

Supreme Value

CITROËN

Scottish Show

STAND No's
1-16-22-33-
53-138 -
139-158-

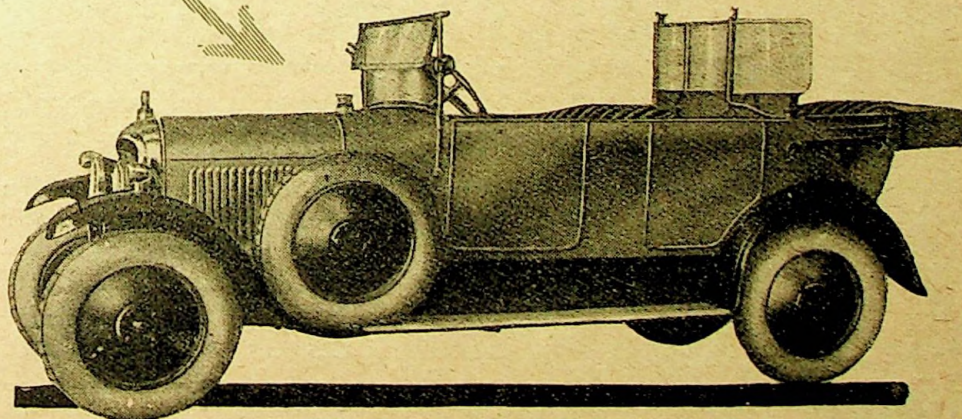
The 11.4 h.p. English Body 4-seater is comfortable, roomy, and complete in every sense. Equipment includes "Comfort" Tyres, Folding Rear Windscreen, Tecalemit Lubrication, Shock Absorbers, Boyce Motometer, Petrol Gauge, Automatic Windscreen Wiper, etc., etc.

Send for Citroën Book 18.

CITROËN CARS. LTD.,

Citroën Building, Brook Green, Hammersmith, W.6.
West End Showrooms - - - 60 Piccadilly, W.1.

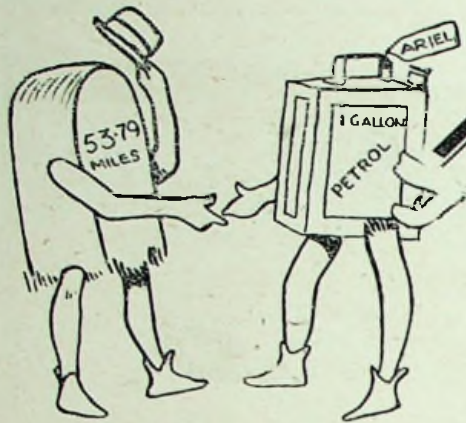
£250



K162

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

AT



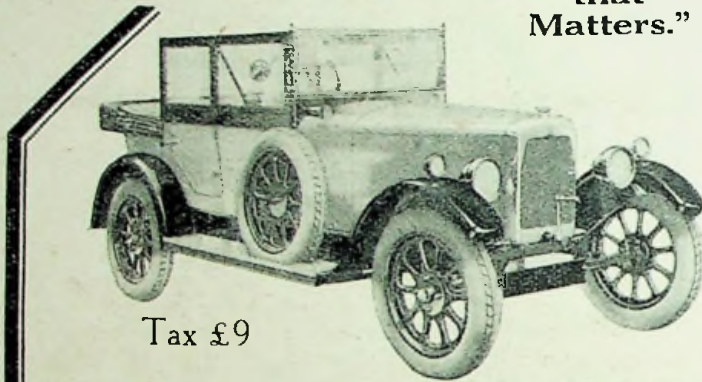
ARIEL

53.79 m.p.g.
PETROL

6,433 m.p.g.
OIL

**"It's
the
Miles
for the
Money
that
Matters."**

This is the unique performance of an Ariel Ten in an officially observed Trial from Land's End to John o' Groats and back to Land's End. Yes! it's wonderful. But economy is not the only thing that matters; we cannot prove the comfort or the appearance by an R.A.C. trial, but we ask you to take a ride in an Ariel and you will be convinced. We can arrange a trial run anywhere and at any time.



Tax £9

10 h.p. Occasional 4-Str. £198

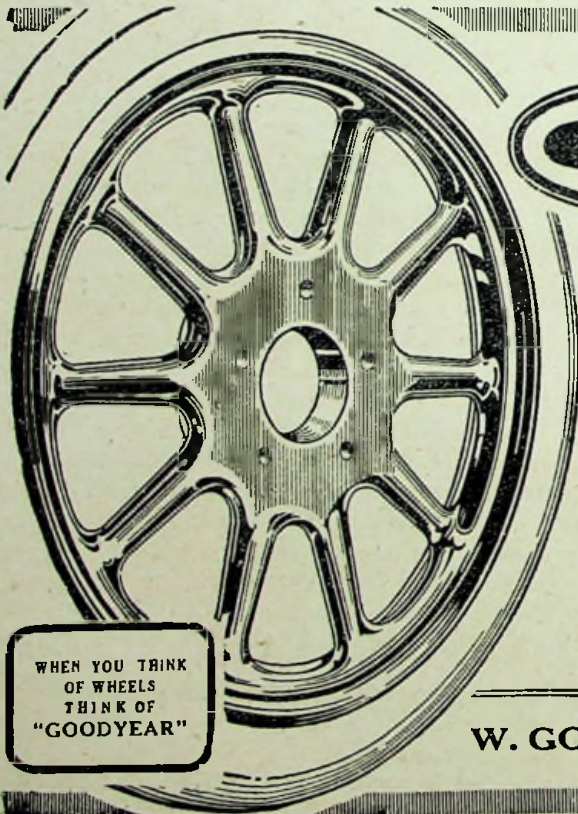
10 h.p. Full Four-Seater £225

WRITE FOR FULL PARTICULARS:

ARIEL WORKS Ltd.

Selly Oak, Birmingham.

C.W.



WHEN YOU THINK
OF WHEELS
THINK OF
"GOODYEAR"

GOODYEAR

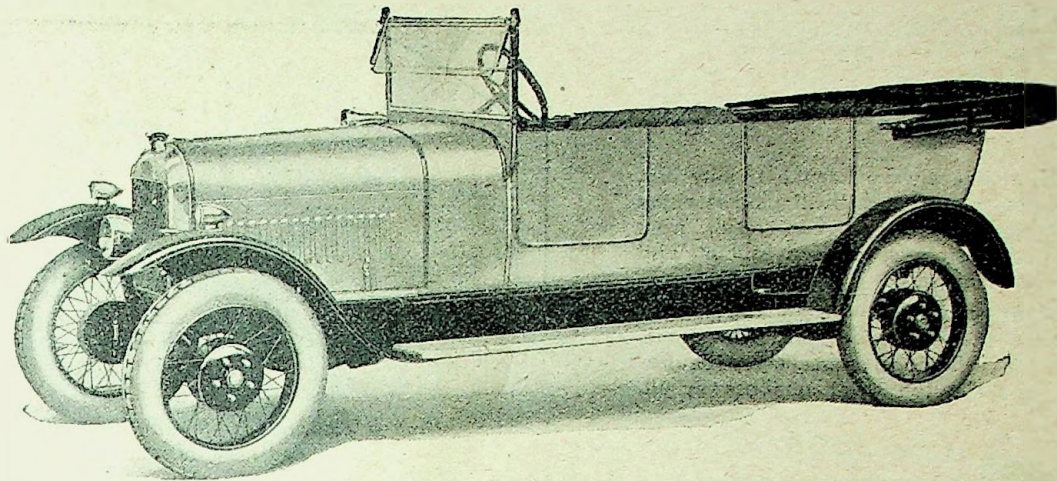
Patent Steel Wheels

**CAN BE RELIED UPON UNDER ANY
CONDITIONS OF SERVICE.**

*Their Scientific construction
ensures this, hence their
popularity.*

**THEY ARE FITTED ON ALL THE LEADING
BRITISH CARS AS STANDARD EQUIPMENT.**

W. GOODYEAR & SONS LTD., DUDLEY.



REDUCED PRICES.

10.8 h.p.

- 2-Seater De Luxe, £225
- Standard 4-Seater, £225
- *2-Seater Coupé, £250
- *4-Seater De Luxe, £255

Synchronised Four-Wheel Brakes, £10 extra.

*English "Bal-lon-ette" tyres with standard rims, electric horn, and clock fitted as standard.

**I'm getting
another
G.W.K.
for 1925**



**A GEAR FOR
EVERY GRADIENT.**

I wouldn't change for worlds—I've tried most cars, but I always come back to the G.W.K. Gearboxes and gate changes leave me cold—I'm a disc drive enthusiast ever since I drove my first G.W.K. That's why I leave the other chaps on hills, and find that whilst they're spending money on tyres I'm keeping mine in my pocket. I didn't think there would be a better little bus than my 1924 G.W.K., but the latest model beats even that. Look at the price, my boy—the equipment, and the fine body design. Why—you simply can't help enthusing. Take my tip and do as I do—plump for G.W.K. every time.

G.W.K., Ltd.,

CORDWALLES WORKS, MAIDENHEAD.

Phone—Maidenhead 624.

Wires—"Cars, Maidenhead."

AGENTS - - - - - W. G. NICHOLL, LTD., 50-54, WHITCOMB STREET, LONDON, W.C.2.

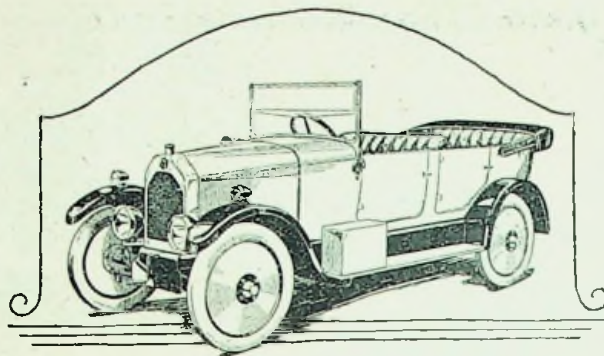
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

Swift quality goes right through

The Swift has always been a quality car. Purchasers of the 1925 Swift models enjoy the utmost value that can result from advanced design, specialised labour, and the finest materials.

For intrinsic quality, dependability and economy the Swift is unchallengeable. There is a Swift model to meet every requirement, and the full Swift qualities in all.

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



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

SCOTTISH MOTOR SHOW
KELVIN HALL GLASGOW
NOV. 21-29

SPEED

With Economy
is assured if your car has a

ZENITH

CARBURETTER

Have one on a month's Trial!

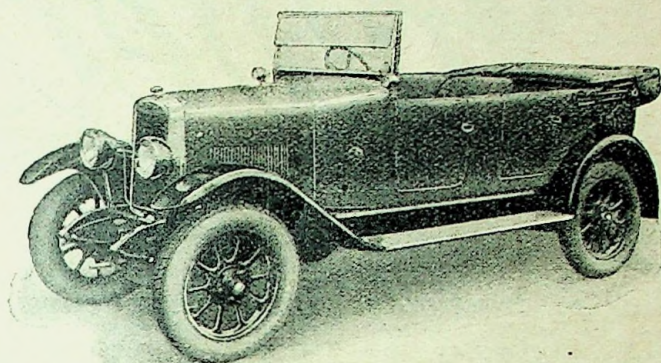


THE ZENITH CARBURETTER COMPANY, LTD.,
40-44, Newman Street London, W.1
Telephone Museum 4812-4813 Telegrams "Zenicarbur," Phone, London



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 ERA — AND A BETTER CAR



MAKING GOOD

THE new Calthorpe cars for 1925 "made good" in no mistaken manner at the Motor Show. Press and Public alike endorsed previous convictions that something exceptional in specification and value would be presented. The new Calthorpe lives up to the ideal before it, "A new era—and a better car." It is a car that in every respect takes first place amongst its contemporaries. Here is a typical opinion from a high class journal—"The Sketch," October 22nd: "Owner-drivers are particularly well catered for by these new Calthorpe cars, both in price, style of coachwork and varying powers."

Prices:—12-20 h.p. Two-Seater De Luxe, £315. Four-Seater De Luxe, £325. Four-Seater Saloon, £425. 10-20 h.p. Two-Seater £235. All Models have Balloon Tyres.

Our Repairs and Spares Service is at the service of all Calthorpe owners. This Department carries a full stock of all spares of past models and every class of Repair work can be carried out promptly at reasonable cost. If you want anything for a Calthorpe Car write to us.

Write for complete Catalogue and Agent's name to

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:
18, High Rd., Kilburn,
N.W., & at Norwich, Bury,
Lowestoft and Ipswich.

Calthorpe

CLIMB-IT-ON-A-CALTHORPE

H.P.

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.

BUY YOUR

7 h.p.

Jowett

Tax £7

NOW

Don't hesitate or procrastinate. Immediate delivery from Stock.

2-str. and dickey £152 Light 4-str. £160 4-str. £170

VISIT OUR JOWETT SERVICE STATION.

Repairs, Overhauls, Bodywork — Any Make.

Moderate Charges.

Main Agents for Kent and Surrey, and London South of Thames (except Croydon):

1, 3, 5,
Lambeth Palace
Road,



LONDON, S.E.1
(1 minute from Big Ben.)
Hop 5279.

£6 WORTH OF SPARES MAINTAINS 60 JOWETTS!

SOLD BY GORDON WATNEY & CO. LTD.

We have purchased spare parts to the value of £6 from Messrs. Jowett Cars Limited this year.

We have already delivered more than 60 cars to date.

Need we say more? Could we say more in praise of any car.

DEFINITE DELIVERY DATES.

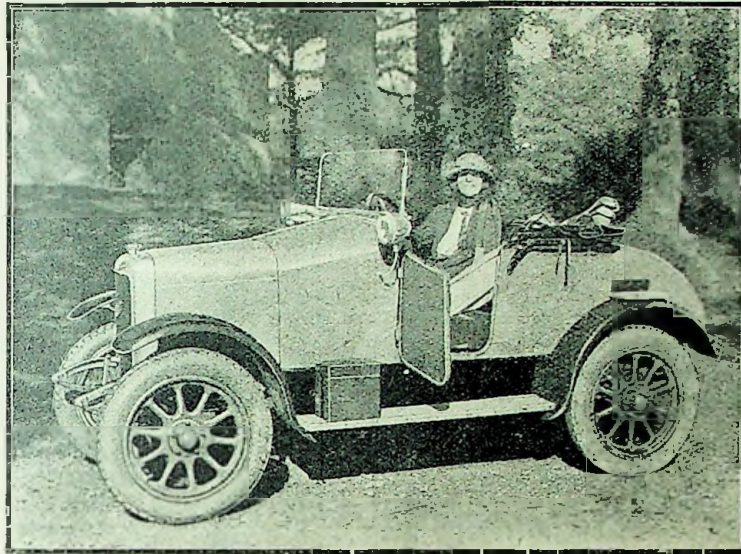
Your Car or Motorcycle taken in Part Exchange. Special Deferred Terms.

Gordon Watney
& Co Limited
THE PART EXCHANGE SPECIALISTS

31, BROOK ST.,
BOND ST., W.1.

Phone: Mayfair,
2965-2966

A CHALLENGE TO "COLONEL" AND OTHER "BOGIES."



For the "long drive," the Jowett excels. There's nothing "brassy" about a Jowett. For "lofting," well, you know how it climbs. And you can "put" it into quite a small garage at your own home.

If it's "medal play," it wins always. If it's "holes," of the pot variety, the Jowett smooths them all out.

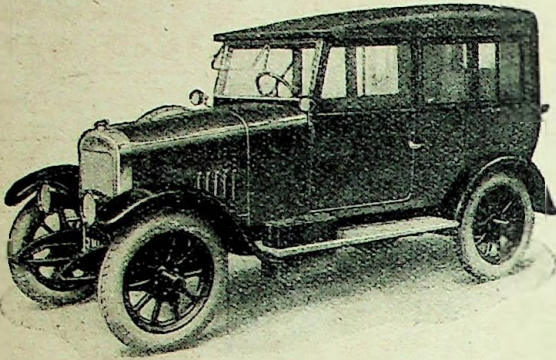
The "bogey" of depreciation applies not to the Jowett, for its disposal value is positively unequalled.

And the "handicap" of costly transport is halved if you own a 7-17 h.p. Jowett Car. 37 miles for the cost of a golf-ball.

2-seater £150. Chummy £160. Full 4 £170.
Extras: Dunlop Balloons £6:5:0, Starter £10.

JOWETT CARS, IDLE, BRADFORD.

BUY A BRITISH CAR
—BUY A CLULEY



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. It is an outstanding example of the roomy, all-weather type of car which is once again coming into its own. Better value cannot be found in any British car. Various improvements have been incorporated for 1925, and the prices remain the same. 10 h.p. 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."

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

Distributors for London Area: Messrs.
Smith & Hunter, 90-92, Gt. Portland Street,
Oxford Circus, London, W.1., who have a
range of our Models in stock.



H.P.

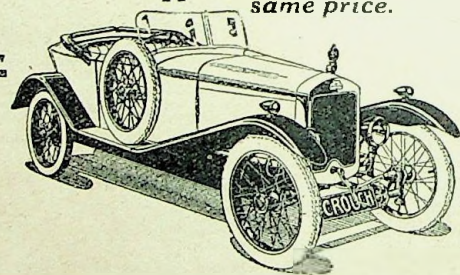
C
R
O
U
C
H

HERE'S NO NEED TO LOOK FARTHER than the three CROUCH Models to meet every requirement in luxurious, fast and economical motoring. Because of the unique road-holding qualities of the CROUCH design, and its characteristic liveliness, you can do more "knots" on a standard touring model CROUCH than on many special "Sports" cars of other makes, whilst the CROUCH Sports Model is sold with a positive guarantee of performance on the road.

Price

£295

2-Seater and double dickey
4-Seater All-weather; or
2/3-Seater Sports (as shown)—all same price.



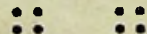
The power unit in Crouch Cars is the famous 4-cyl. 1,496-c.c. BRITISH ANZANI; the coachwork is of superb standard upholstery in best English Leather, and everything "tip-top." Equipment includes polished mahogany dash with locker, 8-day clock, speedometer, etc., etc., 12-volt, 2-unit starting and lighting.

Write for full information and name of nearest CROUCH Agent

CROUCH
CARS, Ltd.

Tower Gate Works, COVENTRY.

LONDON AGENTS:
Meber & Meber,
144, Gt. Portland St., W.1.



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

BENETFINKS

SAVE YOU MONEY ON THESE!

SHOP IN PERSON or by POST — SATISFACTION EITHER WAY!!

CLOTHING

A huge range to satisfy even the most fastidious, and a saving on everything you buy!



FUR BACK GLOVES



Driving Coat.
4 in 1 Fawn Grandville, lined proofed Woolen check, interlined Oil Cambrio Detachable fleece lining. Sleeves also lined. Sizes 31 to 44 in chest. Style as illustrated.

PRICE **46/6**

RUGS.

Pure Wool Travelling Rugs. Best Irish Made.



A really warm and serviceable Rug for all Travellers. Price **32/6** Post free. Also a splendid line at **16/6 21/- 27/6** All wool, grand value. Handsome Fur Motor Rugs **£5:10:0** from

Gents' Fur Back Gloves. Stout Fine Grain Tan Cape, Leather Palms, fleece lined throughout. Gauntlets, per pair, **15/6** Short Glove, per pair, **45/-** Better qualities up to **45/-**

TAN LEATHER MOTOR COAT.

As illus rated. Splendid Quality throughout. **5 gns.** Full Chrome do. Teddy Bear Lining. **8 gns.** Superior quality. Best Chrome, Lamb skin Lined. **10 gns.**

Leather Waistcoats.



Leather Waistcoats, dark colour. Button to neck, for wearing under any coat. Impervious owind and rain. **21/- 25/- 30/-** Tan chrome. **45/9 63/-** Chamois vest with sleeves **45/- 50/-** Please give chest measurement when ordering.

LEATHER LEGGINGS.

Remarkable Value, only obtainable at Benetfinks. Leather Leggings in Black or Tan. Price per pair,

8/11

Post free.



Fine Quality Rubber WELLINGTON BOOTS.

Extra stout soles. Absolutely indispensable for all motorists. Stocked in all sizes, 6 to 11. No Chauffeur should be without them. In 2 qualities. Prices per pair, **22/9, and**

17/6 Post free.



CLOTH FOOTMUFFS.

A large range of Footmuffs. Here is one in good quality Navy or Red Cloth, lined and trimmed Fur. Each **16/6**

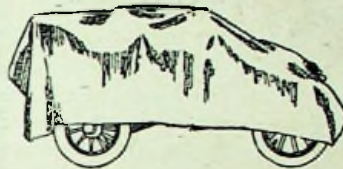
All Fur and lined Fur, **30/-** each.



ACCESSORIES

For Accessories too, Benetfink Value is supreme. Orders by Post are dealt with by a specially trained staff. Money back Guarantee.

WATERPROOF CAR COVERS



Made from genuine Balloon Fabric. The last of our huge purchase of ex Government stock. Taped at each corner.

Size 12 x 9 Benetfinks Price **30/-** Size 15 x 9 Benetfinks Price **40/-** Size 18 x 12 Benetfinks Price **60/-**

Post free. The price at which these Covers are being sold is roughly 50 per cent. under to-day's COST PRICE at the mills.

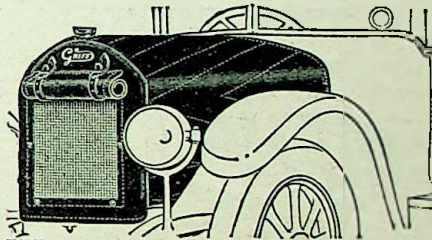


The "Ever-Warm" RADIATOR LAMP.

An absolute necessity during the colder weather. Placed under bonnet ensures easy starting and eliminates all danger from frost—no need to empty your radiator. Absolutely no danger from petrol or fumes. Burns paraffin and lasts 24 hours at one filling. Price **17/6**

Post free.

RADIATOR AND BONNET COVERS



For keeping the Engine warm and facilitating starting in cold weather. Manufactured in best quality Leather Cloth, lined thick Felt with Roll-up Fronts.

We can supply from STOCK any of the following:

	Radiator Cover only.	Bonnet & Radiator Cover.	Radiator Cover only.	Bonnet & Radiator Cover.
AUSTIN 12 h.p. ...	18 0	32 0	MORRIS-OXFORD	16 0 28 0
CITROEN 11 h.p. ...	16 0	36 0	ROVER 12 h.p. ...	18 0 36 0
FIAT 10/15 h.p. ...	20 0	36 0	STANDARD 11 h.p. ...	18 0 32 0
FORD ...	14 0	24 0	SINGER 10 h.p. ...	14 0 28 0
MORRIS-COWLEY	14 0	24 0	WOLSELEY 10 h.p.	18 0 32 0

BONNET AND RADIATOR COVERS TO SUIT ANY MAKE OF CAR SUPPLIED WITHIN 48 HOURS.

INSPECTION LAMPS.

A Further Example of Amazing Value, only possible by Mass Production. Benetfinks Inspection Lamp, as illustrated. Made of Brass with Glass Protector. Takes Standard S.B.C. Double Pole Bulb. Price **4/6**

BULBS, 6 or 12 volt, 1/8 extra.



SCREEN WIPERS.

The "C.B." Simple and Effective. Cleans both sides of Screen with one sweep. Fits any car. Post free. Price **3/9**

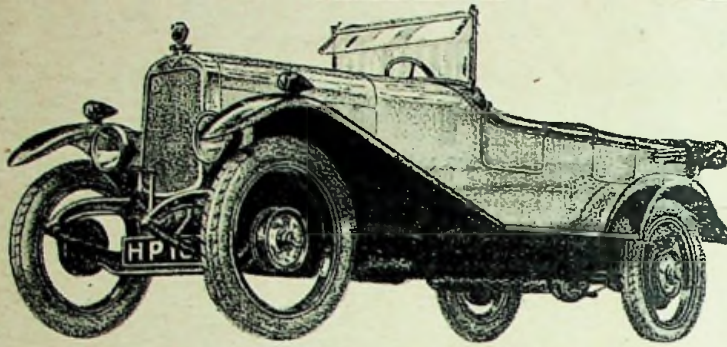
Other Types in Stock:

The "Stadium" Single ... **5/-**
The "Stadium" Duplex ... **6/6**
Benetfinks "Dual" ... **5/9**
"Stadium" Bowden Operated ... **17/6**
All Post free.



BENETFINK & CO., LTD., 107, CHEAPSIDE, LONDON, E.C.2.

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



ALVIS

Our reputation for High-Efficiency Cars is already well known—but—
 We are really proud to add to our Agency List the ALVIS—because—
 It is a well-built and well-finished production—it is tractable—quiet and sweet running—yet it has "pep" and pulling power that cars of larger horse-power may well envy.

Catalogues on application. Trial runs on all models for the asking.

B. S. MARSHALL LTD.,
 17a, Hanover Square, W.1.

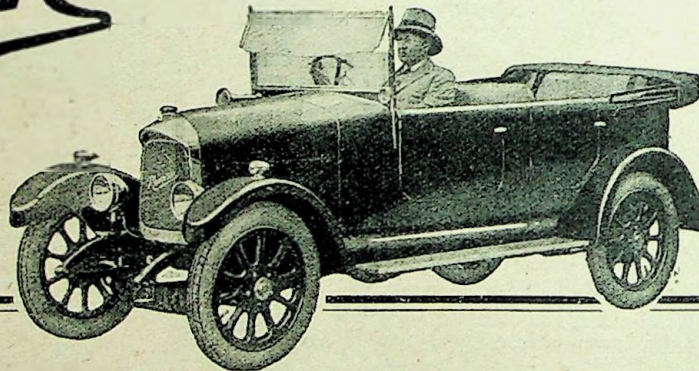
Mayfair 5906/7.

AGENTS for—Bugatti, D.F.P., Lea-Francis, Mathis, Standard.

*Your present car,
 and—or terms of
 payment will
 receive attention.*

Hampton

Hampton Cars were first built in 1912



	10 h.p.
2-seater	£275
4-seater	£298
Coupe	£330
or complete with four-wheel brakes:	
2-seater	£295
4-seater	£318
Coupe	£350
Dunlop Balloon Tyres optional	

Here's a fair test by which you can make your car choice.

STROUD MOTOR MANFG. Co., Ltd.
 Dudbridge - Stroud, Glos.

Telephone: 271-2 Stroud.
 Telegrams: "Widawak. Stroud."

Main Distributors for London and Home Counties: Vivian, Hardie & Lane, Ltd., 24, Woodstock Street, New Bond Street, London, W.1.

Get in touch with your nearest Hampton agent—we will gladly send you his name and address. Let him take you, in any Hampton model, over any course you like to name—up your favourite "test bill," over that bit of extra bad road you know of—anywhere. Then compare your sensations with those afforded by any other car in the Hampton class.

Because we know how supreme in its class is the Hampton, we are happy to leave your decision to such a test. The Hampton sells by its performance and, though you may travel the length and breadth of Great Britain, you will never meet a dissatisfied Hampton owner.

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

What is 'Dagenite'?



We urge every Car Owner to read our reply and then ask your dealer to show you a "P and R" Battery in a one-piece 'Dagenite' Container; study it, examine it closely, and test it for yourself.

'Dagenite' is a special composition manufactured exclusively at our Dagenham Dock Works. This composition is moulded into a solid one-piece Container which, even under the most rigorous test, will prove to be absolutely acidproof, leakproof and almost unbreakable. In its natural state it is black but can be painted or enamelled to suit the colour scheme of your car.

PETO & RADFORD BATTERIES

in 'Dagenite' one-piece Containers dispense entirely with separate Ebonite Cells in wooden Containers, thus abolishing those common nuisances the "leaky" battery and the rotting wooden box.

BATTERY REPAIRS.

Will the Trade please note that all Batteries for repair should be sent to our London Repair and Service Depot, 43, Johnson Street, Page Street, Westminster, S.W.1.

Ask your dealer for particulars, or write direct for Catalogue "L."

PETO & RADFORD

(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)

Head Offices and Showrooms:

50 Grosvenor Gdns., Victoria, LONDON, S.W.1.

'Phona: Victor.a 3667 (4 lines);

'Grams: "Storage, Sowest, London."

CAR OWNERS WITH COUNTRY HOUSES should write for particulars of P. & G. & E.P.S. Batteries for COUNTRY HOUSE LIGHTING.

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

12/24 h.p.

Lagonda

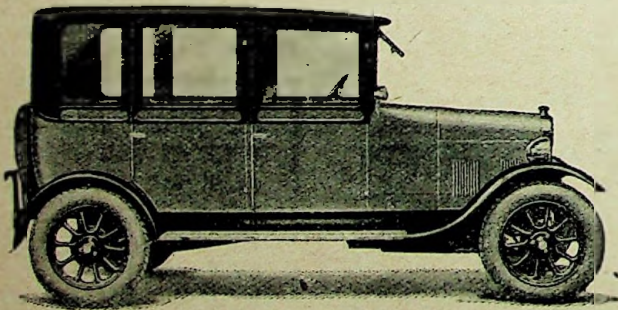
ALL-BRITISH

AHEAD OF THE TIMES

PNEUMATIC UPHOLSTERY was a "novel feature" at the Olympia Show. Lagonda standardised this refinement two years ago. Lagonda goes ahead and gets there, whilst others are counting "ifs and whys." That is why the 1925 Lagonda Models lead—in performance—in comfort—in attractive lines and perfect finish—and most important of all—in value.

12 24 h.p. MODELS & PRICES.

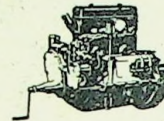
Two-Seater All-Weather Model "K.C." with double dickey seat ..	£295
All-Weather Touring Model "L.C." ..	£320
Coupe Model "M.C." with double dickey seat ..	£330
All-Weather Saloon Model "R" ..	£365
Saloon Model "S" (illustrated)..	£370



Full particulars from any Motor Agency or
LAGONDA LIMITED,
 195, Hammersmith Rd., LONDON, W.6.
 Telephones: River side 3342-3343.
 Head Office and Works - STAINES.

POWER, SPEED AND ECONOMY—

The PETROL ENGINE



ITS TUNING
AND
FUNCTIONAL
WORKING
EXPLAINED

FULLY
ILLUSTRATED2/-
NET.TEMPLE PRESS LTD.,
F. 11, Roebury Avenue,
London, E.C.1.

A MANUAL OF MOTOR MECHANICS.

Dealing with the functional working of the internal-combustion engine in a simple and interesting manner, and with a profusion of clear illustrations. "The Petrol Engine" also gives complete and practical information on the secrets of engine tuning, and the tuning of carburetters of all makes and for any purpose.

2/-
NET.

2/3 post free direct
from the Publishers.

Send for free book-
let giving particulars
of many other
books on motoring.

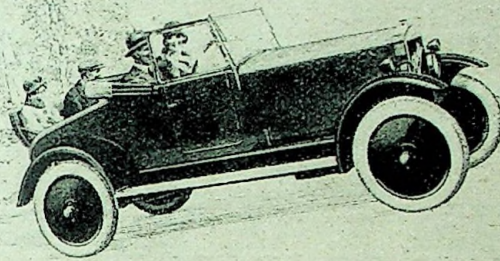
TEMPLE PRESS LTD.,
7-15, Roebury Ave., London, E.C.1

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

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.

Did you get one?

The Rhode
Two-Seater
(daintiest of them all)



Price - £239
or with Four Wheel Drive £250

These are pages from the latest RHODE Catalogue—the list that leads direct to Motoring Economy—the list that thousands of Olympia Visitors asked for and obtained—did you get one? If not, and you would like to know all about the latest models of the

Remarkable RHODE

The most economical car in the World

—the car that gives 45-50 m.p.g. (petrol), 2,000 m.p.g. (oil), and 12,000 miles to a set of tyres—write your name and address in the corner coupon, tear out the page and post to us in unsealed envelope. We will then send copy by return and give you, at same time, the location of the nearest Rhode Agency where you can have its merits demonstrated.

LONDON:
Godfrey's Ltd.
Euston Road.

To the RHODE MOTOR CO., Tyseley, BIRMINGHAM.
Please send me copy of your 1925 Catalogue and name and address of nearest agent.
Name.....
Address.....

