Every part is made throughout by our own highly skilled engineers who have built up a reputation for quality since 1890.

Remarkable for its Sturdiness and Reliability

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

Established 1890.

Distributors for London Area: Messrs. Smith & Hunter, 50-52, Gt. Portland St., Oxford Circus, London, W.1, who have a range of our Models in stock.



Buy a British car—
Buy a Cluley.

H.P.

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

B7

SENECHAL CARS

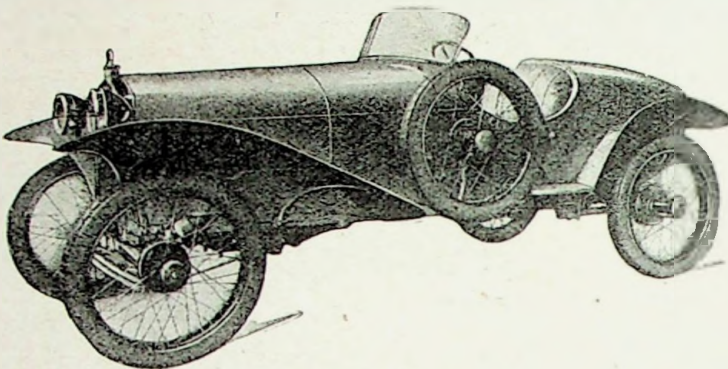
The small car, which in France wins every race and competition worth winning

We have pleasure in announcing that we have been appointed
Sole Concessionnaires in England and Wales for the Senechal.

OLYMPIA, STAND No. 46.

Super - Sports,
fitted with self-
starter, 5-lamp
lighting set,
clock and
speedometer.

£210



Three - Seater,
fitted with self-
starter, 5-lamp
lighting set,
clock, speedo-
meter, double
screen, side
curtains and
balloon tyres.

£195

Immediate Delivery.
Exchanges. Deferred Terms.

A. S. C.

Automobile Service Company, Ltd.,

Trade enquiries invited.

Telephone : MUSEUM 6626.

166, GREAT PORTLAND STREET, LONDON, W.1.

Stand
213
Main Hall

WHITLOCK

Stand
213
Main Hall

CARS

"Built to Last."

£375. 12 h.p. Two-Seater

£395. 12 h.p. Three on
Front Seat Model.

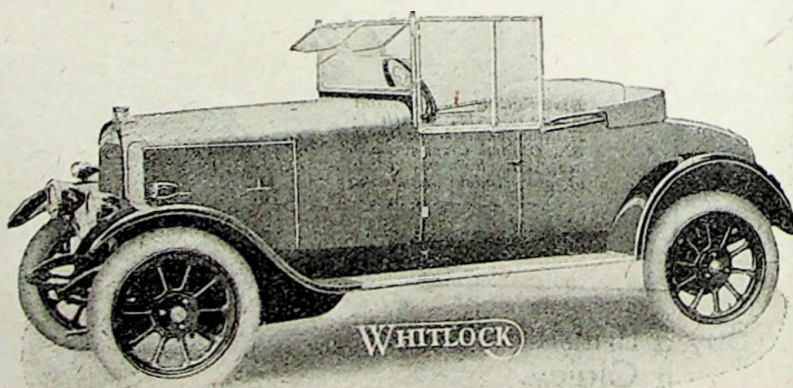
£550. 12 h.p. Three-
quarter Coupe.

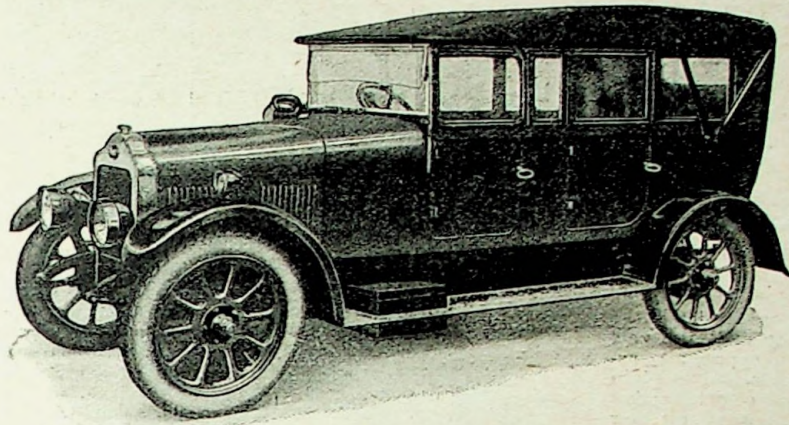
12-35 h.p. Four-
Seater **£425**

LAWTON-GOODMAN LTD.

Showrooms :
28, Brook Street, New Bond St., W.1.

Factory :
Slade Works, Cricklewood, N.W.2.





LEADERSHIP

A pioneer amongst light cars, the Calcott "TEN" still stands in the front rank to-day, a leader in its class. The new model for 1925 is an admirable expression of Calcott ideals, re-designed, enlarged and improved to such an extent as to immediately place it above the average "light car" class. In power, roominess, comfort, and completeness of equipment it is equal to many cars of higher rating and cost. The chassis has been brought up-to-date by sloping engine and transmission to produce a straight line

drive to rear axle. The engine has been re-modelled to increase its efficiency on the same lines as the 12-24 h.p. The cylinder head is detachable, valves of larger diameter, and are inclined. Wheelbase lengthened to 8 ft. 6 in., providing ample room for a full-sized four-seater body. Both the four seater and two-seater bodies are finished Mole with hand-buffed Brown hide to match. Black wings and lamps. The all-weather equipment is unusually effective and complete, comprising hood and side screens opening with the doors.

10-15 h.p. De Luxe Two-Seater Semi-Coupe Type, £275. 10-15 h.p. De Luxe Four-Seater Touring, £275. Popular Two-Seater, £255. Dunlop Balloon Tyres standard to all models. STAND No. 91, MOTOR SHOW, OLYMPIA. Catalogues from CALCOTT BROS., LTD., COVENTRY.

CALCOTT

Established 1886

H.P.

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

NOTES, NEWS AND GOSSIP OF THE WEEK

Service After Sales.

The "Light Car" of October 3rd stated that at an annual dinner of a big motor firm the necessity of Service after Sales was fully emphasised. We should like to point out that the Service Company have for some time past had a very generous scheme of Service after Sales. Readers would be well advised to write for Booklet L.C. 10.

Service Before Sales.

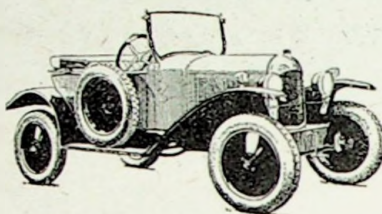
The same company have also seen the importance of aiding the customer to choose his car in the beginning. They make it a part of their policy to supply all particulars of any car, and to place their wide experience of all makes of cars at the disposal of their customers. The Service Company help you to get what you want for the purpose it has to serve

Olympia.

It is interesting to note that the Service Company have representatives at the Show. Look for them on the stands of the cars mentioned above. They will be distinguished by the "Blue & White" Service Company badge.

1925 Prices.

CITROEN	... £145
JOWETT	... £150
AUSTIN	... £155
CLYNO	... £175
SINGER	... £195
ROVER	... £205
STANDARD	... £235



The Service Company Ltd.

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

1925 Models.

At their Holborn Showrooms the Service Company have a full range of 1925 models. It is well worth while paying a visit, for you can get away from the artificial atmosphere of the Show, and make your choice in comfort and in leisure.

Buying a Car.

When you have decided on the make of car you desire the Service Company are willing to meet you in the purchase of it on a system of really easy payments. All these transactions are financed by the Service Company themselves, and absolute privacy is ensured.

Better Repairs.

We take pleasure in pointing out that the Service Company have introduced a scheme of guarantee which covers the payment of repair bills for inherent defects in the car.

Full particulars can be obtained by writing or calling.

The NEW GRAND SPORTS

AMILCAR

Built for speed and guaranteed to attain 75 m.p.h., and possessing a braking efficiency that will be a revelation to discerning drivers.

Call and examine this outstanding achievement in speed cars.

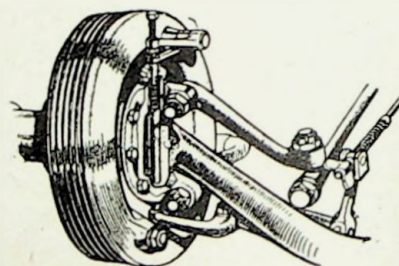
9/50 h.p., 60 x 95, 4-cylinder, side by side valves, dynamo lighting and self-starter; complete with revolution counter, clock, speedometer, petrol gauge, five detachable wheels, shock absorbers -

£285

Concessionaire:
VERNON BALLS,
25, HIGH ST., FULHAM, S.W.

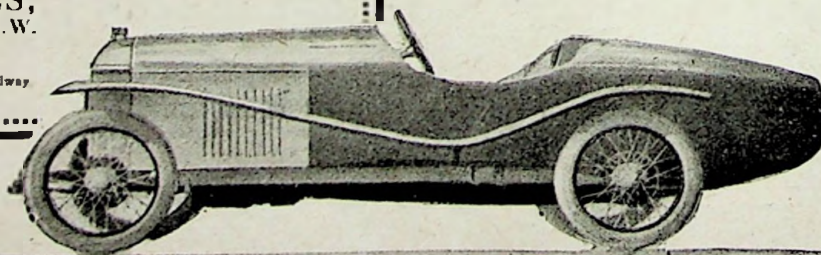
Putney 1995.

Olympia Visitors—
We are five minutes from Hammersmith Broadway



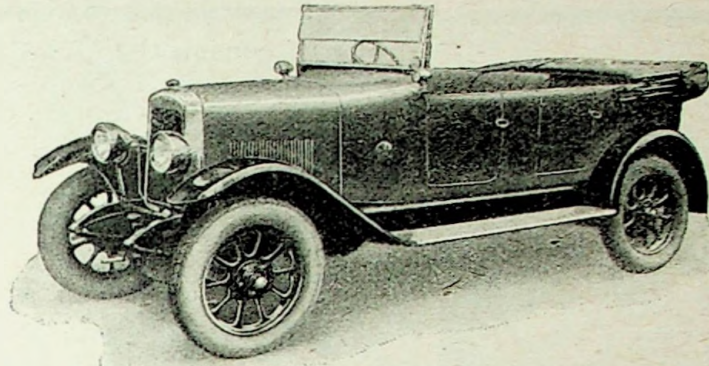
Showing arrangement of front-wheel braking system.

Side view of the Amilcar displaying the sporting streamline appearance.



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.


~~~~~  
 A NEW ERA — AND A BETTER CAR  
 ~~~~~



MAKING GOOD

“**M**AKING GOOD” in every sense of the word, the 1925 Calthorpe cars are going to reflect to the credit of the Calthorpe name and myself.

Better than ever before, greater value for money—that is the ideal I have set out to reach and maintain. I believe that the value to be found in the 1925 Calthorpe, is a value unsurpassed in British motor car production. Take the opportunity of examining a Calthorpe, study its specification and equipment. Make your own comparisons, and then you will choose a Calthorpe.—G. W. Hands.

12-20 h.p.

Two-Seater De Luxe, £315. Four-Seater De Luxe, £325. Four-Seater Saloon, £425. Balloon tyres. Luggage grid. Easting rear screen. Clock. Speedometer. Spring gaiters. Leather upholstery, etc.

10-20 h.p.

Two-Seater, £235. Four-Seater, £235. Balloon tyres. Double windscreen. All-weather fittings. Leather upholstery. Clock. Speedometer. Horn. Driving mirror. Spring gaiters, etc. Electric lighting and starting.

THE CALTHORPE MOTOR COMPANY, LTD., BIRMINGHAM

Sole Distributors for MANN, EGERTON
 London, Home and Eastern Counties. & COMPANY, LTD.

Showrooms: 156, New Bond St., London. Works: 1a, High Rd., Kilburn, N.W., & at Norwich, Bury, Lowestoft and Ipswich.

Calthorpe

CLIMB-IT-ON-A-CALTHORPE

MOTOR SHOW • STAND 86

H.P.

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

ETI

WE INVITE YOU



TO call and consult the Motor Specialist Organisation on the all-important question of Motor Insurance.

STAND NO. 154
OLYMPIA

Premier

MOTOR POLICIES

are the most comprehensive with a claims service second to none

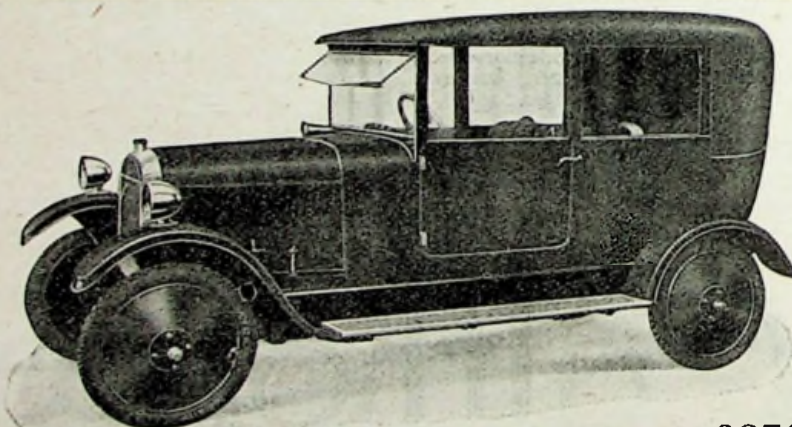
PREMIER MOTOR POLICIES, LTD.
GLEBE HOUSE, SHERBORNE LANE,
LONDON, E.C.4.

BRANCH OFFICES:

LEEDS—23, Park Row. SOUTHAMPTON—Union Bank Chambers, High Street. MANCHESTER—318, Corn Exchange, Hanging Ditch. BIRMINGHAM—County Chambers, Corporation Street. EDINBURGH—15, Stafford Street. NEWCASTLE—Atlas Chambers, Westgate Road. RUARY—3, Albert Street. LIVERPOOL—34, Castle Street.

the SURREY SALOON

10 h.p.
4-cyl.
engine,
o.h.valves,
3-speed
gearbox,
full differential and
spiral
bevel.



50-55
m.p.g.
50-55
m.p.h.
Roomy
body,
Luxurious
spring-
ing.

Saloon Model, £270

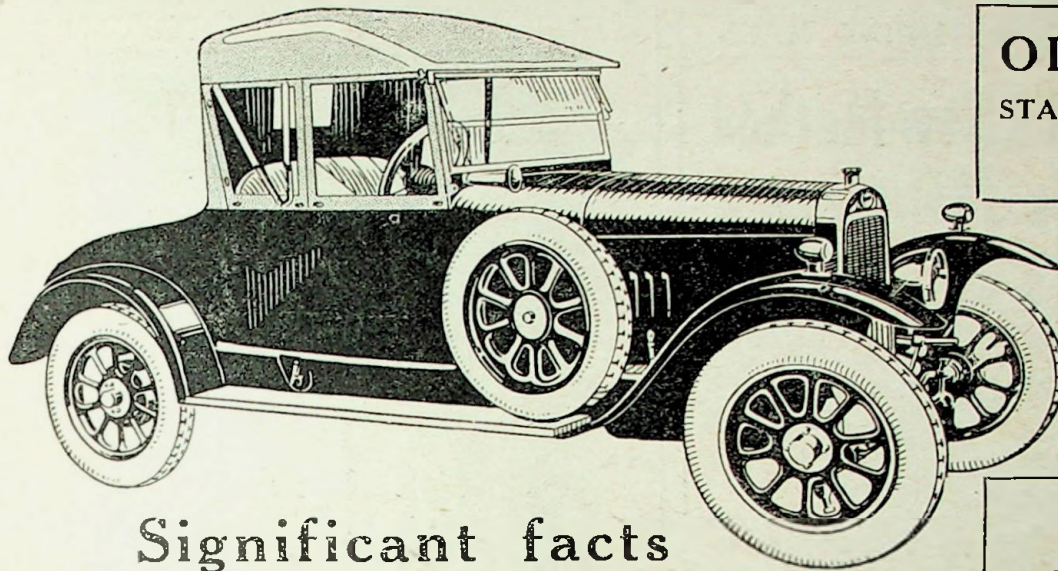
Much superior to the ordinary all-weather bodies. Upholstered in Bedford cord or antique real leather, frameless glass windows, adjustable windscreen, nickel-plated fittings, adjustable front seats, dynamo lighting, 5 disc wheels, electric horn, etc. A beautiful body which may be used open or closed. There is no better value for money obtainable.

Other Models: 2/3-seater, or Occasional 4, £199; Full 4, £215; Coupé, £235.

Full particulars from:

SURREY SERVICE, Ltd., Premier Place, High Street, Putney, S.W.15

Phone: Putney 918.



OLYMPIA
STAND No. **175**

Significant facts
about

CLYNO CARS

For 1925 a big production programme is already in operation.

For the forthcoming season many of the prominent agents in the country are specialising and preparing for big business in Clyno cars. Clyno cars provide for 1925 a better equipment, improved coachwork, and balloon tyres.

They maintain their wonderful figures of upkeep economy—40/45 m.p.g. fuel. They are acknowledged in the Trade to be the finest cars of their class.

These facts carry weight—let them influence your car choice.

STANDARD SPECIFICATION:
11 h.p. 4-cyl. water-cooled engine, 66 mm. bore, 100 mm. stroke. Electric starting and lighting with five lamps. Three forward speeds and reverse. Single cantilever springs. Non-floating rear axle with differential. Full all-weather equipment and sloping double windscreen. Spare wheel and five Michelin Comfort Tyres. Grease gun chassis lubrication.

STANDARD EQUIPMENT:
C.A.V. electric lighting and starting etc., Smith's clock and speedometer, horn, petrol can and holder, special container of Wakefield Castrol, instrument board locker, hood envelope and full kit of tools.

**CLYNO ENGINEERING
CO. (1922), LTD.,
WOLVERHAMPTON.**

Service Depot:

Lodge Place, St. John's Wood, N.W.8

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

FUEL: 40-45 M.P.G.

NEW REDUCED PRICES

11 h.p. (Tax £11)

2-Seater,
old price £198 **£175**

4-Seater,
old price £215 **£195**

Occasional 4-Seater,
old price £205 **£185**

De Luxe 2-Seater,
old price £215 **£195**

De Luxe 4-Seater,
old price £225 **£210**

Clyno 'Royal' 2-Seater,
£225

Clyno 'Royal' 4-Seater,
£235

Coupe (2-door),
old price £315 **£285**

Saloon (4-door),
£345

Balloon tyres, rear wind-screens to all 4-seaters, right-hand gear change, improved coachwork, fully upholstered sunk dickey seat on all 2-seaters.

Four-wheel brakes and 4-speed gearbox at extra charge

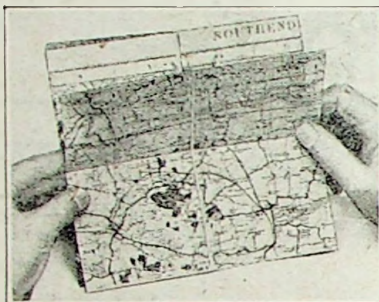
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

STANFORD'S MOTORING MAPS.

Stanford's New Method
of Map Mounting

Especially suitable for Motorists, Cyclists,
and Pedestrians, or anyone who uses maps
in the open air.

Banished for ever the inconvenience usually
experienced in handling a map in the wind.
Adaptable to any map on any scale.



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

Prices and particulars on application.

THIS PATENT MOUNTING (of which Messrs. Edward
Stanford, Ltd., hold the sole rights) is a method by which
maps can be mounted to fold so as to enable them to be
turned over equally well from North to South or East to
West, without more than two sections of the map being open
at one time.

The following series of Maps are now to be had mounted
in this style:—

GREAT BRITAIN.—Ordnance Survey Quarter-inch Map
in 21 Sheets. In pigskin case with spring
locks £7 10s.

ENGLAND AND WALES.—Ministry of Transport Map in
39 sheets. Complete set mounted in cow-
hide case £11 15s.

ENGLAND AND WALES.—Bartholomew's Half-inch Map
in 37 sheets. Complete set mounted to fold.
In cowhide case £12

Single sheets of the following series of Tourists' Maps
mounted in this style can be supplied:—

1-inch Popular Ordnance Survey	4/6 per sheet
1-inch Ministry of Transport Map	4/6 " "
1-inch Lyster's Ordnance Survey	5/- " "
1-inch Bartholomew's	5/- " "

Postage 2d. extra on each map.

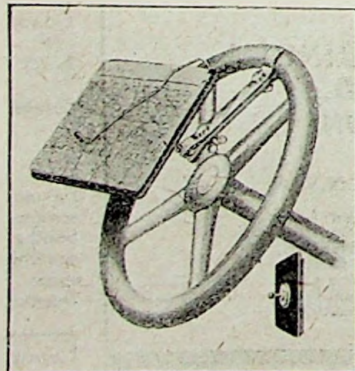
When ordering please state district required.

A Map Holder for
use with the
New Method of
Mounting.

PRICE:
12/6
Nickel-plated
finish.

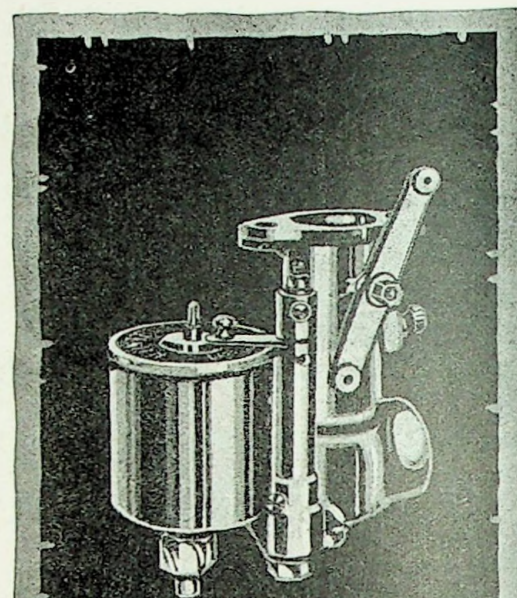
Packing and
carriage extra

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.



Economy and Efficiency.

These are what everyone seeks in a carburettor—the Zenith provides both—5,000,000 users will confirm that the Zenith gives more power, demands less petrol and ensures greater efficiency. See it at

Stand 477
OLYMPIA

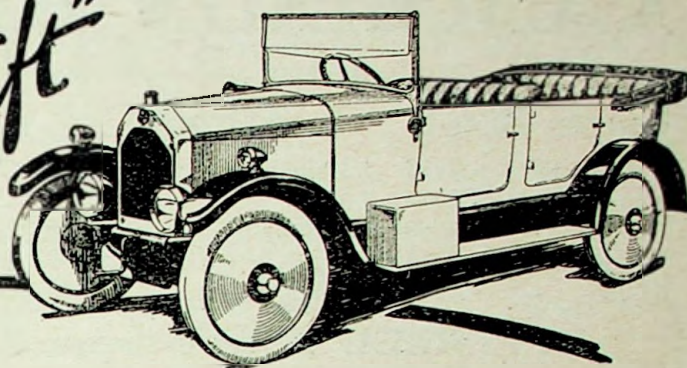
or send for catalogue and details to
THE ZENITH CARBURETTOR CO., LTD.,
40-44, NEWMAN STREET, LONDON, W.1

ZENITH
Carburettor

Have one
on a
MONTH'S
TRIAL.

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

*If you could
turn a "Swift"
inside out*



you would find in every detail evidence of the quality policy which governs the production of every Swift chassis and body. In its obscure details no less than in its main essentials the Swift car reveals the highest possible quality of materials and workmanship. It is the high standard to which all Swift cars are built and the exacting tests to which they are subjected that have given the name of Swift an outstanding reputation wherever motor cars are used.

The Swift "Ten" is a car of supreme service. Although its first cost may be a little higher than that of other vehicles of similar power, its efficiency, durability, and thorough refinement make it a production of excellent value. The same satisfaction is assured to every purchaser of a 12 h.p. or 18/50 h.p. Swift. A Swift, in fact, is always the best possible choice.

The 1925
SWIFT
"TEN"
FULL FOUR SEATER
FULLY EQUIPPED
£235

Other Models and Prices:

10 h.p. Two-Three Seater **£235** 10 h.p. 1-Coupe Cabriolet ... **£275**

Drop a postcard for illustrations, specifications and name of nearest Agent through whom you could arrange for a Trial Run.

Manufacturers:
SWIFT OF COVENTRY LTD.,
COVENTRY.

London Showrooms:
134-5, LONG ACRE, W.C.2

**OLYMPIA STAND NO.
127**

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

LET CUMMINGS & SIMPSON

advise you on the following:—

Singer 10 h.p.	Citroen.	Clyno 10 h.p.	Rover.
Two-Seater - £215	7'5 h.p. Two-Seater - £145	Two-Seater - £175	8 h.p. - £160
Four-Seater - £225	7'5 h.p. Three-Seater - £155	Chummy - £185	9 h.p. - £185
Coupe - £280	11'4 h.p. Four-Seater - £225	Four-Seater - £195	9 h.p. de Luxe £205
Weyman Saloon - £285	11'4 h.p. English Body - £250	Coupe - £285	
Saloon - £295	11'4 h.p. Saloon - £295	Saloon - £345	

DEFERRED TERMS from £1-10-0 per week.

When you decide on one of these popular Cars, come to us, and we will put to you a very tempting proposition. Liberal allowances for any make of second-hand Cars or Motorcycles. Always a stock of good used Cars as follows:

Shop-soiled 4 Seater Calthorpe, 12-20 h.p. List price, £325 ... Our price £265	1923 Two-Seater Citroen, English body ... £155
Shop-soiled de Luxe Singers (makers' guarantee), balloon tyres optional ... 168 Gns.	1922 Calthorpe, genuine three-quarter Coupe ... £125
	1920 Swift 2-Seater ... £85
	1921 Sports Singer, fast ... £60

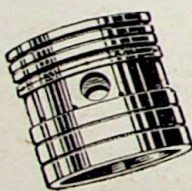
Write, 'Phone or Call:

CUMMINGS & SIMPSON, 5, Putney Bridge Road, Wandsworth.

'Phone: PUTNEY 2728.

'Phone: PUTNEY 2728.

Marvellous Satisfaction



with Specialloid Pistons. Mr. H. Morice says: "Since fitting Specialloids to my car, the acceleration is extraordinary. The pistons have only been decarbonised once in 14,000 miles, oil consumption is 900 to the gallon in place of 350 before. . . I have never had pistons that gave such wonderful results."

You too will be delighted with the considerably improved running of your car when you fit Specialloids.

Send for fully descriptive illustrated pricelist.
(State make of car.)

SPECIALLOID, LIMITED,
Friern Park, North Finchley, N.12.

Telephone: Finchley 2777 and 2778.
Telegrams: "Specialloid, London."

Specialloid

PISTONS

Woodwright.

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

A new model by Famous Manufacturer

—the 11/24 h.p.

Imperia

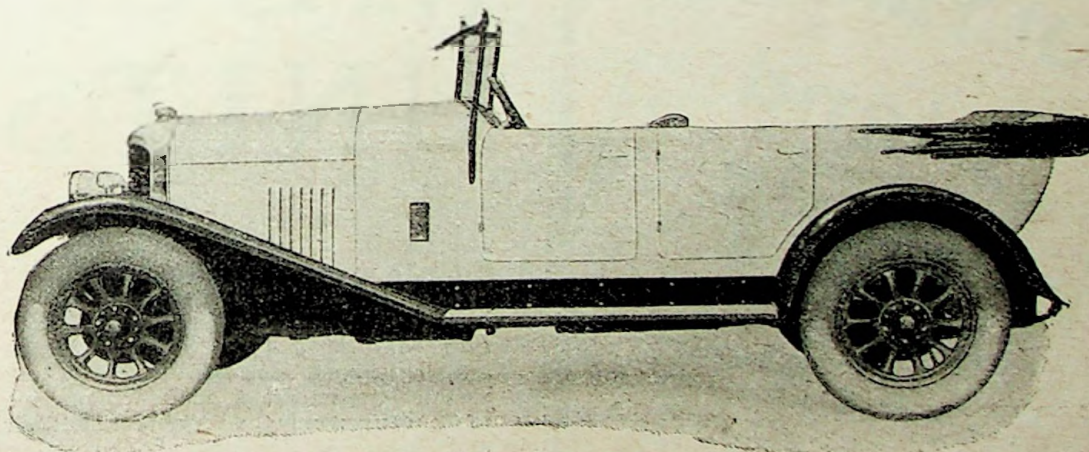
Right ahead of anything of its class or price,
the following features of specification prove it!

- ❑ PATENTED IMPERIA SLIDE VALVE ENGINE.
- ❑ SERVO-OPERATED FOUR-WHEEL BRAKES.
- ❑ FOUR-SPEED GEARBOX—60 m.p.h. on top, 45 m.p.h. on third.
- ❑ REBOUND DAMPERS TO ALL FOUR WHEELS.
- ❑ TEN-GALLON TANK AT REAR—35-40 m.p.g.
- ❑ MICHELIN CABLE COMFORT TYRES, 730 x 130.

The most attractive exhibit in the Show. Look at the evidence of supreme efficiency above—then come and inspect the car itself. It will arouse your keenest enthusiasm. Make a special point of going without delay to

CHASSIS
£295

STAND 37 2 or 4-SEATER
£375



DISTRIBUTORS:

W. G. NICHOLL, Ltd.

50-54, Whitcomb Street,
LONDON, W.C.2.

'Phone: Regent 3116-7.

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.



Fast Cars of Guaranteed Performance

To All Light Car Enthusiasts.

Please regard this as an open invitation to inspect and try the new FRAZER NASH car at the Showrooms of A.S.C. Ltd., 165, Great Portland Street, W.1 (Museum 6626), during Show Week, or at our Works at Kingston.

STANDARD CAR
75 m.p.h.
3-seater with full
equipment,
£285
3-4 Seater,
£300

FRASER NASH LTD.,
102, LONDON ROAD,
KINGSTON-ON-THAMES.

Kingston 2600.

SUPER SPORTS,
85 m.p.h.
11.9 h.p., 4-cyl.
2-Seater,
£330
3-4 Seater,
£345

OLYMPIA
Stand
267

MOSS UNITS

Everyone interested in Motor Cars, whether he be a Manufacturer or an Owner, is welcomed to the Moss Stand at Olympia to inspect our latest developments in Light Automobile Units, Gears, Boxes, Front and Rear Axles, Propeller Shafts, Steering Gears, etc., etc. Each of our products represents a sound engineering job, built up of only the very finest materials and embracing features of outstanding superiority. GIVE US A CALL.

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

Preliminary Announcement.*The Sign of Safety.*

A CAR WITHOUT FRONT WHEEL
BRAKES IS OUT OF DATE.

The WHITEHEAD Front Wheel Brake

YOU CAN FIT A WHITEHEAD
FRONT WHEEL BRAKE TO
YOUR EXISTING CAR.

1. It can be fitted by our local Service Station.
2. It can be fitted without alteration to your front axle, or interference with the design of your car.
3. It takes two to three days to complete.
4. Costs complete from **£10 : 10 : 0** with a maximum fitting charge of **£3 : 3 : 0**.
5. Reduces your insurance premium by 20%.

Any Front Wheel Brake will give you—

1. Almost complete immunity from skidding.
2. Improved control of your car in traffic and on hills.
3. Reduced tyre bills.
4. A wider margin of safety in fast running.

BUT only the
WHITEHEAD FRONT WHEEL BRAKE
can be fitted to your existing car with a minimum of
expense and delay.

Deliveries will commence about November 15th.

OLYMPIA

London Selling Agents:
**PARSONS NON-SKID
CO., LTD.,**

Stand No. 497.

.....
May we tell you all about it at OLYMPIA?
.....

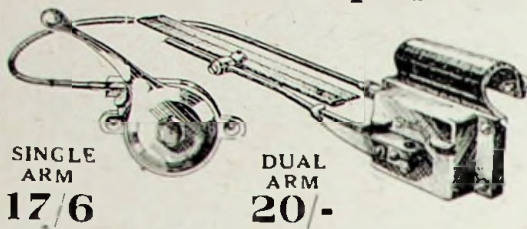
Sole Selling Agents:

BRITISH WIRE PRODUCTS, Ltd.

Parliament Mansions, Orchard Street,
Westminster - - LONDON, S.W.1.

Telephone : Victor a 8850.

British Equipment for British Weather

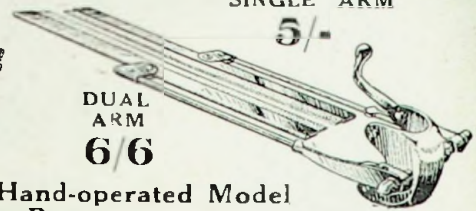


SINGLE
ARM
17/6

DUAL
ARM
20/-

Stadium

**SCREEN
WIPERS.**
Fittings for
Every Screen



SINGLE ARM

5/-

DUAL
ARM
6/6

**The Hand-operated Model
for the Passenger.**

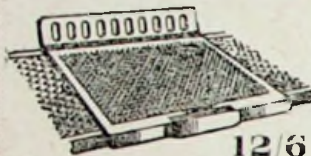
Efficiency and certainty of action ensured by: the HANDLE fitted to spindle, not to wiper squeegee blade; the SPRING which holds squeegee against glass at correct tension all the time; the PIVOT ACTION which enables the wiper squeegee to lie along top of screen when not in use.

**The Mechanical Model
for the Driver.**

The biggest value wiper and most efficient. Operating lever fits to right of steering wheel. One pull occasions two complete sweeps of wiper squeegee. No running costs, no interference with batteries or engine—no trouble, no bending forward.

*Obtainable wherever
accessories are sold.*

*Write for illustrated
leaflets.*



12/6

Stadium "ALL IN" Combined Stepmat, Footscraper and Kickplate (De Luxe Model).

Stout, well polished Aluminium Frame with best quality rubber mat, cone bristle wiping surface.

Size 12 in. x 8 in. ... 12/6
Stepmat only ... 9/-

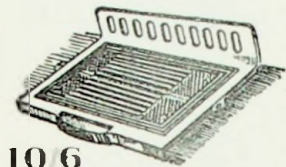
Stadium ACCESSORIES

Original in design, perfect in material and construction, superb in finish, right in price and —

BRITISH MADE

See them at
STAND NO. 298
NEW HALL GALLERY—

ETIENNE & CIE.
61 Great Eastern St., London E.C.2
Works, Birmingham

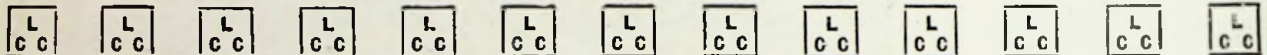


10/6

**'Standard' Stadium
"ALL IN" STEPMAT**

As De Luxe Model, but with Standard Pattern Rubber Mat.

Size 12 in. x 8 in. ... 10/6
Kickplate only ... 3/6



STANLEY
WRENCH,
Proprietor.

A SQUARE DEAL

STANLEY
WRENCH,
Proprietor.



OUR MOTTO—YOUR SAFEGUARD



19 years ago our Principal adopted this Slogan because he believed in it, and he does to-day; moreover, he sees you get it



1,000 MOTORISTS ANNUALLY TESTIFY TO OUR METHODS



We sell only DEPENDABLE CARS and give Unequalled Service on both New and Used Cars



100 Used Guaranteed Cars in Stock.

We Buy, Sell, or Exchange All Makes.



RIDE AS YOU WILL.

PAY AS YOU PLEASE.

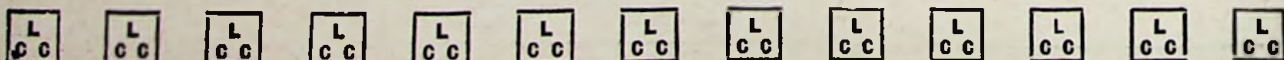


STANLEY WRENCH,
Proprietor.

331, 410-414, EUSTON ROAD, LONDON, N.W.1.

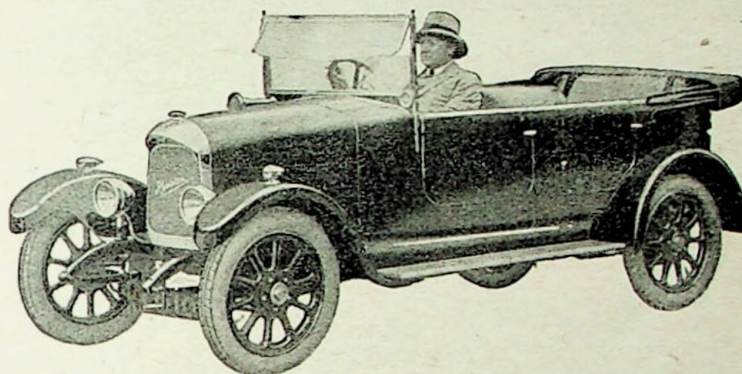
STANLEY WRENCH,
Proprietor.

Telephones—Museum 3081 and 3143.



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

Hampton



PRICES:

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

On judging value by externals

At Olympia, judgment by externals holds the field. Obviously other methods are impossible under Show conditions.

Such judgment is hardly fair, for "Show Finish" of surpassing perfection is the general rule, and amidst a glittering array of plating and enamel the more important attribute of performance may be overlooked.

Certainly no car at Olympia will be able to overshadow the Hampton in appearance—but we ask you not to make that the criterion of its value. Let us provide you with the opportunity of testing its outstanding merit on the road. Then will come a full appreciation of its REAL supremacy. Our representatives on the Stand will gladly arrange details.

Stroud Motor Manufacturing Co., Ltd.,

DUDBRIDGE - - STROUD - - GLOUCESTERSHIRE

Telephone :—271-2 Stroud.

Telegrams :—"Widawak, London."

OLYMPIA: Stand No. 61

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

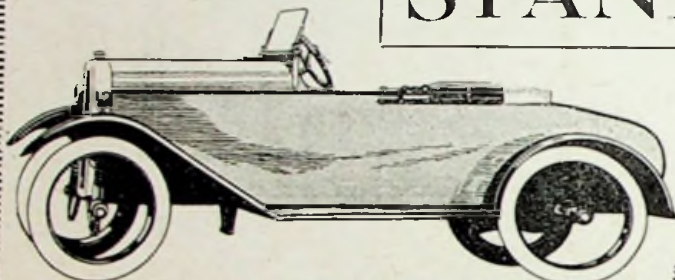
THE "NEW CARDEN" TOURING TWO-SEATER

£90

COMPLETE, READY FOR THE ROAD

REDESIGNED
and fitted with
REVERSE.

SEE THEM AT OLYMPIA
STAND 38



THE "SHERET" FAMILY TOURING MODEL.

£130

Complete with Dynamo Lighting All-weather equipment, spare wheel and tyre, etc., ready to drive away.

"Cars for
the
Multitude"

Full particulars with pleasure from the
Manufacturers and Sole Concessionnaires:

ARNOTT & HARRISON, LTD.
22, HYTHE ROAD,
WILLESDEN, N.W.10.

Phone Willesden 4000-1.
Grams "Arnotharri, Phone London."

Make up your mind that your NEW Car will be protected



as carefully as a new car should be from all the ravages of dust. Do not attempt to use a dry cloth to wipe away dust, this method makes minute scratches on the varnish and in the end ruins the high polish. Always clean your car with water applied by a sponge or gently from the nozzle of a hose and then, when dry, you can use a dry duster, with absolute safety. Afterwards cover your car with the 'Dusout' Dust Cover and it will be speckless when you next want to use it.

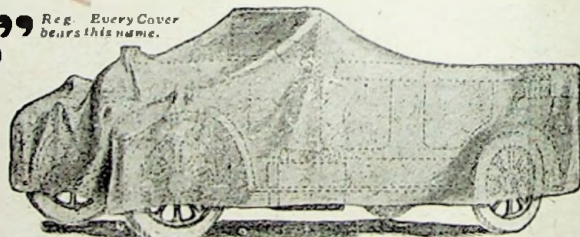
Sizes and Prices of "DUSOUT" Dust Covers and Waterproof Covers.

Special sizes to order.		Send for List.	
Dust Cover Prices.	Waterproof Cover Prices.	Dust Cover Prices.	Waterproof Cover Prices.
12 x 9 ft. 21/-	36/-	16 x 15 ft. 53/6	90/-
16 x 12 ft. 28/3	45/-	21 x 15 ft. 61/6	105/-
16 x 12 ft. 28/6	60/-	24 x 15 ft. 70/-	120/-
18 x 12 ft. 42/6	72/-	27 x 18 ft. 89/6	168/-
21 x 12 ft. 49/-	84/-		

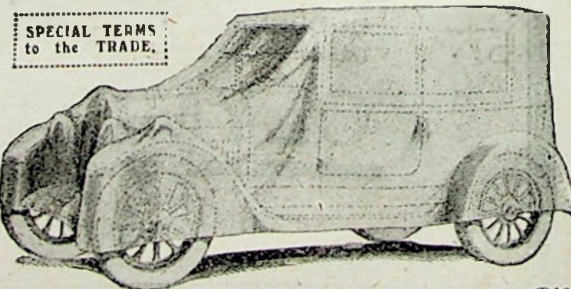
Carriage Paid. Delivery by return.
SATISFACTION GUARANTEED.

The "Dusout" DUST · COVER

Reg. Every Cover
bears this name.



"DUSOUT" Covers for Touring Cars.



"DUSOUT" Covers for Landauettes, Saloons, etc. ©10

The "DUSOUT"
Waterproof Rug-
Double Texture
black waterproof
material, with Rip-
tap at bottom.
Will not peel or
crack. Lined
finest quality
camel fleece. Ideal
for bonnet cover.
In frosty weather.
Size
8 ft. x 4 ft. 37/6
10 ft. x 4 ft. 46/-
Carriage Paid.
**SATISFACTION
GUARANTEED**

will cover your car completely and will never
scratch or mark the polish. It is a soft,
strong fabric that will give you years of service.

**WATERPROOF A "DUSOUT" WATER-
COVERS PROOF** Cover will be found
a very useful addition to your
touring kit. It forms an ideal temporary garage.

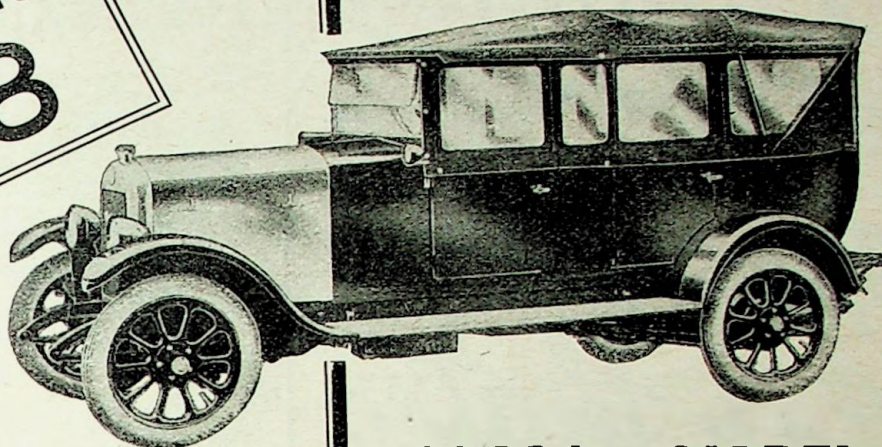
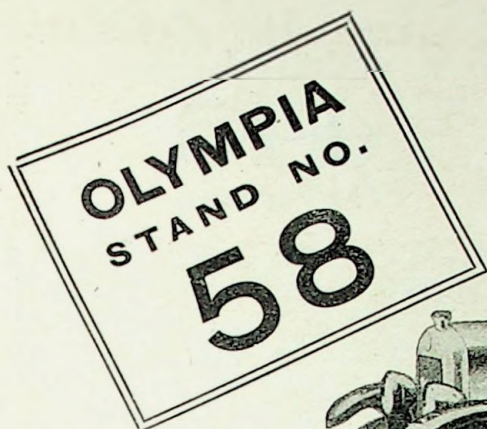
Prices of **WATERPROOF** Covers for cars and cycles
on application.

SATISFACTION GUARANTEED.

Every "DUSOUT" Cover is sold on the under-
standing that if you are not satisfied and return the
Cover within seven days your money will be refunded.
You are fully protected by this guarantee. Send
your order (with cash) and the Cover will be despatched
by return.

DUSOUT MANUFACTURING CO.,
436, Blackfriars Street - MANCHESTER
Phone: 4021 Central. Grams: "Dustless, Manchester."

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



Go to Olympia with a fixed determination

to see the Bayliss Thomas Models. "Make a bee-line" for Stand 58, and there examine them critically. Apply any comparative test—in efficiency, in appearance, and in value, and the Bayliss Thomas will come through victorious.

Not the cheapest car in the Show—but the car that will give you most for every pound of its purchase price—that is the Bayliss Thomas.

A good car is a sound investment—a "cheap" car is often dear at any price. Spend wisely by making your car choice from the Bayliss Thomas range of models.

11/22 h.p. MODEL

Engine 66 x 100 mm. bore and stroke. Three forward speeds and reverse. Electric starting and lighting, with five lamps. Clock, speedometer, oil gauge and petrol gauge, spring gaiters, luggage carrier, windscreen wiper and spare wheel and tyre. Roomy two-door four-seater body with all-weather equipment.

£259

Comfort Tyres (set of five) £4 extra.

Send at once for full particulars of our 1925 Programme.

Bayliss Thomas

We are makers of
the
"EXCELOPHONE"

If interested in
Wireless write for
Illustrated folder

BAYLISS, THOMAS & CO.

Proprietors—THE EXCELSIOR MOTOR CO., LTD.,

TYSELEY - - - BIRMINGHAM.

Telephone: 277-8 Acocbs Green. Telegrams: "Monarch, Haymills."

DISTRIBUTORS:

LONDON: Mebes & Mebes, 144, Great Portland Street, W.1

N.W. OF ENGLAND: S. W. Phillpott (Motors), Ltd.,
42-44, Paradise Street, Liverpool.

N. WALES: The Sun Motor Co., Ltd., Llangollen.

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

The 12/24 H.P.

Lagonda

ALL-BRITISH.

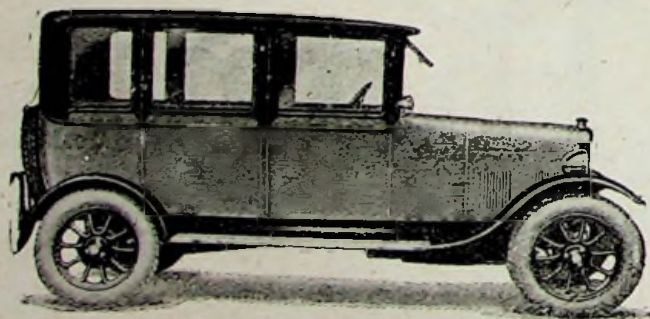
The sort of
Car that
makes the
Motor Show
worth while

STAND 87

OLYMPIA—October 17th—25th, 1924

Stand Telephone No. : Riverside 2623.

Prices from £295



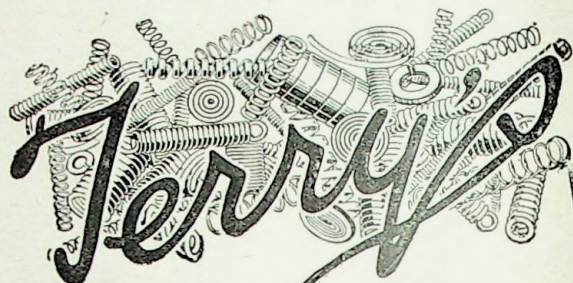
Full particulars from any Motor Agency or

LAGONDA LIMITED,
195, Hammersmith Road, London, W.6.

Telephone : Riverside 8342-8343.

Head Office and Works - - - STAINES.

At
Stand
445
Olympia

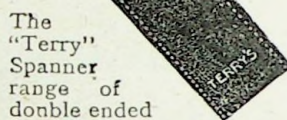


70 years of
experience.

We bring you our best, the cream of a motoring equipment that time and use has firmly established.

"Terry" quality and equipment is so well made, and meets motoring needs so well — it is standardized now by thousands.

Call and see us. If you cannot call, write for our list—post free.



The "Terry" Spanner range of double ended and folding spanners meets the needs of lightness, compactness, and give real high-grade service.

Set of 5 in case,
4/6 Blued; 7/- Plated.

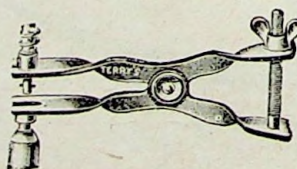
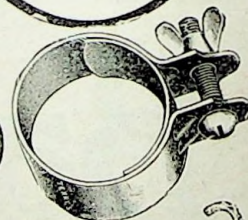
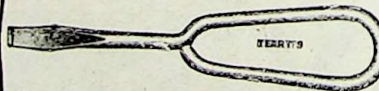


Terry's "Aero" quality valve springs. Used by Mr. Malcolm Campbell, Count Zborowski, and other first-class motorists. When the "Lady Pat" motor boat won the International Race and the Duke of York's Trophy, Terry's "Aero" quality valve springs were used. We make for any engine. Fit a set and give your engine increased life and power.



HERBERT TERRY & SONS LTD

Manufacturers,
REDDITCH, ENG.
Est. 1855.



The Smoker's "Fireguard." Fit a "Terry" Hedgehog pipe cover and you may smoke your pipe without risk of flying sparks. 4½d. each from tobacconists and garages.

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.

DON'T WAIT TO BE ASKED

Stipulate a "Starling" Rear Screen
on your Car for 1925.

Any member of this "Renowned Family" will
give you entire satisfaction—this is positively
guaranteed.

SEE THEM ON STAND No. 268

Select the model which meets your requirements.
Judge its merits for yourself. Make your own
comparisons—design, construction, workmanship,
price.

Remember a rear screen is a scientific piece of
equipment. A utility more than an ornament.
An ideal combination of both when

IT'S A "STARLING" REAR SCREEN.

Made by a Firm of Specialists who from their
inception have given their whole thought and
energy to the production of Rear Screens.

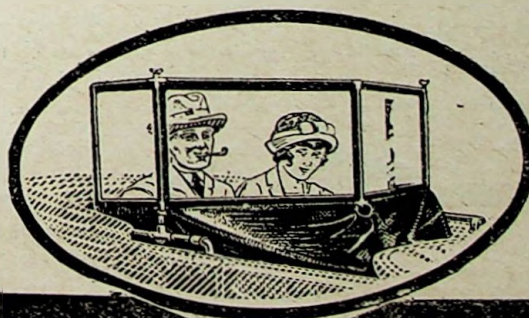
A Firm who give you most for your money—
a guaranteed article, on Satisfaction or Money
Refunded terms. When you know what a
"Starling" really is—it will be a "Starling"

YOU WANT.

THE STARLING CO., LTD.,
EMPIRE WORKS,
HIGHGATE ROAD, BIRMINGHAM.

"STARLING" Celluloid Screens.

"V" 4-panel ...	£3 7 6
"Majestic" 6-panel	£4 4 0
"Dick" 4-panel ...	£3 12 6



"STARLING" Glass Screens.

"Comfy" 4-panel ...	£6 6 0
"Empire" 6-panel ...	£11 11 0

All goods carriage paid.

If you cannot visit Olympia—

write for free illustrated Booklet.

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

LEVY'S GARAGE

AUTHORIZED AGENTS SPECIALIZING IN

*The
amazing*



Car

Immediate Delivery
of all Models.

The All British
Standard Cars

NEW REDUCED PRICES—TWO OR FOUR-SEATER MODELS.
11 h.p. Models from £200. Earliest Deliveries.

DEFERRED PAYMENTS. PART EXCHANGES.

UNIQUE SERVICE AFTER PURCHASE.

LEVY'S GARAGE

(King's Cross Motor Supply Stores).

Head Office:— 32 & 10, YORK ROAD, KING'S CROSS, N.1

Phone No.:

NORTH

4112/4113

Calthorpe

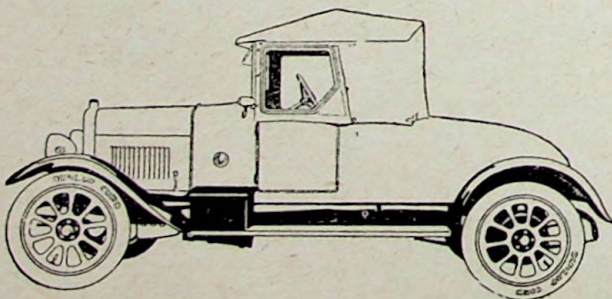
SPECIAL OFFER OF CALTHORPE CARS

LIST PRICE

2-Seater - - - £295

4-Seater - - - £310

12-volt Brompton Electric Self-starter and
Lighting Set, Electric Horn, Dunlop Tyres.



H.P.

OUR PRICE

2 Seater - - - £225

4-Seater - - - £235

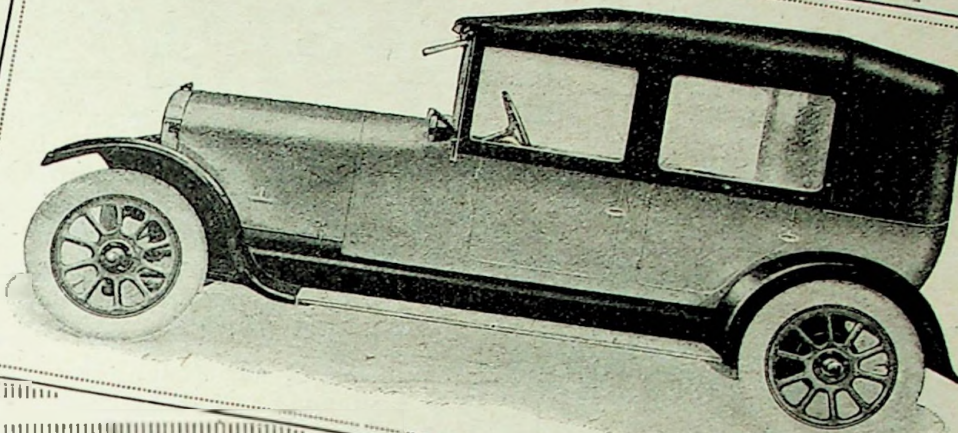
An offer which cannot possibly be repeated.
Make up your mind now and wire your
reservation.

We have purchased 24 Calthorpe Cars which
represent the remaining stock of 1924
Models. These cars are perfectly new and
carry the maker's full 12 months' guarantee.
The advantage we gained by this bulk
purchase we are passing on to you.
NOTE THE PRICES AND SEND
YOUR ORDER TO-DAY.

PERRY'S
MOTOR AGENTS, TORQUAY.

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.

New CROUCH
4-door All-Weather
4-seater de Luxe,
£ 320



There is a Special Show
Exhibition of

Don't
miss
it.

CROUCH

CARS

12/
30
h.p.

at Messrs WILKINS, SIMPSON & CO.,
Avonmore Place — JUST OPPOSITE OLYMPIA
MAIN ENTRANCE.

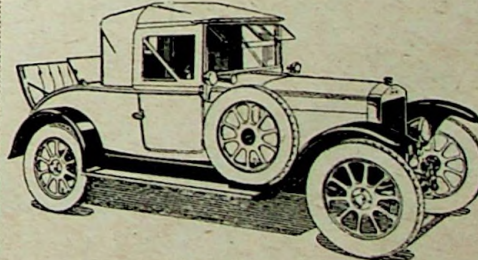
CROUCH CARS, although not made in vast numbers, have friends and admirers all the world over. They stand virtually alone among cars of moderate price in possessing real distinctiveness and individuality. There is, therefore, a rare satisfaction in owning a CROUCH—that of having a car that is right out of the rut in both appearance and performance. The range of CROUCH models for 1925 meets every need, but no matter which you may finally select, you may be sure of service and enjoyment high above the average—and above all, of **VALUE FOR MONEY**, that not even the most intensive "mass production" can excel.

1925 CROUCH MODELS & Prices

4-door, 4-seater, as above	£320
Coupe	£335
2-door, 4-seater	£295
2-seater	
Sports Model	

CROUCH CARS have the famous *British-Anzani* Engine, and several patented exclusive features in transmission details and suspension that give them their remarkable comfort and road-holding qualities. The equipment is the most generous possible, and the standard of upholstery and coach-work is that usually only found in cars costing several times the price of a CROUCH.

1925
CROUCH
2-seater and
doubledickey
£ 295



CROUCH CARS Ltd.
Tower Gate Works - - COVENTRY

Write for full
information on
name of nearest
CROUCH Agent

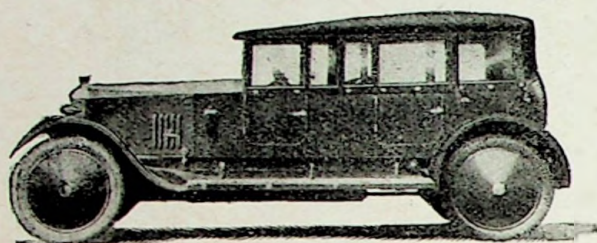
Telegrams &
Telephone:
COVENTRY 81)

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

Calso

SELF-OPENING

Hoods



DO NOT FAIL to obtain details of the Auster Calso All-weather Equipment for all cars, on our Stand or at Messrs. Auster Ltd., Stand No. 428.

STAND N^o
343

In the Gallery of the
Annexe, over the Clock

If you are a discriminating observer of all-weather equipment, the excellent and extensive display of Calso Equipment on the leading car manufacturers' stands will interest you.

Call at our Stand for a demonstration of the many Calso features.

Our 1925 prices show a substantial reduction.

CALSO HOOD Co., Ltd.,
Moor Street, Earlsdon,
COVENTRY.

CALSO LTD., 39, GROSVENOR PLACE, S.W.1.

ALFORD & ALDER

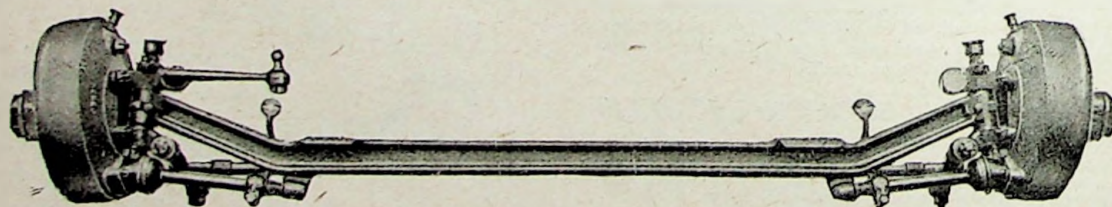
R. G. Alford.

A. T. Glover

FRONT WHEEL BRAKES

(Rubury Patent)

As used on many Leading Cars.



For Particulars and Terms apply:—

Stand No. 74.

Telephone: HOP 220 & 221.

ALFORD & ALDER,
Winch Place, Deacon Street,
WALWORTH, S.E.17.

Get that "Comfy" Feeling.

STEPNEY

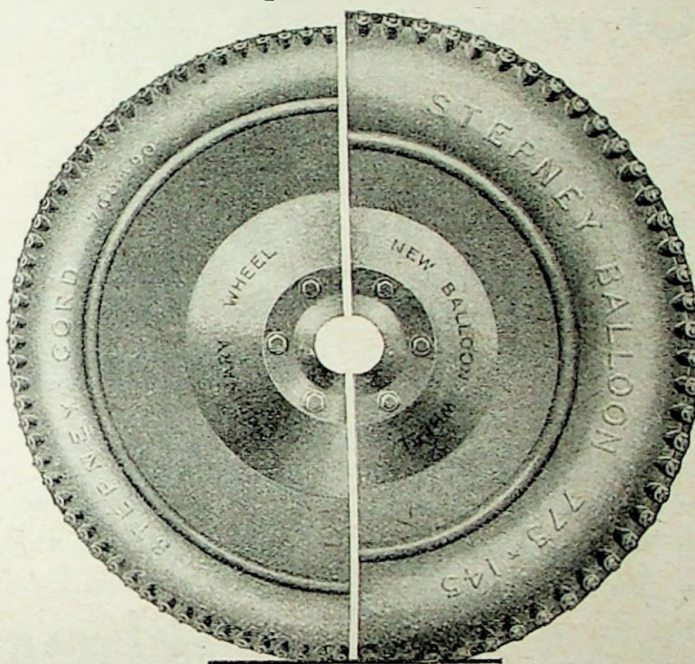
BRITISH BEADED-EDGE

BALLOON TYRE

Now supplied in four important sizes
to fit existing wheels without alteration



ORDINARY TYRE.



BALLOON TYRE.

STEPNEY
BALLOON
TYRES
ARE ALSO
MADE IN
SIZES:

715 x 115
730 x 130
775 x 145

PRICES OF STEPNEY BALLOON TYRES

which do not require any alteration to Wheels or Rims.

Balloon Tyre.	Rim.	Size.	Stepney Balloon Cover.	Stepney Balloon Tube.
27 x 3-75 to fit { 700 x 80 OF 28 x 3 }		27 x 3-75	£ s. d. 2 19 6	£ s. d. 0 9 3
720 x 115 do.	710 x 90	720 x 115	3 7 0	0 12 0
29 x 4-40 do.	28 x 3½	29 x 4 40	3 8 6	0 12 0
31 x 4-40 do.	30 x 3½ with two-ply Cord Casing.	31 x 4-40 Two-ply.	2 19 0	0 9 6
31 x 4-40 do.	30 x 3½ with four-ply Cord Casing.	31 x 4-40 Four-ply.	3 5 0	0 9 6

SEND FOR
COMPLETE
LIST OF
STEPNEY
BALLOON
TYRES.

Showing at
OLYMPIA
STAND
No. 518

Manufacturers:

STEPNEY TYRES, LIMITED,
Stepney Works, LLANELLY, and
170, Great Portland Street—LONDON, W.1

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



on Olympia

THIS year the Alvis will not be exhibited at the Motor Show, but during the Exhibition a special show of Alvis models will be held at our showrooms, which have been aptly termed "A Motor Show in Miniature."