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



A-C
 4 cyl. Sovereign Model £275
 4 cyl. Royal 2-seater - £330
 4 cyl. Royal 4-seater - £399

CLYNO
 2-seater - - - - £175
 Occasional 4-seater - £185
 4-seater - - - - £195

HERE are just four suggestions from the range of cars that will be ALWAYS IN STOCK at ALLEN-BENNETT'S. Each of these makes has its own special, distinctive features. But they are all alike in being cars that YOU can confidently buy, when once you have satisfied yourself as to which of them best meets your purpose. If you are in any doubt upon the matter you will, of course, ask Allen-Bennett's help. Such help will be most willingly given. Nothing, either before or after you take delivery, is left undone at Allen-Bennett's to make your purchase a success. "The Home of Lasting Service" fully justifies its name.

EXTENDED PAYMENTS EXCHANGES

Allen-Bennett's are the pioneers of REALLY CONVENIENT TERMS and pride themselves on doing more than most to meet the interests and convenience of their customers. You can extend payments up to 18 months with pleasure, if desired. Allen-Bennett's, too, offer exceptional EXCHANGE facilities—your present car collected, a new one delivered to your door.

AUSTIN
 7 h.p. Standard - - £155
 7 h.p. Sports - - - £170

SINGER
 10 h.p. Popular 4-Seater £195
 10 h.p. De Luxe 2-Seater £215
 10 h.p. De Luxe 4-Seater £225

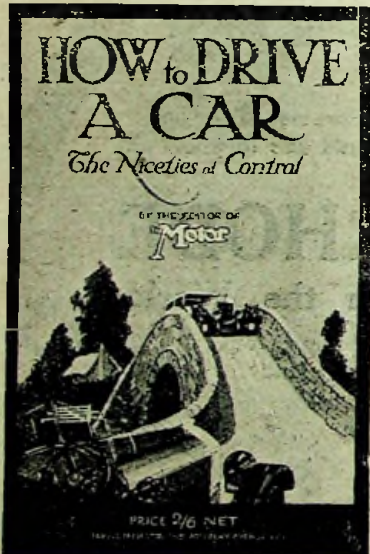
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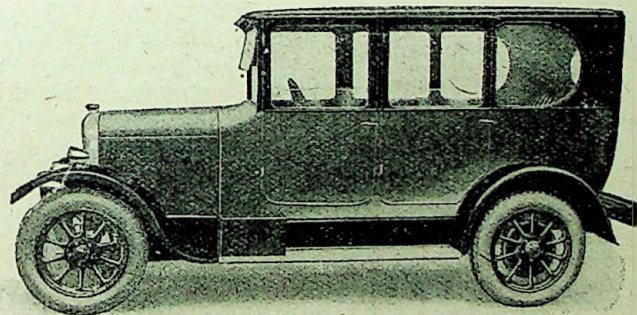


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H.P.

The Motor

The National Motor Journal

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Features of this week's issue of "The Motor," Nov. 11th.

- PREVENTING SKIDDING WITH BALLOON TYRES**
A Simple Method of Adjusting the Inflation Pressures.
- THE ENGLISH LAKELAND IN AUTUMN.**
- BROOKLANDS AND MONTLHERY COMPARED**
- TAKING OVER A NEW CAR.**
Some Hints as to Possible Changes in Driving Methods.—By Charles L. Freeston, F.R.G.S.
- WHERE AMPERES GO IN THE WINTER-TIME.**
The Harassed Life of the Accumulator and How to Keep it in Good Condition.
- THE LATEST MOTORCYCLE PRACTICE.**
Some Notes on Types of Machines that Will be Popular in 1925 of Interest to those Motor Car Users, who Require a Motor-bicycle as a "Tender" to a Car.
- THE FRONT-ENCLOSED LANDAULET.**
Some Points Concerning a Type of Owner or Chauffeur-driven Car suitable for Country as well as Town Work. The Need for Better Luggage Accommodation.
- THE THREE-LITRE F.A.S.T.**
A High-efficiency Italian Car Notable for Clean Design.
- THE 1925 SIX-CYLINDER ESSEX TESTED.**
A Much-improved Popular American Car.
- TRYING OUT A SLIDE-VALVE ENGINE.**
On the Road with the 10'4 h.p. Imperia.
- AN AUTOMOBILE WORLD CHAMPIONSHIP.**
Italian Scheme for Finding Premier Make of Racing Car.
- A ROTARY GARAGE.**
Novel Design Which Doubles the Capacity for a Given Area.

Next Week's Issue of "The Motor" will contain the following amongst other interesting and informative articles.

WHY TOUR IN BLINKERS?

Further considerations of the advantages of the Transparent Roof.

AN ASTOUNDING CEREMONY WITNESSED BY HUNDREDS OF AMERICAN MOTORISTS.

And other interesting and attractive articles together with all the latest news and news pictures

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

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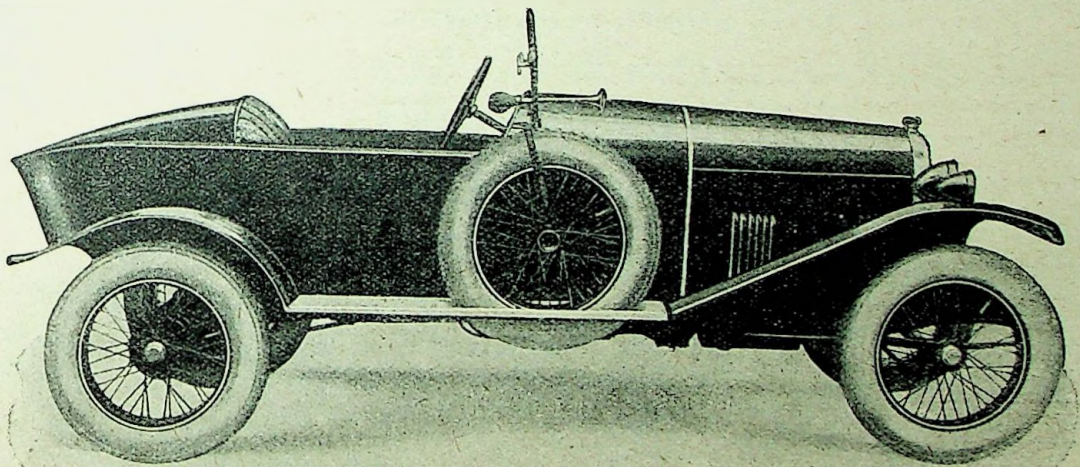
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10 h.p. Standard 2-seater	£158	10 h.p. Cabriolet Coupe	- £205
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EQUIPMENT on every model (except the Grand Prix supplied without starter) includes lighting, starting, speedometer, clock, horn, five tyres, tool kit, etc.

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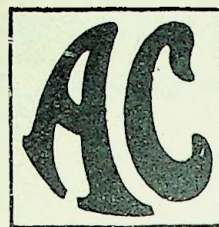
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FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

A week-end on an



The motoring correspondent of the "Sportsman" recently took over a normal A-C with a view to giving it a critical test over a week-end on the road. Between Friday afternoon and Monday morning he covered a distance of 390 miles. Here are a few of his comments—the opinions, be it noted, of an expert deliberately out to criticise adversely if necessary.

"The leather upholstery, finish and general lines of the car are pleasing. . . . It is delightfully smooth running at all speeds and gives plenty of power. . . . The steering is delightful, and I think one of the most fascinating features of this little car is its controllability. It handles beautifully and comes out of a skid quicker than any car I know. . . . I should call this a good car." (Sportsman 8/10/24).

The man who knows most of car quality and car design is invariably most enthusiastic in his praise of the Amazing A-C

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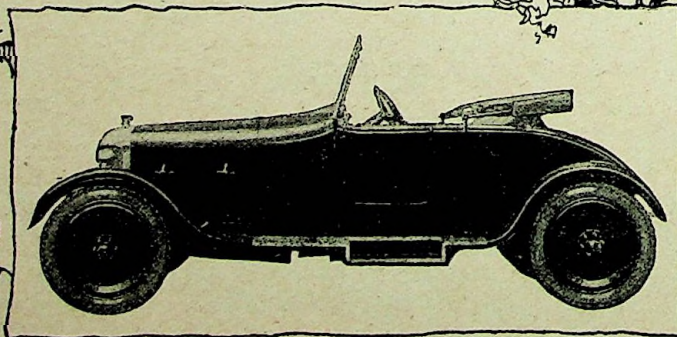
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Please ask for address of nearest dealer.

Royal AC 12 h.p. 4-cyl. 2-seater, weight 11 cwt. 2 qrs., with electric starting and lighting, clock, speedometer, oil gauge, and air strangler. Double adjustable panel windscreen. Spare wheel and five Dunlop cord tyres, gaiters to all springs. **£330**

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See them made.



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

The Light Car and Cyclecar



RENEWING A SAFETY LINE.

After falling into disuse for several months the safety line scheme at Hatfield, on the Great North Road, has been reintroduced. Ordinary white enamel is used; it is easily applied and remains clearly visible for several weeks.

NOTES, NEWS AND GOSSIP of THE WEEK

The Light Car Abroad.

According to Mr. Elwood Haynes, of Kokomo, a pioneer manufacturer and inventor, a small lightweight automobile, economical in operation and having a low first cost, will eventually supplement the larger and heavier automobile of to-day—in other words, the modern English light car.

This Week.

The special article on how to correct skids which appears in the centre pages of this issue should be of particular interest to owner-drivers, and we specially recommend to their attention the simple experiments which are described and illustrated and which show the value of four-wheel braking. Other features of this issue include "Eliminating Blow-lamp Troubles," "Strange Noises and Their Causes," a graphic description of a road test of the Rover Nine Weymann Saloon, "Keeping a Talbot in Tune," and a vivid description of a tour with a light car in the Alps.

No. 625. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, Nov. 15th, 1924.

London ...	4.39	Edinburgh ...	4.33
Newcastle ...	4.30	Liverpool ...	4.44
Birmingham	4.43	Bristol ...	4.49
Dublin ...	4.57.		

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

Moon—Last Quarter, Nov. 19th.

Carry a Spare.

It is a little difficult to understand why the life of a tail-lamp bulb should be shorter than that fitted to any other lamp on a car, but our experience goes to prove that this is so. At this time of the year especially owner-drivers are recommended to carry at least one spare bulb for the tail lamp, whilst it is a good plan also to carry a spare side-lamp bulb.

Royal Patronage.

The Scottish Motor Show, which takes place in Kelvin Hall, Glasgow, from November 21st to 29th, under the patronage of H.M. the King, will be opened by the Rt. Hon. the Earl of Home. The Show is the 23rd of the series, and according to a Scottish authority it is fully anticipated that it will mark the beginning of an exceptionally promising motoring season.

Scottish Show Number.

Our next issue, which will be published as usual on Friday, will be a Special Scottish Show Number. Current for the whole of the Show week, it will constitute a guide for visitors to Kelvin Hall, and will contain a fully illustrated report of all the small cars exhibited. Readers should make sure of their copies by placing a definite order in advance with a newsagent. In addition there will be several instructive articles of particular interest to the owner-driver of a light car or a cyclecar.

Austin Seven in Borneo.

In a hill-climb held at Selangor, Borneo, an Austin Seven obtained the first place in the 1,100 c.c. touring class.

Concessionnaires for Imperia.

We are informed that Messrs. W. G. Nicholl, Ltd., of 50 to 54, Whitcomb Street, London, W.C.2, have acquired the sole concession for the United Kingdom of the 11-24 h.p. Imperia car.

American Traffic Difficulties.

All over the world the traffic problem is becoming acute. In America the confusion is marked because so many motor lorries, buses, passenger cars and taxicabs all use the same streets; but there is a growing tendency in some cities to divert traffic of different classes over separate routes.

Raymond Mays's Records.

Among 1½-litre hill-climb records held by Raymond Mays and gained at the wheel of Bugatti cars are Shelsley Walsh, South Harting, Caerphilly, Aston-Clinton, Spread Eagle, Kop, Angel Bank and Holme Moss, while with the same make of small car he holds unlimited records for Spread Eagle and Angel Bank. Mays recently put up a new record for Salterford in an A.C.

London-Gloucester Trial.

The 14th London-Gloucester-London trial, organized by the North-West London Motor Club under the open competition rules of the A.-C.U. and the closed competition rules of the R.A.C., will



MOTOR TERMS TRAVESTIED.

No 38.—Query: What is the Term?

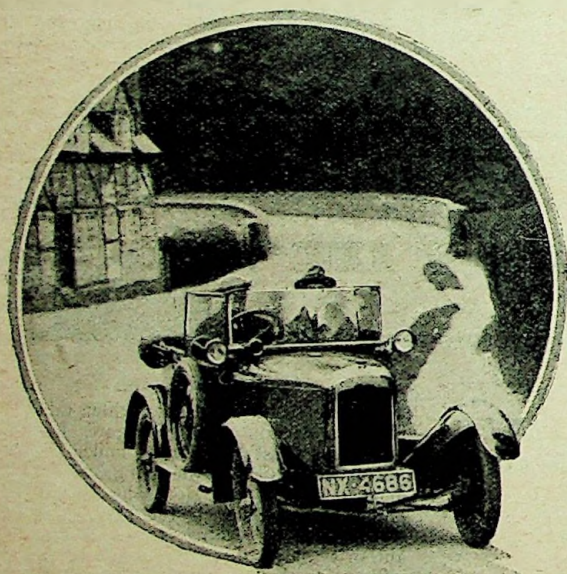
We offer a prize of ONE GUINEA for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday next. Only postcards will be considered. (The solution to No. 37 is in "Around the Trade.")

Rear Lights on Cycles.

It is very encouraging to note that coroners and City authorities are beginning to lay particular stress on the need for rear lights on cycles. The least that a cyclist can do is to fit a red reflex "lamp" and thus, with a minimum of inconvenience and expense, add to his own safety and that of other road users.

THE EARLIEST AND THE LATEST.

The photograph in the circle shows one of the first batch of Rover Nines to leave the works. Below is seen the latest long-wheel-base Weymann Saloon. Elsewhere in this issue will be found a road test report of the Rover Nine with short wheel-base and Weymann Saloon body.



take place on Saturday, December 13th, the start being from the Stag Lane Aerodrome, Edgware, at 7.30 a.m. There will be two observed hills and four time checks on the outward journey, while on the homeward section there will be four observed hills, three time checks and a non-stop section of about 12 miles. Car members of the following clubs are eligible to compete: all clubs in the South Midland Centre (A.-C.U.), Essex M.C. and Surbiton and District M.C. The secretary is Mr. A. G. Mansell, Fritton Lodge, Howard Road, South New-wood, London, S.E.2., to whom all enquiries should be addressed.

D14

Morgan Club.

The next run of the Morgan Club will be held on November 23rd, the venue being Tunbridge Wells and the meeting-place "The Cricketers," Mitcham, at 11 a.m. Morgan owners are invited to attend.

Revenge Trial.

Under the title of the Revenge Trial the Liverpool Motor Club is running off an event on November 16th. Any entrant who fails to start will have to pay a fine of £1, whilst a starter will be fined 3d. for every mile or part of a mile of the course which he fails to complete. The start will be at 10.30 a.m. from Queensferry.

A.C. Cars at Wembley.

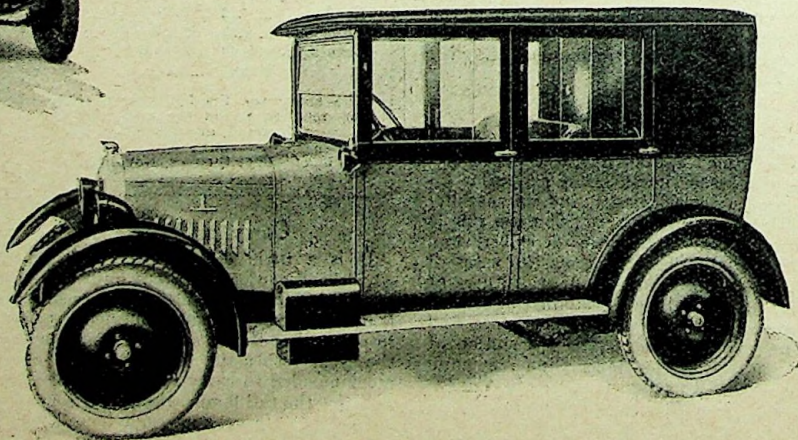
In a letter from Mr. S. F. Edge to the secretary of the Society of Motor Manufacturers and Traders, Mr. Edge expresses his admiration for the manner in which the Wembley Motor Show was conducted. He states that business has been exceedingly satisfactory, and concludes by saying that "the Exhibition has more than justified itself for the benefit of the whole motor industry."

Danger of Cutting Corners.

If the police were less actively concerned in trapping and took greater note of dangerous practices, such as overtaking and passing at corners, the roads would be far safer. Usually the driver of a high-powered and expensive car is to blame. No one objects to being passed on the straight, but when it comes to cutting out at corners the guilty party is not only causing danger to himself, but to other road users.

Street Accidents Analysed.

The Chief Constable of Liverpool, in a letter to a local newspaper, states that the total number of motor accidents in Liverpool reported during October was 301, and that, in the opinion of the police, the blame lay as follows:—Fault of children, 50; fault of other pedestrians, 21; fault of motorists, 72; fault of cyclists, 17; and fault of carters, 3. Ten accidents were caused by dogs and other animals, and two by mischievous boys, while the responsibility for 126 was not fixed. The chief constable excuses himself to the editor for troubling him with his letter by stating that 71 out of 99 accidents with pedestrians might have been avoided by ordinary care on their part.



The Helpful Election.

"If the General Election did not help the Olympia Show, its results are certainly going to assist the Scottish Show," says a North Country contemporary. It was generally recognized that the election was responsible in a large measure for the poor attendance at Olympia.

Thoughtless Idlers.

Once again we draw attention to the extremely dangerous practice of drawing up in a narrow main road. Cars are often abandoned in this position whilst their owners go for a stroll, and as they usually reduce the width of the road by half at the point where the vehicle is left there is every risk of an accident.

Another Mystery Car.

It is becoming increasingly evident that the young idea is demanding far more elaborate "motor cars" than of yore, and our illustration shows Miss and Master Baker, of Hoxton, who were recently seen in London in a car made by their father out of scrap metal. It is said to be complete in every detail, took twelve months to build, and will attain a speed of 25 m.p.h.

Enquiries from Abroad.

The commercial secretary at Prague, Czecho Slovakia, has forwarded to the Special Register Service of Information, Department of Overseas Trade, 35, Old Queen Street, London, S.W. 1, a copy of a letter which he has received from an association of motorcar importers and dealers asking for catalogues and price lists of British motorcars and accessories. Further details can be obtained from the address given above.

Free Gift to Cyclists.

Some cyclist visitors to the Dunlop stand at the Motorcycle Show were given red reflector rear lamps, the object of the distribution being to show cyclists how extremely necessary and useful these little warning signals are, and thus perhaps to start a movement which may end in every cycle which uses the road at night being equipped with one of these almost essential fittings. We compliment the Dunlop Co. on their enterprise.

The American Way.

In order to teach motor driving in safety an American school of motoring is using a car with duplicate controls, even to a second steering wheel. At the conclusion of the course in driving the pupils must pass an examination both upon the traffic regulations and upon the theory, principles and practice of driving a car, before they are awarded a diploma.

Price Reductions.

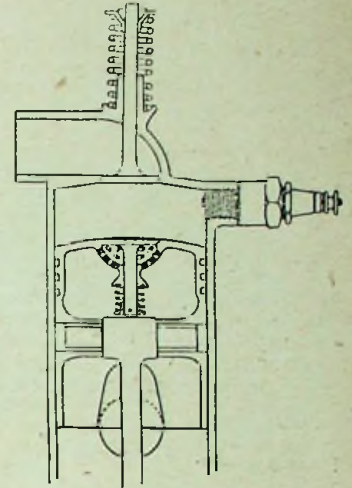
The prices of the 10-23 h.p. four-cylinder Talbot have been reduced all round by £15, the following being the new figures: Chassis, £300; two-seater,



Colonel Wilfrid Ashley, the new Minister of Transport. At one time he held the position of Parliamentary Secretary to the M.O.T., there being then no actual Minister. Later he became Under-Secretary for War

£350; four-seater, £350; coupé, £415; saloon, £450; Weymann saloon, £450.

The prices of the 8.3 h.p. Renault have also been reduced and are as follows: Chassis, £210; three-seater cloverleaf, £228; occasional four, £238; four-seater on long chassis, £260; three-seater saloon, £270; two-seater sports, £280; two-seater all-weather, £285; four-seater saloon, £310; English two-seater coupé, £315; and four-seater coupé de ville, £320.



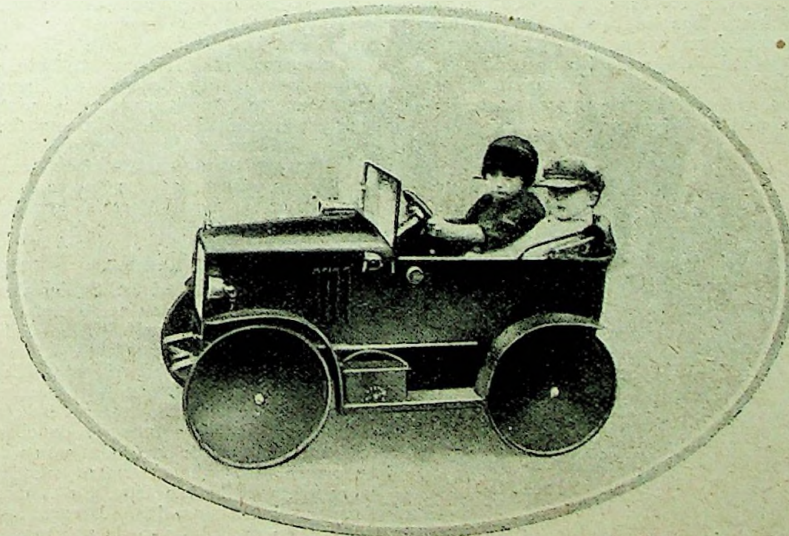
This sectional sketch shows a new design in two-stroke engines which, it is claimed, embodies the advantages of supercharging.

Slippery Roads. Good News.

The Ministry of Transport states that road surfaces similar to the "30-mile skid" on the North Road will be laid with a rougher finish than has been the case hitherto. The Royal Automobile Club has been largely instrumental in bringing about the safety measures on present stretches of dangerous road. It is said that the whole of the surface of the road from Eaton Socon to Wansford will be treated in such a manner as to eliminate the present danger. Several miles have already been improved in this way, and the bends can be taken with comparative ease and safety by motorists.

Two-stroke Engine Design.

An interesting idea in connection with two-stroke engines has recently been brought to our notice. The tendency amongst designers of two-stroke engines has been to take full advantage of the principles involved so as to eliminate valves, but the engine under consideration employs an overhead mechanically operated exhaust valve and an automatic transfer valve in the piston head. It is claimed that a supercharging effect is obtained, and the designer, who has patented his idea, is anxious to get into touch with any manufacturers who may be interested. Letters addressed to this office and marked "Two-stroke" will be forwarded.



TEACHING THEM YOUNG. — A 25-m.p.h. motorcar which, although only a toy, should teach its occupants quite a lot.

A Time and Money-saving Scheme for Private Advertisers.

If you have a second-hand light car for disposal there is no better means of announcing the fact than through "The Light Car and Cyclecar," the only journal which caters exclusively for small car users.

Particulars of the Special Scheme will be found in the Small Advertisement Section. Take advantage of it—advertise economically, and secure an immediate sale.

For Football-goers.

The Commissioner of Police of the Metropolis advises motorists to avoid the route between Richmond Bridge and Twickenham when making for Twickenham Rugby Football Ground, as, owing to extensive reconstruction works, Richmond Road and its alternative routes are considerably obstructed.

Result of Racing.

During the discussion which followed a lecture on light aeroplanes before the Royal Aeronautical Society recently, Mr. W. O. Manning, a famous aircraft designer, mentioned the remarkable advance in light car design which had resulted from racing. He said that, because racing had proved of so great value to light car design, light aeroplane racing should be equally effective in improving aircraft design.

Setting an Example.

The storm of controversy continues to rage round the question of cyclists' rear lamps, but one sees occasionally a cyclist who realizes his responsibilities. We overtook one recently who had enamelled white the lower half of his rear mud-guard and had fixed a red reflex reflector to it. The effect, even at a good distance, was all that could be desired.

Special Motor Road.

The Council-General of the Alpes Maritimes is contemplating the construction of a special motorcar route between Paris and Nice. The road, which is to be 444 miles in length, will be as direct as possible, but will, nevertheless, pass through the most picturesque districts. The cost, which is roughly estimated at one million francs per kilometre, will, it is hoped, be partially borne by tourists' organizations and tourist and motorcar industries.

Why He Did Not Salute.

The tale is told of a motorist (not the first by any means) who, within a few weeks of joining the Royal Automobile Association, stopped and with indignation asked an R.A.C. "scout" why he did not salute. The "scout" regarded his interrogator with amusement, and when he had concluded his diatribe pointed to his R.F.C. badge. The blue uniform worn by members of the Royal Flying Corps is somewhat similar to that of the R.A.C. guides, which accounted for the mistake.

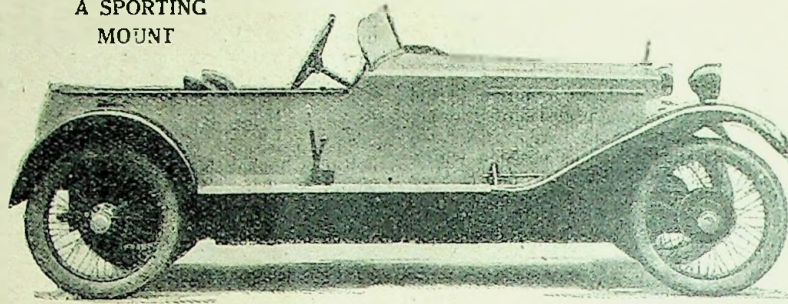
Latest Model Frazer-Nash.

The accompanying photograph shows one of the latest models of the Frazer-Nash, a 3-4-seater with leather uphol-

Adventurous Pedestrians.

Commenting on the impression made upon M. Moraine by his visit to London, Reuter describes French conditions and

A SPORTING MOUNT



The three-four seater Frazer-Nash, a particularly lively light car which sells for £300 and attains a speed of 75 m.p.h.

stery; it sells for £300, and a maximum speed of 75 m.p.h. is guaranteed. On second gear 60 m.p.h. can be attained. Rubury front-wheel brakes can be fitted as an extra for £20. The super-sports chassis is priced at £345,

points out that, while the police manage to control, with more or less effect, the streams of traffic in Paris, they remain powerless to stop adventurous pedestrians "who insist on throwing themselves headlong into the mêlée rather as if they were leading a charge." M. Moraine pays a tribute to "the policeman with uplifted hand, conducting the orchestral Strand," although what exactly is meant by this couplet is a little difficult to follow.



A novel name plate which incorporates the badge of St. Christopher, the patron saint of all travellers. It has been adopted by Pass and Joyce, Ltd.

will reach 85 m.p.h. on top and 70 m.p.h. on second. The top gear ratio is 3.5, and a 1½-litre engine of a very efficient type is fitted in all models. The address of the manufacturers, from whom full details can be obtained, is Frazer Nash, Ltd., Akela Works, Kingston. Frazer Nash cars are, of course, made in two-seater form as well as 3-4-seaters.

New Beclawat Fitting.

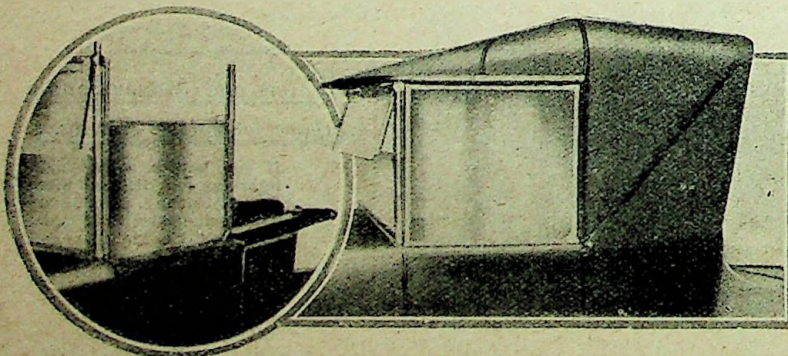
An ingenious arrangement for converting an open car into a coupe is depicted in the photographs at the foot of this page. The device provides for the use of celluloid windows, which are raised and lowered by a strap and which slide in metal guides, which may be folded down along the top rail of the doors. The arrangement is equally satisfactory for four-seaters as for two-seaters. It is possible to convert most open two-seaters into coupes with the aid of these Beclawat fittings, and we understand that the price is very reasonable. Quotations can be obtained from any coachbuilder.

J.C.C. Rally.

The closing rally of the season of the Junior Car Club was held at Burford Bridge Hotel on Saturday last, and was well attended. At 7.30 p.m., to the accompaniment of the Teddy band, dancing commenced, and it was kept up with energy until 11.30 p.m. During the evening an impromptu firework display added variety to the entertainment, and on all sides this rally was voted to have been one of the most successful held by the club.

Annual Dinner.

The annual dinner of the Junior Car Club is fixed for Tuesday, December 16th, in the Grand Hall of the Connaught Rooms, Great Queen Street, Kingsway, London, W.C.2, at 7 for 7.30 p.m. Prize winners will receive their awards during the evening, but, in order to allow more time for dancing, only the cups which have been won will be presented by the chairman, who, it is hoped, will be the Hon. Sir Arthur Stanley. Tickets are 10s. 6d. each, and application should be made as early as possible to the Secretary, the Junior Car Club, Clock House, Arundel Street, London, W.C.2.



NEW BECLAWAT FITTING.

This arrangement embodying celluloid windows which can be raised and lowered with a strap is the latest development in all-weather equipment.

HOW LIGHT CARS ARE MADE.—No. I.



THE MANUFACTURE OF WOOD "ARTILLERY" WHEELS IS A VERY STRIKING EXAMPLE OF MODERN LABOUR-SAVING INGENUITY

① A SUITABLE TREE IS FIRST FELLED SO AS TO FALL ACROSS A SPECIALLY CONSTRUCTED LORRY, HAVING SHARP KNIVES MOUNTED AT INTERVALS TO SLICE THE TREE IN CUCUMBER FASHION

② A SQUAD OF SKILFUL SHARP-SHOOTERS (SPECIALLY ENGAGED FROM THE LOCAL RO-D&O) THEN PROCEED TO PIERCE AXLE HOLES AND BOLT-HOLES AS THE EMBRYO WHEELS ROLL OFF THE LORRY

③ EXPERT TRUNDLERS THEN CATCH THE SLICES AND PLACE THEM IN POSITION FOR THE

④ PATENT RED-HOT-POKER SPOKE-PIERCING PROCESS, THE IRONS BEING HEATED IN A

⑤ BRAZIER OF SPECIAL DESIGN

⑥ NEXT COMES THE PAINTING

⑦ AFTER WHICH THE WHEELS ARE CAREFULLY SCRUTINISED FOR FLAWS.

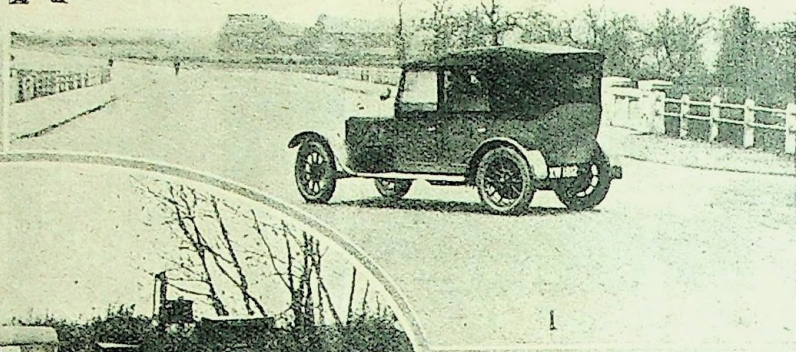
⑧ THE DAYS OUTPUT IS MOUNTED ON THE "WORKMAN'S HOME SPECIAL"

AND THE WEAR & TEAR RESULTING FORMS THE TYRE GROOVE ON THE RIMS!!