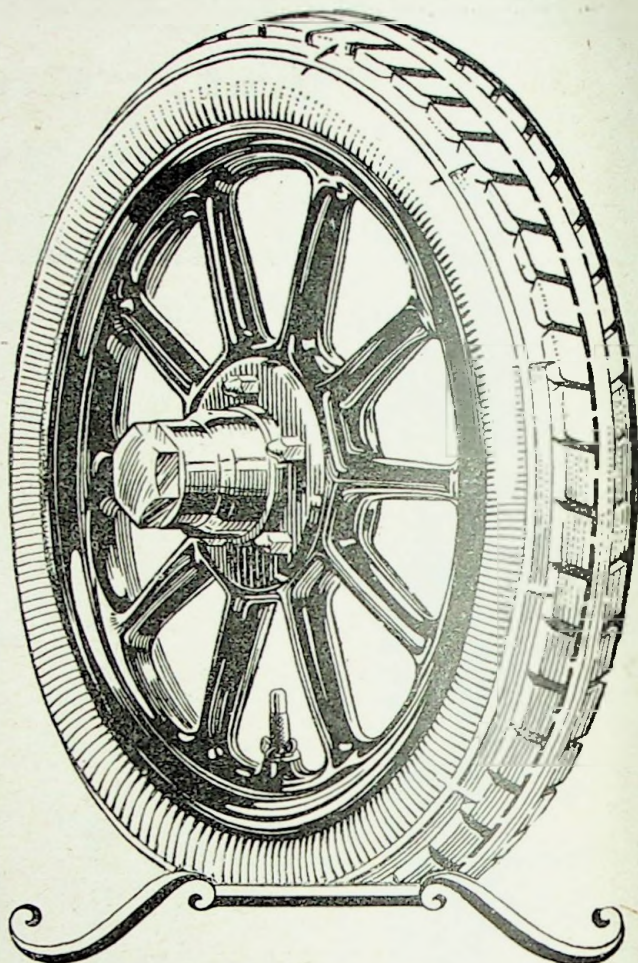
After Olympia a visit to our showrooms is a wise move. You will probably find the car of your choice there and you can inspect it more thoroughly and in greater comfort. Try it out on the road and get unbiased advice from our experts.

One can buy a car from Henlys on terms so flexible and convenient that none need hesitate.

HENLYS

91 & 155-157, Gt Portland Street, W.

Telephone: Mayfair 4201.
(Private Branch Exchange.)



SANKEY

PATENT ALL STEEL

wheels

A Sankey Wheel is a thing of enduring soundness . . . Light, yet strong beyond its need for strength.

Stamped from solid steel in two sections, then welded into one complete unit.

JOSEPH SANKEY & SONS, LTD.,
Hadley Castle Wks, WELLINGTON, SHROPSHIRE

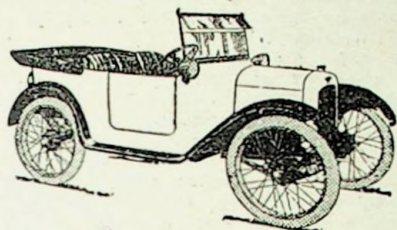
Telephone: Wellington, Shropshire, 66. Telegrams: "Sankey, Wellington, Shropshire."
LONDON OFFICE:
Mr. R. Jenkins, Ulster Chambers, 168, Regent Street, W.1.

STAND NO
489 GALLERY
OLYMPIA

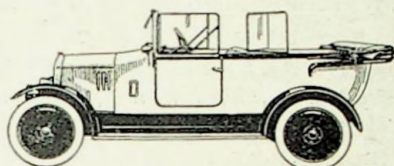
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

Treat the show as a show

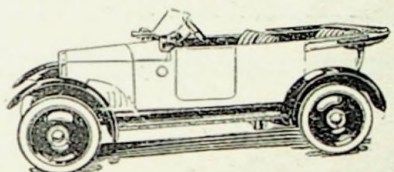
Buy your car at Lamb's Ltd



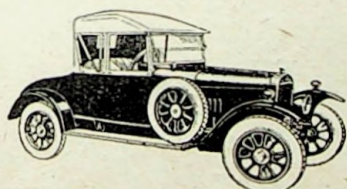
AUSTIN "7." £155 cash, or £38 15 0 down and 12 payments of £10 3 6, with option of a special rebate.



SINGER "10." £195 cash, or £48 15 0 down and 12 payments of £12 16 0, with option of a special rebate.



ROVER "8." £160 cash, or £40 0 0 down and 12 payments of £10 10 0, with option of a special rebate.



CLYNO. £175 cash, or £43 15 0 down and 12 payments of £11 9 9, with option of a special rebate.

EASY. JUST LOOK!
"OPTION OF REBATE" EXAMPLE.

CITROEN "7" ...	£145 0 0
Less Deposit ...	36 5 0
	108 15 0
Financial charges ...	5 8 9
	114 3 9
	£9 10 4
Payable in 12 instalments of	
£4 10 10 Rebate allowed if account paid in 2 months-	
£3 12 8 Rebate allowed	" 4 "
£2 14 6 Rebate allowed	" 6 "

DON'T allow yourself to be persuaded into buying hurriedly. Olympia is fine for seeing the latest models and improvements, but there's too much hustle and bustle for the calm judgment that should be given to buying.

Anything you see at Olympia you can get from Lamb's Ltd., and in our quiet, spacious showrooms you can weigh the pros and cons in peace and comfort.

Moreover, we can give you an "after sale" service which cannot be excelled in London or elsewhere.

Look out for our representatives on any of the Stands mentioned below. They will give you all the help in their power.

AUSTIN, CITROEN, ROVER, SINGER, TALBOT, STANDARD, CLYNO.

WITH CERTAIN EXCEPTIONS TRADE SUPPLIED. EXCHANGES.

LAMB'S LTD

Opposite Hoe Street Station. **WALTHAMSTOW, E.17.**
12 minutes from Liverpool Street Station. Nos. 2 or 4 Platforms.
Phone: Walthamstow 1111 (four lines).

50, HIGH ROAD, WOOD GREEN, N.22.
(Ten doors from Empire.)
Phone: Hornsey 1956.

EUSTON ROAD, N.W.1.
Opposite Great Portland Street Station, Met.
Phone: Museum 4978.

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.

GRAHAM MODEL E.H.1
Specify voltage, 6 or 12, when ordering



A Horn for Every Need

For town or country—for all possible requirements and at all prices, you will find in the "GRAHAM" products the very horn you want.

The "GRAHAM" Electrical Autohorn, with its more gentle yet persuasive note, is specially suitable for town use, where a very loud horn is not necessary.

Four models are available, ranging in price from 24s. complete with flex, push and universal bracket; carriage paid.

For country use, however, for large cars and very fast sporting cars, the "SPARTON" Motor Driven Horn is recommended.

Undoubtedly the loudest and most dominant warning signal made, the "SPARTON" is moderate in price—from 35s.—and guaranteed by the makers to be absolutely reliable.

Write for Illustrated List S.E.

A full selection of "Graham" Automobile Specialities, including the above, is displayed on our STAND No. 274 (Gallery) at the OLYMPIA MOTOR EXHIBITION.

ALFRED GRAHAM & COMPANY,
St. Andrew's Works, CROFTON PARK, LONDON, S.E.4

'Phone: Sydenham 2820-1-2.

'Grams: "Navalhada, Catgreen, London."

SHOWROOMS: 25-26, Savile Row, W.1, and 82, High Street, Clapham, S.W.4.



The Penalty of Fame.

The Bugatti's renown for speed is apt to eclipse its suitability for touring purposes.

Such is the penalty of fame in one direction, yet the Bugatti at touring speeds is a real pleasure to drive.

On the open road or in traffic the ease of control and engine flexibility inspire confidence, whilst Bugatti economy appreciably lowers the cost of first-class road travelling.

MODELS and PRICES:

Modified Brescia Chassis, 4-cylinder engine, 69 x 100, ball bearing crankshaft, latest type steering, shock absorbers, dashboard, etc., etc. Complete with lighting and starting equipment, spare wheel and tyre, and tool kit **£330**

Sports Model Brescia Chassis, double magneto ignition, available in either of three lengths wheelbase **£385**

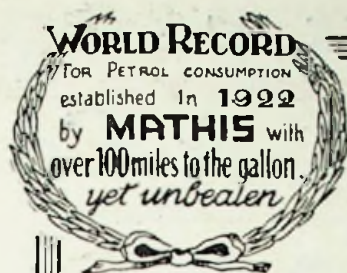
Modified Brescia Chassis, equipped with standard type two or three-seated body, with speedometer, electric horn and side lamps **£485**

STAND No. 142 MAIN HALL, OLYMPIA.

Telephone: Gerrard 5534 (4 lines).

CHAS. JARROTT & LETTS, LTD.,
40-41, CONDUIT STREET, LONDON, W.1

Telegrams: "Jemidar, Piccy, London."



Olympia Stand 216



The MATHIS

THE simplest and most
easily maintained cars
extant. Moderate initial
cost. Economical to run.
Replete in mechanical up-to-
date improvements.

MATHIS PRICES.

7 h.p. two-seater ...	£150	11 h.p. 6 cyl. touring four (f w.b.)...	£295
9 h.p. occasional four ...	£195	11 h.p. 6 cyl. Saloon de luxe (f.w.b.)	£375
9 h.p. touring four-seater ...	£220	13 h.p. 6 cyl. overhead valve sport	£375

All Mathis cars are supplied with a four
speed gearbox, four semi-elliptic road
springs, and complete electric lighting
and starting sets.

MATHIS S. A.
Head Office and Works:
200, Route de Colmar,
Strasbourg
(FRANCE).

We are allotting territories and
are open to consider a sole con-
cession for the whole of Great
Britain.

MATHIS S. A.
Paris Branch:
143-149, Route de la
Revolte, Paris-Levallois
(FRANCE).

Apply

Olympia Stand 216



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.

? WHY CONSULT ? GORDON WATNEY & Co. FOR YOUR **JOWETT?**

Limited

Because

- THEY** Offer you Deferred Terms to suit your convenience.
THEY Give you the highest possible price for your second-hand car.
THEY Give Service after Sale — *IF* it is needed on a Jowett.

For all information, see
our Representative :—

Stand No. 40

Gordon Watney
& Co. Limited
THE PART EXCHANGE SPECIALISTS

31, Brook Street, LONDON, W.1.

Phone: Mayfair
2965-2966

Grams: "Gordowatmo,"
"Phone, London."

NO MORE MESSY GREASE GUNS

SIEROL
FILL YOUR GREASE GUN
AMBROLEUM
THE FINEST LUBRICANT
FOR
BACK AXLES
TRANSMISSION
GEAR BOXES
LUBRICATION OF
SPRINGS
CHAINS
ETC. ETC.
MANUFACTURED BY
STERN LTD.
ROYAL LONDON HOUSE
LONDON E.C.2

**IN 1 LB.
COLLAPSIBLE TUBES**

Fill your grease gun with Ambroleum direct from the 1 lb. collapsible tube. It is the cleanest and simplest way.

A pound of Ambroleum goes a long way. It is the ideal lubricant for grease cups, back axles, etc. Buy it in the ideal container.

STERN LTD.,
48, Royal London House, Finsbury Square, London, E.C.2

**STAND 471
AT OLYMPIA**

**2/6
PER 1 LB. TUBE**

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

CYCLECAR GRAND PRIX DE FRANCE

SWEEPING SUCCESS

at the

NEW

FRENCH

(Montlhéry-Linas)

TRACK!

The Austin Seven

STANDARD MODEL £155
SPORTS MODEL ... £170
CHASSIS ... £120

with electric starting and
lighting, and 4-wheel brakes.

The

AUSTIN MOTOR Co., Ltd.,
LONGBRIDGE nr. BIRMINGHAM.

LONDON:—Showrooms, Service Depot & Hire Dept.,

479 - 483, OXFORD STREET, W.1 (Near MARBLE ARCH).

750 c.c. CLASS.

1st

Mr. E. C. Gordon England
driving an Austin "Seven."

2nd

Capt. Waite driving an Austin
"Seven."

3rd

Mr. Hall driving an Austin
"Seven."

4th

Mr. Dingle driving an Austin
"Seven."

So does the "Mighty Miniature" follow up its success in the Classic "200."

Such overwhelming victories speak volumes for the skill of Austin design and the quality of Austin workmanship.

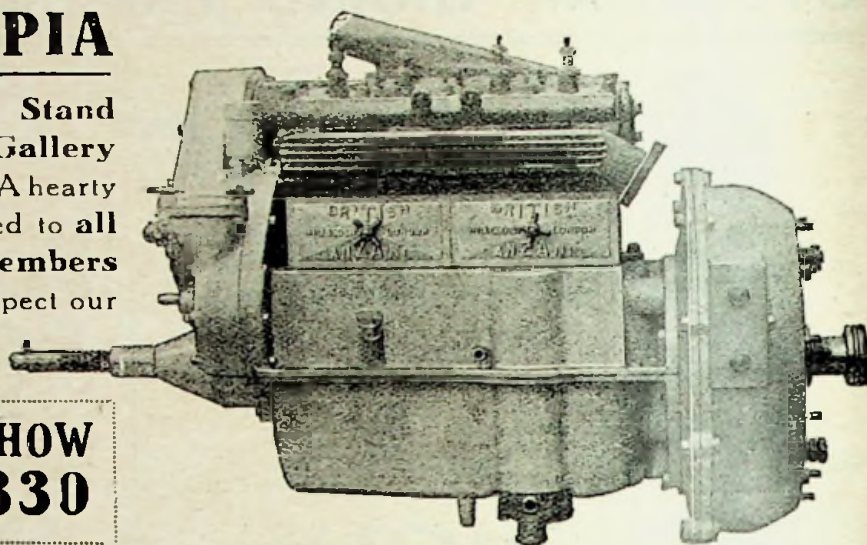
OLYMPIA **141**
STAND No.

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

The British Anzani Engines

at OLYMPIA

will be shown on **Stand No. 330** in the **Gallery** of the **New Hall**. A hearty welcome is extended to **all motorists and members** of the trade to inspect our **latest models**.



OLYMPIA SHOW
Stand No. 330

The British Anzani Engine Co., Ltd.,
30-32, Scrubbs Lane, Willesden, N.W.10.

Telephone: — Willesden 2770-2771.

STAND No. 126

STAND No. 126

MATHIS

We are the original and oldest Accredited Agents and Specialists in Mathis Cars.

Mr. Marshall or our Representative will be in attendance at the Mathis Stand throughout the Olympia Show. Ask for him!

GRAND PRIX de
BOULOGNE.
August 30th, 1924.

Winner:
B. S. MARSHALL
on BUGATTI.

B. S. MARSHALL LTD.,
17a, Hanover Square, W.1.
Mayfair 5906/7.

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



PRICE
2/6
NET.

Obtainable from all principal booksellers and book-stalls, or direct from the publishers, 2/9 post free.

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

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

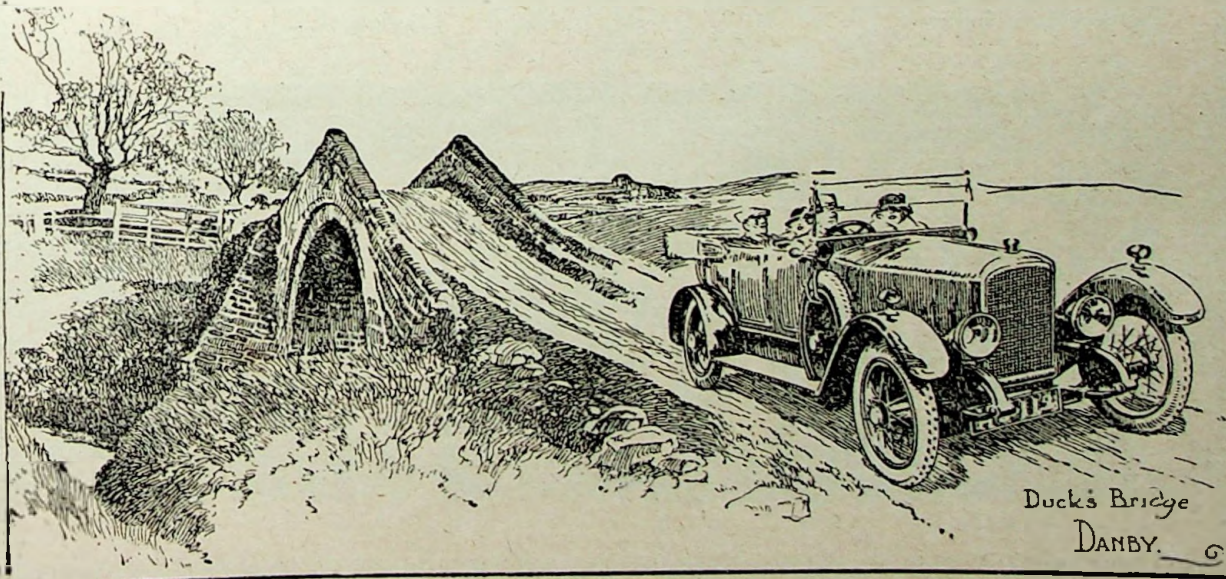
JUST PUBLISHED

Eighth Edition.

A NEW, REWRITTEN,
AND PROFUSELY
ILLUSTRATED EDITION

A complete guide to the efficient and safe driving and handling of a car. All the subtleties and finer points of driving are fully dealt with by text and illustrations, and by following the instructions practically every emergency and circumstance arising from the crowded state of the roads can be met.

Driving for efficiency and for avoidable waste and undue wear and tear of the car is a subject also dealt with.



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

MOTOR CYCLING

NEXT WEDNESDAY

FIRST SPECIAL SHOW NUMBER

The first published details of 1925 designs which will be found at the Show, will appear in this issue.

There will also be a special article written by an expert on the trend of design for 1925, together with all the usual weekly features.

SECOND SHOW NUMBER Wednesday, October 29th

A useful guide to the Show. Also a complete illustrated report of the Accessory and Tyre Exhibits.

THIRD SHOW NUMBER Wednesday, November 5th

FIRST OUT with a complete report, alphabetically arranged of all the motorcycle, sidecar and engine exhibits, illustrated with hundreds of photographs and drawings.



The price of each of these special and greatly enlarged issues will be 3d.

:: Order Now ::

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



A long span

*Established 1893.
Still Progressing 1925.*



EVER WATCHFUL
to give Service.

WE STAND TO SERVE.

Austin
Bayliss-Thomas
Calthorpe
Calcott
Clyno
Humber
Lagonda
Renault
Rhode
Riley
Standard

A varied stock of second-hand cars always on hand. We give the fairest prices for good cars.

From the earliest MOTOR SHOW to the one opened to-day is a long span. Casting our minds back, we mark the progress made from small beginnings.

The goodwill we enjoy as a pioneer firm is always manifest at OLYMPIA; we seem to meet everybody we know. The present SHOW marks our association with the very well-known factory of Messrs. Bayliss, Thomas & Co., established in 1874, we having been appointed special distributors. They produce a splendid vehicle as Stand 58 will prove; ask for our representative, he will be happy to extend the service that Mebes & Mebes are reputed for. We also are actively engaged with the CALTHORPE Car, another very good production which will be well in the public eye.

HUMBERS, RHODES, and CLYNOS are the leaders of their classes, and at their respective Stands we hope to meet old clients and to make new friends. We like the friendly feeling existing between our clients and ourselves, and primarily due no doubt to the service principles we have adopted.

Our business is a personal one. You receive attention from principals and your convenience is our pleasure. If you have a Car and wish to make a change consult us. We will give you a reasonable price based upon market conditions or take it in part exchange. It can be accepted as deposit and the balance of the new Car's purchase price spread over 12 to 18 months. Should you be unable to visit OLYMPIA write us fully. We will do all we can to assist without putting you under the least obligation.

An Invitation!
The long experience of
Mebes & Mebes is at the
service of the motoring public.
Ask for our Representative
at any of the above Stands.

The Original Light Car Specialists.

MEBES & MEBES

144, Great Portland Street, W.1.

'Phone: Museum 4244.

'Grams: "Smartness, Wesdo, London."

Service and Repairs Station: 1, 2 & 3, Fitzroy Mews, W.1.

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

NEWMAN

MOTOR COMPANY
245, HAMMERSMITH ROAD, LONDON, W.6
100 Yards from Hammersmith Broadway.

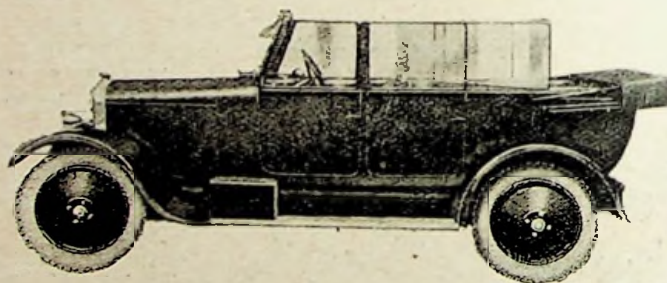
FOR SINGER Cars

1925 MODELS AND PRICES.

IN
STOCK

10 h.p. Popular 4-seater	-	-	-	£195
10 h.p. De Luxe 2-seater	-	-	-	£215
10 h.p. De Luxe 4-seater	-	-	-	£225
10 h.p. 4-seater Coachbuilt Saloon	-	-	-	£295
10 h.p. 4-seater Weymann Saloon	-	-	-	£280

IN
STOCK



ANY

1925 10 h.p. SINGER 4-seater de Luxe, £225

YOU WANT — A NEW CAR?

If you are thinking of buying a car, take our advice and buy what really is a car. One that you will be proud to own; one that you can step into without expecting something to break; one that will serve you well and truly all the time it is in your service; and above all buy a British car. Get in touch with us and we will give you honest advice as to the car most suited to your requirements. For evidence on this point we refer you to any of our clients, than which we consider there is no greater recommendation.

NEWMAN

MOTOR COMPANY
245, HAMMERSMITH ROAD, LONDON, W.6
100 Yards from Hammersmith Broadway.

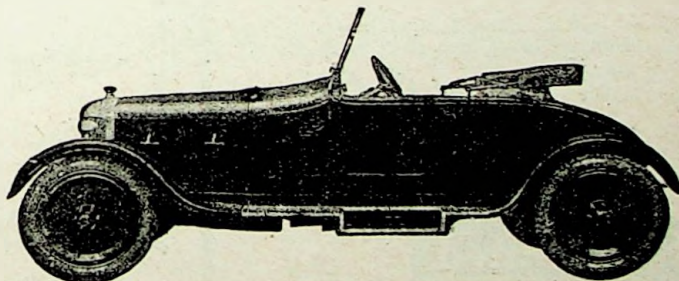
FOR A-C Cars

IN
STOCK

1925 MODELS AND PRICES.

12 h.p. Sovereign 2-seater -	£275
12 h.p. Royal 2-seater -	£330
12 h.p. Royal 4-seater, Long Chassis -	£399
12 h.p. Royal Coupe -	£415

* ALL A-C MODELS SUPPLIED. *

IN
STOCKFOR
CARS.

12 h.p. A-C ROYAL 2-seater, £330

WE WANT—TO SELL YOU ONE.

In fact, we are so anxious to sell you a car that we will do an awful lot for you in return. Firstly, if you have already a car to dispose of we will allow you the best possible price for it in part payment, no matter where you live. Simply send us full particulars and we will make you a **GUARANTEED DEFINITE** proposition by post to include delivery and collection to your address. Secondly—but why not get in touch with us? It will cost you nothing and we can tell you so much more. Better still, if you intend visiting Olympia give us a call—we are quite near and we have a very fine range of 1925 models we would like to show you.

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



Fine cars— fine achievements

1. A-C cars hold 29 R.A.C. official certificates proving A-C claims.
2. A-C cars continue to hold more Brooklands records than any other car in their class. (Three more records were achieved on August 13th.)
3. A-C cars won their class and were awarded a gold medal in the R.A.C. Six Days' 1,000 miles trial.
4. A-C cars entered three events in the Boulogne International Races and won all three.
5. The A-C with an average of 92.91 m.p.h. without supercharger was the 1st British car in the recent 200 miles race.

No wonder the Amazing A-C is called by happy owners the "Rolls Royce of Light Cars."

S. F. E. H.

Fully illustrated and attractive booklet on request.

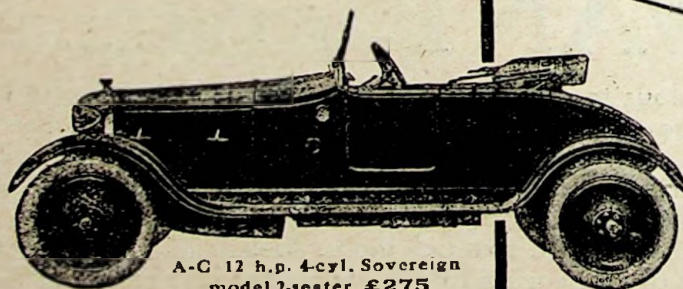


55 & 56 PALL MALL, LONDON, S.W.1.

Telephones: Gerrard 2232, 6620 and 6844. Wires: "Amazincar, Piccy, London."
 Works: Thames Ditton, Surrey.
 Telephone: Kingston 3340 (4 lines)
 Wires: "Aycemoca, Thames Ditton."
 Service Depot: North Rd., London.
 Telephones: North 2903/4/5/6. N.7.
 Wires: "Aucarriezo, Phone, London."

Please ask for address
of nearest dealer.

Try them on
the road—
See them made.



A-C 12 h.p. 4-cyl. Sovereign
model 2-seater £275

12 h.p. 4-cyl. models
from
£275
2 and 4 seaters and all
types of bodies.

We can supply
reliable second-
hand AC Cars.

The Light Car and Cyclecar



PRINCIPAL CONTENTS.

Complete Stand to Stand
Guide of the Small Cars
at the Show.

Floor Plan of Olympia.

First Instalment of Review
of Accessories.

Owning a Light Car—and
What It Involves.

NOTES, NEWS AND GOSSIP OF THE WEEK

Opening of the Show.

The Olympia Motor Show is open to the public to day (Friday) and will remain open until Saturday, October 25th. The charge for admittance on Monday, Tuesday, Wednesday and Thursday will be 5s., all other days 2s. 6d.

The Hour Record.

The Brooklands season is rapidly drawing to a close, and only a few weeks remain during which it will be possible to attack records. We would remind intending competitors that there is now no necessity to notify us of their intention of going out for *The Light Car and Cyclecar* Challenge Cup for the hour record.

This Week.

This issue forms a condensed but practical guide to all the light cars and cyclecars at Olympia. Take it with you to the Show. The major part of the accessory section is also dealt with. Special articles of particular interest are entitled "Then and Now," an intimate comparison of old cars and new, and "Owning a Light Car—What it Involves."

No. 621. Vol. XXIV

LIGHTING-UP TIMES

for Saturday, Oct. 18th, 1924.

London .. 6.0	Edinburgh .. 6.4
Newcastle 5.58	Liverpool ... 6.8
Birmingham 6.5	Bristol ... 6.10
Dublin ... 6.21	

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

Moon—Moon, last quarter Oct 20th.

Why Not Road Gauges?

The loads carried by railway wagons are governed in width and height, and therefore to a large degree in weight, by a gauge, examples of which may be seen in any goods yard. Why should not road vehicles have to pass a similar test? If such a regulation were in force it would prevent the recurrence of what was regarded as a romantic adventure, but was in reality an expensive and destructive experiment. We refer, of course, to the recent 60-ton generator débâcle.

No. 1.

The honour of occupying Stand No. 1 at Olympia falls to Ariel Works, Ltd., which, in addition to the well-known Ariel Ten Occasional Four, is exhibiting a new full four-seater model.

The First Fog.

Usually the opening day of the Olympia Motor Show coincides with London's first "pea-souper," but as the exhibition is being held earlier this year it seems possible the conditions may be brighter and those who visit the Show by road far happier.

Next Week.

The value of next week's issue, our third and last Show Number, will lie in several articles which form reviews of the small car exhibits as a whole. Such subjects as engines, transmissions, braking systems, electric installations, coachwork, and so on will be dealt with in a semi-technical and attractive style which will make absorbing reading, instead of being a mere collection of data. There will be over 100 illustrations. The three Show numbers form a complete précis of light cars at the 1925 Show.

Silencer Trials.

The date of the A.C.U. Silencer Trial is Wednesday, October 22nd, the venue being Brooklands.

Desmo Contradiction.

Desmo, Ltd., 31, Stafford St., Birmingham, emphatically deny an ill-founded rumour that they have been taken over by a well-known house.

For the Bookshelf.

Readers are reminded that the new edition of "The Motor Manual" is now on sale, price 2s. 6d. It is an invaluable guide to both present and prospective motorists and is worthy of a place on every bookshelf. The publishers are Temple Press Ltd., 7-15, Rosebery Avenue, E.C.4.

Saltersford Hill-climb.

Driving one of the A.C. racing cars, Raymond Mays made the fastest ascent of the day at the Junior Car Club's Northern Centre Saltersford hill-climb, on Saturday last. He also lowered the record by nine seconds. We almost blush to suggest that this adds yet another to the laurels of the A.Mays-ing A.C.

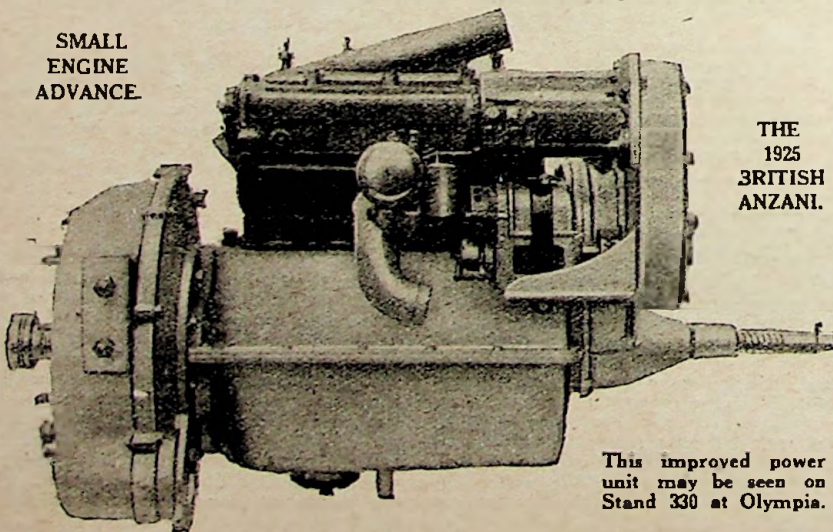
The Remarkable Austin.

On the Monthery track, Paris, on Sunday last, remarkable successes were attained by Austin Sevens. In the 70-lap race (750 c.c. category), Gordon England was first, beating Waite by $\frac{1}{2}$ sec. Hall was third, being only $\frac{1}{2}$ sec. behind Waite, while Dingle obtained fourth place, $\frac{1}{2}$ sec. behind Hall. The "also rans" included a Benjamin and Sandfords.

Horstman Programme for 1925.

For 1925 the chassis of the 12-30 h.p. Horstman will be fitted with an 11.9 h.p. British Anzani engine and three-speed gearbox with central or right-hand control. Lockheed hydraulic brakes to all four wheels are a notable innovation. The other chassis details are practically the same as 1924. Prices are as follow: 4-seater de-luxe, £330; 2-seater de-luxe, £320; 4-seater saloon de-luxe, £430; and the Standard model 4-seater, £295.

SMALL ENGINE ADVANCE



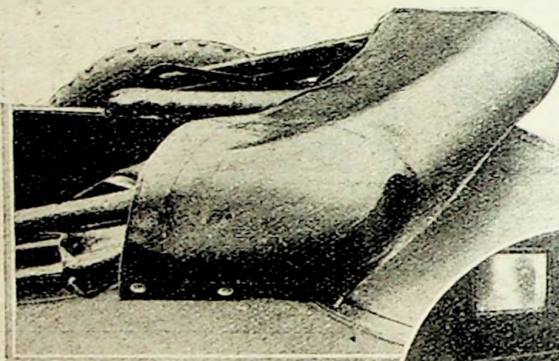
This improved power unit may be seen on Stand 330 at Olympia.



MOTOR TERMS TRAVESTIED.

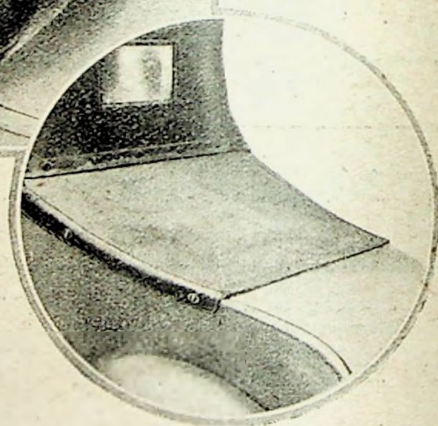
No. 34.—Query: What is the Term?

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



INGENIOUS DUAL-PURPOSE FITMENT.

The Robertson combined hood cover and apron, showing the alternative forms of protection which it gives.



Disabled Drivers Vindicated.

In the Saffron Walden Motor Club reliability trial which took place on Saturday last over a very treacherous course the Disabled Drivers' Club team put up the best performance. The drivers were Austin (Bugatti), Harris (G.W.K.) and Batty Smith (Payze).

Combined Hood Cover and Apron.

A somewhat novel form of combination hood cover and rear scuttle apron, which can be adapted to practically any make of two-seater light car, is being marketed by the Robertson Coachworks, 12-13, Canterbury Terrace, Maida Vale, W. The cover is made of double thickness leather cloth, and is so arranged that in dry weather it forms an extremely neat hood cover, whilst when the hood is erected it spreads over the boot and prevents the ingress of water into the locker. The price in double leather cloth complete with turn-buckles is £22 2s., but a cheaper form can be obtained in khaki twill for 35s. When ordering, the make of car should be stated and a rubbing should be taken of the turn buckles which hold the hood in position at the back. The cover is an ideal fitting for the winter.

For Sale.

A reader has a complete set of *The Light Car and Cyclecar* since October, 1916, and is willing to sell his collection to anyone interested. Inquiries should be directed to the Editor.

New Anti-dazzle Shield.

A new Anti-Dazzle shield attachment, which is said to be a positive cure for the glaring headlight danger, has been introduced by the Bristol Pneumatic Tools, Ltd. The price is 5s.

London-Coventry Road.

The main London-Coventry road between Coventry and Stony Stratford is still in very poor condition, while the road widening through the Dunstable Cutting is still not completed.

Engines at the Show.

The latest examples of the British Anzani engine are being shown on Stand No. 330 at Olympia, whilst Stand No. 362 is being devoted to Coventry Climax engines, Stand No. 480 to Chapuis-Dornier engines and Stand No. 482 to the Dorman range.

A New Gradient Meter.

The new Tapley gradient meter is on view on the stands of the principal accessory concerns at Olympia. One exhibit is mounted on a tilting display board which automatically works to and fro and plainly demonstrates the action of the meter. The prices of the Tapley gradient meters have been reduced.

Outside the Show.

As usual there will be a sort of overflow meeting of non-exhibitors outside the Show, and whereas quite a number of makers have been able to obtain temporary showrooms in Hammersmith Road, others are not represented in the immediate vicinity of Olympia. We are asked to point out that the Frazer-Nash is on view in Great Portland Street, at the showrooms of the A.S.C.

The Gwynne Eight.

The popular Gwynne Eight is on view during Show week at the premises of the Olympia Motor Co., 1, Hammersmith Road, opposite Olympia. The programme for 1925 includes 8 h.p. two-seater and four-seater at £225 and £210 respectively, and the following 8.23 h.p. models: two-seater de luxe, £240; four-seater de luxe, £250; sports model, £275.

Insurance Queries.

Visitors to the Show who wish to ascertain the latest information concerning motorcar insurance should bear in mind that Premier Motor Policies, Glebe House, Sherborne Lane, King William

Parking Cars at Olympia.

The Royal Automobile Club has succeeded in obtaining a piece of land for the purpose of parking the cars of members and associate members attending the Motor Exhibition at Olympia. This ground is conveniently situated at the west side of Addison Road Railway station, within a hundred yards or so of the main entrance to the Exhibition. The best way to approach it is by the turning to the right immediately before Addison Road Bridge, if approaching from the west, or, if from the other direction, by the first turning left after passing over the bridge.

Both cars and motorcycles belonging to members and associate members of the R.A.C., to a limited number, can be accommodated in this parking space,

K. Lee Guinness Recovering.

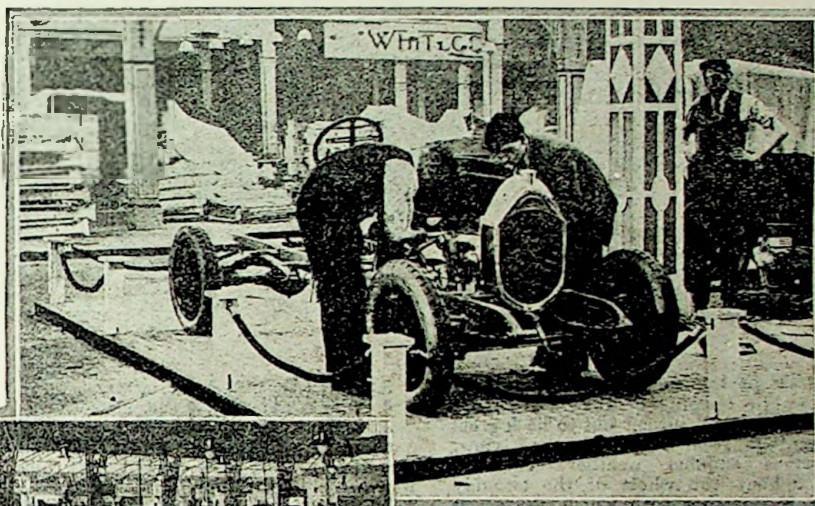
K. Lee Guinness is rapidly recovering from the effects of his accident at San Sebastian, but is not well enough to deal with the many sympathetic letters which he has received.

A Second Disappointment.

It is now definitely announced that the Ulster Grand Prix which was postponed owing to a fatal accident to one of the competitors when practising has been put off until next year.

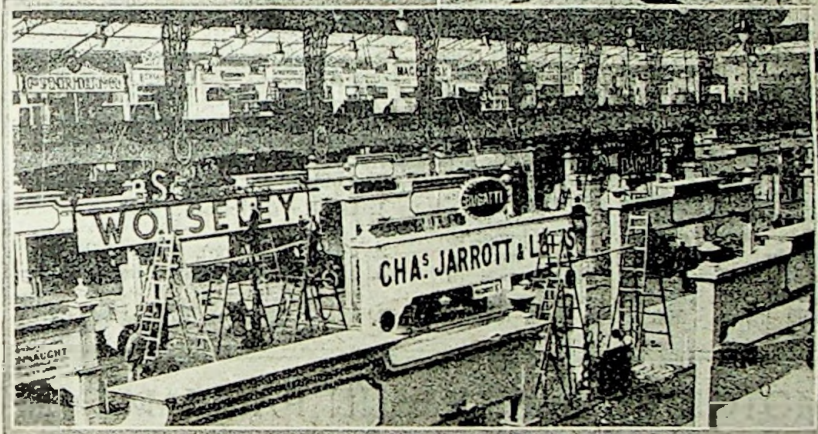
The Morgan Club.

At the general meeting of the Morgan Club, Mr. H. F. S. Morgan was elected president unanimously. All Morgan owners are cordially invited to attend the next run, which takes place on Sun-



TRANSFORMING OLYMPIA FOR THE SHOW.

A glimpse behind the scenes on Monday last. (Left) A general view of the hall showing stands in course of erection. (Above) One of the Seabrook exhibits being given its Show finish.



Street, E.C., will be represented on Stand 154; in fact, this stand will be in the nature of a Service Bureau. The Royal Insurance Co., Ltd., will be represented on Stand 333.

Kent Club's Speed Trials.

J. A. Joyce (A.C.) made the fastest run of the day and established a record at the Kent and Sussex Light Car Club's Speed Trials, which were held at Bexhill-on-Sea last Saturday. The previous record for the course was held by Miss Ivy Cummings (Bugatti "Black Bess"). Class winners were R. Abbott (Clyno), L. D. H. Robson (Salmson), D. M. K. Marendaz (Marseal), Miss Ivy Cummings (Frazer-Nash) and J. A. Joyce (A.C.). A match between the first and second fastest cars, namely, Joyce's A.C. and Kaye Don's super-charged Anzani-engined car of the same make, resulted in a win for the first named.

and the vehicles there will be in charge of R.A.C. men. A charge of 2s. a day will be made for cars and 1s. for motorcycles. The space will be available also for the Motor Cycle Exhibition later.

A Severe Winter.

The probability of a more than usually severe winter prompts us to urge owners/drivers to make sure that the all-weather equipment on the car is beyond criticism. This is a good time of the year to give the hood a coating of waterproof paint.

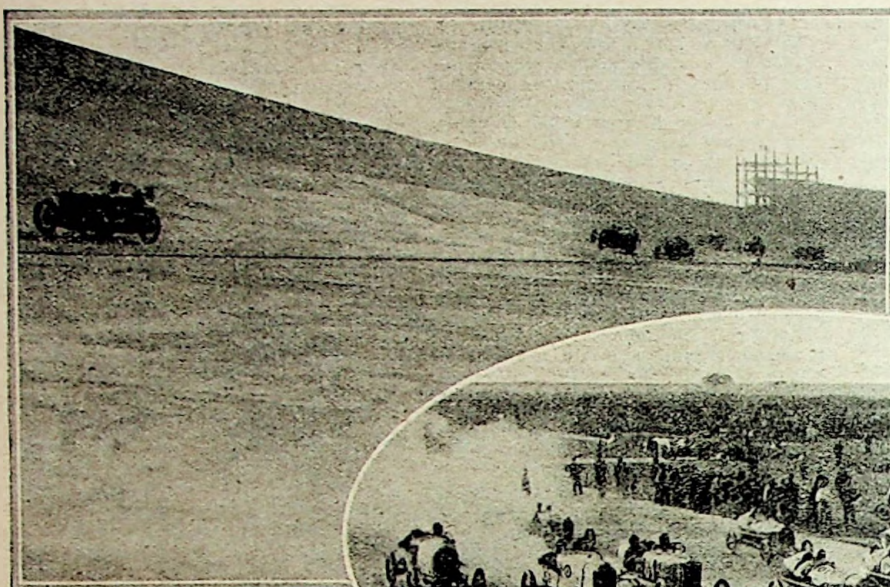
Morgan Prices Reduced.

It will come as welcome news to thousands of potential cyclecarists to learn that the price of the standard Morgan with full equipment, but without lamps, has been reduced to £95. The prices of all other models have also been reduced.

day, the venue being The Bridge Hotel, Bedford, and the meeting place, The Red Lion Hotel, Hatfield, at 10.30 a.m. The Hon. Secretary of the Club is Mr. S. G. Scouler, "Elmsfield", Prince of Wales Road, Carshalton.

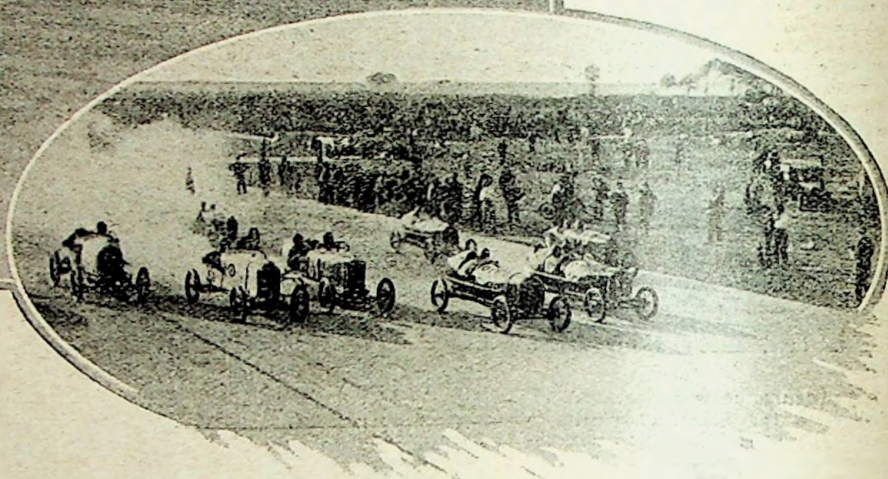
Miss Dorothee Pullinger's Wedding.

Miss Dorothee Pullinger, who has successfully piloted a Galloway car in several Six Days' Trials in Scotland and England, was married last week at Dumfries to Mr. Edward Marshall Martin. After the ceremony and reception the bridal pair left by car for a tour in Wales, after which they will take up their residence in London, from whence Mrs. Martin will work the South of England in the interests of the Galloway and Arrol-Johnston companies. Her many motoring friends will wish Mrs. Martin the best of luck in her new life.



PUBLIC OPENING OF PARIS SPEEDWAY.

SWEEPING VICTORY OF AUSTIN SEVEN TEAM—A SANDFORD "TANK"—SALMSONS' SUCCESS.



(Above) A view of the banking showing the cars getting away in the 750 c.c. class. (Right) Lining up for the 1,100 c.c. event.

THE postponement for a week of the public opening of the new French "Brooklands" turned out to be a great advantage from every point of view. Glorious summer weather continued throughout the whole of the two-day M.C.F. meeting with which the track was inaugurated, and the arrangements both for the public and competitors were far more advanced than they would have been a week earlier.

The first day's programme included two races for cyclecars and one for motorcycles. The 500 c.c. cyclecar event was a race of 150 kilometres (93 miles). There are not yet many 500 c.c. cyclecars capable of tackling so stiff a proposition as this, and the starters were confined to two Morgans and a Violet.

Dhôme (Morgan) won the race in 1 hr. 36 mins. 2 secs., showing an average speed of 93.717 k.p.h., Darmont on the other Morgan being second.

The 750 c.c. cyclecar event provided a bigger field. In addition to the team of four Austins, three Sandfords and a Benjamin started.

The race was one of 175 kilometres (108.5 miles). The Austins, driven by Gordon England, Waite, Hall and Dingle, had the going practically to themselves from the word "Go," although the two Sandfords put up a very plucky fight.

The regularity of the Austins was amazing; the entire team ran like one machine throughout the whole of the race, and at the finish the four cars, with Gordon England leading, crossed the line with only a few feet separating them. The record lap was made by Dingle at 126.45 k.p.h. The closeness of the finish will be seen from the following times:—

1. Gordon England (Austin), 1 hr. 28 mins. 44 secs.; average speed, 118.318 k.p.h.
2. Waite (Austin), $\frac{1}{2}$ sec. after.

014

3. Hall (Austin), $\frac{3}{4}$ sec. after.

4. Dingle (Austin), $\frac{3}{4}$ sec. after.

5. Arnoult (Sandford).

Ceretti (Benjamin) and Sandford (Sandford) were not classed, as they were over 12 laps behind at the finish. Talet (Sandford) retired at the end of the 44th lap.

Gordon England's speeds were as follow:—75 kilometres in 38 mins. 18 $\frac{1}{2}$ secs.; average speed, 117.407 k.p.h. 100 kilometres in 50 mins. 58 $\frac{1}{2}$ secs.; average speed, 117.712 k.p.h. This establishes a world's record. 125 kilometres in 1 hr. 3 mins. 31 $\frac{1}{2}$ secs.; average speed, 118.66 k.p.h. 150 kilometres in 1 hr. 16 mins. 12 $\frac{1}{2}$ secs.; average speed, 118.99 k.p.h. 100 miles in 1 hr. 21

mins. 41 $\frac{1}{2}$ secs. 175 kilometres in 1 hr. 28 mins. 44 secs.

One of the Sandford three-wheelers was rigged out with a streamlined body after the style of the famous Tank Bugatti.

The only light car race on the second day was one for cars up to 1,100 c.c., the distance being 80 laps or 200 kilometres.

The official times were as follow:—

1. Goutte (Salmson), 1 hr. 27 mins. 6 $\frac{1}{2}$ secs.
2. Casse (Salmson), 2 laps behind.
3. De Marmier (Salmson), 6 laps behind.
4. Waite (Austin), 10 laps behind.

MOTORING MATTERS IN PARLIAMENT.

Previous to the defeat of the Government in the House of Commons and the consequent dissolution of Parliament, a number of questions of interest to motorists were addressed to Ministers.

In reply to Mr. T. Thomson, Mr. Shaw (Minister of Labour), announced that on September 22nd, 21,475 people engaged in the construction and repair of motorcars, motorcycles, lorries, omnibuses, aircraft and bicycles, were registered as unemployed, as compared with 23,532 on September 24th last year. Mr. Shaw expressed the opinion that the fears entertained by many people with regard to the taking off of the McKenna duties had not materialized.

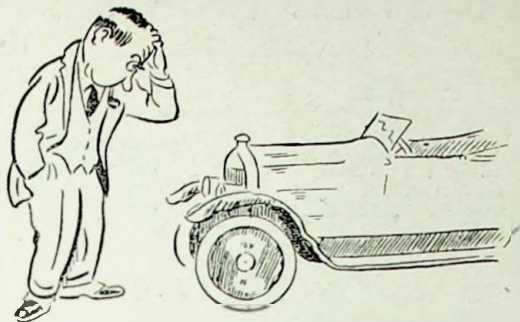
Viscount Curzon asked the Minister of War if it was proposed to close the military road from Rye to Winchelsea to heavy motor traffic, and Mr. Walsh replied that this would be done from October 23rd. Replying later to Sir W. de Frece, Mr. Walsh explained that the road was to be closed only to such heavy

traffic as it was unfit to bear, the reason being that he had no funds at his disposal to fit it for such traffic.

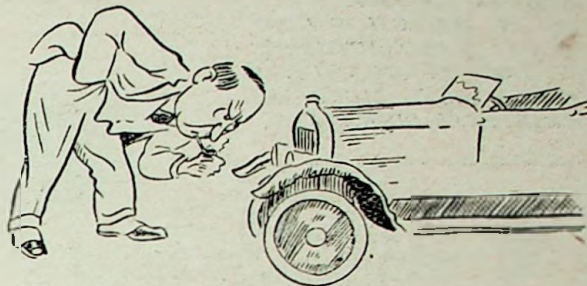
Mr. Gosling informed the same hon. Member that the Departmental Committee on the Taxation of Road Vehicles had recommended that if a driver of a vehicle were prevented, because of the construction, condition or use of the vehicle, from readily hearing the signals of vehicles overtaking him, his vehicle should be provided either with a sound receiver and transmitter or with a suitable reflecting mirror. He was awaiting a suitable opportunity to introduce legislation giving effect to many of the Committee's recommendations.

Replying to Mr. Stranger, the Home Secretary (Mr. Henderson) agreed that the sentences passed for convictions for drunkenness while in charge of motorcars varied considerably. This was inevitable if due regard were paid to the varying circumstances of such cases.

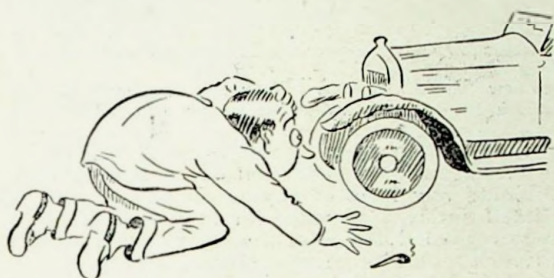
SELLING A SECOND-HAND CAR.



"HOW I'LL



EVER SELL



THIS ROTTEN OLD BUS



I CAN'T IMAGINE!"

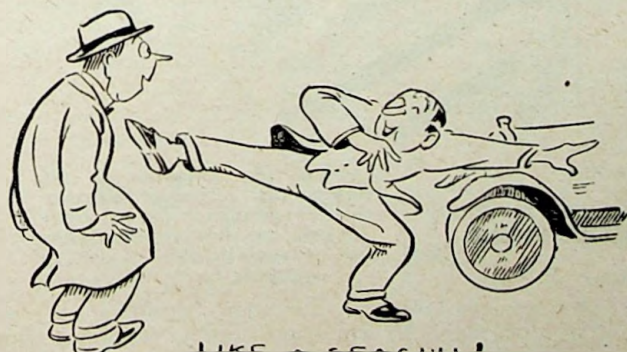
(A WEEK LATER. A CUSTOMER CALLS.)



"SHE'S A PEACH!"



SHE RUNS ON AIR!



LIKE A SEAGULL!



IT BREAKS MY HEART TO SELL
HER

HINTS FOR
AMATEUR SALESMEN

At this season of the year many small car owners have second-hand machines for sale. They should remember that it is no use being downhearted if the old car is not all that it might be. Enthusiasm, says the artist, is the all-important matter.

A FEW OF THE DISTINGUISHING POINTS IN DESIGN WHICH SHOW THAT MANUFACTURERS ARE NOT WORKING UPON STEREOTYPED LINES, AS SOMETIMES SUGGESTED.

NOVELTY STILL EXISTS.



The "visible gate" of the rocking gear lever on the Rhode.

AN examination of any of the stripped chassis at Olympia will reveal that far from working on what are regarded as stereotyped lines, manufacturers are making every endeavour to depart from convention in small points as well as big, and with the

ultimate idea of making their productions more simple, more efficient and easier to handle under all conditions.

Practically every light car chassis for 1925 has some novel point in its construction which is well worth examination, and which proves the accuracy of the writer's contention, and, although space forbids a detailed examination of the whole subject, several individual examples may be given.

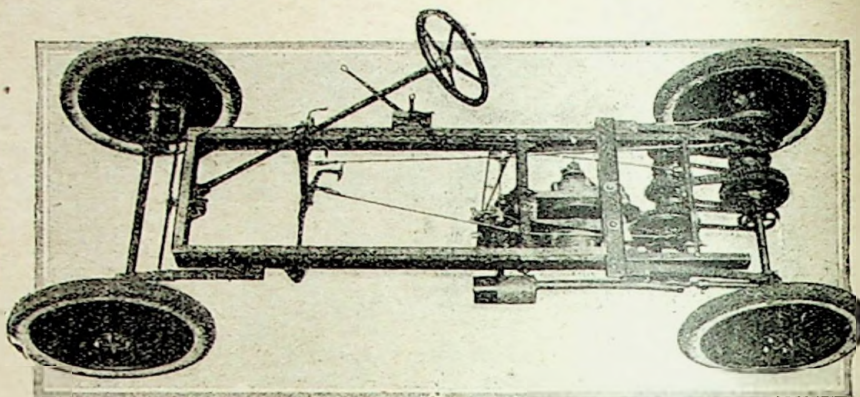
Dealing with power units first, it must be admitted that novelties exist generally where they cannot be seen, but, in the case of one engine—that is, the 10-20 h.p. Calthorpe—there is one noted departure in that not only is one side of the crankcase formed by a detachable cover—by no means a new idea—but, what is far more important, there are no tappets in the usually accepted meaning of the term, the valves being operated direct off the camshaft. Apart from other considerations, it will be seen that this lessens the cost of production, an advantage which is, of course, passed on to the purchaser.

A Slide-valve Engine.

Another engine departure worthy of note is the slide-valve system adopted on the Imperia car. In brief, it consists in grooving the cylinders so that



slide valves can be introduced. When in place these slides restore the proper cylindrical contour and permit the piston to slide up and down in the ordinary way. At the top of the slides there are slots through which the mixture is admitted or allowed to escape, as the case may be, when the slots coincide with ports in the top of the cylinder. The whole system can be more readily grasped by examining



The complete chassis of the new Sheret cyclecar. Note the simplicity of the whole lay-out which incorporates a two-cylinder two-stroke engine and chain drive.

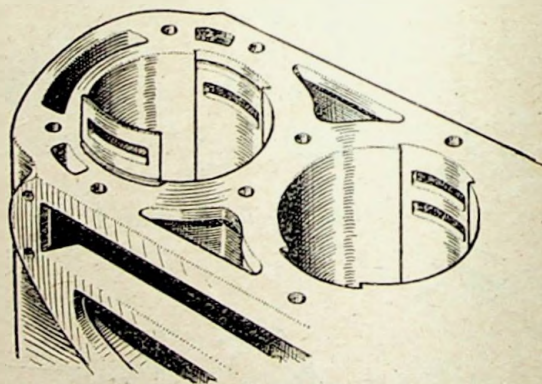
ining the accompanying perspective line drawing.

For 1925 it will be seen that there is a tendency to eliminate any form of engine oil gauge, and this is in itself surely a novelty, for in the past this fitting was regarded as one of the most important from the driver's point of view. Modern oiling systems are so reliable, however, that the extra cost involved by fitting such a gauge may, it is argued, well be saved.

Centrifugal Oil "Pumps."

Changes have also taken place with regard to the means provided for distributing oil to the various parts of the engine, and the system whereby oil is picked up by the flywheel, collected by scoops and delivered to the various points by gravity, is becoming more and more popular.

With the idea of eliminating rattle and at the



(Above) The cylinders of the Imperia car. The slide valves are shown in position in the end cylinder only, one slide purposely being lifted to show its port. (Left) The springing on the Dalila.

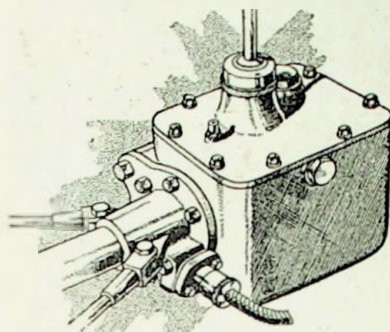
same time providing a far more sensitive control than that given by rods and levers, designers are paying increasing attention to the Bowden wire system for both slow running and magneto control. The comfort of the driver is also being studied in other directions.

On one make of car, for instance, the leverage exerted on the clutch-withdrawal mechanism can be

NOVELTY STILL EXISTS (contd.).

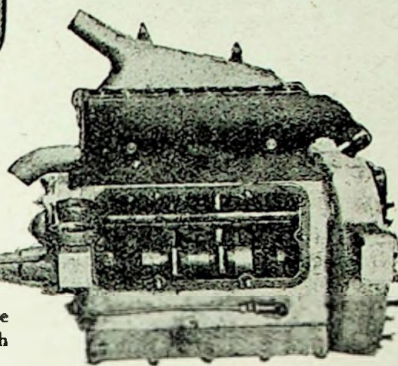
varied, the device incorporating a means for altering the reach, whilst another manufacturer has very neatly converted central ball-socket change-speed mechanism to side control. The advantage of a device of this description is that it enables a conversion from central to side control to be carried out very simply.

The same system incorporates a novel feature in the shape of



Positive speedometer drives are a feature of 1925.

The view on the right shows the 10-20 h.p. Calthorpe engine with crankcase cover removed.



a helical spring, which tends to keep the gear lever always in the top and second-gear sides of the gate. Care must be exercised when engaging first gear, but the remaining changes are obviously far easier, for the lever tends of its own accord to slip through the gate when the change is being made from first to second, whilst there is no chance of the change from second to top being bungled as a result of the lever "hanging-up" in the neutral slot.

Braking Systems.

Another departure with regard to gear control is the provision of a visible gate incorporated with a ball-socket type of change-speed lever.

Inventors are particularly busy just now in scheming out new systems of front-wheel brakes, and it is more than probable that during the next twelve months some very ingenious designs will make their appearance. In the meantime, one system calls for special note, for in contrast with practically every other arrangement it provides for separate adjustment for each brake-drum assembly. Moreover, the cross-shaft, to which the brake pedal is attached, passes through the gearbox itself, and is thus not only automatically lubricated, but is a very rigid fixing.

Before leaving the subject of gearboxes, one innovation is worth mentioning—namely, the introduction of a dipper rod by means of which the level of the oil in the gearbox can be ascertained with the same ease as that which characterizes the same operation on the engine.

Naturally, attention is being given to springing, and there are at present quite a number of unconventional designs which are being tried out. Of these one of the most interesting is that adopted on a French car, which relies upon a semi-elliptic assembly on each side of the chassis, the main anchorage being about half-way along the frame. The ends of the master leaves are connected by shackles to rocking arms, which in turn are pivoted about a pin fixed to the chassis and connected at their

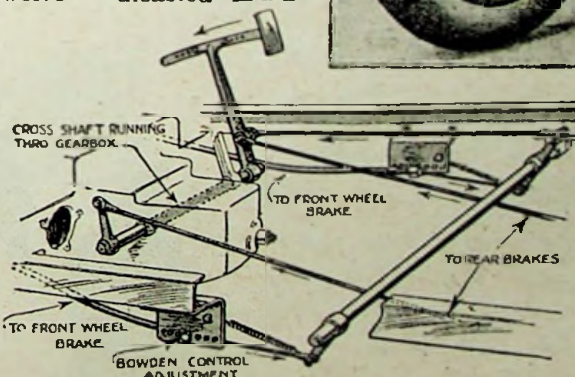
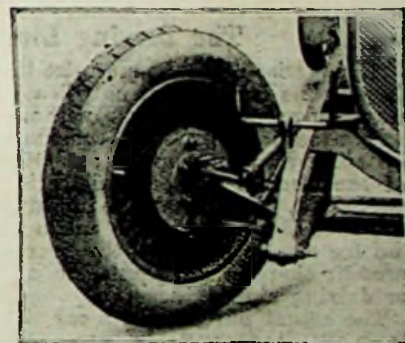
extremities to the axle. This system is said to give a remarkably smooth suspension.

Improvements also will be noticeable in the design of spring gaiters, and there is already a marked tendency to abandon thick grease in favour of oil. In one assembly the springs are covered by a stocking made of lamp-wick, so that oil which is fed into the interior of the gaiter automatically soaks into the wick and exudes over the whole surface.

Chain Drive.

Transmission systems in the main do not show any original departures, nor do they exhibit any novelty, but here and there one notices an attempt to depart from the orthodox, a notable example being the new Sheret cyclecar, which embodies a two-cylinder two-stroke engine driving by chain to a countershaft, the latter incorporating a single-plate clutch and kick-starter, also dogs, by means of which one of the three chain sprockets giving various gear ratios can be engaged. The final drive is, of course, to sprockets on the rear axle, which, however, is of the differentialless type. A photograph of the Sheret is reproduced on the preceding page.

Finally, our review would not be complete without reference to the car without pedals—that is, the G.W.K., which has been specially designed for disabled drivers. The system is simplicity itself, for the steering column is made to pivot at its lower end, both clutch and brake-pedal operating mechanism being connected to it in such a way that when the steering wheel is pulled downwards the discs are disengaged, and if it is pulled still farther in the same direction the foot brake is applied. As a result of the unwelcome prominence which has been given to the question of automatically barring a disabled man



(Above) The combination of low pressure tyres and front wheel brakes on the Seabrooks. (Left) The four-wheel brake controls of the Rhode.

or woman from driving a car, it is more than probable that many ingenious conversions, whereby the control of a car is made far easier, will be introduced. Here, certainly, is a potential source of novelty in future designs; in fact, the alterations which it is possible to effect may make it necessary for motorists entirely to reconstruct their ideas as to the best methods of control. Mechanism designed primarily for the use of the maimed driver may become the standard method of control.

Owning a Small Car

RESPONSIBILITIES OF
THE OWNER-DRIVER.
FACTS AND FIGURES
FOR POTENTIAL LIGHT
CARISTS.



THE anxious would-be purchaser of any fairly expensive commodity usually asks himself exactly what responsibility he will be taking upon himself if he buys the particular article in question. In the case of a motorcar, it is only natural that there should be a great deal of curiosity on this point, and also a good deal of vague knowledge which apparently leads the intending motorist nowhere.

Many laymen have a hazy idea that there is a tax to pay, and they are also familiar that a fee for a driving licence is charged, but as a general rule they have no idea of the formalities which are necessary.

The Driving Licence.

Every wise would-be motorist learns to drive before buying his car, and as he will not be able to handle any self-propelled vehicle without a driving licence, this should be his first consideration. It can be obtained at a principal Post Office or at the offices of the Council (motor registration and vehicles department). The details required can be filled in on the spot if application is made at the latter office, the fee can be paid and the licence taken away. At present there is no stipulation as to physical fitness or driving ability.