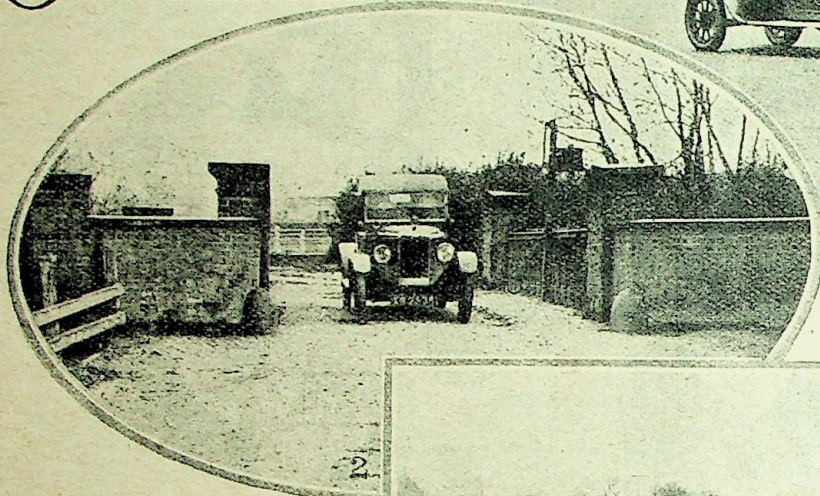
MANUFACTURING WOOD WHEELS.

This is the first of a series of full-page drawings depicting an artist's conception of how various parts of a car are made. Further drawings in this series will be published at regular intervals. It will be noted that the term "artillery wheel" is made clear above.

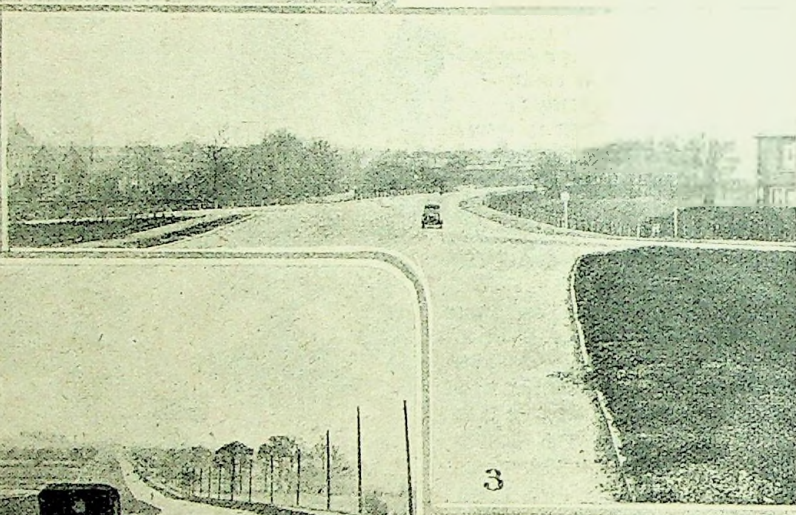
The New Road to SOUTHEND.



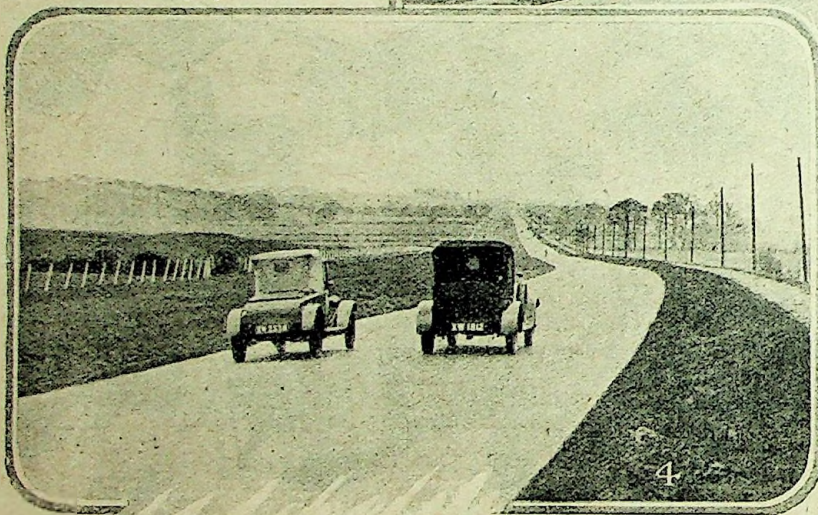
(1) Entering the new road where it starts at Wanstead. The bridge over which the Standard is about to pass has been built to replace the old bridge (2).



(Below) An impression of the width and general characteristics of the new road is conveyed in this photograph.



(3) Shortly after negotiating the bridge shown in (1) the staggered cross-roads depicted come into view. They have been very skillfully designed. A "close-up" showing the great width of the road at this point is given in (3) on the opposite page.



IN writing of the new London to Southend road, which is now nearly completed, and the bulk of which is open to traffic, there is a tendency to refer to the hackneyed analogy of the "curate's egg," for it cannot be denied that it is only good in parts.

The pictures on these two pages convey an excellent impression of its general characteristics, and reveal to all motorists familiar with the old roads what great improvements have been made. Almost the whole of the new road has, of course, been cut through "virgin country," where no road had previously existed. In consequence, there are very few corners, and those which do exist take a very wide sweep,

and can be negotiated at speed in perfect safety.

Some of the photographs on these two pages give a clear impression of how the bends have been engineered, but, contrary to a belief which was abroad some time ago, they are not banked, the slight camber of the road being the same on the corners as on the straight.

The new road is not by any means a speedway, for, straight, wide and free from corners as it is, there is an abundance of cross-roads, and in many cases they are not staggered. Very many of the cross-roads are of the "blind," or partially blind, order, and some of them bear a considerable amount of traffic.

At these danger-points it is probable

that A.A. men or perhaps police constables will be stationed when the whole of the road is open, but at the present time the motorist must keep his own look-out. This involves perpetually reducing speed to a crawl, and detracts from the only pleasure to be had from driving along the road—namely, the ability to keep up a fairly high average speed.

The cross-roads along the first ten miles of the new road have, however, been very carefully planned; they are staggered, the corners are swept well back and a clear view of the crossing is obtainable, no matter from what angle it is approached. With the arrangement which has been adopted

NEW SOUTHEND ROAD (con.).

at the best of them the likelihood of accidents is exceedingly remote, while the need for men on point duty does not exist.

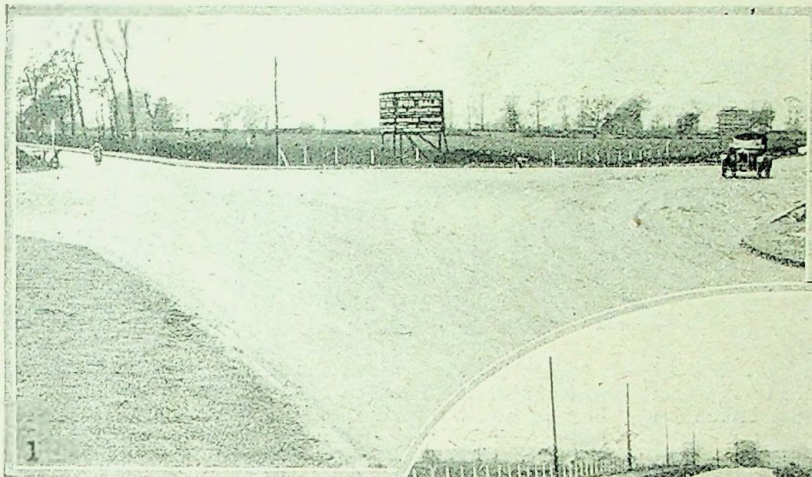
The surface of the road is of the tarred order, and appears to differ from that which has been used for some of the other arterial highways, in that it is not slippery when wet. It is anything but smooth, however, this condition being apparently inseparable from all new roads, as a smooth surface is not obtainable until the foundations have had sufficient time to become thoroughly firm and set.

Bordered on each side by a concrete kerb some four inches high, the new Southend Road is very satisfactory from the point of view of driving after dark, as the concrete kerbs very clearly define the edges. It will be noticed in all the photographs that there is a considerable width of grass on each side of the roadway, this having been purposely left to allow for subsequent widening of the road if it should ever become necessary.

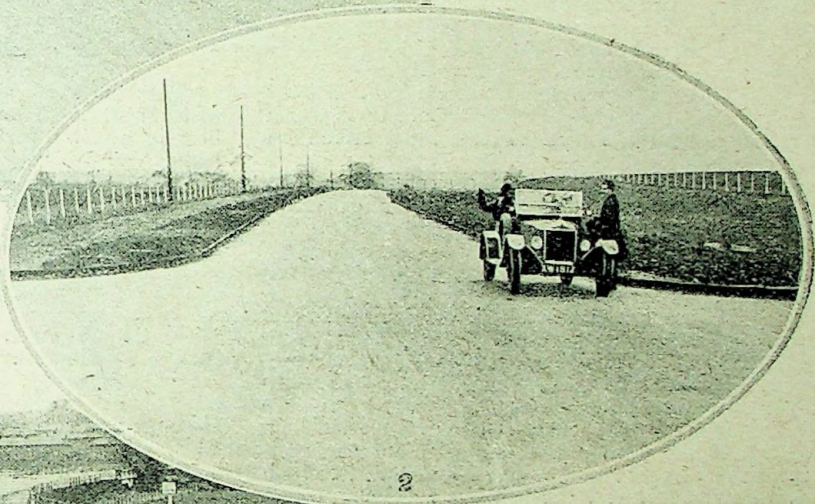
In many cases it would be possible to increase the width of the highway to a hundred feet or more, while throughout its whole length there is provision for making the road quite twice its present

width. As it is, however, there is room nearly everywhere for four cars to be driven abreast, the illustration (4) on the opposite page showing the ample space which there is for passing, even on the narrow stretch shown.

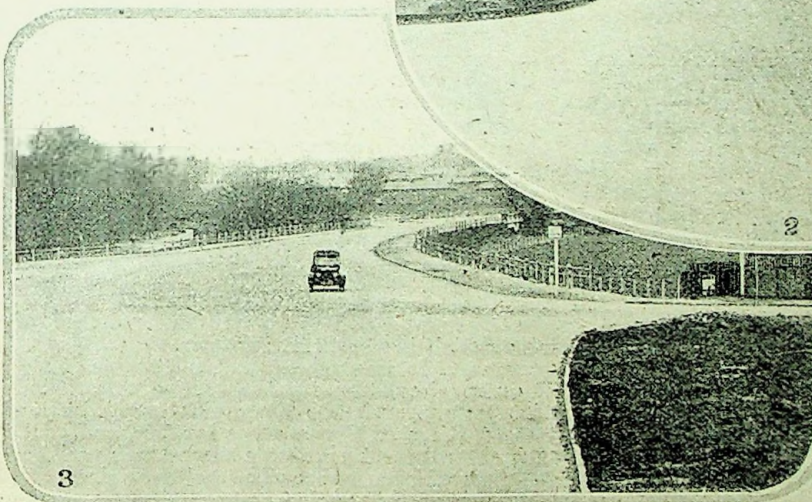
The new road, when finished, will bring London's nearest seaside resort about an hour nearer to the Metropolis; in its present condition it affords a much more speedy journey than did the old route, via Brentwood or Stamford-le-Hope. Having joined the new road at Woodford, which may be reached without encountering much traffic, all is plain sailing and no more traffic is met until one arrives at Southend.



(1) Where the new road crosses the old Southend Road between Romford and Brentwood. The car seen is coming from London, and it will be noted that great care is necessary at these cross roads, as they both carry a very considerable amount of traffic.

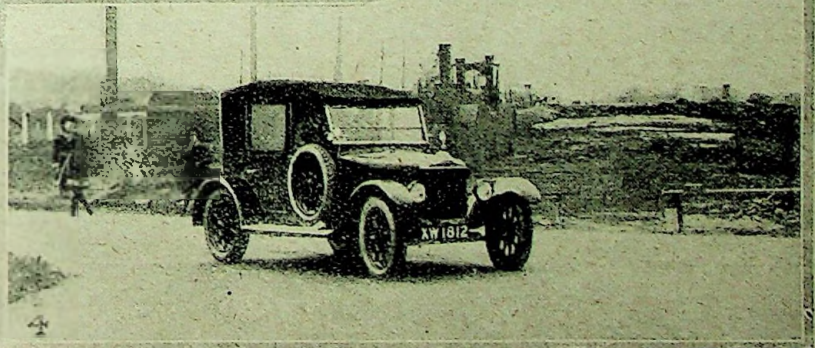


(2) A party of small car enthusiasts discussing the dangerous nature of one of the cross-roads along the new highway.



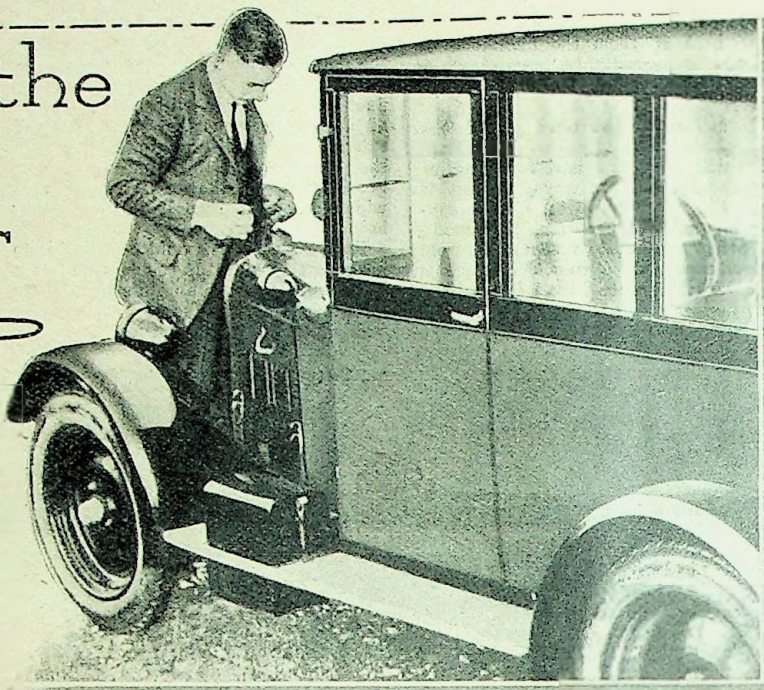
(3) A "close-up" of the cross-roads shown in (3) on the opposite page. The fact that they are staggered and the width of the road should be noted.

(4) An uncompleted portion of the new road near Wickford. At this point a detour of a few miles is necessary. A Standard car is seen emerging from the by-road which traffic at present must take.



Testing the 9 h.p. Rover

A STAUNCH LITTLE SALOON WHICH EMERGED TRIUMPHANTLY FROM A TRIAL ROUND THE TEST COURSE WHICH IS USED GENERALLY FOR SPORTS MODELS.



THE popularity of the small enclosed four-seater car has increased so rapidly of late that special interest attaches to a test of a car fitted with a body of this type. The 9-20 h.p. Rover saloon, which we have just subjected to a lengthy trial run, is built on the Weymann principle, the attractive lines which result being clearly shown in the illustrations on these pages.

With the Weymann principle of construction, a body is much lighter than when it is coachbuilt, while it is easy to keep in good condition on account of the fact that the leather cloth panels are of extremely durable material, which, unlike varnish, cannot easily be scratched and does not "spot" if left to dry without leathering after a wet run.

As the photographs show, the car which we tried is distinctly roomy, but it is not the largest of the Rover series, for there is an alternative model with a Weymann saloon body which has three doors and which is mounted on a chassis 5 ins. longer. This car costs £20 more than the one which we tested. The interiors of these bodies are fitted and finished on very luxurious lines, the seating accommodation being adequate and well upholstered, while the underside of the roof is covered with Bedford cord.

Extensive Equipment.

There is ample headroom and the seats are sufficiently wide for no suggestion of lack of elbow room to present itself. On the single-door model all the windows are fixed except those in the front doors, which are divided vertically, the front portion being fixed and the rear free to slide. This arrangement is entirely satisfactory in practice, signalling being quite convenient and there being no lack of ventilation.

The dashboard, which is of polished mahogany, is large and accommodates the switchboard for the five-lamp Lucas electrical equipment, a clock, speedometer, oil pressure gauge and a large cubby hole. The last-named is a very handy receptacle for gloves, maps or similar small articles, there being also a large pocket fitted in the door. The tools are stored under the rear seat.

Readers will be familiar with the general specification of the 9-20 h.p. Rover chassis. Apart from the engine and gearbox, it is to all intents and purposes identical with that of the well-known 8 h.p. car, but a few modifications, such as the use of a three-spoke instead of a two-spoke steering wheel, are to be found. The position of the controls

remains the same as on the Rover Eight, but owing to the additional length of the power unit the gearbox is a little farther aft, which allows the gear lever also to be farther back and, consequently, more accessible. The hand brake is fitted on the right-hand side and operates shoes in the rear-wheel hubs, an adjoining pair of shoes in the same drums being operated by the pedal.

Engine Details.

The engine has a bore and stroke of 60 mm. and 95 mm., giving a capacity of 1,074 c.c., the R.A.C. rating being 8.9 h.p. Almost every part of the engine is lubricated under pressure, including the big-ends and the rockers for the overhead valves.

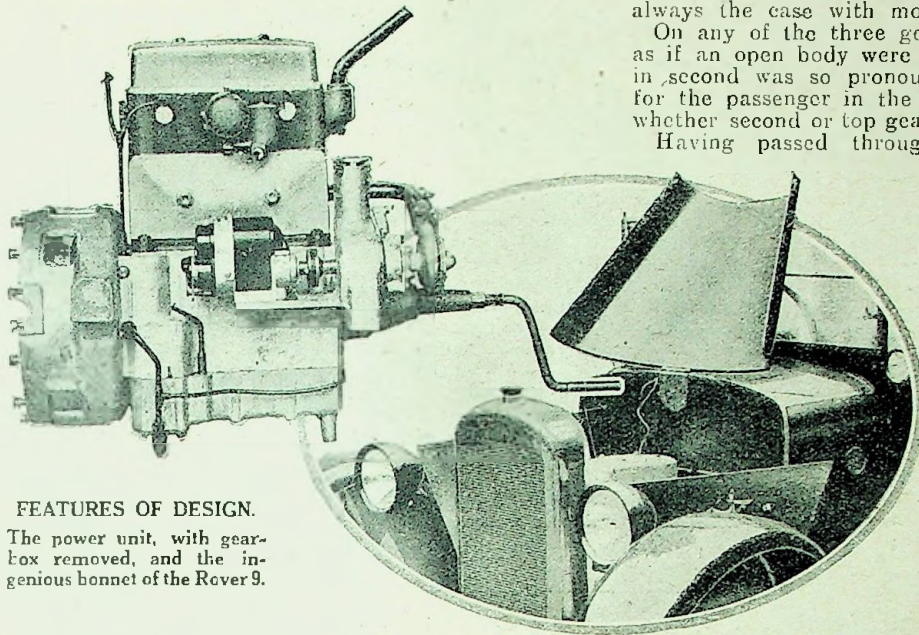
A feature in connection with the o.h.v. mechanism is that the oil which feeds the rocker bearings is fed to the cups which form the upper extremities of the push rods, the effect of the arrangement being that there is always an oil film between the push rod and the rocker arm. This arrangement, we found, secures in practice the absolute silence of operation which in theory it suggests.

A very novel feature for a small car engine is the use of pump circulation for the cooling water, and we more than proved the desirability of it during our test of the car. No cooling fan is fitted, but, although several freak hills were successfully tackled, the water never even approached boiling point.

The design of the engine makes provision for a six-volt Lucas dynamo and starter, the former being driven by chain at the forward end of the engine and the latter engaging a ring formed on the fly-wheel.

It is difficult when testing such a car as this little Rover to hit on a route which will allow it to do itself justice, for clearly it is not a sports car and, consequently, not designed for scaling freak hills: on the other hand, it is only by attempting hills with a very severe gradient and generally, in consequence, with an extremely poor surface that an idea may be formed of the power which the engine is capable of developing and the clutch and gearbox of transmitting.

The route chosen for trying the car was one we often use for sports cars and is among the Kentish hills in the neighbourhood of Westerham and



FEATURES OF DESIGN.

The power unit, with gear-box removed, and the ingenious bonnet of the Rover 9.

Sevenoaks. The region abounds in gradients both of the fair and unfair order, while River Hill affords an excellent impression of how a small car will behave on a severe main road gradient.

London was left by way of the Old Kent Road and Bromley, the cobblestones of the first part of the run forming an excellent test for the suspension, which, in conjunction with the Dunlop balloon tyres which are fitted, we found to be in every way satisfactory.

It was noteworthy from the outset of the run that the body is completely silent, there being no suggestion of rattles, squeaks or drumming. This feature is conspicuous on all cars fitted with Weymann bodies, but in the case of the Rover Nine not only was the body itself completely silent, but it did not in any way intensify engine or gearbox noises, as is nearly

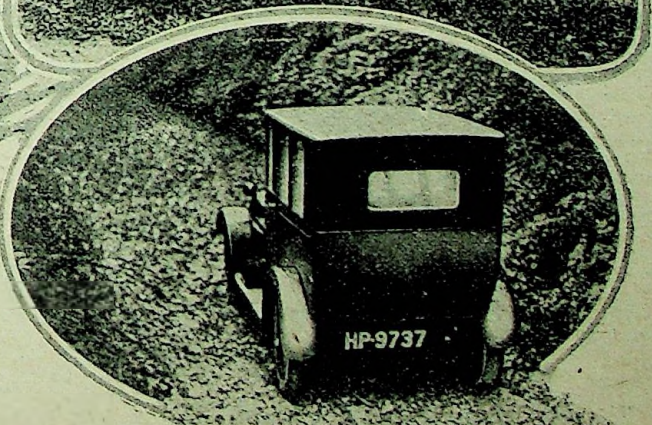
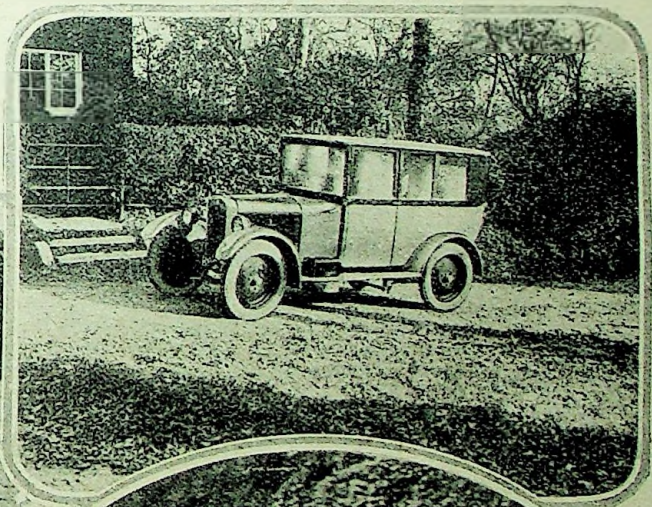
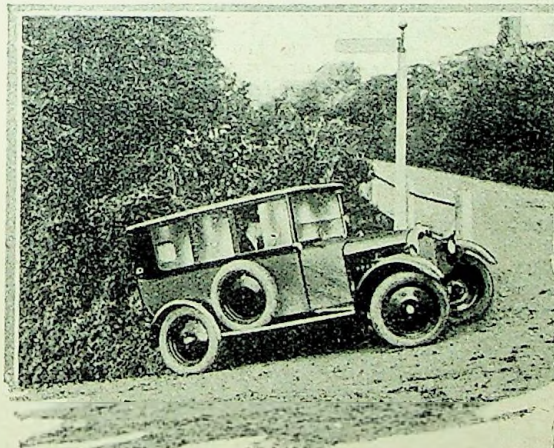
always the case with modern enclosed coachwork.

On any of the three gears the car was as silent as if an open body were fitted, while the quietness in second was so pronounced that it was difficult for the passenger in the car to say with certainty whether second or top gear was in use.

Having passed through Bromley at a gait in keeping with the speed limit, which is rigidly enforced, the maximum speed on the various gears was tried. In first gear (16.44 to 1) the maximum attainable was 16 m.p.h., in second (8.57 to 1) 33 m.p.h., and in top (4.84 to 1) 48 m.p.h. At the time the tests were made the car had done only 500 miles, and it is likely that these figures would have been slightly bettered had the car been well run-in.

At 30 m.p.h. in second gear the car as a whole was running quite sweetly, there being no appreciable gear noise and no vibration. At 33 m.p.h. however, it was less happy, although there was still no vibration noticeable. The first gradient attempted was that of Cudham Church Hill, which is considered to be quite severe and which used to figure prominently in trials; the first half of it was taken in second gear, a change to bottom being made at 12 m.p.h., which speed was maintained over the summit.

Brasted Hill, a few miles distant, proved just as



ON KENTISH HILLS.

The Rover 9 with its Weymann saloon body performed well on the Kentish hills. (Above) Breasting the summit of Church Hill, Cudham, (Right, top) At the end of the ascent of Brasted Hill, and (below) on the leaf-strewn slopes of Rook's Hill.

TESTING THE 9 H.P. ROVER (contd.).

easy and was climbed with plenty of power to spare. As on Cudham, a second attempt was made, stopping and restarting on the steepest portion. On each occasion the clutch took up the load very sweetly and positively and the car accelerated away in a perfectly satisfactory manner, having the situation well in hand.

In the afternoon a full throttle ascent of River Hill was made, the hill being approached in top gear at 40 m.p.h. As the steeper part was reached a change to second was made at 25 m.p.h. and the speed never fell below 18 m.p.h. First gear was not used and there was one passenger in the car in addition to the driver.

After this excellent climb, and with the knowledge of the Rover's capabilities which had been gained on Cudham and Brasted earlier in the day, it was decided to attempt the very difficult ascent of a rough cart track known as Rook's Hill in the Ightham-Shipborne district. The surface of the hill, which is perhaps a mile long, was in an extremely bad condition, leaves from the overhanging trees having carpeted it to a depth of 6 ins. or more,

while recent heavy rain had made it extremely loose and muddy.

Without stopping to cool down at the foot, the gradient was rushed in low gear and, despite very considerable wheel slip which threatened at times to bring the car to a standstill, the ascent was successfully made.

At the top of the hill the engine was still pulling gamely and showed no signs of fatigue, while the water was so cool that a finger could be held in it without discomfort. The rear axle, despite the fact that the wheels had been spinning during the whole of the ascent, was perfectly cool and the car seemed to be in excellent fettle.

Returning to town as the light began to fade, it was noted that really excellent illumination was afforded by the big Lucas headlamps, while the comfort and complete freedom from draught afforded by the enclosed body was fully appreciated in the chilly evening air. At the conclusion of the test it was found that 120 miles had been covered and that 3½ gallons of petrol had been used. From first to last we found that there was no feature of the car which merited criticism, and at £255 it is certainly extremely good value for money.

HERSOT FRONT-WHEEL BRAKES.

NOTHING is more important in the design of front-wheel brakes than that it should be impossible for the wheels to which they are applied to be locked. To comply with this requirement, one finds on many types of four-wheel-braking layout that the greater portion of the stopping power is applied to the rear wheels, and that a comparatively small retarding effort is exerted on the front wheels. This clearly is not an altogether desirable plan—it is, in fact, a pure compromise.

A recent invention which overcomes the need for it is the Hersot non-locking front-wheel brake, which is so designed that it is possible actually to apply more stopping power to the front wheels than those at the rear without any possibility of the front wheels being locked. This desirable feature is

achieved by the use of a cam-actuating control of a flexible nature. The control, which is mounted on the axle, and is therefore independent of the action of the road wheels, embodies helical springs lying one inside the other, the action of the pedal tending to wind them up solid. With this arrangement a sudden application of the front-brake pedal is given a delayed action, and practical demonstrations have proved to our satisfaction that, however forcibly the pedal is depressed, it is practically impossible for a front wheel to be locked.

Should a wheel lock momentarily—which, incidentally, it did not do in a series of tests which we witnessed—the springs in the control tend to unwind, thus temporarily and automatically freeing the brake shoes.

THE GOOD SAMARITAN—SOLUTION.

ONLY one reader attempted in a practical manner to fathom the apparent seizure of an engine described in an article headed "The Good Samaritan," which was published a fortnight ago. We hoped last week to be able to give the true solution, with a few of our readers' suggestions, but as very few were received we thought it best to hold them over, in the belief that some more might be forthcoming. The reader to whom we are indebted for a most ingenious solution is Mr. Hastings (London, N.4). He wrote as follows:—

The bolts holding the engine to the chassis had worked loose, allowing the engine to become slightly out of alignment with the transmission. Thus, when the starting handle was turned, it was stiff because the two clutch faces were not concentric. When, however, the engine was running, its speed was sufficient to centre itself. The foot brake (being carried by the engine) naturally failed to work properly. When the brake was tightened it tended to throw the engine farther out of alignment, and the turning of the starting handle allowed this to take place to such an extent that it locked the crankshaft.

These mystery stories are very instructive, for, in endeavouring to find a solution, the reader often realizes facts that had not occurred to him (or her, nowadays) previously, and I hope you will continue them.

The actual cause of the trouble described was due to the careless owner of the car having used a large spanner for adjusting his foot brake and inadver-

tently leaving it on the casing of the partly closed flywheel. After the driver had replaced the floorboards and when putting away the tools and preparing to drive off, the spanner fell into the clutch-pit and, there being insufficient clearance, jammed the flywheel solid when the starting handle was turned as described.

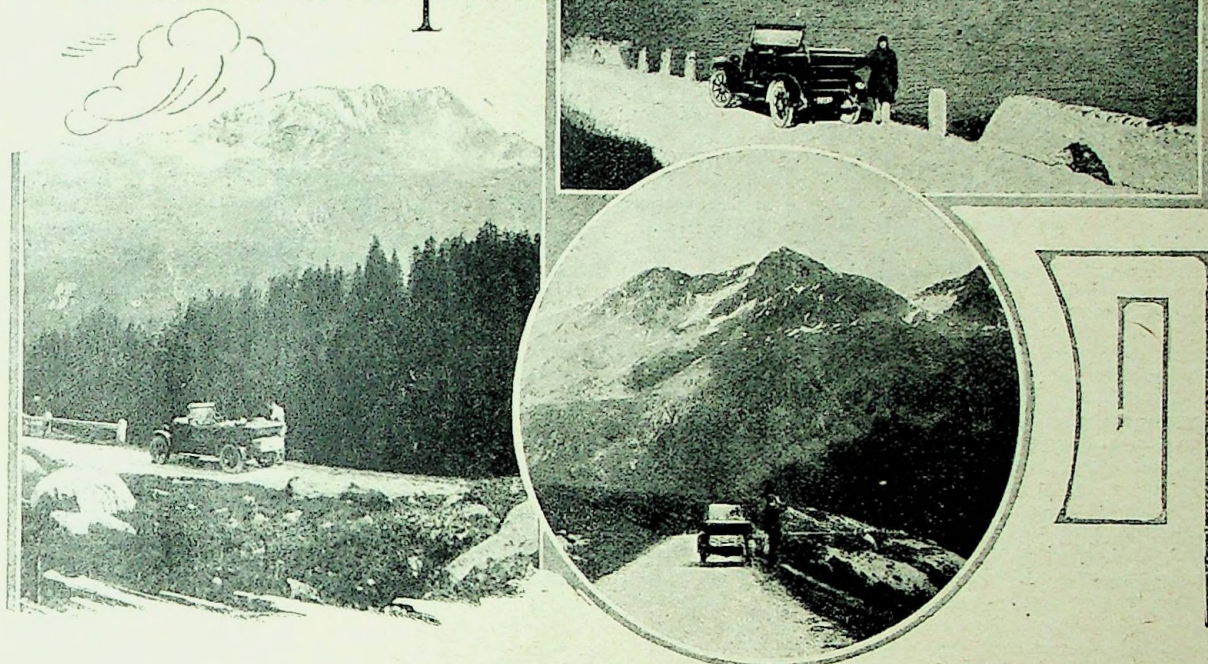
One reader who wrote concerning the problem excused himself for not attempting to solve the mystery by sending a mysterious trouble which he recently experienced himself. He gives the following details:—

The car was an 11 h.p. 4-cylinder two-seater, almost new, Zenith carburettor, vertical type, with strangler connected to dashboard by a small cord.

The car had been run about 10 miles when the speed was increased on a level stretch of road. On letting up the accelerator pedal at a corner the speed could not be reduced below 25 miles an hour. The car was stopped, but the engine continued to rev. at high speed until switched off. The throttle was examined and appeared to be in order, no flooding, accelerator pedal working freely, engine started up and ticked over as usual, but on the car being restarted, as soon as the speed was increased the same trouble occurred. Float examined, ignition in perfect order.

The cause of the engine declining to be throttled down will be given on one of the News pages next week. In the meantime readers are invited to send solutions.

The Small Car in the Alps



There is no touring district in the world where such magnificent mountain scenery is to be enjoyed as among the Alps, a fact clearly proved by these photographs.