The actual purchase of a car is made commendably easy, and as a general rule the agent will look after all the necessary formalities as to registration and licensing, but to be certain that everything is in order the purchaser should have a clear idea of what are the actual requirements of the law.

The car must be licensed, that is to say the tax at the rate of £1 per h.p. Treasury rating must be paid, in exchange for which the owner will be given a registration book and a licence. The former can be kept at home in a safe place, but the latter must be framed in a licence-holder which is fixed in an approved position on the near side of the car.

This licence bears the registration number of the vehicle, and, of course, the same num-

ber must appear on the front and back identification plates of the car.

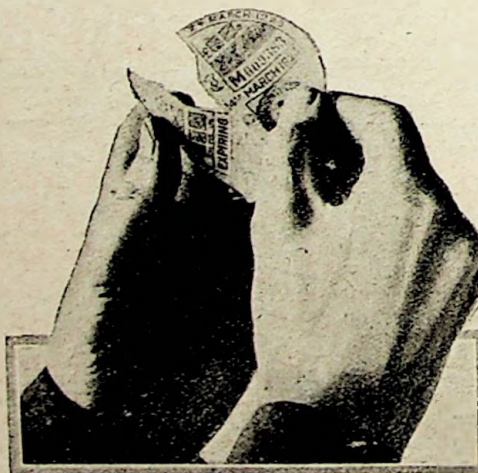
Licences can be taken out for 12 full months dating from January 1st, for shorter periods such as three months, or in certain cases 2 months and 1 month. Here are examples and costs of short-period licences, where the annual rate is £11. Licences may be taken out on the dates given at the following rates:— March 1st £9 18s., April 1st £8 16s., May 1st £7 14s., June 1st £6 12s., July 1st £5 10s., August 1st £5 10s., September 1st £4 8s., all expiring on December 31st.

At the same annual rate a licence may be taken out for one quarter for £3 6s., on the first day of the second month of any quarter for £2 4s., and on the first day of the third month of any quarter for £1 2s. In parenthesis it should be noted that three-wheeled cyclecars are taxed at a flat rate of £4 per annum if they weigh less than 8 cwt. It should be noted also that part-year and part quarterly licences cannot be obtained at a Post Office.

Renewing the Licence.

When it is desired to renew a licence there are two courses open. Either the old licence must be surrendered at the Post Office in the area of the Council with which the vehicle is registered, a new licence of the same period as the old being obtained, or a renewal may be effected at the County Council offices personally or by post, in which case the old licence must be destroyed when the new one is obtained. In both cases, however, the application must be accompanied by the registration book. Fourteen days' grace is allowed as a rule at the beginning of January only, but applicants are advised to renew on the day on which the licence expires.

This actually represents all that is required by law in so far as taxes and driving fees are concerned, but a few figures may be given with reference to upkeep and so forth. No owner-driver should take out his car until it is fully protected by

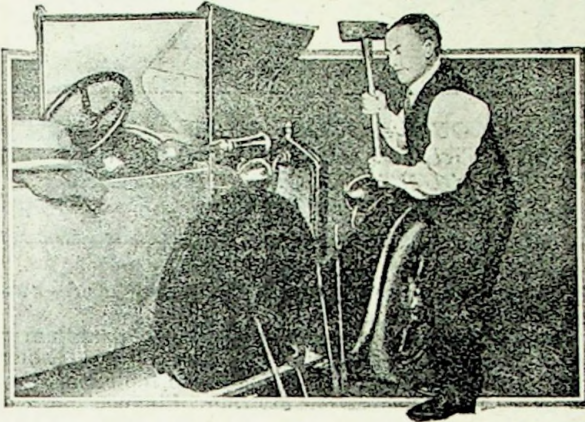


If a renewal is effected at a Post Office the old licence must be surrendered; but if at the local offices of the council, the expired licence must be destroyed.

OWNING A LIGHT CAR (contd.).

insurance. Rates vary according to h.p. and price, but comprehensive policies may be obtained from £6 9s. 6d. upwards. The motorist is also advised to join one of the principal motoring organizations, for he will then be able to take advantage of the often very welcome help of road scouts, legal advice and other benefits.

With regard to the actual maintenance of the vehicle, if it be driven carefully for the first few months of its life, repair bills should be non-existent, and the only serious outlay will be that required for garaging. The figure in a public garage varies from 5s. to 15s. per week, depending on whether it



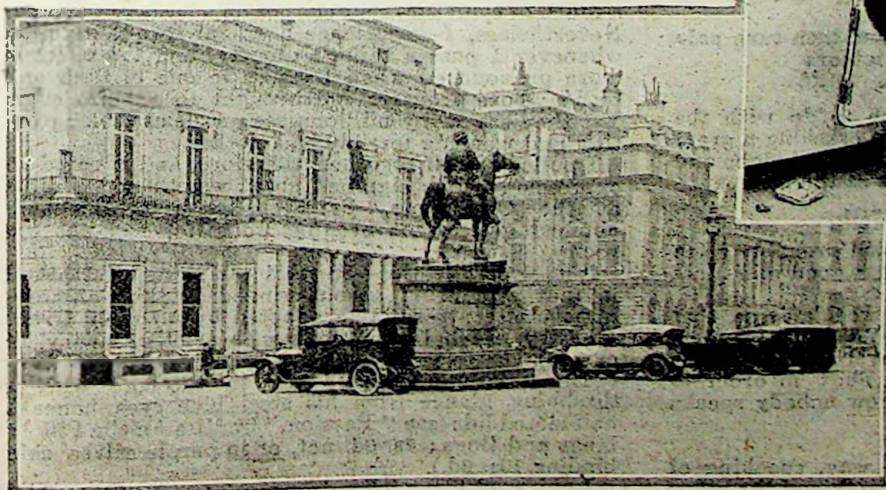
George Robey's (alleged) method of "tuning" is not recommended, but there are numerous little jobs about a car that the owner-driver can do for himself.

is country or town, whilst three-wheel cyclecars often may be garaged for an even lower sum.

A set of tyres, again assuming that reasonable care is exercised in driving, should last from 8,000 to 10,000 miles, and cases have been known where tyres have run even greater distances before being worn out.

An intelligent owner-driver can save himself a good deal of expense by obtaining a thorough grasp of the mechanical principles and construction of his car. He will then be able to effect minor adjustments and repairs. For this reason a few of the essential tools not always found in the tool kit which

There are recognised parking places for privately-owned vehicles in all the principal towns. (Below) Waterloo Place, at the junction of Lower Regent Street and Pall Mall, London.



is sold with the car are a very profitable investment.

In so far as the law is concerned, the following points should be borne in mind. The front and rear number plates must conform to definite dimensions, which, in brief, are that letters and figures must be $3\frac{1}{2}$ in. high, $2\frac{1}{2}$ in. broad, the strokes being $\frac{3}{8}$ in. thick with a space of $\frac{1}{4}$ in. between them. A margin of $\frac{1}{4}$ in. at the top and bottom of the plate is necessary, whilst at each end of the plate a margin of 1 in. must be allowed. The rear plate must be adequately illuminated, and the lamp which performs this function is also used to throw a red light to the rear. The lamp must be of sufficient brilliance for the numbers to be easily distinguished at a reasonable distance in the dark.

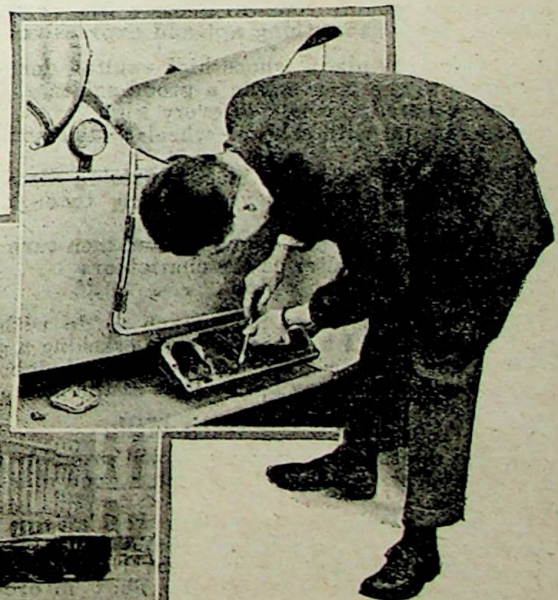
Noisy Exhausts Barred.

Unduly noisy exhausts are strictly prohibited, but for the guidance of the prospective owner-driver, it should be mentioned that this point is fully understood by manufacturers and that except in the case of a super-sporting model, which may emit a mellow and perhaps striking note, practically all touring cars conform to the law in this respect.

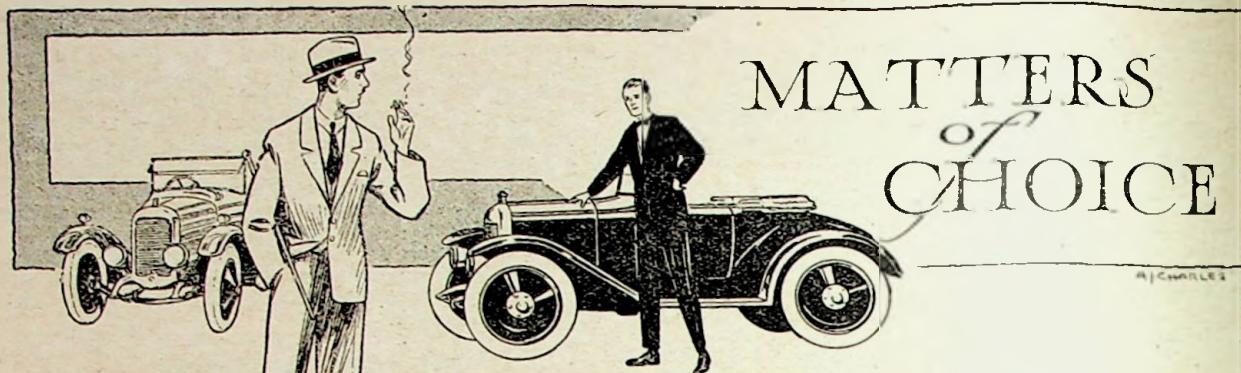
Care should be taken to keep the oil level right, and thus prevent the exhaust pipe from emitting too much smoke, particularly in the Royal parks, where the park-keepers have strict instructions to deal with offenders.

It is a punishable offence to disobey the signals given by a constable, whilst every owner-driver is expected to know and practice the accepted signals which should be given in order to denote a change of direction. The most important of these, and the only one that matters, is that which denotes a turn to the right, and which is signified by holding out the right arm horizontally. Cars must not be left unattended in public thoroughfares, and if it be desired to leave the vehicle for any length of time the advice of a constable should be sought. He will direct the driver to the nearest recognized parking place.

When a car is sold, the name and address of the purchaser must be entered in the registration book in the space provided. The registration book must *not* be handed to the new owner: it must be dispatched to the issuing office direct.



Decarbonizing should not be beyond the capabilities of the intelligent owner.



USUALLY you see cars in motion on the road. Usually you keep still while they carry you from place to place. Not so at this time of year, however. Now

the cars line up at Olympia, nicely brushed and polished, while you, poor fish! come from miles away and wander round admiring them and saying: "By jove! that's got good lines!" or

"That cute little flivver sure does knock Paradise for a row of beans!" or

"He makes the speed—he go by, as you say it, with the oiled lightnings—pooph!—he go, yes? No?" or

"Ah—h ce que c'est chic ca!—mais c'est tellement jolie cette petite auto!" or— But no; I will go no farther. Besides, I can't show off my knowledge of any other dialect, because I do not know—what I mean is that you make appropriate remarks as you wander round the stands in any variety of language according to whether you come from the hard, black and gnarled Grampians, the majestic regions of the snow-capped Alps, the delicious, soft, languorous, voluptuous seashores of Southern France, or from Wigan.

And you gasp, as you walk round at Olympia, at the marvels of modern engineering and the bad ventilation. And probably you will quote a line or two of suitable poetry: something apt and expressive:—

"In this vast place, whose high-vaulted dome
Bends to the Heavens in a proud salute,
Are gathered chariots of every kind.
Some bright with crimson wheels which turn and
turn
So that they seem like bloody, flaming discs
When, on the roadways, whirling through the
dust
Drives the King's bodyguard; and men turn pale
And flee for shelter as the charioteers
Crack their great whips"

That doesn't seem to have much to do with the Motor Show, and I have never tried cracking a great whip to get a car to go. But it sounds all right and I cannot remember any better lines at the moment.

Braced Up With Milk.

Having quoted your verse, you will probably go to the bar and brace yourself up with a good stiff glass of hot milk.

You may remember from last week's issue that George managed to get rid of my old 10 h.p. Pendlebury-Blatherwick for me in a novel and ingenious manner, and I had called at the Show in order to purchase a new model. At the Show nobody speaks of cars—the word is taboo.

There are no cars at the Show.

There are models. Oh! by the way, speaking of models, I went round to see an artist friend the other

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ANOTHER HUMOROUS MOTOR SHOW STORY FEATURING "MY FRIEND GEORGE" WHO WAS THE CENTRAL FIGURE IN ONE OF THESE STORIES LAST WEEK.

day; he has a wonderful head for figures, and—but I am digressing again.

Now, I intended to make a thorough examination of every model at the Show and to choose methodically. I drew a map on a half sheet of foolscap, showing how I should carry out my tour of inspection, with arrows in red ink indicating the direction in which I should walk.

The map was so arranged that I should see every light car without walking an unnecessary distance; it was intended to save me several miles, and it would have done so if I had not left it in my overcoat pocket at home.

As a result of the map fiasco, I went straight to the first stand that caught my eye. This was the ——— stand. The ——— costs ———, as you may know, and, because my purse will not stretch to more than ———, and even then shows signs of fracture, I intended to make only a cursory examination of the ——— exhibit and at once to pass on to the ——— stand. (Note: The names I have used for the various models are purely fictitious, and any firms contemplating a libel action should get in touch with my solicitors, Messrs. ———, at ———, who will be pleased to write them a sharp note.)

Knife-edge Trousers.

I approached the salesman on the ——— stand with some trepidation. I always tell myself (not without a touch of cynicism) that clothes do not make the man. Nevertheless, I experience a spinal torque reaction whenever I pass a tailor's dummy, and the effect is more pronounced when I speak to one of flesh and blood whose trousers are brought to a knife edge. Yet they say many millionaires go about looking untidy and wearing terribly bad clothes.

I pulled myself together, therefore, and adopted an expression which signified great wealth and a room at the Cosmopole, Brighton, with tortoiseshell-rimmed glasses for evening wear (for me, not the room).

"Er—what is this—er—this car thing?" I asked in that wandering absent-minded thinking-of-more-important-matters style adopted by all truly Great Men (by which I mean men with a lot of money, of course).

The salesman pierced me to the core with a throbbing glance from his steel blue eyes beneath half-closed lids (see "Passion," by Miss Amelia Piffel: Hogs and Bogs; 7s. 6d. net, or in purple calves' skin binding 10s. 6d.).

I quivered like a jelly, dropped into neutral, banked

MATTERS OF CHOICE (contd.).

steeply, and nose-dived sharply into the ground.

"What do you want?" he queried.

"I should like to examine your new model," I said; "that is, if it is not too much trouble. I do not wish to take up your time too much, but—"

"No trouble whatever," said the salesman, with a sigh and a look that would have killed many less



I heard a loud voice behind me. It was George. He came straight on to the stand and greeted me.

hardy men. "I can sell you this model at £550," he said.

"Oh! I can't buy one," I stammered, and began to edge away, feeling hot all over. It was at that moment that I heard a loud voice behind me.

"Three speeds," it was saying. "Hill-lorry in front—press accelerator—nothing happens. But four speeds—drop her down to third—stamp on gas—whizz, bang, wollop!—sixty m.p.h.—lorry out of sight."

It was George! He came straight on to the stand, leading behind him a short gentleman with a watch.

George greeted me briefly, and turned to the salesman.

"What'll she do?" he demanded, and then, without waiting for an answer he began to ask further questions.

To my utter amazement, the salesman addressed George with the greatest deference. Yet George wears grey flannel trousers of tubular pattern and is always heavily in debt—a fact which he does not attempt to conceal.



I had to break into a smart double orange pee. completed my downfall. (See next page.)

"Except for ridiculous price, I might buy one," George said. "but £550—screaming joke—not a bean—overdraft."

"Well sir, I feel sure that we could arrange matters to suit your convenience should you desire to make a purchase."

"No intention whatever—far too much," and George continued his technical questions.

The short gentleman had, until then, kept in the

background, but now he hesitantly began to speak:

"I think —" he said, but we all turned our backs on him and went on talking.

We examined every model we could see and George cross-questioned the salesman. Whenever the short man attempted to speak George shut him up with a word and a look.

He was one of those insignificant creatures that one instinctively takes no notice of; besides, he was easily crushed, and, after my experience with the first salesman, I rather enjoyed turning the tables on somebody else.

I was pained to notice that the salesman always treated the short man and myself with the same neglect. George, on the other hand, was received everywhere with the utmost respect.

We "did" the Show and then had tea. At least the short man and I had tea while George drew diagrams on the table-cloth with the handle of a teaspoon and upset the milk. I heard the waitress say that she thought "he was balmy," an opinion with which I privately concurred. By the way, I hope she did mean George.

The short man left us later and it was later still when George and I parted near my house.

"I say, George," I said, "whoever was that awful little worm you had with you to-day?"



He was one of those insignificant creatures ; . . . George drew diagrams on the tablecloth with the handle of a teaspoon.

"Don't you know?" asked George, "Why that's old William Send—you know—Send's toffee—multi-millionaire—great friend of mine."

"I see," I murmured, and when I entered my house I slammed the door hard.

Do you suffer from gout? Gout is a complaint which doctors describe as a reverberation of simultaneous concentric cross-currents of consciousness. It reduces your efficiency; lowers your vital force and gives you that tired feeling. Gout is not a prerogative of human beings; cars can be gouty. Do not buy a gouty car. Get a 7 h.p. "Sloe" and you will be driving a healthy car.

Sorry. That comes of reading advertisements. Really these things get on one's nerves. I had decided to look through the advertisement pages in order to help me to decide what model to order; for, as you have seen, my experience at the Show was inclusive.

SAY 99.

And keep on saying it. When you have said it 100 times start again and go on till it chokes you. But remember:

You want a perfect light car.

We have one.

Write or call to-morrow. Do not postpone your visit. "Procrastination," as Napoleon said, "makes

MATTERS OF CHOICE (contd.).

the whole world grin." If you don't know what a car looks like WE WILL TELL YOU free of charge. Take us into your confidence; we are here to help YOU.

LESSONS OF THE "200."

Results of the Race:

- 1st Blimp.
- 2nd Blimp.
- 3rd Blimp.
- 4th Blimp.
- 5th Blimp.
- 6th Blimp.

Now, I ask you, how can you decide? Every car seems perfect. Of course the right way is to buy one model of every make—but that would be expensive. There is also the hat method.

Put the names of every car on bits of paper. Put the bits of paper in a hat, shake well; add vinegar and salt to taste and serve cold in claret glasses.

Having selected your car in this manner go away and make enough money to buy it.

But let us be serious. Draw up a list with the details tabulated under different headings. Count a number of marks to every car for each detail of design in which the most modern practice is evident. Then burn your list and get the car you really like.

Above all, remember my experience with George, and when really competent technical people—not mere dabblers, but men with good theoretical and practical knowledge—give you advice, never follow it.

In a Brisk Mood.

On the day after that upon which the episodes faithfully narrated above occurred, I had one of my brisk moods. On such occasions I wave my stick as I walk, wear my hat well back upon my head and frequently say "boo" to a goose when I happen to pass one in the street.

I was still uncertain as to the precise make of

car I was going to buy, and so decided to walk to the Show and think it out upon the way.

I considered carefully the merits of the X and Y. The Z I had definitely turned down, for it has many points which I dislike, and is, quite without exception, the world's worst light car. It is slow, unreliable, uneconomical, ugly and generally thoroughly bad.

So I dismissed the Z from my mind and thought only of the two makes—the X and the Y.

After I had walked about a mile, a mishap befell me which might have had more serious results. In crossing the road I failed to observe a motorbus and had to break into a smart double towards the opposite kerb. A piece of orange peel completed my downfall and I noticed a number of stars or planets (I could not determine which with any degree of certainty) passing before my eyes at a high velocity.

In a Tube Tunnel

Two giant luminous footballs also converged upon me with horrifying rapidity, and I noticed that I was running along a tube tunnel with an electric train twice the size of St. Paul's Cathedral chasing me.

Finally a purple cabbage whirled before my eyes and I came to, shouting, outside Olympia. I had a vague recollection of being wafted through the air, but of anything else I had no memory.

I found myself seated in a 10 h.p. car of a description I vaguely recognised, and a gentleman was saying to me:

"I am glad you have given that order for one of my models. Out of misfortune good has come."

"Has it?" I queried.

"Why certainly. You definitely purchased one of my cars soon after I picked you up in Kensington High Street, after you had been run over. My friend here will witness that the purchase was made."

"Oh I don't doubt it," I said. "may I ask what is the make of your cars?"

"Why the Z of course."

That's the worst of the subconscious mind—it's not trustworthy.

OLIVER STEWART.

SPEED—AND GENERAL RELIABILITY.

JUDGING by the amount of motor traffic necessary to fulfil the demands of the general public, it is safe to assume that the level of efficiency and reliability is unquestionably a high one, yet if the average person is told of some high-speed record being achieved, the probable answer will be based on the (assumed) mental deficiency of the record-breaker.

Unfortunately, the publicity afforded to accidents on the track tends to strengthen the public opinion of the undesirability of these events, although it needs but little thought to realize that racing has played an all-important part in the development of the internal-combustion engine during the past 25 years.

It is not generally realized, even by many owner-drivers, that the foolproof high-efficiency engine of to-day common to any well-known make of car is but the successful racing engine of yesterday in a modified form.

It is unlikely that manufacturers would spend thousands of pounds on experimental work with racing cars if the data afforded by the performance of a successful engine could not be embodied in later standard productions.

Take any well-known make of car that has proved successful on the track or in Continental road races, and it will be found that the standard models in the hands of private owners give equal satisfaction. If the standard production failed to emulate the per-

formance of its speedier prototype, the advertisement gained by a successful win would not benefit the manufacturers, for, although an unusual speed may bring a car into prominence, it is its road performance that upholds its reputation in the hands of the general public.

It is doubtful whether motoring would have achieved its world-wide popularity if it had been the policy of manufacturers to foist upon their customers untried and experimental designs; yet it is only on the track that theoretically sound ideas may be tested for their practical value and all faults eliminated before the car is placed on the market.

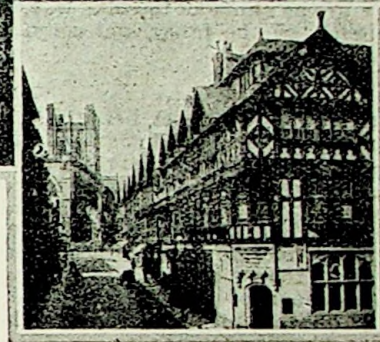
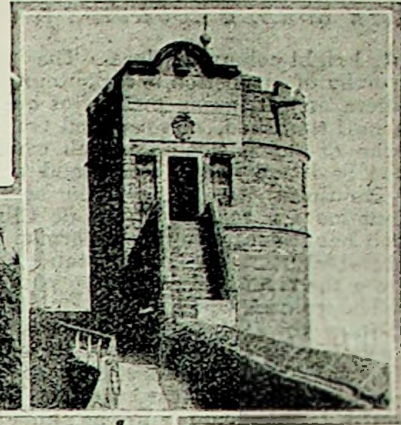
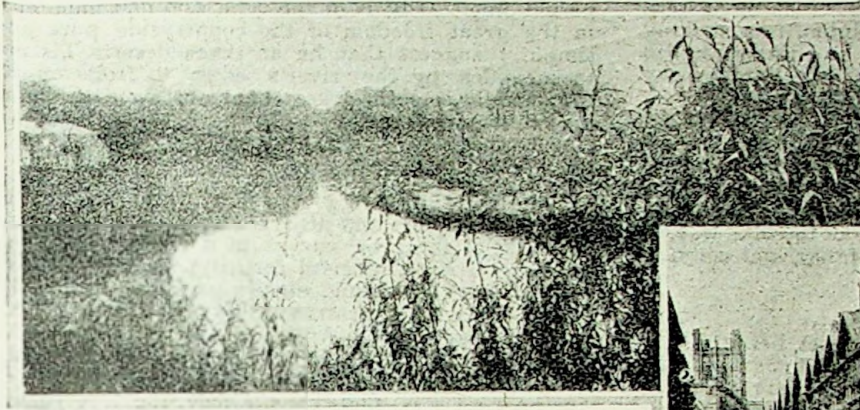
It is obvious that a few miles at high speed will show faults that would not be detected during many thousands of miles of ordinary usage, with a consequent risk of breakdown when least expected by the owner-driver.

Apart from the usefulness in determining weakness in design, the development of low-capacity power units has also made progress beyond expectation, the popular "twins" and "light fours" with low petrol consumption and all-round economical running costs doing the work of which ponderous pre-war machines would have been incapable.

In short, let us raise our hats to the men of iron nerve who risk their lives not only for the thrills of high speed, but also in an endeavour to "improve the breed."

G.P.

THE BORDER COUNTIES.



A COUNTRYSIDE RICH IN THE LORE OF ANTIQUITY, DIGNIFIED IN THE PROUD HISTORY OF ANCIENT CASTLES, AND BEAUTIFUL IN THE EVER-CHANGING LUXURIANCE OF ROLLING HILLS AND DALES.

(Above) The city walls of Chester which are in a state of excellent preservation. Left) a glimpse of the Wye and a fine example of Chester's timbered houses.

IN all the broad expanses of this Merrie England there cannot be found an area where the rugged relics of history raise their somnolent reflections to quite the same extent as in the Border counties. The austere ruins of the castles—unhappy, tremulous ruins—are resentful echoes of those far-off days when the farmer's son, the peasant boy along the borders, was also a soldier by chance and, perhaps, by recreation. To the touring motorist who finds a subtle delight in visiting these scenes of battle fray and of visualizing it by giving his imagination abundant scope, the three counties of Cheshire, Shropshire and Herefordshire offer prospects for a tour as instructive in its opportunities for probing deep into historical lore as it is delightful in the intriguing beauty of spacious rolling downs, of babbling brooks and winsome rivers.

The Charm of Chester.

The area is so compactly situated that the Midland or Northern tourist can utilize Chester as a starting-off point, working south; the Southerners should work north from any point in South Herefordshire.

The salient charm of Cheshire is obviously Chester. A noble survival of a Roman station, it is a cathedral city abounding in old-world timbered houses. The quaint, ancient "rows" (streets above the ordinary roadway and covered-in in the form of arcades) are peculiar to the city and, again, the honourable old city walls are in a remarkable state of preservation. There are steps leading to the summit of these walls, with at least one inscription that the active tourist will discover. It is dated, I fancy, about 1780 and reads more or less to the effect that:—" . . . these steps were erected for the convenience of Mr. Cunningham, recorder . . . " etc.

There is no subtle advertising influence at work in Chester, no self-adornment, no striving after "antique appearances." The tourist senses the environment of an ancient ground the moment his car moves down the narrow streets and his delighted eyes light on the black and white effect of the timbered houses, the queer ruddy-black of the cathedral, the superb priory ruins.

On the walls are several sentinel towers, inclusive of Phoenix Tower, from which Charles I watched the defeat of his army at Rowton Moor. The timbered houses at St. Werburgh Street are examples of exquisite carving, and the black and white effect in sunlight has to be seen to be appreciated. Not only is the entire neighbourhood, with its Roman baths, its God's Providence House teeming with historical lore, but the beauty of the glorious present is to be found in the wide, lazy reaches of the Dee.

Out from Chester, nosing the car southwards the going is good to Whitchurch. It is a refreshing ride by babbling brooks, along by-ways that twist and turn through sleepy villages, with always an occasional glimpse of timbered dwellings so old that the wood-work perceptibly leans this way or that. It does not look uncouth, but rather has a comfortable, dignified, somnolent air. It is a happy characteristic that will be traced right along the pleasant miles of country road twining up hill and down dale, amid thick foliage of waving woods or rustling grasses of great, free open spaces, into the hilly town of Shrewsbury.

The Dignity of Shropshire.

The larger towns of Shropshire, endowed with hallowed remains of the stirring days that have passed into the limbo of things that were, have all a quaintly dignified environment. It is perhaps conveyed in the first instance by the narrow, winding streets of Shrewsbury, by its proud timbered houses looming disdainfully above a multitude of far less attractive moderns, and by the castle ruins frowning down from high above the town. It is a sombre city, given just a touch of brightness by the dancing waters of the Severn, almost encircling the conglomeration of shops and houses with a wide, protective sweep that is charmingly picturesque when viewed from a height. In Wyle Cop is a timbered house where Henry VII passed the night before the battle of Bosworth (1485).

Follow excellent roads from Shrewsbury into Much Wenlock. It is a refreshing ride over tumbling countryside, leafy, wooded, gaily tinted by a wealth

THE BORDER COUNTIES (contd.).

of bright-coloured flora. The abbey ruins are worthy of inspection and photograph; the town, too, offers an intriguing picture of queer old houses and a half-timbered, oak-panelled Guildhall. A piquant echo of the past that is still comparatively modern can be found in the stocks and whipping post.

Buildwas Abbey, the ruins of a great monastery founded A.D. 1135 by Roger de Clinton, is a striking and beautiful example of Norman and Early English architecture. The ruins stand a few yards away from the river and are easily photographed.

The tourist who spends a night in the noble old country town of Ludlow will bring with him happy memories of the soft, musical peals of church bells, rung at frequent intervals, a delightfully plaintive, sibilant air that, heard from a distance, from away in the green meadows by the banks of the blue waters of the Teme, play lightly on the fancy and conjure visions of an impossible Arcadia.

A Famous Inn.

The Feather's Inn, one of the most beautiful of all England's timbered houses, of magnificently executed design, occupies a commanding position near the summit of a hill. It is a glorious picture in early morning sunlight. It is possible to find accommodation in a rambling old timbered house, where the corridors slope like the decks of a ship in heavy seas, where each room has a quaint door knocker, and where the floor of your bedroom will possibly slant in a queer and attractive style towards the window.

The influence of modernism is but little felt. It is easy to fall into the old-age atmosphere of the town. Here the sense of the past is imperative—it is impossible to evade it. One has to realize that others have marched their steps of progress on this spot and have left traces so indelible that the present seems to fade into unimportance. Here, too, is the same insistent dignity, the importance of "a rare old age" that is so essentially a feature of the entire county. The Severn in this county is in a particu-

larly happy mood and divides the most refreshing of green wooded country.

The whole length of this beautiful old country of the English has little to compare with the pure, sweet and natural beauty of that harmonious part of Herefordshire where the incomparable Wye is almost at its best. The tourist can do nothing better than to follow the river in so far as the road will permit him. If he is of the type who find happiness in the great freedom of the countryside pure and simple I suggest that he at times deserts his car to meander by the river's edge, to frolic on its wonderfully smooth, grassy banks or even to idle in its running waters.

Harmony at Hereford.

The happy picture of harmony is at its best at Ross, at Hereford and at Symonds Yat. At the last-named spot the river curves in a valley almost unequalled in its wonderful fertility, in its wealth of flora, of sweet smelling, elusive perfumes and in the silvery sheen of its waters. The cathedral at Hereford dates from 1079. An interesting feature, too, is the ancient library of chained books. The city is an ideal motoring centre for the battlefields of Mortimer's Cross, Llanthony Abbey, the Wye valley, the Black Mountains, and the Welsh borderlands are within easy distance. The timbered houses are of rare design, and Ross, the "Gate of the Wye," is but a few miles distant by a road that, high up, gives an impression of riding on "the roof of the world." The Wye forms a wide and beautiful horseshoe sweep at Ross, and here, by the way, lies Kyrle, of whom it will be recalled Pope wrote:—

"But all our praises why should lords engross?
Rise, honest muse! and sing the Man of Ross."

The counties to which I have referred really deserve a more exhaustive description, but I have simply endeavoured to convey to the motoring tourist that in these border counties is a touring ground rich, not only in historical interest, but in God's own freedom and natural beauty. A.S.B.

AN INTERESTING A.B.C. ROCKER CONVERSION.

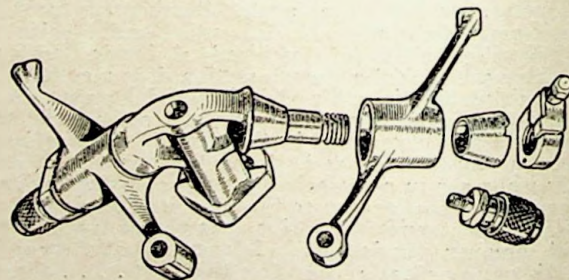
A VALVE rocker conversion for the engines of A.B.C. cars has recently been placed on the market by F. E. W. Patents Co., 217, Gordon Road, S.E.15. Owing to the angle through which the rockers move on these engines there is apt to be an undue amount of wear on the fulcrum pins, and it is then difficult to maintain the correct adjustment of the valve-tappet clearances. With a view to obviating this difficulty, the F.E.W. Patents Co. has introduced the conversion which forms the subject of the accompanying sketch, in which it will be seen that the rocker arms are reamed out taper from both sides, so that they fit over the coned pieces mounted on the original fulcrum pin.

An increased bearing surface is thus obtained, and adjustment is provided by making each outer cone a sliding fit on the pin, where it is located and prevented from turning by a small key which engages with a slot milled across the face of the cone. It is kept in place by the bolt of the split clamp which, in turn, screws on to the fulcrum pin.

To take up wear in the rocker bearings, it is necessary only to slack off the clamp bolt and screw up the clamp, which will force the cones further into the taper holes in the rocker arm, care being taken to see that, as finally adjusted, the rocker moves freely but without shake: it is then necessary only to tighten the clamp bolt. The thread on the fulcrum-pin is of a rather coarse pitch, so that a small fraction of a turn of the clamp will make a

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big difference to the adjustment, and owing to the comparatively large area of the coned bearings there may be some risk of jamming if the clearances are left too fine. It is important also to make sure that the clamp-bolt is tightened sufficiently to prevent the clamp from turning whilst the engine is running.

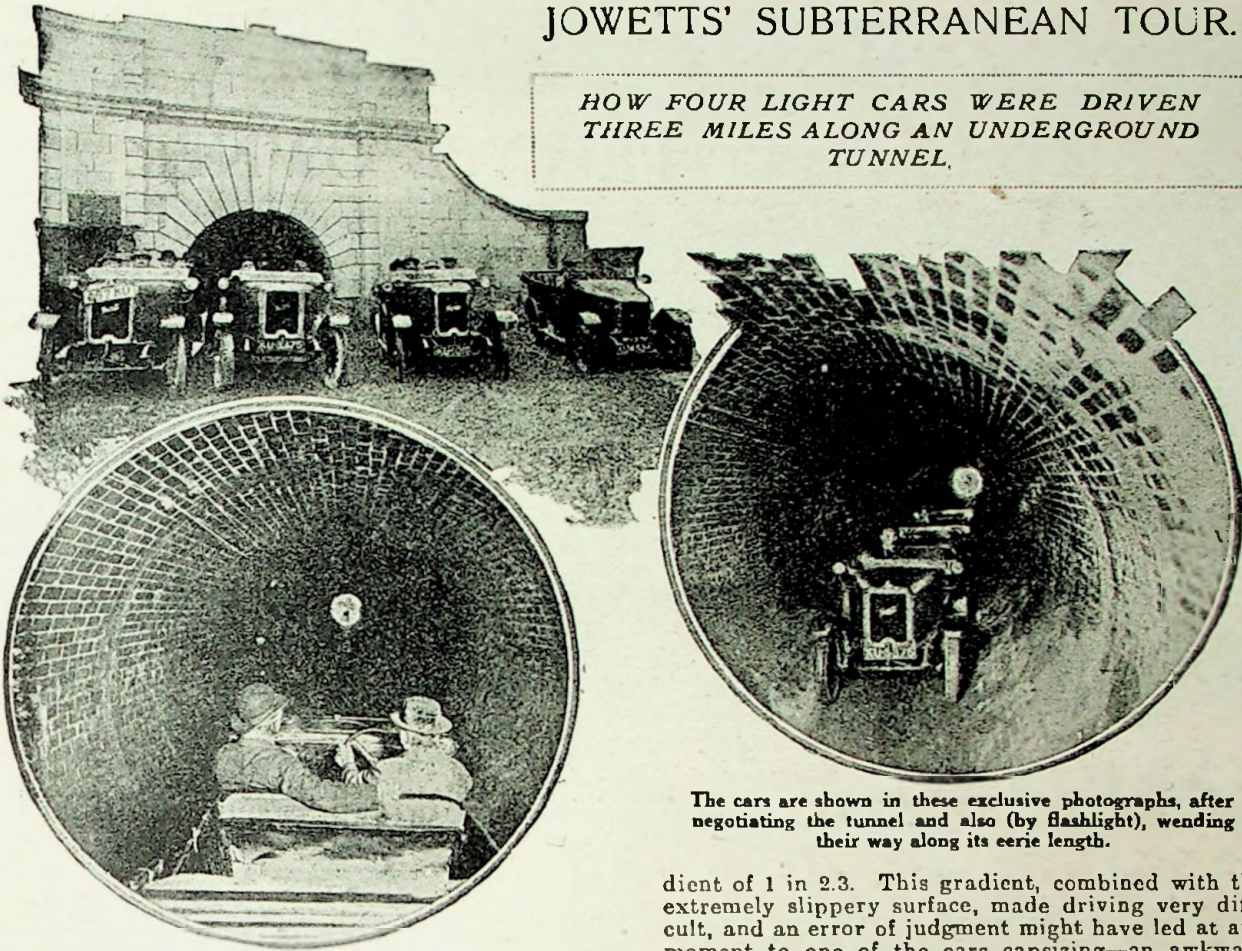


All the wearing parts of the rocker gear are hardened, and the fixed cone is a forced-fit on the fulcrum pin. There is a decrease in the weight of the rocker.

Large screw-down greasers are provided, and it is recommended that graphite grease should be used. Existing A.B.C. rocker gear can be converted, at a cost of 39s. 6d. per complete set, carriage paid, if sent to the above address.

JOWETTS' SUBTERRANEAN TOUR.

HOW FOUR LIGHT CARS WERE DRIVEN
THREE MILES ALONG AN UNDERGROUND
TUNNEL.



The cars are shown in these exclusive photographs, after negotiating the tunnel and also (by flashlight), wending their way along its eerie length.

IMAGINE a brick tunnel, 10 ft. in diameter, buried in parts nearly 400 ft. below the ground, illuminated only by the very local glare of car headlamps and filled with weird noises from the intermingled exhausts of four light cars, and some idea will be gained of a unique underground journey recently accomplished by a small fleet of Jowetts.

The tunnel in question is part of a £3,000,000 sewage scheme originally embarked upon by the City of Bradford about 11 years ago. It is three miles long, and connects Bradford with Esholt, while it cost approximately £500,000 to build.

Recently, when the tunnel was completed, it was proposed to take a number of officials through it and to perform the opening ceremony in the centre by placing the last brick in position. The problem arose: How were the officials to reach the centre of the tunnel? Walking was out of the question, because the interior was naturally slimy and a miniature watercourse ran along the bottom. It was thought that cars might be used for the purpose, but experiments with a well-known make suggested that their use would be out of the question, and it was decided to take officials and visitors through the tunnel in pony carriages.

Jowett Offer Accepted.

Jowett Cars, Ltd. hearing of this suggestion, promptly undertook to carry out the necessary transport arrangements—naturally, with cars of their own manufacture. This offer was accepted. In rehearsing the proceedings it was found, after patient practice, that a speed of over 20 m.p.h. in top gear could be maintained along the tunnel, despite the fact that the sides on which the wheels rested were at a gra-

dient of 1 in 2.3. This gradient, combined with the extremely slippery surface, made driving very difficult, and an error of judgment might have led at any moment to one of the cars capsizing—an awkward predicament in the circumstances.

One of the drivers, describing his experiences to us, said that the smallest deviation from a direct course had to be instantly corrected, as any inaccuracy or change of direction was violently progressive in seriousness, the car feeling as though it wanted to loop the loop sideways.

The negotiating of the tunnel is, of course, only one of a considerable number of unusual stunts which have been carried out from time to time in Jowett cars in the past, but it must be admitted that none previously has been of quite so original a nature.

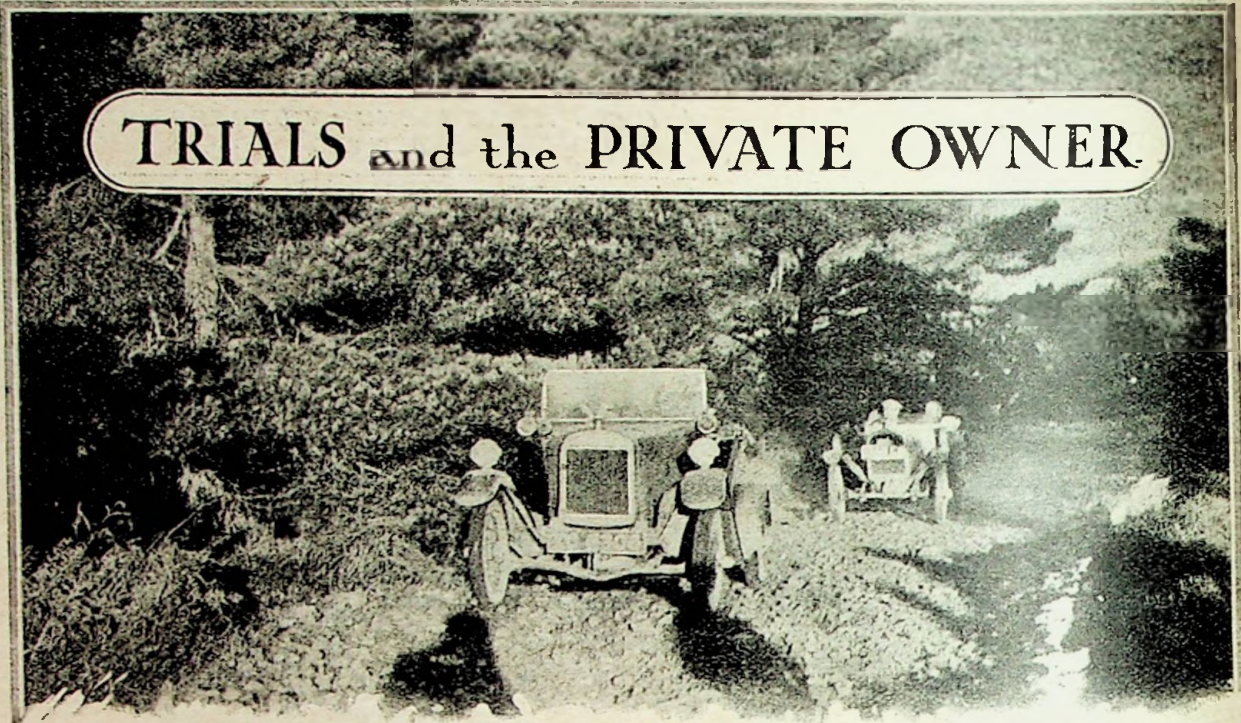
A Creditable Performance.

Although not a test likely to be required of light cars in general, the tunnel performance is, nevertheless, of interest, in that it clearly indicates the controllability and the capacity of the modern light car to go anywhere, while it naturally reflects considerable credit on the Jowett cars which took part, especially in view of the fact that before the Jowett Co. took up the matter the event had every appearance of being abandoned.

This, perhaps, is the first occasion on which cars have been used for long journeys underground, and we have certainly never heard before of small cars being driven at a depth of 400 feet below the surface of the earth.

The designing of the new works of which the tunnel is a part was the task of Mr. Joseph Garfield, M.Inst.C.E., the sewage works engineer, and his assistant, Mr. Howard Wontner-Smith, M.Inst.C.E., the work having been carried out under the chairmanship of Alderman R. Johnson, who performed the opening ceremony.

TRIALS and the PRIVATE OWNER.



A PROMINENT AMATEUR COMPETITOR IN RELIABILITY TRIALS DESCRIBES COMPETITION WORK AND SUGGESTS THAT ALL ENTHUSIASTIC SMALL CAR OWNERS SHOULD SUPPORT THEIR CLUB EVENTS.

TROUBLE and controversy are coming with swift feet to the doorstep of the organizer of reliability trials. It is a very moot point at the moment whether a private owner should or should not enter his one ewe lamb of a car in a trial. He is always assured of good fun and comradeship; but he is, in addition, almost certain to incur great expense in the long run as he becomes keener.

There are three kinds of reliability trial to-day. The first is the straightaway trial like the Edinburgh or Exeter—a steady main road run with plenty of opportunity for making up time and chatting to other competitors, thus learning many useful details regarding other types of cars. One or two stiff hills to climb are included and there is a good time allowance for meals.

The second—when he is keener, is the stiffened variety with, perhaps, Beggar's Roost, Porlock and Lynton to contend with, all of which have to be climbed at an average of 20 miles per hour.

The third is for two classes—the really efficient car and driver, and the professional pair, driver and car. This trial is the direct invention of His Satanic Majesty, and involves the split second, the chassis breaking track, the secret check, and last but not least, the use of Parsons chains for climbing on slippery gradients.

Arguments Lose "Golds."

Let us take the first type of trial. All that is necessary where the expense factor is concerned is a decent watch. A passenger with good "passenger sense" is generally procurable, but there should be every possibility of a "fight free" fun as many a "gold" has been lost through a heated argument occurring to the detriment of timekeeping duties. It is quite surprising what a lot of attention is necessary to the watch, speedometer and route-card, even on a straightforward run. An allowance of

ten minutes late or early is generally permitted on a run in this category, and great help can be acquired from signposts, A.A. distance boards and milestones, all of which are to be easily observed on a stretch of main road of the kind which constitutes most of the route on these occasions.

Attention to timekeeping, a good petrol filter, and a reliable car are all that is necessary in order to stand a chance of a gold medal.

The second type of trial requires two watches, a real friend as passenger, and a car which can be stretched to put up a high average when making up time after a slight misfortune, such as a puncture or sooted plug. In this trial the limit is generally three minutes early or late and the timekeeper's job becomes very much more interesting and arduous, by virtue of the smaller limits, general lack of signposts with correct mileages, and the total absence of milestones on secondary roads which are encountered.

Perfect Car Needed.

In the third category both His Satanic Majesty and the organizers practically insist upon added equipment of real shock absorbers, a perfect standard or a good sports car, chains or balloon tyres according to one's personal choice, and real hard and trying work on the part of both driver and passenger.

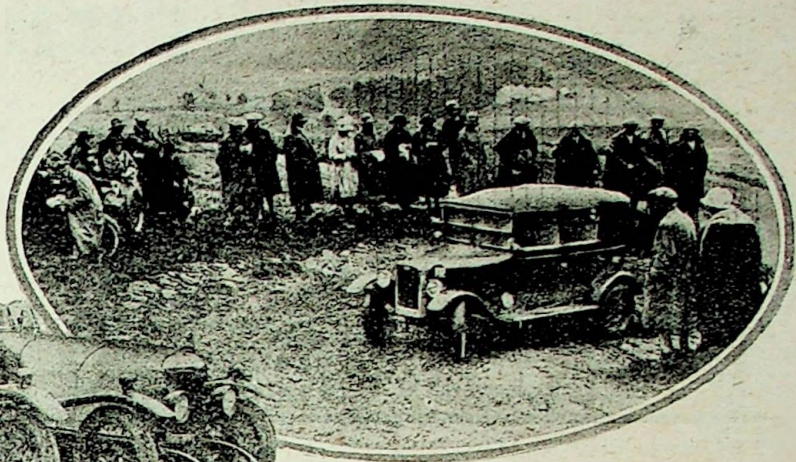
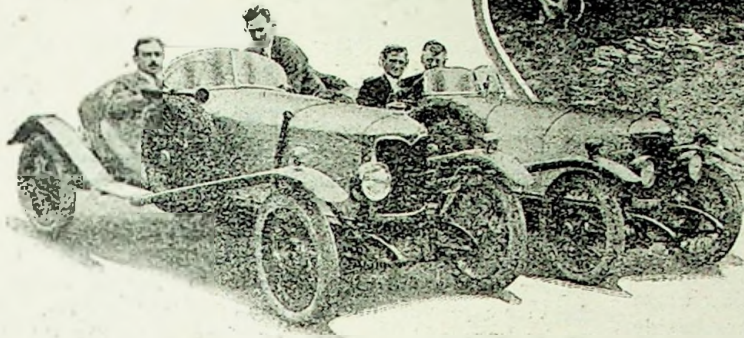
In this instance the time limit will generally be found to be one minute early or late, and the route card will probably carry the time in hours, minutes and seconds, opposite each town or village. The route will be composed of tracks fit to be described only as such, freak hills, young ponds, and deceitful secondary roads with large cavities and gullies, calculated to shake a car to its very vitals.

Secret check marshals should be expected behind every hedgerow, ready to leap on the unfortunate competitor at an inconvenient moment, and the weather is certain to enter into the spirit of the

TRIALS AND THE PRIVATE OWNER (contd.).

business and provide suitable changes at inopportune moments.

One should bear in mind the viewpoint of the organizers, their brains will quite naturally tend to give consideration to the fact that a big percentage of gold medals will lead to great expense for the club. There-



A sports model such as the Riley (left) is ideal for trials, but a small saloon such as the Lagonda shown above can win many medals if carefully driven.

fore about "hungry-time" between meal stops they will probably provide a secret check just before one reaches the only hotel for miles. The crew of the competing car will get well up on time with a view to stopping at this hostelry for a quick snack. They will then be bowled out by a secret check a few hundred yards from their eagerly desired goal, to the detriment of their chances of a premier award, and the disgust of their aching voids or vitals.

Obviously some trials must be easier than others. The writer omits to place himself in any particular category as regards his driving abilities, but he has thoroughly enjoyed all three different types of trial, and has gained what is most important, more knowledge of his own and other makes of cars than could have been acquired in many moons of ordinary motoring, at much less expense. This knowledge is a great acquisition to one whose pocket does not permit the purchase of a new car every year. It is a well-known fact that no two cars ever leave a factory

capable of precisely the same performance, and it is an equally popular idea that few drivers use exactly the same means to obtain a given result.

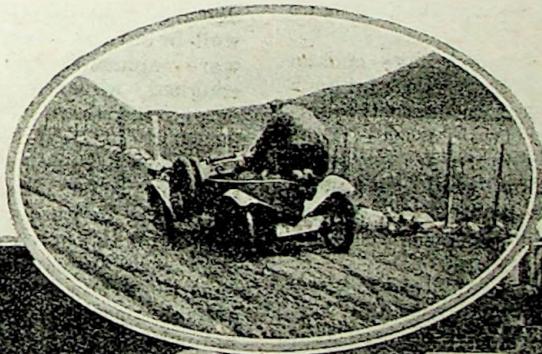
In another article it may be arranged to give instances of general ideas for obtaining the much-desired *certain* climbs of various test hills, of making a particular car sit down on the road at all speeds and perhaps to outline the procedure adopted to obtain that "straight slide" down a slippery surface with the comforting knowledge that the car can be skidded either way at will.

The practice of skidding at will is looked on, it seems, in most quarters, as a pernicious practice only to be attempted by the crack driver and then only as a stunt. On rough surfaces and wet roads the ability to skid at will is a priceless life and crash saver, to be learnt by anyone possessed of a good car in which the weight is properly distributed.

Join a club and support its reliability trials. Motoring for pleasure will become safer for all concerned by virtue of the knowledge gained. J.H.

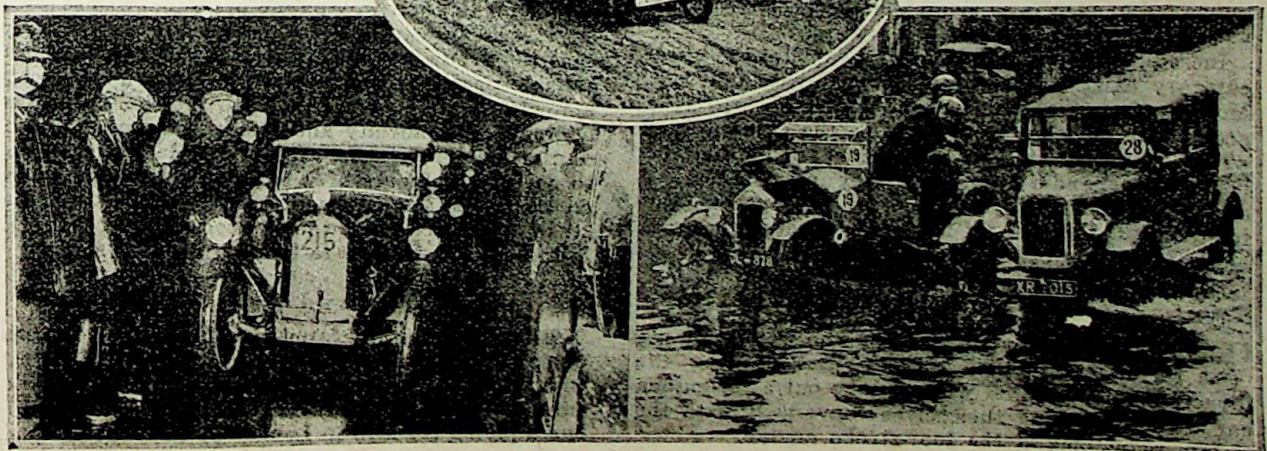
BE PREPARED —

The private owner who takes part in reliability trials must be prepared for rough weather and rough going. The photographs shown depict a scene at the start of a



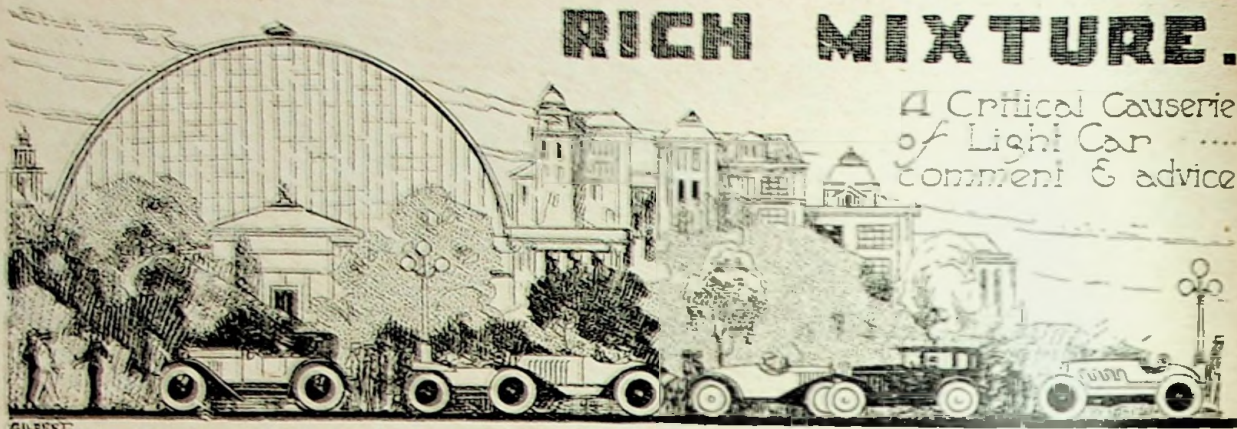
— FOR ROUGH GOING.

London - Exeter a section of the Scottish Six-Days course, and a typical water-splash scene in the R.A.C. Six-Days. All are tests of endurance.



RICH MIXTURE.

A Critical Causerie
of Light Car
comment & advice



Light Without Heat.

I AM not a scientist, but when, one evening in the summer, I held in my hand a little glow-worm which shed its gentle radiance in the grass beside me while I changed a wheel, I could not help thinking how priceless to us would be the secrets of this tiny creature. For here was cold light, capable, apparently, of being switched on and off at will, and quite powerful compared with the size of the organism generating it.

I put the insect back in the grass to light its lantern for its lady love—I believe this is the motive behind the glow—and went on reflecting that man, for all his marvels, has still much to learn.

They're So Simple.

YEARS ago, when the sight of a car owner lying prone under the vehicle was a common spectacle on any road, John Citizen had ample cause for concluding that to be a motorist a man had to be a mechanic. Old memories die hard, and to-day, when it is rare to see a motorist even lift the bonnet on the road, large numbers of middle-aged men are still deterred from sharing in the pastime by the same suspicion.

During my travels this year I must have spoken at various times to fully a score of men who hold back from buying a car on the ground of mechanical ignorance. They can be divided into two classes—(1) the man who imagines he must be a first-class engineer, but who, with a little instruction, would manage a car quite well; and (2) the man whose knowledge of things mechanical is so small that he positively does not know how to tighten up a nut.

Incredible though it may seem, people of the latter category exist. I have met too many to doubt it. Moreover, many of them have no desire to learn. They are, I fear, hopeless as recruits to the pastime, and we need not regret their abstention, for by their reluctance to handle a spanner they may become a danger to themselves and to other road users. But for the rest, thoughts of intricate adjustments are a bogey that none of them need fear.

Learning How it Works.

THE trouble is that many men who would not use a tin of metal-polish without first reading the directions on the label will yet take out a 200 guinea car without making themselves conversant with the simple principles of the four-stroke engine.

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I remember the time when the first thing the prospective motorist bought was not a licence, but a motor cap, a flat-topped form of headgear like a Service cap—very useful when exhaust pipes required to be handled! To-day the first requisite for the novice should be "The Motor Manual," which he will learn to regard as his best investment.

As Phil May once said about art schools, if a man saves nothing else by first-hand instruction he saves time. I have had the pleasure of converting a considerable number of friends to the movement during the past two or three years, and have always found that fear of the mechanical rapidly disappears when the working of the power unit is explained by diagram and actual demonstration.

I am of opinion that a cutaway model of an engine should have a place in every showroom. Fewer novices would then continue to regard the engine as a "box of tricks."

A Long-lived Steamer.

ONE does not often see a steam car nowadays, the type being almost dead, but I came across one in the Midlands the other day, and the owner proudly declared that its mileage must exceed 250,000! I can well believe it. In the days when petrol-driven cars were spasm-shaken contraptions that thumped, coughed, wheezed and rattled like a lorry load of empty tins, there were steam cars running about with 30,000 to 40,000 miles to their credit.

I remember one belonging to a famous author which had done 50,000 miles before the year 1904, and which, according to its owner, had never let him down. It is difficult to know why public prejudice was so strong against steam cars, but it operated to such an extent that the crude petrol-driven cars, in which the only reliable part was the coachwork, made a far greater appeal—possibly because the internal-combustion engine was a novelty and steam was not. In those days great things were expected of electricity, thanks to periodic rumours of a marvellous storage battery on which Edison was said to be working, but both steam and electricity were ousted by petrol, and the former seems unlikely to be used for cars again.

Century-old Experiments.

IT is not generally known that but for repressive legislation, influenced by the stage-coach interests, Britain would probably have given the world motor-cars half a century ago. There were steam motor-buses plying for hire in London at the time of Queen

RICH MIXTURE (contd.).

Victoria's coronation, and smaller, speedier vehicles were being projected; but the development was abruptly checked by the imposition of prohibitive restrictions, and engineering enterprise in this direction became confined to traction engines and steam rollers.

Drawings of light steam cars contemplated at this period indicate remarkable ingenuity, and reveal the fertility of invention possessed by these early designers. It should not be forgotten that the Ackerman system of steering now in universal use on cars was devised a century ago.

A Legal Point.

A MAN I meet weekly at lunch has told me of a quaint happening. For the past ten years or so he has garaged his various cars in the coachhouse attached to one of those large detached houses with a semi-circular drive in front that one sees in the old suburbs of London.

On a recent Saturday he went round to the garage to get his car, as usual, and found an eight-foot barricade erected along the path in front of the house, and sewers under construction. A space about three feet wide had been left to allow the occupants of the house to pass in and out, but there was no room for his car to be moved. An interview with the local surveyor produced no result, and the matter was put into the hands of the A.A.

Meanwhile, my friend's car is imprisoned, and as the sewerage work is likely to go on for months, it seems that his only course is to hire a crane of some sort and have his car lifted bodily over the intervening "no man's land." In any case, it would be interesting to know how he stands legally. Can he claim compensation for illegal detention of his car? Will the local authorities pay his garage bill while the car is so detained? And, finally, if he hired a travelling crane, as I suggested, who would bear the costs?

Street Lamps that Dazzle.

MUCH is being written about dazzle, but it does not seem generally to be realized that any light—even a match—will dazzle if surrounded by a wall of darkness. One has only to drive without headlamps along a lamp-lit road on the outskirts of a town to perceive this. The street lamps exert a real dazzle effect, making, in Milton's phrase, "darkness visible," and actually cloaking the presence of objects ahead.

Anyone who, in the busy hours of early evening, has attempted to cross a street junction in London where no point policeman is on duty must have observed how difficult it is to see approaching vehicles in the patchwork of light and shade. The kaleidoscope effect is no less bewildering to drivers, and, personally, I find that at no other time does driving cause such severe strain. What a relief it is to get away from the street lights and wipe out the chiaroscuro with the two long, white beams of one's own headlamps.

A Fortune Waiting.

IT is curious to reflect that while the science of illumination has made such enormous advances in the last few years, our system of street lighting remains practically as it was when oil lamps first came into use. Pools of light at regular intervals seem to be the best our civic authorities can contrive; but it is doubtful whether they have ever attempted to improve matters.

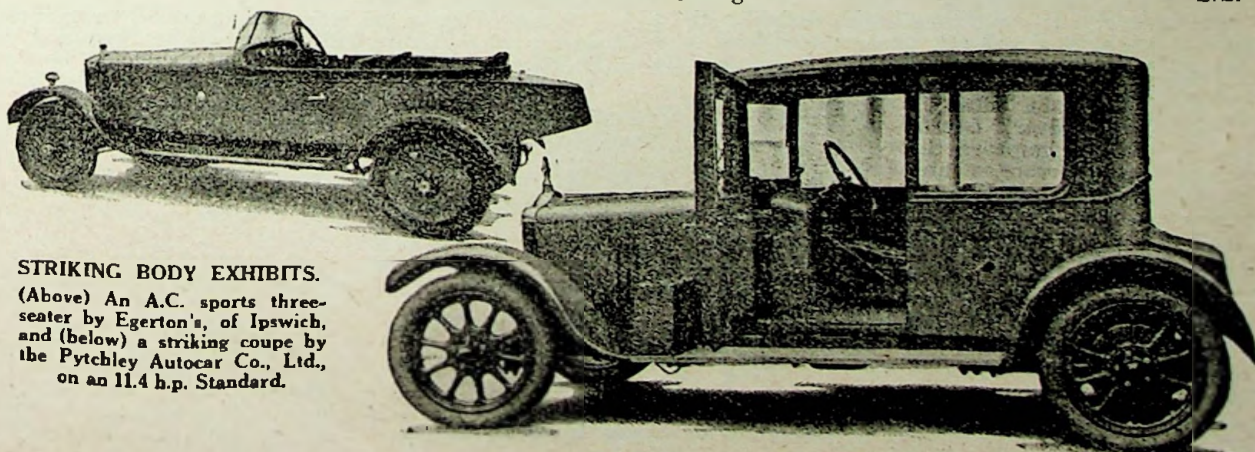
One never sees any alternative suggested, yet, judging by results, the present method is appallingly inefficient. A vast amount of light must go to waste, for it spreads in every direction, and many an honest citizen economizes at the expense of the ratepayers by going to bed in the brilliant light shining through his first-floor window! One would have thought that by now a means would have been devised for directing the light so as to produce even illumination of the road.