In this article the writer, Mr. Charles L. Freeston, who has had a unique experience of motor mountaineering, discusses the question of whether Alpine roads are only suitable for large and high-powered cars. Personally he has found light cars satisfactory.

ANYONE can travel nowadays by motorbus or char-a-bancs over all the chief Alpine passes and many of the minor routes as well. As for touring cars, they are to be seen in force, in types and makes innumerable, all through the summer season, and even in spring and autumn where the altitudes are not too great to be free from snow.

There is one remark, however, which has frequently been made to me when I have been endeavouring to combat the idea that motor mountaineering is difficult or dangerous work. "You have done your journeys," someone has said, "on cars of very high power and super-excellence, and you do not actually know what your impressions would have been if you had been driving something of a different class."

Lest this assumption that only big cars are suitable for Alpine work should represent a prevalent idea among those who have not as yet inquired deeply into the subject, I may first point out that the statement as quoted is not entirely correct in respect of fact, and it must therefore err in its deductions also. It is true that, previously to 1923, I had made mountain journeys on three cars of 45-50 h.p., two of 38 h.p., and one of 40-50 h.p., but I had also toured all over Austria, Bohemia and Germany on one that

was no bigger than 16-24 h.p. Incidentally, I may add that I crossed all the passes of the Pyrenees on a vehicle of 18 h.p.

Until comparatively recently, however, I should have been obliged to plead that, even if I had never actually made a mountainous ascent on anything lower than 16 h.p., I was at least familiar with the average capabilities of cars of low power, having driven at one time or another in England not merely a number of large cars, but various examples of 7 h.p., 9 h.p. and 11 h.p. respectively. And I do not think it is beyond the powers of a motorist of lengthy touring experience, familiar both with cars of all types and with all the mountain roads themselves, to make reasonably accurate deductions as to what a small car could accomplish in the Alps.

Be that as it may, however, I determined to put the matter to a definite test during a sojourn in Switzerland. I had no new mountain roads to seek out, having explored them all in previous years, and primarily required a car merely for my own convenience in getting about; at the same time, as the Upper Engadine was at last thrown open to motor vehicles, I knew that I should be able to kill two birds with one stone by revisiting a region which, from necessity, I had seen only as a non-motorist in

THE SMALL CAR IN THE ALPS (contd.).

days gone by, and by tackling its high passes on a vehicle of lower power than I had ever devoted to that purpose.

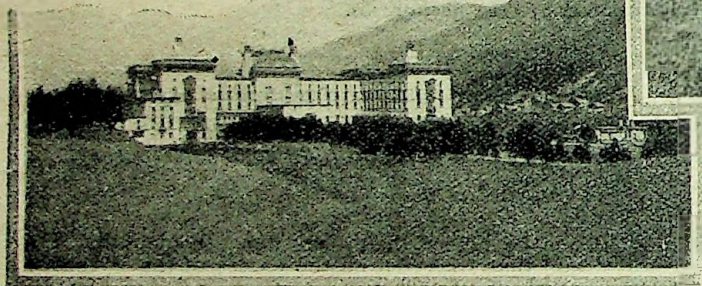
Accordingly I walked into a motorear depot in Berne, selected a 10-15 h.p. four-cylinder car, and, after a short run up a neighbouring hill, bought it out of hand for 9,000 Swiss francs. I kept it for six months and then sold it on the eve of my return to England in the autumn. In one respect only the speculation was unfortunate, for in the interim the Italian exchange had undergone a material alteration, and at the time I parted with the car at second-hand it was selling, new, at 8,000 francs.

Before the date arrived on which the canton of the Grisons was accessible to privately owned motor-cars I took a trip to Aix-les-Bains and ran over the neighbouring passes of Savoy. Then I was asked to drive some friends from Geneva to Sion, in the Rhone Valley, and after depositing them at their destination I continued to Montana in order to enjoy some golf on the superbly situated links at a height of 5,000 ft.

Forty "Hair-pins."

This was a real test. The road up to Montana from the Rhone Valley is not a pass, but a purely local affair, which none the less involves a climb of over 3,000 ft., with some forty "hair-pin" corners, many of them of considerable acuteness. In the previous September I had made the ascent with a big car, and was therefore in a position to compare the relative advantages and disadvantages of the respective types on a mountainous route.

So far as climbing went the ascent presented no difficulty, and was made on the third and second speeds, while there was not the slightest symptom of overheating at the finish. All the corners, more-



over, were rounded without resort to the reverse gear. On this particular road, indeed, one travelled virtually as fast as in a big car, for what one lost in sheer power one gained in ease of handling on a road which was sinuous throughout, and so extremely narrow in the villages on the lower stages that there was hardly room to squeeze through.

When I left Montana and descended the steep and winding road to the plain I found the brakes in every way adequate; they were quite exceptionally good, in fact, and, anticipating matters somewhat, I may mention that during the six months I had the car in use, mostly in hilly regions, I had only one occasion to adjust the foot brake. The hand brake required to be taken up oftener, but I blessed the system provided, as the adjustment was literally instantaneous.

Half-day Sundays.

After another run out to Aix-les-Bains, with more mountain climbing, the time came to take a tour to the Upper Engadine, with the prospect of crossing

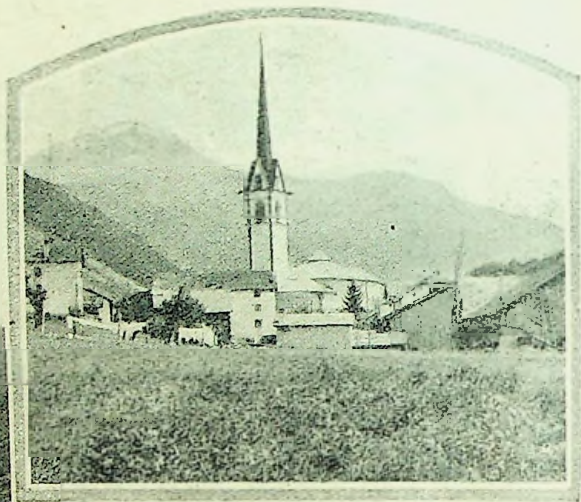
the lofty Julier Pass, 7,503 ft. in height, as well as making incidental climbs of some severity. From Geneva I drove to Berne, picked up two friends and stayed the night at Lucerne. Next day, owing to absurd Sunday afternoon restrictions, it was necessary to cover over 90 miles before lunch and to spend the rest of the day at Ragaz.

The entry into the Grisons canton is on the flat, but serious work is begun so soon as Coire is reached. Before the foot of the Julier Pass is attained at Tiefenkastel one has to climb over 3,000 ft., through Churwalden and Parpan, and the gradients are decidedly stiff—stiffer, in fact, than those of the Julier Pass itself, the road being mostly on the straight, unrelieved by hair-pin corners.

No Sign of Strain.

In no sense, however, could the car be said to have minded the ascent, and there was not the least suggestion of struggle on the part of the engine or of strain to the driver.

In respect of altitude, however, there was more formidable work ahead, as I knew from the fact that I had crossed the Julier on a bicycle in my young days, but had always been debarred from repeating

**AMONG THE MOUNTAINS.**

To the left is the beautiful Maloja Palace Hotel in the upper Engadine, and (above) a corner of Savognin on the Julier Pass.

the process in a car owing to the anti-motoring restrictions of the canton. As Tiefenkastel lies at 2,910 ft. only, the climb to the summit is one of no less than 4,593 ft., and this rise has to be effected in less than 21 miles. At intervals, moreover, the road has a downward tendency, so that the actual gradients are steeper than the totals would lead one to suppose.

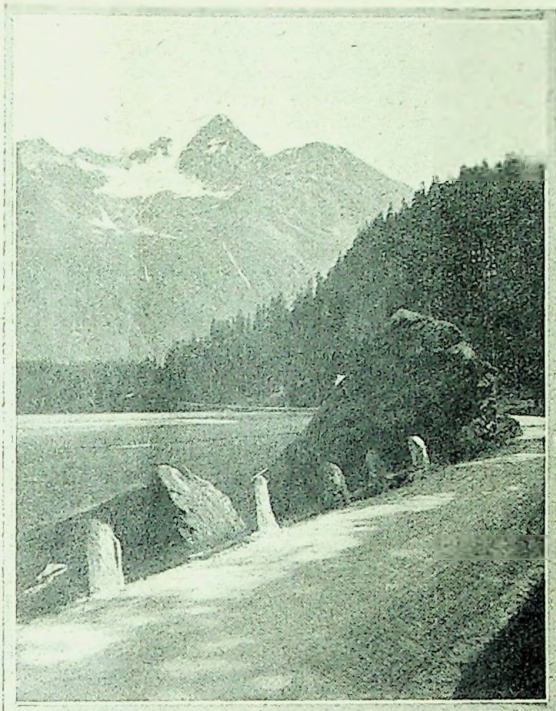
A Roman Road.

Knowing as I do all the Alpine highways, I may state definitely that one could hardly choose a road on which the small car would be likely to compare more unfavourably with one of high power than on the Julier. For it is a road of Roman origin, with the irreducible minimum of windings—some twenty in all; consequently, a big car could forge its way up at high speeds, whereas on the majority of Alpine passes its climbing powers would be constantly affected by the need for manœuvring round corners.

Even though conscious on the straight rises, however, that I could have travelled faster in a big six-

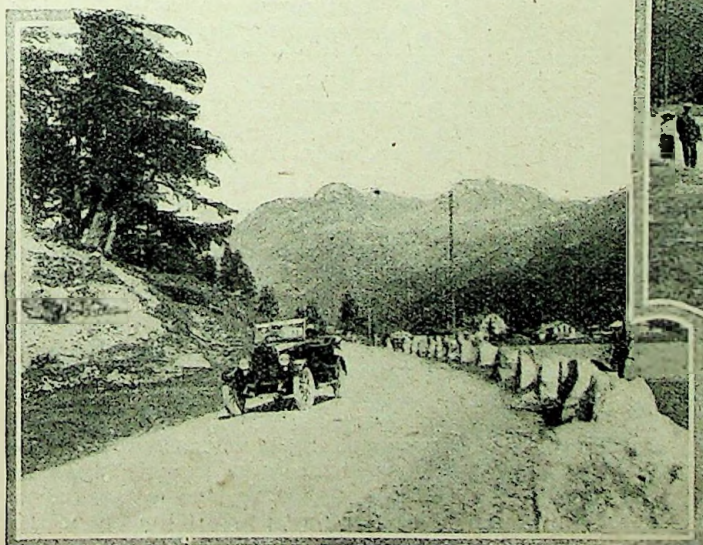
THE SMALL CAR IN THE ALPS (contd.).

cylinder car, I cannot honestly say that I found the ascent of the Julier in any way laborious on the modest 10 h.p. four-cylinder product. The journey was neither slow nor tedious and entirely without anxiety; the only somewhat unpleasant factor was



The approach to Maloja is extremely beautiful and is flanked on every side by snow-capped peaks.

one that would affect all cars alike—namely, the constantly fluctuating gradients, which made gear-changing obligatory, whereas on most passes the rise, whatever it may be, is fairly uniform. Not out of consideration for the engine, but solely for photographic purposes, I stopped a few moments at Savognin, but climbed the remaining 3,600 ft. without interruption and with no overheating of the engine; in fact, I could rest my hand on the top of the radiator at the finish.



The descent of 1,500 ft. to Silvaplana was simple enough, and then I turned left for Samaden, from where I traversed all of the Upper Engadine that is not barred to cars, and also descended and re-ascended the beautiful Maloja Pass (5,942 ft.). Subsequently I drove over the narrow Landwasser route to Davos Platz and back, as well as enjoying a journey so far as was permissible up the Fluela Pass. On the Landwasser route there were not a few points at which the smallness of the car was advantageous.

It was necessary on the return to cross the Julier Pass anew in its entirety, as also the steep Churwalden route. By the time I was back in Geneva I had thus put the car to a considerable test, having twice traversed the whole breadth of Switzerland, from west to east and east to west, and also crossed several passes of considerable altitude. Before I sold the car a few weeks later I again visited Aix les-Bains, and also Evian-les-Bains, from each of which places I made a number of hilly journeys.

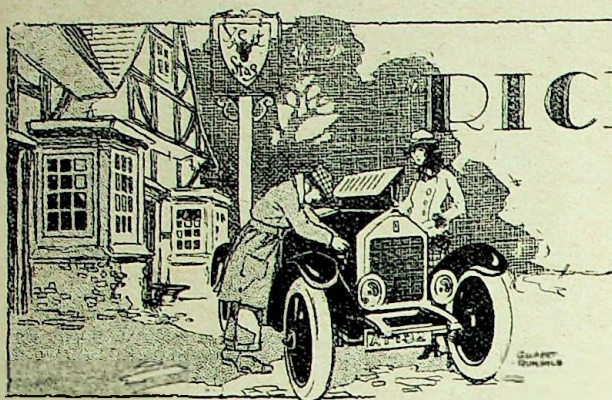
Light Cars Suitable.

The upshot of my conclusions is that there is no valid reason why the owner of a good small car should not take a tour in any part of the Alps, and thereby open up for himself an immense field of enjoyment. There are individual cars, of course, which might not be suitable for the work by reason of insufficient cooling; quite a number of light cars, moreover, are not given the advantage of their size, but are provided with a very poor lock, which is useless on Alpine passes where hair-pin bends have constantly to be negotiated.

My experience with a small Fiat confirmed my previous assumption that mere engine-power is not a prime consideration in Alpine climbing and, as a matter of fact, I should be perfectly content to cross the Stelvio Pass itself, with its 9,041 ft. altitude and 80 hair-pin corners, in any good touring light car; it could round them all without reversing, and would gain in this respect a good deal of what it would lose in straight-ahead climbing speed as against a large and powerful car.



(Left) A view on the road from St. Moritz to Maloja, and (above) the road which skirts the Lake of Sils. Sils Maria is seen in the background.



RICH MIXTURE

A Critical Causette of Light Car Comment —and advice—

For the Family Man.

FOR the first time since the war I detected at the Motorcycle Show this year a distinct weakening in the appeal to the family man. Whether or not the industry realizes at long last its inability to cater for the man with several olive branches, and is throwing up the sponge, I do not know, but the lack of development in this direction was most marked.

Small wonder that one of the chief centres of attraction was the Morgan stand! Here, at least, the family man found plenty to interest him: ample seating and luggage accommodation, ample power, ample protection from the weather. I regard Mr. Morgan's achievement in producing the well-known family model as a notable step in the evolution of the pastime, for he combines motorcycle virtues and car virtues in one vehicle. I know it was an eye-opener to many sidecarists—especially the feminine section—when a typical family occupied the seats in this particular model and the large hood was swung forward, covering the lot. "Just what we want!" was the enthusiastic chorus.

A Notable Year.

MY impression is that the New Year will see the most definite parting of the ways in the motorcycle world that we have yet witnessed. The family man who has grown accustomed to the open road cannot possibly contemplate surrendering its joys because his children have outgrown the accommodation of a sidecar outfit. Moreover, people are no longer willing to pack themselves into cramped spaces merely for the pleasure of being in the fresh air. They tolerated that when £200 or more had to be paid for even a moderate-powered combination, but now that car comfort can be obtained for the same figure, they are not likely to cling to the motorcycle solely because its price has been cut by half.

Plenty of people who could afford to pay £200 for a motorcycle combination can still pay a similar sum for a different kind of vehicle, for, despite the financial vicissitudes of the last three or four years, incomes have not fallen in proportion to motor prices. For this reason I see an accession to the ranks of car owners of large numbers of this class in the near future and a consequent loss to the motorcycle industry.

A Massed Attack.

IF I may presume to give a word of advice to light-car manufacturers, it is that they should make a massed attack for the custom of these border-line devotees of the open road. No keener body of motor

users exists. Many have been motorecyclists since their bachelor days. Their mechanical knowledge is considerable, their road experience wide; and they are quick to appraise virtues and defects. Hundreds have already gone over to light cars and are now enthusiastic supporters of the movement, but hundreds of others remain, and it is these who are the most difficult to woo. Their first love is the motorcycle, and it is only force of circumstance which is making them contemplate a change.

It is no use offering them accommodation equal only to that which a sidecar provides; they want more. Power must be ample; control—especially gear change—simple and foolproof; and running costs moderate. I do not think that many would worry about high speed, for the average combination owner rarely exceeds 40 m.p.h. and usually is content with much more modest speeds. Of course, there are plenty of cars which admirably fit his requirements now; it remains for manufacturers to convince him of the fact.

Revival of Steam.

THE prediction of a revival of the steam car which my recent note on the subject drew from a firm interested in this class of vehicle was very welcome, for it would be regrettable indeed if the virtues of steam power were permanently denied us. The smooth running and elasticity of a steam unit have to be experienced to be believed, and control is child's play.

It used to be said that anyone who can open a gate can drive a steam engine. The remark applies equally to a steam car, the sole power control on which is the throttle lever.

I have very pleasant memories of a steam car which I drove round about the year 1904. Although it had its defects, the car, when it was working properly, was a delight to handle. I took it to a hill-climb in which several petrol cars of supposed high power were competing, and, although not officially entering, I had the joy of "wiping the eye" of the best with the little steamer.

Instruction Books.

AS a rule I have very little use for instruction books, as the information which they usually give is of so elementary a nature that it can be of little use to anyone save an absolute newcomer to motoring. There are some instruction books, however, which are really informative and valuable, and in this connection I should like to pay a special tribute to that issued to purchasers of the 9 h.p. Rover.

RICH MIXTURE (conid.).

A friend of mine who has recently taken delivery of one of these useful little cars is, as I am, very enthusiastic about his instruction book. It opens with an excellent lubrication chart, continues by minutely describing every feature of the engine, chassis, and electrical equipment, and concludes with an easily read fault-finding table and several pages of general information and advice with regard to the maintenance and driving of the car. I was interested to see that the drawings illustrating the complete chassis and the ingenious details of the power unit have been reproduced from the pages of *The Light Car and Cyclecar*.

Fog-bound.

A RECENT foggy day brought me some amusing yarns of fog-bound motorists. One recounted how he had been fumbling his way home in the evening and fell in with a friend who lived near by and stated that he would lead the way. The result was that, instead of keeping to the main road, they found themselves crawling along a private drive, and only noticed their mistake owing to the change of the surface from tar macadam to gravel.

Another owner, also returning home on a foggy night, told me how he had left his car at the roadside in order to inspect a signpost at a cross-road. It took him a long time to find the signpost, and he then discovered that he had actually lost his car in the fog, and only succeeded in discovering it after wandering about aimlessly for ten minutes.

Another story illustrates how completely one's sense of direction and movement can be obliterated by fog. A driver pulled up on a section of road that he thought he knew, and asked his

wife to get out to make a reconnaissance. The lady obeyed the request, and promptly fell backwards on the road, for the car, instead of being stationary on the level, as the driver imagined, was actually running backwards down an incline! The tale is also told of a driver who left his car to examine a signpost and, returning, endeavoured to drive off in someone else's property!

Experiences at the French Brooklands.

A FRIEND who went over to witness the racing on the Montlhery track near Paris had an extraordinary experience when attempting to return to Paris after the meeting. There was apparently only one way from the track on to the main road, which was some 2½ kilometres distant. Thousands of cars were parked in fields adjoining the track, and so great was the number of cars emerging from the bottle neck on to the main road, that it actually took my friend 2½ hours to do the 2½ kilometres. The cars proceeded from the track four abreast in close formation, and their progress was so prolonged that many of them either boiled their water away or ran out of petrol on the way back to Paris, cars held up for these reasons being frequently passed. Some drivers, I am informed, managed to jump a few places by driving along the grass at the side of the road.

Convalescence of E. B. Ware.

LOOKING in at Brooklands the other day, I ran up against Mr. E. B. Ware, who, despite the fact that both his arms were swathed in bandages, seemed surprisingly cheerful. He told me that both elbows had been ground away on the track when he crashed in the 200-Mile Race, but that if they healed successfully he had no intention of retiring from motor racing. He had been brought down from hospital by Major C. M. Harvey, of Alvis fame, who has recently put up such a remarkable performance in the eight-hours record in Class A. S.S

AMONG THE LAKES.

During a recent run through the Lake district it was noticed that there were many sight-seers in light cars even in November. The owner of this 11.4 h.p. Standard, photographed on the banks of Crummock Water, finds his all-weather equipment useful.



STRANGE NOISES AND THEIR CAUSES.

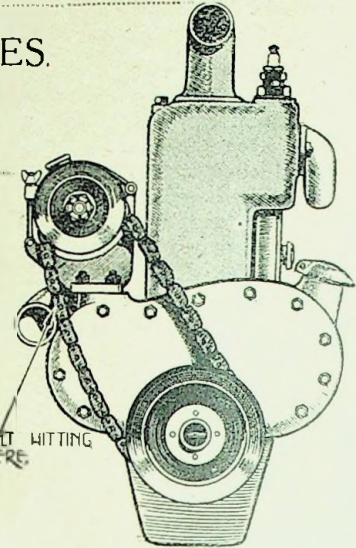
A SUBJECT OF MORE THAN PASSING INTEREST TO EVERY OWNER-DRIVER.

What driver has not experienced that sinking feeling when a strange noise suddenly manifests itself on the car? And how many are able to trace it to its source without stopping to make an examination? The following analysis exhausts the more common causes of strange noises and the points mentioned are worth bearing in mind.—Ed.

THERE are some noises which are common on practically every light car; there are others which are peculiar to individual makes. Neither of these, when once traced to their source, cause the driver any apprehension, but there is a third type of noise which may be a click, a tap, a squeak, or even a harsh, metallic clatter, which necessitates an almost immediate stop so that the cause may be investigated.

Every driver has experienced anxious moments when such noises begin, and only a callous and very hardened driver will carry on without troubling. The least that can be done is to slow down, listen intently, note the periodicity of the noise, and endeavour to trace it to some part of the chassis which may supply a reason, and which may show that there is really no need to worry until the journey's end.

In view of the number of moving parts there are in an engine, it is surprising how few noises emanate

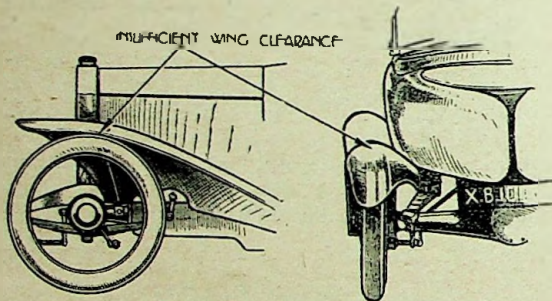


A slack Whittle belt is often guilty of a puzzling clicking noise. The slack may be repeatedly biting an adjacent engine part

Close at hand is the magneto, and here are two potential sources of noise. The first is the coupling, which, on more primitive types, wore very rapidly and set up an intermittent clicking noise. The second is the contact breaker itself. Modern instruments, however, are becoming proof more or less against noise from the latter, and only a very badly adjusted contact breaker will emit sufficient sound to reach the ears of the driver.

Watch the Tappets.

Even the best engine on the market is hardly proof against the modified tapping noise which is caused by the valves being lifted off their seatings and returned thereto, but should such noises grow obviously louder than the driver should suspect too much clearance between the tappet and valve stem, and he



The cause of an occasional and alarming squeak. When there is insufficient clearance as shown in the sketch, the wing sometimes touches the revolving tyre.

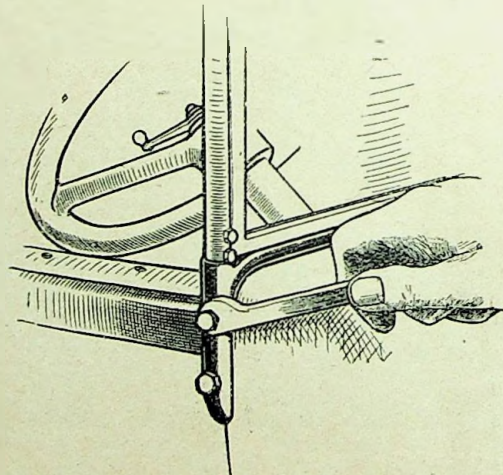
from this source, but it would be as well to inquire into possible causes. Where a fan or dynamo—perhaps both—is driven by a pulley in front of the timing case, it is possible that the pulley may become loose on its taper, and although at 20 or 30 miles an hour in top gear the noise which is caused may not be audible, it will at once thrust itself upon the attention of the driver when the engine is ticking over.

Noises from Slack Belts.

It will give forth a sort of hollow rumble rather suggestive of something amiss in the timing case itself, and should be remedied, because slack of this description sets up what is known as "hammering," and sooner or later will necessitate at least a new key, perhaps a new pulley.

Intimately connected with the same part of the engine is the Whittle belt which transmits the drive. Although a slack belt in itself will not set up a noticeable noise, it is possible that the slack may be flapping against an adjacent part of the engine, such as the water outlet from the cylinder jacket, and this will set up quite an alarming noise, which becomes louder as the speed of the car increases.

It can be definitely traced by examining the outside faces of the belt links, which will show signs of abrasion where they have struck the pipe or other part to which reference has been made.



Loose screen brackets set up an irritating chatter, sometimes approximating to an intermittent thud. The remedy is obvious.

should investigate the matter at once, for too great a tappet clearance leads to a loss of efficiency.

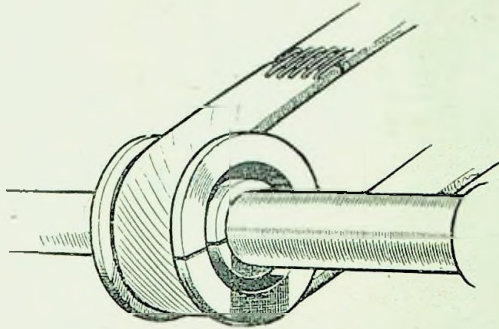
The thump or knock of a worn bearing is unmistakable, but the owner-driver is often at a loss to know which bearing is to blame. Big-ends give an ominous "clonk," but as often as not the noise will grow quieter when the engine is under load—such as when ascending a hill—and will swell appreciably in volume when the car is overrunning the engine, such as during a descent. The noise from a little end is not so pronounced, but is of a similar character. A

STRANGE NOISES (contd.).

worn main bearing gives the most ominous thump of all; in fact, with certain engines it resembles the notes of hammer blows.

Loose Disc Wheels.

An often baffling thump, and one which has been referred to in these pages, is caused by a slightly loose disc wheel. It may be that it is not bedding properly on the hub flange, and although the holding-down nuts may appear to be quite tight, there is just sufficient movement to cause this ominous thump, especially when the car is traversing a bad road. A somewhat similar form of thump may be caused by a loose screen bracket, and if this is suspected the



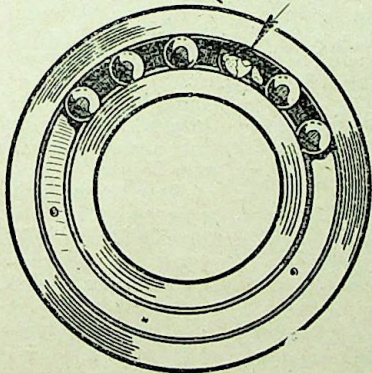
A regular and rather metallic click is often caused by the metal fastener of a flat speedometer drive belt. A remedy may be effected by removing the belt and driving in the teeth of the rivets so that they are slightly countersunk.

fastenings which secure the bracket to the scuttle dash should be tightened up.

Passing on now to the transmission, there is one form of click regular and never varying in tone which often puzzles the driver. Generally, it may be traced to the speedometer belt-fastener, which sets up the offending noise each time it strikes the two pulleys. Such noises are particularly noticeable when flat belt drive is employed, the fastener taking the form of a plate with a number of sharp fingers which are passed through the belt and turned over on the other side to form rivets.

Such a clicking noise should be quite distinct from

BROKEN.



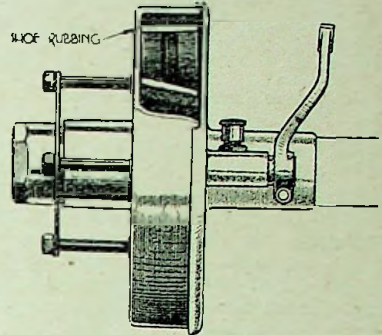
A periodical and pronounced click is caused by a broken ball. It will occur each time the ball comes under load.

that which is caused by a broken ball in one of the ball races; this is a much louder, staccato click, and should the broken ball be in a wheel bearing it will occur with even regularity; thus it is fairly easily traced to its source.

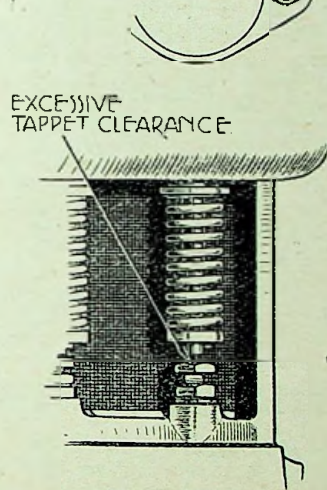
Another point from which noise may emanate—this time more in the nature of a "chatter"—is a sliding block universal, and the noise will, of course, be more noticeable when there is snatch in the transmission.

This may be caused by very slow pulling on top gear or by running along a level road at, say, a steady 10 m.p.h., when the work of the engine is cut down to a minimum. A partial cure is plenty of lubrication, and the grease preferably should be of a thick body.

Often the cause of a scraping sound. Either the brake shoe is rubbing against the side of the drum or grit has lodged between the edge of the revolving drum and the stationary cover plate.



Minor rattles may always be expected from yoke-ends and engine controls which are operated from the dash by means of rods. For this reason cable-operated controls are preferable.



Excessive tappet clearance is one of the best known causes of a regular tapping sound.

Far more alarming is a screech, howl or rubbing noise which suddenly bursts upon the driver's ear without any warning. Almost invariably it points to a bearing which is running dry, and frequently the smallest bearings are the biggest offenders. The speedometer drive may be quoted as an instance. Being exposed to mud and water, it should receive fairly frequent attention with the oilcan if such a condition is to be avoided.

A faulty brake is another cause, the noise emanating from the rubbing action which may take place between the side of the shoe and the drum owing to unequal wear of the cam faces and consequent tipping over to a slight extent of the shoe itself.

The dynamo cut-out will sometimes give rise to a peculiar noise which sounds rather like the single click of an electric horn with a too tightly adjusted contact-breaker. This click, which has a more or less musical note, is caused by the armature of the cut-out springing away from the field magnet when the engine speed is reduced below the point at which the dynamo can generate current. As the noise occurs only at very low engine speeds it is the more noticeable, but it is, of course, nothing to worry about, and the owner-driver is advised not to tamper with his cut-out in an effort to eliminate it.

Finally, one may mention the cause of an alarming squeal which often is very difficult to trace. Because, when the driver and passengers have alighted, the cause is removed. This is a lack of sufficient clearance between the wings and tyres, owing generally to settlement of road springs. When a corner is taken with a fairly heavy load the body of the car sways over and brings one of the wings—perhaps both on that side of the car—down on to the tyres. The same effect is caused by a rough road when the body is constantly rising and falling.

Every Motorist Should Know That—

THE BODY FINISH IS DELICATE.

THE FINISH OF A NEW CAR MAY BE RUINED IN A FEW WEEKS IF PROPER CARE IS NOT TAKEN.

DESPITE the fact that there is now on the market a considerable number of paints and enamels which will withstand very rough treatment, small cars are still being delivered with their bodies painted and varnished in the time-honoured manner. This is, perhaps, because most of the new preparations have not been on the market for a sufficiently long time for their sponsors to have had an opportunity to prove their advantages beyond any question of doubt.

It devolves, therefore, upon the owner-driver who wishes to retain the smart appearance of a new car for as long as possible to exercise great care when washing and cleaning it so that the delicate surface of the paint and varnish shall not be damaged. With care, the appearance of a well-finished light car can be retained almost equal to new for about a year, and even then only a single coat of varnish will be needed to maintain at least a reasonably smart appearance for a further period of twelve months.

On the other hand, if mud is allowed to dry on the paintwork and if dust is carelessly rubbed off with a dry cloth the finish of a new car can be ruined in the course of a few weeks, when the only remedy would be rubbing down the old finish and giving two or three coats of varnish. In extreme cases a new coat of colour might also be needed.

It is proposed in the near future to publish a

lengthy article dealing fully with the whole question of preserving the smart appearance of the car, but it may be well to embody in this short article details of a few of the recognized methods for preserving the initial lustre with which it leaves the maker.