It may safely be predicted that a century hence our streets at night will be suffused, not splashed, with light; and there certainly seems an opportunity for someone to achieve fame and fortune by demonstrating how it can be done.

Bus Passengers Take Note!

SOME day when the Minister of Transport decides to make Britain safe for all road users he will make it a criminal offence for anyone on the top of a tramcar or motorbus to throw a match or cigarette end over the side. I grant that such carelessness is not common, but it exists—as I had painful reason to know the other day when a flaming match, flung from the top of a tramcar, landed on my fingers. I was driving in thick traffic at the time and the shock might easily have had dire consequences.

Two or three years ago a woman passenger in a car was severely injured through a cigarette end falling from a bus on to a celluloid decoration which she was wearing. S.S.

**STRIKING BODY EXHIBITS.**

(Above) An A.C. sports three-seater by Egerton's, of Ipswich, and (below) a striking coupe by the Pytchley Autocar Co., Ltd., on an 11.4 h.p. Standard.

Every Motorist Should Know That

THE GEARBOX IS FOR USE.

DAMAGE IS DONE TO A CAR IF FULL ADVANTAGE IS NOT TAKEN OF THE LOWER GEAR RATIOS.

THE crime of driving always in top gear is one to which owners of large cars are more addicted than drivers of light cars, for the average small car has but a poor performance at low engine speeds and almost refuses to be mishandled by giving very obvious signs of distress which the driver cannot very well overlook. There are still drivers, however, who attempt to climb every hill on top gear and who change down only when the engine shows signs of giving up altogether. They pursue these tactics, perhaps because they are lazy, perhaps because they believe that an engine is more economical when running slowly, but more probably because they are reluctant to change down as they are not sufficiently skillful to do so without grating the teeth of the gears together.

It is not the purpose of this brief article to describe how to change gear, but merely to indicate how necessary it is to do so before the engine begins to show signs of distress. With most light cars of the touring as distinct from the sports type, the best speed at which to change down on a hill is about 15 miles per hour. At this speed the engine will be turning over in top gear at about 950 r.p.m., while in the average second gear of, say, 8 to 1, it would be doing about 1,400 r.p.m. and working at a little more than half its maximum output.

It is a bad plan, however, to keep the engine flogging away in top gear when the speed has dropped below 15 miles an hour. A much better plan on a hill is to start to make a change at, say, 20 miles or 22 miles an hour. It can then be made in a leisurely manner, and by the time the process of double clutching has been carried out the road speed will be found to be just about 15 miles an hour.

Changes from second to bottom have generally to be made in a hurry, as the lowest ratio is called for

only on very severe gradients. Immediately it is evident that bottom gear will shortly be needed the speedometer should be watched and the change begun when the speed has dropped to 12 miles per hour. If the change is made at this speed the lever should be safely home in the lowest gear position before the speed has fallen below 8 miles an hour.

The reason why early changes down are always advocated is because modern engines are designed to revolve at a high speed, and when pulling hard at low rates of revolution excessive loads are imposed on the engine bearings, while the snatchy drive at the flywheel unfairly stresses the transmission.

It must not be overlooked that with a four stroke four-cylinder engine only two power impulses are given to the flywheel for each revolution, and at low speeds instead of having an even driving motion transmitted to it the propeller shaft receives a series of intermittent jerks which must be transmitted, not only by the shaft, but by the universal joints and the back axle gear. Nothing is more calculated to create rapid wear than these small but nevertheless violent jerks. They act at all points where there is any slack—say, between the teeth of the crown wheel and bevel pinion—like small but vicious hammer blows. They cause more wear and do more damage than hundreds of miles of normal running when a sweet even torque is being transmitted.

It is a fact, but it is not commonly known, that the lower the gear the less the work which has to be done by the engine, the clutch shaft and the clutch itself. The engine, clutch and clutch shaft are spared by the use of a lower gear ratio in exactly the same manner as is the rider of a bicycle when he changes gear on a hill, and every owner-driver who has ridden a two or three-speed cycle will appreciate the sense of relief which is given by a change to a lower ratio.

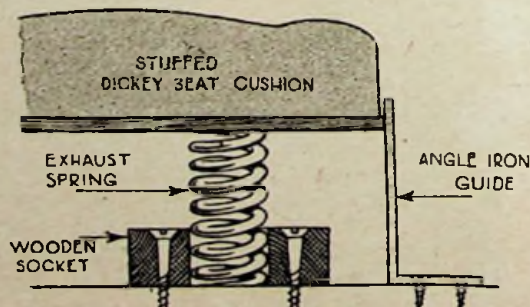
This Week's Hint.

MAKING DICKEY SEATS MORE COMFORTABLE.

BECAUSE it is intended only for the occasional passenger, it is sometimes found that the comfort of the dickey seat is not above criticism, one of the most common drawbacks being the fitting of a stuffed instead of a sprung cushion.

The most obvious solution to the difficulty is to replace the stuffed cushion by one which is well sprung, but this generally necessitates the making up of a special job—an expensive palliative. As an obvious alternative, however, efforts may be made to improve the existing seating arrangements, and various methods suggest themselves.

The writer has put the following tip into practice with good effect:—Four extra-strong exhaust springs are purchased and a wooden socket is prepared for each, as shown in the accompanying sketch. The socket houses just over one-third of the lower part of the spring when the latter is in position. The four



A diagrammatic sketch showing how the exhaust springs are anchored in position under the dickey seat.

wood blocks are screwed firmly to the floorboard, and a couple of light angle-iron guides are fixed in such a position that they will keep the seat cushion in place. The cushion merely rests on the springs and is not secured to them.

A less effective but more simple remedy is to introduce several rubber buffers between the seat and the floorboards. These are made up of a sufficient number of layers of old inner tube solution together to make a buffer about 1½ ins. thick, the bottom layer being wider than those above it, so that it will act as a flange through which the fixing screws can be passed.

In extreme cases, and when an immediate remedy is wanted, the spare inner tube may be pressed into service. It should be blown up to not more than 10 lb. pressure, and should be allowed to take up its natural formation on the floor of the boot, the seat being placed on the top.

The Light Car and Cyclecar

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the

LIGHT CAR & CYCLECAR

was founded in 1912 to cater for the needs of users and potential purchasers of various new types of cyclecars and light cars, and it has consistently encouraged the development of this new motoring movement for nearly twelve years.

Only cars the engine capacity of which does not exceed 1,500 c.c. (1½ litres) come within the scope of "The Light Car and Cyclecar," that capacity being generally recognized and accepted as the limit for a light car engine.

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Topics of the Day

The Marvellous Motor Industry.

IN no branch of industry have such efforts been put forth since the war as in the motor trade. The results, it will be admitted by everyone who visits Olympia, are, to say the least, gratifying. The car, carriage work, accessory and tyre exhibits are of

uniformly excellent design and workmanship, while the prices at which they are offered are extremely reasonable. In nearly every case prices are, value for value, lower than they were at the Olympia Show 10 years ago—a remark which cannot be made of any other industrial exhibition which has been held during the past six years. The motor trade has made a most marvellous recovery from the slough of despair into which it fell a year after peace was declared. It has been hampered by industrial disputes, by taxation, by public poverty and by many other factors too numerous to mention, but all the time it has been improving its products, bettering its production facilities and offering cheaper, faster, more reliable and better-built cars to a public which has not always been too willing to purchase them.

In no branch of the industry have greater strides been made or more praiseworthy efforts been brought to a successful conclusion than in that which supplies the needs of the small-car owner. He is the most fortunate of all road users, for he motors in comfort at rock-bottom cost enjoying the benefits conferred by ownership of the most costly cars and paying little more for the privilege than those who must needs put up with the discomfort, the limited utility and the admitted drawbacks of the motorcycle.

It would be well if all visitors to Olympia bore in mind the fact that a good suit of clothes, a sound pair of boots or even a loaf of bread cost twice as much as they did 10 years ago: a light car on the other hand costs less. It has been only by persistent attention to detail, by determined effort and by remarkable commercial courage that the motor industry, which may be said only at Olympia to meet the motoring public en masse, has achieved the wonderful success which this year's Show so clearly reveals.

An Unfortunate Development.

THE past year has witnessed the demise of a number of highly efficient two-cylinder light car engines. In their place manufacturers have fitted four-cylinder water-cooled types which are naturally much more complicated and much more expensive. We think that it is very unfortunate that there are now so few light cars and cyclecars fitted with the more simple types of power unit. These it must be borne in mind bear a close resemblance to the types of engine used in motorcycles, and it is from the ranks of motorcyclists that most small-car owners are recruited.

A two-cylinder engine is easy to dismantle. If properly designed it runs quite sweetly, and there is probably no type which is more responsive to tuning up by an amateur. It has only four valves, two plugs and two pistons. Its crankshaft is of a cheap and simple nature, while the space occupied by the engine is very much less than in the case of a four-cylinder unit.

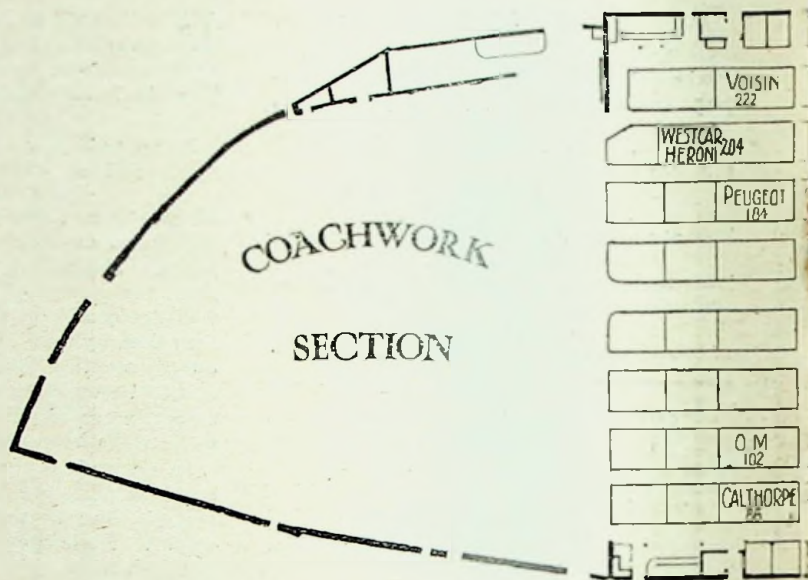
This question of space is important for it is agreed that to be popular a light car must be able to seat at least three people, and if a four-cylinder engine is used the necessary accommodation can be provided only if the wheelbase is substantially longer than is compatible with maximum economy. We are confident that there will be a revival of interest in the two-cylinder power unit and urge manufacturers to be ready to take advantage of it.

Stand Numbers and Addresses of Small Car Exhibitors.

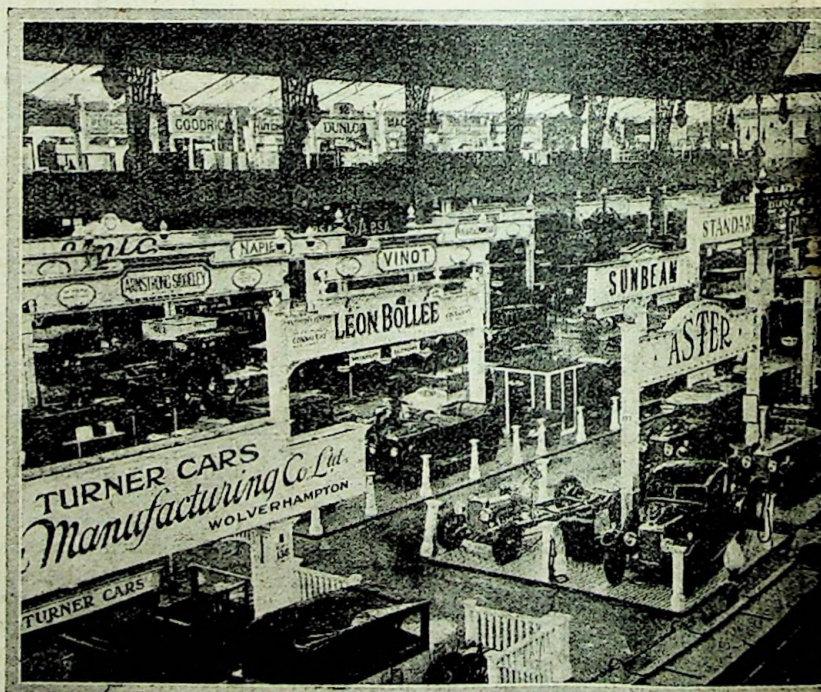
- 18 A.C.—A.C. Cars, Ltd., Ferry Works, Thames Ditton.
- 1 Ariel.—Components, Ltd., Bournbrook, Birmingham.
- 2 Aries.—Soc. Anon. Aries, 27, Avenue Marceau, Courbevoie, Paris, France.
- 31 Argyll.—Argyll Motor Co., Ltd., 38, Hozier Street, Bridgeton, Glasgow.
- 141 Austin.—Austin Motor Co., Ltd., Northfield, Birmingham.
- 58 Bayliss-Thomas.—Bayliss, Thomas and Co., King's Road, Tyseley, Birmingham.
- 101 Belsize.—Belsize Motors, Ltd., 2, Duke Street, St. James's, S.W.1.
- 11 Berliet.—Automobiles M. Berliet, 40, Sackville Street, W.1.
- 90 Bianchi.—Soc. Anon. Edoardo Bianchi, 26, St. James's Street, S.W.1.
- 207 B.S.A.—Birmingham Small Arms Co., Ltd., Daimler Works, Coventry.
- 142 Bugatti.—Charles Jarrott and Letts, Ltd., 40, Conduit Street, W.1.
- 91 Calcott.—Calcott Bros., Ltd., Coventry.
- 86 Calthorpe.—Calthorpe Motor Co., Ltd., Cherrywood Road, Bordesley Green, Birmingham.
- 24 Ceirano.—Newton and Bennett, Ltd., 35, King Street West, Manchester.
- 23 Citroen.—Citroen Cars, Ltd., Citroen Building, Brook Green, Hammersmith.
- 100 Clement-Talbot.—Clement Talbot, Ltd., Barlby Road, Ladbroke Grove, W.10.
- 28 Cluley.—Clarke, Cluley and Co., Globe Works, Well Street, Coventry.
- 175 Clyno.—Clyno Engineering Co. (1922), Ltd., Pelham Street, Wolverhampton.
- 16 Eric-Campbell.—Vulcan Iron and Metal Works (1918), Ltd., Durdan Works, Southall, Middlesex.
- 129 Fiat.—Fiat Motors, Ltd., 43-44, Albemarle Street, W.
- 94 F.N.—F.N. (England), Ltd., Efenmo Works, Kimberley Road, Willesden Lane, N.W.6.
- 37 G.W.K.—G.W.K., Ltd., Cordwalles Works, Maidenhead.
- 61 Hampton.—Stroud Motor Manufacturing Co., Ltd., Dudbridge, Stroud, Glos.
- 204 Heron.—Strode Engineering Works, Herne, Kent.
- 220 Horstman.—Horstman Cars, Ltd., James Street West, Bath.
- 128 Humber.—Humber, Ltd., Coventry.
- 37 Imperia.—W. G. Nicoll, Ltd., 58-54, Whitcomb Street, London, W.C.2.

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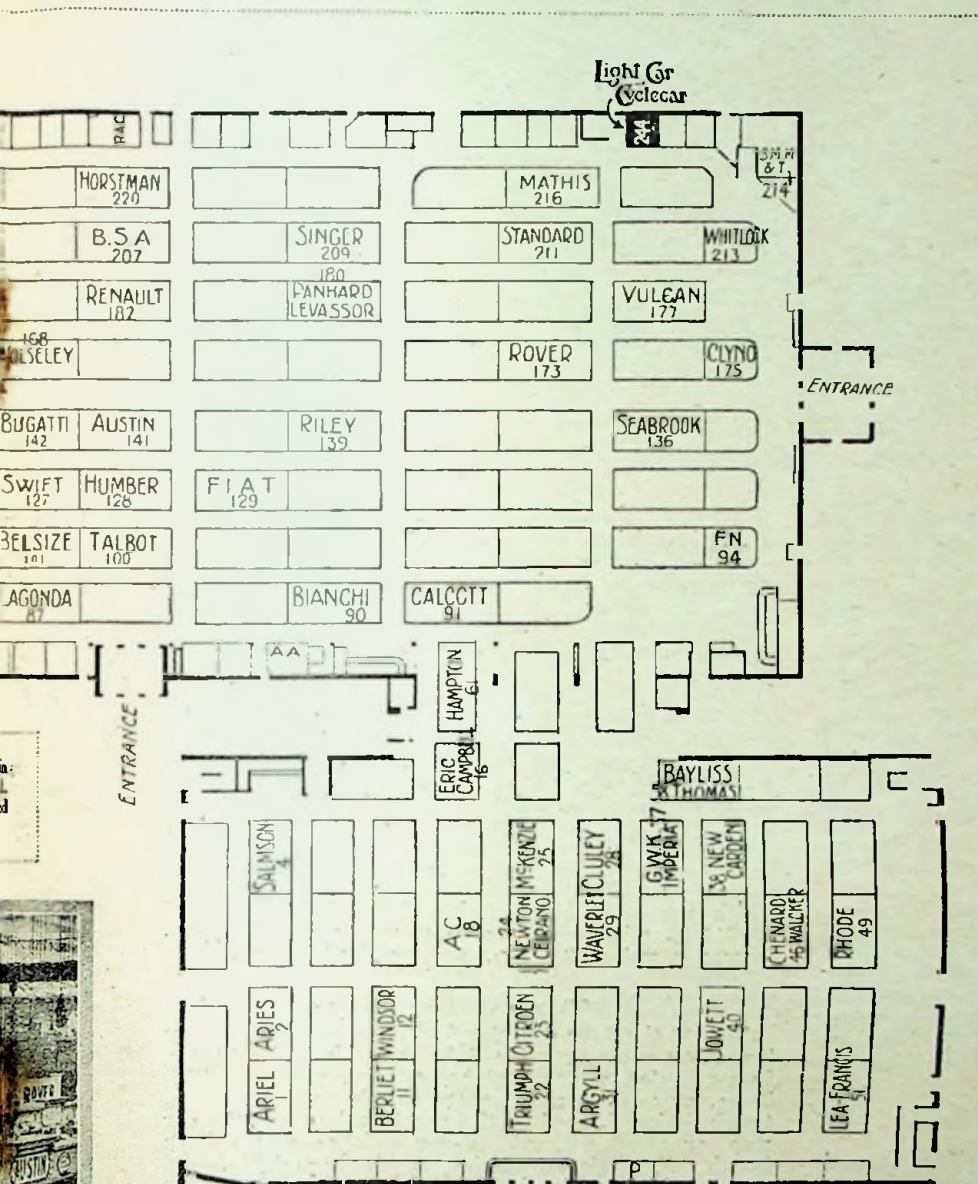
HOW TO FIND THE LIGHT CAR EXHIBITS.

THE
VIEW
AND

By making use of this plan and guide, visitors to Olympia will have no difficulty finding those stands on which the cars they wish to inspect are exhibited. Only the light car stands are shown. The gallery is devoted to accessories and other exhibits of interest to the owner-driver.



STAND POSITIONS AT A GLANCE—MANY LIGHT CARS ON
—COMPLETE LIST OF NAMES AND ADDRESSES OF BRITISH
—CONTINENTAL CAR MANUFACTURERS WHO ARE EXHIBITING.

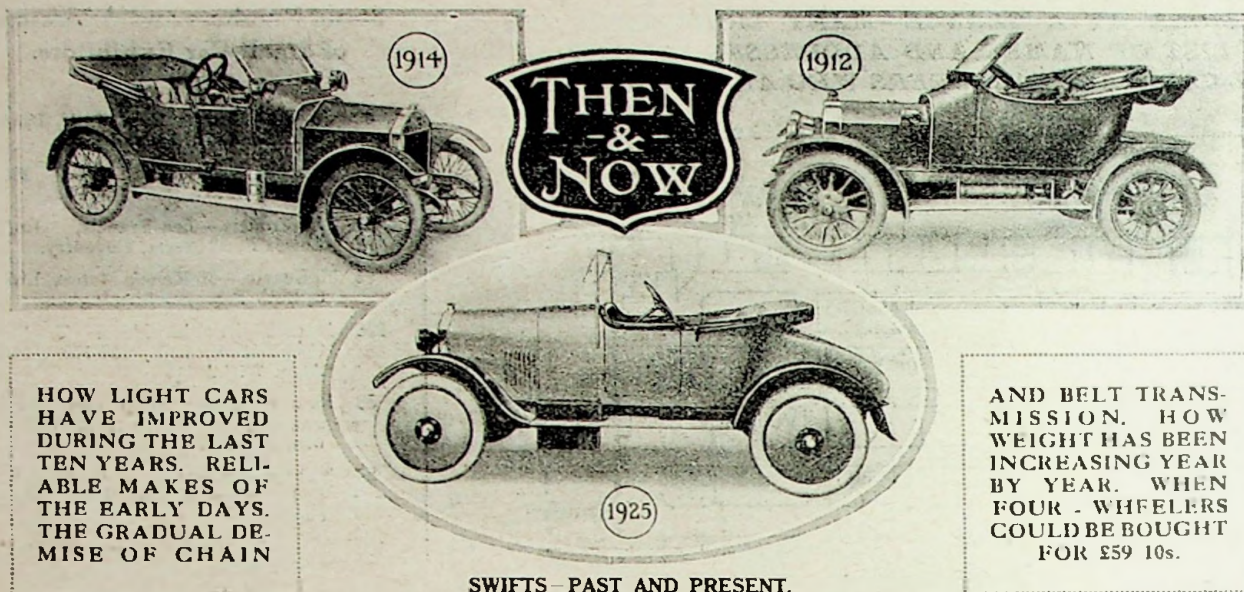


THE MOTOR SHOW AT OLYMPIA.

The Eighteenth International Motor Exhibition is open to-day (Friday, October 17th), and will remain open until Saturday, October 25th. The prices for admission will be 2s. 6d. on each Friday and Saturday; whilst 5s. will be charged on Monday, Tuesday, Wednesday and Thursday. The Exhibition will be open each day from 10 a.m. to 10 p.m. There are two main entrances available, one being situated in Hammersmith Road and the other adjacent to Addison Road station. This station is served by trains from all parts of London, and a covered way leads from the platform to Olympia.

Stand Numbers and Addresses of Small Car Exhibitors.

- 40 Jowett.—Jowett Cars, Ltd., Bradford Road, Idle, Bradford.
- 87 Lagonda.—Lagonda, Ltd., 195, Hammersmith Road, W.6.
- 51 Lea-Francis.—Lea-Francis, Ltd., Lower Ford Street, Coventry.
- 25 McKenzie.—McKenzie Motors, Ltd., 6, Bath Passage, Birmingham.
- 216 Mathis.—British Motor Trading Corporation, Ltd., 132-135, Long Acre, W.C.2.
- 38 New Carden.—Arnott and Harrison, Ltd., 22, Hythe Road, Willesden, N.W.10.
- 24 Newton.—Newton and Bennett, Ltd., King Street West, Manchester.
- 102 O.M.—L. C. Rawlence and Co., Ltd., 39, Sackville Street, W.1.
- 180 Panhard.—Panhard and Levassor, 147, Great Portland Street, W.1.
- 184 Peugeot.—Peugeot (England), Ltd., 10, Brompton Road, S.W.1.
- 132 Renault.—Renault, Ltd., Seagrave Road, Fulham, S.W.6.
- 49 Rhode.—Rhode Motor Co., Blytheswood Road, Tyseley, Birmingham.
- 139 Riley.—Riley (Coventry), Ltd., Riley Works, Foleshill, Coventry.
- 173 Rover.—Rover Co., Ltd., Meteor Works, Garfield Road, Coventry.
- 4 Salmson.—S.M.S., Ltd., 17a, Motcomb Street, Belgrave Square, S.W.1.
- 136 Seabrook.—Seabrook Bros., 57, Great Eastern Street, E.C.2.
- 46 Sénéchal.—Chenard and Walcker, Rue de Moulin de la Tour, Gennevilliers, Seine, France.
- 209 Singer.—Singer and Co., Ltd., Canterbury Street, Coventry.
- 211 Standard.—Standard Motor Co., Ltd., Canley, Coventry.
- 127 Swift.—Swift of Coventry, Ltd., Cheylesmore Works, Coventry.
- 22 Triumph.—Triumph Cycle Co., Ltd., Priory Street, Coventry.
- 222 Voisin.—Maxwell Monson, Ltd., 2, Halkin Place, Belgrave Square, S.W.1.
- 177 Vulcan.—Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport.
- 29 Waverley.—Waverley Cars, Ltd., Trenmar Gardens, Harrow Road, N.W.10.
- 204 Westcar.—Strode Engineering Works, Herne, Kent.
- 213 Whitlock.—Lawton-Goodman, Ltd., Slade Works, Cricklewood, N.W.2.
- 12 Windsor.—J. Barile and Co., Ltd., 236a, Lancaster Road, Notting Hill, W.11.
- 168 Wolseley.—Wolseley Motors, Ltd., Adderley Park, Birmingham.



SWIFTS—PAST AND PRESENT.

COMMENTING on the small car exhibits at Olympia in our 1913 Show Number we remarked that among them was to be found almost every system of transmission; belts, chains, friction discs, worms and bevels were all fully represented. We remarked that the tendencies indicated that bevel transmission was displacing worm drive to some extent and that belt drive was overshadowed by positive gearing. It was noted that makers who began by manufacturing cars of the very simplest type with belt drive had, with one exception, adhered to their original policy. But then the economical motoring movement had been in existence only a year or so.

We remarked in that Motor Show Number eleven years ago that cyclecars were then obtainable at prices so low as £59 10s., while at the other end of the scale was the Wilton light car at £185.

During the year preceding the 1913 Show we thought that the most important development had been the improvement of engine lubrication systems, and we said that the necessity for continuing to pay the closest attention to this vital matter could not be overestimated. Since then, of course, engine lubrication systems have been perfected, and to-day one never hears complaints of faulty lubrication on light cars and cyclecars.

Numerous Small Cars.

In the list which we gave of the light cars and cyclecars of 1914 details were published of one hundred and twenty different models, the particulars of which it is now most interesting to analyse.

There were thirteen three-wheelers, including five different Morgan models, the most imposing being perhaps the Wall tricarriage, one model of which had shaft and bevel drive. Its price was £101 17s. The cheapest Morgan was then £89 5s., and its J.A.P. engine pulled a 4½ to 1 top gear. On only three of the thirteen three-wheelers were lamps supplied as standard equipment.

Among chain-driven four-wheelers were given particulars of twelve different models. These included a single-cylinder 6 h.p. A.C. and a two-cylinder Crouch; all the other makes have since ceased to be manufactured.

Belt-driven four-wheelers were represented by twenty-one different models, of which the Buckingham, G.N. and Bedelia are still well known to our readers. Of the twenty-one cars the heaviest was a Buckingham, which weighed only 6½ cwt.; the G.N.

in those days weighed only 5 cwt. with electric lamps, hood, screen and spare wheel.

Among friction-driven four-wheelers there were seven different makes; the heaviest weighed 11 cwt. and the lightest 5½ cwt. The well-known two-cylinder G.W.K. naturally figured in the list. It cost £150, weighed only 5½ cwt. and had a top gear of 4.3 to 1.

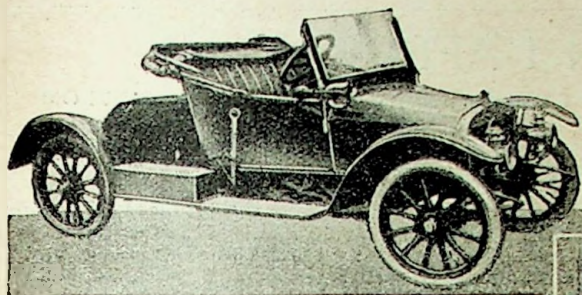
There were sixty-one shaft-driven four-wheelers in 1913 and many of them are still in production. Among these are the Jowett, which in 1913 cost £125; it weighed 6½ cwt. and had a two-cylinder water-cooled engine and a three-speed-and-reverse gearbox. The Swift had a similar specification and cost £140; the Lagonda with a four-cylinder engine cost £150. This car was rated at 11 h.p. and weighed less than 9 cwt. with a cabriolet body, five lamps, spare wheel and full equipment. The Stellite, from which the Wolseley Ten has been developed, cost £157 10s., with a four-cylinder water-cooled engine. It was rated at 9.5 h.p. and weighed 8½ cwt.

When A.C.s Cost £175.

In 1913 the four-cylinder A.C. was among the more luxurious and expensive light cars. It had a 10 h.p. four-cylinder engine, weighed 9½ cwt. and cost £175. Then, as now, a single-plate clutch and worm final transmission figured in the specification, but the car was supplied without lamps, neither was a horn fitted. The Calcott, Calthorne, Singer and Standard cars were as popular in 1913 as they are to-day. The Standard and Singer each cost £195, and had in common four-cylinder water-cooled engines and weighed 11½ cwt. Their top-gear ratios were 4.6 to 1 and 4.2 to 1 respectively.

Reading over the foregoing the most noteworthy fact is the remarkably low weight of the cars and the high gears which they were consequently able to pull. It may be thought by some readers that the light cars of 1913 were so light because refinement was not considered, but, although in those days bodywork, hoods, windcreens and so forth were not all that they might have been, the cars, at least when new, ran quite sweetly and gave very good results. It cannot be denied, however, that weight was saved in many cases by reducing the size of bearings unduly and scamping metal where it could ill afford to be saved.

As an instance of how sweetly a good light car engine ran in 1913, it is interesting to recall an article which we published in December of that year.



The 1914 and 1925 Crouch are seen compared in these two interesting photographs.

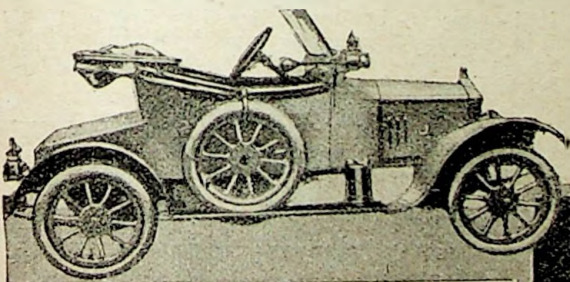
The article was illustrated with a number of photographs showing a driver dismounting from his car and lighting the two acetylene headlamps, the two oil side lamps and the oil tail lamp while the car was in motion in top gear. On the same top gear the light car in question could do 45 m.p.h. The best small engines of 11 years ago could certainly not be criticised on the score of flexibility.

Monocars of 1913.

Monocars, of which there were three makes in 1913, seem out of favour to-day, but it would be a bold man who declared that there will not some day be a revival of them. The Carden monocar in 1913 had a $3\frac{1}{2}$ h.p. single-cylinder J.A.P. engine and a single gear of 5.5 to 1. The transmission consisted of a multi-disc clutch, which drove from the crankshaft by single chain to the rear axle. Wire and bobbin steering was used and the car cost £59 10s.

The Stag monocar, with a single-cylinder engine and with similar transmission to the Carden, weighed only $1\frac{1}{2}$ cwt. and its single gear was 5 to 1. This little four-wheeler was actually lighter than a modern "lightweight" motorcycle. The D.E.W. monocars of 1913 cost £75, and with their two-speed gear and $4\frac{1}{2}$ h.p. single-cylinder Precision engine and chain and belt transmission were among the best representatives of their class. They weighed $4\frac{1}{2}$ cwt., a full 2 cwt. heavier than any other monocar then listed.

Running over the lengthy list which we published eleven years ago, it is noticed with approval that the various features of design and equipment which we then saw fit to criticise have now all been modified. We spoke bitterly in those days of the very small tyres which were almost regularly fitted to light

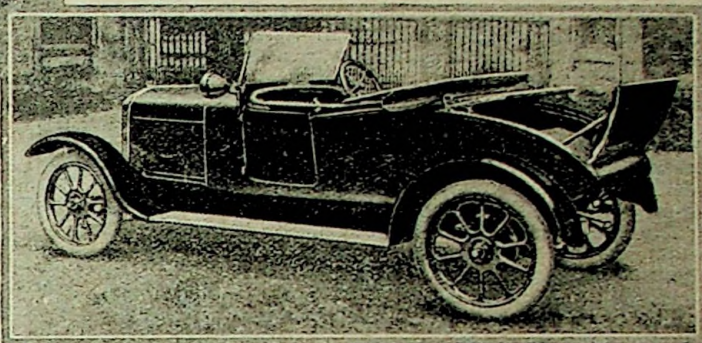


The world-famous 1914 9.5 h.p. Standard and the latest 11.4 h.p. model are here seen compared.

cars, 650 mm. by 65 mm. was then a usual size, and with the fabric tyres then available a mileage of three thousand from a new cover was considered to be very good, even though the car weighed only 8 cwt. or so.

We grumbled, in those days, because cars were not supplied with full equipment as standard, and it may come as a revelation to newcomers to motoring that, had they bought a small car ten years ago, they would have found that it was devoid of a horn and lamps, while often even a hood and windscreen were neither standard nor even optional equipment.

Other striking advances in design which have come since the pre-war days relate to brakes and steering



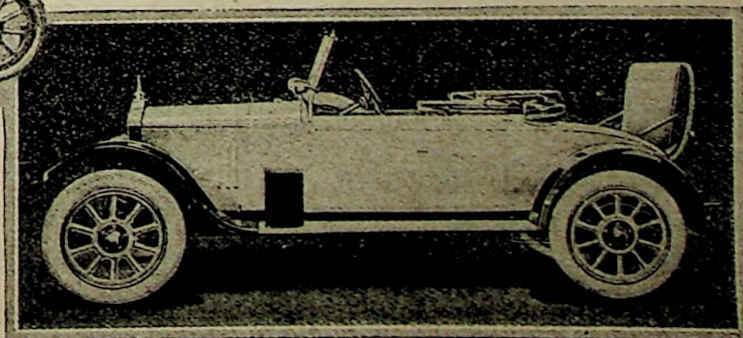
mechanism. The early light cars mostly employed motorcycle-type brakes, consisting of a V-block of fibre operating against a belt rim clipped to the spokes of the rear wheels. These brakes were quite good; the blocks were easy to renew with standard motorcycle replacements, and being easily accessible owners were encouraged to look after them. As designers grew more ambitious, however, they considered it wise to ape big car manufacture and to fit expanding brakes operating in drums on the rear wheels.

Unfortunately, however, several manufacturers thought that because their cars weighed only a fourth as much as most big cars they could fit brake drums of a quarter the usual diameter. The result was that for years light cars were hampered by very inefficient brakes, but to-day all that has changed.

Troubles With Steering.

Rack and pinion steering is another feature of design which is seldom seen to-day. Where it is used the layout has been perfected and trouble is seldom, if ever, experienced. But ten years ago steering troubles were of frequent occurrence.

It is noteworthy that one can count the number of chain-driven light cars at this year's Show on the fingers of one hand, and that there is now only one belt-driven four-wheeler on the British market. The belt, it seems, has run its course, but who is there to say that, like the fabric tyre, it may not be replaced by a far more durable and less troublesome article which may revive variable pulley gears and effect not only materially reduced prices of small cars, but also lead to much more simple specifications?



WHAT CAR CAN I AFFORD?

A NOVEL MEANS FOR DETERMINING ACTUAL OUTLAY ON A CAR AS DISTINCT FROM INITIAL OUTLAY IS SET FORTH IN THIS ORIGINAL ARTICLE.

OF the thousands of potential purchasers of cars who at the present time will be studying the descriptions of 1925 models or visiting the Motor Show at Olympia, it is safe to say that for hundreds the problem which they would like solved is: What is the cheapest car which will meet my requirements? Many to whom this matter of economy is one of primary importance may make their decision basing their idea of cheapness almost entirely on the first cost of the car; but by doing so may lay themselves open to disappointment later on.

The fact is that there are usually so many cars which might be suitable for a particular case as regards accommodation, etc., and which do not differ greatly in price, that running costs and the probable selling price at the end of a few years may well prove the deciding factor as to which is really the most economical proposition in the end.

For those, therefore, who have to think carefully of every pound spent on motoring, the following method is suggested for comparing the overall economy of the various types of car which appeal to their fancy.

A list should first be made of the rival makes which you think might suit your purpose. You may, after a perusal of the Show numbers or a visit to Olympia, finally be hopelessly undecided between five different light cars, which we will call A, B, C, D and E, the last being a three-wheeler.

How Many Miles?

The next point is to estimate roughly how many miles you are likely to run in a year, and for how many years you are likely to be satisfied with the same car. Let us assume that your estimate is 5,000 miles a year and that you will probably sell after three years; this gives a probable total mileage of 15,000.

Now prepare a tabular statement similar to that at the foot of this page. (Imaginary figures have been filled in for the sake of example; no special cars are referred to.)

At first sight the table may appear rather alarming, but in reality most of the columns are easily completed. The figures for columns 2, 4 and 5 are obtainable from manufacturers' advertisements or catalogues, column 5 being a reminder that, although in most cases prices quoted include all equipment necessary for the road, sometimes accessories such as a speedometer are not provided without extra charge. A figure for column 3 can be derived from advertisements or from descriptions of trial runs,

checked, perhaps, from the experiences of various friends owning cars of the different makes in question.

Column 6 is derived from column 2 according to the number of years assumed; while column 7 follows from column 3, being, in pounds:—

total number of miles run

m.p.g. \times 12.

(The figure 12 is based on the assumption that the average cost of petrol is 1s. 8d. a gallon.)

Column 8 is a matter of estimation of the number of sets of tyres likely to need renewing in the 15,000 miles, the actual cost depending also on the size of tyres fitted.

Column 9 gives an opportunity of making allowance for any special feature in any one car likely to result in either a saving or extra running expense, compared with the average car.

Column 10 is a matter of simple arithmetic.

Gauging the Selling Price.

Column 11 may seem to call for prophetic vision of a high order; but in practice the relative probable selling prices can be gauged with a reasonable chance of accuracy. For instance, more may be expected for a second-hand car of very well-known make than for one not possessing the same reputation, or for a more substantially constructed car than an ultra-light model. Again, except as regards cars which have only newly been put on the market, the sales columns of motoring periodicals provide a ready means of judging the comparative rates of depreciation of different makes.

Separate columns are probably unnecessary for repairs or for oil consumption, as the former cannot be foreseen; while the latter is not likely to vary greatly in different machines, but where there are known exceptions allowance can be made in column 9.

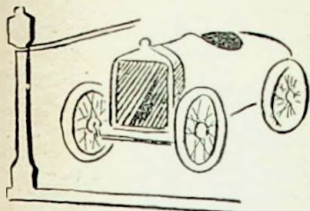
The final results are summarized in columns 12, 13 and 14, and these two columns reveal with a considerable degree of accuracy how it pays to take everything into consideration.

Although several of the figures are based on estimates, the revised "order of merit" in column 14 will obviously be of greater value in helping the man of small means to the right choice of a car than the original order of cheapness, based on first cost only, given in column 13, and may save the disappointment which is liable to occur through overlooking important items of expense.

Data.			Capital Cost.		3 Years' Expenses (15,000 Miles Assumed).				Total of Cols. 4 to 8 plus or minus Col. 9.	Deduct selling price after 3 years.	Net total (Col. 10 minus Col. 11)	Order of Cheapness.	
Make of Car and Seating.	H.P. for tax.	Normal m.p.g.	Price of car	Add for extras or accessories.	Tax.	Petrol at 12 gallon to £1.	Tyres.	Add or subtract for special items				By Col. 4	By Col. 12.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
A. (Chummy)	7	40	160	—	21	31	10	—	222	75	147	2	1
B. (2-seater, double dickey)	12	35	190	—	86	36	12	minus 10 (special cheap insurance policy)	264	95	169	4	3
C. (4-seater)	11	30	100	5	83	42	15	—	285	85	200		5
D. (Chummy 2-stroke)	10	25	165	—	30	50	5	plus 5 (extra oil).	255	65	190	3	4
E. (3-wheeler Chummy)	£4 tax	25	145	10	12	36	10	—	213	60	153	1	2

HINTS FOR VISITORS TO OLYMPIA.

SEE THAT THE CAR -



FITS -



IN CASE



THIS SHOULD HAPPEN!

IT IS NOT USUALLY NECESSARY

HOWEVER -



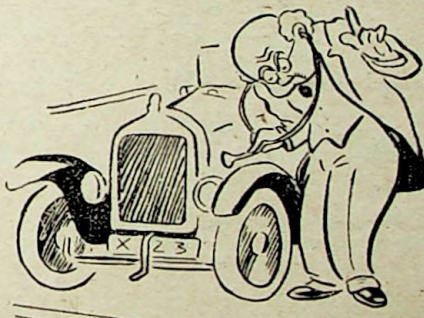
TO HAVE



ONE MADE,

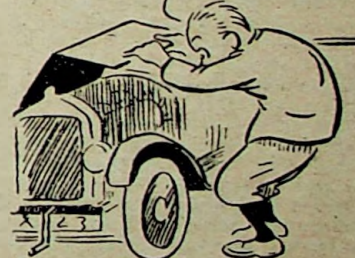
BE SURE TO HAVE THE CAR 'VETTED.'

TO MEASURE.

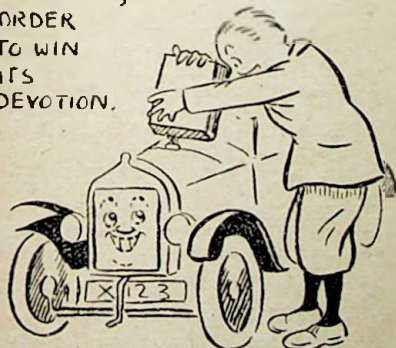


UNLIKE A HORSE, YOU CANNOT TELL ITS AGE LIKE THIS.

'OPEN WIDE!'

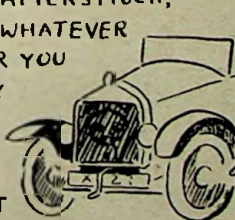


ALWAYS FEED THE CAR YOURSELF AT FIRST, IN ORDER TO WIN ITS DEVOTION.



BUT IN ANY CASE, NONE OF THE ABOVE REALLY MATTERS MUCH,

AS WHATEVER CAR YOU BUY IS SURE TO MEET WITH DISAPPROVAL -



AT HOME !

THE ART OF BUYING A CAR

We cannot believe that the artist has any recent experience of buying a light car. To-day it is an easy matter, and there are surely few makes which would precipitate the anti-climax depicted.

SMALL CARS AT THE SHOW.

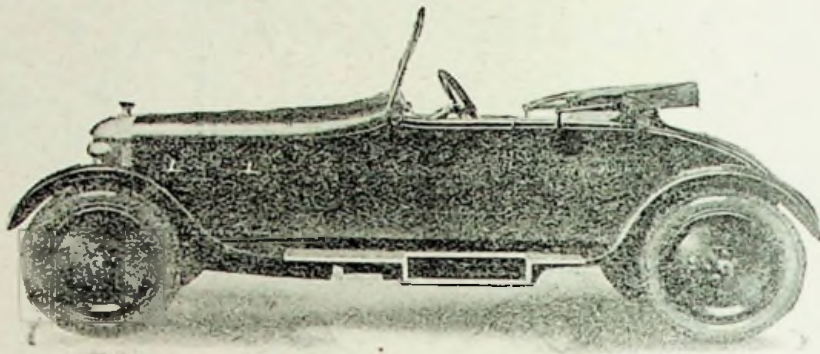
A COMPLETE STAND-TO-STAND REPORT COVERING ALL THE LIGHT CARS EXHIBITED AT OLYMPIA—DETAIL DRAWINGS AND PHOTOGRAPHS ARE GIVEN IN MANY INSTANCES—THE EXHIBITS ARE DESCRIBED IN ALPHABETICAL ORDER.

A.C. Stand 18 High-grade Model for £280.

There are five cars on the tastefully planned A.C. stand, only two of which, however, are four-cylinder models, the other three being of the 16 h.p. type. The two smaller cars shown are a Royal four-cylinder two-seater, finished in the well-known A.C. blue, at £335, and a four-cylinder Sovereign model, finished in A.C. dove grey, at £280.

During the whole of the period of the Show the complete range of A.C. cars will be on view at the showrooms, 55 and 56, Pall Mall, where the luxurious £485 three-quarter coupé may be seen.

For 1925 A.C.s will be obtainable with the patent Aceca all-weather bodies, which give the complete weather protection of a coupé combined with the advantages of an open car.

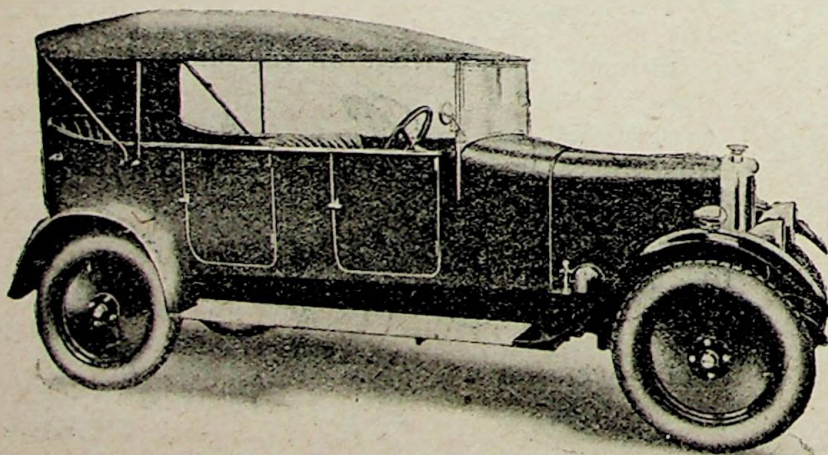


The Royal A.C. two-seater which is one of the most handsome light cars. The price of this model as shown is £330.

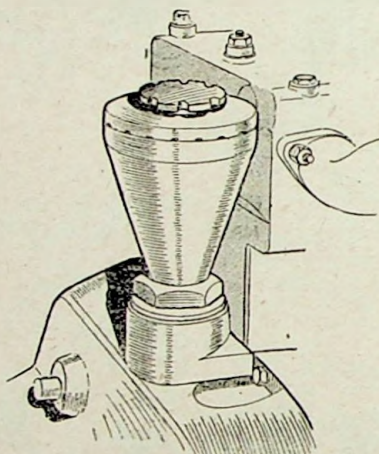
ARGYLL. Stand 31 A Sturdy Car with a Single-sleeve-valve Engine.

Three complete cars and a chassis are to be found on the Argyll stand. The most expensive costs £620, with a Chalmers and Hoyer four-door saloon body providing seating accommodation for four people. The car is painted royal blue and upholstered in French cloth. Another four-seater exhibited has a touring body painted sea-grey and upholstered in brown antique leather. It is a particularly roomy light car, 12 ft. 9 ins. in length, and costs £495.

With an equally long wheelbase is the two-three-seater, which will seat three abreast in the front seat and has a dickey in addition. The car shown is painted grey and upholstered in blue antique leather, price £425. The chassis which is shown is fitted, as are the complete car exhibits, with 30 in. by 5.25 in. low-pressure tyres, and costs £375.



The four-seater Argyll which has a single-sleeve-valve engine. Painted sea-grey, it is a very striking exhibit.



The very convenient oil-filler cap of the A.C. engine.

ARIEL. Stand 1 Wide Range of Inexpensive Cars.

Ariel cars have been improved in many respects during 1924. There is now a luxuriously equipped full four-seater, which costs £225, or £235 for a special de luxe model. An occasional four-seater is listed at £198, or £210 de luxe. The full four-seater is a roomy well-proportioned car, 12 ft. 1 in. in length and 4 ft 11 ins. in breadth. It seats its full complement of passengers in comfort and lacks none of the refinements associated with the best light cars.

ARIES. Stand 2 Speedy French Four-seater

The 8-10 h.p. Aries is one of a series of four models produced by a prominent French manufacturer. In France the Aries cars have performed particularly well in competitions, and they promise to regain the popularity which they enjoyed in this country prior to the war.

The 8-10 h.p. model is one of the few cars which are supplied as standard with an overhead camshaft. From this camshaft the magneto is driven by skew gearing, an automatic advance and retard mechanism being incorporated. The gearbox provides three forward speeds with central control and an enclosed propeller shaft is used. Quarter-elliptic springs are used all round—a rather unusual feature on French light cars. It is noteworthy that all-weather side curtains are provided, in addition to a neat and serviceable hood. The price of the chassis is £195, and of the complete four-seater £260.

An alternative model is listed at 5.8 h.p., Continental rating, and costs £162 for the chassis and £185 as a four-seater. This car has a side-valve engine of conventional design.

AUSTIN Stand 141 Still Better Value for 1925.

There are six cars on the Austin stand, two of which are the world-famous 7 h.p. models. These exhibits comprise the improved touring car and a

ROVER

LIGHT CAR SPECIFICATIONS FOR 1925.

9/20 H.P.

Four-cylinder, overhead valve, water-cooled engine, 60 mm. bore by 95 mm. stroke (1074 c.c.). Tax £9. Engine develops over 20 h.p. Pressure lubrication throughout. Petrol consumption approx. 45 m.p.g. Oil consumption approx. 1,000 m.p.g. Three speeds and reverse, worm axle with differential. Wheels fitted

with 27 in. by 4.4 in. Dunlop balloon tyres. Wheelbase: Short chassis 7 ft. 10 in.; long chassis 8 ft. 3 in. Track 4 ft. Ground clearance 7 in.

An exceedingly speedy car possessed of excellent acceleration, yet sturdily built and capable of standing up to any amount of hard wear.

STANDARD MODELS:

2-SEATER **£185** 4-SEATER

STANDARD EQUIPMENT comprises: Lucas three-lamp lighting set, bulb horn, spare wheel and tyre, double deflector screen and

hood with all-weather side curtains and draught-excluder. Body coach finished in olive-brown, with black antique leather cloth upholstery.

DE LUXE MODELS:

2-SEATER **£205** 4-SEATER

DE LUXE EQUIPMENT comprises: Lucas electric engine starter and 5-lamp lighting set with 6½ in. diam. headlamps, bulb horn, 8-day clock, speedometer, double deflector screen and hood with all-weather side

curtains and draught-excluder, spare wheel and tyre, black antique leather cloth upholstery and choice from following colours for body finish: Red, olive-brown, Nile blue or dark blue.

LONG CHASSIS MODELS:

4-SEATER (3-door Body) - **£215**

SALOON (Weymann Type) - **£275**

EQUIPMENT comprises: De luxe equipment specified above with following additions: Electric horn, leather spring gaiters, grease

gun chassis lubrication, driving mirror, screen wiper, tyre pressure gauge, spare petrol can and tin of oil.

8 H.P.—Horizontally opposed twin-cylinder engine, 85 mm. by 100 mm. (1034 c.c.). Tax £9. Three speeds and reverse, worm axle with differential. Equipment comprises: Lucas three-

lamp lighting set, bulb horn, spare wheel and tyre, adjustable screen, hood with all-weather side curtains. Body coach finished in attractive shade of red.

2-SEATER **£160** 4-SEATER

Extras: Self-starter £12, 8-day clock £4, speedometer £4.

ROVER CARS ARE ON **STAND 173** (Nr. ADDISON RD. ENTRANCE).

THE ROVER COMPANY LIMITED, COVENTRY.
61, New Bond Street, W.1.—Lord Edward Street, Dublin.

Warwick Wright Says

"I am not going to Olympia this year."

I don't have to. But my colleagues will be there.

After you have seen—if you can get through the crush—the Talbot Exhibit, drive to Bond Street and see it in comfort.

Come in your old car—there is a Parking Place and the Police won't shift you. We will make you an allowance—offer for it then and there, and you can proudly drive away in a new Talbot.

My Pay-as-you-Ride scheme is in full blast, and is at your disposal.

Make up your mind to have a *real* motor car for next season. You will find it an economy in the end.



Warwick Wright, Ltd.

150, NEW BOND STREET, LONDON. W.1.

Telephone: *Mayfair 2904*

Telegrams: *"Talsundar, Phone, London"*

Sunbeam · Talbot · Darracq

Woodwright.

SMALL CARS (contd.).

stripped chassis. As usual, the little Austin is a centre of interest, and there is every indication of it becoming still more popular now that the body has been lengthened to give more accommodation in the rear seat. Other recent alterations include the modification of the scuttle, the adoption of wider doors, a vertical windscreen, and a hood giv-

The exhibits are beautifully finished and are certain to attract favourable comment throughout the period of the Show.

BERLIET.**Stand 11****10 h.p. Saloon at an Attractive Price.**

The exhibit which will attract light-car enthusiasts on the Berliet stand is the 10-20 h.p. model, which made its

starting being fitted, but it is interesting to note that the carburettor is a Zenith. Front-wheel brakes are an extra, for which £20 is charged. The standard body colours of the 1,300 c.c. Bianchi are mole, claret, grey and blue. Immediate delivery is not guaranteed, but it should be possible to obtain one of these cars early in January.

B.S.A.**Stand 207****Refined Air-cooled Twin.**

It has been said of the two-cylinder air-cooled B.S.A. that it is mechanically one of the most refined cars with an air-cooled engine that has ever been built. A casual examination of the chassis reveals the care which has been given to every detail, ensuring absolute reliability, which has been reflected during the past two years in an astonishing number of premier awards in trials and competitions. The price of the two-seater is £240, and the finish is all that could be desired.

BUGATTI.**Stand 142****Sports Cars of Distinctive Design.**

The many striking successes put up by Bugatti cars in this season's speed events will ensure a large crowd at the Bugatti stand, where four of the well-known four-cylinder models are exhibited.

The cheapest model costs £330 for the chassis, which has an overhead camshaft, four valves per cylinder, and a four-speed gearbox. This chassis is beautifully finished and presents a very striking appearance.

Complete cars shown include a two-seater, painted gull grey and upholstered in grey leather, at £485, a two-seater sports type, finished in machine-polished aluminium and upholstered in red leather, £510, and a four-seater all-weather model, painted Royal blue and upholstered in blue leather, at £600.

ing more headroom for the rear-seat passengers.

Recent chassis modifications include the adoption of a fabric universal joint at the front of the propeller shaft, the fitting of mud-excluding flanges for the brakes in all hubs, and the provision of a radiator cooling fan.

The little four-seater costs only £155 at works, with full equipment, which includes shock absorbers and electric starter.

BAYLISS-THOMAS.**Stand 58****Well-built and Roomy Two and Four-seaters.**

Of the four cars on the Bayliss-Thomas stand, only two are inside the 1,500 c.c. limit. These are a two-seater rated at 9.8 h.p. and a four-seater rated at 10.8 h.p.

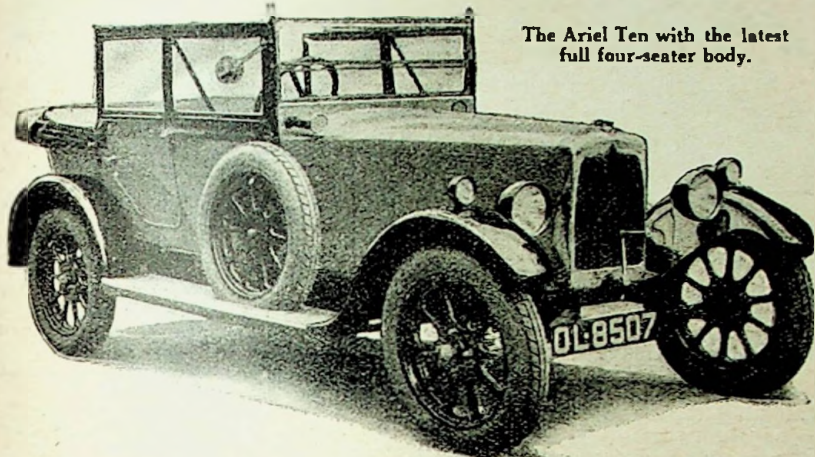
The two-seater shown has Dunlop balloon tyres and an overhead-valve engine, the four-seater having normal-pressure tyres and a side-valve engine. A three-speed gearbox with central change is common to both models, as also are leather cone clutches and spiral-level final drive. The two-seater costs £269 and the four-seater £259.

Bayliss-Thomas cars have been improved in several respects during 1924, and, with their excellent all-weather equipment and numerous attractive features, should enjoy still further popularity during the coming season.

BELSIZE.**Stand 101****Range of 10 h.p. Models with Luxurious Bodywork.**

Belsize cars for 1925 include a 10 h.p. two-seater, four-seater and coupé, the prices of these being £280, £290 and £380 respectively. The two-seater and coupé each have a roomy dicky seat, while the coachwork on all models has excellent lines and provides every comfort. Low-pressure tyres are standard, and these add materially to the general appearance of the car.

The Ariel Ten with the latest full four-seater body.



appearance in England at the Olympia Show last year. Since then no effort has been made to market the car in this country, but we understand that it will be available for Britishers during 1925.

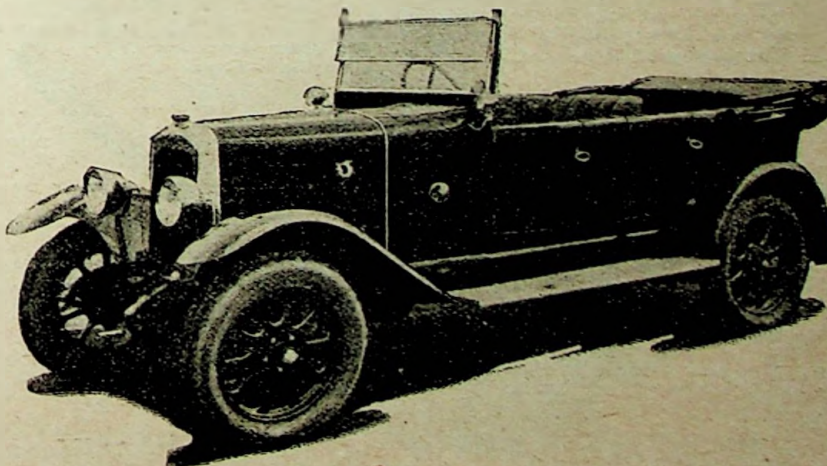
The car emanates from the factory of one of the most famous French manufacturers, and its clever design has called forth very favourable criticism since it was introduced. The model shown has a luxurious French saloon body and costs £395, the chassis price being £250.

BIANCHI.**Stand 80****A New Light Four.**

The famous firm of Bianchi has long been noted for the excellence of its productions, and the 1,300 c.c. o.h.v. model which is on exhibition is an extremely attractive vehicle, complete in every detail. The equipment is typically Continental, such accessories as Pognon plugs, Marelli ignition lighting and

CALCOTT.**Stand 91****Product of Pioneer Manufacture.**

Two-seater and four-seater cars are listed for 1925 at £265 and £275 respectively. The cars which are shown are handsomely finished, well proportioned, and follow up-to-date practice in every respect. The engine has a capacity of 1,465 c.c., and employs forced-feed lubri-



Calthorpes for 1925 are roomy, and this four-seater exhibit is a very comfortable car. The chassis is the latest type 10-20 h.p., and low-pressure tyres are fitted.

SMALL CARS (contd.).

cation and side valves. A Lucas combined lighting and starting unit is fitted. Both brakes operate on the rear wheels, and 700 mm. by 80 mm. normal-pressure tyres are used. The tax is £11 per annum.

CALTHORPE.**Stand 86****Low-priced Two-seater and Four-seater.**

At £235 each the two-seater and four-seater 1925 Calthorpe cars are very reasonable, and it is safe to assume that the company's exhibit will be applauded by all who visit the stand.

Perhaps the outstanding feature of the latest Calthorpes is their very imposing appearance, which is brought about by the well-proportioned coachwork and pleasing lines. On the four-seater the latest developments in the scientific design of all-weather equipment are noticeable, very large and rigid celluloid panels being used with the narrowest borders possible.

GARDEN.**Stand 38****Cheapest Car at the Show.**

For the second year in succession the new Garden is the cheapest fully equipped car at Olympia. Its design remains largely unaltered for 1925, the well-known two-stroke air-cooled two-cylinder engine being retained. This year, however, prices are lower than ever, the two-seater costing only £90 and the four-seater £125.

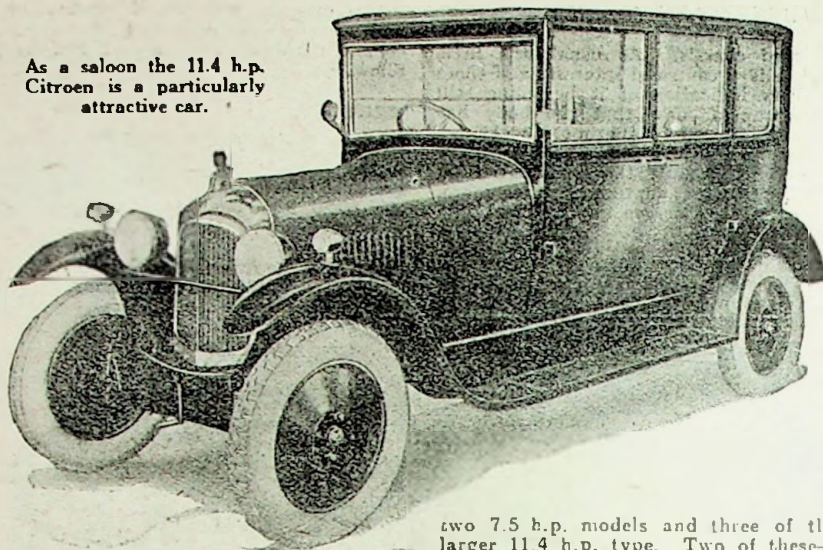
The two-seater has quite a striking appearance with its primrose and black finish. The four-seater is painted saxe blue and black. On the same stand will be seen the Sheret cyclecar, which is also manufactured by Arnott and Harrison, Ltd.

CEIRANO.**Stand 24****Refined Chassis with Four-wheel Brakes.**

Three complete cars and a chassis of Ceirano make are to be found on the stand of Newton and Bennett, Ltd. The three complete cars are each four-seaters, one being a standard touring car, the second a special and very attractive sports model, and the third a sports saloon with very pleasing lines.

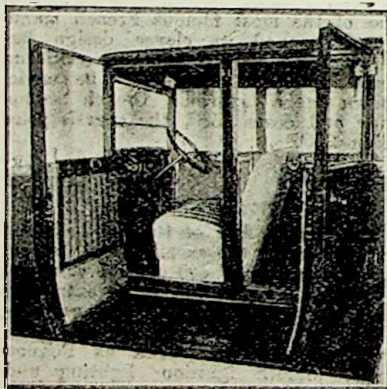
An examination of the chassis shows that it follows the most up-to-date design, and it is interesting to note that there are six brakes, four operating on the rear wheels and two on the front. Ceirano cars have multi-disc clutches and four-speed gearboxes.

As a saloon the 11.4 h.p. Citroen is a particularly attractive car.

**CITROEN.****Stand 23****Inexpensive Cars of Sound Design.**

One of the outstanding features of post-war motoring has been the enormous demand which has grown up for Citroen cars, which have sold in hundreds of thousands in France, and which enjoy considerable popularity in Great Britain.

The cheapest model, viz., the 7 h.p. two-seater, at £145, is not on show at Olympia, the five exhibits comprising



The Citroen saloon has very wide doors.

two 7.5 h.p. models and three of the larger 11.4 h.p. type. Two of these—the 7.5 h.p. three-seater clover-leaf at £155 and the 11.4 h.p. all-steel four-seater saloon at £325—are new models, but the chassis design is unaltered.

All Citroen cars are fitted with Michelin Comfort tyres, and they all have dynamo lighting and electric starting. The new all-steel saloon at £325 is a very attractive car, being specially light and roomy inside, while it is so built and designed that freedom from rattle or drumming is assured. One of these cars with parts cut away to show the construction forms one of the principal attractions on the Citroen stand at the Show.

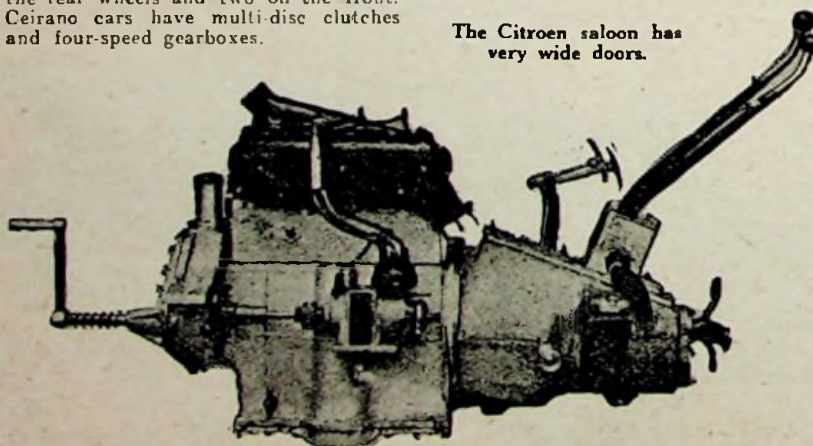
CLULEY.**Stand 28****Improved Two and Four-seaters.**

For the coming season the 10-20 h.p. Cluley is being made with two and four-seater touring bodies, the respective prices of which are £250 and £270. The two-seater shown has a sloping three-panel windscreen and two doors, the front seat having been widened to seat two grown-ups and a child abreast. The equipment is very complete, including four all-weather transparent side curtains, Lucas lamps, clock, oil gauge, strangler, and Stewart motor-driven horn. The equipment of the four-seater is very similar to that of the two-seater. The front seat is adjustable.

The chassis is sturdy, the 65 mm. by 110 mm. (1,460 c.c.) engine being built in one unit with the three-speed centrally operated gearbox, the ratios of which are 4.4, 8 and 15. The engine is crowned by a detachable head, the cylinder block carrying the valves, which are operated by adjustable tappets and have their stems enclosed on the near side where the magneto, which is driven through a Simms vernier coupling from the timing gear, is accessibly mounted. The lower half of the crankcase houses the two long white-metal main bearings of the crankshaft, which is drilled to enable the big ends to be fed with oil from the submerged gear-type oil pump.

CLYNO.**Stand 175****Splendid Value for Money Offered by Well-known British Manufacturer.**

At £175 the two-seater four-cylinder Clyno is one of the most popular cars on the British market; it is also one of the cheapest.



The latest Cluley engine-gearbox unit is of attractive design and follows the most up-to-date practice.

MAKE A NOTE OF STAND 40.

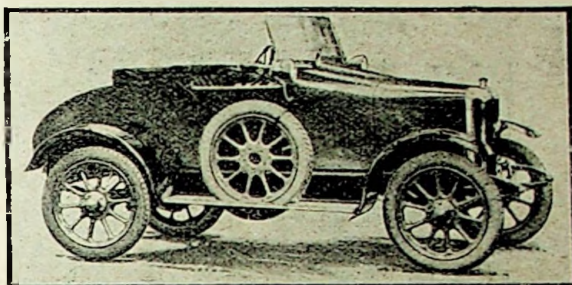
You Must See The

7 h.p.

JOWETT

Tax £7

The first
Light Car
and still
unequalled.

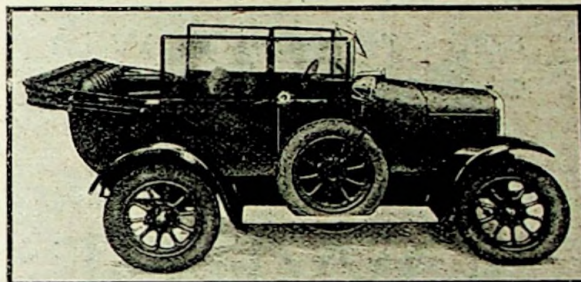


THE WORLD-FAMOUS TWO-SEATER.

Price £150

Earned the well-known slogan—
"The little engine with the big pull."

You cannot
motor for
less than on
a Jowett.

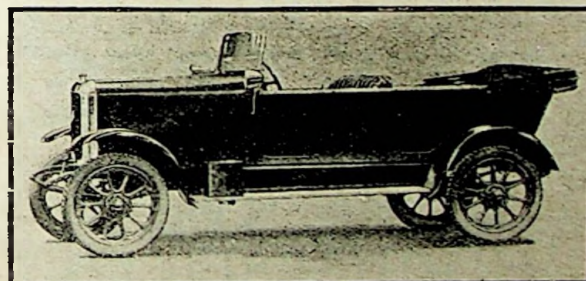


THE NEW LIGHT FOUR MODEL.

Price £160

Built to supersede so-called "Chummies."
"There's more room in the rear."

Why pay
for 12 or
more when
7 suffices?



THE FAMOUS FULL FOUR-SEATER.

Price £170

The car that amazed all Africa.
The 7 that passes a 17 like a 70.

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If not, write for Catalogue to

JOWETT CARS, IDLE, BRADFORD.

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IN THE
COLNE VALLEY
where you can rely on
receiving the very best
help to ECONOMY
MOTORING.

THERE'S ONLY ONE CAR

if you want power
and reliability with
comfort and quality.

It costs less
to run than
any other.

7 H.P.
£7 TAX

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MOTORCYCLE CO.,
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have 1925 models in
stock for cash, hire
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hails this wonder climber.
May we demonstrate its
Economy, Reliability and
Performance.

You will be amazed, and ask
the 15 year old question:

Where does the Power come from?

Jowett's know. We know.

Owner's know. Let's tell you
about the "little engine with
the very big pull."

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or visit our Showrooms
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where we stock all 1925
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Sales	
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They sell them because no other car is quite so good for the man who must motor economically.

JOWETT LIGHT CARS have been "brought up" on the Yorkshire Hills, hence their great stamina.

JOWETT LIGHT CARS never wear out, they are left to the next of kin.

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TAKE YOU UP ON A JOWETT.

The little engine with the big pull.
Levels all hills and halves your bills.
It earned this little slogan in Scotland.

7 h.p.

The pull of an elephant.
The appetite of a canary.
The docility of a lamb.

£7 Tax.

2-Seater - £150

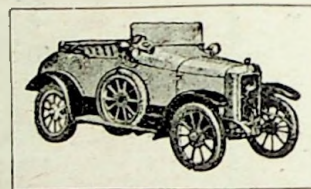
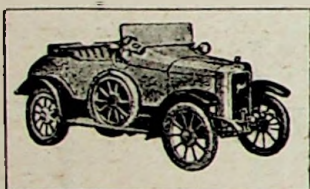
Chummy Model - £160

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WE HAVE 1925 MODELS IN STOCK AT SOUTHSEA, WHERE
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187, OLD CHRISTCHURCH ROAD

Introduced the JOWETT in the SOUTH

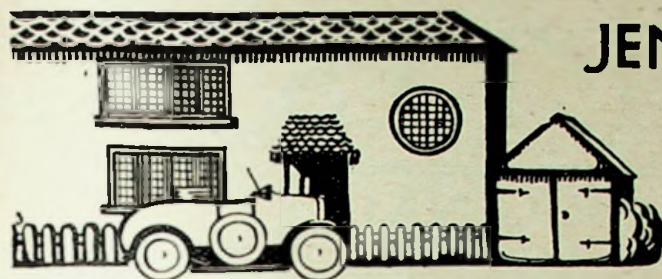
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Our long experience with
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BUY A
JOWETT
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BUY IT
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GARDEN CITY

FOR JOWETT CARS

The best-built and most economical light cars.

They save you 50% of your running costs. They need only a Small garage—at home.

We are Main Agents and can offer you complete after-sales service.

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We sell
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1925 **JOWETTS** IN STOCK

THE ORIGINAL
MAIN AGENTS

Ask for SAXON JEFFERIS assistance on STAND 40

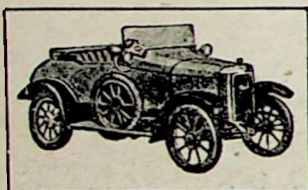
SAXON JEFFERIS

253
Deansgate

Ask us about JOWETTS
Ask JOWETTS about us

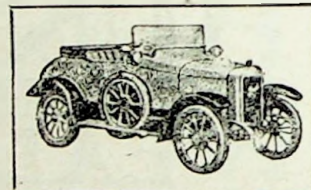
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You
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motor for
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HELP REDUCE
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The
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engine
with
the big
pull.

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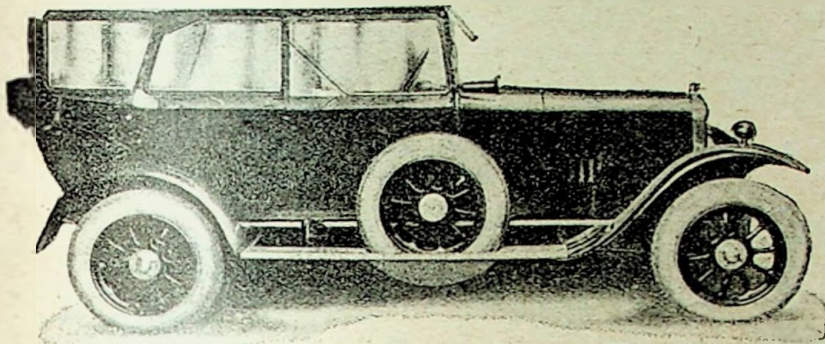
'Grams: "Mocar."

'Phone: Central 612

77, PILGRIM ST., NEWCASTLE-UPON-TYNE

SMALL CARS (contd.).

The Clyno design is absolutely up to date, while few of the features commonly associated with an inexpensive car are incorporated. Thus one finds right-hand gear change, low-pressure tyres, a full two-seater sunken dickey, and a smart smoke-grey finish, with good-quality leather-cloth upholstery. The equipment of this two-seater is com-



With a four-seater body and low-pressure tyres this Clyno exhibit is attracting large crowds. The bodywork is roomy and the equipment complete.

plete, and the price, as stated, is only £175. Other exhibits are a four-seater £195, Royal four-seater £235, and a saloon £345. The last-named is painted maroon, is luxuriously appointed, and is certain to be the subject of favourable criticism during the period of the Show.

ERIC-CAMPBELL.**Stand 16**

8-20 h.p. and 10-22 h.p. Open and Closed Models.

Five cars are on view on the Eric-Campbell stand, an important mechanical detail being that they now are all fitted with Marles steering.

Three 8-20 h.p. o.h.v. models which are shown comprise a small four-seater, a small saloon to seat three adults or two adults and two children, and a sports two-seater. The small enclosed car has sliding seats and low-pressure tyres, and sells complete for £265. The small open four-seater costs £195. The 8-20 h.p. two-seater is described as a "mile-a-minute" car. It is built on very sporting lines and costs £195.

Two examples of the well-known 10-22 h.p. Eric-Campbells are to be seen on the company's stand. The Popular model, which has an aluminium body painted blue and upholstered brown, is a two-seater with a roomy dickey seat. The 10-22 h.p. car is also shown with a saloon body painted in a novel and attractive manner and upholstered with blue leather. It costs £450.

FIAT.**Stand 129**

World-famous Cars at Reduced Prices.

Only two Fiat light cars are shown—a 10-15 h.p. standard open touring four-five-seater and a 10-15 h.p. saloon, which will also accommodate five. Disappointment is felt at the non-appearance at Olympia of the new 900 c.c. Fiat which created such a very favourable impression at the Paris Show, where it was exhibited for the first time early this month.

The 10-15 h.p. chassis now costs only

F.N.**Stand 94**

Belgian Cars with Four-wheel Brakes.

A two-seater, a four-seater and a light coach-built saloon are to be found on the F.N. stand. All these cars have four-wheel brakes, large wheels and tyres, and their equipment is of a most luxurious order. Inclined double windcreens are fitted to the two open models, both of which are finished in French grey. The two-seater has a roomy double dickey seat, while both cars have all-weather equipment and leather upholstery. Prices: £375, £375, £480.

The 10-15 h.p. chassis is also used for the two-door four-seater saloon. This car has adjustable front seats, very large windows, and an excellent-quality hardwearing cloth upholstery. The interior wood framing is polished, a roof light, scuttle ventilators and similar refinements being embodied. Quick-acting mechanical window lifts are fitted for raising and lowering the door windows. The car is finished in two shades of French grey and has a very pleasing and dignified appearance.

G.W.K.**Stand 37**

Well-known Friction-driven British Car.

On the G.W.K. stand three cars are shown—a G.W.K. 10-8 h.p. four-seater, a G.W.K. two-seater coupé, and an 11-24 h.p. Imperia (see under Imperia). The four-seater G.W.K. is of the type specially designed for disabled drivers, which has been fully described in *The Light Car and Cyclecar*. It has a very roomy body and, in common with the coupé, low-pressure tyres are fitted. The four-seater is painted blue and upholstered with American cloth, while the coupé is painted maroon and upholstered in similar material. The prices of the two models are £255 and £260 respectively.

The general lay-out of the G.W.K. has remained unaltered since last year, only minor improvements having been effected.

In addition to the cars shown, a

cheaper four-seater at £225 and a two-seater at the same price are listed. Four-wheel brakes can be fitted to all models at an extra charge of £10. These have been entirely reconstructed since last year, a much more satisfactory method of carrying out the cable controls having been adopted.

HAMPTON.**Stand 61**

Improved 10 h.p. Model.

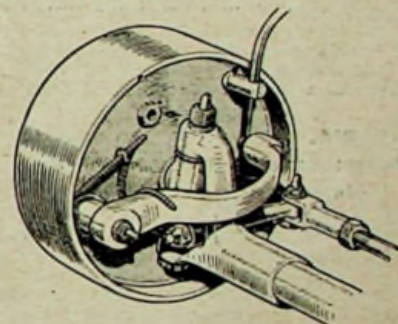
Five Hampton cars are on view, two being of 14 h.p. and three of 10 h.p. The smaller exhibits comprise a two-seater, four-seater and coupé. The two-seater has an all-weather body upholstered in black leather and painted grey. It has a black duck hood, a two-piece windscreen, and costs £295 with double dickey seat, full equipment, and four-wheel brakes. A similar car without four-wheel brakes is listed at £275.

A similar chassis with four-seater body, painted red and upholstered in red leather, costs £318, or £298 without front-wheel brakes. The coupé which is exhibited is also on the 10 h.p. chassis. It is painted blue and upholstered in Bedford cord. A three-piece windscreen, mechanical window regulators and sliding glass door panels make the car particularly attractive, while at £330 (£20 extra for front-wheel brakes) it is certainly moderately priced.

HERON.**Stand 204**

An Original Four-seater Exhibit.

This light car is an entirely new production, and it is one of the most interesting exhibits at the Show in that it is entirely unusual in conception. It has a four-cylinder water-cooled engine



The redesigned G.W.K. front-wheel brake, showing the very long lever now used.

of 8 h.p., transverse springs in place of an axle being used in front and chain drive being the final step in the transmission to the solid rear axle.

A good feature of the car is that there is no chassis frame, a patent ply-wood body being used, which also forms the frame of the car. Painted primrose at £135, the Heron car is very cheap, particularly as it is well finished and has low pressure tyres. On the same stand are two 12 h.p. Westcar models.

HORSTMAN.**Stand 228**

Handsome Cars with Refined Specification.

One of the most beautiful enclosed light cars at Olympia is the Horstman saloon. It is coach-painted in royal blue and upholstered in velvet cord. Adjustable and removable seats, adjustable side windows, and a V-type windscreen combine with numerous

C51

SMALL CARS (contd.).

interior refinements to make the car very luxurious. An entirely new feature of the chassis is hydraulically operated brakes, which work on all four wheels.

Other Horstman models are the popular four-seater, the de luxe two-seater, and the de luxe four-seater. A sports model is also listed. On all the Horstman cars the well-known British Anzani engines are used, and the hydraulic four-wheel brakes also figure on all chassis.

The sports model of the Horstman is substantially similar to the cars which ran in the 200-Mile Race, and, in addition to being extremely speedy, they present a very sporting appearance. The sports body is finished in polished aluminium and has a four-panel adjustable windscreen. Horstman prices are:—Saloon, £430; Popular 4-seater, £295; de luxe, £330; 2-seater, £320.

HUMBER. Stand 128
Improved Open and Closed Models.

Two of the well-known 8-18 h.p. Humber cars are on Stand 128, where the 12-25 h.p. and 15-40 h.p. Humber cars are also on view. Various improvements have been incorporated in the 8 h.p. car for 1925, the gear ratios having been lowered, stronger fabric joints to the propeller shaft having been fitted, and modifications to the means for engine and chassis lubrication having been effected. Grease-gun lubrication is now used for the various moving parts of the chassis, while the engine-oiling system improvements include the redesigning of the pistons to accommodate oil return grooves and the inclusion in the system of a filter to prevent dirt being passed by the oil pump. The cars exhibited are a two-three-seater model which costs £240 and a three-seater saloon at £290.

IMPERIA. Stand 37
Belgian Car with Slide-valve Engine.

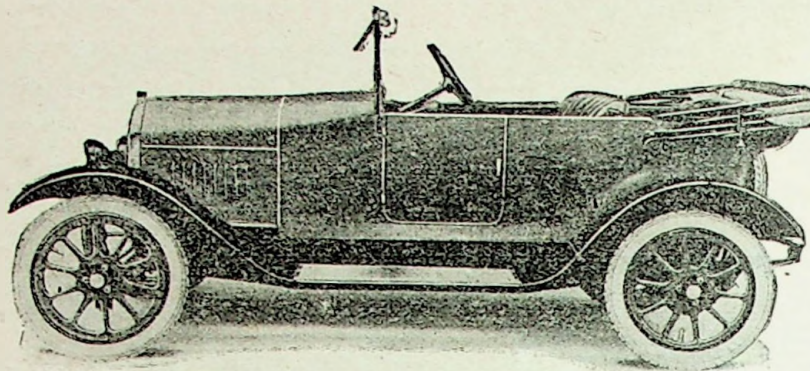
The Imperia car is to be found on the G.W.K. stand, and has one of the most novel engines at the Show. This power unit, which has slide valves, was recently described in this journal. Another striking feature is the use of servo four-wheel brakes; rebound dampers are fitted to each axle, and the car, as a whole, is a solidly designed and of a very serviceable type. The chassis price is £295. With English two-seater, four-seater and saloon bodies the prices are £375, £375 and £450 respectively.

It is anticipated that the Imperia exhibit will continue to attract considerable attention during the Show.

JOWETT. Stand 40
Twin-cylinder Cars at Very Reasonable Prices.

Four Jowetts are on view, including the new Light Four, which has been so very favourably received. This car costs only £160 and is specially intended as a family car able to seat two adults and two children up to, say, 16 years. It embodies many very practical features, among which must be mentioned the all-weather side curtains, which are metal framed and so arranged that the rear part may easily be erected to form an efficient V windscreen: £6 5s. extra is charged if the car is supplied with Dunlop balloon tyres. A more roomy four-seater on the same stand is the Full

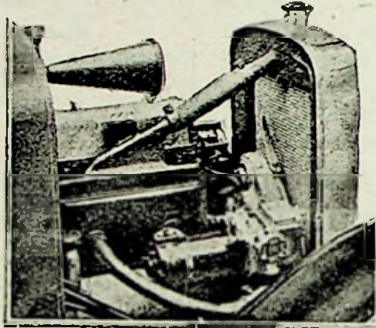
c52



A well-built body is seen on the popular 8-18 h.p. Humber chassis. Numerous improvements have been effected for the 1925 models.

Four, which has 2 ft. more body space, a higher radiator, and provides plenty of room for four adults. This car is priced at £170: its chassis, at £140, is £15 dearer than that of the smaller models.

Two two-seaters are shown on this stand, one costing £150 and the other £152, the additional £2 being charged for the last named by reason of a roomy double dickey seat being provided. All



The engine of the Lagonda. The inlet valves are mounted over the exhausts.

the Jowett models are well built and have an excellent reputation for giving long and trouble-free service. Despite the low prices, the finish is very good indeed, the paintwork being smart, while real leather and hair are used for the upholstery.

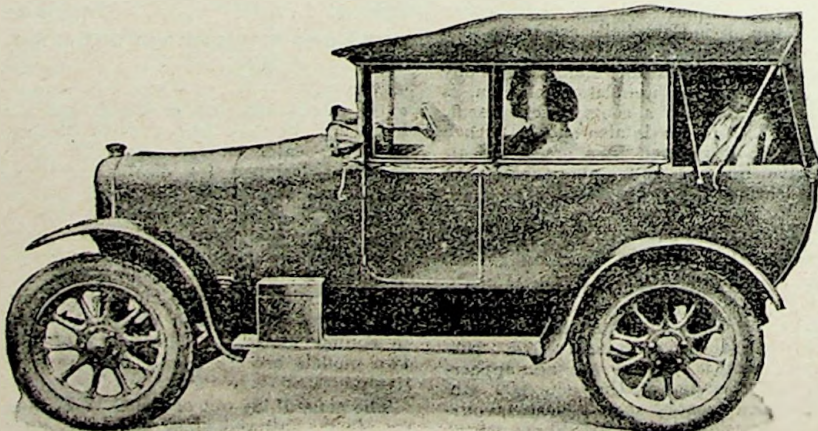
LAGONDA. Stand 87
New Saloon Added to Comprehensive Range of Models.

There are five complete cars on the Lagonda stand, the model which promises to attract the most attention being the new four-door fixed-head saloon, which has low-pressure tyres and costs £370. This car, which has pneumatic upholstery covered with Bedford cord, is very luxuriously equipped, and the specification is complete in every way. It does not replace the well-known four-door all-weather saloon model, which is listed for 1925 at £365, or £401 15s. with low-pressure tyres, real leather upholstery, and front-wheel brakes. The latter may now be fitted to all Lagonda cars at an extra charge of £20.

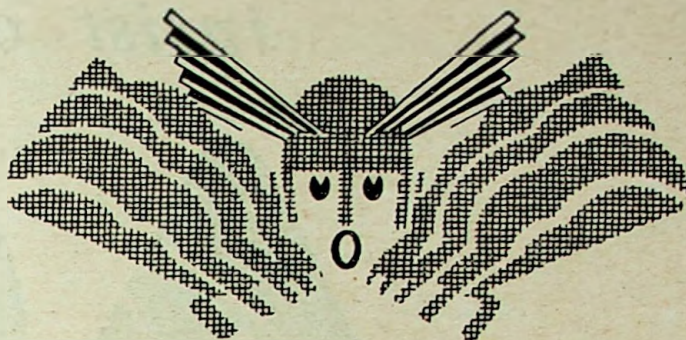
Since last year the two-seater and four-seater all-weather cars (both of which are exhibited) have been improved in detail, their bodywork being now more roomy and their all-weather equipment still more serviceable. The two-seater costs £295 and the four-seater £320. The coupe, which is on view, is priced at £330, or £337 5s. exactly as exhibited with Bedford cord upholstery, leather-upholstered dickey seat and special body colour.

LEA-FRANCIS. Stand 51
Handsome Open and Closed Models.

Originally famed for the manufacture of very high-grade motorcycles, the Lea-Francis Co. have earned an enviable re-



The latest Jowett with a small four-seater body. This exhibit should not be missed by light car enthusiasts. The full Jowett range is on view.



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SWEET, SURE, SWIFT DOMINION over hill and dale, rough road and smooth—that's a Wolseley. Dr. W. W. Hodgins, of Bloemfontein, says the "Motor Weekly" (South Africa), bought in 1911 a 12-16 h.p. Wolseley. It had then done 4,000 miles. Ever since he's used it on medical duties in town and country. All sorts of weather; all kinds of roads; all hours day and night. His Wolseley is still in service. 250,000 miles is its present record—ten times round the earth! Only twice has the car been overhauled, and none of the running parts required renewal.

MAKE FOR OLYMPIA, the motorists' anniversary. See Stand 168. Look at the new Wolseleys, perfect, beautiful patterns of fine workmanship, a joy to behold, a perpetual delight to own. Above all, remember that the daily, dusty mile-stones on highway and byway are the ultimate test of a car. Wolseley abides the test.

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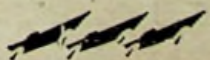
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Two-seater de luxe	-	£325
Four-seater de luxe	-	£330
Light Saloon	-	£375

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Hillman
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Lea Francis
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Stoneleigh
Swift (10 h.p.)
Vulcan

In addition, 80% of all American cars, excluding Ford, are factory equipped with AC Plugs; serviced with AC-Sphinx in Great Britain.

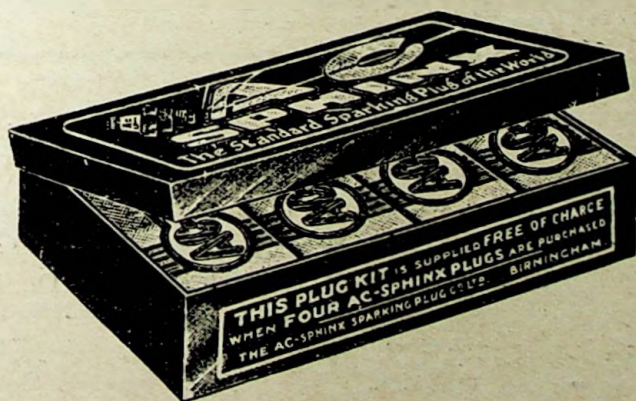
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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

SMALL CARS (contd.).

putation for the reliability of their cars, 1924 having witnessed a rapid rise to popularity.

A two-seater at £250, a four-seater at £273, a coupé at £325, and an enclosed four-seater at £350 are listed for the coming year.

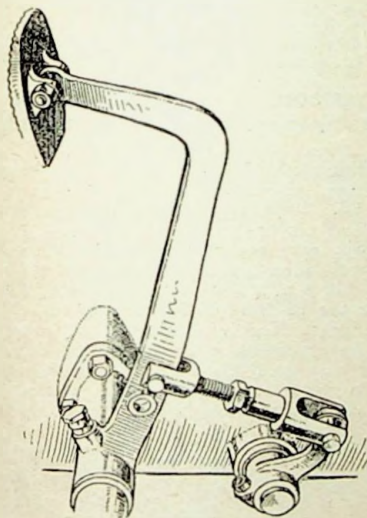
The cars exhibited are beautifully finished and present a very dignified and pleasing appearance. Lea-Francis cars are one of the few which are fitted as standard with a four-speed gearbox, a feature of which most light car connoisseurs will approve. Standard body colours are crimson lake, saxe blue, and mole grey.

MCKENZIE.**Stand 25****Well-known Models at Reduced Prices.**

Two 11 h.p. complete cars, one 11 h.p. chassis, and one 9 h.p. light four-seater comprise the McKenzie exhibits. The last-named car is similar to the one which we tested recently, and on which we were able to give a very favourable report. Its price is now only £170, an electric starter being available for an extra £10. The model exhibited is painted Royal blue.

Similarly finished is the 11 h.p. two-seater, which has a 1,498 c.c. engine with side valves. The smaller car has overhead valves. The 11 h.p. two-seater has a roomy all-weather body and a double dickey seat.

The 11 h.p. four-seater is painted maroon, and, like the two-seater, is upholstered in real leather. The front



Lea-Francis pedals provide adjustments for reach and leverage.

seats are adjustable and all-weather equipment is, of course, provided. The prices of the 11 h.p. models are:—Two-seater, £225; four-seater, £250; coupé, £335.

MATHIS.**Stand 216****A Fast and Economical Light Car.**

Of the Mathis models shown probably the most interesting is that with a six-cylinder engine, for, whereas one might suppose that the cubic capacity would approach the light car limit, actually the total volume swept by the six pistons is only 1,187 c.c. With sports body the price is £375.

There is also a still smaller six, the

cylinder dimensions being 55 mm. and 80 mm., giving a cubic capacity of 1,140 c.c. The chassis price is £225.

The third type is the popular 9 h.p., which has a 995 c.c. four-cylinder engine. The specification includes a four-speed gearbox and conventional shaft drive to a differential. All the Mathis cars are strongly built and have a good road performance.

NEWTON.**Stand 24****Coupé with Four-wheel Brakes.**

Only one model of the 10 h.p. Newton (8.8 h.p. R.A.C. rating) is shown on the stand of Newton and Bennett, Ltd., four Ceirano cars being shown on the same stand.

The Newton which is exhibited has a luxurious two-seater coupé body, with a dickey seat, while front-wheel brakes and a special oiling system are outstanding features of an interesting specification. The engine is of the overhead-valve type, and, with a four-speed gearbox, the car has a very good performance. An unusual feature of this car is that the petrol tank holds no less than 10 gallons. The price is £575.

O.M.**Stand 102****Italian Luxury Light Car.**

Five O.M. cars are exhibited on the stand of L. C. Rawlence and Co., Ltd. Of these, only one is a light car, namely, the 10-30 h.p. model, which has a Treasury rating of 11.9 h.p.

The car exhibited has a standard Italian four-five-seater touring body, completely equipped and fitted with 765 mm. by 105 mm. cord tyres on Rudge-Whitworth wire wheels. Internal-expanding brakes are fitted on all four wheels and the side-valve engine drives through a four-speed gearbox to a spiral-bevel axle. The price of the complete car is £460, the chassis price being £345.

PANHARD.**Stand 180****A Car with Unconventional Springing.**

Visitors to this stand are struck at once by the unconventional appearance of the rear springing of the Panhard. This is of the reversed quarter-elliptic type and is said to give remarkably fine suspension, whilst cutting down the length of the wheelbase. The principle figures, of course, on another well-known light car of Continental make.

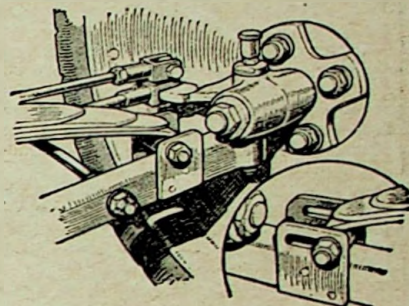
Finished in blue, green or black, the car presents a very striking appearance,

whilst its remarkably efficient 1,393 c.c. sleeve-valve engine also commands attention. Immediate delivery of the chassis can be obtained, but the complete car takes four weeks. The price for the chassis of this very interesting light car is £365.

PEUGEOT.**Stand 184****A Noted Small Four.**

The chief point of interest in the 7 h.p. Peugeot exhibit is the diminutive four-cylinder 668 c.c. side-valve engine, which boasts of extraordinary efficiency and is of the high-revving order.

The models for 1925 include a two-seater at £150, a coupé at £195, and an all-weather model at £180. That the Peugeot cars should be economical to run

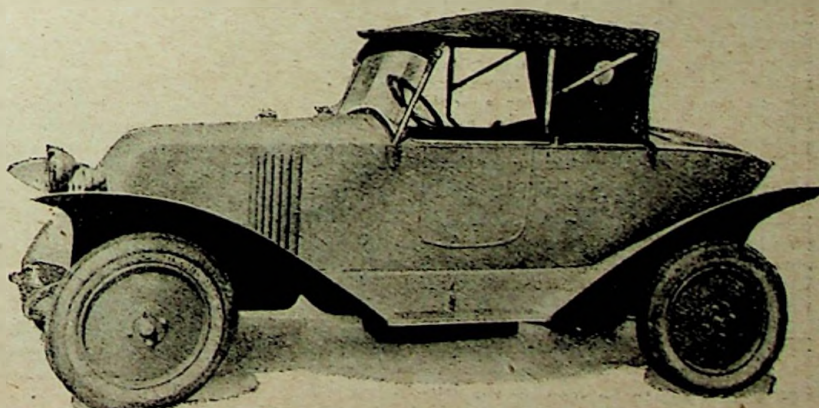


The steering layout and transverse spring of the New Carden. Inset the off-side mounting.

can be gauged from the fact that the two-seater weighs only 8 cwt. The tax is £7. This car employs transverse springing at the front with quarter-elliptics at the rear. The models are shown in various body colours, and delivery can be given in one month.

RENAULT.**Stand 182****Four-seater with Four-wheel Brakes.**

At £260, the 8.3 h.p. Renault, with complete equipment, Comfort tyres, four-wheel brakes and a roomy four-seater body is very good value for money. It is shown alongside four larger models, and it is to be feared that during the period of the Show so much attention will be focused on the magnificent 45 h.p. six-cylinder chassis which is exhibited that the little 8 h.p. car will be neglected.



The 8.3 h.p. Renault sports model is known as the Skiff and costs £288. Low-pressure tyres and front-wheel brakes are fitted to all the Renaults.

SMALL CARS (contd.).

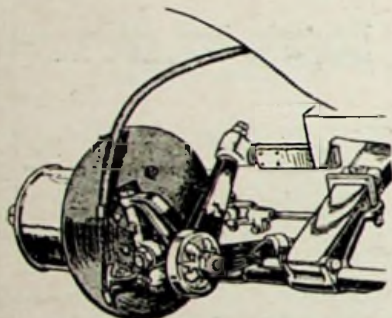
This model is the smallest manufactured by the world-famous Renault Co., and it preserves the outstanding features which have earned so enviable a reputation for all Renault productions. In addition to the four-seater which is exhibited, a two-seater saloon coupé and three-seater clover-leaf bodies on the 8.3 h.p. chassis are available. Another 8.3 h.p. Renault exhibit is known as the Sports Skiff model and costs £288. It has a two-seater body with dickey seat and very sporting lines. Balloon tyres are standard.

RHODE.**Stand 49****Cars Famed for Competition Successes.**

Models ranging in price from £198 to £345 are to be found on the Rhode stand. The cheapest is the well-known Occasional Four, which is shown in its latest form, painted grey and upholstered in blue material. An unusual feature on this car is the provision of two doors—one on each side of the front seats. The seats tip to give access to the rear. £3 16s. is the extra charge if side curtains and screens are stipulated.

The Light Four shown costs £239 with full equipment. It is finished in maroon with harmonizing real leather upholstery, and may be had with front wheel brakes at an extra charge of £11.

Mounted on a similar chassis to that



The Bowden wire mechanism which is used to operate the Rhode front-wheel brakes.

used for the Light Four are a two-seater with two-door body and a four-seater Norwood with a four-door body. Both these cars are very handsomely finished and they are priced at £239 and £275 respectively. The sports Rhode, which is also on view, has a very striking appearance. It is beautifully finished and costs £345. The finish is black with aluminium wings, nickel lamps and aluminium bonnet. This car has a four-speed gearbox, the others having a three-speed box as standard, although for an extra £12 they may be purchased with a four-speed box.

The Occasional Four has been slightly altered during the past year, the engine being now 10.8 h.p., the track having been widened to 4 ft., and a differential now being included. Larger brakes are now fitted on all the Rhode models. 10-in. drums being mounted on the rear wheels.

RILEY.**Stand 139****A Famous British Car.**

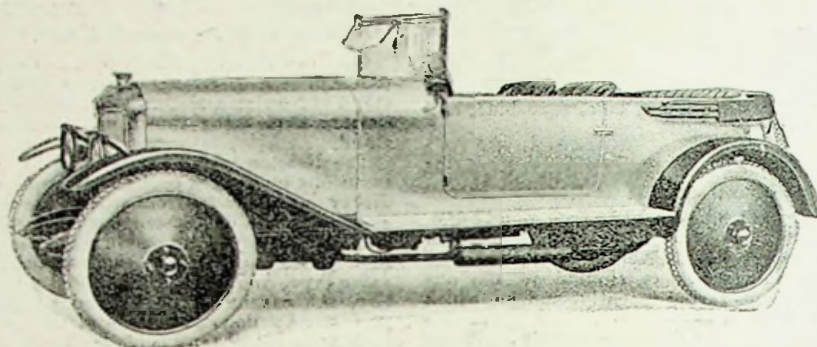
Five cars are to be seen on the Riley stand. They include a four-door touring car at £395, with a four-seater body, c58

a four-five-seater de luxe touring car at £460, the ever-popular saloon at £495, the coupé at £474, and a four-seater sports model at £495.

A car which will attract very special attention is the four-seater sports model, in the design of which the manufacturers have endeavoured to produce the most beautiful car on the road. The four-seater bears a very striking resemblance to the well-known aluminium sports two-

The choice of four body colours is given and the price is £215. The body is roomy and designed to provide ample accommodation for four adults.

An alternative model of the new 9 h.p. four-cylinder Rover costs £185, and has a one-door four-seater body similar in most respects to the four-seater body which has been fitted during the past few months to the 8 h.p. model. For an additional £15 an electric starter, eight-



Very striking is the appearance of this four-seater Sports Riley exhibit. No refinement is omitted from the equipment.

seater, and, unlike most sports models, provides comfortable accommodation for four passengers, while complete all-weather equipment is included in the price.

Various alterations have recently been made to the Riley cars, a slightly larger engine, which, however, does not replace the 10.8 h.p. unit, being now available. The radiator has been increased in height, with the result that the 1925 models have a still bolder and more imposing appearance. Dunlop low-pressure tyres are standard on all models, and the clutch now runs in an oilbath, which allows very smooth engagement.

ROVER.**Stand 173****New 9 h.p. Long-chassis Model.**

The latest Rover light car is a 9 h.p. four-cylinder model with a specially lengthened chassis to accommodate a three-door four-seater body. The car shown on this new long chassis is painted Nile blue, upholstered with black antique leather cloth, and equipped with all necessary accessories.

day clock and speedometer can be provided.

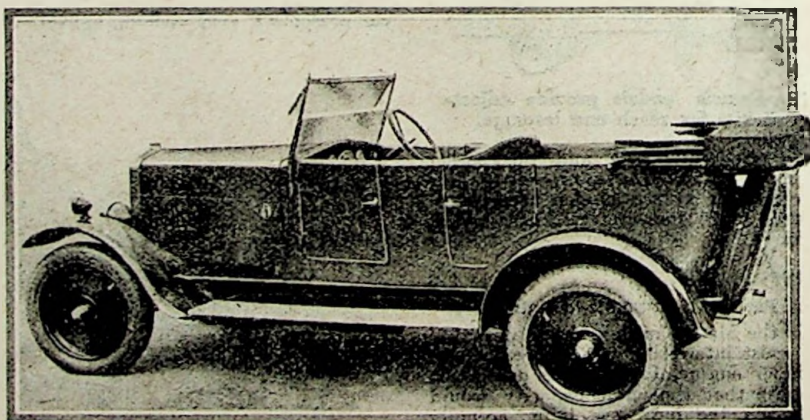
The Rover Eight, with a two-cylinder air-cooled engine, is shown on the same stand. This popular car remains largely unaltered, but the deep two-seater body is now painted red and upholstered in black antique leather cloth. The price complete as shown is £160, or with electric starter £172. A dashboard clock and speedometer can be supplied at an extra price of £4.

SALMSON.**Stand 4****A Consistent Winner of the 200-Mile Race.**

Renowned for their excellent performance, the Salmson cars may be depended upon to appeal to a large number of visitors to the Show.

Six cars are shown on the Salmson stand; their prices range from £158 for the 10 h.p. standard two-seater to £350 for the 10-15 h.p. four-door saloon. The cheapest model, which is, of course, fully equipped, is capable of 60 m.p.h. when in good tune, and is probably the fastest car at its price on the market.

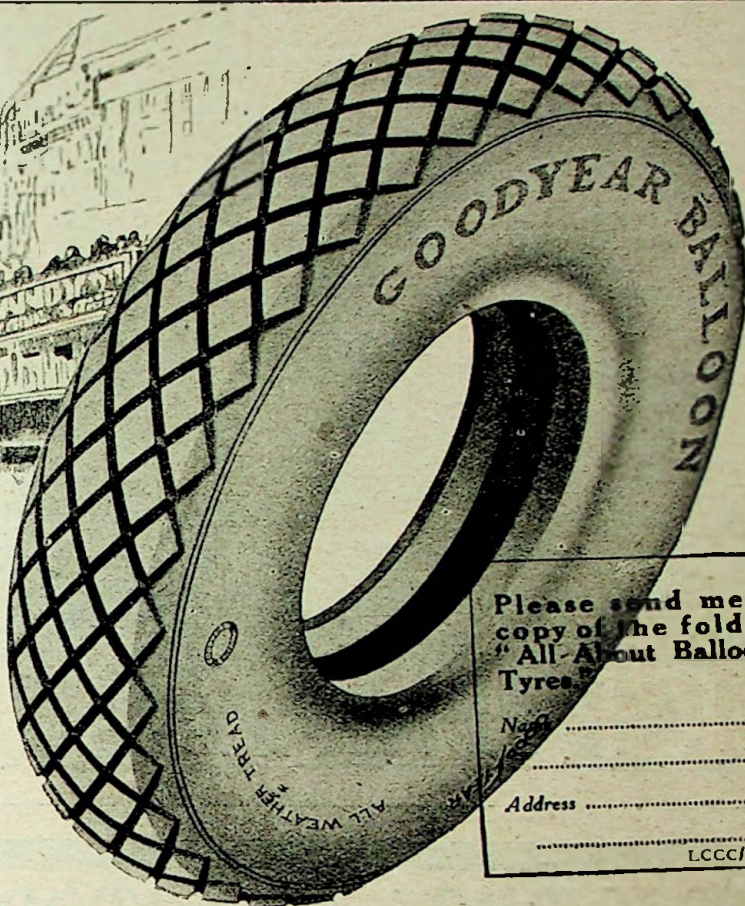
A similar chassis with an English-



With a very roomy four-seater body this latest Rhode is a most attractive car. There is ample accommodation for the full complement of passengers.



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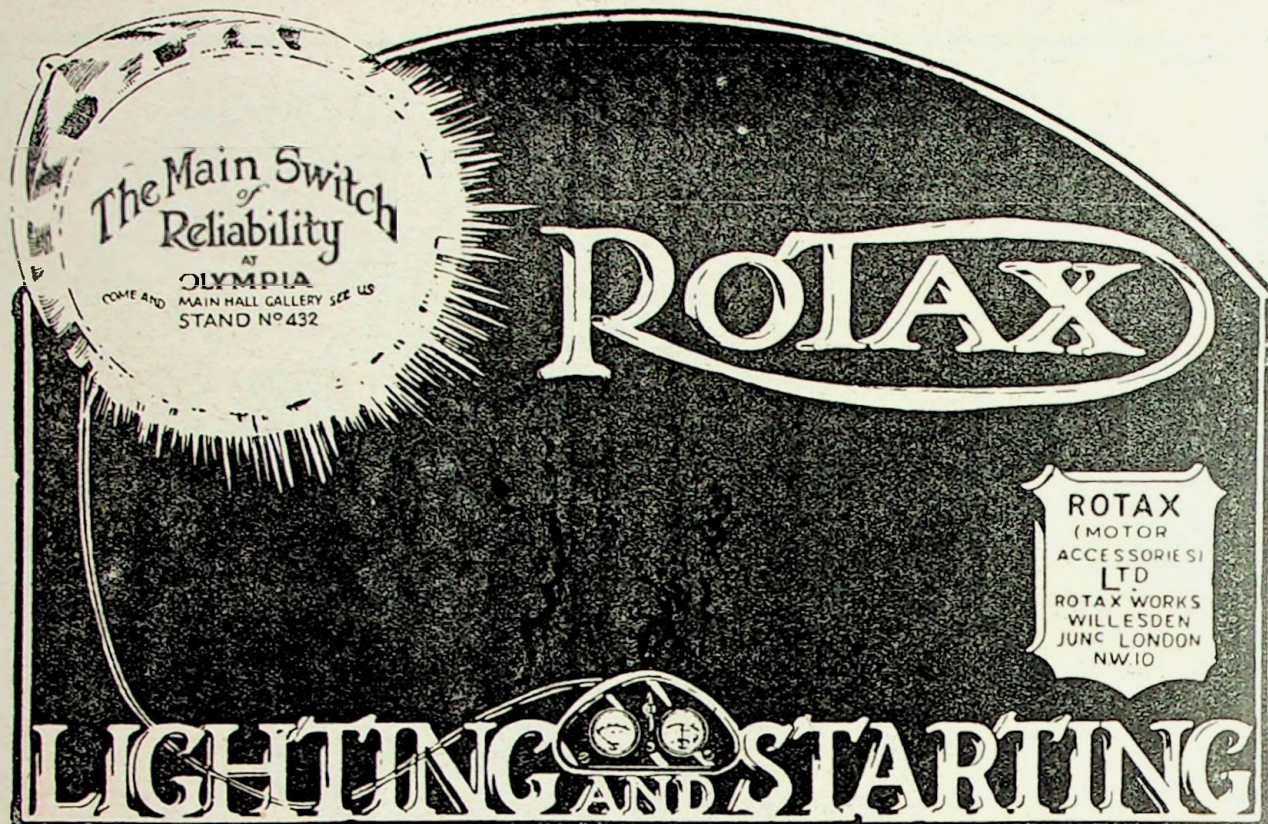
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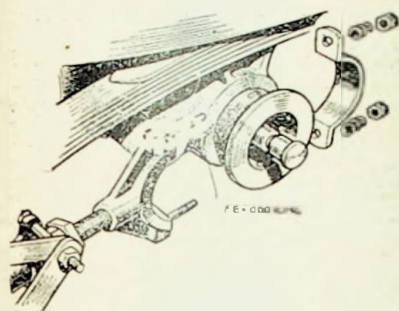
SMALL CARS (contd.).

built two-seater body priced at £175 is an attractive exhibit, as also are the cabriolet-coupé and the striking Grand Prix models. These cost £205 and £285 respectively. On the 10-15 h.p. chassis a four-seater touring car priced at £275 is shown, and also a four-door saloon at £350.

SEABROOK. Stand 136**An All-British Car.**

The various examples of the Seabrook which are shown on this stand reveal the fact that improvements have been effected for 1925, the model with front-wheel brakes and low-pressure tyres being worthy of special mention.

A feature of the Seabrook which claims the attention of the visitor is the long rear cantilever springs which convey an impression of comfort.



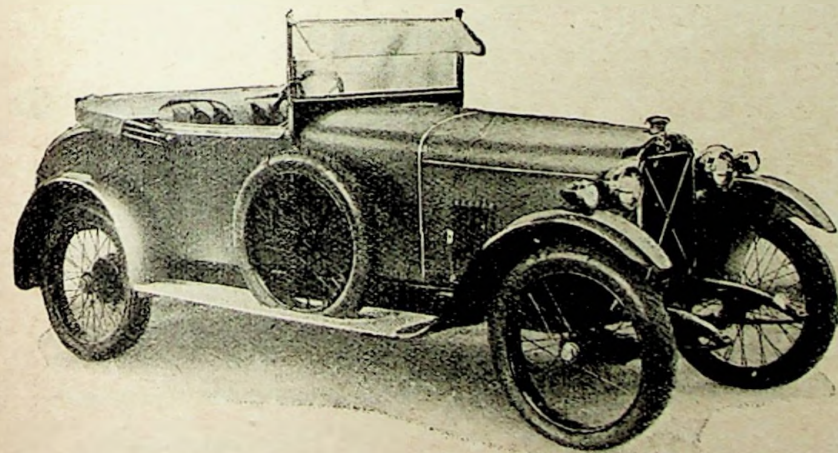
A shock absorber is combined in the torque member of the Sheret.

There are four models, a two-seater at £295, a four-seater at £325, a coupé at £398, and an enclosed four-seater with front-wheel brakes at £399. The engine is an overhead-valve job of 1,496 c.c., the drive being taken through a three-speed gearbox and thence by an enclosed propeller shaft to a differential.

An additional model is the occasional four-seater, which has a slightly smaller engine and which sells for £250.

SENECHAL. Stand 48**A Remarkable French Small Car.**

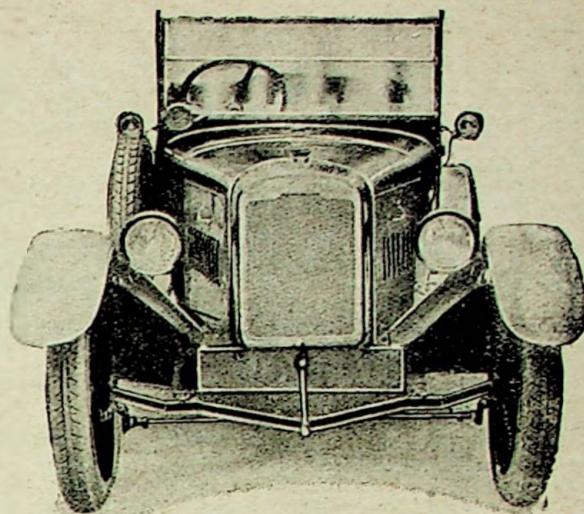
Wherever there is a competition in France a Senechal invariably appears and performs incredibly well, for which reason the exhibit on this stand certainly commands attention.



One of the most popular French light cars, the Salmson, has always enjoyed a ready sale in England, and proved a big attraction at Olympia.

THE ROVER NINE.

With a four-cylinder engine, the latest small Rover presents a much smarter head-on appearance than the more familiar air-cooled twin.



The car, exhibited on the same stand as two Chenard-Walckers, has a two-seater sports body, upholstered in imitation leather; a disappearing hood is fitted. The equipment includes a clock, speedometer, tools and other customary accessories. The price for the complete car exhibited is £210, the chassis with tyres costing £175. The prices are calculated at a rate of 75 francs to £1.

SHERET. Stand 38**A New Cyclecar.**

The Sheret cyclecar may be described as being a development of the new Carden, from which it differs in that the engine is placed amidships instead of at the rear, while chain drive is used. The car was introduced only a short time ago, and embodies a number of very interesting features.

Shock absorbers, for instance, are incorporated in the forward end of the rear-axle radius rods, whilst the master leaves of the rear springs slide on Ferodo pads and require no lubrication. The carburettor is of the single-lever type.

With a family body the price is £130 and the tax is only £7 a year. The standard body colour is maroon, and the cyclecar presents quite a smart appearance. It is noteworthy that the weight is only 6½ cwt., so that, with its 707 c.c. engine and three gear ratios, it should be capable of a good road performance.

SINGER. Stand 209**Improved 10 h.p. Car with Larger Engine.**

Singers have been among the most popular cars during the past season, and their rapidly increasing sales are likely to be well maintained during 1925.

The Singer stand is particularly interesting in that the cars have been altered in many respects. The engine of the 1925 10-26 h.p. car has been increased in size from 1,098 c.c. to 1,308 c.c., which gives an increase in power of approximately 25 per cent. throughout the range of speed. The crankshaft bearings have been lengthened; the engine mounting has been improved and lighter pistons are fitted. The radiator has been enlarged and now has a curved front; the clutch is of the single-plate instead of cone type, and right-hand gear change is provided.

There are numerous other features on the car which make a special appeal to the owner-driver. The speedometer drive, for example, is now enclosed, Hardy fabric universal joints are used, a special oil filter, which is very easy to clean, is fitted, and brakes and suspension have been modified to give increased efficiency. The car is very fully equipped and emanates, of course, from the works of a pioneer light car manufacturer.

It is noteworthy that Singer steering gears and shafts are of nickel-chrome steel, the same costly although unsurpassable material being employed at other vital points of the chassis. Pneumatic upholstery is now provided on all models except the Popular and the Weymann saloon.

The following models are included in the Singer range for 1925:—De luxe two-seater, £215; Popular four-seater, £195; de luxe four-seater, £225; Weymann saloon, £280.

STANDARD. Stand 211**Well-tried 11 h.p. Cars.**

Standard cars have sold in very large numbers during 1924, and their popularity continues to show signs of steadily increasing. A pioneer make, it appeals to all discriminating owner-drivers.

On the stand three complete 11 h.p. cars and one 11 h.p. chassis are shown. The chassis (the price of which is £185) is of a very attractive design, having

SMALL CARS (contd.).

right-hand gear change, final worm drive and low-pressure tyres, which are now fitted at option to all the 11 h.p. models.

The cheapest complete car is the Kington all-weather four-seater, which has been reduced recently to £200. The body follows the well-known Standard design and has the most up-to-date type of all-weather equipment, which its manufacturers may fairly be said to have originated. The Coleshill two-seater also costs £200.

The two-seater Standard, with double dickey, painted Standard green and upholstered with green antique leather, costs £235, an additional £13 being charged if special painting and trimming are required. There is also a £235 four-seater in the Standard range.

A beautiful light car is the Standard Piccadilly saloon, which seats four and costs only £275. This car, which is painted Standard blue, has many points of resemblance to the well-known 14 h.p. Pall Mall saloon, and is one of the most dignified and handsome small enclosed cars on the market.

SWIFT.**Stand 127****Improved 10 h.p. Model.**

A full four-seater and a two seater, both at £235, are available on the well-known and recently improved 10 h.p. Swift chassis for 1925. The improvements include the adoption of magneto in place of battery ignition, the lengthening of the chassis by 9 ins., the fitting of side control for gears and brake, and the standardization of shock absorbers.

The four-seater now has three doors and is a full four, offering much more accommodation than the chummy type marketed during 1924.

The exhibits, which are beautifully finished, are certain to attract favourable comment, particularly as the 10 h.p. Swift breaks away from conventional practice in many respects: an instance of this is the use of a gearbox separate from the engine and an exposed propeller shaft. The cars are built on sturdy lines and have already proved themselves to be worthy successors of the excellent models which have always emanated from the works of Swift of Coventry, Ltd.

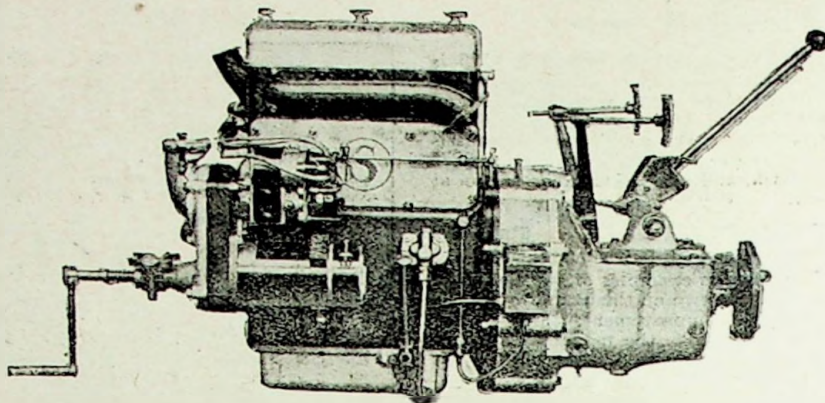
TALBOT.**Stand 100****Luxurious Car by World-famous Manufacturer.**

An exhibit of compelling interest to light car enthusiasts on the Talbot stand is the 10-23 h.p. model with four-seater touring body. The car is listed at £365 as exhibited, with a dark-blue finish and upholstery to match.

The mechanical specification is very attractive, while the road performance is extraordinarily good. The car shown has an adjustable driving seat and a double sloping windscreen, and all-weather side curtains with storage space for them behind the back squab. The equipment is in every way complete. A novel feature about this model is that, whereas central gear change is standard, right-hand change may be had if specified when ordering for an extra charge of £5.

Dunlop balloon tyres are fitted as standard, and the purchasers are given the option of Delco ignition, or magneto ignition at an extra charge of £5, if specified when ordering.

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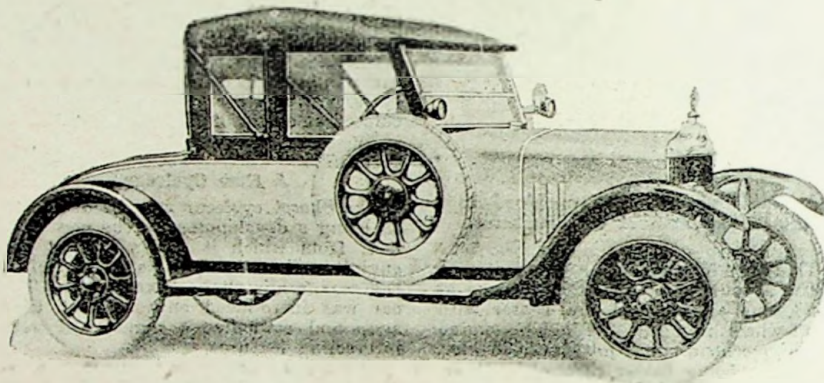
The power unit of the Singer which has been slightly enlarged for 1925. It is now rated at 10.26 h.p.

TRIUMPH.**A Refined Small Car.****Stand 22**

Visitors to the Show expect from the Triumph Motor Co., Ltd., something extraordinarily good in the way of light

is well finished and beautifully upholstered.

On all the Triumph models the facia board is particularly well laid out and adds to the general appearance of ro-

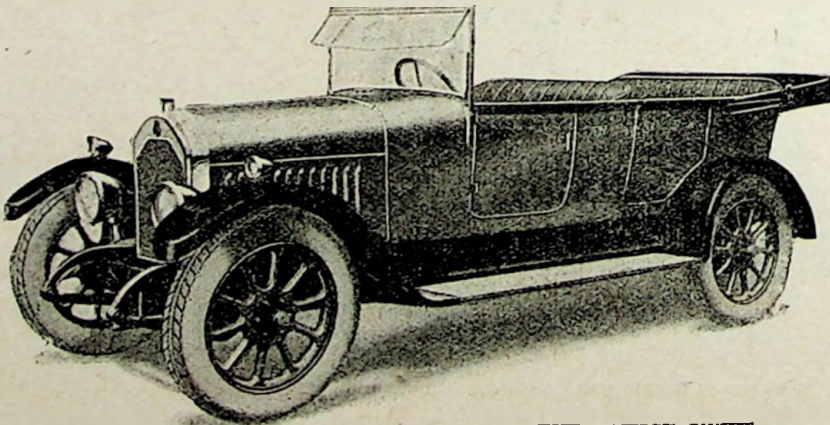


The 11.4 h.p. Standard, recent improvements to which include the adoption of low-pressure tyres. The cheapest models are now £200.

cars, and they will not be disappointed.

The 1925 models do not differ materially from those of 1924, all the well-known refinements being retained. Alterations have been effected only to comparatively minor features. The sports model with a bright aluminium body is a specially attractive car and

finement. On the two-seater, all-weather equipment of the latest type is fitted, the hood being particularly easy to erect and coupe comfort being enjoyed when weather conditions are unfavourable. A four-speed separate gearbox with right-hand control is a feature which many will appreciate. Price £325.

**THE LATEST SWIFT.**

As a full four-seater the 10 h.p. Swift promises to be even more popular than it has been in chummy form.

An exhibit which epitomises an epoch-making story of development

WHEN you visit Olympia you will find
that one of the chief attractions is

DUNLOP

(STAND No. 500)

Here are staged the very latest developments in tyre and wheel equipment, forming an exhibit at once representative of the evolution of the tyre industry—of which the house of Dunlop is the founder—and one that demonstrates the best in modern tyre and wheel construction.

DUNLOP CORD TYRES

for Cars, Coaches, and Commercial Vehicles.

DUNLOP CORD BALLOON TYRES

for new diameter Wheels and for fitting
to existing Cars without wheel alteration.

DUNLOP WHEELS DUNLOP ACCESSORIES

Experts in attendance at the Stand will be glad
to give any advice on tyre and wheel problems.

Count the cars equipped with DUNLOP

'fit Dunlop and be satisfied'

DUNLOP RUBBER COMPANY LIMITED, BIRMINGHAM, and Branches throughout the World.

MARSEAL

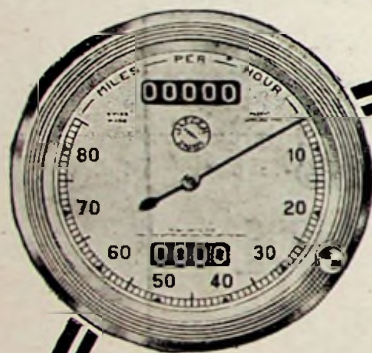
You do know the best cannot be the cheapest, so the 12-40 h.p. MARSEAL cannot be purchased at the price of cheap mass production cars, because it has a **British Anzani Engine, Front Wheel Brakes, that are an engineering job, solid antique leather** trimming and the **fullest possible equipment**, besides, all materials used are of the highest possible grade, in keeping with the sound design—both dictated by our successful racing and competition experience. Incidentally, our Sports Model has the highest guaranteed speed of any light car in the world. For all that the price is **moderate**.

£255. Other Models from **£207**

Full particulars from **MARSEAL MOTORS, LTD.,**
Atlantic Works, COVENTRY.



12-40HP MARSEAL
2 SEATER



MODEL "F" PRICE £4-4-0
Complete with Drive.

The New SPEEDOMETER

The new 'Jaeger' Speedometer is the last word in this class of instrument, in fact, unchallengeably the finest in the World. Made on the principle of a clock. Illustration is half actual size of instrument. Get one fitted to YOUR CAR!

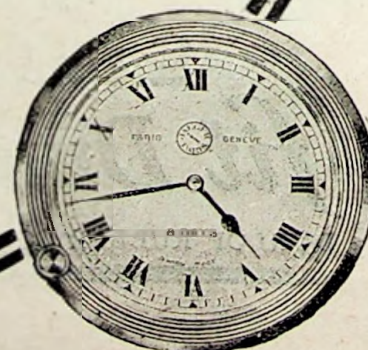
SILENT, ACCURATE & RELIABLE.
CLOCK.