In the first place, it is most important always to hose down and leather the car with a good wash-leather on returning from a muddy run. Secondly, after leathering, a good body polish should be applied, and, thirdly, it should be remembered that it is better to leave dust on the paintwork than to attempt to remove it with anything save a feather brush or a hose.

It may seem that the foregoing advice, if followed, would be extremely laborious, but, as a matter of fact, hard work need not be made of it, as attention need be given only to the body and bonnet, the mudguards, wheels and under portions of the car requiring attention at much less frequent intervals. Mudguards nowadays are nearly always stove-enamelled, and the surface of them is consequently not easily damaged.

The most important parts of the body of a light car to keep in good condition are the scuttle, especially the top of it, the bonnet and the front mudguards. If the forward part of the car is clean and nicely polished it will be found that the whole looks reasonably smart.

This Week's Hint

CURING MINOR LIGHTING TROUBLES.

REPLACING a burnt-out electric bulb appears, on the face of it, to be a simple task; but as frequently it has to be done in darkness even the smallest difficulty is magnified. For this reason one of the first tasks of the new owner should be to inspect each lamp, make sure that he understands how to remove the front glass, and verify the fact that the bulbs are easily taken out and as easily replaced.

A common cause of difficulty and wasted time is a new bulb which refuses to enter the lamp holder sufficiently far to permit of the pins engaging with the bayonet. An expeditious way of curing the trouble is to file down the blobs of solder which make contact with the studs of the holder, but in the writer's experience even this has been known to fail. In this case the fault undoubtedly lies with the lamp holder and not the bulb, and the following tip should be put into practice—preferably in the workshop, when the operator can see what he is doing:—

The essential tool is a pair of thin-nosed pliers, such as milliners use. The jaws must be inserted in the holder and one of the contact studs engaged, care having been taken, in the first place, to ascertain by close examination that the stud is only a push-in fit, and is not prevented from being withdrawn by a side pin or set-screw. A gentle pull, the pliers being given a slight twist at the same time, should effect the withdrawal of the stud complete with its contact spring, and the latter should be

shortened, using the cutting edges of the pliers, to about two-thirds of its former length.

It is unwise to cut off a greater length of spring, because it might then fail to provide the necessary compression to make proper contact between bulb and contact stud.

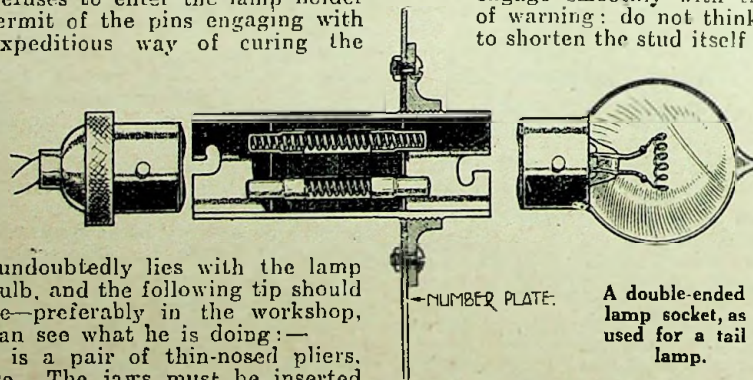
The second stud having been treated in a similar manner, both may be reassembled, when it should be found that any spare bulb will enter easily and engage smoothly with the bayonet. A word of warning: do not think that it is preferable to shorten the stud itself; generally it is of the

thimble type, and houses the spring for almost its entire length.

Rear lamps, as a rule, are of the double-socket type, a common arrangement being shown in the accompanying sketch. The double-ended stud holder takes the form of a short

length of ebonite or other insulating material, and one spring is common to two contact studs.

When difficulties arise it is usually found that the cable-end plug can be pushed in easily, but that it is quite impossible then to put in the lamp—and vice versa. The remedy is the same as that which has just been described, but, obviously, only two of the contact studs need be withdrawn.



A double-ended lamp socket, as used for a tail lamp.

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 New Arterial Roads.

IN this issue we publish a series of photographs of the new and now almost completed highway which connects London with its nearest seaside town. The photographs show the good and bad features of the new road in a perfectly impartial manner and, despite the necessary limitations of even the best photographic apparatus, convey an impression of this highway which may be described as comparable with that obtained by making a personal exploration. A feature, however, which no reproduction can show is the complete absence of any sense of enjoyment experienced by those who traverse these new highways. The miles pass with monotonous regularity, a house appears on the horizon and gradually is lost sight of astern, the driver's destination seems always immeasurably distant.

As a means for travelling from one place to another it would seem that the new arterial roads of which we have heard so much will be extremely valuable, but they will be in the vernacular a "perfect wash-out" from the point of view of the pleasure motorist who motors for the sake of motoring and regards his car as a vitally interesting hobby rather than as a conveyance.

Excellent as they promise to be, however, for the strictly utilitarian purpose for which they are intended, the new arterial roads—if that which leads from London to Southend may be taken as an example—will not be entirely free from criticism on the score of the safety of those who use them. On the new Southend road there is a very large number of crossings, which present a grave source of potential danger, and it seems that the question of making them safe is one that needs immediate attention. Bridges form the obvious solution to the cross-roads problem, but they are very costly to construct. We believe that staggering the crossings would be a useful alternative measure, and we hope that those responsible will give the fullest attention to the matter.

Exaggerated Driving Dangers.

WHILST we do not desire to minimize the existence of danger from uncorrected skids, we think it is time that the exaggerated views which are often expressed on this and other "driving dangers" should be met by a common-sense explanation of the real and imaginary risks which drivers run under certain conditions. The particular topic under discussion is one very dear to the heart of the scaremonger who, genuinely anxious no doubt

**A Case in Point:
Skidding.**

to warn the novice of the difficulties with which his path is strewn and thus turn him into a "safe" driver, defeats his own ends. Anticipating grave danger where it does not exist, a new driver soon becomes "nervy," incapable of instant action and liable to do the wrong thing at the psychological moment.

To those who live in hourly fear of skidding we address the following remarks:—An uncorrected skid may be dangerous, but the art of checking it before it develops into anything approaching danger is simple. It can be learned and practised by the veriest tyro, and when it has been mastered not only will the fear of it be removed, but the driver will benefit by an increased measure of confidence.

Our centre pages this week are devoted to the subject of skidding. The photographs strikingly portray the ease with which a skid can be checked and, as a contrast, the difficulties in which any driver who fails to learn the corrective movement may find himself. The moral is obvious.

TO the experienced driver greasy roads present a risk the magnitude of which is never underestimated, to the novice they are a form of road danger for which usually he is quite unprepared and which, therefore is all the more alarming. Even when every precaution has been taken with regard to the type of tyre fitted, and so forth, it is impossible to prevent sideslips, but it is not impossible to study the whole question of skidding, so that when they take place the driver will remain cool-headed and will know how to act.

That somewhat indefinite and often unattainable acquirement known as road sense has a direct bearing on the subject; in fact, this sixth sense is brought into play almost automatically when roads are greasy. One of its first duties is to warn the driver when conditions are becoming dangerous; thus, on one occasion an experienced man may set out over wet roads knowing that they are moderately safe, whereas on another occasion under what appear to be practically the same conditions he will scent danger and proceed very cautiously.

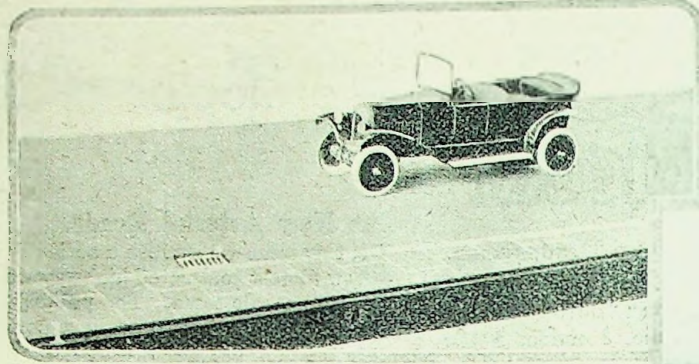
Study Conditions.

It is possible to judge the state of a road by applying common-sense reasoning, however, in the following way. If the road is asphalt and rain has been falling for only a matter of ten or fifteen minutes, it is obvious that the surface will not have been scoured and that the moisture which has collected will merely act as a lubricant, making it most treacherous and causing a car to skid or sideslip very easily.

After a sharp and heavy shower the same surface will be, comparatively speaking, safe, for it will have been thoroughly cleansed and will permit the tyres to "bite" easily on to the true foundation. It is the interposition of a film of grease between the tyre and the road which causes the sudden lack of adhesion between the two and sets up a sideslip. This explains why tyres having a bold and well-defined tread pattern are far safer on grease than those with a perfectly smooth tread. The former bites through the grease, but the latter tends to float on it.

As a general rule, then, it may be accepted that roads are most treacherous directly they have become wet and that they are correspondingly safer when well washed by a continuous downfall of rain.

One cannot enter into the pros and cons of skid-



QUITE SIMPLE WHEN—

(1) The position before a sideslip begins, the car being parallel with the kerb. (2) The sudden movement of the tail of the car towards the kerb is instantly corrected by locking over quickly—also towards the kerb.

ding without mentioning the merits of front-wheel brakes and, in this connection, an explanation of the subtle qualities which cause cars so equipped to act in a perfectly safe and certain manner. An actual experiment of a very instructive order may be made, using an ordinary toy such as the Citroen clockwork model for the purpose, and this will demonstrate even better than words why front-wheel brakes are effective where rear-wheel brakes cause sideslips.

Assume that the car is placed on an inclined board with a smooth surface, the rear wheels being locked and the board tipped until the car begins to slide down.

With Front Wheels Locked.

Obviously, as the rear wheels are robbed of rotary motion they obey no laws of direction, and there is therefore no reason why they should not deviate from a straight path and swing either to the right or left. The front wheels, however, enjoy a true rolling motion which prevents any such deviation.

Now reverse the conditions by locking the front wheels and allowing the rear wheels to revolve freely. The car is steered by the tail as it were, and as the rear wheels are free to roll and, therefore, tend to pursue a straight line, there is nothing to upset the course of the front wheels.

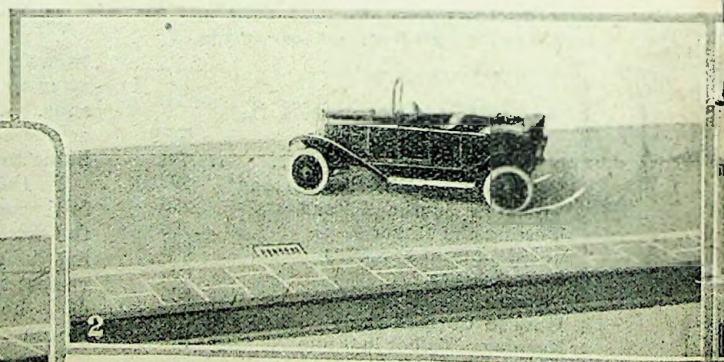
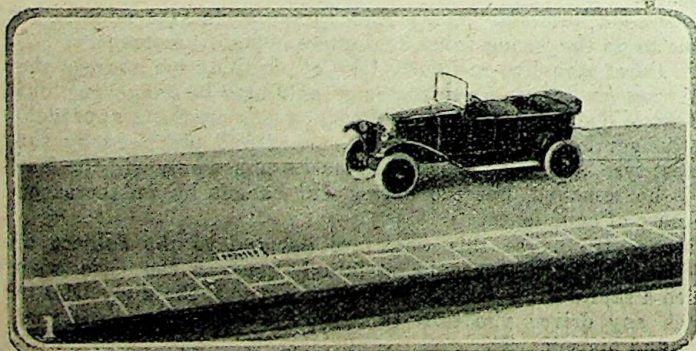
HOW TO CORRECT

WHEN ROADS ARE DANGEROUS—OF FOUR-WHEEL BRAKES—STRUCTURAL TESTS—CONTINUED—CAR

The car used to demonstrate the points of the experiment.



A companion photograph showing the car with the front cover down the incline with the front wheels locked. It pursues a straight line.



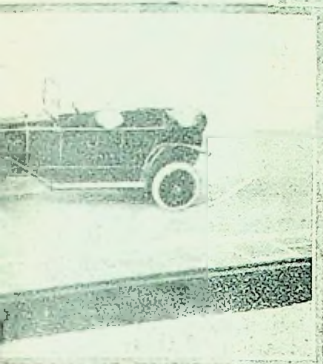
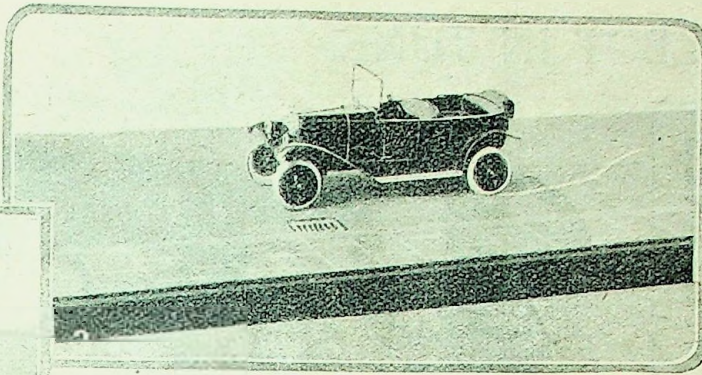
AN UNCORRECTED SKID.

(1) Before the skid starts. (2) The car is in the position shown above, but the skid is being aggravated. (3) The skid develops, the car performing an "about-turn." Cor

RECT SKIDS.

EROUS—THE BENEFIT
ES—SIMPLE BUT IN-
ROLLING A SKIDDING

icle pictorially as the Cit oon oy model



—YOU UNDERSTAND IT.

This has the effect of stopping the skid and (3) permitting the road wheels to be straightened up again. The car finishes up nearer the kerb, but the skid can be corrected in a few yards, as shown.

It is somewhat difficult for the layman to understand why the back should not tend to pivot round the front owing to the bulk behind or for the front to slip sideways, but the experiment just mentioned will show that in practice there are no such tendencies, and the theoretical aspect might well form the subject for a separate article.

The Evolution of a Skid.

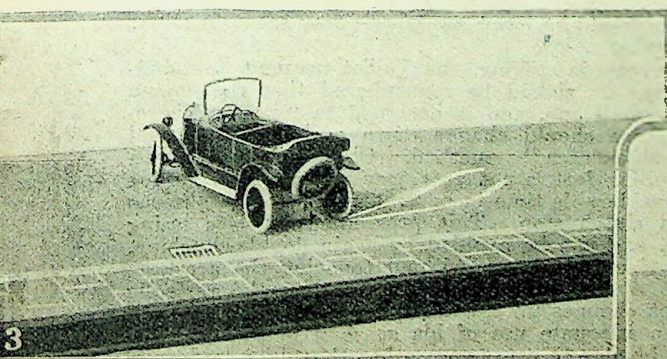
Owner-drivers whose cars are fitted with four-wheel brakes may rest assured that they are moderately safe on grease, but even then they are not advised to take liberties, for such equipment does not make the car entirely proof against the treachery of a slippery road.

The big majority of light cars is still fitted with conventional rear-wheel braking only, and is therefore liable to skid, so that an inquiry into the development and correction of a skid will not be out of place.

To take a straightforward example, it may be assumed that a car is traversing a moderately cambered road and that the driver finds it necessary suddenly to apply his brakes. These, it is supposed, almost immediately lock the wheels and, taking the line of least resistance, the rear of the car sideslips towards the gutter, the whole vehicle pivoting round the front wheels, as it were, and finally coming to

graph to that on
is seen sliding
with front wheel
a straight path.

apply his brakes. These, it is supposed, almost immediately lock the wheels and, taking the line of least resistance, the rear of the car sideslips towards the gutter, the whole vehicle pivoting round the front wheels, as it were, and finally coming to



car is now in a similar position to that seen in photo. No. 2. It is now being corrected because the front wheels are locked over the wrong side of the road, the car being broadside on. (4) The final sweep, the vehicle having turned round, compare the position of the car in this photo. and No. 3 above.

rest at right angles to the kerb. To allow a skid to have its own way in this manner might result in an accident, and it is therefore imperative that the driver should know how to correct it.

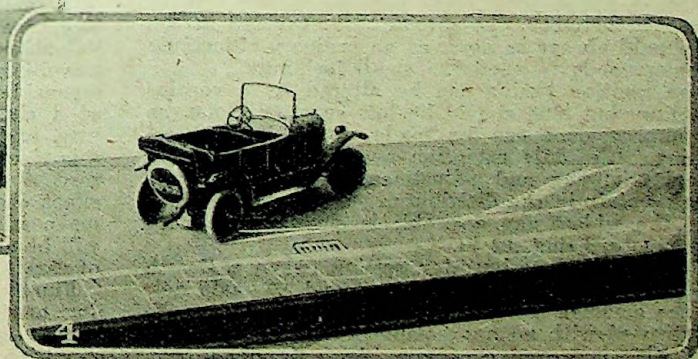
Once again it is necessary to emphasize the fact that it is difficult, if not impossible, to prevent a skid, so that the driver must be prepared at any moment to apply a corrective control directly he feels the rear wheels slipping. The golden rule to remember is that it is entirely wrong to steer out of a skid. This will merely aggravate the condition and assist the tail in pursuing its erratic course.

On the instant that the back wheels commence to slip towards the kerb, assuming, of course, that the skid is in this direction, the front wheels must be locked over in the same direction—that is, towards the kerb. It will not be difficult to see that this tends to keep the car parallel with the side of the road, thus restoring the influence of the forward momentum. The driver should understand that he must not keep his road wheels locked over; the action should be one incorporating a sharp left-handed pull on the wheel and an equally quick correcting pull to straighten up, with this proviso, however, that the wheel should not be straightened until the car is more or less parallel with the kerb and has ceased to slide sideways. It may be that a second, and even a third, skid will develop, but each should be treated in the same way.

Front-wheel Skids.

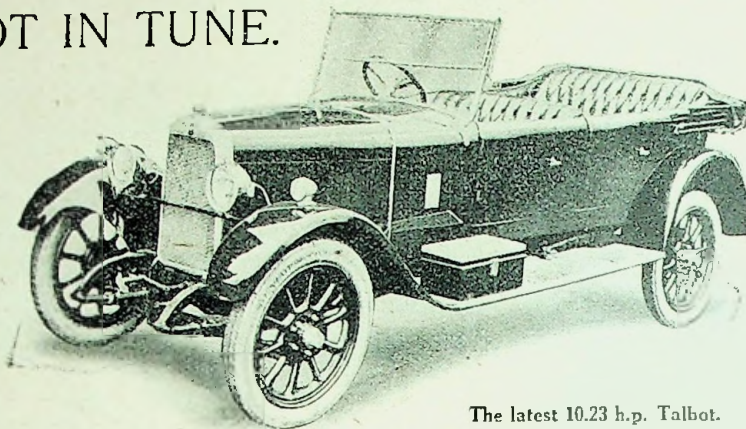
From the above it will be seen that rear-wheel skids are more or less easily corrected, but a front-wheel skid is a far more serious problem. How it takes place is explained by assuming that the driver is approaching a corner at a fairly good speed and that he locks over sharply in order to turn. Owing to the greasy nature of the road, however, the car refuses to obey the helm and proceeds in a straight line.

Violent swinging of the steering wheel only has the effect of making the progress of the car still less controllable, whilst the sudden application of the brakes may be helpful or otherwise according to the circumstances which prevail. It is impossible to lay down any definite rules with regard to correcting front-wheel skids—the wise owner-driver will save the need for the knowledge by driving on greasy roads at a reasonable speed. Front-wheel skids are, fortunately, very rare occurrences, while those who drive cautiously are entirely immune from them.



KEEPING A TALBOT IN TUNE.

HOW ONE OF THE WELL-KNOWN 10-23 H.P. MODELS CAN BE KEPT IN PERFECT CONDITION—THE ADJUSTMENT OF THE PUSH RODS—IGNITION TIMING—HOW TO REMOVE THE CYLINDER HEAD.



The latest 10.23 h.p. Talbot.

THE 10-23 h.p. Talbot is a somewhat anomalous car. The general layout and coachwork are on more substantial lines than those of the majority of cars in a similar class, its engine is considerably smaller than the average (being only of 1,073 c.c.), but the performance is exceedingly good, in that a Talbot owner can, if he be so minded, "leave" quite a number of cars up to 1,500 c.c. on a long run. This is not to say that the maximum speed is exceptionally high, but the car has that rare feeling of being perfectly happy at 40-42 m.p.h., so that the average speed can be kept up with comfort, a feature that is not too common with light cars. This desirable attribute is obviously obtained by an extremely efficient engine, and in this article it is proposed to outline the small attentions necessary to maintain this efficiency.

In the first place, with high-speed engines of this type lubrication is of the greatest importance. The Talbot system provides for forced-feed to all important bearings, there being a dipper-rod level gauge on the near side of the engine and an oil-pressure gauge on the dash. The oil recommended by the makers is Double Shell, but the writer has found that Shell Super-Light gives a definite increase of speed with no disadvantages.

Whatever oil is used, it should be completely changed every 1,500 miles and the filter (located in the base plate) cleaned. It will be found that practically no oil is necessary to keep up the level, and, as the sump holds about $\frac{3}{4}$ gallon, a consumption of about 2,000 m.p.g. is obtained, a result at which the most economically minded owner cannot grumble.

The large greaser situated on the casing of the water pump should be screwed down fairly often, as failure to do so may result in an elusive squeak.

Use Correct Tools.

The overhead-valve mechanism being totally enclosed and lubricated under pressure, it requires no attention for considerable periods, but it should be noted that when the push rods need adjusting the clearance should be taken up when the engine is hot. Furthermore, the special tool provided in the kit should always be used, as an ordinary adjustable spanner tends to spoil the small lock-nuts.

The ignition timing can be altered by a vernier coupling, but this should be left severely alone, as no improvement can be made upon the makers' setting. The only attention necessary is the occasional trimming and adjustment of the make-and-break points in the distributor. It should be noted that the widest gap desirable is smaller than with a magneto, being .02 in.

The standard carburettor setting (when a Zenith is fitted) is an 80 compensator and 80 main jet. In the summer months, however, a 75 main can be substituted with no appreciable falling off in power and with improved economy. An extra-air fitting,

on the other hand, appears to have practically no effect on the petrol consumption. The writer is of the opinion that it pays to use aviation spirit in the Talbot engine, as, with the combination of this and Super-Light oil, decarbonization is unnecessary under 7,500 miles. At any rate, benzole and benzole mixtures should not be used, as it is quite impossible to make the engine pink or knock on pure petrol, however brutally the car is driven.

When the time does eventually come to remove the head for decarbonization and valve-grinding, the operation can be done quite easily if two tips are borne in mind. First, when the induction manifold is removed, three nuts can be seen through the ports. These must be removed by the special star spanner provided in the kit. If unaware of their existence, the owner might quite easily spend some time wondering why the head would not come away. In the second place, when the gasket is replaced, one must make sure that the water apertures correspond, as the two ends of the gasket are different, and, if replaced wrongly, overheating will result.

Points to Lubricate.

The remainder of the chassis requires little attention. The clutch-withdrawal mechanism should be oiled fairly frequently, which will ensure the most delightfully silky action. The gearbox and rear axle should be inspected occasionally and their levels kept up with gear oil. Grease should on no account be used, or serious trouble may arise. The steering greasers should be turned every day, and about every 1,000 miles the wise owner will make sure that the bolts holding the front springs to the axle are dead tight, as they have a habit of occasionally working loose. It is advisable also to try all wheel nuts with a spanner at fairly frequent intervals, because if these should be loose the wheels may set up a slight thumping noise.

As regards driving, the Talbot presents few difficulties. It should be remembered that the engine is a small one, and is designed to "rev." Therefore, one should change down early by the usual "double-clutch" method. Changing up when travelling fast is not very easy unless one waits for a considerable time in neutral, owing to the absence of a clutch stop. This proceeding involves losing way, and can be avoided by again double-clutching, this time, of course, without touching the accelerator. A little practice enables one to make perfectly silent changes up and down, and, if the driver will make adequate use of his gearbox in this way, he will be able to cause severe heartburnings to owners of cars having a much greater nominal power.

Finally, remember that the Talbot is worth looking after. Do this, and you will be rewarded by thousands of miles of trouble free and economical motoring.

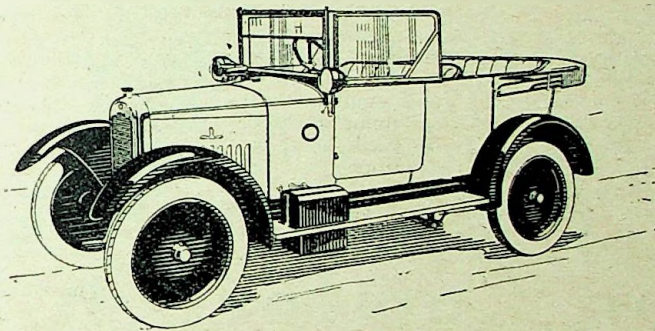


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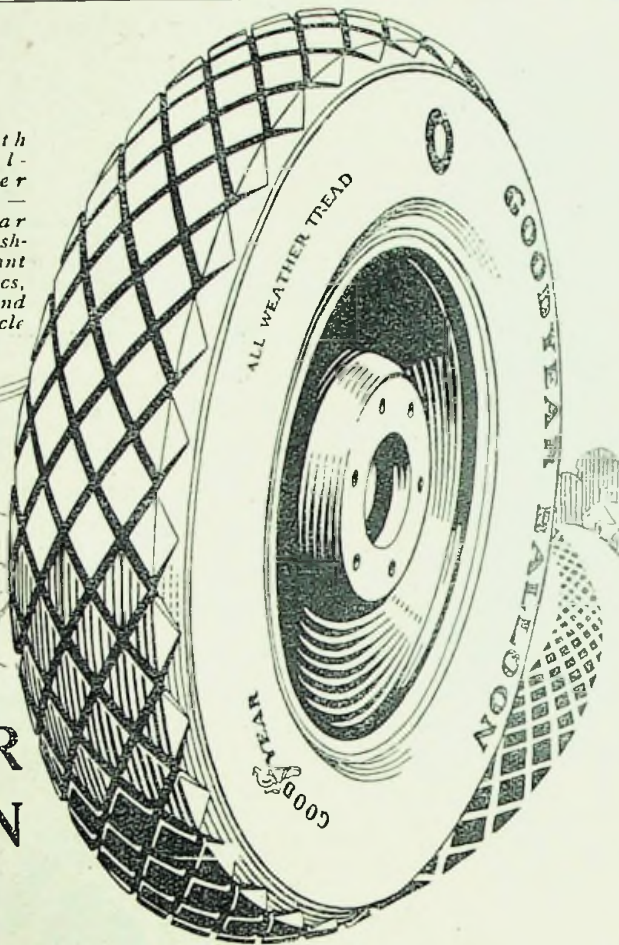
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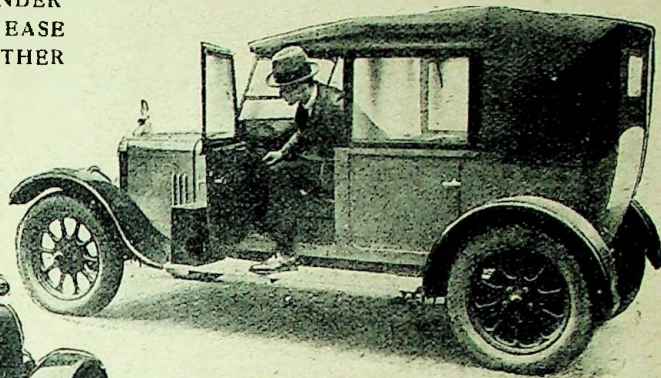
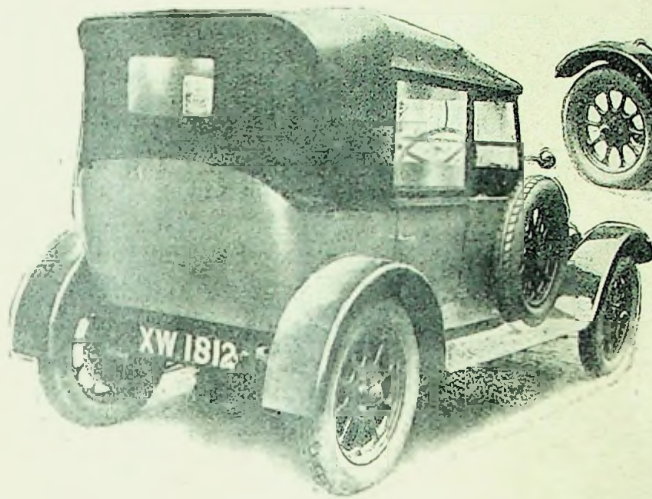
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A WEEK-END WITH A STANDARD.

THE 11 H.P. "KENILWORTH" TESTED UNDER NORMAL CONDITIONS—EXCEPTIONAL EASE OF CONTROL—EFFICIENT ALL-WEATHER EQUIPMENT.



Wide doors are a feature of the Standard body, and double-action locks prevent rattle. The neat side screens and hood will be noted.

THE 11 h.p. Standard four-seater is a light car which will make a direct appeal to the motorist who requires a reliable and roomy vehicle, low in first cost and in subsequent upkeep.

During a recent week-end we were afforded an opportunity for testing one of these cars under conditions such as are usually experienced by the average owner-driver who uses his car for pleasure runs. The route chosen was from London to Southend-on-Sea, over the new arterial road, long sections of which are now open.

When we took over the Standard it had been driven only 198 miles, so that the engine was not run in; because of this we decided that it would be unfair to attempt any freak hill-climbing or high-speed driving, and our run therefore developed into a test of body comfort and general ease of driving.

Low-pressure Tyres.

There can be no question as to the value of low-pressure tyres when riding comfort is the chief consideration, but, in our opinion, these tyres have a slightly adverse effect upon ease of steering, although here, again, it must be noted that we were driving a new car, so that a slight stiffness might, in any case, have been expected.

An excellent point in connection with the rear seating accommodation is the extra allowance of leg-room which is provided by constructing the rear of the front seat so that it does not come down to the floorboards, a gap being left in which a tall passenger may place his feet.

The controls of the Standard are very conveniently arranged, and gear changing, either up or down, is at all times delightfully easy. For this reason there can be no excuse for the driver of a Standard who fails to make full use of his gearbox. The clutch has a very smooth action, and both the hand and the foot brakes, operating, as they do, in exceptionally large drums on the rear wheels, are of ample power and work without any suggestion of harshness. Adjustment of the brakes is a simple matter, wing-nuts being fitted to the rear ends of the rods.

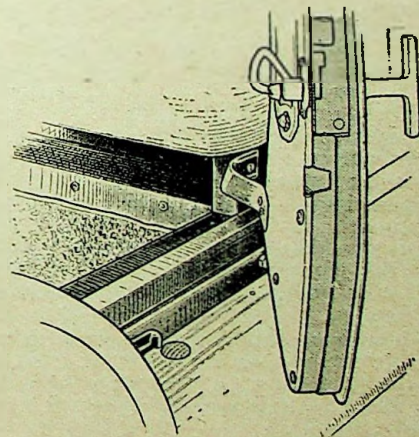
The ignition and throttle controls being operated by long levers, mounted on the steering column directly under the wheel, come very readily to the

hand, and as the throttle lever has a large range of movement, we found it quite convenient to control the speed of the car by this lever as a change from the accelerator pedal. On a long, straight run it is pleasant occasionally to rest the right foot, which is apt to become cramped when kept constantly on the accelerator pedal.

A cord attached to the steering column is connected to the air strangler of the Zenith carburetter, so that starting is always certain without the necessity for lifting the bonnet and flooding the carburetter.

We found that the engine developed ample power on hills and if the ignition control is intelligently used a very good top-gear performance is obtained, but as the engine is of the high-speed type it is better to charge down on a very steep hill rather than to retard the ignition and endeavour to remain in top gear.

The 11 h.p. Standard chassis is supplied fitted with



Additional leg-room is provided for the rear-seat passengers by arranging a gap under the back of the front seat.

either a two or four-seater body in two types, which are priced at £235 for the Special and £200 for the Ordinary. The chassis details are identical, but the Special bodies are of somewhat superior finish; they have aluminium panels and real leather upholstery. The Ordinary bodies have steel panels and they are upholstered in leather cloth.

The car which we had on test was a "Kenilworth," which is the name given to the Special four-seater.

ELIMINATING BLOW-LAMP TROUBLES.

CARE OF JETS AND BURNERS. HOW TO CLEAN AND ADJUST THE VARIOUS PARTS. PRIMUS STOVES AND SPIRIT LAMPS.

A BLOW-LAMP is a very useful adjunct to the amateur's workshop, but unless it receives careful attention trouble is almost sure to arise at a critical moment.

There are two types of blow-lamp in common use; one type burns paraffin under air pressure supplied by a pump, and in the other type petrol or benzine is used, and this fuel is fed to the burner by means of a wick. As a rule the paraffin lamp gives a hotter flame than the petrol variety.

Some people have an idea that a blow-lamp is unsafe and that it is liable to burst, but in most lamps a safety device is fitted, which consists of a piece of thick copper or brass wire soldered into the top of the fuel container. This wire will blow out and release the pressure before the container can burst.

A conventional blow-lamp is illustrated here in section and the numbers refer to those points which are apt to give trouble.

The main source of trouble is the burner jet (1); this is liable to become choked or carbonized, and it may be cleared by means of a burner pick, which is a piece of fine steel wire mounted in a holder. When cleaning the burner jet great care should be taken not to enlarge the orifice, which is drilled to a definite size for supplying the correct amount of vaporized fuel.

The jet is usually detachable so that it may be renewed if necessary, and it will be noticed that the hole is countersunk slightly, the idea being to spread the burning vapour so that it impinges on the vaporizing coils and so maintains their temperature.

Sometimes the pump will not work properly. This is due probably to the washer (2) having dried or shrunk; it should be taken out and oiled. The ball-valve in the pump barrel is usually reliable, but should it give trouble it may easily be removed for examination.

Large blow-lamps are fitted usually with a gauge (3), and it is necessary to see that there is no leakage around the joint between the gauge and the container. The mechanism of the gauge is not likely to get out of order.

The filler cap (4) has a leather or cork washer fitted in it and may be a source of pressure leakage if the washer hardens or cracks. Contained in the filler cap or else in the collar on to which the cap screws is a small needle valve which, when opened, allows the pressure to escape when the lamp is no longer required; these valves seldom give trouble.

The flow of fuel to the burner is controlled by the valve (5), and care must always be taken to see that this is in good order. There is usually a packing gland on the valve spindle, and the gland nut should be tightened from time to time. The needle valve and its seating are rather delicate, and it is important not to force the needle home or the seating

may be spoiled so that the fuel cannot be shut off.

Some blow-lamps have a control valve working directly in the burner jet, and a fine control is obtainable by this method. The shield which surrounds the burner and its coils is sometimes provided with adjustable air inlet openings, so that a true atmospheric flame may be obtained.

When a blow-lamp is burning never have the flame low enough to be smoky, as this will soot up the jet and the vaporizing coils.

In the course of time a paraffin blow-lamp may give trouble through the coils becoming carbonized almost solid inside; in this case a new coil assembly is the only cure, but with most blow-lamps this is not an expensive item.

Similar precautions to those outlined above should also be taken in the care of petrol or benzine lamps.

When starting a blow-lamp of whatever type the fuel supply should not be turned on until the vaporizing coils have been thoroughly heated, as, otherwise a jet of burning fuel will be projected for some distance from the lamp nozzle.

It is a good plan to use methylated spirit for the initial heating of the vaporizer coils, as it burns with a non-smoky flame. Whilst this heating is in progress the lamp should be screened from draughts.

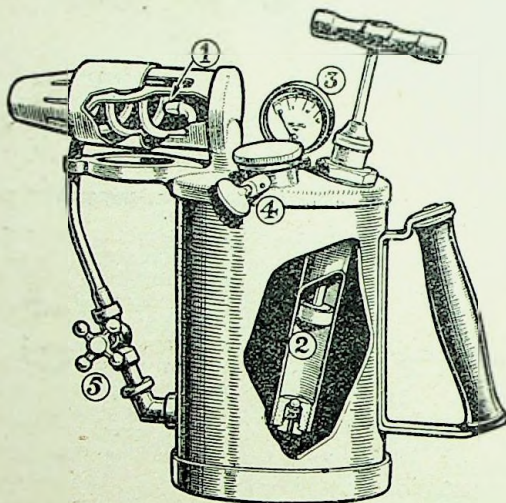
Primus stoves such as are used at picnics will give no trouble if they are cared for on the lines which have been suggested.

It should be noted that there are two types of Primus stove in general use; one of them is designed to burn in the same manner as a blow-lamp, whilst the other is fitted with a special form of silent burner, which is very efficient but not suited to outdoor use.

It is unusual to find a pressure-gauge fitted to a Primus stove, and for this reason it is not advisable to pump more air into the container than is necessary to keep the flame burning at full pressure. The regulation of the flame is not controlled by a valve, and the only way to reduce it is by releasing the pressure in the container. Provided that there is no leakage anywhere, a few strokes of the pump will keep the stove burning for a long time.

In connection with blow-lamps and stoves designed to burn paraffin, a word of warning may be uttered to the effect that in no circumstances should petrol or any other very easily vaporized fuel be used in them if the best results are to be obtained.

There are on the market some exceedingly compact and useful small blow-lamps which burn methylated spirit and which are worthy of a place in the tool kit of every light car owner. They are very handy for carrying out small soldering jobs, as the flame is "pointed," so that the heat may be localized. It is possible to obtain these lamps with flat containers, so that they do not occupy much room in the tool-box.



This sectional sketch of a conventional blow-lamp shows the points where trouble may arise. The numbers are referred to in the text.

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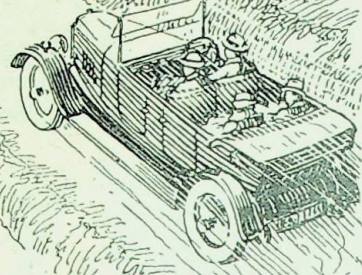
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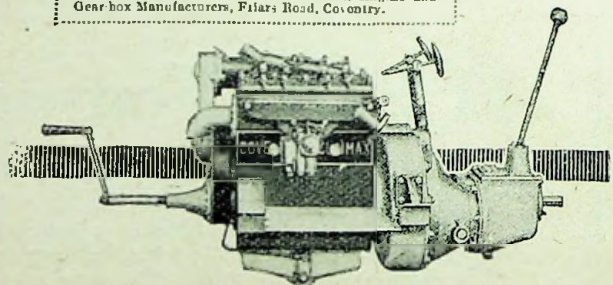
IT is a song known to all true engineers, the song of a perfect engine—so gentle that it will purr at a touch, so powerful that it will sweep 60 miles behind in sixty minutes—a thing of music and harmony. Our Kipling knew it and transformed engines into poetry. Ask any engineer on the Seven Seas, in the hangars of the world's Air routes, or, if you will, on Stoneleigh Hill, three and a half miles out from Coventry, the home of the world's best motor engineers. Here on any fine evening, you will find a dozen with heads full of "book-learning," and practical, grimy hands

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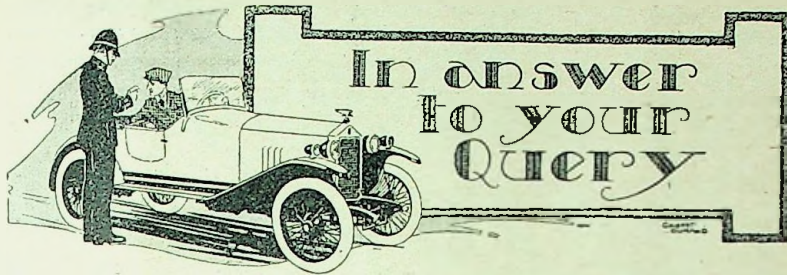
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H.P.

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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. Attention cannot be given to inquiries by telephone.

Magneto Defects.

J. H. B. (Perth).—It is possible that the high-tension brush holder of your twin-cylinder magneto is cracked and is allowing the current to short circuit. You should try the effect of getting a new ebonite brush holder. If, for any reason, the armature touches the pole pieces, this will also prevent the current from reaching the plug; in fact, the current will not be generated.

Inexpensive Steering Gear.

F. B. (Derby).—Although we have not experimented ourselves, we have heard from readers that Morgan steering is improved by fitting a reduction gear to make it less sensitive, and we do not think that you would be ill advised to experiment. An inexpensive and reliable steering reduction gear, which can be embodied fairly easily, is the Ford epicyclic steering gear, which is obtainable as a complete unit from any Ford agent. These reduction gears have figured in the specification of several standard makes of light cars.

Dismantling a Solex Carburettor

W. M. C. (Carshalton).—The float chamber of the Solex carburettor may be withdrawn after unscrewing a single nut. Both pilot and main jet are housed in an extension of the same casing so that it is an extremely simple operation to clean the essential parts of this carburettor. No jet key is required as each jet is fitted with hexagon sides so that it can be engaged by means of an ordinary spanner. When removing the float chamber, one hand should be placed beneath it, whilst the other is used to unscrew the nut to which reference has previously been made.

Renault Radiator.

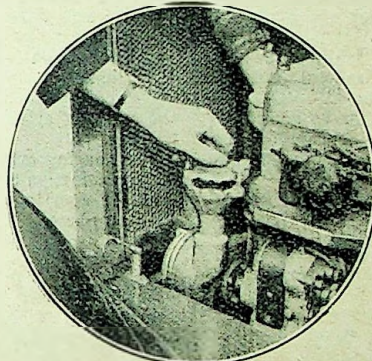
N. O. H. (Cardiff).—The radiator of the Renault is situated behind the engine and the principle of the cooling system is slightly different from that adopted on the average small car where air automatically is forced through the radiator tubes by the movement of the car. On the Renault the bonnet forms a seal, the cooling air which passes through the radiator being drawn in and exhausted by means of a special flywheel fan. With this make of car it is no advantage to lift the bonnet when the engine is idling, as it will be cooled far better with the bonnet down and the fan performing its proper functions, as already described.

Warning Lights.

W. E. G. (Bootle).—Your suggestion comes rather late, as in many parts of the country red glass is fitted in ordinary street lamps in order to signify dangerous crossings. We do not think that any useful purpose would be served by painting on street lamp glasses such elaborate warnings as you suggest.

Oil-filler on McKenzie.

E. W. (Biggin Hill).—The oil filler on the McKenzie is situated at the front of the engine, on the near side. It combines the duties of an oil filler and a



The combined oil-filler and crankcase breather on the McKenzie. It is situated at the front of the engine on the near side.

breather, and is held in place by two butterfly nuts, only one of which need be unscrewed in order to move the cap to one side. This type of oil filler is common to all the later date Coventry-Simplex engines.

Silver Soldering.

H. L. F. (Cardiff).—Undoubtedly silver-soldered pipe unions are stronger than those which are soft-soldered, but considerable skill is required for silver soldering, because the melting point of the solder is about the same as that of the union. There is, therefore, a risk of spoiling both the union and the pipe, if these are overheated. The parts should be quite clean, and they should be heated by means of a blowlamp until they are at a dull-red temperature, when they may be coated with powdered borax as a flux. The silver solder should then be applied; as soon as it melts and flows round the joint the source of heat must be removed.

Locking Devices.

E. E. (Malden).—There are several ways of locking a nut which is subjected to vibration, the most simple being to fit a spring washer. One of the most secure ways is to use a split pin, for the nut can only work loose by first shearing the pin. There are various locking nuts of proprietary make, the Vislok being one of the better known.

Aluminium Pistons.

R. W. (Penge).—We see no reason why you should not have aluminium pistons fitted to your car. They will certainly improve the acceleration, speed, and hill-climbing. Owing to the rapid expansion of aluminium under heat, such pistons have to be fitted slightly loose, and piston slap—the noise to which you refer—is noticeable when the engine is started up from cold.

Air Locks.

W. W. (Bournemouth).—Probably the cause of your trouble is an air or vapour lock in the petrol pipe. It is often caused when filling up after the petrol tank has been emptied, air in the pipe becoming trapped by the petrol. Another possible cause is local vaporization caused by the petrol pipe coming into contact with, or passing close to a "hot spot," such as the exhaust pipe. The remedy is obvious.

Infinitely Variable Gears.

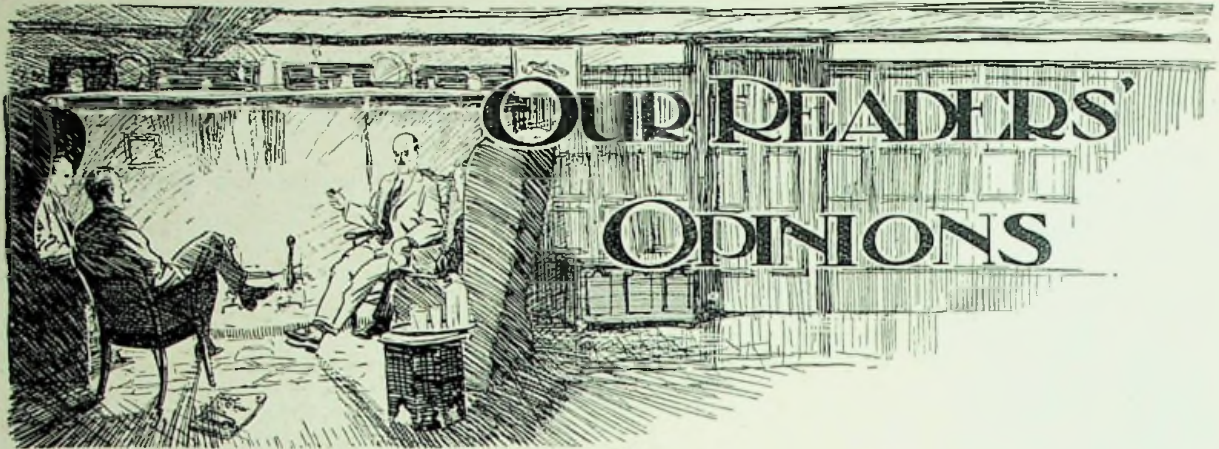
H. H. S. (Twickenham).—It is a fact that the gear of the G. W. K. is infinitely variable between certain limits, but in practice it is found more convenient to provide four definite notches in the gear change quadrant so that fixed ratios which have been found suitable for varying conditions can be engaged. On the other hand the gear lever can be placed between two notches if it be found that the ratio thus given is more satisfactory for any particular hill. It would probably be necessary, however, to hold the gear lever in this position.

Lubricating Springs.

A. F. T. (Winchelsea).—Undoubtedly it is an excellent plan to fit gaiters to the road springs of a light car: these improve the suspension and also prevent the evil effects of rust which sometimes become manifest where springs are exposed and neglected. Oil is generally considered superior to grease as the latter tends to become lumpy. In one make of gaiter the oil is circulated by means of a wick tube whilst in another it is forced into the gaiter under very high pressure. Gaiters do not leak, special provision being made at all joints to make them oil-tight.

Cleaning Bodywork.

C. A. (New Cross).—On no account use paraffin even in a weak form for cleaning the coachwork of your car. Frequent application of diluted paraffin will remove the varnish. It is far better to rely on clean water, finishing off afterwards with a proper car polish such as Chemico. It is also injurious to dry-clean a car which is very dusty and here again the hose should be brought into use. With care the pristine finish of a new car will last for seven or eight months, but if paraffin be used the surface may be ruined within a few weeks.



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.

The Hooter Question—Taxation—Hints to Inventors.

Abolishing the Hooter.

I agree in principle with "Anti-Hoot's" suggestion, but I think he goes too far in abolishing the horn entirely. How does he pass, say, a Ford van on a normal second-class road? In a recent period during which my horn was out of action, I had to swallow a Henry's dust for several miles, through no fault of its driver.

**Makes
Overtaking
Difficult.**

Surely "Anti-Hoot" can resist the temptation to hoot indiscriminately simply because his instrument is capable of producing noise?

E. C. PLEDGER.

A Loss of Power.

I was very interested in the paragraph dealing with "Loss of Power," in your issue of October 31st, as I have just experienced a similar trouble. I dismantled and overhauled the carburetter and the K.L.G. plugs. This overhaul did not, however, effect a cure, but after ferreting around I discovered that the platinum points of the contact breaker were the culprits. They were badly burnt and pitted, so I decided to renew them, and the car now runs as sweetly as ever.

It is a 1923 10 h.p. Swift, and I am sure that no other car in its class could give more efficient or reliable service. I would add the usual disclaimer.

Tewkesbury.

O. B. MOORE.

The Morgan Engine Position.

Your contributor "S.S." in *The Light Car and Cyclecar* of Nov. 7th, remarks on the protection of the G. P. Morgan engine. Having driven this model Morgan many thousands of miles, my experience does not quite tally with the point at issue, that is, need of protection. The engine in this position is exposed, I grant, but it is not subject to any excess of mud unless driven for any length of time within range of the rear wheel of a car—an unusual position for a G.P. Morgan! Oil naturally creeps out from tappets and joints in course of time, and in summer collects dust here and there; but this to no excess. A wipe over every 1,000 miles is ample to keep the engine clean.

Contrast the extreme accessibility of the engine against other makes of similar machines—why, decarbonizing is an armchair job! In the event of a "bump" the main chassis tubes usually take the strain (unless the driver be extremely unlucky) as their ends project a short distance in front of the engine unit.

I will not mention appearance, this is, and always will be, a matter for individual opinion.

HUGH D. SHAW.

York.

B12

Sporting v. Touring News.

I have noted in your columns the letter in which Mr. A. E. Noxon expresses his satisfaction that more space has of late been devoted to touring articles. He says he thinks that "the knobby section and speedmen have had more than their share of attention." As a regular reader of your excellent journal, may I be allowed to express my plea that the sporting articles be not diminished in favour of those on touring.

The touring articles are extremely interesting, but surely a large proportion of your readers will agree with me when I say that the sporting articles are not less absorbing!

C.C.S.
Uppingham.

Developing an Invention.

With reference to your excellent article in a recent issue entitled "Hints for Amateur Inventors," may we pass one or two comments? As experimental engineers, constantly advising and carrying out work for amateur inventors of the type referred to by your contributor, we would suggest that the inventor's best course, after protecting his idea, is to entrust the whole of the detail design to the concern undertaking his experimental work. By this means a sound and practical design is evolved at the commencement, and expensive "snags" are eliminated.

Your correspondent is right in saying that a definite quotation should be obtained before the work is started; failure to observe this has led to much misunderstanding.

In conclusion, we would advise that Patent Form No. 1 should be obtained unstamped, when it is free; it can be stamped when filled in, and by following this course, any risk of spoiling the form is eliminated.

Athenæum Works, London, N.W.3.

EARL AND COOK.
C. W. COOK.

Taxation Unfairness.

I am rather puzzled to know why a concession was made to cars with engines dating prior to 1913. As this is a fixed date and the years roll on, the concession will cease in time.

Surely those sturdy little cars of 1914 are due for their reduction now, and if the "Concession" Act had been framed for, say, a definite number of years instead of the fixed date, they would now be getting the relief they certainly deserve. Naturally, they cover nothing like the mileage of the modern car.

R. ROBINSON.

** The existing method of motor taxation has been proved to be a money-making scheme of the snowball order. Instituted to raise £9,000,000 a year, it now raises £14,000,000. Equity would seem to be the last consideration.—ED.

BRITISH Balloon Tyres

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While the Dunlop Cord Balloon Tyre (wired or straight side type) is the *best* and *safest* of all low pressure tyres, and has been unhesitatingly accepted as such by British Car Manufacturers, many motorists are wanting increased comfort without the worry, delay, and expense of new wheels.

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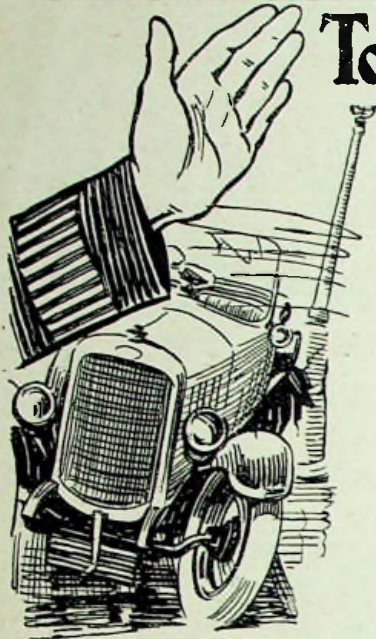
Be sure your tyres are British.

fit Dunlop and be satisfied

If you do decide to have new wheels be sure that they are built to take wired or straight side tyres—the standard type of Balloon Tyre adopted by British and American car makers. Conversions to wired type can be undertaken by the Company. Details on application to any Depot or Motor Dealer.

C.P.H. 515.

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OUR READERS' OPINIONS (contd.).

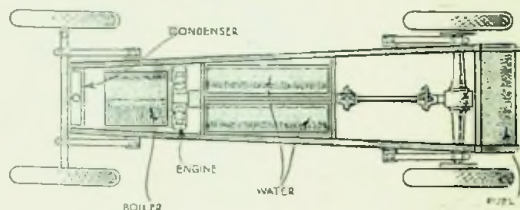
The Pros and Cons of Steam Power.

Steam-driven Light Cars.

I quite agree with the writer of the letter on "Steam Cars in the Future," in your issue of October 31st. The steam car is not dead. It may be dominant, but the modern example is entirely different from that produced 15 to 20 years ago. The chief disadvantage in the old days was the messy operation of lighting the burner and the tedious wait of 10 to 15 minutes to raise steam. In one of the modern examples, starting simply entails switching on the burner lighter and waiting one minute; sufficient steam is then available for a full-power start.

The time necessary to raise steam has always been a powerful argument urged against the steam car by its opponents, but the starting-time difference between it and the petrol-engine car is not so much as the latter's advocates would have us believe. How often, on an average week-end run, does the owner immediately start away? There are all kinds of odds and ends to put on board, and the careful driver invariably has a brief look round.

Another point is that after a wait of an hour or two, even the older type of steam car could always get away at once.



Low production costs and maximum efficiency are claimed for a steam light-car layout on the lines depicted above.

With regard to manufacturing cost and technical details. The modern light car must have a vibrationless engine with an even torque, and it must be provided with an electrical self-starter. The first entails a four-cylinder engine and the self-starter is a fairly expensive item. Then there is the clutch and three or four-speed-and-reverse gearbox.

In the steam car a two-cylinder double-acting engine replaces the whole of these expensive items.

In the manufacture of a steam light car it is even possible, if a differential is omitted, to combine the crankshaft and back axle, ensuring absolute bed-rock simplicity and low manufacturing costs.

The two-throw crank would be accommodated in the axle casing, the ends of the crankshaft being extended and the wheel hubs keyed thereto, the engine running at road-wheel speed. The lighting dynamo could be driven off a gear formed on the circular centre web of the crankshaft.

Such an extraordinarily high gear ratio may sound strange to those used to petrol-engine practice, but it must be remembered that a high-pressure steam engine can develop an enormous tractive effort at very slow speeds.

Although a slightly modified form of this direct drive is adopted on the only three makes of steam car now in production, I, personally, do not like it, owing to the comparatively heavy unsprung weight and the rather inaccessible position of the engine.

For a de luxe model a layout as shown in my sketch would be preferable for many reasons.

The boiler, engine and condenser all being close together, a very small amount of piping would be necessary, and a considerable amount of the complication in earlier steam cars was attributable to untidy piping.

With a high-pressure super-heated steam engine in order to obtain maximum efficiency and to eliminate heat losses, it must be kept hot, and it is in an ideal position for this purpose when close up to the boiler.

A small, light and perfectly balanced double-acting engine with cylinders at 90 degrees working on a single-throw crank could be used and geared about 2 to 1.

A simple dog clutch free engine could be adopted, and this might be very useful at times. It is impossible in a short letter to give details of the automatic control devices which would be required, but they are not of an elaborate nature.

For simplicity of control a modern steam car is unapproachable. From 1 m.p.h. to 60 m.p.h. with the touch of one

lever and no gear changing, regardless of the gradient to be climbed, freak hills in trials, stopping and restarting tests would be child's play.

I believe at the present time that there is a sufficient number of interested manufacturers who could, if they wished, produce a really reliable light four-seater steam light car to sell in the open market. The manufacturing costs would most certainly be less than a petrol car of similar performance, but a certain amount of experiment would be needed to ensure an equally economical consumption of fuel. J.W.H.

Duffield.

The Shortcomings of Steam.

As an engineer who was brought up on steam I am prepared to agree with all Mr. Seyd says about the fascination of driving steam cars. I have never driven one, but I am so impressed with the "awkwardness"

Well-reasoned Objections of petrol engines in reducing their power when the speed drops, instead of the reverse, that I should heartily welcome a

power plant controlled simply by the throttle, and having a reserve to be drawn upon at pleasure.

Yet it must be admitted that steam has many shortcomings, especially for the light car. It is all very well to say, as Mr. Seyd does, that if half the intellect and capital had been devoted to the production of steam vehicles as had been bestowed upon internal-combustion cars, they would be in a different position.

The fact is that steam started more than half-a-century before internal combustion, and steam cars were made in the early forties, but were not sufficiently promising to merit success. The modern car only became possible when Otto Daimler adapted the internal-combustion engine to its needs, since which time steam has fought a losing battle.

Even in the chief realm of steam, the big marine engine, the internal-combustion engine is now predominant, on grounds of equal reliability and superior economy. The economy of the steam engine is usually based on the utilization of inferior fuels, but this argument appears to be fallacious, as the modern steam car invariably uses petrol in its burner!

However, steam vehicles have been in continuous production for commercial purposes, and if there had been any truth in the idea that only a little more development was necessary to make steam suitable for ordinary and light touring cars the thing would have been accomplished long ago.

It is really a very simple matter to design a steam plant; as Mr. Seyd points out, a steam engine is far less intricate than an internal-combustion engine with its magneto and expensive methods of construction.

All of these new methods and materials which have been developed by the petrol engine are available for the steam car, if and when the manufacturer comes along to utilize them.

Almost any seagoing engineer who possesses a Board of Trade Certificate could design and build a steam car. Surely this should convince the most hardened enthusiast that there must be some sound reason why the principle that is successful as regards a five-ton lorry is unsuitable for a ten hundredweight car.

The fact that the Brooks car carries some three hundred-weight of water ought to indicate at least one of the reasons, but if Mr. Seyd requires others besides the weight, I should tabulate them thus:—

- Time required for starting.
- Difficulties of maintenance in running order of boiler, glands, etc.
- Higher running cost due to lower thermal efficiency.
- Greater risk of fire.
- Possibility of breakdown of water control mechanism.

Regarding this last, the ideal thermostat should have no thermal capacity, so as to operate instantaneously at the proper time. As this is manifestly impossible this automatic control is always late, with sometimes dire results.

STEAM PESSIMIST.

** We have published these two letters in order that interested readers may examine both sides of the question. It must be admitted that there are many difficult problems to be solved before steam can compete with petrol as the motive power of a light car, but we believe that to solve these problems is not beyond the skill of present-day designers.—Ed.

OUR READERS' OPINIONS (contd.).

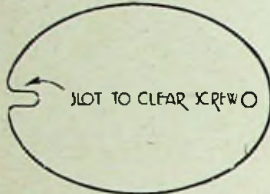
A Useful Hint—Economy Motoring—Rear Lamps.

A Hint to Austin Owners.

The weekly lubrication of the clutch ring on an Austin Seven is apt to be rather an awkward job, because the two screws which retain the inspection cover are so easily dropped or lost. I have overcome this

difficulty on my Austin by slotting one of the screw holes in the manner shown in the accompanying sketch. It is now necessary

only to remove one screw and slack off the other; the cover can then be slid sideways to clear the screw head and lifted off.
M. G. E. STOKES,
Shropshire.



An Austin Seven clutch cover slotted in the manner shown here will be easy to detach and there is less risk of the screws being lost. The slot may be cut with a hacksaw.

Sidecar or Cyclecar?

Your contributor "K.M." seems to be rather biased in his views on the question of sidecars. It is a pity that he concluded his article with the question, "Why, I ask, should anyone want to buy a motorcycle

and sidecar when there are such machines as the three-wheeled Morgan and D'Yrson or four-wheeled Austin 7, Jowett, Citroen,

Rover, Salmson and so forth at about the same price?" This is not a true comparison. The cars named are all popular, moderately priced models. Motorcycle combinations of the same class are priced round about £105 complete. The combination at £150 should be compared with such cars as the Talbot Eight or Frazer-Nash, when making a fair price comparison.

The question is one of cost, and cost only. Not only is purchase price to be considered, but tax, insurance, and repair work. Even though running costs may be equal as between the cyclecar and big combination, a car owner is always regarded by the average garage proprietor as a more affluent customer than the motorcyclist and is charged accordingly, and this prejudice will be very hard to kill.

Another question of vital importance to the owner-driver who gives his machine hard service is that of accessibility. Take, for example, the case of fitting a new fabric to the clutch. This is a 20-minute job on a motorcycle; but it would take several hours of skilled work on the popular unit construction type of light car. Many such examples could be cited—all in favour of the motorcycle.

On the question of comfort, the padded seat of the light car is not always so infinitely preferable to the motorcycle saddle, as I know by bitter experience. The most uncomfortable road journey I have ever undertaken was of 120 miles in a famous 8 h.p. car of 1923 date. Every few miles I had to adjust a rolled-up coat to change my seating position, otherwise I suffered from unbearable cramp; yet the seating had seemed comfortable when I started. On a motorcycle combination I have covered nearly 300 miles in a day without undue discomfort—nothing more than slight fatigue in the arms. (It was not raining, however.) Even when driving what is practically a perfect roadster of the larger type discomfort has eventually been evident, although the worst roads seemed to be smoothed out by magic.

I think the explanation is that the driver of a car is constrained to one position by the fact that he leans back against the cushion and keeps his right foot on the accelerator. The motorcyclist can sit back, lean forward and shift his feet to gain relief.

A further point that is seldom recognized is the safety of the combination on grease, which, strangely enough, arises from its most criticised characteristic, namely, its one-side drive. Overtaking another vehicle is easily done on the greasiest road if the outfit is accelerated all the time; the drag of the sidecar continually steers the combination in the required direction. Similarly a sharp right-hand turn is greatly assisted by application of the main brake. In this manner controlled skids may be carried out if desired, and confidence in skidding obtained. I have experienced far more

unpleasant thrills on grease when driving cars than when riding combinations.

Finally, may I admit, I do hate being covered with mud, and I have not yet found a motorcycle shield that will entirely prevent this. Also, I loathe cleaning a combination—rather a couple of light cars. If some unexpected ship suddenly came home, an Austin 7 would be mine at once! But, failing this, I would not sell my combination except to buy another. Both light car and sidecar have distinctive attractions, and, I think, each type will make its appeal to numerous buyers for many years to come.
H. J. G.
London, S.W.12.

Cyclists' Rear Lamps.

As a cyclist who is a reader of *The Light Car and Cyclecar*, I should like to criticise "S.S.'s" remarks regarding cyclists' rear lights. It is unfortunate that different classes

of traffic should be judged by their "black Loopholes for sheep." I agree that the majority of "Black Sheep" motorists are reasonable road users; but if rear lights on cycles were made compulsory they would provide a loophole for escape for these "black sheep."

In case of an accident (due to careless driving, bad road-manship, drunkenness, or poor headlights, etc.), the cyclist's rear lamp would be extinguished by the impact, and without witnesses to the contrary it would be presumed that the lamp was out prior to the accident. The cyclist would become guilty of "contributory negligence," and lose all claim to compensation, even if he escaped fatal injury.

In all of these discussions it must be remembered that the onus of avoiding accident must be borne by the overtaking vehicle. As the cyclist has to avoid the pedestrian by using his eyes and a headlamp, so must the motorist avoid the cyclist. "S.S." admits that there are other obstacles which can be seen without rear lights. Why cannot a cycle be seen as easily?

I have ridden as a passenger in several types of car at night, but have not yet seen the need of rear lights on cycles, providing that the headlamps of the car are adequate in comparison with its speed and braking power.

I have done a fair amount of cycling in various parts of England (just short of 20,000 miles), and have given a good deal of thought to this subject; my conclusion is that rear lights are wrong in principle, do not give any appreciable amount of protection to the cyclist, or relieve the motorist of responsibility.
D. C. R.

* * The admission of our correspondent that he has not driven cars at night indicates clearly that he knows only one side of the question. If the onus of avoiding accident must be borne always by the overtaking vehicle, then it would seem that stationary vehicles, such as traction engines, might be left unilluminated by the roadside at night without those responsible being guilty of contributory negligence if an accident resulted. Would our correspondent consider a road authority responsible for the accident if he collided with an unilluminated refuge or barrier when riding his cycle at night, or would he philosophically pay the bills for his broken limbs and damaged machine and renounce his claim to compensation because his own headlamp did not warn him of the approaching danger? If rear lamps are wrong in principle then, by the same reasoning, so are all warning lights, save only headlamps.—Ed.