ED. JAEGER
(LONDON) LTD.
St. Leonards Rd.
WILLESDEN
JUNCTION
LONDON, N.W.10

The new "Jaeger" 8-day Clock is an identical match to our Speedometer and therefore preserves the harmony of dashboard arrangement. It is an instrument of unfailing reliability and a most accurate timekeeper. It should therefore always be fitted with the "Jaeger" Speedometer.

**8-DAY
CLOCK**

**PRICE
£3-3-0**



Phone: Willesden 3427

SMALL CARS (contd.).**VOISIN.****Stand 222****A Famous French Car.**

The chassis of the Voisin well repays a detailed examination, as it represents some of the best workmanship in France. Of particular interest is the very neat 1,328 c.c. four-cylinder engine with its sleeve valves. This, we believe, is the smallest sleeve-valve engine on the market, as distinct, of course, from the slide-valve which has been adopted on another make of car. The complete vehicle is roomy and comfortable, while the upholstery and fittings should give long service in the hands of the owner-driver. Visitors to this stand will be able to make a detail study of typical French workmanship.

VULCAN.**Stand 177****Handsome Models by Pioneer Manufacturer.**

The examples of the 12 h.p. Vulcan to be seen on the company's stand will be examined with interest by everyone to whom first cost and economy in running and maintenance are of importance.

The latest Vulcan cars are handsome, their finish is excellent, and the car may be described as being among the aristocrats of the light car world. Vulcan cars have been on the market for upwards of 25 years.

The 12 h.p. exhibits comprise a chassis, two touring four-seaters and a saloon. A 20 h.p. car is also shown. The price of the 12 h.p. chassis, which is certain to attract very favourable comment by reason of its staunch and workmanlike design, is £255. The touring car has three doors and adjustable front seats. It is upholstered in real leather, the cushions are detachable, and the finish is maroon with upholstery to match. A similar car finished Nile blue is also shown. These cars cost £295.

The saloon costs £455, and has a three-door four-seater body with a V windscreen, mechanical window lifts and Bedford cord upholstery. No pains have been spared to make this a handsome and very luxurious car.

WAVERLEY.**Stand 29****Single-sleeve-valve Engine.**

Two light cars are exhibited on the Waverley stand and two 16-50 h.p. six-cylinder models.

The most interesting exhibit is probably the 12 h.p. type, which has a single-sleeve-valve engine with a Treasury rating of 11.4 h.p. The car has a three-speed gearbox with right-hand change, and balloon tyres are included in the generous equipment. The coupé body shown on the car exhibited has a double dickey seat.

The other light car exhibit has a five-seater body built under Weymann licence, and a side-valve engine is used in place of the single-sleeve type. With this car a four-speed gearbox is supplied, also with right-hand change. The price complete as exhibited is £495.

WESTCAR.**Stand 204****Exhibits: Touring Car and Stripped Chassis.**

The stripped Westcar chassis exhibit is interesting, particularly as it has front-wheel brakes. A further exhibit is a standard touring car of the latest type painted crimson-rose red, upholstered with antique buff leather, and priced at £405. The same car is offered without front-wheel brakes for £385. On the same stand the Heron light car is exhibited.

WHITLOCK.**Stand 213****12 h.p. Cars of Serviceable Design.**

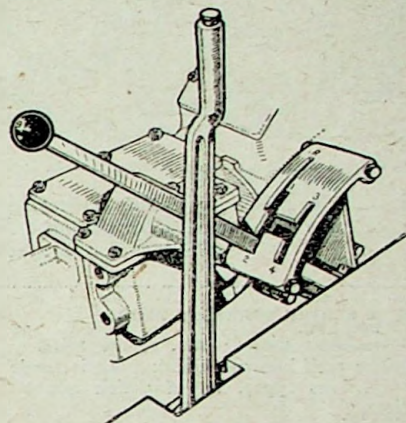
Lawton-Goodman, Ltd., have four of the well-known Whitlock cars on view at their stand. The cheapest model is a two-seater with double dickey and detachable all-weather windows and leather upholstery. The car is painted blue and costs £375. On a similar chassis there is a three-seater with double dickey, and this costs £425.

For £425 a four-seater touring car with four-wheel brakes, low-pressure tyres, special hood, all-weather equipment, and beautiful upholstery and finish is offered. £550 is the price of the four-seater saloon, which is lavishly equipped, and incorporates such refinements as Triplex glass windows with

mechanical lifters and cloth upholstery. The car is painted turquoise blue, and the equipment includes clock, speedometer and spring gaiters.

WINDSOR.**Stand 12****A Luxurious Light Car.**

James Bartle and Co., Ltd., are showing four complete Windsor cars and one Windsor chassis on their stand. The chassis costs £300 with four-speed gearbox, four-wheel brakes, lighting and starting set, spring gaiters, clock, speedometer, petrol gauge, electric horn and all necessary equipment. The chassis is beautifully finished and forms a most attractive exhibit.



The four-speed-and-reverse gate and the gear lever of the Whitlock which has also a right-hand brake lever.

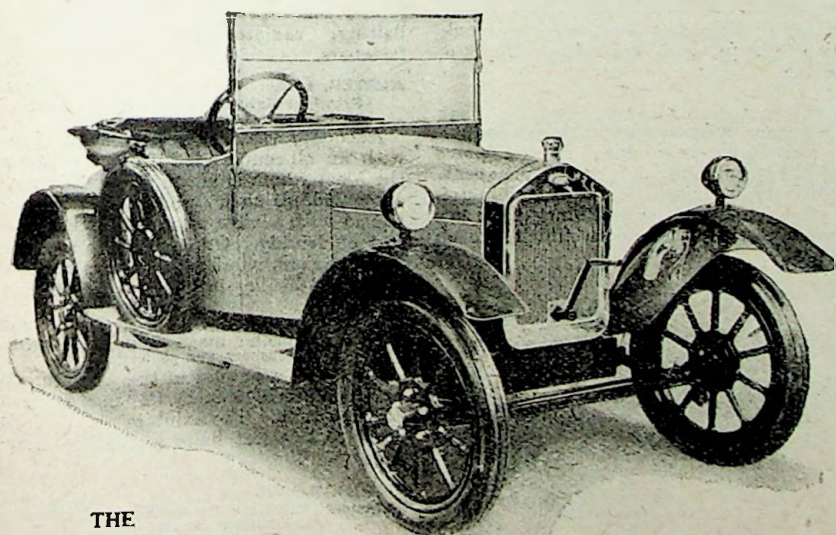
The two-seater car shown costs £360, and is completely equipped. The four-seater costs £375, and the coupé £525. The last-named car is painted white, is upholstered in Bedford cord, and the head is covered with leather. The interior is cloth-lined and a divided windscreen is fitted. The four-five-seater saloon costs £550, has three doors and numerous luxury fittings.

WOLSELEY.**Stand 168****Improved 11-22 h.p. Model.**

The Wolseley Ten, which is so well known to our readers, is to be known in future as the 11-22 h.p. model, and it embodies a number of interesting recent improvements. Magneto ignition is now used, the oil pump has been improved, and the accelerator pedal is on the extreme right-hand side. The beautiful body lines which have made the car so attractive in the past have been still further improved, while the four-seater on the de luxe model has adjustable front seats and is fitted with four doors.

The two-seater model has doors on each side. A sloping windscreen and rigid side curtains of a new type are features which will be appreciated. The prices for the de luxe models are:—Two-seater, £325; four-seater, £330; but they are listed with modified specifications at £275 and £285 respectively.

A tight saloon is now available on this popular chassis; it seats four comfortably, has four doors and adjustable front seats. At £375 it is a very attractive car. Low-pressure tyres are optional on all the 11-22 h.p. Wolseley cars.



**THE
EVER POPULAR
WOLSELEY.**

Now rated at 11-22 h.p., the Wolseley preserves its well-known features for 1925. There are few more refined light cars.



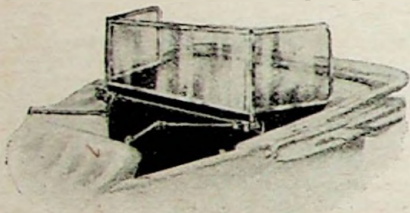
The following details naturally cover only a very small proportion of the accessories and so forth which are on view at Olympia, but an endeavour has been made to emphasise the particular line of goods for which each manufacturer is well known. This review will be concluded next week.

A. C. SPHINX SPARKING PLUG CO., LTD. 10

Principal Exhibit: A.C. Sphinx Plugs.
The well-known Sphinx plug is made in various types, all of which are on view.

ALLEN-LIVERSIDGE, LTD. 287

Principal Exhibit: The A.L. Fallolite Spotlight.
Allen-Liversidge have achieved an enviable reputation for acetylene lighting equipment, and the Fallolite spotlight is



The latest example of the Auster rear screen for four-seaters.

the very latest improvement. It is claimed to give a 3,000 c.p. beam, whilst in addition it can be incorporated in a side mirror. Other exhibits on this stand include the Allen-Liversidge anti-dazzle Foons headlight and the Rolph automatic traffic-warning device.



B34

AMAC, LTD. 381

Principal Exhibit: Amac Carburettors.
The Amac range is suitable for engines of from 700 c.c. to 2,500 c.c., the three sizes being 30 mm., 26 mm. and 22 mm. The last-named, however, is at present only made as a vertical model.

T. B. ANDRE AND CO., LTD. 217

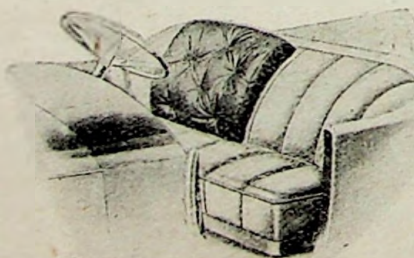
Principal Exhibit: Hartford Shock Absorber.
This device needs no introduction to our readers, as it figures on practically all the better-known makes of racing car, and is being widely adopted for touring cars. There are on view no fewer than nine types, and it is interesting to note that they are all cheaper than they were last year. Another exhibit is the Trico windscreen wiper.

ANGLO-AMERICAN OIL CO., LTD. 298

Principal Exhibit: Kerbside Pumps.
Everything to do with petrol distribution may be examined on this stand including the one-gallon inside and out side pumps, and the Anglo-Depth-o-meter.

GEORGE ANGUS AND CO., LTD. 336

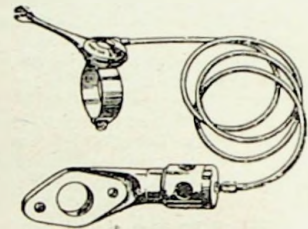
Principal Exhibit: Telamite Brake Lining.
This lining is produced in the looms of the firm, and nearly 100 per cent. efficiency is claimed for it. Flexible universal joints and ground Maag gears are amongst the other goods which are on view.



Two of Dunhills' specialities. (Left) a washing cabinet, and (above) a new driving cushion.

AUTOMOTIVE PRODUCTS CO. 295

Principal Exhibit: Timken Axles.
These are fitted with Lockheed hydraulic four-wheel brakes, and represent one of the biggest advances in four-wheel braking that has been attained. Other



The Bowire extra air inlet is controlled from the most convenient position.

exhibits are various types of clutches, gearboxes, steering gears, universal joints, road springs, coil ignition sets, belting, radiator fans and bonnet fasteners.

AUSTER, LTD. 428

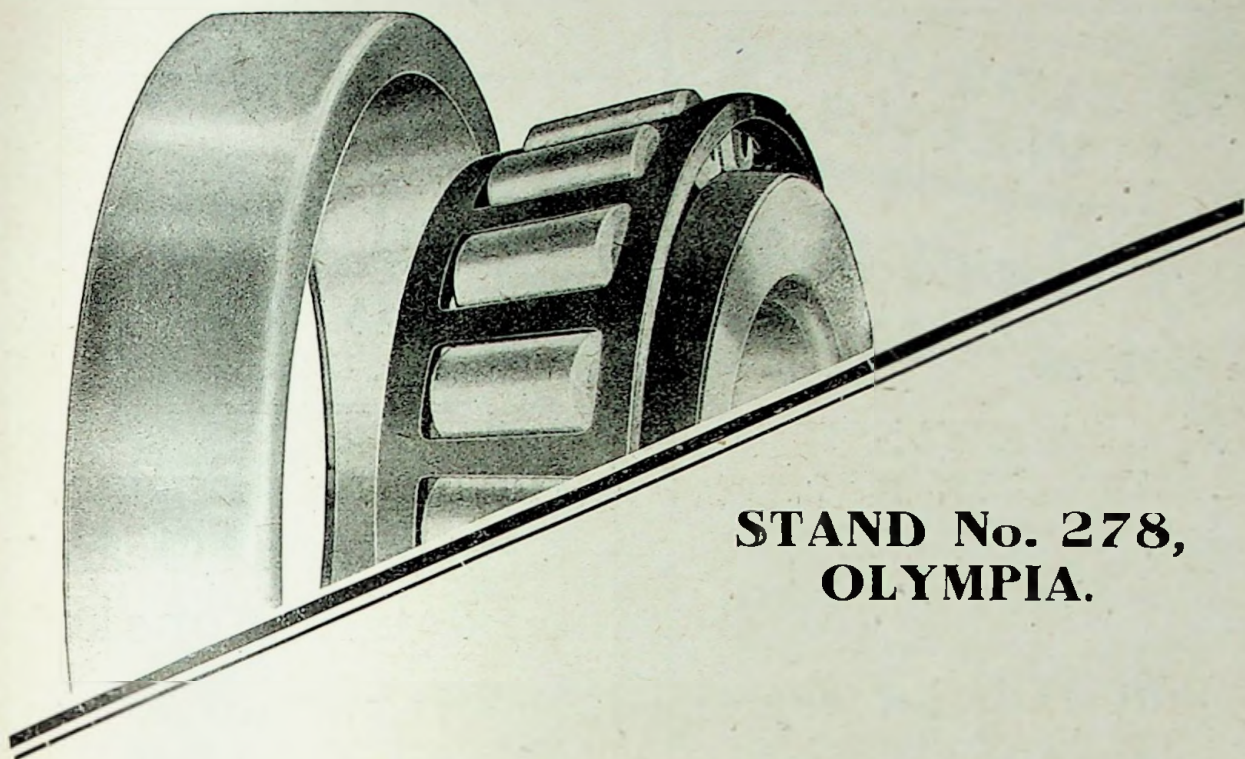
Principal Exhibit: Improved Types of Windscreen.
Adequate weather protection combined with an all round view from the car is the ideal which is aimed at by this concern, and all their goods have been designed with a view to assisting the comfort of driving. Other exhibits are luggage carriers, windscreen wipers and the Auster lightning fastener.

AUTO MACHINERY CO., LTD. 468

Principal Exhibits: Standard Nuts and Bolts, Washers and so forth.
Excellent examples of the work turned out by Auto Machinery Co. may be seen on this stand. The exhibits also include steel and metal balls and roller bearings.

BARIMAR, LTD. 407

Principal Exhibits: Reconstructed Crankcases, Cylinder Blocks, etc.
The speciality of this concern is welding in every form, and their skill is plainly demonstrated by the various repairs which can be examined on this



**STAND No. 278,
OLYMPIA.**

Timken Tapered Roller Bearings carry radial loads, thrust loads, and resultant loads uniformly and satisfactorily under the continuous and gruelling grind of automobile service.

If you are interested in the question of Bearings, do not fail to consult our Technical Representatives on Stand No. 278. Ask for details of the Timken Service Scheme.

TIMKEN
TAPERED ROLLER BEARINGS

BRITISH TIMKEN LIMITED,
Ward End Works,
BIRMINGHAM.

**CLOSING
WEEKS**

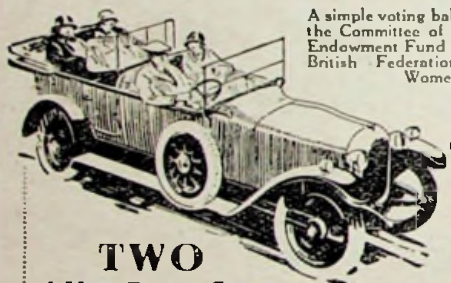
**8 Rover Cars
for 2/- each**

If you mean to win a car of your own for 2/- you must now act quickly. This Competition, which offers eight fine Rover Cars and 100 other Cash Prizes, is closing in a few weeks. The cars are light and economical to run, easy to handle and comfortable to ride in. Wouldn't you be glad to have such a car? The winners can choose whether they would like a two-seater or a four-seater.

Will YOU get one ?

It depends on yourself. In the first place it depends upon how quickly you act. You have only a few weeks left in which to get your ticket and send in your solution.

CROSBY HALL COMPETITION



A simple voting ballot organised by the Committee of the Crosby Hall Endowment Fund promoted by the British Federation of University Women.

TICKETS

2/-

TWO

14 h.p. Rover Cars

(Complete with self-starters and full equipment.)

SIX

8 h.p. Rover Cars

(all two or four seaters, optional.)

**100 other
Cash Prizes.**

or 3 for 5/-

The Money for the Prizes was fully guaranteed before the Competition started.

ENTER TO-DAY

Before it is Too Late.

POST THIS COUPON

To the Director (L.C. 13) Crosby Hall Competition,
Crosby Hall, Chelsea, London, S.W.3.

I enclose £.....s.....d. Please send me.....Ticket(s)

Name

Address

Postal Orders and Cheques should be made payable to Crosby Hall Competition, and crossed "C.C."

Date.....

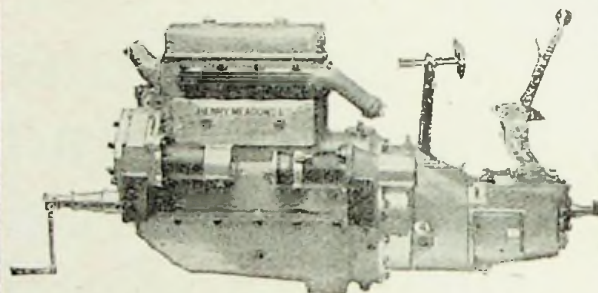


Stand No. 113

Olympia

Oct. 17-25, 1924

**Meadows Engine,
Clutch and Gear-
box Units make
successful Cars.**



**Meadows
Engines ..**

Five Sizes

**Meadows
Gearboxes**

Four Speed and Three Speed

**HENRY MEADOWS, LTD.
Fallings Park, Wolverhampton.**

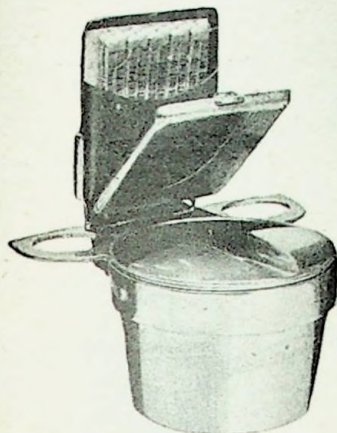
Telephones 1641-1642 Wolverhampton.

Telegrams... .. "Output, Wolverhampton."

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

ACCESSORIES (contd.).

stand. Also worthy of note are the deluxe specialties of Barimar, Ltd., such as domed one-piece mudguards and stippled background cast-aluminium number plates.



A neat ashtray and smoking cabinet for the car (Brown Bros.).

BECKETT, LAYCOCK AND WATKINSON, LTD. 10
Principal Exhibits: Beclawat Four-door All-weather Head and Fittings.

This ingenious body construction is well worthy of examination, and detail attention should be given to the simple form of window winder which has been introduced. This concern specializes in the manipulation of windows and other parts of the car.

THE BENJAMIN ELECTRIC, LTD. 405
Principal Exhibit: The Boyce Moto-meter.

This ingenious device is now seen on thousands of cars. It tells the owner at a glance the approximate temperature of the cooling water and thereby gives an indication of the running of the whole engine. Other exhibits are electric horns, the Autoreelite windscreen spotlight and Boyce-ite, a patent preparation for adding to motor fuel in order to increase its efficiency.

BENTON AND STONE, LTD. 413
Principal Exhibit: New Hydraulic Jack.

This marks an entirely new departure, as the house of Enots has not previously marketed a jack of any description. It is said that the action of the jack is so simple that a 3-ton lorry can be jacked up by a child with practically no effort. In addition, there are shown the usual Enots specialties, including grease guns, tyre pumps, cork disc-seated petrol taps and so forth.

BLUEMEL BROTHERS, LTD. 492
Principal Exhibit: Steering Wheels.

A special wheel for every car is apparently the motto of this concern, for these indispensable controls will be found in every size and form. Bluemel sparking plugs, various types of car pump, and handles and knobs for gear levers are also prominently displayed.

BOWDEN WIRE, LTD. 476
Principal Exhibit: Bowire Extra-air Inlet.

This device can be fitted to any engine in a few minutes, and is claimed to give an appreciable improvement in m.p.g. The Bowire windscreen wiper, which can

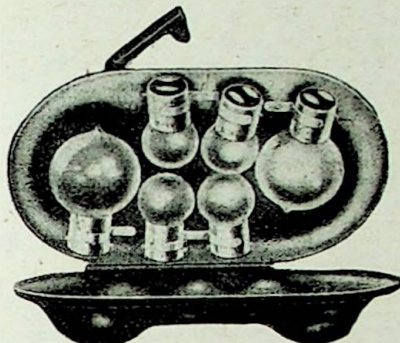
be conveniently operated by the driver from any chosen position, is another interesting exhibit.

S. BOWLEY AND SON, LTD. 230
Principal Exhibit: Benzolite.

This is claimed to be one of the finest benzole mixtures on the market. This concern also specializes in lubricating oils, paints and varnishes for the motor trade.

BOYCE MOTOR ACCESSORIES, LTD. 291
Principal Exhibit: Boyce Petrol Gauge.

This useful accessory is supplied in a leather sheath, and will be found of great assistance to the owner-driver. Other lines for which this concern is noted are: Pump flex, repair outfits,



For carrying fragile spares—Butler's Atlantic bulb case.

non-inflammable solution, repair sheeting, and patches and high-tension terminals.

THE BRITISH LIGHTING AND IGNITION CO., LTD. 259
Principal Exhibit: Various Types of Magneto.

This concern is famous for its electric productions, particularly magnetos, whilst, in addition, there is shown a number of starting motors, in connection with which easy starting on even the coldest morning is claimed. Various combinations of dimming for headlights and side lights are also on view.

THE BRITISH OIL AND TURPENTINE CORPORATION, LTD. 348
Principal Exhibit: Speedwell Oils.

These include White Ideal racing oil, Sans Egal Zero oil and special oils for gearboxes and back axles. Visitors should not overlook the indicator for research work in connection with high-speed internal-combustion engines.

THE BRITISH PISTON RING CO., LTD. 859
Principal Exhibit: Brico Piston Rings.

For such a comparatively simple component piston rings have been brought to a very high grade of perfection, and some excellent examples are on view. Special rings can be made up within 48 hours. An interesting exhibit is the Bricometer, which consists of a graduated loop of steel for measuring the size of piston rings.

THE BRITISH THOMSON-HOUSTON CO., LTD. 258
Principal Exhibit: Stationary Armature Magnets.

These are made in several types, and represent one of the recent departures in magneto design. Also on view are the rotating armature magnetos and various car-lighting and ignition sets. In addition, there are exhibited the Fab-roil silent timing gears.

J. BROCKHOUSE AND CO., LTD. 236
Principal Exhibit: Laminated Springs.

In addition, there are shown stampings, forgings, chassis pressings and various types of windscreens and locking joints.

BROLT, LTD. 419
Principal Exhibit: Brolt Electrical Equipment.

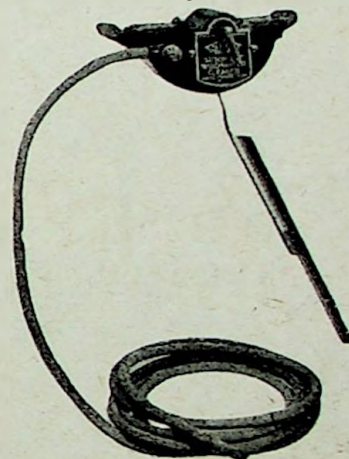
This includes the latest models of the Brolt electric lighting and starting units, also some excellent examples of dashboard equipment. Brolt specialties figure on a large percentage of modern small cars.

J. B. BROOKS AND CO., LTD. 488
Principal Exhibit: Travelling Cases.

Tourists in particular should be interested in the fine range of trunks and so forth which can be seen on this stand. Of these the most striking is the dual-purpose trunk, whilst other lines are luncheon and tea cases, radiator cosies and wheel wrappers.

BROWN, BAYLEY & STEEL WORKS, LTD. 77
Principal Exhibit: Stainless Steel Work.

The expense of stainless steel has been a bar to its wide adoption, but this con-



The Malco windscreen wiper.

cern is making a bid for the market, and is exhibiting a very fine selection of stainless steel rods suitable for pumps and so forth. Another exhibit is the Johnson hardness-testing machine.

BROWN BROTHERS LTD. 414
Principal Exhibit: The Gabriel Snubber.

This concern has built up one of the biggest accessory businesses in the kingdom, and a very wide range is on view. In addition to the Gabriel snubber, there is the Malco windscreen wiper, the Premier garage lamp, the Duco leaf-spring gaiter, the Duco dipping headlight fitting and numerous other accessories.

BUTLERS, LTD. 399
Principal Exhibits: Spotlights and Inspection Lamp.

Visitors will be interested also in the Atlantic double-speed jack and the Atlantic bulb and plug cases. In addition, there are various types of horns, licence holders and driving mirrors.

R. CADISCH AND SONS. 260
Principal Exhibits: Radiator and Bonnet Muffs.

A wide range of goods is also on view, including foot warmers, horns, jacks, lamps, a diversity of mascots, windscreen wipers, spotlights and luggage carriers.

ACCESSORIES (contd.).

CALSO HOOD CO., LTD. 343

Principal Exhibit: Calso All-weather Hood.
Visitors to Olympia should make a point of examining the various forms of Calso equipment. An outstanding exhibit is the working model of a Calso hood, which will be folded and unfolded every ten seconds by means of an electric motor.

CHALLENGE OIL CO., LTD. 464

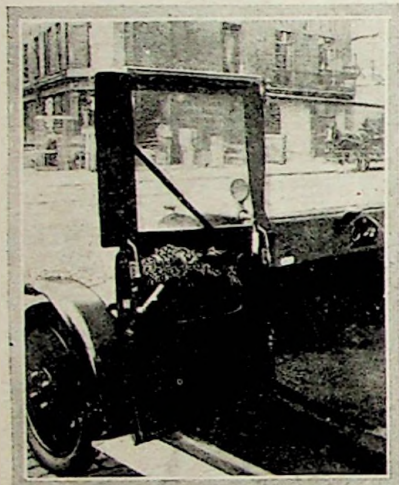
Principal Exhibit: Challenge Motor Oils and Grease.
Other exhibits include Challenge carbide of calcium, French chalk, petroleum jelly and super-oils.

CHAMPION SPARKING PLUG CO., LTD. 311

Principal Exhibit: Sparking Plugs.
A wide range of the Champion sparking plugs is on view, and the various types can be examined at close quarters.

THE CHLORIDE ELECTRICAL STORAGE CO., Ltd. 290

Principal Exhibit: Exide Batteries.
These vary in types and sizes, from the tiny cell for policemen's handlamps to the large starter batteries which are



A new side curtain which is easily fitted (Dunhills).

used on the heaviest cars. An interesting exhibit is that of an old battery taken from one of the first Cadillac cars equipped with electric starting, lighting and ignition, which has been in constant service for over 12 years.

CLAYTON WRIGHT, LTD. 412

Principal Exhibit: Petrol-can Holder.
This is an improved accessory which is suitable for any make of small car, but the above concern caters also for the owner-driver in innumerable other ways. Such accessories as horns, mirrors, injectors, tyre pumps, windscreen wipers, electric tail lamps, mascots and so on are on view.

ROBERT W. COAN, LTD. 496

Principal Exhibit: Aluminium Castings.
The fact that "Coan casts clean crankcases" has now been accepted as a slogan throughout the motoring world, and the various exhibits which are on view go far to prove its accuracy. The Coan stepmat will commend itself to the attention of the visitor.

B38

CONNOLLY BROTHERS, LTD. 435

Principal Exhibits: Leathers and Hides.
Women motorists will take a particular interest in these exhibits, and they will be able to examine samples of morocco-grained hides, antique hides, Bedford-cord hides and so on. A large range of soft, luxurious leathers for saloon cars can be seen in made-up form on various car exhibits in Olympia.

THE COOPER-STEWART ENGINEERING CO., LTD. 459

Principal Exhibit: The Stewart Speedometer.
This is of the electrical type, and has achieved a wide measure of popularity. Other exhibits are the Stewart eight-day dashboard clock, foot warmer and double-bar bumper. Bumpers, it may be mentioned, are becoming more popular in this country.

COOPER WEBB-JONES, LTD. 195

Principal Exhibits: Screens and Side-curtain Fittings.
There is also a very wide selection of interior and exterior fittings for all types of light car and cyclecar.

CORNERCROFT, LTD. 378

Principal Exhibit: Detachable Wheel Discs.
All wire-spoke or artillery wheels can very easily be converted to those of the disc-type by adding the stout-gauge hard aluminium fittings which are a speciality of this concern.

COUNTY CHEMICAL CO., LTD. 395

Principal Exhibits: Chemico Motor Polishes.
This concern is justly noted for its polishes and grease removers, and it claims to market one of the most effective and economical cleansing mediums for motorcars.

COUNTY SCREEN CO., LTD. 458

Principal Exhibit: Improved Side Curtains.
These show a marked improvement on many other types, a special point being made of the ease with which they can be fitted, and also the fact that door panels open easily with the doors. Another speciality of this concern is the one-man hood and fitting.

THE COVENTRY CHAIN CO., LTD. 461

Principal Exhibit: Biflex Chain.
Although it is not generally realized, chains figure largely in the specifications of nearly every modern small car; instances may be quoted such as the magneto drive and the timing gear. Several fine examples of chainwork are shown by this concern, whilst a three-speed-and-reverse chain-driven gearbox is another feature of outstanding interest.

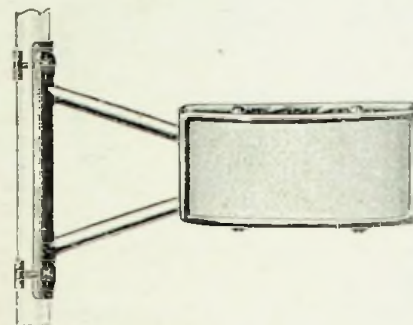
A working model which demonstrates the fluidity of Duckham's oils.

**COWEY ENGINEERING CO., LTD.** 491

Principal Exhibit: Cowey Speedometer.
This has been entirely redesigned, the recorder reading up to 100,000 miles instead of 10,000 miles, whilst the trip recorder has been altered so that the figures can be read far more easily. A variable-note Cowey mechanical horn is also on view.

COX CARBURETTORS, LTD. 323

Principal Exhibit: Full Range of Cox Carburettors.
This carburettor is now made to suit all types of engine, whilst another accessory which commands attention is a new-type filter. This, it is claimed, will exclude every particle of foreign substance during the process of filling the fuel tank.



The Dekla side mirror, showing novel form of anchorage.

GRESSWELLS, LTD. 304

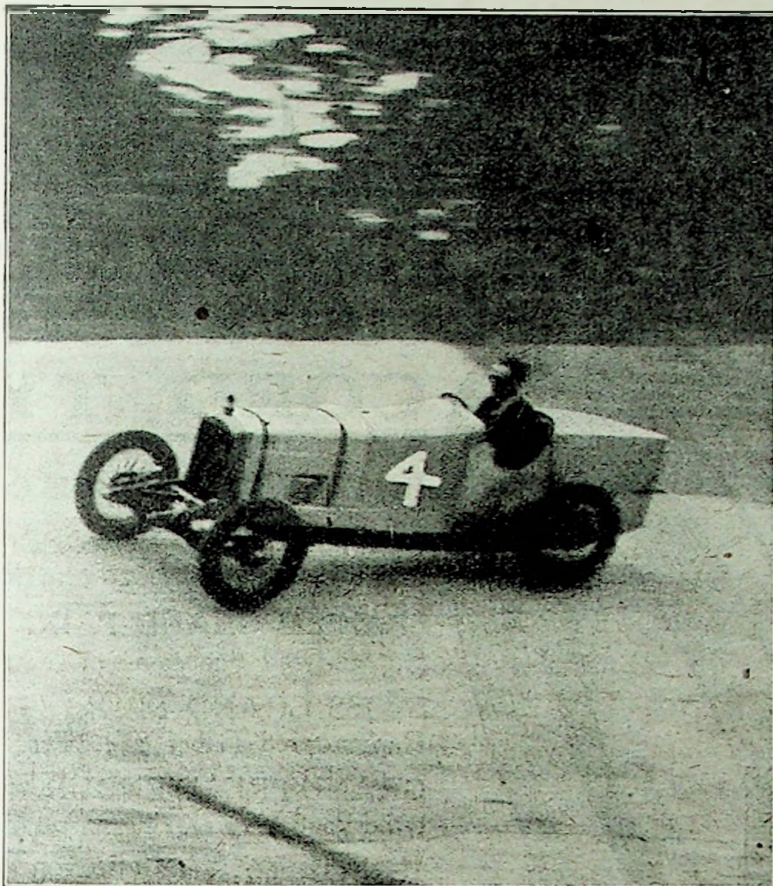
Principal Exhibit: Chekko Brake Linings.
One of the claims made in respect to this brake lining is that it is 100 per cent. pure asbestos spun on brass wire and woven into a heat-resisting fabric. The new Hersot front-wheel brake is also on view.

CULVERHOUSE AND SONS. 385

Principal Exhibit: Double-ended Grinder.
This is a tool for garage work, tool-grinding and general workshop use. Another prominent line is special rubber matting for step boards, whilst Everdry hood cloths will commend themselves to motorists.

DEGORY CARBURETTORS, LTD. 239

Principal Exhibit: Degory Carburettors.
This instrument is one of the simplest on the market, and at the same time boasts of a high degree of efficiency. It can be examined in its various types.



Major Harvey on the record-breaking Alvis at Brooklands. ("The Light Car and Cyclecar" Photograph.)

5 MORE RECORDS BROKEN AT BROOKLANDS with

LODGE PLUGS

Major C. M. Harvey and Capt. A. G. Miller, driving an Alvis car fitted with Lodge plugs, broke the following 1,500 c.c. records at Brooklands, October 2nd:—

3 hours. 5 hours. 250 miles. 300 miles. 400 kms.

(Subject to usual official confirmation.)

LODGE PLUGS LTD., RUGBY.

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

B39

TYRE & JACK MANUFACTURERS

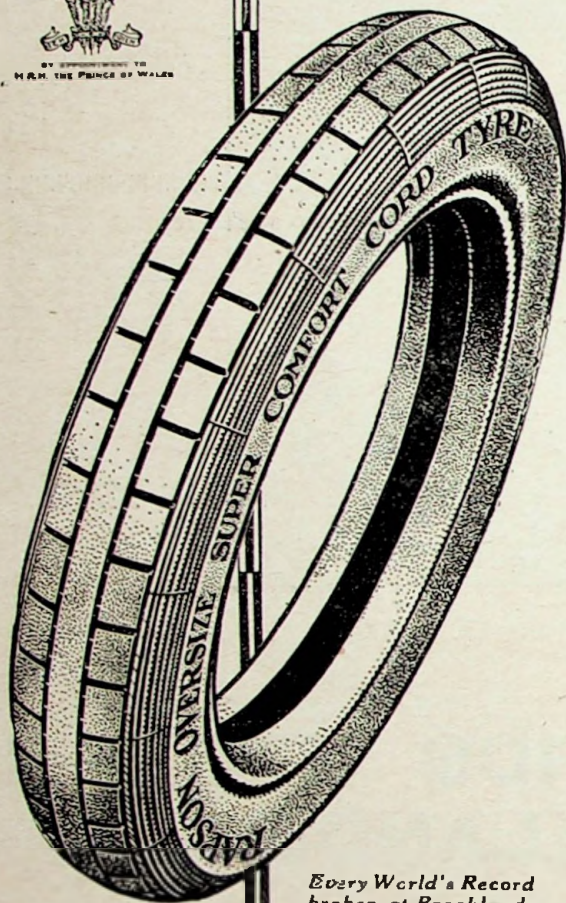


BY APPOINTMENT TO
H.M. THE KING

TYRE & JACK MANUFACTURERS



BY APPOINTMENT TO
H.M. THE PRINCE OF WALES



A Wonderful Year—on RAPSON "OVERSIZE" SUPER COMFORT CORD TYRES

INTERNATIONAL WINS ON RAPSONS

GRAND PRIX D'EUROPE. Rapson-tyred
Sunbeam : *Fastest lap and Record Speed.*

SPANISH GRAND PRIX.

Rapson-tyred Sunbeam : : : *First.*

SWISS GRAND PRIX.

Rapson-tyred Talbot : : *First and Second.*

GRAND PRIX D'ENDURANCE. Rapson-
tyred Bentley : *First by over a hundred miles.*

JUNIOR CAR CLUB 200-MILE RACE.
Rapson-tyred Darracqs. *First, Second & Third.*

GAILLON HILL - CLIMB. Rapson-tyred
Darracq : *First, beating Record for Hill.*

WORLD'S RECORDS ON RAPSONS

Over *Fifty* World's Records now standing were
made on Rapson "Oversize" Cords this season, in-
cluding almost every World's Record from 1 to 1,100
miles, and every World's Record from 2 to 15 hours!

Over *Sixty* Brooklands Class Records were also
made on Brooklands this season, and the majority
of big car races won on—

RAPSON "OVERSIZES" !

—the tyres that are better than balloons—are made
in all sizes—fit existing rims, and are **CHEAPER**
than normal-sized tyres of other leading makes !

*Every World's Record
broken at Brooklands
this year—the Fastest
Race—the Highest
Lap Speed—the Ma-
jority of Wins on the
Big Cars, and the
Le Mans Grand Prix
d'Endurance—the
Junior Car Club's 200
Mile Race—the
Spanish Grand Prix—
the Swiss Grand Prix
—all have been won
on Rapson.*

STAND NO.

452

OLYMPIA

NEW MALDEN,
SURREY.

RAPSON
TYRE & JACK CO. LTD.

Phone: Malden 190/1/2.
Telegrams: "Rapson",
Malden, Surrey."

HOLDERS OF DEWAR TROPHY FOR MOST MERITORIOUS
PERFORMANCE OF 1923 IN R.A.C. OFFICIAL TRIALS.

ACCESSORIES (contd.).

DEKLA, LTD.

334

Principal Exhibit: The Girderscope Mirror.

In this mirror an ingenious method of attachment has been devised so that it can be attached quite easily to a single-panel windscreen. This concern is also showing a useful range of lamps, horns, mirrors, screen wipers, tyre-pressure gauges and petrol-can holders.

DELCO REMY, LTD.

339

Principal Exhibit: Delco-Remy Ignition.

This is of the battery and coil type, and its reputation is world-wide. Those to whom the principle of coil ignition is a mystery will be able thoroughly to examine the various working parts.

DESMO, LTD.

348

Principal Exhibits: Motor Accessories.

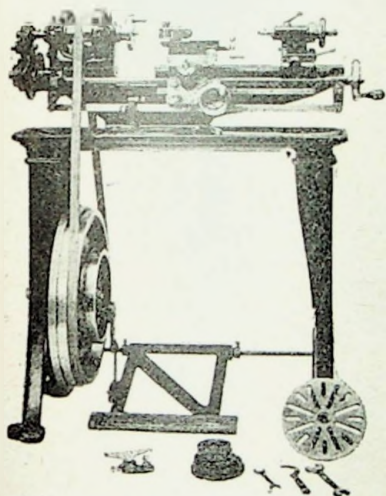
A wide range of accessories is on view on this stand, including the famous Desmo horn, which has already achieved a wide measure of popularity.

A. J. DEW AND CO.

249

Principal Exhibits: Car Accumulators and Sundries.

All types of accumulators are on view, whilst, as an adjunct, there is a variety of dry batteries. The range of acces-



An excellent lathe for the amateur or expert - the Drummond.

sories of A. J. Dew and Co. is extremely wide, and includes practically every fitting that the owner-driver desires for his car or his workshop. The varied exhibits on this stand are well worth detail examination.

DOCKER BROTHERS, LTD.

455

Principal Exhibits: Durable Varnishes and Superfine Paints.

These are displayed in a very full range of colours, which include the newest shades now in fashionable demand. Various prepared panels in the grain of the natural wood are a fine illustration of the finish and lustre obtainable with Docker's varnishes.

W. H. DORMAN.

400

Principal Exhibit: The Dorman Engine.

This popular engine figures in many well-known makes of car, the manufacturers being specialists in engine design.

DRUMMOND BROTHERS, LTD.

482

Principal Exhibit: The Drummond 3½ in. Lathe.

This is a new model, and will be found of inestimable value to the owner-

driver who is fortunate enough to possess his own workshop. In addition, Drummond Bros., Ltd., are showing a variety of high-class machine tools for all purposes.

ALEX. DUCKHAM AND CO., LTD.

374

Principal Exhibit: Model Oil Well.

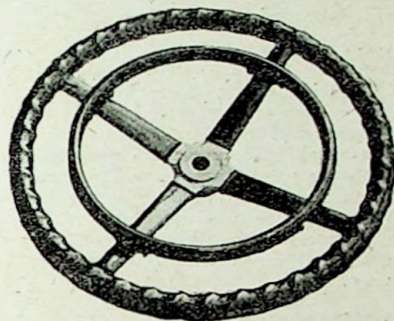
Oil-well machinery is shown in action to a scale of ¼ in. to 1 ft., and by a novel contrivance not only can the boring be seen below ground, but the flow of oil in the ground and its emergence from the well are reproduced. Other Duckham specialties are Spirit Soap and grease made up in collapsible tubes.

DUNHILLS, LTD.

428

Principal Exhibit: Dunhills' Side Curtains.

These are made with detachable frames and covered with waterproof twill. They are fixed to the body by means of nickel-plated standards and



The inner ring operates the electric horn (Eural patent).

drop into brackets attached to the inside of the door. An alternative type of fixing is also marketed. Other lines include a new driving cushion, the Auto-rub car washer, a washing cabinet and a petrol cabinet. Practically anything in the way of accessories that the motorist requires may be examined on this stand.

E.D. MOTORS, LTD.

301

Principal Exhibit: Instarter Car-starting Device.

In view of the approaching cold weather, the Instarter is deserving of close examination. It is fitted into the induction pipe and consists of four loops of high-resistance wire, which are heated from energy supplied by the accumulator. Their action is obvious, for the heat vaporizes the petrol, warms the inlet pipe, and permits a homogeneous and slightly warmed mixture to be drawn into the engine.

ENGELBERT AND CO.

449

Principal Exhibit: Lubol Motor Oils.

Deliveries of Lubol are made in casks, kegs, drums and special red-enamel tins. Samples of these, together with the various oils marketed by this concern, are on view.

ETIENNE ET CIE.

298

Principal Exhibit: Stadium Motor Accessories.

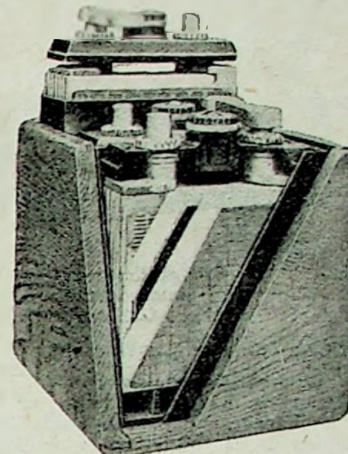
These include almost every conceivable useful fitting for a small car, outstanding accessories being mechanical windscreen wipers, side mirrors, step-mats, battery testers and the Stadium Autospray dry cleaner, which is a new material for cleaning cars without water. In last week's issue we illustrated a number of these accessories, and all are worthy of the closest examination.

EURAL PATENTS, LTD.

380

Principal Exhibit: The Eural Electric Horn Operator.

This is described as a "third hand." It consists of a ring concentric with and slightly smaller in diameter than the steering wheel, by means of which the horn can be operated. Thus, no matter



An enlightening glimpse within the latest form of Exide battery.

where the wheel may be turned, the warning device may be sounded without removing the hand from the steering wheel.

FELLOWS MAGNETO CO., LTD.

279

Principal Exhibits: Working Models of Fellows Magneto.

These include the following types:—E.M.4, E.M.6, E.S.4, E.S.6, E.A.4, E.S.1 and E.S.2. Sectional models are also shown, whilst the new Fellows sparking plug will be examined with interest.

FERODO, LTD.

401

Principal Exhibit: Ferodo Friction Linings.

There is no better friction lining than that which bears the name "Ferodo," and on this stand it is shown in all its various forms. Ferodo spring interleaving is another interesting exhibit, and it is claimed for this that it positively prevents squeaking or unpleasant noises, and also acts as a shock absorber. The amateur mechanic should



The new windscreen wiper which is being marketed by Fluid Pressure Pumps, Ltd.

examine Ferodo vice-grips; when fitted they form an elastic grip, and prevent polished surfaces from being scratched in the vice.

FLUID PRESSURE PUMPS, LTD.

370

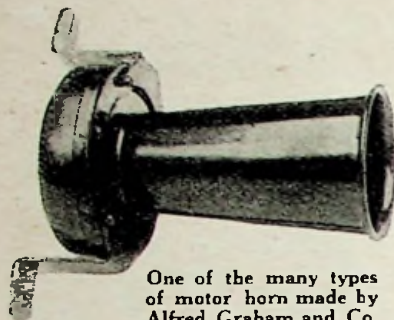
Principal Exhibit: Electrical Windscreen Wiper.

This is unique in that it is operated on a new principle, cutting out a certain amount of cost and also the complication of a motor. The actual wiping of the screen is done in a flash, avoiding the constant interference of vision, which is a drawback to some types. The popular Pioneer Engo-flator and the Pioneer universal petrol pourer are other exhibits of outstanding interest.

ACCESSORIES (contd.).

FORWARD SPARKING PLUG CO., LTD. 571
Principal Exhibit: Sparking Plugs.

The Forward sparking plug is being used with success by hundreds of motorists in this country, and the various types are well worthy of examination.



One of the many types of motor horn made by Alfred Graham and Co.

FULLER'S UNITED ELECTRIC WORKS, LTD. 243
Principal Exhibits: Accumulators.

Occupying a premier place in the accumulator-manufacturing world, the productions on this stand, which show the latest advances, are well worthy of examination.

GALLAY RADIATOR CO., LTD. 386
Principal Exhibit: Gallay Radiators.

It is interesting to note that these are fitted to the following small cars:—Lea-Francis, Vulcan, Seabrook, Alvis, Surrey, Swift, Eric-Longden, Palladium, Citroen, A.B.C., Mathis, Salmson and Amilcar. This concern also specializes in shock absorbers, and two types are on view—namely, the Dufaux and the Lincoln. The Thermomanometer is a special type of gauge which is fitted to Gallay radiators.

A. W. GAMAGE, LTD. 258
Principal Exhibits: Motor Accessories.

The House of Gamage is noted for its motor department, and the exhibits on this stand are representative of the wide range which is covered.

GERRARD AND CO., LTD. 387
Principal Exhibit: Electric Drills.

All sorts of hand-operated and self-contained electrical drilling machinery is on view, whilst various bits can be introduced by means of which otherwise laborious tasks are made easy. Another useful garage fitting is the Black and Decker Electroflater, which, as its name implies, is an electric pump for the rapid inflation of tyres.

GLICO PETROLEUM, LTD. 261
Principal Exhibits: Motor Spirits.

The various lines of motor spirit will include Carburine, Glico ordinary motor spirit, Glico White spirit; also lubricants and greases. There is a kerbside pump on view, and also a portable barrel pump, demonstrations of which are given daily. Models of the company's railway-tank wagons and road-tank wagons will be examined with particular interest.

GODINS. 467
Principal Exhibit: Windscreens.

This firm specializes almost entirely in windscreens, and numerous different types are made, from the single panel to the most elaborate form. D-section steel tube is used for the manufacture

of standards or uprights, thereby ensuring strength and lightness, whilst specially drawn brass sections are also employed.

ALFRED GRAHAM AND CO. 274
Principal Exhibit: Electric Autohorns.

Electric warning devices of all types figure prominently on this stand, whilst a distinct novelty is the Motophone set, which, as its name implies, is a motor-car telephone specially designed for communication in closed cars between passengers and driver. Other useful accessories are the Graham tow-line and B and C car locks.

GUEST, KEEN AND NETTLEFOLDS, LTD. 305
Principal Exhibit: Wheel Bolts and Nuts, and so forth.

Every conceivable type of screwed part suitable for motorcar construction is on view, whilst screws with all types of heads, such as countersunk, round and cheese-headed, are exhibited.

HALL AND HALL. 396
Principal Exhibit: Hallite Motor Jointing.

This is suitable for making joints on every class of motor vehicle. It is impregnated throughout with graphite, thus making the surface non-adhesive, with the result that, if care is exercised when making a joint, the same Hallite washer can be used over again. Flange washers, pump packings, gear felt and other felt washers of all types are on view.

HALL AND PICKLES, LTD. 285
Principal Exhibit: High-speed Tool Steels.

Of particular interest are the fractures and micrographs of tool steels, the samples of tool steels and their constituents and the samples of work performed by Hydra tool steels.

ED. J. HARDY AND CO., LTD. 498
Principal Exhibit: Hardy Flexible Couplings.

The Hardy coupling is already well known. It is claimed that Hardy disc joints are fitted to over 250 different makes of touring and commercial vehicle. Of almost equal interest are the Bound Brook oilless bearings, for which the above concern represent the sole European sales agency.

E. HARRISON AND SONS, LTD. 316
Principal Exhibit: Rappa Spring Gaiter.

The lubricating system adopted in this spring gaiter is demonstrated by means of a working model, which shows the flexing of the road spring under ordinary conditions. Other exhibits are universal-joint couplings and radiator cosies.

JOHN T. HART AND SONS. 71
Principal Exhibit: Coloured Upholstery Leathers.

These are of the type which are in everyday use among coach and motor bodybuilders. Special attention is given to the problem of obtaining a regular and even grain, combined with softness and flexibility of the leather.

HARVEY FROST AND CO. (1924), LTD.
Principal Exhibit: The H.F. Jiffy Vulcanizer.

This tool, it is claimed, provides the quickest, easiest and cheapest way of repairing punctures and bursts. It is automatic, and what the manufacturers describe as "blunderproof." Other exhibits are the H.F. Trekure outfit, the H.F. improved rim tool and the H.F. Rubbacoa, a preservative paint for tyres,

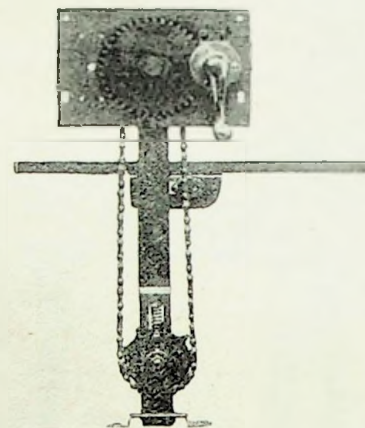
rubber mats, etc. In this connection Lubrene should also be mentioned, being a solid bead lubricant, which preserves the rims against rust and makes tyre-changing easy.

ALFRED HERBERT, LTD. 397
Principal Exhibit: Cylinder Boring Tool.

This is specially suitable for small cars with engines of from 60 mm. bore upwards. Other specialties of interest to small car owners are the quick-change drill chuck, the safety tapper and studder, and the portable hand-shaping machine.

J. AND A. HILLMAN, LTD. 329
Principal Exhibit: Egypta Brake Linings.

It is claimed by the makers that these will bear comparison with any other make of brake lining. Friction will not burn it, neither will it slip when wet or oily. Other lines shown on this stand are leather upholstery, leather universal-joint couplings, tool rolls in leather and canvas, and fan belts.



Showing how the Hobson patent window regulator is operated.

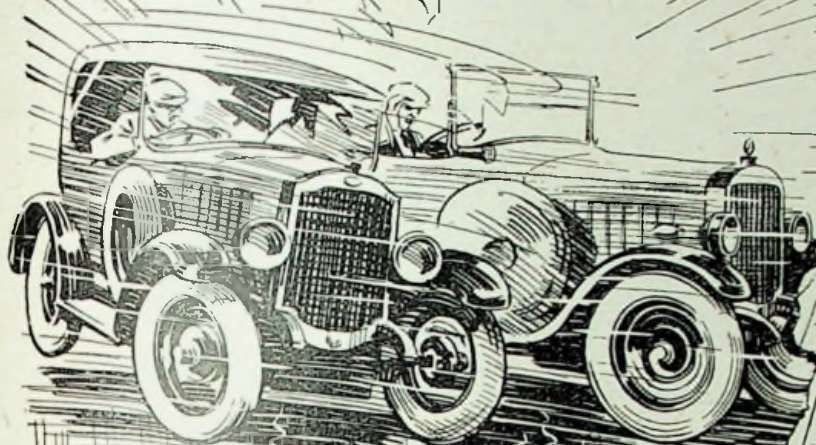
H. M. HOBSON, LTD. 430
Principal Exhibit: Claudel-Hobson Carburettors.

Different models of the new Power jet carburettor are on view, this being the latest type of instrument embodying the same principle as the Z-diffuser type, with the addition of a power jet. In addition to Hobson sparking plugs, the "Perfect" window regulator is on view. This is a mechanical device for raising and lowering windows by means of a rotating handle, but its novelty lies in the fact that the window remains locked in any position immediately the handle is released. A new regulator of the lever type which is designed to meet the demands of builders of small saloon and all-weather bodies for light chassis is also shown.

THE HOFFMAN MANUFACTURING CO., LTD. 424
Principal Exhibit: Hoffman Steel Balls and Roller Bearings.

The pyramid of steel balls and rollers is always an attraction on this stand, but of equal interest are the exhibits showing steel balls in various stages of manufacture. Another novel exhibit is a glass tube containing no fewer than seventy gross of 1 3/32nd inch steel balls. From a constructional point of view the sections of front and rear hubs fitted with Hoffman bearings are certain to create interest. In making ball and roller bearings, it is necessary to work to very close limits.

Don't run RISKS



Sooner or
later **YOU**
may run
one too many



Be *sure*—and fit

“RECTASKID”

ENSURES SAFETY
& SAVES MONEY

The Proved Success on Greasy Roads.

20%
off Special
INSURANCE

Whatever your make of car we will effect an insurance policy with

**THE
DOMINION
INSURANCE CO., LTD.,**

33, King William St., London, E.C.4,
at 20 per cent. under Tariff Rates.
But you must fit “RECTASKID,”
and all such insurances must be
effected direct with the manufacturers
of “RECTASKID” by application to
their Registered Offices, and are subject
to a satisfactory proposal form.

“AUTOCAR,” Oct. 3rd, 1924, says:—

“Results would appear to justify the claim that skidding is reduced, if not obviated, by the use of this clever attachment (‘RECTASKID’) to Springs. Every motorist who has not yet done so is advised to scrutinize carefully the clever construction embodied.”

“LIGHT CAR,” Oct. 3rd, 1924, says:—

“We’ve recently had an opportunity of trying a car fitted with ‘RECTASKID’ and we found that the claims of the designer were amply substantiated.”

Prices from £4 : 4.

Write for **FREE BOOKLET**

containing details
and testimonials.
Address—SALES MANAGER.

or call for **FREE DEMONSTRATION**

any day between
10 a.m. and 5 p.m.

ALL MOTORISTS WELCOME.

RECTASKID LTD.,
30, GROSVENOR PLACE,
LONDON, S.W.1.

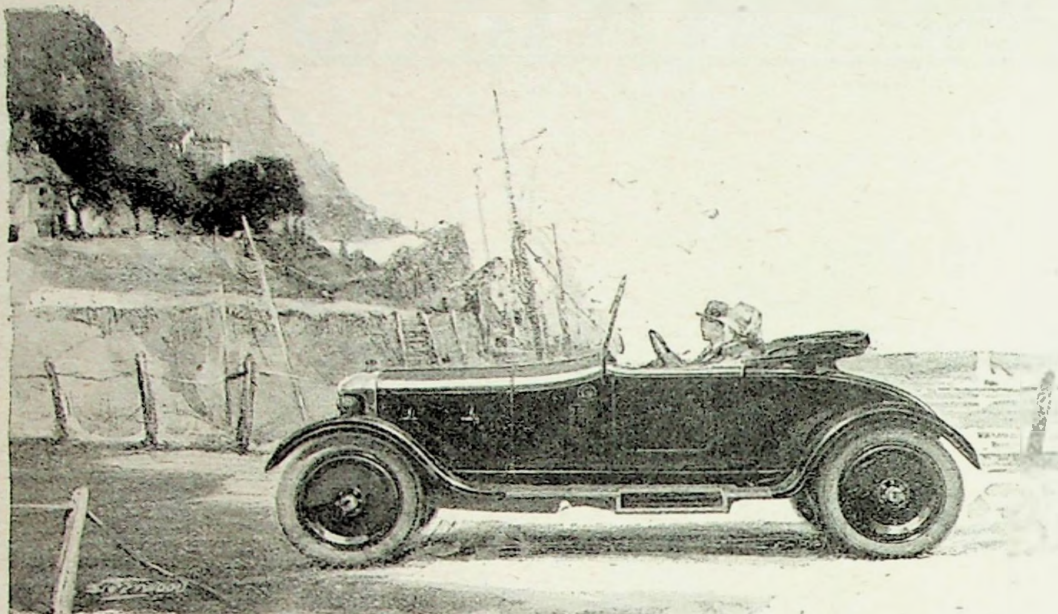
Telephone :
Victoria 5250-5251.

Telegrams :
“Rectaskid, Sowest, London.”



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

B43



For 'A.-C.' Car information, trial runs and deliveries—

—apply to our representative, Mr. Ellis, on the
'A.-C.' STAND, No. 18, OLYMPIA SHOW,
or call at our Showrooms, 65, Great Portland
Street, W.1, where a full range of 'A.-C.' Models
is available for your inspection.

Having handled 'A.-C.' cars from the very first
models, we do know something about them and
can give you exact detail information and
expert service after purchase.

We specialise in part exchange transactions and can make you a
generous allowance for your present car. Easy payments over
twelve or eighteen months.

Complete Cars - - - from £275

CAITHNESS & CO., LTD.,
65 Great Portland Street, London, W.
Phone, Langham, 2172. Wires, Caithness, Wesdo, London.

Caithness
& CO LTD

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.

ACCESSORIES (contd.).

M. HOUDAILLE, LTD. 332
Principal Exhibits: Shock Absorbers.

This concern was one of the first to make a successful shock absorber, whilst in addition it is noted for the Houdaille system of variable suspension.

EDWARD HUNTER AND CO., LTD. 480
Principal Exhibit: Chapuis Dornier Engine.

Visitors are able to examine this very fine small four engine in detail. Another interesting exhibit is the Telegauge petrol indicator which can be supplied for either gravity, vacuum or pressure-feed tanks.

HYATT, LTD. 308
Principal Exhibits: Roller Bearings.

Component parts showing how the Hyatt Roller Bearing is built up are on view, whilst in addition there is a number of complete assemblies.

IMPERIAL MOTOR INDUSTRIES, LTD. 63
Principal Exhibits: Tangee Jacks.

The Tangee jack has been designed expressly for use in the garage, and is one of the quick operating type. The height when down is 10 ins., whilst the total lift is 21 ins. In addition, this concern is showing petrol gauges, cigar lighters, the Pullvac licence holder, side mirrors, step mats, spotlights, emergency lamp sets and a Thermoid brake lining.

JACKSON'S IMPERVO SALES, LTD. 353
Principal Exhibit: Impervo Puncture Seal.

This is a non-sticky liquid for injection into the inner tube, which, it is claimed, automatically and permanently seals all punctures up to an eighth of an inch in diameter. Another exhibit is the Impervo inner tube which is already treated with Jackson's Impervo, and is guaranteed against punctures.



A practical exhibit. The British Berk-shire demonstrates its usefulness all day long at the Show by wiping a glass which is constantly kept wet.

A. JAMES, LTD. 331
Principal Exhibits: Various Types of Road Springs.

This concern specializes in spring work, wire work and all sheet metal operations. There are examples of light drop forgings, wing stays, lamp brackets, shackles and clips on view.

H. JENKS, LTD. 389
Principal Exhibits: Well-known Lighting Sets.

These include the C.A.V., Powell and Hammer and Rotax. In addition, there is a wide range of lamps, horns, mirrors, mascots, speedometers and so on, on view on this stand.

JENSON AND NICHOLSON (1924) LTD. 379
Principal Exhibits: Various Types of Car Painting Outfits.

Demonstrations of enamelling by the three-coat process with Robbialac Stop-

ping, Robbialac Mat and Robbialac gloss enamels, are being given. Another exhibit of interest to the owner-driver is the Robbialac car-painting outfit which can be obtained in sizes to suit both cyclecars and light cars. In addition, tyre paint and cylinder black for exhausts and parts subject to heat are on view.

JOHNSON, NEAL AND CO., LTD. 375
Principal Exhibit: Gemmy Carburettor Flooder.

This is an ingenious electrical instrument by means of which the needle of the float chamber can be raised electrically from the dash-board. It is controlled by a switch. For the Gemmy it is claimed that it is foolproof, has no wearing parts, and will last the lifetime of the car. Another ingenious exhibit is the combined spare petrol-can and foot-rest.

E. KALKER AND CO. 465
Principal Exhibits: Electrical Cables.

This concern specializes in insulated wire and cables, and numerous examples are on view. Visitors should not overlook the brass and aluminium armoured electric light cables which are constructed to S.M.M.T. specification.

KLAXON, LTD. 448
Principal Exhibits: Klaxon Horns.

The effectiveness of the Klaxon product is well-known and requires no detail description. One model is of particular interest, however, in that it is of the two-note type, a low tone for city and town use and the usual Klaxon note for the open country. Motor-driven Klaxons are also on view.

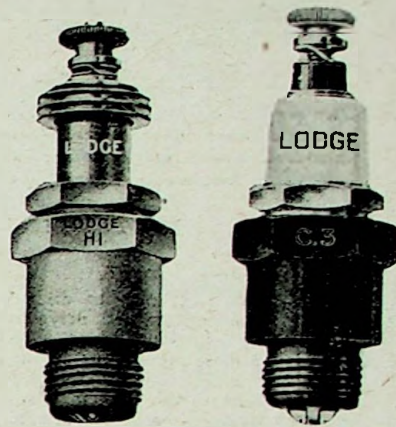
ERNEST LAKE, LTD. 309
Principal Exhibit: The Junlor Garage Jack.

This is a quick-lift device which is specially suitable for light cars, in fact,

tity production are shown. Scored cylinders which have been repaired by the Laystall process are also on view.

LEVVAREX. 299
Principal Exhibit: Levvarex Ideal Leather Cloth.