CONDENSED CORRESPONDENCE.

R.E.P. (Oxford) writes in appreciation of the courtesy and promptness displayed by Crouch Cars, Ltd., Coventry.

M.S. (Ilford) writes in strong terms of disapproval regarding the treatment which he has from time to time received at various service stations. On one occasion he had to wait for two weeks for a small part which he ordered from one of these depots. "M.S." concludes his letter by asking, "What is service?"

J.E.M. (Holyhead) wishes to record his entire satisfaction with his G.W.K. He states that his journeys in the car are always pleasant, by reason of its smooth running, non-skidding and easy gear-changing properties. In addition, "J.E.M." has always met with most courteous treatment whenever he has called at the works for spare parts or to have small adjustments carried out.

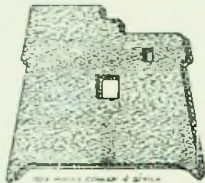
Winter Motoring without Winter Troubles

Banish your usual winter troubles with these convenient Dunhill accessories. Whether you are afflicted with cold feet or a cold engine, these, and other winter troubles, can be cured by fitting the inexpensive articles we illustrate. Get a copy of our complete catalogue, and see the wonderful range of useful accessories which enable the motorist to obtain the fullest enjoyment from his car during the winter months.



Carbotron Portable Stoves.

Safe and efficient for Motor Houses, Garages, etc. "THE MODERN." Size 27 in. by 8 in. Price each, complete 42/-



Fibre Mats.

Made to order only.

Quotations given for mats to fit any make of car, at 3/6 per square foot.



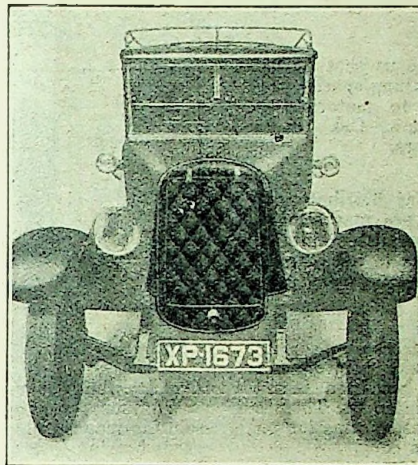
Waterproof Rugs.

1928. Black Rubber Sheeting.

Lined Wool. Size 66 in. by 48 in. Price 55/-

432. Black Grained Duck.

Price 65/-



Dunhills Radiator Muffs.

Made specially to suit any type or make of car, the muff follows closely the lines of the radiator, as illustrated. The muff is fitted with an adjustable roll front to allow of varying temperatures. The materials are both damp and rot proof. Quilted Radiator Muff with roll front.

Up to 14 h.p. and Fords 25/- Plain 22/6 Postage 1/-

Order now to ensure speedy delivery.



"Colfalgar" Hot-Water Foot Warmer.

Made in polished aluminium. 6/6 each. Postage 1/- When not in use as a foot warmer can be utilized to carry extra petrol.



"Protector" Safety Lamp and Heater.

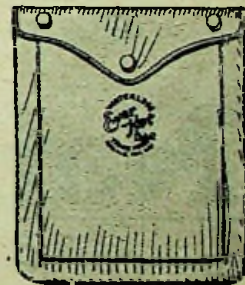
Burns 20 to 24 hours with one filling at a cost of less than a penny. Price each, 20/- Postage 1/-



Driving Cushion.

To fit over swab and prevent strained position when driving.

Price, in plain leatherette, 27/6 Antique 30/-



The "Ever-Hot" Bag.

Requires no hot water. Simply pour in two or three teaspoonsful of COLD water—shake the bag—and inside a minute you have glowing warmth and comfort.

Price 12/6 Postage 6d.

Refills for the Ever-Hot Bag last a week and cost 1/- each.

You may order by post in complete confidence. All orders are dispatched immediately, and we guarantee satisfaction

Dunhills Limited

359-361, EUSTON Rd., LONDON, N.W.1
West End Showrooms - - 2, Conduit Street, W.1.
GLASGOW - - - - 72, St. Vincent Street.

No motorist can do without the Dunhill Complete Catalogue No. A2. A free copy is yours for the asking.

AROUND THE TRADE.

Mr. J. H. Driskell informs us that he has joined the staff of B. S. Marshall, Ltd., and will be very pleased to see any old friends at 17a, Hanover Square, London, W.

F.O.C.H., Ltd., 5, Heath Street, Hampstead, are agents for Jowett cars for the whole of the north and north-western areas of London. This is for trade distribution, retail sales being effected through Britain.

A Scottish representative for Standard cars has been appointed by the Standard Motor Co., Ltd., Coventry, in the person of Mr. R. M. Robertson, a Scotsman who has been associated with the motor trade since 1911.

Grant, Melrose and Tennent, Ltd., advise us that during the Glasgow Motor Show week they are making special provision for giving first-rate general service to motorists at their City Garage, New City Road, Glasgow, C.4. There is accommodation for over two hundred cars.

Henly's, Ltd., well known to our readers as distributors of high-grade light cars, advise us that they are marketing a juvenile cycle at 79s. 6d. Two models are available suitable for children of from three to six years and six to ten years of age. Known as the Joy cycles, these machines have many good features.

Doubt is sometimes expressed with regard to the superiority of real leather over leather cloth. A booklet pointing out that "There is Nothing Like Leather" has been issued recently by the United Tanners' Federation, 26, St. Thomas Street, London, S.E.1, and readers who want information on the subject should apply to that address for a copy.

We are advised by Grice and Harrison (1922), Ltd., of Hope Works, Sherborne Street, Birmingham, that they are supplying the trade with dickey-seat spring buffers of a similar type to that which we described in "A Hint Worth Knowing" recently. Trade inquiries are invited.

We learn from Pure Wax-Products, Ltd., Old Well Works, Wembley, that the Standard Motor Co. has decided to include a tin of Bromhead's car polish in the tool kit of every 1925 Standard car. Bromhead's polish is an all-British product, and the fact that it has the official approval of the Standard Co. testifies to its value.

Pirelli Superflex balloon tyres, which are guaranteed to be identical in quality and construction to the Pirelli tyres used for racing, are being supplied for a limited period with no additional charge for new wheels (where required). Motorists who avail themselves of this offer are allowed to retain their old wheels if they wish to do so.

MOTOR TERMS TRAVESTIED.

Solution to No. 37.

Our prize for last week's Motor Term goes to the popular solution—"Popping Back"—a suggestion which was sent in by nearly 40 competitors, the first to be scrutinized on Tuesday morning being that of Mr. H. J. Needham, 18, Spansyke Street, Doncaster, to whom the guinea has therefore been awarded.

There were a large number of striking suggestions, many of which related to change of gear or attire, but we have no evidence that the parcel contains clothing. "Exhaust Port" and "Exhaust Stroke" were two other ingenious but not very obvious attempts.

We must once again emphasize the fact that only one solution may be placed on each post-card, as we still receive cards bearing four or five.



"Popping Back."

"National" Benzole Mixture

"The world's best motor spirit"

IMPORTANT

Consequent upon the general depression in the Coal, Iron and Steel Industries of the Country, a reactionary effect is being felt in the production of National Benzole resulting in a curtailment of supplies. In these circumstances it has been decided that National Benzole Mixture will contain a guaranteed minimum of 40% National Benzole.

Not all Benzole Mixture is "National" but all National Benzole Mixture is "the very best." It is essentially a clean spirit and is the most potent of motor fuels. Approximately 20% increased mileage is given. It eliminates pinking, ensures added power, sweeter running, better hill-climbing and makes your engine more dependable, but

be sure it's "National."



National Benzole Company, Limited

Wellington House,
Buckingham Gate, 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.



The Sign of
Good Service.

GODFREY'S Ltd.

366-368, Euston Road,
LONDON, N.W.1, Museum 3101-2-3
and
208, Gt. Portland St., W.1.

Sole London and
District Distributors.

**The
Remarkable
RHODE**

1925 MODELS
NOW IN STOCK.

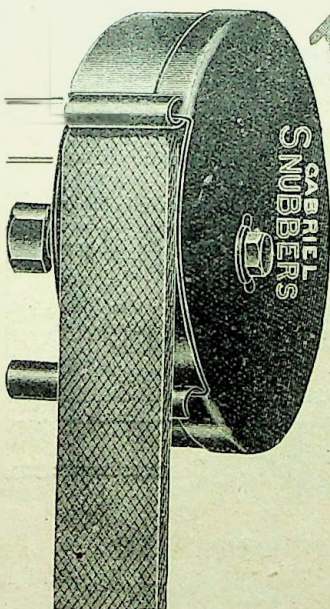
Also
AUSTIN, ROVER,
SINGER, STANDARD.

Very Convenient
Deferred Payments.
Your Present Car
in Part Exchange.

FOR the something different, and something better in Car Service for which you have been looking—for the happy combination of keen up-to-date enterprise with old-time courtesy—for the sympathetic understanding of your requirements that adds so much to your pleasure and confidence in buying—for impartial and dependable guidance on any question relating to cars and car-buying—
TRY GODFREY'S (At "The Sign of Good Service.")

The Remarkable RHODE.
1925 Prices.

* Occasional Four	£198
* Light Four or 2-seater and dickey	£239
* Norwood 4-seater	£275
* Sports 65-70 m.p.h.	£345



You need this

Please send me, post free, Gabriel Snubber literature.

My car is:

Name

Address

**Easy Driving
and**

Comfortable Riding

'Gabriel' Snubbers make a car ride better, and give increased engine life and tyre mileage. Rough roads are negotiated with a smoothness of action and freedom from body upthrow hitherto impossible. The steadying action of 'Gabriel' Snubbers prevents the springs expanding too quickly, holds the wheels to the road when travelling fast and rounding curves, and by keeping the car body on an even plane, jolts and jars are eliminated.

For all cars from £5 5 0 per set of four.

Specially written leaflets giving full particulars of the 'Gabriel' Snubber principle of working, and dealing with the 11 h.p. Standard, Austin Twelve, Arrol-Johnston and other well-known cars, are available.

Post the above
Coupon now!

Gabriel Snubbers are
Standard Equipment on
Morris Cars.

West End Fitting and Service
Station for Gabriel Snubbers:
HORTENSIA GARAGE,
459, Fulham Road, S.W.10

Brown Brothers

Allied Companies
THOMSON & BROWN BROTHERS, Ltd.
BROWN BROTHERS (Ireland), Ltd.
Head Offices and Warehouses: Wholesale only.
GT. EASTERN STREET, LONDON, E.C.2
118, GEORGE STREET, EDINBURGH.
Branches: London (West End), 14-15, Upper
Marylebone St., W.1. Aberdeen, Birmingham,
Cardiff, Dublin, Dundee, Glasgow, Leeds,
Manchester, Newcastle, Southampton.

**'GABRIEL'
SNUBBERS**

Rebound Shock Absorbers.

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



STERNOL W.W.
Makes Engines purr like Pussies
The Super Oil—Summer or Winter SUITS NEARLY EVERY TYPE OF ENGINE NO SMOKE. NO SMELL.
 For Cars Requiring a Lighter Oil
STERNOL W.W. MEDIUM.

STERNOL LTD., 46, Royal London House, FINSBURY SQUARE, E.C.2
 The firm that secured the contract for the supply of lubricant for all plant, British Empire Exhibition, Palace of Engineering.

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 speckle-free when you next want to use it.

The "Dusout" **DUST COVER**

DUST COVERS

12 x 9 ft. ..	21/-
16 x 9 ft. ..	26/3
16 x 12 ft. ..	35/6
18 x 12 ft. ..	42/6
21 x 12 ft. ..	49/-
18 x 15 ft. ..	53/6
21 x 15 ft. ..	61/6
24 x 16 ft. ..	70/-
27 x 18 ft. ..	89/6

Send cash with order. Cover sent by return, carriage paid. Complete satisfaction guaranteed or money refunded.

We also supply **WATERPROOF COVERS.**

Send for List.



SATISFACTION GUARANTEED OR MONEY REFUNDED.
DUSOUT MFG. CO.,
 43G, Blackfriars Street, MANCHESTER.
 Telephone 4024 Central, Telegrams "Dustless, Manchester."

©13 **SPECIAL TERMS TO THE TRADE.**

NEW 1924 MODELS GREATLY REDUCED

MORGAN, M.A.G. de Luxe £137 10

SECOND-HAND CARS IN STOCK

1924 ROVER 8, mileage 2,000, 4-seater, blue. Taxed to XMAS £125

1924 CITROEN, 11.9 h.p., mileage 2,000, 2-seater, dickey. Tax paid to XMAS, insurance paid till JUNE, ENGLISH BODY £185

1922 A.B.C., SPORTS 2-seater, 12 h.p., colour RED. Many extras £90

THE SERVICE COMPANY, LIMITED,
 273-274, HIGH HOLBORN, LONDON, W.C.1

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

DEEMSTER SPARES SERVICE

Come to us first

Because we have for many years manufactured parts for this car. Add this to the fact that we have now purchased the stock of finished and unfinished parts from the Deemster Co., and you will see that for you Elephant Service is the only Service.

All Parts for All Models
ELEPHANT MOTORS Ltd.
 97-101, Newington Causeway, S.E.
 Grams: "Multimart, Sedist, London." Phone Hob 3161-2.

New Car

"The Car for the Multitude"

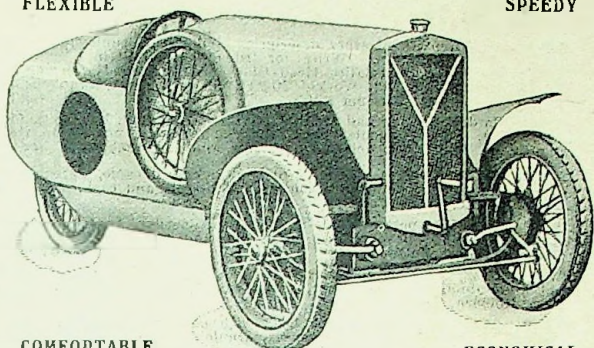
Write for full particulars of the most outstanding value in Light Cars. Fully equipped two-seater, hood and screen electric lighting, only £7 tax, ready for the road, only 1d. a mile to run

£90

Cloverleaf Body £7 Extra.

ARNOTT & HARRISON LTD.,
 22, Hythe Road, Willesden, N.W.10.
 Phone: Willesden 4000-1.

FLEXIBLE



COMFORTABLE

SPEEDY

D'YRSAN CYCLECAR

A CAR on Three Wheels.

A SPECIAL MESSAGE !

Although our Stand at Olympia was exceptionally busy all day, we believe a number of friends had much difficulty in finding us. We apologise for any inconvenience, but it was unavoidable.

We now invite you to view this car at our address.

ENGINE—Ruby 4-cylinder, water-cooled. Tourist Model, 7.5 h.p. Sports Model, 8 h.p., O.H.V. **SPEEDS**—Three forward and reverse. **BRAKES**—On all three wheels. **WHEELS**—Detachable and interchangeable.

Prices: Tourist £150; Sports £160
(Including Dynamo Lighting, Spare Wheel, etc.)

If you cannot come, send for Catalogue. Trial Runs arranged with pleasure.

Sole Concessionaires:
TRAILERS, LTD., 73/4, Windsor House, Victoria St., S.W.1

Rover 8 acceleration now terrific with—

Specialloid Pistons. Here are extracts from J. H. S.'s letter (a Rover 8 owner):

“The acceleration is now terrific—it has been improved by 30 %.”—“Engine runs much more smoothly—cooler and quieter.”

Specialloids will do the same and more for your car.

Send for folder "H," giving fullest details and testimonials. (State make of car.)

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

'Phone: Finchley 3777 & 2778.
'Grams: "Specialloid, London."



Specialloid

PISTONS

Woodward & Lothrop Ltd.

Order a Garage worthy of your car—order one from Thornber's and SAVE 38% ON COSTS.

IMPROVED manufacturing methods, plus sound and economical business management, enable Thornber's to offer you two things:

1st A high quality Garage that will give complete satisfaction.

Thornber quality was never so high.

2nd Value that has no parallel in Thornber's history. Thornber's prices were never so low.

How the Great Saving is effected.

Prices are based on production cost plus one small profit. We share the savings made in buying and manufacturing due to our big volume of business. All timber is of first-rate quality, comes in the rough and is planed, patterned, etc., by machinery in our own mill. We sell only for cash. Our ready-for-erection system saves you outside labour. We save the 18% of lumber usually wasted.

FREE

Send p.c. for profusely illustrated book describing Thornber's Locomotive Weatherboards and Thornber's Garages.

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.

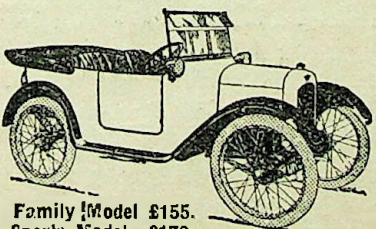
Every Poultry Keeper should possess one of Thornber's Annuals. It gives useful hints and tips, and also specially written articles dealing with incubation and Pig Raising, as well as illustrating and describing the many Thornber Houses. It is worth 1/- but will be sent FREE.



THORNBOR BROS.,
11, Myholmsroyd,
Yorkshire.

IMMEDIATE DELIVERIES.

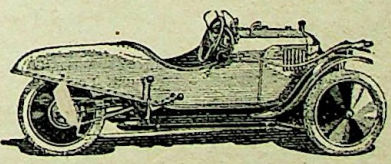
AUSTIN "7"



Family Model £155.
Sports Model £170.

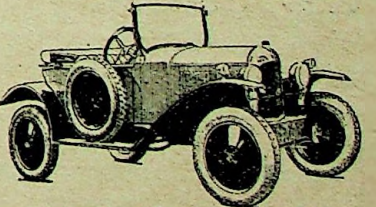
CASH OR DEFERRED TERMS.

MORGAN



Tax £4 per annum.
Prices from £105. Dynamo Lighting inclusive.

CITROËN 7.5



2-seater £145; 3-seater £155

HOMAC'S

MOTOR AGENTS

243, Lower Clapton Road, London, N.E.
and 46, London Road. 'Phone: Clissold 2408.

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

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

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

RATES:

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

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

WARNING.—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should **ACKNOWLEDGE IMMEDIATELY** any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, 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.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

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. Gordon Watney and Co., Ltd., 31 Brook St., W.1 ("Phone, Mayfair 2966"), London agents. Several second-hand, all models in stock, guaranteed, from £80; deferred payments and part exchange. zzz-164

A.B.C., 1922 Surbiton model, 2 doors, dickey, dynamo, speedometer, overhauled, as new, £85; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 625-6754

A.B.C., 1921-22 sports model, dynamo, speedometer, tip-top condition guaranteed, £85; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 625-6757

A.B.C., 1922, 2-seater, special sports model, overhauled, very fast, red and aluminium, full equipment, many extras, £90. Service Co., 273 High Holborn, London. 625-78

A.B.C., 1922, Surbiton, 2-door body with large sunk dickey, dynamo lighting, 5 lamps, detachable wheels, Dunlop cords, as new, 4 speeds and reverse, speedometer, side screens, step mat, tax paid, paintwork, upholstery, hood, etc., as new, a really nice, good, easy-starting car, any trial, A.A. and R.A.C., 85 guineas, exchanges. Oakhill Garage, Oakhill Rd., East Putney. 625-6702

A.B.C., 1922 2-seater, in excellent condition, very fast, insured until May, tax paid, owner going abroad, many extras, £80. The Morris Garages, Oxford. 625-6709

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). 625-54

A.B.C., 1922, Regent model, self-starter special tool boxes under running board, spring gaiters, perfect condition; exchanges, deferred payments, £100 28 Francis Rd., Islam, Cadishead, Manchester. 625-4239

A.B.C., 1922, Regent 2-seater, repainted, overhauled, taxed, new condition, 95 guineas. Thorp, 14 Upper St. Martin's Lane, W.C.2. Regent 1384. 625-44

A.B.C., 1921 special model 2-seater, absolutely as new, £100, fully equipped, licensed and guaranteed, £100; exchanges or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 625-126

A.B.C., 1923 sports 2-seater, dynamo lighting, self-starter, speedometer, splendid condition, 115 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 625-79

A.B.C., 1923, 4-seater, total mileage under 6,000, new tyres, engine just overhauled by makers, many extras, looks as new, £105 or offer. 102, London Rd., Kingston-on-Thames. Phone, Kingston 2600. 625-103

A.B.C., 1922, 4-speed, reverse, dickey seat, dynamo lighting, self-starter, speedometer, clock, spare wheel, repainted like new, £73 10s. 86 Florence Rd., Finsbury Park, N.4. Phone, Mountview 4394. 625-165

A.B.C., 1921, 11hp, 2-seater, dickey, starter, £90. Bartlett's, 95 Gt. Portland St. 625-120

A.B.C., £85, 1922 Regent model, dynamo, taxed, exceptionally smart, balloon tyres, genuine bargain; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 625-k284

A.B.C., £77 10s.; 1922, 2-seater, fully equipped, in exceptionally good condition, extremely fast, a really good car. H. D. Clark, Old Palace Yard, Richmond. Phone 1326. 625-108

A.B.C., £85; exchanges, deferred payments; 1921-22 A.B.C. 2-seater, sunken dickey, lighting, starter, speedometer, spare wheel, taxed, appearance and running as new. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 625-185

A.C., Sovereign model, 2-seater, painted grey, shop-soiled only, unregistered, never been on road, makers' guarantee, special price £240, no offers. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 625-67

A.C., 1922, 12hp, 2-seater and dickey, painted maroon, double windscreen, all-weather hood, self-starter, full equipment, new tyres all round, in excellent condition, £160. Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 625-65

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-297

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. Sports 10, £85, polished aluminium body, hood, all new tyres, detachable wheels, 5 lamps, dynamo lighting, new battery, tools, rubber pedal covers, electric horn, aluminium number plates, very fast, just overhauled, pump jack, Zenith, absolutely O.K., any trial, 1919, 20 Heath Rd., Twickenham. 625-65

A.C., 1922, sports model, polished aluminium body, dynamo lighting, starter, taxed, speedometer, clock, rev. counter, enclosed hood, very smart, as new, £200, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 625-71

A.C., 1920-21, 2-seater, dickey, dynamo lighting, starter, taxed, fully equipped, painted cream, nice order throughout, £115, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 625-72

A.C. 1924 2-seater, any-weather, starter, dickey, specially tuned and finish, practically new, tax and insurance, £255. Pickworth and Hull, 107 Gt. Portland St. W.1. Langham 1998. 625-66

A.C. All 1925 models in stock for instant delivery. Prices from £275. Second-hand cars accepted at full market value in part payment. Deferred terms if desired. Exchanges arranged in any part of the country. Demonstration cars always available, also, reliable second-hand A.C. models. Newham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Riverside 3161. 625-104

A.C., 1924 model, 12hp, 4-seater, fully equipped excellent condition throughout, 285 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 625-80

A.C., 1924, 12hp 2-seater any-weather, demonstration car in almost new condition, £265; also 1923 (June) 12hp 4-seater de luxe in nice order, £245, or exchange 2-seater. Newham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Riverside 3161. 625-111

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

A.C., 1925, Royal, 2-seater and dickey, mileage 3,000, all-weather equipment, in new condition, taxed, £200; cash, deferred and exchanges. A. Green, Water St., Blackfriars St., Salford. Tel., 2191 Cent. zzz-102

A.C. cars. Get them from Allen-Bennett, the specialists and enthusiasts in A.C.s. You cannot get quicker delivery nor more convenient extended terms. Payments up to 18 months; your present car in exchange for an A.C. 4-cylinder Royal or Sovereign models always in stock. Allen-Bennett Motor Co., Ltd., 8-11 Royal Parade, West Croydon. Croydon 625-137 2450.

A.C., 140 guineas, late 1922 Royal 2-seater, starting and lighting, paintwork and upholstery in excellent condition; extended payments and exchanges. White and Mears, 9a Brick Street, Piccadilly. Phone, Grosvenor 1804 and 2259. 625-46

A.C., 1920 Standard model, C.A.V. dynamo lighting, fully equipped including speedometer, clock, tax paid, £155. Maudes, 100 Great Portland St., London. 625-32

A.C., 1921-22 De Luxe model, lighting, starting, clock, speedometer, splendid condition, £150; Morgan combination part exchange. 37 Arlington Rd., Surbiton. Phone, Kingston 1274. 625-k207

A.C., 1921, 12hp 2-seater, dickey, double screen, all-weather hood, starter, clock, etc., exceptional order, £125. Bartlett's, 93 Gt. Portland St. 625-125

A.C. £6 down 6s. weekly for 12 months secures 3-wheeler A.C., looks like De Luxe Morgan, would suit mechanic, any trial or examination, evenings. 55 Patchull Rd., Kentish Town. 625-k288

A.C. Cass's Motor Mart, Ltd., 1919 3-seater, painted blue, dynamo, clock, speedometer, taxed December, exceptionally fine condition, deferred terms, exchanges, bargain, 80 guineas. 5 Warren St., W.1. Museum 625-155

A.C., 1922, aluminium, sports, starter, copper exhaust, rev. counter, speedometer, new tyres, taxed, faultless condition, £185. 7 Exhibition Rd., S.W.7. 625-176

A.C., 1921, 2-seater, starting, lighting, dickey, taxed, repainted, any trial, £125; exchanges, extended payments. Mears and Bishop, 225a Hammermith Rd., Riverside 2230. 625-133

A.C., 1923, very special 2-seater, double dickey, painted cream, lined black, fitted with Dunlop wire wheels and semi-balloon tyres, Triplex glass screens, and many other extras, the car as new throughout, bargain, £185; exchanges, extended payments. Mears and Bishop, 225a Hammermith Rd., Riverside 2230. 625-136

ADLER, 1914, 10hp, sports 2-seater, spare wheel, almost new tyres, appearance and mechanical condition equal to new, thoroughly overhauled, taxed, £45. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 625-69

ALBATROS coupe, 1924, £325, 10hp, accept £150. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 625-172

ALBERT, 1921, 11.9hp, 4-seater, starter, clock, speedometer, rear screen, side curtains, bargain, £115. Bartlett's, 93 Gt. Portland St. 625-121

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, £190, 1922 4-seater, starter, revalinsed; cash or deferred. R. Bamber and Co., Ltd., Part Exchange Specialists, Birkdale, Lanes. 626-21

AMILCAR Grand Sports model. Allen-Bennett's strongly recommend this wonderful low-priced sports car, 9-50 h.p. 80 m.m.h., 4-wheel brakes, shock absorbers, very full equipment, remarkably attractive throughout, the price is only £285. Get it on our unique extended terms, or let us fix up an exchange. Allen-Bennett Motor Co., Ltd., 8-11 Royal Parade, West Croydon. Croydon 2450-1. 625-139

AMILCAR. 9-50hp Grand Sport 2-seater, front-wheel brakes, guaranteed 75 m.p.h., complete with speedometer, rev. counter, clock, petrol gauge, starting and lighting, Harford shock absorbers, at £225; 3-seater, £295. The fastest and most reliable small car in existence. Trials, exchanges and deferred terms. Boon and Porter, Ltd., The Amilcar Specialists, 159-161 Castelnau, Barnes. Open to 11 p.m. 625-147

ARDEN, 2-seater, 8hp J.A.P. engine, 3 speeds and reverse, electric lighting, good tyres, tax paid, large locker at rear adapted for commercial purposes, splendid mechanical condition, £25; exchanges and terms arranged. Phone or wire, Kirk and Co., Paddington 6049, or call 22 Praed St., W.2. 625-80

ARIEL 9, 1923, in first-rate order, for sale. Miss Tempest, Markington, Harrogate. 625-c740

ARIEL. Black and Finch, Ltd., 222 Great Portland St., W.1., main distributing agents for Ariel cars, have:—
1924 9hp in perfect condition, £115.
1924 10hp de luxe, starter, only done 1,500 miles, £175.
1924 10 hp de luxe, speedometer, small mileage, £150. Phone, Museum 2271. 625-47

AUSTINS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-299

AUSTIN 7, 1924, taxed, small mileage, £115. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4433. 625-15

AUSTIN, 1924, dynamo lighting, starting, taxed, condition as new, £117 10s.; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 625-c759

AUSTIN 7 delivered now September, 1923, repainted, 5 now oversize tyres, speedometer, tax paid, excellent condition. Elkington and Adams, 54 Broad St., Birmingham. 627-989

AUSTIN SEVEN, 1924, Chummy, starter, speedometer, specially tuned, exceptional car tax paid £125. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 625-57

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

AUSTIN cars and Austin service from Allen-Bennett's. 7hp models actually in stock. Spread the purchase over 12 months on Allen-Bennett's really convenient terms, or exchange your present car for an Austin driven to your door. All information with pleasure from Allen-Bennett Motor Co., Ltd., 8-11 Royal Parade, West Croydon. Croydon 2450-1. 625-138

AUSTINS 1925 cars. All models for cash or easiest of easy payments arranged to suit your requirements; your Austin or any car or motorcycle taken in part exchange, absolutely highest price allowed, balance cash or easy payments; if unable to call write us from anywhere; let us quote you for any exchange or easy payments. Authorized agents, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 258. Established 30 years. 625-k257

AUSTIN 7, 1924, chummy, electric starter, £115.

AUSTIN 7, 1924, chummy, mechanical starter, £105

AUSTIN 7, 1923, chummy, no starter, £90. The Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W. 1. Baker St Station. Phone, Langham 2935. 625-152

AUSTIN 7, 1924, chummy, self-starter, brand-new condition, £120; exchanges, extended payments. Mears and Bishop, 225a, Hammermith Rd., Riverside 2230. 625-132

AUSTIN 7, 1924, self-starter, all-weather equipped, excellent condition, taxed, £115; exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 625-105

AUSTIN 7, starter, excellent condition, £95. W. L. Overend, The Austin Seven Specialist, Grafton Mews, Warren St., W.1. 625-k275

A.V. 2-seater, late 1920, dynamo lighting in excellent condition, licensed, bargain, £15. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 625-61

A.V. monocoars 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. 627-7

A.V. monocoars from £20. A.V. 2-seaters from £40. All fully equipped and supplied on deferred terms. Andrews Motor Mart, 151 White Hart Lane, Barnea. 625-93

BAYLISS-THOMAS, 1922, 10.5, 2-seater, dickey, electric lighting, extras, thoroughly overhauled, good as new, £156. Blacker, Eke, Beverley, Yorks. 626-x361

BAYLISS-THOMAS, 1922, 2-seater, dickey, appearance and condition as new, offers. Gretton, Chemist, Arnold, Notts. 625-k231

BAYLISS-THOMAS, 1923, 9.19hp, 4-seater, dynamo, starter, £135, very little used, new condition. Mann and Overton's, Limited, 10 Lower Grosvenor Place, S.W. 1. Tel., Victoria 4634. 625-154

BEBE PEUGEOT de luxe, excellent condition 1915, £35. Miss Briggs, 39 Church St., Weybridge. 625-k227

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2956), London agents. Several second-hand in stock, guaranteed, from £80; deferred payments and part exchanges. zzz-165

BELSIZE-BRADSHAW, 1922 (November), 4-seater, starter, all-weather equipment, clock, speedometer, perfect throughout, taxed, £90. K.J. Motors, Bromley. 626-865

BELSIZE-BRADSHAW, 1922-3 2-seated coupe with dickey, dynamo and starter, fully equipped, licensed and guaranteed, £125; exchanges or hire-purchase. The Light Car Co., 531, 410-414 Euston Rd., London. 625-125

BELSIZE-BRADSHAW, 1922, dickey, good condition, speedometer, 2 spare wheels, first £70 secures, no others. Stationer, 180 Upper Kennington Lane, S.E.11. 625-k218

BELSIZE-BRADSHAW, 1923, 4-seater, dynamo, starter, rear screen, £110. Stretton and Smith, 12 Woodstock St., Oxford St., London. 625-22

BELSIZE-BRADSHAW, 1924, 4-seater, dynamo lighting and starting, brand-new, unregistered, carrying makers' guarantee, £150. Below.

BELSIZE-BRADSHAW, 1923, 4-seater dynamo lighting and starting, perfect condition throughout, £110. Below.

BELSIZE-BRADSHAW, 1924, 2-seater, lighting and starting, unregistered, carrying makers' guarantee, £140. Below.