This is made by a new patented process, and is an excellent material for car upholstery and hood work. It is pliable and folds and pleats without



Two popular types of Lodge plug.

surface cracks. A damp cloth will remove dust or stains without detracting from its appearance.

LODGE PLUGS, LTD. 426
Principal Exhibit: Lodge Plugs.

A full range of plugs for every conceivable purpose is on view, including the sports model, for high efficiency engines, which, incidentally, is the plug which helped to win the International Motor Boat Race, besides numerous motorcar events. Another exhibit is the miniature plug which, although absolutely reliable, is probably the smallest sparking plug made.

THE LIGHT PRODUCTION CO., LTD. 324
Principal Exhibit: Cygnet Piston Rings.

These are made from centrifugally die-cast iron, finished to a very fine limit of accuracy. They are stressed by a patented process of internal hammering, which, it is claimed, ensures true circularity. Other exhibits are tappets, rollers, and a range of Ward-Aerolite patent split skirt aluminium pistons.

THE LUCAS ELECTRICAL CO., LTD. 433
Principal Exhibits: Lucas Lighting and Starting Sets.

These are designed to suit all types of cars. In addition, there are on view Lucas dynamos, dynamotors, engine starters, switch boxes, head-light dimmers, and a full range of Lucas magnetos.

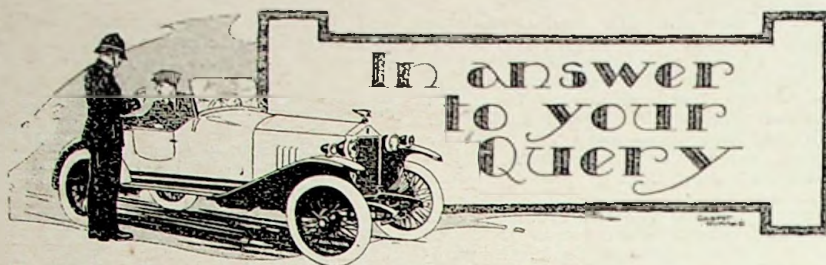
JOSEPH LUCAS, LTD. 415
Principal Exhibit: The King of the Road Hydraulic Jack.

A few strokes with a long-lever handle suffice to raise a heavy touring car, whilst, while depressing the release valve, the lowering of the load is almost instantaneous.

LUCHARD ET CIE. 310
Principal Exhibit: Running-board Cylinders for Tyre Inflation.

The air-charged cylinder is clamped on to the running board, and is fitted with a length of tubing which connects with the tyre. Inflation is made easy, and it is claimed that the air which is injected under pressure is pure.

(To be concluded.)



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

Dynamo Fitting.

H.B. (Norwood).—It may be difficult to arrange for a suitable belt drive for the dynamo of your two-cylinder G.W.K. It was usual on these cars for the dynamo to be friction driven off the flywheel, but as you object to this system it will be necessary for you to scheme out some form of belt drive.

Cold Weather Lubricants.

B.R.H. (Hendon).—Castrol, including the famous R grade, is, of course, available in grades suitable for use in cold weather. If you will consult C. C. Wakefield, Ltd., Wakefield House, Cheapside, E.C.2, they will advise you which grade of Castrol is most suitable for your engine during the winter months.

Freezing Carburettor.

W.M.L. (Peterhead).—Hoar frost on your carburettor is due to the high rate of evaporation of the fuel and the fact that the instrument is in an exposed position. If the induction pipe heating arrangements are in order, your best plan will be to lag the pipe with asbestos string and, if possible, to shield the carburettor from the direct draught of the fan.

Aluminium Pistons.

T.R.M. (Fleetwood).—Fitting aluminium pistons to your engine should have beneficial effects. It will be reasonable to expect an increase in speed and hill-climbing powers, the engine should run cooler and it will not use so much oil. Low-pressure tyres are quite satisfactory on a sports model, but we suggest that they may hardly be necessary. It should certainly be possible to tune a touring model Salmson to do 60 m.p.h.

Speedometers.

A.F. (Glasgow).—There are at least two examples of electrically controlled speedometers on the market and the principle on which these work is that a revolving permanent magnet placed inside a bell-shaped armature, made either of aluminium or copper, will, when revolving, set up a magnetic "drag," which tends to carry the armature round with it. Mounted on this armature is a hand, which works over a suitable calibrated dial and which is returned to zero by means of a hair-spring similar to that used in a watch. The whole mechanism is somewhat delicate, but it has the merit of being both sensitive and accurate.

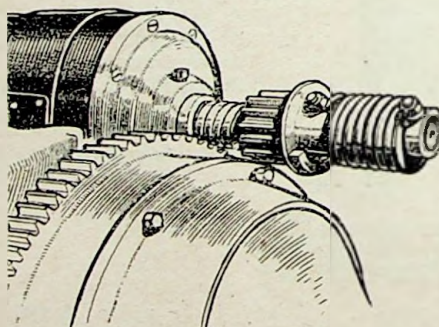
B46

Morgan Tyres.

H.K.K. (Horsham).—There is no reason why a low-pressure tyre should not satisfactorily be fitted to the rear wheel of your Morgan, provided that there is sufficient clearance to allow for the increased size. David Moseley and Sons, Ltd., of Chapelfield Works, Manchester, supply a special non-skid tyre for the Morgan rear wheel.

Electric Starters.

A.N. (Newcastle).—The starter shaft is provided at one end with a screw thread, which engages with a similar thread on the inside of the sleeve of the pinion. The effect of closing the circuit by the switch and thus passing the current from the accumulator to the starter is to cause it instantly to rotate at high speed. The pinion, however, owing to its property of inertia, tends to lag behind, whereby it is drawn laterally along the shaft until it meets a stop, and in doing so it has to mesh with the teeth on the flywheel. After the engine is started the pinion is automatically thrown out of engagement.



A conventional starter drive, showing the spring which returns the pinion after the engine has started.

Cox Atmos Carburetters.

E.G.C. (Yelverton).—The Cox carburettor, when properly set, will give easy starting in all weathers. By following the makers' instructions you should have no difficulty in tuning the one on your engine. Heating the induction pipe is usually an advantage, and is better than drawing hot air through the carburettor. It is useless to lag an unheated induction pipe as this will have the effect of making the mixture even colder because this low temperature exists inside the pipe and not outside.

Ignition Timing.

F.N.F. (Canterbury).—Your magneto should be timed so that when the appropriate piston is on top dead centre of the firing stroke, the contact breaker points are just breaking with the control set at full retard.

G.N. Windscreens.

E.F. (Putney).—Some of the earlier G.N.s, such as your own, certainly had very low windscreens, but we think you would be better advised to fit a taller sheet of glass rather than to attempt to raise the whole windscreen frame.

Scientific Welding.

G.H. (Fishguard).—However badly cracked your cylinder may be it is repairable by welding. We advise you to send it to Barimar, Ltd., whose branch works are at Charles Henry Street, Birmingham. This concern specializes in such work and you will be assured of a reliable repair.

Front-wheel Lubrication.

S.J.R. (Bedford).—The best lubricant for front-wheel bearings is a very thick grease. If you remove your hub caps, you will find that there are two large cups, which cover the nut securing the wheel on the stub axle. These cups should be filled and placed in position, the action of tightening down the hub cap causing the grease to be forced from the inner cup into the bearing.

Curing a Leaky Hood.

F.L. (Saffron Walden).—If the fabric of your hood is still in fair condition, you can stop it leaking by a coat of one of the special paints prepared for the purpose. It is not much good painting an old hood, however, and if the material is not in good condition a new cover would be the best remedy. The cost for a two-seater is about £3 for good quality material.

Joining Wires.

O.B. (Brighton).—Electric wires which have to carry a comparatively heavy current should be joined by soldering; mere twisting of the wires together will not be sufficient, as a bad contact will cause heating and loss of current. The insulation should be stripped back for about an inch, and the exposed wires scraped until they present a bright surface. They may then be twisted together and soldered in the ordinary way, but care must be taken that the soldering flux is cleaned off before the wires are covered with insulating tape, because a flux which contains acid may eat away the wires and cause further trouble.

Repairing Floats.

W.J. (Truro).—The simplest way to discover the position of the leak in your carburettor float is to immerse it in very hot water, when the spirit which has leaked into the float will vaporize and escape through the hole, showing a stream of bubbles in the water. If only a small quantity of petrol is inside the float it may be possible to evaporate it all in this manner, but if a large quantity is present a better plan is to enlarge the puncture slightly and make another very small hole in some other part of the float; the petrol will then drain out and the two holes may be covered with a very light touch of solder.

"The Car for the Connoisseur"

ALVIS



The answer is always the same

Go where you like; ask whom you like; you will always find that in every part of the world the ALVIS is recognised as the outstanding example of British superiority in light car manufacture.

Not only superior in performance and reliability, but also from the point of view of economy and investment.

The ALVIS is a quality car for the connoisseur, a gilt-edged investment for the wise, and a delight to all.

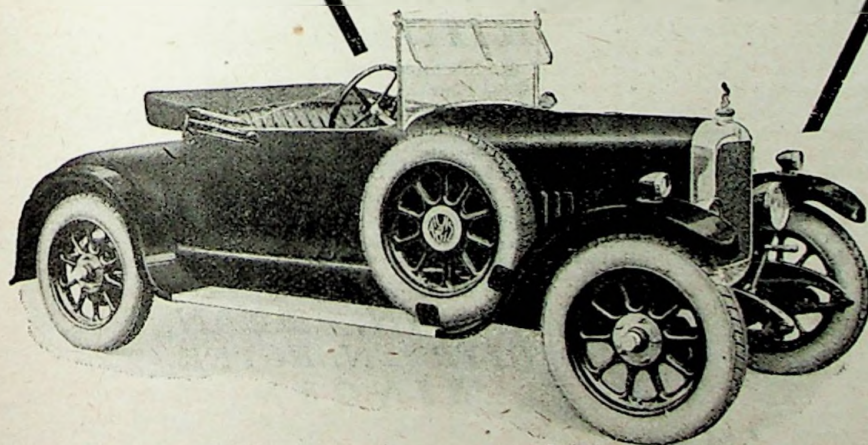
Buy British and you buy Best — Buy an ALVIS and you buy Best British.

Balloon Tyres optional to all models, and front-wheel brakes can be fitted if desired.

Write for Catalogue and nearest Agent's name and address.

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On Oct. 2nd an Alvis Car driven by Major Harvey and Capt. A. G. Miller added to its many laurels by breaking the following Class Records:—

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5 hours at 83.16 m.p.h.

400 Kilometres at 137.42 Kilometres per hour.

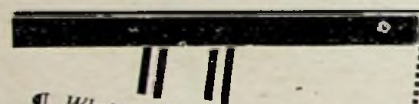
(Subject to official confirmation.)

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

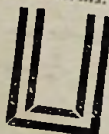
B47



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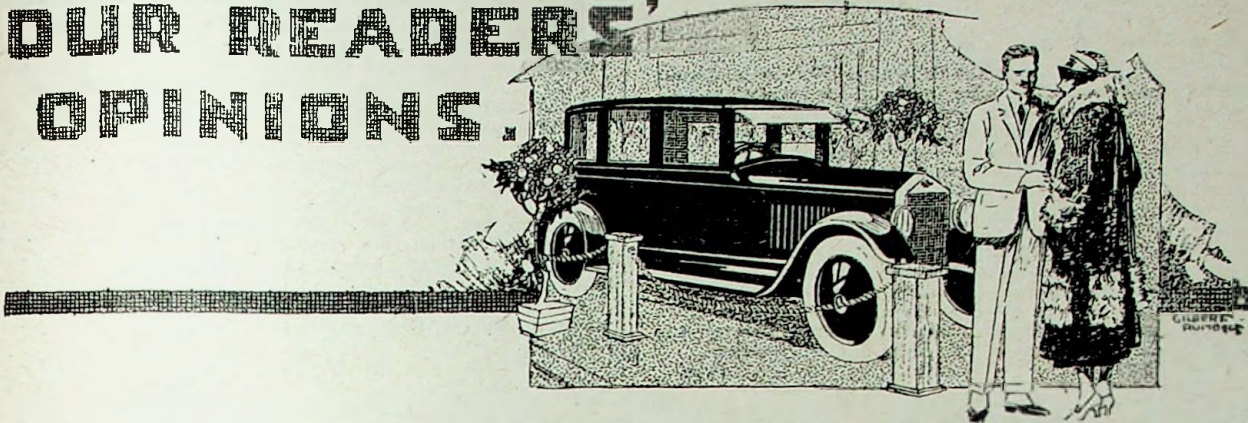
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'Sports' 65-70 m.p.h. ...	£345

Balloon Tyres optional, 4-wheel brakes, at small extra cost, if desired.

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OUR READERS' OPINIONS.



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

MR. BLOOMBERG AND HIS CRITICS. German Light Cars as They Really Are.

An Astounding Contention.

I pointed out in my last letter that German light cars are better for reliability than our own cars. This is a fact acknowledged by everyone who knows anything about motor-cars. Now I should have been prepared to meet and answer any fair criticism; but the weakness of the case of certain gentlemen who replied to my letter in your issue of October 3rd was demonstrated by the tone of their letters. Messrs. Henderson and Morgan descended to mere vulgar personal abuse, and I will not stand it. I will not be made a fool to by anybody.

My facts are there—let them answer them and not make insinuations. I believe they know the weakness of their case and are trying to bluster me. That is not usually our way. As a nation we are said to accept defeat nobly—but do we? Golders Green. J. BLOOMBERG.

A Briton in Germany.

The recent correspondence as to the respective merits of British and German light cars has amused me, and I agree with "British," in your issue of October 3rd, that Mr. Bloomberg's original letter must be meant as a joke—at least let us all take it as such.

The "Wonderbar" Lagonda. As I have been in Cologne for the last three years, I have not only come into frequent touch with German cars, but I have actually owned one of these wonderful 10 h.p. Adler cars, which Mr. Bloomberg is ridiculous enough to suggest are better than any British light car.

I shall never forget the 10 months during which I possessed one of these "atrocities," as they were crowded with more troubles than a British light car would give in 10 years. It would take too much of your space to detail the numerous troubles I had, for it was always more a question of what was right at all than what was wrong, and there were many hills up which my passenger and I had to push the brute!

I sold it (to a native, thank goodness!) and at once had a well-known British light car sent out to me from England, and I have run this car for two years without the slightest trouble. It is just utter nonsense to talk about Germany beating us to our knees, and from what I have seen of German cars the Germans have everything to learn from us about light cars.

There is a certain German garage here where I occasionally take my Lagonda for battery testing, and every time I go all the Germans there, from the boss down to the youngest mechanic, come out to have another look at the "wunderbar" English light car—and "wunderbar" is an emphatic word in German!

Oh, yes, the Germans themselves know which is the better car, even if Mr. Bloomberg does not, and there has been such a rush on their part to buy English (or French) light cars during the past year that the Government is about to impose enormously high taxes on such cars, so as to force the Germans to buy their own inefficient productions.

DERDLIM.

An Old British Car.

In common with the majority of your readers, I think Mr. Bloomberg's letter was simply balderdash, but here is another instance of the capabilities of English cars which may be of interest to Mr. Bloomberg and others. I have just completed a tour of eleven hundred miles in my 1914 7 h.p. Perry without the slightest mechanical trouble whatever—and, in fact, not even a puncture, although the tyres were far from new, but British!—and the car averaged over 40 miles to the gallon throughout the trip.

C. F. GOODISON.

The German Motor Industry.

While looking through your issue of September 19th, I was astonished by a letter extolling the German light car, specifically a 10 h.p. Adler. I cannot believe that Mr. Bloomberg, over whose name the letter appears, can have had any experience whatever of a modern English small car, as his enthusiasm for the Adler's "magnificent" feat of 50 miles in two hours rather suggests.

I must, living as I do in Germany, make occasional trips in German motorcars (yes, I have even been in a 10 h.p. Adler!), and after my 1924 Singer, the performance of the German light car is, frankly, pitiful. Apart from the fact that it is a lot slower, a worse hill-climber and less reliable than the English article, the design has, almost without exception, been simply "cribbed" out of a well-known German reference book, so depriving it of all personality and appeal.

To make so wildly ridiculous a statement that "the Germans have us beaten to our knees in this matter" can only mean that the writer has no knowledge of the conditions obtaining to-day in the German automobile industry, which are such as to preclude the possibility of a car being built to compete in any way with the English product, which has to face a competition which permits only the best to survive.

While it is hardly likely that Mr. Bloomberg's letter could be taken seriously, I trust that you will see that it is definitely contradicted, as I have no doubt it already has been.

Hiedelberg.

RK 636.

B49

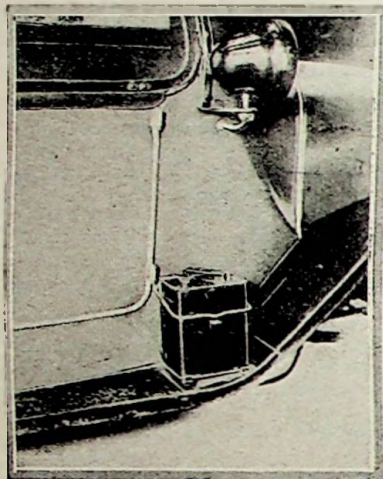
OUR READERS' OPINIONS (contd.).

Spare Petrol Cans.

I was surprised to see in the September 19th issue of your excellent paper an illustration of a full-sized petrol tin attached to the wing of an Austin Seven. Such a crude arrangement is scarcely necessary, as you will observe from the accompanying photograph of my own outfit. The five-pint screw-stoppered tins, complete with carrier and locking device, known as the Greenwich spare petrol outfit, can be purchased for 7s. 6d. each complete. They are free from rattle even after several thousand miles.

I have fitted two—one for oil and the other for petrol. These outfits, which are obtainable from most accessory dealers, might well be fitted as standard for 1925 to finish what is one of the finest little cheap family cars on the road. I am not interested financially in either product.

J. R. HAWES.

**CARRYING SPARE PETROL.**

A full-sized petrol can is apt to look ugly when carried on the running board of a light car, but the special tin and locking device shown here is in keeping with the small proportions of the Austin Seven. It is mentioned in a letter on this page.

Metric Measurements.

May I endorse the opinion of your correspondent who says that the present system of British weights and measures is most confusing and wastes years of school life, its only good point being that it gives work for school teachers?

The System of Science.

The work of teaching the rules and exceptions for manipulating our mixed-up tables is, I believe, the hardest, driest and most tedious work a teacher is called upon to do.

Every modern teacher is thoroughly versed in the metric system and generally thinks in this system, especially if he is a man of science.

Teachers have time and again pressed the claims of the metric system, and the expression that our present system "makes jobs for teachers" is only worthy of one who considers that the value of a man's opinion varies as the size of the car he drives. No doubt a lorry driver would get the better of any "man in the street" in an argument on the road, but the latter may still prefer the metric system!

A WORKER, B.Sc.

Belt-driven Cyclecars.

I was very much interested in the description of the D'Aux cyclecar in the September 26th issue of *The Light Car and Cyclecar*, particularly the double-pulley variable gearing. I am at present running a three-wheeler which incorporates this gear and

A Home-made Success.

I am not exaggerating when I say that the realization of the advantages of multi-gearing exceeds the anticipation.

The two 8-ft. belts are of leather and balata, and in all kinds of weather I am not troubled with belt slip. The range of gear ratios is 4 to 1 to 12 to 1.

I built the machine myself, using an 8 h.p. air-cooled J.A.P. engine and angle-iron frame. The body is a two-seater.

It has taken three years of my spare time to build, not forgetting very valuable work by Mr. Lund, a local repairer.

When on the road I consider it time and money well spent. I may say the gear is patented.

B50

L. DUGDALE.

Night Driving Simplified.

I beg to suggest a remedy for the trouble experienced by motorists at night by dazzling headlights. I suggest that a fairly strong pilot light should be fixed on, or under, the running board on the off side of the car, so arranged as to shine across the road or a little to the rear. This pilot light should be connected to the switch of the headlights so that when the headlights are switched off the pilot light would be switched on.

Automatic Pilot Lights.

Now if you imagine two cars approaching each other on a dark road with the pilot lights arranged as suggested, each car driver would have a clear view of the road over which he was going to pass, because it would be illuminated by the pilot light of the approaching car, and he would thus be able to see the kerbstone, ditch, or hedge, as the case may be, and also any cyclists or pedestrians.

J.W.B.

Wigan.

Touring in Scotland.

In your issue of August 1st, "Topics of the Day," an article was written on Scotland as a touring ground, the main theme being, to use your own words, "squeezing the motorist." You give figures which, if applicable to all hotel-keepers and garages, would make motoring well-nigh impossible. For myself, I have not found the charges unreasonable.

Reasonable Charges.

In none of the garages which I used was I called upon to pay more than 1s. 6d. per night. Regarding 25s. to 30s. for dinner, bed and breakfast, surely this is an error. I could give you the names of quite a number of hotels the proprietors of which would be delighted to make provision for two motorists for the sum you mentioned.

Scotland, as far as I have found it, is not so bad as it has been painted, and will compare favourably with any other touring ground.

SCOTTISH READER.

INFORMATION WANTED.

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

Morgan Tyres.

Will any Morgan owner who has fitted low-pressure tyres to the wheels, or only to the rear wheel, be good enough to let me have his experiences.

FRANK INGRAM.

Newnham Villa, Canning Crescent, Wood Green, N.22.

Austin Seven.

I shall be glad to have readers' experiences of Austin Seven brakes. The fabric on mine is in good condition, but the brakes have not much stopping power. Surely this is most unusual?

J. H. KILNER.

45, Reins Terrace, Horley, near Huddersfield.

Rover Eight.

My 1922 Rover Eight, which is otherwise excellent, has a habit of leaking oil, presumably past the main bearing. The engine has been taken down four times, but the trouble is not cured. Can any reader advise me?

GEO. HOLDEN.

72, Rose Hill Street, Derby.

Starting Device.

I shall be very grateful to any readers who will let me have their experiences of the Instarter device for warming the induction pipe. I understand that it is electrically operated.

40, Vereker Road, Kensington, W.14.

R.H.N.L.

A.B.C. Chassis.

Will any reader who has fitted a four-cylinder engine into the latest type (1922-1924) A.B.C. chassis kindly communicate with me?

SEYMOUR H. ELLIS.

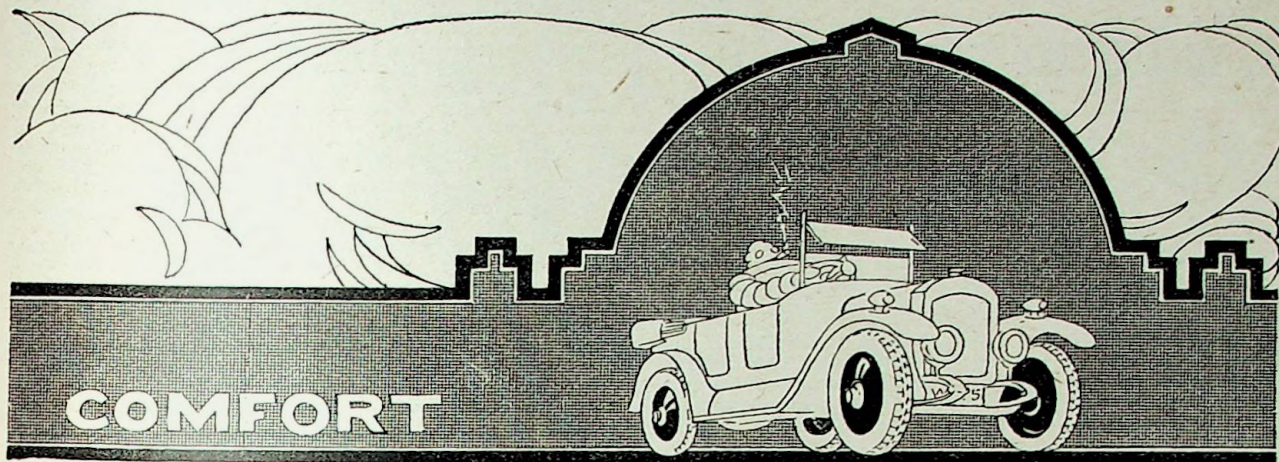
38, Grosvenor Road, Chiswick, W.4.

Aero Morgan.

I shall be glad to receive details of performance of the 1923-1924 Aero Morgan. General information will be welcomed regarding comfort, weather protection and maintenance of tune.

H. HORLEY.

2, Winifred Road, Bedford.



***"The Michelin 'Comfort'
has proved itself!"***

Never has a new standard been more readily adopted. 30,000 British Motorists already use "Comforts."

Specify full-size "Comforts" on your new car or have your present car converted to "Comforts." The experience of 30,000 of your fellow motorists is an unquestionable guarantee of the advantages you will gain.

IMMEDIATE DELIVERIES.

*Without "Comforts"
the newest car
is really old*



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519

B.I. 97A.

AROUND THE TRADE.

Every important prize in the Light Aeroplane Trials was won by machines with Bristol Cherub engines, on which Zenith carburettors were fitted.

Simms Motor Units (1920), Ltd., having taken over the whole of the jigs, tools, gauges and stock of magneto parts of the Peel Conner-Magneto Co., are in a position to supply parts and carry out repairs to these magnetos, of which there are over 20,000 in use.

The Furmoto Chemical Co., 169, Camberwell Road, London, S.E.5, have sent us a sample of their car body polish. This polish contains no oil, and its use preserves the body-work finish by making it waterproof; in addition, it may be used for cleaning nickel plate, glass and leather.

Smith, Sons and Nees, Ltd., who are the Australian associated company of S. Smith and Sons (M.A.), Ltd., state that at the first all-British Exhibition, held in Melbourne in July last, 85 per cent. of the cars on show were fitted with one or more Smith accessories, and this in the face of keen American competition.

Mebes and Mebes, of 144, Great Portland Street, London, W.1, are now handling Bayliss-Thomas cars for a section of the London area. Specialists in everything connected with small cars, Mebes and Mebes can be depended upon to give good service to those who buy Bayliss-Thomas cars from them.

Perfecta Motor Equipments, Ltd., have opened a new London depot at 173-175, Cleveland Street, W.1. This concern manufactures the well-known Perfecta extending rear screens and adjustable side screens. Reduced prices for the rear screens are now in force:—Type A screen selling at £6 and type B at £7 10s. The prices of the side screens are £3 3s. to £3 10s., according to size.

A new catalogue just published by the Chloride Electrical Storage Co., Ltd., and dealing with Exide wireless and portable batteries, is of a most informative nature.

Mr. A. S. Forsyth, of 133, Long Acre, London, has been appointed English concessionaire for the famous Mathis cars. These cars enjoy an enviable reputation both for speed and reliability, and the six-cylinder 11 h.p. model is particularly popular. Seven different models, from the 9 h.p. four-cylinder to the 12 h.p. six-cylinder, are on view at the Olympia Show.

The Brooks radiator cosies are to be recommended now that colder weather has come. The prices of these are extremely reasonable, and sizes for nearly every make of light car are stocked. A panel is fitted in the front of the cosy, which may be rolled up to expose about half the normal surface of the radiator, and thus save the need for removing the cosy when using the car for shopping and suchlike trips. The Brooks cosies are waterproof and are arranged so that they may be attached and detached with very little trouble.

MOTOR TERMS TRAVESTIED.

Solution to No. 33.



"A Plate Clutch."

By constant practice some of our readers are becoming quite adept at coining phrases, and many of those sent in this week were really very good. Owing to the high quality of the suggestions the question of choosing a winner was rather difficult, but eventually two were selected which seemed to be of about equal merit, and the prize went to Mrs. A. Beamish, Arima, Green Lanes, Palmer's Green, N.13. The second in order of merit was "A Copper Exhaust-ed," a phrase which was one of the many references to coppers. Many readers made allusions to speed trials and non-stop runs, but these can hardly be described as motor terms. If this journal dealt with pirates, "A Scuttle Dash" would quite probably have secured the prize, but it is far too nautical.



"Rexine"

LEATHERCLOTH

is an ideal upholstery for the motor car

It is so perfect an imitation of leather that an expert cannot distinguish it; yet it costs very much less.

Weather and dust do not injure it; stains and grease will wash off with soap and water.

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"REXINE" Rubbercloth for hoods, hood envelopes, etc.

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20 per cent. the purchase price of the car payable as cash deposit, and the balance in 12 equal monthly instalments—4 per cent. only added to the price of the car for this accommodation.

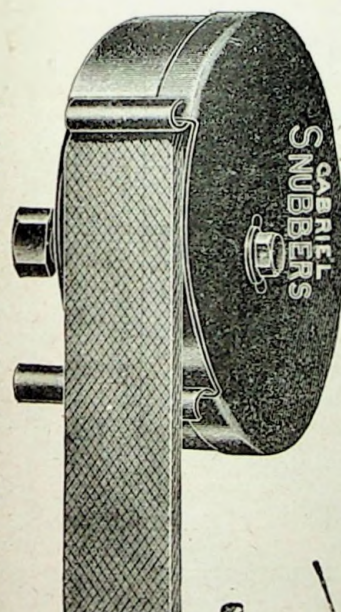
These terms may be varied to meet special requirements—we invite your proposal.

Example: 11'4 h.p. Standard, 2 or 4 seater, £200 or £40 cash deposit and 12 monthly payments of £14:0:0

ANY MAKE OF CAR SUPPLIED

If you experience a difficulty in viewing the New Cars at Olympia, call at our Showrooms in Westbourne Grove and inspect the latest models in comfort. Routes from Olympia: Addison Road Station to Royal Oak Station, or Buses Nos. 27 and 27a.

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GABRIEL'S SNUBBERS

REBOUND SHOCK ABSORBERS

At Olympia

For all cars from

£5:5:0

per set of four

West End Fitting and Service Station for Gabriel Snubbers:
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If the rough spots trouble you—if you bounce and roll when travelling bad roads—fit Gabriel Rebound Snubbers. Rough stretches of road can be ridden over with ease—with an entire absence of the snappy rebound which jerks you from the seat, weakens the car's mechanism, and causes spring breakage. Gabriel Snubbers will be exhibited on Brown Brothers Stand No. 414, and on the Stand of Thomson & Brown Brothers No. 262.

"The harder you hit the greater the rebound."

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Allied Companies:

Thomson & Brown Brothers Ltd.; Brown Brothers (Ireland) Ltd.
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If you cannot visit the Show, write for Snubber Literature.



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

MOTOR SHOW

The Light Car & Cyclecar

Next Friday.

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THIRD SPECIAL SHOW NUMBER

LIGHT CAR IMPROVEMENTS FOR 1925.

A series of interesting articles indicating recent developments in the design of Engines, Brakes, Transmission, Coachwork and Equipment revealed by the Show.

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A feature which, with the Complete Guide to Small Cars at the Show, published on Oct. 17th, no small car enthusiast should miss.

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The history of an important year from the point of view of a light car owner.

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An article which shows with the aid of a simple table exactly how much the various types of small cars cost to run.

All the usual features. - Fully illustrated.

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PRICE AS USUAL, **3d.**

: : *Order Now* : :

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



Built to last.

"Super-Sports" £275

A few shop - soiled
late 1924 "Regents"
for sale - £185

Write or 'Phone for Illustrated Price List to

A.B.C. MOTORS Ltd.,
WALTON-ON-THAMES,
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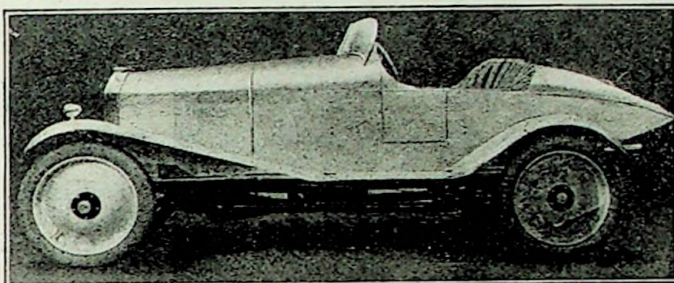
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Also Service and Repair Depot for A.B.C.
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THE NEW 12-40 h.p. Air-Cooled "SUPER-SPORTS"

Without doubt, for all-round average performance one of the fastest cars on the road to-day. Will accelerate from standing start up to 50 m.p.h. in 15 seconds on third gear, and touch 65 m.p.h. on top. Will climb Brooklands Test Hill on third in 11 seconds, and take hills like Reigate on top with ease.

Specification includes larger Engine with new design double roller crankshaft, stiffer con rods, Aluminium pistons, tubular pushrods, cast-iron cylinders and twin carburettors. Streamline aluminium body, V screen, and sports type wings. Plated fittings throughout, complete with speedometer, clock, switchboard, and five lamps.

All latest improvements can be incorporated in existing A.B.C. Cars. Write for particulars.



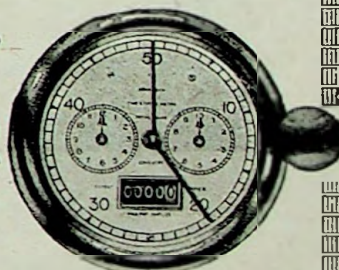
12-40 h.p. A.B.C. "Super-Sports."

DO NOT FAIL TO SEE

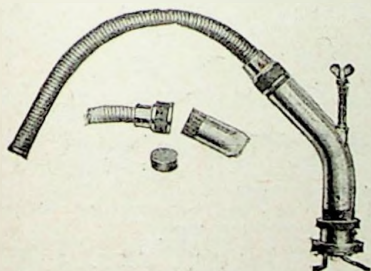
THE ADAPTABLE "EZYEMPTIER"
"BONNIKSEN" TIME-SPEEDMETER

AND

SPEEDOMETERS



The "Bonniksen" Time-Speedometer.



Adaptable "Ezyemptier."

TOGETHER WITH A FULL
RANGE OF HIGH-CLASS MOTOR FITTINGS
AS STANDARDISED BY THE LEADING
MANUFACTURERS OF THE COUNTRY

AT STAND 470.

ROTHERHAM & SONS, LTD., COVENTRY.

Telephones—752 and 753.
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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.

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Next Tuesday 3rd SHOW NUMBER FIRST OUT WITH A **COMPLETE REPORT** OF **OLYMPIA**

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PLAN OF THE SHOW.

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STAND 358

OLYMPIA

EASTING WINDSCREENS, LTD.

Safety

Don't run risks! Easting Screens are more efficient and safer than Glass, and are easily and quickly fitted without weakening the car bodywork.

4 PANEL REAR SCREEN. 3 PANEL REAR SCREEN



Built of tubular steel frames, this Screen is adjustable to practically any formation. Gives ease of manipulation, and can be fitted to any make of car.

Complete £5-0-0



The bowed formation minimises wind resistance and extends around the sides of passengers. Made in three sizes for small, medium and large cars.

£8-10-0 and £9-0-0

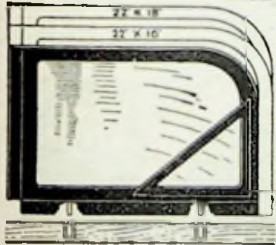
ALL WEATHER EQUIPMENT.



Providing an open or closed car at will. Side Screens open with door. Fitted without disturbing upholstery. Quickly affixed or detached as required. For Morris Cowley.

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SIDE SCREENS. 3 SIZES. DICKEY SEAT SCREEN.



Made in two types for straight and curved body-work. Can be rigidly fitted without disturbing upholstery.

£2-5-0 and £2-12-0 per pair



A Hood and Screen combined, adjustable to any desired position to give protection throughout any weather conditions. Easily fitted to any Dickey Seat and folds away when not in use.

Price £5-5-0

Comfy Always—All ways!

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WINDSCREENS, LTD.

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London Office: 29, Foley Street, Great Portland Street, W.1.



There's Music in an Engine

—if its a
Coventry
Climax

The Roar of Power

THE magnetic spell of tumbling water—nature's power—thousands of tons a minute, is an irresistible force that captures the mind with its mightiness. There is music in its thunder, the real roar of power like a giant singing joyously in his might

There is much of the same spirit and music—this happy roar of power—in a Coventry Climax Engine. Power it will always give you in perfect tune, because it is perfectly built in every part. A power that is smooth and harmonious, to exercise or restrain as your will dictates.

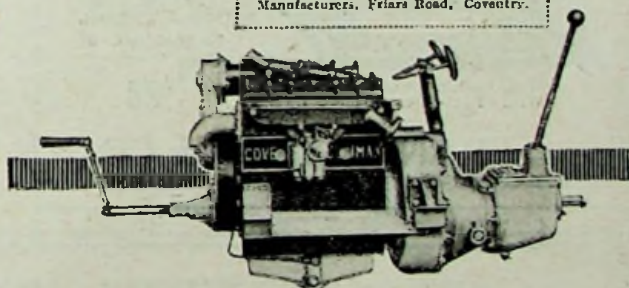
Is YOUR car fitted with a Coventry Climax Engine?

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in three sizes of the Four-Cylinder type and a Six-Cylinder engine which is just within the Two Litre class.

See them at

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Full particulars and quotations upon request to COVENTRY CLIMAX ENGINES LTD., Engine and Gearbox Manufacturers, Friars Road, Coventry.



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

Engines for every type of Light Car

COVENTRY

CLIMAX

ENGINES

H.F.

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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SPRINGS



No matter what your requirements may be, you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer. Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock, 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

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

UNITED SPRING CO

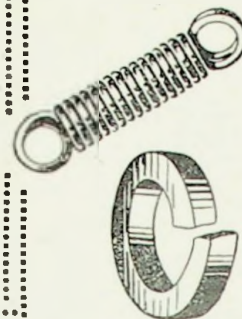
Hawthorn Street, West Smethwick.

B'ham Office:—14, Warwick
Chambers, Corporation Street.
Telephone:—Central 7350.

Telephone:—118 Smethwick.
Telegrams:—Tension, Smethwick.

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'EASYFIT' LUGGAGE RACKS AND MOTOR STEPMATS

Over 170 Stock models of Luggage Racks to suit all popular cars, including:—

A-C	Belsize	Deemster	Jowett	Standard
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Austin	Clyno	Gwynne 8	Rover	And many
Autocrat	Cluley	Hands	Singer	others.
B.S.A.	Crouch	Humber	Swift	

'EASYFIT JUNIOR' MATS.



Size 12 x 7 for all Light Cars. Mat held flat and secure yet instantly detachable for cleaning.

"The Mat that gives a finish to the best of Cars."

With Aluminium or brass frame ... 10/6
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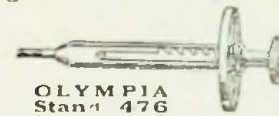
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The "Bowire" Dashboard Plunger

No. 515. A popular method of operating magneto control, air strangler, etc.

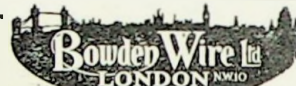
Price 6/-

Wire Mechanism extra.



OLYMPIA
Stan'd 476
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The Original
Patented and
Manufacturers
of Bowden
Wire Mechanism.



STABILIZERS

Specially designed for Light Cars, e.g.:

ROVER "8"
AUSTIN "7"
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Etc., etc.

STOP BOUNCING and STEADY YOUR CAR

55/-, 63/-, 72/-
per Axle
according to
make of car.

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EASY
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PRICE

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Obtainable from all
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2/3 post free.



"THE PETROL ENGINE."

A Manual of Motor Mechanics.

A UNIQUE work, dealing in simple language with the secrets of engine tuning for speed, power and economy, and the tuning of carburettors of all makes, and for any purpose.

The functional working of an internal-combustion engine is also dealt with in a complete and concise manner.

TEMPLE PRESS LTD.,

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

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

Stop Polishing ! use 'EVER-BRITE' WATERPROOF LACQUER

THE most durable lacquer known. Forms a tough, transparent waterproof covering over bright metal. Sun, water, heat, cannot affect it. Will stand a season's wear under the worst weather conditions, without tarnishing. Indispensable for radiators, hub-caps, lamps, and other bright parts. Saves endless work. A coating on your celluloid curtains will make them bright and clear.



PRICE **5/-** PER TIN

Postage 3d. extra.

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ACE PATENT SUPER DISCS

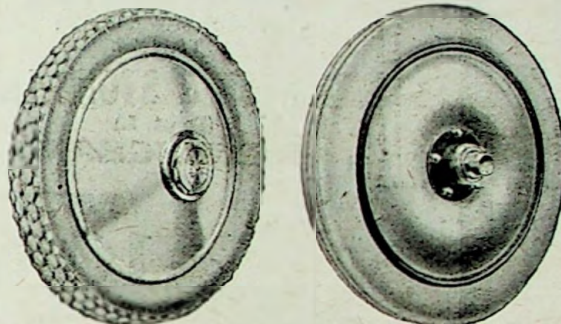
STAND No.
378
OLYMPIA.

**SPECIFY THEM
FOR YOUR NEW
CAR.**

When visiting the Motor Exhibition make a point of inspecting Ace Super Wheel Discs. They will be shown in types to suit all modern motor car wheels—we shall be pleased to demonstrate them and show you the type most suitable for your car.

OUR ILLUSTRATED AND DESCRIPTIVE CATALOGUE ON REQUEST.

CORNERCROFT LTD.,
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FOR WIRE AND ARTILLERY WHEELS.

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

FREE

Send p.c. for profusely illustrated book describing Thornber's Locjoint Weatherboards and Thornber's Garages.

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



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

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

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

THORNER BROS.,
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Yorkshire.

Stand 204—OLYMPIA

12 h.p. Westcar
TOURING CARS

£385

8 h.p. Heron
LIGHT CARS

(4-cylinders, water-cooled,
Balloon Tyres—4-seater)

£135

Both worth inspection.

The Strobe Engineering Works
HERNE (Phone: 11, Herne Bay) **KENT.**

London Office: 133, High Holborn, W.C.1.

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

Replace
'DOUBT'
with
'CERTAINTY'



"Enots"

PETROL LEVEL GAUGE

can be fitted in 10 minutes.

Know at a glance the exact quantity of petrol in your tank.

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

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

WHY BE STRANDED
WITH AN EMPTY
TANK?

BENTON & STONE Ltd.

(Dept. L)

BIRMINGHAM.

PRICE

10/6

Each

The STORMGARD MOTOR COAT

A Coat YOU will be proud to wear

Cold print and illustrations cannot do full justice to this smart Motoring Coat. It must be seen to be appreciated.

We will send one ON APPROVAL

You to be sole judge of its value. If you are not satisfied return the coat and your money will be refunded. But you will want to keep the "Stormgard" when you see the fine quality of the Fawn Gaberdine and note how the interlining of High Grade Oilskin and lining of warm Teddy Fleece is fitted throughout, including the sleeves. When you try it on, see how smart it looks; how comfortable it feels; and that the cut of the lapels gives double protection to the chest, you will be delighted and wonder how such a fine coat can be sold at this price. It can only be done by selling direct to you. Order yours to-day on above terms. State height and chest measurements over waistcoat; ladies' measurement over bust.



With broad Gaberdine Collar **42/6** POST FREE

Fitted with luxurious high Fur Storm Collar of selected skins **10/-** extra (as illustration)

Catalogue of other bargains free on request.

THE DIRECT TRADING CO.
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SEE THE WINKWORTH ELECTRIC CAR BELL

On the following
Stands at OLYMPIA

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438

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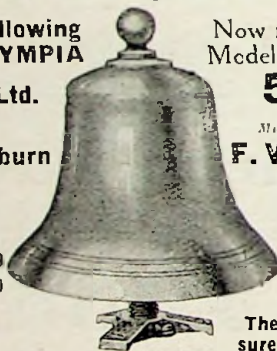
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Now made in four
Models, prices from

52/6

Manufactured by

F. Winkworth & Co.,

137, Victoria St.
London, S.W.1.

Telephone: Victoria 8362.

Telegram: "Winkworths,"

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The Clear Tone ensures a Clear Course.

The Motor MAP OF ENGLAND AND WALES

Scale 13 miles to the inch. Showing the whole of England and Wales; printed in colours to show the contour of the land.

Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

Temple Press Ltd.,
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London, E.C.1.

CAR COVERS

Made of Strong Twill.



DIRECT
FROM
THE
MAKERS.

CARR. PAID

2 1/2 x 4 yds.

Size suitable for Rover 6, Austin 7, Citroen 75, Singer or A.C. 2-seaters, or cars of similar size.

15/6

2 1/2 x 5 yds.

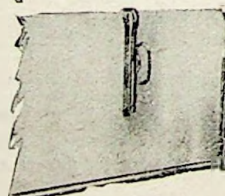
Size suitable for Morris Cowley, A.C. Citroen or Standard 4-seaters, or cars of similar size.

17/6

Quotations sent by return for other sizes if required.
EVERY CAR SHOULD HAVE ONE to protect it from Dust, Scratches, Grease Marks and Damp. Send for one to-day. Satisfaction guaranteed.

FLEETS Cover Makers, Newmarket Lane, MANCHESTER.

The RIGHTOVA SCREEN WIPER



2/-

 (Postage 3d. extra).

Cleans full length of screen on BOTH SIDES.

Keeps glass permanently clear in downpour of rain.

Does not require continuous working.
For Single or Double Screens.

Please state make of Car.

MOTOR NECESSARIES CO., COOKHAM, BERKS.

Introducing two new lines

5!

PNEUMATIC BRISTOL TOOLS LTD.
LODGE CAUSEWAY,
BRISTOL.



This Patent Anti-Dazzle Shield permits driving in comfort against the most brilliant headlights.

CUT OUT THE DANGER ON THE ROAD.



The New B.P.T. Pump has unique leverage design giving enormous output. Exceedingly compact — will store away in tool box of smallest cars. Complete with accurate gauge. Packed in stout box.

25!

STAND 75
GROUND FLOOR

Write for C.A.T. T.21 which describes both these valuable accessories.

Pronounced "BRYCO"

BRICO
TRADE MARK

GOOD PISTON RINGS ARE ESSENTIAL.

Badly fitted or worn piston rings are the most frequent cause of big oil or petrol bills, sooted plugs and a host of minor troubles. Good piston rings are essential to good engine performance and you will find BRICO Rings the best in every respect. We make piston rings for every motor engine and a big range of intermediate sizes for worn cylinders, each ring being packed in a greaseproof envelope with its exact dimensions marked outside. There can be no mistake you get the size you need, dead true to within .0001 of an inch, making a gas-tight leak-proof joint with the cylinder wall.

There is a BRICO Ring for EVERY engine.

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

THE BRITISH PISTON RING CO., LTD.
COVENTRY.

Come and see our exhibit on **STAND 359** MOTOR SHOW **OLYMPIA.**

Special sizes can be supplied in 24 to 48 hours.

EVERY RING PACKED IN A GREASE PROOF ENVELOPE



THE COAN "CONE" STEPMAT

THE MOTOR MAT THAT MATTERS
THE ORIGINAL and ONLY STEPMAT OF ITS KIND PATENTED
(No. 167892)



COANS CONE MAT

CAST ALUMINIUM NUMBER PLATES

BC-8605

Regulation Size — Silver Polished Numerals — Black Ground

Visit Stand No. 496, Olympia.

Write for Booklets and terms.

R. W. COAN Ltd.
The Aluminium Foundries,

219, Goswell Road, London, E.C.1.
Telephone No. : Clerkenwell 4466 (4 lines).
Telegrams: "Krankases, Barb, London."

NIGHT DRIVING.

THE PATENT
"GAUNTLITE"
ILLUMINATED
GLOVES

Seen at
Olympia
Stand
438



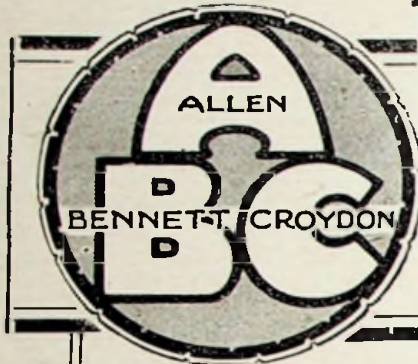
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WHITE

R. BARTON ADAMSON & CO.,
Enfield Highway, Middlesex.

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

At Show Times and

At All Times



you'll find at

ALLEN-BENNETT'S of . . . CROYDON

—as fine a representative stock of
ECONOMY CARS as you'll see
anywhere.

Great Portland Street itself
cannot beat it

*1925 Cars that
will be always in
Stock at ALLEN-
BENNETT'S . . .*

And you'll get the unique facilities for
Buying out of Income that ALLEN-
BENNETT'S are able to offer you as
PIONEERS OF REALLY CONVENIENT
PAYMENTS. (Up to 18 months, or even
longer, by arrangement.)

**ALSO, really exceptional EXCHANGE
FACILITIES! Distance no object—
your old car collected, the new one
delivered to your door.**

—AND—

**"SERVICE THAT IS
SOMETHING MORE THAN
JUST A NAME."**

Service, backed up by remarkably efficient
self-contained work, and a skilled staff of
Light Car Specialists — people who have
made an intensive study of just the sort
of cars that Allen-Bennett's sell and Allen-
Bennett's customers buy — an organisation
that does *nothing else* but to look after the
interests of THOSE WHO DEAL WITH
ALLEN-BENNETT'S. There's nothing
quite like it anywhere else.

Any
Car
Supplied;
Any
Car
Exchanged

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AMILCAR
AUSTIN
CLYNO
HUMBER
MORGAN
RILEY
ROVER
SINGER
STANDARD
WOLSELEY

The

**ALLEN-BENNETT
Motor Co., Ltd. . . .
8-9-10-11, Royal Parade
WEST CROYDON.**

CROYDON
2450

Telegrams: "Track, Croydon."

Open till
7 p.m.
every day
including
Saturday.
Buses 19a,
34, 49, 54a,
59, 59a, 75,
86 pass by or
near.

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.

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

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

RATES.

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

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

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

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

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd. and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent. (3d. in the £. 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1/2 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

WARNING.—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

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

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

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

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

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

A.B.C., 1922, Surbiton model, 2-seater, sunk dickey, side-screens, dynamo lighting, detachable wheels, spare, tyres perfect, all accessories, paintwork, upholstery, etc., as new, taxed December, really nice order throughout, £85, or Morgan and cash. 2a Oakhill Rd., East Putney, 621-h463

A.B.C., 1923, Regent, repainted blue-grey, overhauled, dickey, good tyres, smart, accessories, 110 guineas. Owner, 62 Addison Gdns., W.14. 1199 Riverside. 621-h312

A.B.C. F.O.C.H. Ltd., offer several A.B.C. cars; all in excellent condition bargains. 5 Heath St., Hampstead (near Tube). 621-446

A.B.C., £85, October, 1922, Regent, yellow and black, new Rapsons, latest rocker gear, aluminium pistons, side curtains, very smart and powerful. Pryor, R.A.F., Eastchurch, Kent. 621-h118

A.B.C. 1922 3-seater, bought new January, 1924, fully insured, licensed, perfect condition throughout, mileage 4,200, £110. Ezard, 35 Clifton Gdns., Goolse. 621-h571

A.B.C. 1922 Surbiton model, 2 doors, dickey, overhauled, guaranteed, good tyres, dynamo, speedometer, spare wheel, 90 guineas, including 12 months' insurance, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 621-h517

A.B.C., 1923, dickey, dynamo lighting, weather screens, many extras, carefully used, looks and runs as new. £95. Cox, Atlantic House, Holborn Viaduct, London. Phone, Holborn 391. 621-h506

A.B.C., 1923, 2-seater, double dickey, full equipment, tax paid and insured all December, condition as new, £95 or exchange. 85 Camden Mews, N.W.1. 621-h615

A.B.C., 1922, Surbiton model, self-starter, dynamo lighting, speedometer, electric horn, side screens, spare wheel, dickey seat, 2 doors, practically new Dunlop cord tyres, one of the very best A.B.C.s on the road, mechanically sound, any reasonable trial and instalments arranged if necessary; would exchange for cheaper car or cyclecar and cash, £95. Can be viewed and tried at Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. Phone, Putney 1827. 621-430

A.B.C., 1922, 11hp, special sports, £115; also 1921 2-seater, dickey, starter, £95. Bartlett's, 93 Gt. Portland St. 621-421

A.B.C., 1923, sports, 2-seater, dynamo lighting, self-starter, speedometer, splendid condition, 115 guineas. Below. 621-h579

A.B.C., 1922, Regent, 2-seater, dickey, dynamo, equipped, licensed, exceptional condition, 95 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-584

A.B.C., 1922 Regent, dickey, taxed, good condition, £85; exchange. 22a Spring Grove, Kew Bridge. 621-445

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-237

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

A.C. Wanted, A.C. cars in exchange for new models; highest market value allowed. Deferred terms. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 621-463

A.C., 1923, 4-seater de luxe, very small mileage, £195. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 621-533

A.C., 1921, 2-seater, dickey, starting, lighting, repainted, as new throughout, £125; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 621-378

A.C. 1921 2-seater, double dickey, completely equipped, starter, repainted, 1923, owner going abroad, £150. Curtis, 28 Westhill Rd., Wandsworth. 621-h580

A.C. 1915-16 10hp 2-seater, dynamo lighting, fully equipped, just repainted, excellent condition, £50. Exchanges, instalments. 63 Solon Rd. Brixton. 621-h579

A.C., 1922, sports model, polished aluminium body, dynamo lighting, starter, taxed, speedometer, clock, rev. counter, very smart, as new, £185; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 621-403

A.C., 1924, 2-seater, any-weather, specially finished, Marles steering, practically new, tax and insurance, £255. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 621-556

A.C. Cass's Motor Mart, Ltd., 1919 3-seater, painted blue, dynamo, clock, speedometer, taxed December, exceptionally fine condition, deferred terms, exchange or bargain, £85. 5 Warren St., W.1. Museum 625. 621-514

A.C. 1918 3-seater, dynamo lighting, painted blue, open at any trial or examination, must be sold, £50. 67 Fernlea Rd., Balham. 621-509

A.C., 1924, any-weather 2-seater, run few miles as demonstrator but as new, £285, list price £310; also 1923 4-seater, £275; 1923 Empire 2-seater, £185. Newnam Motor Co., 245 Hammersmith Rd., W.6. Phone, Riverside 3161. 621-604

A.C., 1921, 11.9hp, 2-seater, dickey, first-class order, £120. Bartlett's, 93 Gt. Portland St. 621-425

A.C., 1921, Royal 2-seater, dickey, lighting and starting, all-weather equipment, splendid condition and appearance, licensed December, £135; exchange. 284 South Lambeth Rd., S.W.8. 621-h616

A.C., 1920, standard model, C.A.V. dynamo lighting, fully equipped, including speedometer, clock, tax paid, £155. Mandes, 100 Gt. Portland St., London. 621-470

A.C., 1922, aluminium, sports, starter, copper exhaust, rev. counter, speedometer, new tyres, taxed, faultless condition, £185. 7 Exhibition Rd., S.W.7. 621-608

A.C. sports, 9.5, tax September, 1919, perfect mechanical condition, all brand new Dunlop tyres, Sankey detachable wheels, 5 lamps, C.A.V. dynamo lighting, new battery, tools, hood, screen, polished aluminium body, rubber pedal covers, aluminium number plates, electric horn, jack, very smart, any trial, £100. 20 Heath Rd., Twickenham. 621-453

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

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

ALBATROS 8, 2-seater and dickey seat, dynamo and starter, new, £155, deferred or exchanges, also chummy, £150. F. T. Morris and Co., Ltd., Marmet House, 139 Finchley Rd., N.W.3. 621-453

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

ALVIS, 1921, 11hp, 2-seater, dickey, starter, repainted, £125. Bartlett's, 93 Gt. Portland St. 621-428

AMILCAR, 1923, blue, perfect, new tyres, speedometer, side curtains, etc., last, 100 guineas. H., 31 Montgomery Rd., Edgware, Middlesex. 621-543

ARIEL 9, 1924, de luxe chummy model, many extras, perfect and indistinguishable from new, tax paid, £120. 8 Otley Rd., Leeds. 622-586

ARIEL 9, chummy model, all-weather equipment, in perfect condition, very carefully used, owner-driven, £110. Black and Finch, 222 Gt. Portland St., W.1. 'Phone, Museum 2271. 621-524

ARIEL 10, 1924, de luxe model, all-weather equipment, dashlamps, speedometer, electric horn, mileage 2,400, absolutely faultless condition, will accept £165. Black and Finch, 222 Gt. Portland St., W.1. 'Phone, Museum 2271. 621-525

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

AUSTIN 7, 1924, new in July, mileage 180 only, guaranteed in perfect order, latest chummy model, with speedometer, £155. Reeves Garage, Chichester. 621-h2

AUSTIN 7, chummy, 1924, starter and dynamo lighting, all-weather equipment, speedometer, absolutely good, cash £115; payments arranged. Take this on approval. The Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1. (Baker St. Station). 'Phone, Langham 2933. 621-348

AUSTIN 7, 1924, electric starter, all-weather equipment, taxed, as new, £120; exchanges, terms. Allbar Garage, Thornsett Rd., Epsom, S.W. Latchmere 4588. 621-341

AUSTIN 7, 1924, used for demonstration only, practically new, £119 cash. Park St. Garage, Wellington, Salop. 621-h546

AUSTIN 7, May, 1924, 1,000 miles, taxed and insured, excellent condition, £145 1 Marne Avenue, New Southgate, N.11. 621-h564

AUSTIN 7, 1924, practically new, £115, also several 1923, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 621-557

AUSTIN 7, 1924, mileage negligible, in splendid condition, £150. Hawes Stores, Merton Park, S.W.19. 621-h455

AUSTIN, 7hp, late 1923, exceptionally nice condition mechanically, very smart appearance, taxed to December, all-weather curtains complete, good tyres, £100; exchanges and terms arranged. 'Phone or write, Paddington 6049 or call Kirk and Co., 22 Praed St., W.2. 621-502

AUSTIN, 1923, 7hp, dynamo lighting, new condition throughout. £95; extended payments, exchanges. White and Mears, 5a Litch St., Piccadilly. 'Phone, Grosvenor 1804. 621-407

AUSTIN. If you want to buy or sell a 7hp Austin go to the specialist, W. I. Overend, Grafton Mews, Warren St., W.1. 621-h614

AUSTIN 7, £102 10s.; 1923, absolutely as new; allow exchange. 621-h671

AUSTIN 7, 1923, shock absorbers, side curtains, electric and Klaxon horns, spare wheel and tyre, excellent condition, tax paid, bargain, £99 15s.; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 'Phone, Riverside 238. 621-h607

AUSTIN 7, late 1923, chummy, perfect condition, fitted oversize 710 by 90 Dunlop cord, special reserve 10-gallon tank, speedometer, clock, etc., sacrifice £99 15s. for quick sale. Seen at Earl's, Ltd., The Vale, Hamstead, N.W.3. 'Phone, Hamstead 3287. 621-x221

AUSTIN 7, mechanical starter, speedometer, taxed, perfect order, £100; exchange. 22a Spring Grove, Kew Bridge. 621-444

AUSTIN 7, 1924, latest chummy model, with improved body, shop soiled only, £145. Below 621-463

AUSTIN, 1924, 4-door saloon, new and unlicensed, absolutely unscratched, £475, our price £450. Smith and Hunter, 90 Gt. Portland St. 621-463

AUTOCRAT, 11hp, 4-seater, dynamo lighting and starting, in perfect condition, tyres as new, £160; can be seen any time. Arden, High St., Thrapston. 621-h553

A.V.s. A.V.s. A.V.s. 8hp A.V. monocoers to clear at £20 each. A.V. 2-seaters, with dynamo lighting, speedometer, etc., from £40; deferred terms, exchanges. 'Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 621-552

A.V. monocoers from £19, A.V. 2-seaters from £40. These cars have been thoroughly overhauled by the mechanics who actually built A.V.s. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 623-333

DAYLISS-THOMAS, shop-soiled only, 9.19hp, 4-seater, list price £235, our price 200 guineas; 12.22hp, all-weather, list price £300, our price £275, including licence, usual guarantee. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. 621-451

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

BELSIZE-BRADSHAW, 1922 (Nov.), 4 seater, starter, dynamo, all-weather equipment, clock, speedometer, excellent tyres, tax paid, £95. K.J. Motors, Bromley. 623-549

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater, dynamo lighting, detachable disc wheels, spare tyres, very good, all accessories, side curtains, upholstery, paint and hood perfect, many extras, just overhauled, whole in really first-class condition throughout, exceptionally smart, fast and reliable; terms, £9 10s. down and 10 equal payments, or cash £95; choice of 3 others. Beumotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 621-398

BELSIZE-BRADSHAW, 1922, 2-seater, dickey, dynamo, taxed, A1 condition, first £80 secures. 180 Upper Kennington Lane, S.E.11. 'Phone, Hop 634. 621-h613

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater and dickey, dynamo lighting, starter, speedometer, side curtains, tax paid, condition like new, £110. Maude's, 100 Gt. Portland St., London. 621-469

BIGNAN, 10hp, 1924, 2-seater, self-starter, tax paid, small mileage, bargain, £75. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 621-392

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

BLERIOT-WHIPPET, 1920, 9hp Blackburne engine, spare wheel, hood, sidecar, splendid condition, £235. Fears, 2 Palace Green, Kensington. 621-h541

BLERIOT-WHIPPET, late 1923, carefully driven, under 2,000 miles, tyres unpunctured, new belt, luggage locker and child's dickey seat, mechanically and exterior condition perfect, spare wheel, electric light, fully equipped, £45. Greenways, Myrtle Avenue, Eastcote. 621-h532

BLERIOT-WHIPPET, £10 down and 10s. weekly for 12 months; 1920-21 8hp 2-seater, electric lighting, spare wheel; any inspection or trial. Write appointment, 53 Patchell Rd., Kentish Town, N.W.3. 621-411

BLERIOT-WHIPPET, 1921, 2-seater, 9hp Blackburne, electric and oil lamps, spare wheel, etc., good condition throughout, £25 or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 621-h612

BLERIOT-WHIPPET, 1923, 8hp, 2-seater (brand new), electric lighting, spare wheel, handle starter, hood, screen, etc., makers' full guarantee, 79 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-385

BLERIOT-WHIPPET, £25; 1920, 2-seater, electric lighting, mechanical starter, very smart, any trial, exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 303. 621-416

BUCKINGHAM, 1923, latest improved model, dynamo, double dickey, very smart, £70. 2 Ravenscourt Sq., Goldhawk Rd., Shepherd's Bush. 621-435

BUCATTI, 1922, sports, 2-seater, 16-valve, exceptional car, fitted as follows:—New Solex carburettor, Autovac, shock absorbers, moosemeters, air-sprung upholstery, V windscreen, rigid transparent side curtains, black hood, electric lamps, horn and starter, ideal fast touring car, delivery to 200 miles free, £280. King-Smith, c/o Bablidge Garage, Queen Victoria Rd., Coventry. zzz-911

BUCATTI, 16-valve, 1922, clover-leaf 5-seater, just repainted cherry black, red wheels, fitted special hollow crankshaft, with forest lubrication to all bearings, very full equipment, including 2 spare wheels, spotlight, etc., redesigned braking system, oversize tyres. This car has been specially equipped and tuned for fast Continental touring, and as money has been spared to maintain it in first-class condition, price £250. Jarvis, Victoria Crescent, Wimbledon. 'Phone 2526. zzz-476

CALCOTT 1919 2-seater, with dickey, tax paid, dynamo lighting, very smart and reliable, £65, a bargain, cash or deferred. Lecky, Ltd., Manchester. 621-389

CALCOTT 1921 2-seater, double dickey, starter, lighting, side screens, speedometer, new tyres, spare wheel, tools, paintwork unscratched, £110; exchange Austin 7. 89 East Hill, Wandsworth. 621-h497

CALCOTT 1919 10.5hp coupe, dynamo lighting, 2 spare wheels, electric heater, just repainted, excellent condition, £70; exchanges, instalments. 53 Solon Rd., Brixton. 621-h577

CALCOTT, 1921, 2-seater dickey, Lucas lighting and starter, speedometer, clock, very small mileage, finished royal blue, tax paid December, £130. Maude's, 100 Gt. Portland St., London. 621-468

CALCOTT 1923 (late) 2-seater, double dickey, all-weather equipment, mileage about 2,000, taxed, insured, £165. Woollard, 205 The Grove, Denmark Hill, S.E.5. 623-4590

CALCOTT 1924 10.5hp 4-seater, brand new but very slightly showroom-soiled, fully equipped as per maker's specification and carrying guarantee, very special offer to clear, £223, maker's price £285, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 621-h602

CALCOTT, £50, 10hp, 2-seater, dickey, electric lighting, latest December, appearance very nice, exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 303. 621-414

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

CALTHORPE 1922 4-seater, dynamo, starter, fully equipped, £100 cash; take this on approval. The Garage, 12 Cornwall Terrace Mews, Allsop Pl., N.W.1. (Baker St. Station). 'Phone, Langham 2933. 621-349

CALTHORPE 10hp 1921 4-seater, self-starter, in excellent condition, £115. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 621-393

CALTHORPE 1922 10hp 2-seater and dickey, dynamo and starter, spare wheel, speedometer, thoroughly overhauled, very smart appearance. 484 Naylor, 406 Garratt Lane, Epsom, S.W.18. 621-496

CALTHORPE late 1923 2-seater, semi-coupe, starting and lighting, Dunlop cords, very fine condition, £130; exchanges and terms arranged. 'Phone or write, Paddington 6049, or call Kirk and Co., 22 Praed St., Paddington, W.2. 621-501

CALTHORPE, 1921, 10hp, sports 2-seater, sunk dickey, dynamo lighting, starter, detachable wheel, spare, ivres almost new, all accessories, taxed December, speedometer, all plated fittings, leather upholstery, paint and hood unscratched, in first-class mechanical condition throughout, very fast, smart car; terms, £8 10s. down and 10 equal payments, or cash £85. Beumotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 621-400

CALTHORPE, 1922, 10hp, de luxe, 2-seater, sunk dickey, lighting, starting, all-weather side curtains, equipped, excellent condition, 105 guineas. Below 621-415

CALTHORPE, 1921, 10hp, 4-seater lighting, starting, leather upholstery, equipped, licensed, excellent order, 99 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-586

CALTHORPE, £85, 1922, 10hp, 2-seater, dickey, dynamo, starter, new tyres, taxed, trial with pleasure, exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 303. 621-415

CALTHORPE, £55, 10hp, 2-seater, dickey, dynamo, spare wheel, good tyres, very smart appearance, any trial, exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 303. 621-418

CARDEN official repair depot. All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements. zzz-237

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

CARDEN 1921 2-seater, perfect condition, small mileage, speedometer, hood, windscreen, electric light, £30 or offer. 59 Emoro Rd., South Norwood. 621-h560

CARDENS, Cardens, Cardens!!! and again Cardens. Plenty of genuine 1921 2-seaters, side-by-side seating, twin-cylinder, air-cooled, complete with lighting, hood, screen, horn, from £20 to £35. Several electric lighting, tax paid. Deferred terms and exchanges. 'Phone Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 621-551

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

CARDEN 1921 2-seater, 7hp, electric lighting, large headlamps, latest improvements, rear leaf springs, etc., oversize tyres, tools and usual equipment, £25 or exchange. Teddington Garage, 160 High St., Teddington, Kingston 2562. 621-h510

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

CITROEN, 1921, 10.4hp, 4-seater, lighting and starting, taxed December, £100. Armstrong, 25 Church Rd., Chesham, Bucks. 621-h369

CITROEN, 7hp, 1927, 2-seater, £85; extended terms. A. P. Rey, 378-584 Euston Rd. Museum 7600. 621-467

CITROEN, 1924, new July, 4-seater English body, balloon tyres, mileage negligible, taxed December, £215. Ratcliffe Bros., 200 Gt. Portland St., W.1. 621-535

CITROEN, 1924, 11.4hp, 4-seater, fully equipped, many extras, taxed to end of year, condition as new, £165. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 621-542

CITROEN 1923 11hp 4-seater, English body, rear screen, luggage grid, self-starter, etc., excellent condition, £160. H.B., 17 Alameda Rd., Bournemouth. 621-h540

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a.w. curtains, perfect condition, year's licence, £155. Pickworth & Hull, 107 Gt. Portland St., W.1. Langham 1998. 621-559

CITROEN, 1924, slightly shon soiled, list £225, our price £210. Smith and Hunter, 90 Gt. Portland St. 621-461

CITROEN, 1924, 11.4hp, blue English de luxe 4-seater car, with luggage grid, taxed to December and insurance to June, 1925, mileage done 3,800. £200, car garaged Smitham, near Norbury Railway Station. Z.E. 698. Deacons, Leadenhall St., E.C. 621-h594

CITROEN 1925 4-seater, dynamo and starter, fully equipped and licensed, £135; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 621-574

CLULEY, de luxe model, 2-seater, brand new, 1924 engine, fully guaranteed, shon soiled, list price this model £350, reduced for quick sale to £228, 710 by 30 tyres, real leather upholstery, large Lucas 12-volt lamp; cash or easy terms. Bablake Garage, Queva Victoria Rd., Coventry. zzz-905

CLULEY, 1924, 2-seater, shon soiled, fullest equipment, £225. Smith and Hunter, 90 Gt. Portland St. 621-460

CLYNO, 1924, 4-seater model, standard specification, dynamo lighting and starter, clock, speedometer, all-weather equipment, clearance price £165, or exchange. Maynard, 100 Gt. Portland St., London; Wolverhampton St., Walsall; Paris St., Exeter; and 40 City Rd., Cardiff. 621-467

COVENTRY-PREMIER, 1922, dynamo lighting, 5 disc wheels, speedometer, side curtains, good condition, £70 or near offer. 79 Shrewsbury Rd., Forest Gate, E. 622-g901

COVENTRY-PREMIER, 1923 (July), 2-seater, 4-cylinder, o.h.v., taxed, insured, excellent appearance, £110. 250 Padfield St., Loughborough Junction, S.E. 622-g969

COVENTRY-PREMIER, 3-seater, 1921, Brolt dynamo lighting set, spare wheel and tyre, lunch screen, mats, petrol can and carrier, light blue, thorough condition, £68. 26 Lyons Park Avenue, Wembley. 621-h206

COVENTRY-PREMIER, 1922, 8hp, 4-wheeler, dynamo, dickey seat, taxed, bargain, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 621-486

COVENTRY-PREMIER, 1922, 2-seater and dickey, dynamo lighting, good order, £60. Ratcliffe Bros., 200 Gt. Portland St., W.1. 621-534

COVENTRY-PREMIER (1922 model), 2-seater with dickey, dynamo lighting, 5 detachable disc wheels, hood, screen, any trial, unbeatable bargain, 59 guineas; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 621-370

COVENTRY-PREMIER, 1922, 8hp, excellent condition, just overhauled, 4 wheels and spare, electric lighting, £80 or near offer. 12 St. Augustine's Ave., Croydon. Phone, Croydon 1812. 621-h504

COVENTRY-PREMIER, 1921, 3-wheeler, special cloverleaf body, splendid condition, unscratched, upholstered leather, several accessories, 5 lamps, been stored 12 months, any trial or inspection, £70. Mudd, Brewery, Remford. 621-h520

COVENTRY-PREMIER, 1921, dynamo lighting, spare wheel, new tyres, excellent condition, must sell, cheap. 148 Sheepcote Lane, Battersea. 621-h591

CROUCH 1923 coupe, with self-starter, speedometer, etc., re-upholstered and repainted, in exceptional condition, will accept £135. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 621-521

DERBY, 9hp, 2-seater, French Bateau body, painted grey, dynamo lighting, 5 lamps, self-starter, 5 detachable wheels and tyres, good condition, fast and reliable, excellent hill-climber, £120. To be seen and tried at Orion's Garage, Mill Hill, N.W.7. 621-h208

DOUGLAS, for immediate disposal, 10.5hp, clover-leaf, C.A.V. lighting, starting, excellent condition, 80 guineas, or nearest offer. Write, Owner, 36 India St., Edinburgh. 621-h414

DOUGLAS, 1920, 2-seater, dynamo and starter, excellent condition, £75; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 621-572

DUO, 2-seater, fully equipped, 8hp J.A.P. a-c, 1914, Bosch, Claudel, good condition, insured, £25 or nearest. 46 Dyson Rd., E.11. 621-h409

ENFIELD 2-seater, wire wheels, Zenith, Bosch, sound condition, £20. Bridge Garage, Hinton Rd., S.E.24. 621-357

ERIC-CAMPBELL, 10hp, 1920, in excellent condition, tax paid, £75. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 621-394

ERIC-CAMPBELL 1921 10hp 2-seater, sunk double dickey, dynamo lighting, clock, speedometer, licensed, exceptional condition, 85 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-594

ERIC-CAMPBELL, 1922, 11hp, 4-seater, self-starter, first-class order, £120. Bartlett's, 93 Gt. Portland St. 621-422

ERIC-CAMPBELL, 1920, 2-seater, aluminium body, 5-lamp lighting set, new hood and side curtains, 5 new tyres, speedometer, shock absorbers, taxed December, £110. North Stafford Garage, Stone Rd., Stafford. 621-h599

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

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-496

G.N., 1921, 2-seater and dickey, fully equipped, good condition, £40, or would exchange good valve set and cash. Hardman, Stafford Rd., Warrington. 621-h209

G.N., December, 1921, Show model, dynamo lighting, speedometer, 5 oversize tyres, taxed for year, same ownership throughout, 65 guineas. Miller, Iluro, Christchurch. 621-h359

G.N., 1921, speedometer, variable ignition, petrol carrier, oversize tyres, in splendid running order, £40, or nearest offer. 3 Forest Glade, Leytonstone. 621-h459

G.N. concessionaires. Black and Finch, 222 Gt. Portland St., W.1. have 1920 touring model, £30; 1922 touring model, £75; 1921 touring model, £52 10s.; 1922 Villase, overhead camshaft, etc., completely overhauled, very fast, £150. Phone, Museum 2271. 621-522

G.N., 1921, hood, screen, mechanically perfect, exceptionally fast, any trial, £32. Bridge Garage, Hinton Rd., S.E.24. 621-356

G.N., £45, dynamo lighting, detachable wheels, cream with red wings; cash, easy terms. Dallorne Motors, Dallorne Rd., Balham. 621-h552

G.N.s, dynamo lighting, speedometer, 3 speeds, reverse, 5 detachable wheels, overhauled, £45 each; deferred terms and exchanges. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. S.W. 621-554

G.N. (genuine 1922) 2-seater, dynamo lighting, spare wheel, hood, screen, who wants? 59 guineas; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 621-371

G.N., perfect order, repainted, tax December, many extras, £39. Ratcliffe Bros., 200 Gt. Portland St., W.1. 621-536

G.N., 1923 model, 8hp, 2-seater and dickey, guaranteed in perfect condition, dynamo lighting, spare wheel, good tyres, taxed, £75. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 621-498

G.N. 1922 8hp 2-seater, dynamo lighting, speedometer, electric horn, tax paid, guaranteed, exceedingly smart, £64. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 621-499

G.N. 1921 2-seater, has dynamo and spare wheel, been thoroughly overhauled at works, smart hood, new chains and sprockets, paintwork and upholstery as new, will drive 100 miles to genuine purchaser, £25. Apply, 67 Fornea Rd., Balham. 621-505

G.N. 1922 2-seater, sunken dickey, dynamo lighting, very fine condition, tax paid, £58. Below.

G.N., 1921, electric lighting, good condition, good tyres, £45; exchanges and terms arranged. Phone or wire, Paddington 6049, or call Kirk and Co., 22 Praed St., W.2. 621-504

G.N.s, specially overhauled and guaranteed, from £38. A.V. Motors, 1 Park Rd., Teddington. Telephone, Kingston 710. 623-334

G.N., 1922 model, brand new back tyres, hood recovered, aluminium dash, large steering wheel, taxed 1924, spares and extras, perfect condition, fast, trial given, £50. Homestead, Smitham, Bottom Lane, Purley. Phone 1095. 621-h454

G.N., 1921, dynamo, speedometer, spare wheel, new hood, scuttle ventilators, 40 guineas, or exchange-motorcycle and cash. 51 Upper Richmond Rd., East Putney. 621-h514

G.N., £55, 1922, dynamo lighting, taxed, good tyres, smart appearance, any trial; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 621-413

G.N., 1922, 2-seater, dickey, Frazer-Nash o.h.v. engine, dynamo, speedometer, capable very high performance, 85 guineas. Below.

G.N., 1923, 2-seater, dickey, fully equipped, excellent condition, 85 guineas. Below.

G.N., 1922, 2-seater, dickey, all-weather coupe, dynamo, equipped, licensed, excellent order, 80 guineas. Below.

G.N., 1921, fitted with 1922 2-seater body, sunk dickey, dynamo, equipped, good order, 58 guineas. Below.

G.N. 1922 2-seater, dickey, dynamo, speedometer, licensed, superb condition, 75 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-593

G.W.K., 10hp, 1920, Coventry-Climax 1923 engine, 4-seater, all-weather equipment, bargain, £55. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 621-395

G.W.K. 1920 2-seater, large sunk dickey, very smart, dynamo lighting, £62 10s. or near. 43 Green Lane, Penge. Phone, Sydenham 604. 621-564

G.W.K., £85; exchanges, deferred payments, 1922 G.W.K., 4-seater, 10hp, dynamo lighting, all-weather hood, side screens, opening with doors, 5 detachable wire wheels, smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 621-580

GWYNNE Eight 1924 Olympia sports model, A specially tuned and well-equipped car with a guaranteed speed of 70 m.p.h., £245, to be seen with Special display at

Gwynne cars, From £125, Immediately outside Olympia Show, Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. 622-344

GWYNNE 8, 1924, 4-seater, demonstration car, condition and appearance as new, only slightly used, £180. William Watson, Gwynne Specialist, 193 Broad St., Birmingham. 621-478

GWYNNE, 1923, 8hp, chummy, 2-4-seater, dynamo, self-starter, fully equipped, excellent condition 150 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-587

GWYNNE, 1923, 8hp, chummy, side curtains, starter, £115. Bartlett's, 93 Gt. Portland St. 621-427

GWYNNE 8, 1923, chummy, starter, taxed, excellent condition, £106, exchange. 22a Spring Grove, Kew Bridge. 621-446

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

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

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Dalston 2408. zzz-84

MORGAN, Aero, 1924, o.h.v. Blackburne, very fast, front-wheel brakes, Dunlop s.s. cords, hood, speedometer, electric lighting, etc., mileage 3,000, perfect condition, owner purchased new car, reasonable offer accepted. Box No. 6900, c.o. "The Light Car and Cyclecar." 622-g878

MORGAN, 1923 model, G.P. Anzani, 5,500 miles, exceptional condition, £90. Hurst, Alderley Edge, Cheshire. 621-n453

MORGAN. 1924 (July), de luxe, J.A.P., insured, under 2,500 miles, perfect condition, any examination, £110. 42 Wavertree Rd., Streatham, S.W.13. 52115467

MORGAN, family. 1922-3. perfect condition, carefully driven, J.A.P.
a.c., £70 or nearest, any trial. Lane, 473 Weelsby St., Grimsby.
621-h457
621-h456

MORGAN, 1924. Aero, Anzani engine, dynamo lighting, speedometer, hood, shock absorber, discs, very fast, new condition, £125, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 621-h515

MORGAN, 1921, 10hp M.A.G. de luxe, Watford speedometer, Stewart horn, etc., splendid running order, carefully used, insured April, 1925, taxed December, £70. Lambert, 11 Benson Rd., Croydon, 623-1523

MORGANS. Allen Bennett's have the following fully guaranteed cars for disposal; small deposit secures delivery, balance to suit your convenience.

1922 10hp water-cooled M.A.G., dynamo lighting, electric and bulb horns, tyres in good condition, tax paid to end year, exceptionally fine condition, remarkable bargain, £75.

De luxe, 1919-20, water-cooled J.A.P. engine, acetylene lighting, speedometer, mirror, child's seat at rear, petrol can carrier, Dunlop tyres, finished blue, lined black and white, can be highly recommended. £60.

meter, mirror, and seat at rear petrol can carried, Dunlop tyres, finished blue, lined black and white, can be highly recommended, £60. Grand Prix, 1923, water-cooled Blackburne engine, 2000watt lighting, Stewart speedometer, Dunlop cord tyres, in excellent condition, tax paid to end of year in splendid condition in every respect, £80.

Grand Prix, 1922, water-cooled M.A.G., Dunlop cord tyres, in good condition, acetylene lighting, mechanical horn, disc wheels, finished yellow, lined black, tax paid to end of year, sound condition both mechanically and in appearance, £72. 8-11 Royal Parade, West Croydon. 'Phone. 2450-1. G21-532

MORGAN, 8hp, Aero model, about 1920, very fine mechanical condition, all tyres as new, electric lighting, hood, windscreen, large dashboard electric lamp, horn, mirror and Bonniksen speedometer, £49 10s. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead.

MORGAN, 1925, standard model, speedometer, 8hp, fully equipped, side screens, taxed, new condition, £68. Alliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4588. 621-340

MORGAN, Family, 1923, M.A.G. w-c, dynamo lighting, electric Klaxon, inside ratchet brake, speedometer, hood cover, spares, insured June, tax paid, 100 guineas, lock-up garage 3s 6d per week. Lloyd, 8 Haxley Buildings, St. George's Rd, Elephant and Castle, S.E. 622-570.

MORGAN, 1922. Popular, taxed, many extras, mileage under 5,000, equal many 1924s, £54. 6 Penwortham Rd., Streatham. 621-h542

MORGANS. W. H. Elce, Ltd., offer the following Morgans, subject unsold 1924 Aero Blackburne, cost approximately £190, bargain £137 10s.

1924 Aero Anzani, nice appearance, colour primrose, £127 10s.

1924 Grand Prix, M.A.G. sports engine, red, £115.
1924 Grand Prix, J.A.P., mauve, discs, etc., £110.

1923 Grand Prix, M.A.G., many extras, £97 10s.
1922 Grand Prix, M.A.G., repainted, taxed, £85.

11-15 Bishopgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548.
MORGAN, 1021, de la rue T.A.D. 246-11 621-361

MORGAN, 1923 de luxe, J.A.P. 8hp, side screens, shock absorbers, as new, £95. Hainsworth, Sherburn-in-Elmet. 621-h568

1920 Grand Prix, 8hp w.c. J.A.P., dicky seat at rear, tax paid, £65.
1922 de luxe 10hp w.c. M.A.B. dynamo, 220.

1921 Aero, 10hp, w.-c. M.A.G., finished sheet aluminium, tank and wheels red, £90.

1924 standard 8hp, a.c. J.A.P., fully equipped, grey, brand new, list price £110, reduced to £99.

Any of the above machines can be supplied on deferred payment terms.

Homac's Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, 621-3800
Clistold 2408.

MORGAN, Aero 1924. Anzani, scarcely soiled, £125; de luxe 1922, water-cooled, £75; de luxe 1922, air-cooled, £75; sports 1914 model, air-cooled, £35. Bunting's Motor Exchange, Wealdstone, Middlesex. (01-390)

MORGAN, Jaune et Noir 1, special racing body, dynamo lighting, Duro screens, large outside exhaust pipes, very smart and fast, £70. Apply, Shakespeare Bros. and Smith, Yardley Fields Garage, Stechford.

MORGAN, 1923, J.A.P. air-cooled de luxe, taxed December, mirror, mileage 3,000, most carefully used, condition like new, £90. North Stafford Garage, Stone Rd., Stafford. 621-h202 621-h20

MORGAN 1921 de luxe, 8hp J.A.P. w.c., speedometer, taxed, good condition, £55. 57 Bennetts Rd., Salford, Birmingham. 621-b411

MORGAN, £75. 1922. 10hp water-cooled M.A.G. engine same model

fully equipped with dynamo lighting, horn, overhauled, repainted and re-upholstered, in beautiful condition throughout; exchanges, easy payments. Bambers, 2 Eastbank St., Southport.

MORGAN, 1923 (June), standard 2-seater, tyres filled with Impervo, all on, almost as new, mileage 2,600, £75, tax paid. Mansfield, 1b

MORGAN, aero, 8-valve Anzani, w.c., electric and bulb horn, 1924, August, cost as per maker's catalogue £187, dynamo lighting, front-wheel brakes, 26 by 2½ in. tires, speedometer, 100 m.p.h.

wheel brakes, 26 by 3½ s.s. tyres, speedometer, revolution counter, temperature gauge, special oil tank system for chain, 4-in. copper outside exhausts, in perfect racing trim, £150 3 Station Approach, Mill Hill. 621-9229

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN 1924 de luxe, Blackburne a-c, speedometer, all good condition. Write for appointment, 27 Elm Rd., S.W.14. 621-b122

MORGAN de luxe, M.A.G. w-c, electric, splendid order, 60 guineas, 41 Palewell Park, East Sheen, S.W. 621-b581

MORGAN de luxe, water-cooled, discs, late 1921, perfect condition, Steppan tyres, £75. Three Crowns, Dudley St., Wolverhampton. 621-b573

MORGAN, 1921, de luxe, J.A.P. w-c engine, in splendid condition throughout, £59 or near offer. Geddes, Jeweller, Arbroath. 622-b572

MORGAN 1924 runabout, complete with Klaxon horn, electric light, spare petrol can and carrier, good tyres, condition as new, £78 or near offer, any trial. Stalker, Loughrigg House, Ambleside. 621-b570

MORGAN, 1920 model, M.A.G. w-c, speedometer, discs, good condition, £50. Hunt, 35 Sir John's Rd., Selly Park, Birmingham. 621-b585

MORGAN, aero, 1924, practically new, special engine, tyres, upholstery, etc., equipped regardless of cost, bargain, £142 or nearest, 49 Leasdale Rd., Harborne, Birmingham. 621-x218

MORGAN, 1922, Grand Prix, 8hp M.A.G. engine, water-cooled, M.L. magneto, H. and B. carburettor, 700 by 80 tyres, Lucas dynamo lighting, all lamps, excellent condition, £95. Maude's Norwich Garage, Norwich. 621-466

MORGAN, 1921, 10hp, M.A.G. de luxe, water-cooled, 700 by 80 tyres, Lucas dynamo, 3 lamps, Amac carburettor, dark green, reupholstered and new hood, Klaxon horn, Stewart speedometer, tax paid, £85. Below.

MORGAN, 1923, 8hp, Grand Prix, Anzani, disc wheels, 700 by 80 tyres, Amac carburettor, dark red and black, speedometer, tax paid, £105. Below.

MORGAN, 1923, Aero, 8hp Anzani, water-cooled, 700 by 80 Dunlop tyres, Lucas dynamo, 3 lamps, Bonniksen speedometer, Klaxon horn, dark red, upholstered Amac, 2 aero windcreens, tax paid, £117. Below.

MORGAN, 1924 8hp Anzani J.A.P. standard model, finished in grey, full lighting equipment, 700 by 80 tyres, horn, tax paid, £75. Maude's. Below.

MORGAN 1924 Grand Prix ohv Blackburne, dynamo lighting, Cowey speedometer, leather upholstery, body dark red, tax paid, £125. Maude's, 100 Gt. Portland St., London. 621-465

MORGAN, 1924, 10hp, w-c M.A.G., electric lighting, dynamo, speedometer, tools, spares, etc., licensed, bargain, £110. Apply, Richards, 6 Green, Crediton, Devon. 621-b647

MORGAN, 1923, 11, Lucas, disc, electric horn, Anzani, ohv engine, very fast chains, tyres and condition absolutely new, any trial, bargain £85. 10 Halliwick Parade, Muswell Hill, N. 621-g908

MORGAN, 1924, Aero, ohv Blackburne, dynamo, taxed, as brand new, £125; exchange, 22a Spring Grove, New Bridge. 621-443

MORGAN, 1924, G.P., ohv Anzani engine, dynamo lighting, speedometer, licensed, superb condition, 110 gns. Below.

MORGAN, 1922, G.P. M.A.G. engine, fully equipped, licensed, superb condition, 75 gns. Below.

MORGAN, 1922, G.P. M.A.G. water-cooled engine, dynamo lighting, licensed, excellent condition, 79 gns. Below.

MORGAN, 1921, G.P. M.A.G. water-cooled engine, lamps, horn, speedometer, licensed, excellent condition, 55 gns.; exchanges or deferred, Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-592

MORGAN, G.P., not earlier 1919, good condition, cheap for spot cash, 40a Bassett Rd., North Kensington, W.10. 621-b592

MORRIS-OXFORD, 2-seater and dickey, dynamo lighting and spare wheel, taxed and ready for road, £48. 31a Hydehorpe Rd., Balham, 'Phone, Streatham 3440. 621-506

MORRIS-OXFORD, 2-seater, 5 detachable wheels, taxed December, perfect, any trial, £35. Drapers, 114 Philip Lane, Tottenham, N.15. 621-h12

MORRIS-OXFORD, £40, 1914, 2-seater de luxe model, dynamo, electric lighting, spare wheel, bargain. King, New Rd., Oxford. 621-x222

NEW CARDEN 1924, 7hp, chummy 4-seater, electric light, spare wheel, oversize tyres, unpunctured, side screens, excellent condition, taxed, insured, £60. 62 Roseneath Rd., West Side, Clapham Common, S.W. 621-b524

NEW CARDEN, 1923 (October), 2-seater, tax paid, insured, perfect condition, electric lighting, just overhauled by makers, £50. 3 Winchelsea Rd., Tottenham, N.17. 621-b547

NEW CARDENS, 1923 and 1924, 2-seaters and 4-seaters, available at prices from £50. Electric lighting and fully equipped in every respect. Deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 621-553

NEW CARDEN, 1924, 7hp, chummy, 4-seater, electric lighting, full equipment, licensed, absolutely new condition, 70 guineas; exchanges or deferred, Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-590

PALLADIUM, 1923, 4-seater, all-weather de luxe, dynamo lighting, self-starter, clock, speedometer, spring gasters, electric horn, mirror, petrol carrier and can, aluminium plates, hood cover, luggage carrier, tools, etc., tax paid, very special offer, £179 15s, cash or easy payments, Wilkins, Simpson, opposite Olympia, London. 621-b601

PERRY, 8hp, 2-seater, 6 new tyres, engine overhauled and rebushed, new crown wheel, many extras, first-class condition, best offer, £46. 54 Kensington Rd., Coventry. 621-b584

PEUGEOT de luxe, late 1923, 8-10hp, 2-seater, with dickey seat, dynamo, etc., car fully equipped and little used, bargain, £90; exchanges, easy terms, etc., arranged, Cummings, 101 Fulham Rd., London, S.W. 621-520

PEUGEOT, 2-seater, 8 hp, completely overhauled, bargain, £35. 28 Prospect Hill, Swindon. 622-b522

RHODE, 1922, 9.5hp, chummy, dynamo lighting, spare wheel, excellent condition, £85. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. 621-497

RHODE, 1923, dynamo, a-c, clock, speedometer, all-weather trial, £110 or near offer, 'Phone, Clissold 2074. 16 Haggerston Rd., E.8. 621-h507

RHODE, 1923, occasional 4, side curtains, self-starter, new tyres, taxed, insured to August, 1924, excellent condition, £135, or close offer, 20 The Ridgeway, N.W.11. 621-b565

RHODE, 10.8, 2-seater, latest model, fitted with balloon tyres and run under 2,000 miles, tax paid, a gift at £195.

RHODE, 1922, occasional 4, exceptionally fast and powerful, new tyres, tax paid, £100. Sole agents for Rhode cars, The Headingley Motor and Engineering Co., Ltd., 8 Oley Rd., Leeds. 622-388

RHODE, 1922, chummy, aluminium bonnet and dashboard, dynamo lighting and horn, mirror, thermometer, mats, new engine and thoroughly overhauled and replated last March, perfect order, 6 wheels, unpunctured, £90. 33 Windsor Rd., Ealing. 621-b580

RHODE, 1922-23, 9hp, Light 4, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed December, many extras, side screens, electric horn, side curtains, upholstery, paint and hood perfect, in exceptionally good mechanical condition, very smart, reliable, economical touring car; terms, £12 10s. down and 10 equal payments, or cash £125. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 621-401

RICHARDSON 1920 9hp 2-seater, 4 speeds, reverse, mechanically as new, 2 new tyres, dickey, tax paid, £27. Hardy, Earl St., Flint. 621-h467

RILEY, Guaranteed second-hand Rileys, overhauled by Riley specialists. May we send you monthly lists? Lewes Motor Works, Sussex. 628-420

RILEY, 1924, 11-40hp, 4-seater, practically new, used for few demonstrations, £345. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 621-558

RILEY, 1922, all-weather 4-seater, several extras, in new condition, must be sold, £165. James, over Alexander's, 482 Harrow Rd., Pnd. 621-420

ROVER, 1924, 4-seater, all-weather electric starter, dynamo lighting, speedometer, screen wiper, mirror, mileage 1,200, unpunctured, fully insured and taxed, as new, £150. 26 Grange Rd., Gravesend. 621-g15

ROVER coupe, new, shop-soiled, 8hp, fitted with self-starter, never yet registered, carries guarantee price £175; terms, exchanges arranged. Warwickshire Motors, 148-150 Gt. Portland St., W.1. 'Phone, Museum 2964. 621-133

ROVER, 1923, 2-seater, dickey, splendid condition, owner-driven, speedometer, taxed, insured, any trial, bargain, £125. 25 Central Avenue, Hayes, Middx. 621-g336

ROVER, 8, tourer de luxe, chummy, cost £212, electric light, clock, speedometer, with bell, £120, teach, bicycle drive, tax paid. Box 6841, c/o. The Light Car and Cyclecar. 621-g325

ROVER, 8hp, 1924, 2 and 4-seaters, new and unused (slightly shop-soiled), with starters, listed £172, £160 each for quick sale. The County Garage Co., Gerrard's Cross, Bucks. 621-g830

ROVER, 8, 1925, two-seater de luxe, all-weather equipment, good tyres, clock, speedometer, leather upholstery, new condition throughout, 78 gns, 51 Upper Richmond Rd., East Putney. 621-b512

ROVER, 8, chummy, November, 1923, excellent condition, unpunctured, taxed, £100 or offer. Shaw, The Whim, Shoeburyness. 621-h458

ROVER 8s. Allen Bennett's have the following fully guaranteed cars for disposal, small deposit secures delivery, balance to suit your convenience:-

1924, 4-seater de luxe, complete to maker's specification, tyres in good condition, small mileage, indistinguishable from new, two at £125 each. 1922, 2-seater, complete to maker's specification, Stewart speedometer, finished brown, with black wings, ideal for a traveller, one of our typical snips, £75.

1923, 2-seater, electric self-starter, Dunlop cord tyres, in excellent condition, Lucas dynamo lighting, bulb horn, adjustable windscreen and hood, large locker at rear, taxed to end year, splendid order throughout, £85.

1922, 2-seater, complete to maker's specification, speedometer, balloonette tyres, with spare, in new condition, petrol can carrier, tax paid to end of year, tip-top condition, £80.

1921, 2-seater, complete to maker's specification, speedometer, finished red, with black wings, in splendid condition, £67 10s. 8-11 Royal Parade, c/o Wat Croydon. 'Phone 2450-1. 621-331

ROVER, 8hp, 1924, 4-seater, 4-cylinder, self-starter, shop-soiled, mileage nil, maker's guarantee, list £192, take £177. Humphreys Garage, Rover Agents. 'Phone, 154 Sevenoaks. 621-215

ROVER, 8hp, 1921, dynamo lighting, spare wheel, very nice mechanical condition, good appearance, £59. Below.

ROVER, 8hp, 1922, 2-seater, dynamo lighting, spare wheel, speedometer, very nice condition, £65; another, 1923, £78. Exchanges and terms arranged. 'Phone or wire Paddington 6049, or call Kirk and Co. 22 Praed St., W.2. 621-503

ROVER, 1923-24, chummy, has been thoroughly overhauled at works, mileage 7,000, all-weather equipment, tools, etc., must be sold, £89. 31a Hydehorpe Rd., Balham. 'Phone, Streatham 3449. 621-508

ROVER, Cass's Motor Mart, Ltd. 1924 model, 8hp, 4-seater, starter, speedometer, taxed December, splendid condition, deferred terms, exchanges, £110. 5 Warren St., W.1. Museum 625. 621-517

ROVER, Naylor's, 406 Garratt Lane, Earsfield, S.W.18, have the finest selection of second-hand Rovers in London. All cars have been thoroughly overhauled and some re-coachpainted. Guaranteed. Knock-out prices. Any trial; cash or deferred terms. Below.

ROVER, 1922, 8hp, de luxe, fully equipped, clock, speedometer, tax paid, appearance as new, £74. Below.

ROVER, 1922, 8hp, 2-seater and dickey, speedometer, spare wheel, tyres excellent, very smart, £69. Below.

ROVER, 1921, 8hp, 2-seater, spare wheel, good tyres, smart appearance, good mechanical condition, £59. Below. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. 'Phone, Wimbledon 2041. 621-500

ROVER 8hp 1924 2-seater, latest model, entire car exceptionally nice condition, £115; extended terms. A. P. Rey, 378-384 Euston Rd., Museum 7600. 621-465

ROVER 1921 8hp 2-seater, dickey, finished blue, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 621-487

ROVER 1923 8hp de luxe, chummy model, self-starter, taxed, 2 spare wheels, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 621-488

ROVER 8, 1924, small mileage, taxed, insured March, 1925, £115. Turner, 51 Highlever Rd., W.10. 621-451

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A15

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

ROVER 8, 1923, chummy, black all-weather equipment, as new throughout, 90 guineas; also saloon coupe, dicky, starting, lighting, clock, speedometer, ideal lady's car, 95 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230.

ROVER, 1922 type 8hp, all-weather equipment, ready for immediate use, bargain, £65; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 621-519

ROVER 8, 1922, 2-seater, dynamo, spare wheel, etc., good order, £68 10s. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. 'Phone, Avenue 5548. 621-363

ROVER, 8hp, 1921, dynamo, spare wheel, cord tyres, perfect, bargain, 50 guineas; exchanges. Parsons, 1 Acton Lane, Chiswick. 621-x216

ROVER 8, 1923, 2-seater, new condition, starter, licensed, all-weather equipment, 85 guineas. Belletti, Carmarthen, 5 Arwyn Place, Falmouth. 621-h551

ROVER 8, 1923, chummy, original tyres, speedometer, tax paid, any test, £90. Stretton and Smith, 12 Woodstock St., Oxford St., London. 621-369

ROVER, 8hp, 2-seater and double dicky, latest model, starter, slightly shop-soiled, liberal exchange allowance or deferred terms. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. 621-641

ROVER, 8hp, chummy, late 1923, self-starter, taxed to December, as new, guarantee, £115. Ratcliffe Bros., 200 Gt. Portland St., W.1. 621-539

ROVER, coupe, 1923 model de luxe, starter, clock, etc., mechanically perfect, paint dull, taxed, £115. Gearing, R.A.F. Depot, Uxbridge. 621-h582

ROVER 8, chummy, mileage 6,800, as new, fully equipped, £100, or exchange Morgan and cash. May Villa, Lower Ham Rd., Kingston. 621-h574

ROVER, 8hp, 1922, side curtains, exceptionally smart appearance, mechanically perfect, £72 10s., no offers. 43 Green Lane, Penge. 'Phone, Sydenham 604. 621-563

ROVER, 1923 chummy, dynamo lighting, excellent condition throughout, £95; exchanges or hire purchase. The Light Car Co., 331, 410, 414 Euston Rd., London. 621-573

ROVER, £69; exchanges, deferred payments; exceptional bargain, 1922 Rover de luxe 2-seater, all-weather hood, double windscreens, dynamo, 5 detachables, splendid condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 621-583

ROVER, bargain, 1924-25, 9hp, 4-cylinder, 4-seater, absolutely brand new and identical with 1925 model, with exception of double windscreens and low-pressure tyres, colour bronze and fitted with self-starter, list price £192, our special price £180. Offord and Sons, Ltd., 94 Gloucester Rd., S.W.7. 621-440

ROVER 1924 8hp 4-seater, side curtains, etc., licensed, very good order, 105 guineas. Below.

ROVER 1923 8hp de luxe chummy model, lighting, starter, clock, speedometer, real leather upholstery, all-weather equipment, licensed, excellent order, 113 guineas. Below.

ROVER 1923 8hp 2-seater, all-weather equipment, etc., excellent order, 85 guineas; exchange or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 621-591

ROVER 8hp models in stock.

1924 4-seater de luxe, in practically new condition, £130.

1924 chummy model, run about 2,000 miles, £110.

1923 2-seater with self-starter, £90.

1922 2-seater, dynamo lighting, etc., £78 and £68.

Newham Motor Co., 245 Hammersmith Rd., London, W.6. 'Phone, Riverside 3161. 621-605

ROVER. No reasonable offer refused; instalments or motorcycle part payment.

ROVER, 1924, 8hp, self-starter, 4-seater.

ROVER, 1921, 8hp, 2-seater. Note—both cars tax paid, perfect condition, complete with all-weather fittings, speedometer, etc. Graff, Hayes, Kent. 'Phone, Ravensbourne 532. 621-439

ROVER, 1924, 8hp chummy, fitted several extra accessories and self-starter, £110. Bartlett's, 95 Gt. Portland St. 621-426

ROVER 8, 1923, chummy, all-weather screens, dynamo, etc., tax paid, little used, like new, £100. 126 Onslow Gardens, Wallington. 621-h589

ROVER 8, 1922, speedometer, side screens and curtains, appearance as new, taxed, insured, £68. F., 484 West Green Rd., N.15. 621-h588

ROVER, 1924, 8hp, 4-cylinder, 4-seater, water-cooled, brand new but very slightly showroom-soiled, self-starter, all-weather equipment, etc., makers' full guarantee, present price £192, our price £172 10s.; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 621-h605

ROVER 8, 1924, 4-seater, indistinguishable from new, self-starter, all-weather equipment, bargain, 112 gns.; exchange. Ewers, Newton Rd., Hurton-on-Trent. 621-h609

SALMON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmon cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. 'Phone, Mayfair 2966. zzz-283

SALMON. Mann and Handover, Ltd., authorized agents for Salmon cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. zzz-743

SALMON, 1923, de luxe 2-seater and dicky, excellent tyres, fully equipped, taxed, £110. K.J. Motors, Bromley. 621-57

SALMON 1923 10hp 2-seater, good tyres, licensed, perfect running order. Spencer, Torwood, Weston, Bath. 621-h112

SALMON, 1923 chassis, fitted with very smart 3-seater cloverleaf body by Bignan, very fast, £100. Stretton and Smith, 12 Woodstock St., Oxford St., London. 621-368

SALMON, 1924, sports, balloon tyres, fully equipped, only used for demonstration purposes, mileage 1,000, as new, £150. K.J. Motors, Bromley. 623-548

SALMON, 1924, sports, fully equipped, very fast, only done 2,000 miles, just overhauled, excellent condition, £130. Cox, Santa Cruz, Manor Park Rd., Sutton, Surrey. 621-h559

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

SALMON, £82 10s.; 1922, 10hp, 2-seater, dynamo, new tyres, all-weather hood, new upholstery, very smart, any trial; exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 303. 621-417

SCOTT Sociable, 1923, fully equipped, 1924, starter, taxed, dynamo lighting, splendid condition, £72; exchanges, terms. Alliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 621-344

SCOTT SOCIABLE, 1924, not run 300 miles, perfect order, licensed to December, good reason for selling, £112. Spencer, Torwood, Weston, Bath. 621-h113

SINGER, 10hp, 1920-21, coupe, dynamo, starter, speedometer, dicky, upholstered Bedford cord, in absolutely exquisite condition, taxed, £110. K.J. Motors, Bromley. 621-56

SINGER, 1921, 98hp, 2-seater and dicky, dynamo and starter, fully equipped, tyres good, spare wheel, very good condition, £59. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 621-495

SINGER, 1921, 2-seater de luxe, self-starter, repainted, good tyres, first-class mechanical condition, 78 gns., or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 621-h518

SINGER 1922 10hp 2-seater, dynamo starter, dicky, taxed, new tyres, as new, £105. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 621-485

SINGER, 1918, 10, 2-seater and dicky, dynamo and starter, perfect, deferred or exchanges, £55. E. T. Morris and Co., Ltd., Marmet House, 139 Finchley Rd., N.W.3. 621-452

SINGER, 1921, 10hp, 2-seater, double dicky, aluminium pistons, balanced crankshaft, electrical equipment, balloon tyres, speedometer, radiator thermometer, extra fast, smart appearance, £80; exchanges, deferred payments. 2 Ravenscourt Square, Hammersmith, W.6. 'Phone, Riverside 353. 621-h561

SINGER, 1914, 10hp, dynamo, recently repainted, tax paid, excellent condition, £45, cash or deferred. Lookers, Ltd., Manchester. 621-584

SINGER, 1915, 2-seater, thoroughly overhauled, dynamo, electric horn, 5 detachables, painted light blue, £45. 17 Sussex Rd., New Malden. 621-h566

SINGER, 10hp, 1914, dynamo lighting, in good condition, £25. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 621-596

SINGER, 1914, taxed, ready to drive away, £55. Howard's Garage, West Byfleet. 'Phone, Byfleet 89. 621-h528

SINGER, £69, 1921, 10hp, 2-seater, sunken dicky, dynamo, starter, taxed, good tyres, hood and upholstery in new condition, any trial, exchanges and deferred payments. 325 High Rd., Chiswick. 'Phone 303. 621-413

SINGER 10, 1921, coupe, dynamo lighting, starter, detachable wheels, spare, tyres almost new, all accessories, taxed December, speedometer, etc., etc., leather upholstery, paint and hood absolutely unscratched, in exceptionally good mechanical condition throughout, very smart, economical, reliable all-weather cars, choice of 5; terms, £2 10s. down and 10 equal payments, or cash £85. Below.

SINGER 10, 1920, 2-seater, dicky, dynamo lighting, starter, detachable wheels, spare, tyres very good, all accessories, upholstery, paint and hood very good, side curtains, whole in excellent condition throughout, very smart and reliable; terms, £7 16s. down and 10 equal payments, or cash £78. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 621-402

SINGER, 1920, 2-seater and dicky, dynamo and starter, £65; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 621-570

SINGER, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dicky, lighting, starter, Bedford cord, 5 detachables, smart, fast. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 621-576

SINGER, 1924, 10hp, 4-seater de luxe, in very nice order, £145; also 1923 model, with luggage grid and many extras, £125. Newham Motor Co., 245 Hammersmith Rd., London, W.6. 'Phone, Riverside 3161. 621-606

SINGER, late 1920 coupe, starter, taxed, nice order, £65. 2 Ravenscourt Square, Goldhawk Rd., Shepherd's Bush. 621-436

SINGER (special offer). Brand-new 1924 10hp 4-seater model de luxe, fully equipped as per maker's specification and carrying guarantee, our price 170 gns., makers' price £235; cash or easy payments. 621-h604

SINGER, 1924, 4-seater, taxed, perfect throughout, £155. Smith and Hunter, 90 Gt. Portland St. 621-462

SINGER, 1923, 2-seater, double dicky, starter and lighting, electric horn, speedometer, clock, all-weather equipment, tax paid, excellent condition, £125. Maude's, 100 Gt. Portland St., London. 621-472

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STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD, 1924, Kenilworth 4-seater, used for demonstration only and guaranteed as new, £208. Olympia Motor Co., 1 Hammersmith Rd., Kensington. 'Phone, Western 4140 and 3568. zzz-345

STANDARD, 9.5hp, four-cylinder, two-seater, dicky, dynamo lighting, starter, tax and insurance paid, £62 10s.; seen after six. Heathfield, London Rd., Norbury, S.W.16. Opposite Beatrice Ave. 621-h204

STANDARD 2-seater, 9.5hp, 1920, perfect running order, £120. Spencer, Torwood, Weston, Bath. 621-h110

STANDARD, 1920-21, 10hp, 2-seater, dicky, dynamo lighting, starter, detachable wheels, spare tyres, almost new, all accessories, side screens, leather upholstery, paint and hood absolutely unscratched, speedometer, electric horn, many extras, in excellent mechanical condition, exceptionally fast, smart and reliable car; terms, £9 16s. down and 10 equal payments, or cash £98. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 621-399

STANDARD, 1924, 11.4hp, all-weather 4-seater, excellent condition, only owner driven, £175. Porter, Cloverside, Fitzalan Rd., Finchley, N.3. 621-h583

STANDARD, 1924, 11hp, 4-seater, in first-class condition, £175. Newham Motor Co., 245 Hammersmith Rd., London, W.6. 'Phone, Riverside 3161. 621-607

STANDARD, 1923, 2-seater, with dicky, dynamo and starter, £185; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 621-575

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

STANDARD 11.4 2-seater, shop-soiled only, list price £235, our price £215, maker's guarantee. Ratcliff Bros., 200 Gt. Portland St., W.1. 621-537

STANDARD, 1922, 11.4hp, 2-seater all-weather, fully equipped and taxed, excellent condition. £155. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. 621-543

STANDARD 1924 11.4 2-seater all-weather, practically new, taxed, £170 Below. 621-545

STANDARD 1924 11.4 4-seater all-weather, indistinguishable from new, taxed, £175. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4435. 621-375

STELLITE, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160

STELLITE, £45, exchanges, deferred payments, 1914, 2-seater, dickey, 6 detachables, hood, scraper, electric lamps, taxed. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 621-579

STELLITE, £45, 1914, small 4-seater, in excellent condition, engineer-owned. 50a Broadway, N.8. 621-h545

SUPER 8-10hp 2-seater, w.e., 5-ft. wide, mileage 8,000, speedometer, 65 m.p.g., perfect condition, very little, taxed, £60, only wants seeing, ask 5 Parsons Green Lane, Fulham. 621-h590

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SWIFT, 1915, famous staggered seat model, electric lighting, perfect, any test, 35 guineas. 15 Norman Rd., Sutton, Surrey. 621-h521

SWIFT 2-seater cyclecar, 8hp, twin, water-cooled, 3 speeds, reverse, 4 nearly new tyres, equipped, excellent condition, £18. 63 Solon Rd., Brixton. 621-h576

SWIFT, 1921, 10hp, 2-seater, dickey, electric lighting, starter, new tyres, excellent condition, insured to May. £100. Parker, 47 King Edward Rd., Watford. 621-h596

SWIFT, 1922, 2-seater and dickey, dynamo and starter, fully equipped and licensed, with guarantee, £110; exchanges or hire purchase. The Light Car Co., 531, 410-414 Euston Rd., London. 621-569

SWIFT, 98 guineas, 1921, 2-seater, very little used, double sunk dickey, starting, lighting, taxed, exchange, bargain. Ewers, Newton Rd., Burton-on-Trent. 621-h608

TALBOTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-402

TALBOT, 1924, 10-23, 2-seater de luxe, Dunlop cords, spare wheel, unused, perfect condition, 200 gas, 51 Upper Richmond Rd., East Putney. 621-h516

TALBOT, 8-18, 1923 (June), 2-seater de luxe, new Dunlops, Hartfords all round, gears, 7,000 miles, 60 m.p.h., all in splendid order, taxed and insured, £160 of new Smith, 9 Elmfield Avenue, Mitcham, Surrey. 621-h503

TALBOT 10-23 4-seater, 1925 model, many extras; seen Westminster; £320. Box No. 6950, care of "The Light Car and Cyclecar." 621-458

TALBOT 8hp 1922 2-seater, very nice condition, £110; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 621-468

TALBOT, 1922, 8-18, any trial, £135. Ellis, Mildura, Blenheim Rd., Bickley, Kent. 620-h64

TALBOT, 10-23, 4-seater, de luxe, in new condition, £225; Talbot, coupe, three-quarter, 10-23, magneto, 2 spare wheels, unsoiled condition, £295. James, over Alexanders, 482 Harrow Rd., Paddington. 621-419

TALBOT, 1924, 10-23, 4-seater, all-weather equipment, mileage 3,000 only, £255. Bartlett's, 93 Gt. Portland St. 621-429

TALBOT, 1924, 8-18, de luxe, Hartfords all round, magneto missing, bargain, £170; Anzani-Morgan or G.N. part payment. Earls, Ltd., The Vale, Hampstead, N.W.3. Phone, Hampstead 3287. 621-x220

TALBOT, 1923, 10-23, 4-seater, starting, lighting, faultless condition throughout, tax paid, 200 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 621-376

TALBOT 1923 8-18hp coupe, many extras, 2 spare wheels, mechanical screen wiper, tax paid, practically new, 200 guineas. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4435. 621-374

TALBOT, 8-18, 1923, self-starter, shock absorbers, in perfect condition, tax paid, £165. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 621-397

TALBOT, 8hp, 1922-23 de luxe 2-seater, brown leather starter, clock, speedometer, many extras and dickey, £115. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Reg. 986. 621-360

TAMPLIN, 1923, guaranteed condition, electric light, 2 horns, inside starter, dash flooder, screen wiper, hood, jack, pump, Dunlops, 65 miles per gallon, regularly used 200-mile week-end trips, only done 10,000, £52, or exchange with cash best Rover 8, with dickey, 1921-2, offered. Mayne, 11 Henry St., St. John's Wood. 621-g952

TAMPLIN, 1921, tandem, aluminium wings, speedometer, discs, exceptionally smart, bargain price. Tamplin Motors, Cheam, Sutton 21. 621-h461

TAMPLIN, £8 down and 10s. weekly for 12 months. 1921, 8hp, 2-seater, 3-speed, fully equipped, Binks carburetor, splendid condition throughout; write, appointment. 53 Palsall Rd., Kentish Town, N.W.5. 621-410

T.E., 3-wheeler, 8hp, 3-speed, reverse, taxed, detachable wheels, £55, exchange. 22a Spring Grove, Chiswick. 621-442

WARREN-LAMBERT, 1922, 11hp Alpha engine, in super posh condition, and lavishly equipped with Lucas dynamo lighting (5 lamps), dimmer, speedometer, Festoon dash lamp, Easting side screens, curtains, closing as coupe, electric and bulb horns, mat, hood envelope, 5 detachable wheels, tyres good, leather hood, in excellent condition, paint perfect, aluminium bonnet, 40 m.p.g., 5 to 50 m.p.h., on top guaranteed, tax paid, 80 guineas for quick sale. Pawnbroker, 21 Balham High Rd. Streatham 3055. 621-h575

WOLSELEYS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-503

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

WOLSELEY de luxe. Cass's Motor Mart, Ltd., 1921 10hp 2-seater, dickey, all-weather hood, starter, just repainted blue, taxed December, insurance, deferred terms, exchanges, 140 guineas. 243 Brompton Rd., S.W.3. Kensington 2194. 621-515

WOLSELEY 10 4-seater de luxe, painted blue, absolutely new, special price to clear, £300. G. Stevenson (Kent and Sussex Garage), Ltd., London Rd., Tunbridge Wells. 621-490

WOLSELEYS, 1924, £50 and you are on the road with any 10hp model, tax and insurance paid for one year, balance in 12 or 24 monthly payments. Before buying a second-hand car, give this proposition your serious consideration. Full details, Kingsway Motor Co., Waldorf House, Catherine St., Aldwych, W.C.2. Regent 691. 621-449

WOLSELEY, 1924, 10hp, 2-seater, model de luxe, brand new, but slightly showroom soiled, £250, usual price £325, special bargain, carrying makers' guarantee, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 621-h600

WOLSELEY 10, 1921-22, 2-seater, dynamo, starting, etc., speedometer, clock, etc., excellent order throughout, taxed, £122 10s. Elec. Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 621-562

WOLSELEY 1923 2-seater, electric starting, speedometer, spring gaiters, Boyce motor extra, licensed for year, chassis, body, paintwork in first-class order, £155. Apply, Seabank Motors, Seabank Rd., Southport. 621-h557

WOLSELEY 10, 1923, de luxe model, 2-seater and dickey, perfect order, 6 wheels and many extras, tax paid, £175. 8 Otley Rd., Leeds. 622-387

LE ZEBRE, 50 per cent under list. Brand new, 8hp, chummy 4-seaters, differential, cantilever springing, lighting and starting, detachable wheels, wire, 710-90 mm. cord tyres, full equipment, complete for road, £145; 2-seater, £135; chassis, £100, exchanges and deferred terms; all spares stocked. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. (adjoining Hammersmith Bridge). 621-540

LE ZEBRE, 1923, 2-seater, dickey, electric lighting, starting, nearly new condition, 78 gns., or exchange motorcycle and cash, 51 Upper Richmond Rd., East Putney. 621-h513

LE ZEBRE, 1922, brand new (shop-soiled), 2-seater with dickey, dynamo and starter, £110; exchanges or hire-purchase. The Light Car Co., 531, 410-414 Euston Rd., London. 621-571

LE ZEBRE, 2-seater, dickey, late model. Letters, 5 Shottendane Rd., S.W.6. 621-h592

SPARE PARTS FOR LIGHT CARS.

A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 625-651

CAITHORPE spares, 1919, 1920, 1921. Front axles, springs, timing chains, oil pumps, indicators, differential pinions, ball races, gearwheels, etc. State wants to Hampton Eng. Co., St. John's Rd., Hampton Wick, Middlesex. 624-h116

DEEMSTER spare parts. We can supply any spare parts for any model from stock. Elephant Motors, Ltd., Elephant House, 97-101 Newington Causeway, S.E.1. Telephone, Hop 3161-2. 621-330

G.N. spares. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. Phone, Headingley 480. Wire, "Truble, Leeds." 626-497

G.W.K. spares, all models available, London and Home Counties distributors. W. G. Nicholl, Ltd., 50-54 Whitechapel St., W.C.2. 621-531

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price plus carriage. Repairs and overhauls carried out by experts. Write, wire or phone your requirements. Prompt attention given. Phone, Stevenage 53. zzz-599

MORGAN, Metropolitan Area Service Depot, Elec. Ltd., oldest and largest first (pre-war) handling Morgan runabout. Specially appointed distributors of spare parts, all models; enormous stocks. List free. 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. zzz-118

RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 639-c140

ZEBRE. All spares can be obtained from Knight, 63, Regent St., London, W. 627-793

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NEW LIGHT CARS AND CYCLECARS

A.B.C. cars. A.B.C. Motors, Ltd., Walton-on-Thames, Surrey zzz-209

A.C. cars. Write to Caithness and Co., Ltd., the leading A.C. agents, 65 Gt. Portland St., W.1. Tel., Langham 2172. 621-461

A.C. cars. See page No. 82. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. 621-464

A.C. Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-659

A.C., 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone, 345. zzz-206

A.C. Autoveyors, Ltd. (Authorized Agents), offer immediate delivery all models; deferred terms to suit customers. 84 Victoria St., Westminster, S.W.1. zzz-92

A.C., full range of 1925 models always on view, including 12hp 4-cyl. Royal, 2-seaters, £350; 4-seaters, £399; and coupe, £415. We will allow very high prices for second-hand cars in part payment for new A.C. models; delivery and collection arranged in any part of the country; deferred terms if desired. Newham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Riverside 3161. 621-596

ALVIS. Debnam Atherstone Mews Gloucester Rd. Station. Ken. 2917. zzz-855

AMILCAR concessionaire. Spare and repair services. Vernon Halls, 25 High St., Fulham. Putney 1995. 629-e853

NEW LIGHT CARS AND CYCLECARS

(continued).

AMILCAR, the 9-50 grand super-sports, 4-wheel brakes, £285. Vernon Balls, Concessionnaire.

AMILCAR, 8hp mahogany sports 2-seater, very attractive, £250; also 3-seater mahogany sports, £260.

The cars exhibited at the French Salon Motor Show are here on view

AMILCAR, 8hp semi-sports 2-seater, starter, etc., £185. Concessionnaire, Vernon Balls, 25 High St., Fulham, S.W. Phone Putney 1995. 621-473

AMILCAR. Boon and Porter, Ltd., Amilcar specialists, have a comprehensive display of all models, and will be pleased to give trials; exchanges and deferred terms. Boon and Porter, Ltd., 159-161 Castelnau, Barnes (within 8 minutes of Olympia by 33 bus). Grand sport model on view at 32 Hammersmith Rd. during Show week. 621-546

ARIEL. Sole agent for Bournemouth and district. Primavesi, Maulerover and Co., 204 Holdenhurst Rd., Bournemouth. Phone, 2893. 621-771

ARIEL. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N.10. Phone, Hornsey 2917. 621-206

ARIEL 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. 621-849

ARIEL 10, 4-cylinder, 4-seater, tax £9, right hand control, 45 m.p.g.; your car or motorcycle part payment; extended terms; spare parts stocked for all Ariels from 1899 models. Ariel Motors and General Repairs, Ltd., Service Depot, 320-2 Camberwell New Rd. S.E.5. Hours 8 to 7 Saturdays included. 621-156

ARIEL. A. P. Rey for Ariel cars; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd. 621-470

ARIEL 10. Black and Flech, 222 Gt. Portland St., W.1, main London distributing agents for Ariel cars, will arrange demonstration runs on new Ariel 10 four-cylinder models; full 4-seater now in stock; prices, standard £225, de luxe £235, chummy model £198 and £210. Phone, Museum 2271. 621-525

AUSTIN. Rootes, Ltd., distributors and specialists. 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Dorking. 621-606

AUSTIN. Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. 621-660

AUSTIN, 7hp, latest models, all-weather. £165; on extended payments; prompt deliveries. Taylor, Ltd., 49-53 Sussex Pl., South Kensington Station. Phone, Kensington 8558. 621-321

AUSTIN 7. Immediate delivery can be given of this wonderful little car, 4-cylinder engine, 4-wheel brakes, very complete equipment, price £165. Car Mart, Ltd., 46-50 Park Lane, W. 297-9 Euston Rd. N.W.1. 173 Piccadilly, W. Phones, Grosvenor 1620, Museum 2000, Regent 2612. 621-433

AUSTIN. Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. Phone, 256. 621-40

AUSTIN 7 for immediate delivery. £165; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 621-566

AUSTIN 7hp. All models for immediate delivery. Jackson's Garage, Guildford. Phone 345. 621-208

AUSTIN 7. Immediate deliveries. "We are the authorized agents for this splendid car; 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, Bligh Rd., Goodmayes, Essex. Phone, Ilford 1082. 621-570

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AUSTIN 7. Immediate delivery of 1924 models. Gradual payments; exchanges; free tuition. Authorized agents. Godfrey's, Ltd., 366-368 Euston Rd., N.W.1. Phone, Museum 3401. 621-339

AUSTIN 7. Immediate delivery, cash or deferred. Wells, Central Garage, Woodford. 621-426

AUSTIN. Ralph and Co., authorized agents, are now booking orders for 1925 models, immediate delivery of Austin 7, deferred payments arranged. Showrooms, 10 London St., Paddington (opposite Paddington Station). Phone, Paddington 688. 621-321

AUSTIN. Immediate delivery new 1925 type 7hp, electric starter, £155; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 621-480

AUSTIN. A. P. Rey for Austin Sevens; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd. Museum 7600. 621-473

AUSTIN. Cass's Motor Mart, Ltd., 1925 7hp chummy model, in stock, £155; deferred terms, exchanges. 243 Brompton Rd., S.W.3. Kensington 2194. 621-516

AUSTIN 7, 1925. Get in touch with Sam E. Clapham, 27 Stockwell St., Greenwich. Phone, 751. 621-337

AUSTIN, 7hp, brand new, with electric starter, £155; immediate delivery, cash or easy payments, tuition free, highest price allowed for any car or motorcycle in part exchange, arrangements made anywhere. Wilkins, Simpson, opposite Olympia, London. Riverside 238. 621-b603

AUSTIN 7, just delivered, fitted with shock absorbers and electric starter, £155 ex works, Birmingham. Howard's Garage, West Byfleet. Phone, Byfleet 89. 621-b529

AUSTIN 7, latest model in stock for immediate delivery, £155. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 621-527

AUSTIN. Mears and Bishop, Authorized Agents, 225a Hammersmith Rd., W.6. Riverside 2250. 621-382

AUSTINS. Immediate delivery of brand-new Austin 7s. Exceptional deferred terms, part exchanges, service after purchase. Stetton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 621-366

AUSTIN. Boon and Porter, Ltd., Austin specialists, have reserved for earliest deliveries all 12hp and 7hp 4-wheel-brake models; liberal allowances for second-hand cars; deferred terms over 12 or 18 months. Boon and Porter, Ltd., 159-161 Castelnau, Barnes (within 8 minutes of Olympia by 33 bus). 621-544

CALCOTT, 10.5, 2-seater, £265, chummy model, £285. Ratcliffe Bros., 200 Gt. Portland St., W., and Frinton-on-Sea. 621-520

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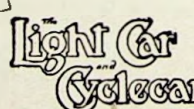
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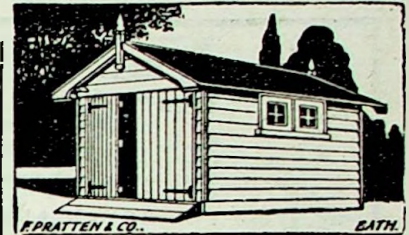
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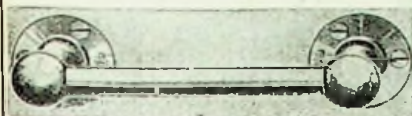
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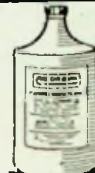
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Nº 3.—When you enamel your car with Robbialac, don't put a dark colour over a light colour (such as Royal Blue over Light Grey) or vice versa, without using the Robbialac Undercoats, or a patchy appearance will result. The recommended list of Robbialac Undercoats and full Instructions Leaflet can be obtained free by post from Dept. C, Robbialac, Walton Road, Stratford, E.15. Robbialac Enamel is sold by all Motor Accessory Dealers and Garages in 5/9 tins (2-seater size), 10/9 tins (4-seater size), etc. Robbialac Transparent Finish in 1/3, 2/3, 3/-, 5/9, and 10/9 tins.

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