BELSIZE-BRADSHAW, 1922, 2-seater, dynamo lighting, upholstery and paint as new, mechanically perfect, tax paid, £70; cash, deferred and exchanges. A. Green, Water St., Blackfriars St., Salford. Tel., 2191 Cent. zzz-97

BELSIZE-BRADSHAW, 1923 2-seater self-starter, dynamo lighting, dickey seat, spot light, dash lamp, all-weather equipment, fully licensed, in beautiful mechanical condition. Deferred terms or part exchange, £80. Mann and Handover, Ltd., 116 Gt. Portland St., W.1. Museum 2878. 625-191

BENJAMIN, £67 10s., 1923, 7hp, 2-seater, dynamo starter, spare wheel, aluminium bonnet, very smart and attractive, good tyres, trial with pleasure. 325 High Rd., Chiswick, W.4. Phone, 503. 625-k281

BLERIOT WHIPPET, 1920-21, 8hp Blackburne, hood, screen, spare wheel, £18. 63 Solon Rd., Brixton. 625-k225

BLERIOT-WHIPPET, 1921 2-seater, electric lamps, spare wheel, etc., very good order throughout, requires painting, £19, or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 625-k214

BLERIOT-WHIPPET, 1923, 8hp, 2-seater (brand new), electric lighting, spare wheel, handle starter, hood, screen, etc., makers' full guarantee, 69 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 625-81

BLERIOT. Conway Motors. 1922 8hp Bleriot-Whippet, 5 wheels, electric lighting and horn, speedometer, clock, taxed, reverse model, tyres nearly new, any trial, 27 guineas; exchanges; also a late 1923 model, as new, 33 guineas. Conway Motors, 301a Goldhawk Rd., Shepherd's Bush. Phone, Riverside 2365. 625-k254

B.S.A., 1924, 10hp Chummy, all-weather curtains, £120. Bartlett's, 93 Gt. Portland St. 625-125

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

E.S.A., 1924, 10hp and 14hp demonstration cars for sale. County Cycle and Motor Co., 300-1, Brad St., Birmingham. zzz-96

BUCKINGHAM, 1922, sports 2-seater, aluminium body, 5 speeds and reverse, must be sold, £39. 51a Hydehorpe Rd., Balham. Phone, Streatham 3440. 625-74

BUGATTI, 16-valve, 1922, clover-leaf 3-seater, just repainted ebony black, red wheels, fitted special hollow crankshaft, with forced 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 no money has been spared to maintain it in first-class condition, price, £250. Jarvis, Victoria Crescent, Wimbledon. Phone 2526. zzz-476

BUGATTI, 1923, chassis No. 1697, sports 3-seater, polished aluminium, very fast (50 in second), fully equipped, mileage 9,600, £275. Fawcett, Ashleigh, Ossett, Yorks. 625-c652

BUGATTI, 1921, 16-valve, 4-seater saloon, excellent condition, £225; 1920, 16-valve, sporting 3-seater, dynamo and starter, £175; both fully equipped, licensed, and guaranteed; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 625-122

BUGATTI, 1924, 11.4hp, clover-leaf 3-seater, fully equipped, condition as new, 255 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 625-82

CALCOTT, 1919, 2-seater with dickey, tax paid, dynamo lighting, very smart and reliable, £65, a bargain, cash or deferred. Lookers, Ltd., Manchester. 625-27

CALCOTT 1919 2-seater with dickey, dynamo lighting, tax paid, good order, £65, or £6 10s. and balance over monthly payments; exchanges entertained. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 625-51

CALCOTT, 1921, 11.9hp 2-seater, double dickey, Lucas dynamo lighting and starting, upholstered leather, clock, speedometer, year's tax, perfect, absolute bargain, £98 10s. K., 1 Priory Rd., Kew. 625-k204

CALCOTT, 1921, 2-seater, dickey, Lucas lighting and starter, speedometer, clock, very small mileage, finished Royal blue, tax paid December, £135. Maudes, 100 Great Portland St., London. 625-51

CALCOTT, 1919, 2-seater with dickey, dynamo lighting, fully equipped, licensed and guaranteed, £65; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 625-124

CALCOTT, 1917, 10hp, 2-seater, dynamo, lighting, detachable wheels, spare, tyres good, all accessories, new hood, paint and upholstery very good, speedometer, many extras, whole in excellent mechanical condition, very smart, reliable and comfortable car; terms £6 16s. down and 10 equal payments, or cash £68. Benmotors, 30-32, High St., Wandsworth, S.W.18. Battersea 1509. 625-132

CALCOTT, 1924, 4-seater, in practically brand-new condition, mileage under 5,000, accept £275. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Riverside 3161. 625-115

CALTHORPE, 1923, 10-15, 4-seater, 4-speed, lighting, starting, speedometer, all-weather equipment, excellent order, 128 guineas. Below.

CALTHORPE, 1922, 10hp, de luxe, 2-seater, sunk dickey, lighting, starting, all-weather equipment, licensed, excellent order, 105 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 625-85

CALCOTT, 1922, 2-seater and dickey, lighting and starting, tax paid, upholstery and paintwork as new, £120; cash, deferred and exchanges. A. Green, Water St., Blackfriars St., Salford. Tel., 2191 Cent. zzz-99

CALTHORPE, Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-754

CALTHORPE, 1920, 2-seater, sports, last, economical and smart, renewals cost £50, guaranteed, £78. 141 Constantino Rd., N.W.3. 625-k192

CALTHORPE, £80, 1920 coupe, starter, renovated; cash or deferred. R. Bamber and Co., Ltd., Part Exchange Specialists, Birkdale, Leas, 625-22

CALTHORPE, £105, 1921 de luxe 4-seater, renovated; cash or deferred. R. Bamber and Co., Ltd., Part Exchange Specialists, Birkdale, Leas, 625-19

CALTHORPE 1921 model de luxe, dynamo and starter, in splendid order and condition, bargain, £85; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 625-77

CALTHORPE, 1922, 10.4hp de luxe, 2-seater, sunk dickey, dynamo lighting, starter, detachable disc wheels, spare, tyres almost new, all accessories, taxed December, new hood, upholstery, paint, etc., absolutely perfect, whole in really first-class mechanical condition, exceptionally fast, smart, reliable car; terms £9 16s. down and 10 equal payments, or cash £98. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 625-153

CALTHORPE, 1923 coupe, dynamo lighting, self-starter, speedometer, clock and dickey seat, fully licensed and insured, a bargain, £145; deferred terms or part exchange. Mann and Handover, Ltd., 116 Gt. Portland St., W.1. Museum 2878. 625-192

CALTHORPE £135, 1923-24, semi-coupe, 4-speed, dynamo starter, speedometer, sunken double dickey, taxed, absolutely unscratched, cost 325 guineas, a bargain, will meet half-way to genuine purchaser; exchange good Morgan solo or combination and cash; deferred payments, 325 High Rd., Chiswick. Phone 305. 625-k280

CALTHORPE, £87 10s., 1922, 11hp, 2-seater, dickey, dynamo starter, good tyres, taxed, only needs seeing; exchanges, deferred payments, 325 High Rd., Chiswick. Phone 305. 625-k233

CALTHORPE, 1920, 10hp, with very pretty coupe body, dynamo lighting, self-starter, very good condition, £100. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 625-117

GARDEN official repair depot.

All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements.

Arnott and Harrison, Ltd. manufacturers of New Carden light cars, 22 Ilythe Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-237

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

CARDEN 1921 2-seater, hood, screen, splendid condition, £25, or exchange motorecycle. 1 Luther St., Leicester. 625-c708

CARDENS. Cardens. Cardens. 7hp twin air-cooled engine, 2 speeds, side-by-side seating, all complete with hood, lighting set, screen, horn, etc., nearly all equipped with electric lighting and several tax paid. Price £20 to £55. Deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 625-94

CARDEN, £45, 1924 Family model, small 4-seater electric lighting, taxed, mileage under 600, unscratched; exchanges, deferred payments, £25 High Rd., Chiswick. Phone 305. 625-k285

CASTLE 3, 1922, 4-cylinder, 3-speed, dynamo lighting, 3-wheeler, smartest one of finest 3-wheelers on the road, condition as new, £65; or exchange combination and cash. 31a Hydehorpe Rd., Balham. 625-75

CASTLE THREE car, only registered one month, not run 100 miles, engine, chassis, gears, wheels, tyres, magneto, electric lighting, spare wheel, all new, wings and parts of body slightly damaged, cost over £200, accept £90 or offers. Kerwood, Bryn Tavy, Mary Tavy, Tavistock. 625-k229

CHARRON, 1915, 9hp, coupe, and dickey, dynamo lighting, electric and bulb horns, speedometer, detachable wheels and spare, excellent condition throughout, very smart, economical, ideal little car for doctor or traveller, tax paid, inspection invited, £48. 85 Penhurst Rd., Thornton Heath. Phone 1572. 625-k190

CHARRON-LAYCOCK, 1921, 2-seater and dickey, dynamo and starter, excellent condition, £125, fully equipped, licensed and guaranteed; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 625-127

CHATER-LEA 2-seater, 9hp, bargain, £40. 100 Merton Rd., Wimbledon. 625-k240

CITROEN. Try Henly's. You cannot beat their terms 91 and 155 Gt. Portland St., W. Mayfair 4201 zzz-298

CITROEN, 1924 4-seater, English body, 5,000 miles only, many extras, taxed, £190. Below.

CITROEN, 1923 4-seater, licensed, exceptionally good order, £150. Smith and Hunter, 90 Gt. Portland St. 625-2

CITROEN, 1924, 11.9hp, English body, 2-seater and dickey, condition as new, mileage 2,000, taxed for year, insured June, 1925, £175, exchanges or deferred. Service Co., 275 High Holborn, London. 625-77

CITROEN, 1925 (August), 4-seater, in excellent condition, £120; cash or deferred. Lookers, Ltd., Manchester. 625-24

CITROEN 1922 11.4hp 2-seater, closed coupe, painted dark red, upholstery Bedford cord, very nice order throughout, starter and lighting, £155; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 625-75

CITROEN, 1923, English body, 2-seater with dickey, self-starter, fully equipped with tax paid, just as new, £155, or £15 10s. down and balance over monthly payments; exchanges arranged. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 625-53

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a.w. curtains, perfect condition, year's licence, £155. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 625-58

CITROEN, 11.4, 1924, 4-seater, latest model, English body, new condition, balloon tyres, demonstration car, licensed to end of year, insured third party, £225 for cash, Clarence Cory, High St., Gosport. 625-k225

CITROEN 1925 cars. All models for cash or easiest of easy payments arranged to suit your requirements. Your Citroen or any car or motorcycle taken in part exchange; absolutely highest price allowed. Balance cash or easy payments. If unable to call, write us from anywhere. Let us quote you for any exchange or easy payments. Authorized agents, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. Established 30 years. 625-k259

CITROEN, 1924, 7.5hp, 2-seater, lighting, starting, all-weather equipment, balloon tyres, licensed, as new, 115 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 625-84

CITROEN. Choice of 3 11.4hp 4-seaters from £125; faultless condition, fully equipped and taxed. Boon and Porter, Ltd., Citroen Specialists, 159-161 Castelnau, Barnes, S.W.13. Open to 11 p.m. 625-149

CLULEY 2-seater new, shop-soiled, balloon tyres, makers' guarantee. Smith and Hunter, 90 Gt. Portland St. 625-3

CLYNO, 1925 cars. All models for cash, or easiest of easy payments arranged to suit your requirements. Your Clyno or any car or motorcycle taken in part exchange. Absolutely highest price allowed. Balance cash or easy payments. If unable to call, write us from anywhere. Let us quote you for any exchange or easy payments. Authorized agents, Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. Established 30 years. 625-k259

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and
Cyclecar

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**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

CLYNO, Overseas 1924 de luxe 2-seater, dickey seat, royal blue, 710 by 90 tyres, spare not used, speedometer, clock, dashlamp, air strangler, petrol gauge, windscreen wiper, mirror, tax paid, excellent condition throughout, lully equipped, £145. See below

Mebos and Mebes (Est. 1895), Clyno specialists and distributors, offer the following two cars at bargain prices, brand new, carrying makers' guarantee—1 occasional 4-seater, list price £208, reduced price £175; and one 4-seater de luxe model, list £228, reduced price, £185, fitted right-hand change. 144 Gt. Portland St., W.1. Phone, Museum 4244. **625-91**

CLYNO, occasional 4-seater, registered August, 1924, electric lighting and starting, spare wheel, 2 movable seats, in perfect condition, £120. Write, Bennett, Flat 4, 45 Leinster Sq., Bayswater, London. **625-c659**

CLYNO, the supreme economy car. Get it from the Economy Car Specialists and pioneers of really convenient terms. Immediate delivery any model, exceptional exchange facilities. Would you like particular? Allen-Bennett Motor Co., Ltd., 8-11 Royal Parade, West Croydon, Croydon 2450-1. **625-140**

COVENTRY-PREMIER, 1923, 2-seater, 4-cylinder o.h.v. engine, £100. Glossop Motor Co., Glossop. **625-c205**

COVENTRY PREMIER, 1922, 8hp, dynamo lighting, taxed and insured, 5 disc wheels, fine condition, what offers? 12 St. Augustine's Ave., Croydon. Phone Croydon 1812. **625-c755**

COVENTRY-PREMIER, £55, 1921 or 1922, 2-seater, starter; cash or deferred. R. Bamber and Co., Ltd., Part Exchange Specialists, Birkdale, Lancs. **626-18**

COVENTRY-PREMIER 1922 8hp 4-wheeler, dynamo, taxed, dickey seat, bargain, £80. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. **625-55**

COVENTRY-PREMIER, 1922, price £80, only one driver and owner, 45 m.p.h., just repainted, splendid condition, 5 wheels, 5 lamps, Bowden air brake, side screens, spring gaslers. Bowden, 4 Belmont Ave., Palmers Green, N.15. **625-c704**

COVENTRY-PREMIER, very smart 1922, 4-wheeler, dynamo lighting, new tyres, splendid condition, 52 guineas. Phone, Conway Motors, 301a Goldhawk Rd., Shepherd's Bush. **625-194**

COVENTRY-PREMIER 4-wheeler, 1922, 2-seater, with large dickey, dynamo lighting, speedometer, clock, spare wheel, mechanically perfect, tyres, bodywork, etc., in first-class condition; any reasonable trial given; deferred terms and exchanges, £65. Andrews Motor Mart, 151 White Hart Lane, Barnes. **625-95**

COVENTRY-PREMIER, £65, 1922, 8hp, w.-c., dynamo, taxed, smart appearance, any trial; exchanges, deferred payments. 525 High Rd., Chiswick. **625-k282**

COVENTRY-PREMIER, 1922 2-seater, dickey, dynamo, starter, repainted, new hood, £65.

COVENTRY-PREMIER, 1923 4-seater, dynamo, starter, £110. The Garage, 12 Cornwall Terrace, Mews, Allsop Place, N.W.1. Baker St. Station. Phone, Lougham 2935. **625-155**

CROUCH, 1923, 11.9 Anzani, coupe, absolutely as new and in perfect condition, every conceivable accessory, £195. Phone, Young, Putney 5046. **625-k195**

CROUCH 1921 2-seater, dickey, fully equipped, £55. 92 Upper Tulse Hill S.W.2. **625-k224**

DOUGLAS, 2-seater, C.A.V. starting and lighting, new tyres, excellent condition, £70. Glossop Motor Co., Glossop. **625-c207**

DOUGLAS, 1920, 2-seater, dynamo and starter, excellent condition, £75; exchanges or hire-purchase. The Light Car Co., 531, 410-414 Euston Rd., London. **625-125**

ERIC-CAMPBELL, 1924, 10-22hp, 2-seater, sunk dickey, lighting, starting, clock, speedometer, side curtains, licensed, excellent condition, 150 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. **625-85**

ERIC-CAMPBELL, 1920 2-seater, aluminium body, dynamo lighting, side curtains, tyres good, speedometer, clock, splendid condition, licensed, £80. Sugden, 61 Fell Lane, Keighley. **626-k197**

ERIC-CAMPBELL, 1922, 11hp, small 4-seater, aluminium body, starter, etc., £115. Bartlett's, 95 Gt. Portland St. **625-129**

FIAT, 1924, 10-15hp, 4-seater, many extras, £245. Smith and Hunter, 90 Gt. Portland St. **625-5**

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.s. We have several good second-hand cars for sale; reasonable prices. All spares stocked. Expert G.N. mechanics. Southern agents and service. The Eastgate Garage, Lewes. **626-a216**

G.N., genuine 1922, 2-seater, dynamo lighting, 3 speeds, reverse, hood, screen, spare wheel, lamps, nice condition, 58 guineas; exchange motor-cycles; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). **625-20**

G.N.s. specially overhauled and guaranteed, from £58. A.V. Motors, 1 Park Rd., Teddington. Telephone, Kingston 710. **627-8**

G.N. Conway Motors 1922 (late) G.N., 2-seater, front starter, 5 wheels, new tyres, dynamo, speedometer, sunken dickey, Triplex screen, leather hood, taxed, all condition, 48 guineas, exchanges. Conway Motors, 301a Goldhawk Rd., Shepherd's Bush. Phone, Riverside 2565. **625-k232**

G.N., 1922, all-weather model, dynamo, speedometer, discs, engine completely rebushed Juiy, splendid condition, £57 10s. 51 Uplands Rd., Hornsey, N. 8. After 7 p.m. **625-k219**

G.N., 1921, 8hp, 2-seater, dynamo lighting, hood, side screens, spare wheel, tyres good, taxed, this is not the ordinary G.N., but a special one, in most luxurious condition; £45. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. **625-66**

G.N., 1922, 8hp, 2-seater, dynamo lighting, speedometer, electric horn, taxed, guaranteed, exceedingly smart, £64. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. **625-65**

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

G.N., 1923 model, 8hp, 2-seater and dickey, dynamo lighting, spare wheel, good tyres, taxed, in very nice condition, £75. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. **625-64**

G.N., at 2, 1922, o.h.v., 2-3-seater, detachable wheels, dynamo lighting, aluminium body, new tyres, 80 m.p.h., tax paid, any examination, privately owned. Wilson, 7 Norfolk Mews, Norfolk Crescent, Paddington, W.2. **625-k190**

G.N., 1921, electric lighting, good tyres, speedometer, tax paid, thoroughly good condition, £40; exchanges and terms arranged. Phone or wire Kirk and Co., Paddington 6049, or call 22 Praed St., W.2. **625-81**

G.N. 1922 model, in good condition, very carefully used, with side curtains, etc., £75. Stevenson's Garage, Tunbridge Wells. Tel. 425. **zzz-46**

G.N., 1920, dynamo lighting, aluminium number plates, variable ignition, 8-day clock, speedometer, 5 wheels, paintwork, etc., as new, a really good serviceable car, 39 guineas; exchanges. Oakhill Garage, Oakhill Rd., East Putney. **625-c701**

G.N., 1923 8hp 2-seater, sunk dickey, dynamo lighting, speedometer, spare wheel, excellent condition, 75 guineas. Below.

G.N., 1922 8hp 2-seater and dickey, all-weather coupe model, dynamo, speedometer, etc., splendid order, 65 guineas. Below.

G.N., 1922 8hp 2-seater, tourer, sunk dickey, dynamo, speedometer, clock, etc., many extras, 60 guineas. Below.

G.N., 1921, 8hp, fitted with 1922 body with sunk dickey seat, dynamo lighting, etc., good order, 50 guineas. Below.

G.N., 1920 8hp 2-seater, dynamo, speedometer, discs, etc., good order throughout, 32 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. **625-86**

G.N. Black and Finch, 222, Great Portland St., W.1, main London distributing agents for G.N. cars, have:—
1920 dynamo lighting, thoroughly overhauled, £35.
1922 2-seater, dickey, speedometer, £60.

1922 2-seater, dickey, Frazer-Nash o.h.v. conversion, discs, £75; four other G.N.s. Phone, Museum 2271. **625-46**

G.N., 1923, 2-seater, finished yellow and black, dynamo lighting, speedometer, spare wheel, tax paid, £60. Maudes, Walsall Garage, Walsall. **625-33**

G.N.s., 1921 models, in stock, overhauled and repainted, dynamo lighting, speedometer, 5 detachables, 3 speeds, reverse, good tyres, etc., £40 and £47 10s.; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. **625-96**

G.N., 1921, aluminium body, Fraser Nash, o.h.v. conversion engine, 5 lamps and spot light, electric horn, speedometer, etc., bargain, £45. Below.

G.N., 1921, grey finish, dynamo lighting, speedometer, 5 detachable wheels, £40. Below.

G.N., 1921, sporting body painted red, dome wings, electric light, bargain, £38. Exchange or deferred. Morgans wanted. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. **625-x362**

G.N., £45; exchanges, deferred payments; 1921 G.N., 2-seater, polished bonnet, electric lighting, hood, screen, 5 detachable speedometer, taxed, insured, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. **625-180**

GRAHAM-WHITE. One 2-seater at £22, another very nice one at £52 10s. Andrews Motor Mart, 151 White Hart Lane, Barnes. **625-97**

G.W.K., 1923, de luxe, 4-seater, tax paid, insured to 1925, recently overhauled by makers, only used Sundays, £140. D., 244 St. Paul's Rd., Highbury, N.1. **625-c764**

G.W.K. cars. We are specialists and hold a complete range of good second-hand models. Deal from us and obtain satisfaction. Exchanges and deferred terms arranged. North Essex Motor Co., Saffron Walden. **625-64**

G.W.K., 1920, 10hp, 4-seater, dynamo, speedometer, rear screen, good order, 47 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W.1. Mayfair 4027. **625-92**

G.W.K., £55; exchanges, deferred payments; 1921 G.W.K. 2-seater, sunken dickey, 10hp, 4 cylinders, dynamo, 5 detachable wire wheels, very nice condition, taxed. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. **625-186**

GWYNNE 8, 1923, 2-seater and chummy models, all guaranteed in perfect order, prices from £120. Chinery, Gwynne specialists, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. **zzz-799**

GWYNNE, 1924 4-seater sports, adjustable front seats, real leather upholstery, dynamo lighting, 5 lamps, starter, clock, speedometer, Hartford shock absorbers, spotlight, original tyres, absolutely new condition, 60 m.p.h., probably smartest Gwynne on the road, £165. 51 Upper Richmond Rd., East Putney. **625-c758**

GWYNNE 8, 1923, Chummy model, starting and lighting, painted royal blue, accept £100. Hydethorpe Motors, 31 Hydethorpe Rd., Balham. Phone, Streatham 3440. **625-73**

GWYNNE 8, 1923, Chummy, £100, perfect, guaranteed. Below.

GWYNNE 8, 1924, gold medalist, 4-seater, guaranteed, £150. Gwynne specialists Denman, 4 Denman Place, Piccadilly Circus. Regent 985. **625-177**

HAMPTON, 9-21hp, 1924 (shop-soiled), 2-seater, dickey, complete equipment, etc., guaranteed, to-day's price £275; what offers? Virian, 35 Spenser St., Victoria St., S.W.1. Vic. 8677. **625-40**

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. **650-d292**

HILLMAN, 1921 model, 10hp, sports 2-seater, dynamo, clock, speedometer, aluminium body, red wings, copper exhaust, good order, 150 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W.1. Mayfair 4027. **625-94**

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

HILLMAN, 1921, sports, dynamo lighting, electric horn, speedometer, rev. counter, shock absorbers, fully licensed, deferred terms or part exchange. Mann and Handover, Ltd., 116 Great Portland St., W.1. Museum 2878. 625-193

HORSTMAN, 1921, 10.9, 2-seater with dickey, electric lighting, mechanical starter, 5 disc wheels, thorough sound condition, owner going abroad, tax paid 1924, nearest offer to £75, any trial. B., 12 Bevington Rd., Oxford. 625-c652

HORSTMAN 1921 2-seater, licensed to end of year, car reconditioned by Horstman, and 6 months' guarantee, all accessories, £100. John Hall and Sons (Bristol and London), Ltd., Broadmead, Bristol. 625-68

HUMBER, late 1923, chummy, dynamo lighting and starting, equal to new, tax paid, £145, cash, deferred and exchanges. A. Green, Water St., Blackfriars St., Salford. Tel., 2191 Cent. zzz-101

HUMBERETTE, perfect condition, just overhauled, entirely new hood, electric light, speedometer, taxed, etc., bargain, 35 guineas. Hilder, 52 Breanthurst Rd., Willesden. 625-k205

JOWETT, 1924, 2-seater and dickey, self-starter, very small mileage, taxed and insured, guaranteed, drive yourself, £127; exchange 1925 model, 30 Harold Rd., Upper Norwood. 625-a377

JOWETT 4-seater, March, 1924, extras, taxed, insured March, 1925, £150. 160 Russell Ave., N.22. By letter. 625-c152

JOWETT, 1922-25, 2-seater and dickey, electric horn, new Dunlop cords, tax and insurance, full equipment, etc., any trial, £100. 254 Earlsfield Rd., S.W. 18. 625-k194

JOWETT, 1923, 2-seater, dickey, splendid condition, fully equipped, write for particulars, £108. Fairhaven, Queen's Drive, Peterborough. 625-k220

JOWETT 1924 2-seater and dickey, self-starter, taxed and insured, very small mileage, £125, Deo driving lesson; deferred terms. 30 Harold Rd., Upper Norwood. 625-r752

JOWETTS, 1923-24, 2, small mileage, S.S., £127; ditto, without S.S., £125. W.B.G., 5 Lambeth Palace Rd., S.E.1. 625-66

JOWETT 1924 2-seater, details by letter, will exchange on mutual terms for Morgan runabout. Apply, Flat 7, 56 Tollington Park, N.4. 627-x365

JOWETT, 7hp, December, 1923, 2-seater, dickey, self-starter, speedometer, side screens, taxed, excellent condition, £116; exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4588. 625-104

KINGSBURY JUNIOR, 1920, dynamo lighting, tax paid and in perfect condition, £35. Lookers, Ltd., Manchester. 625-26

LAGONDA, LTD., 195 Hammersmith Rd., W. 6, have a good selection of reliable second-hand cars, including the following:—

LAGONDA, £100, 11hp, 4-seater, 1920 model, recently overhauled.

LAGONDA, £180, 12hp, 2-seater, 1924, K.K. model, licensed.

LAGONDA, £220, 12hp, coupe, 1924, M model, painted smoko blue, upholstered in real leather to match, Triplex glass throughout, Hartford shock absorbers, spotlight, etc., small mileage.

LAGONDA, £250, 12hp, all-weather touring, 1924, L.C. model, fully licensed.

LAGONDA, £270, 12hp, all-weather saloon, 1924, R model, in excellent condition, fully licensed. 625-9

LAGONDA, 11hp, coupe, only small mileage, tyres as new, cost owner over £200, runs beautifully, must sell, accept £25. Sumner's Garage, 70 Camden Mews, Camden Rd., London. 625-k191

LAGONDA coupe, 1922, double dickey, clock, speedometer, electric lighting and starting, perfect condition, taxed, £95, or light car and cash. The Hut, Pinkneys Green, Maidenhead. 625-r765

LAGONDA, 1924 4-seater, latest model, rear screen, fullest equipment, as new, £245. Below.

LAGONDA, 1922 coupe, lighting, starter, very fine order, £125. Smith and Hunter, 90 Gt. Portland St. 625-999

LAGONDA, 1924, 4-seater, tax paid, practically a new car, £250. Stretton and Smith, 12 Woodstock St., Oxford St., London. 625-23

LAGONDA coupe, 1922, small mileage, owner driven, carefully used, fine condition. 472 High Rd., Leyton. 626-k209

LAGONDA, £85; exchanges, deferred payments; 1921 Lagonda, all-weather 4-seater, dynamo, starter, 5 detachables, speedometer, 2 horns, taxed, last, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 625-137

LAGONDA, Cass's Motor Mart, Ltd., 1919 coupe, dynamo lighting, dickey, taxed, insurance paid, exceptionally fine condition, bargain, £77 10s. 5 Warren St., W.1. Museum 623. 625-159

MARSEAL. Will all owners of Marseal cars who have not already done so communicate with D. M. K. Marendaz, 46 Northumberland Rd., Coventry, giving engine and chassis numbers and type of bodywork. 625-k290

MATCHLESS, 1924, 10hp, 4-seater, dynamo, speedometer, licensed, new condition, 109 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4027. 625-87

MATHIS, Grand Prix, sporting, 10.5hp, 6 wire wheels, dynamo lighting, mechanical condition good, taxed, insured, £55. Overbury, Ashford, Middlesex. Phone. 96 Ashford. 625-c480

MATHIS 1923 7.5hp 2-seater, dynamo and starter, £110. Box No. 7142, c.o. "The Light Car and Cyclecar." 625-x364

MORGANS, new and second-hand, cash, exchange, deferred. Cleveland Garage, Ackworth, Pontefract. Phone 35. 629-6905

MORGAN, James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Telephone Central 2460. Good stock of spares carried. If in difficulty, wire "Tact, Sheffield." New and second-hand machines nearly always in stock. zzz-467

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

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

MORGAN, de luxe, £95, 1923, Anzani w.c. 10hp, clock, speedometer, dynamo, ratchet brake, new chains, Rapson rear, any trial. Write, Box 7153, c.o. "The Light Car and Cyclecar." 625-67

MORGAN, Grand Prix, 10hp M.A.G., 1919, electric lighting, new hood, discs, new rear Stepney tyre overhauled, many new parts, quick sale £56. Phone after 7 o'clock, Ilop 2613. 625-185

MORGAN, 1922, G.P. M.A.G., w.c., d.l., speedometer (Bonniksen), electric horn, discs, etc., etc., and many spares, engine perfect, body painted green. Enquiries and offers to Moore, 256 Oakworth Rd., Keighley, Yorks. 625-k189

MORGAN, 1925, de luxe, 10hp M.A.G., w.c., dynamo lighting, speedometer, clock, new tyres, small mileage, overhauled, perfect, £90. Birkington, 22 Aberdeen Park, Highbury. Phone, North 92, evenings. 625-c766

MORGAN, 1922, Grand Prix, 8hp water-cooled J.A.P., small mileage, splendid condition, all accessories, new chains, spare cover (new), tube, taxed, insured till May, £60. Martin, 21 Gayton Rd., Harrow. 625-k250

MORGAN, £30, perfect mechanical condition, body needs renovating, new Bosch, new Binks. Write, Timpson, South St., Lancing, Sussex. 627-k217

MORGAN, 1919, 8hp, Grand Prix, water-cooled, electric lighting, upholstery very good, appearance smart, excellent mechanical condition, £48. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 625-63

MORGAN, 1919, 8hp, Grand Prix, just been thoroughly overhauled, good tyres, taxed, in excellent condition, £48. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. 625-67

MORGANS. W. H. Elce, Ltd., offer the following guaranteed Morgans:—
1924 Blackburne Aero, o.h.v., red, many extras, perfect order, £140.
1924 Anzani Aero, o.h.v., primrose, excellent throughout, £125.
1924 Grand Prix, M.A.G., in thorough order, £97 10s.
1922 Grand Prix, M.A.G., repainted, splendid condition, £82 10s.
1922 Popular model, J.A.P., fine order, £52 10s. 11-15 Bishop-gate Avenue, Canonville St., F.C. 3. Phone, Avenue 5548. 625-54

MORGAN, £55; exchanges; Grand Prix Morgan, J.A.P., water-cooled, good order. King, New Rd., Oxford. 625-50

MORGAN, 1923 semi-family model, M.A.G., dynamo and gas lighting, fitted reverse and many extras, £72 10s.; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 625-761

MORGAN, 1924 Grand Prix, o.h.v. Anzani engine, dynamo lighting, speedometer, discs, licensed, excellent order, 110 guineas. Below.

MORGAN, 1922, Grand Prix, M.A.G. engine, dynamo lighting, discs, splendid order, 79 guineas. Below.

MORGAN, Popular, 1922, fully equipped, good order throughout, 57 guineas. Exchanges or deferred. Edwards 175 Gt. Portland St., W.1. Mayfair 4027. 625-88

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, 1924, family model, o.h.v. Blackburne water-cooled, Lucas dynamo lighting set, £115. Below.

MORGAN, 1924, de luxe, water-cooled, J.A.P., disc wheels, speedometer, mileage 300, £120. Below.

MORGAN, 1924, family model, M.A.G., water-cooled, speedometer, mileage 600, £120. Maudes, 100 Great Portland St., London. 625-28

MORGAN, 1924, Grand Prix, o.h.v., Blackburne engine, water-cooled, disc wheels, Lucas dynamo lighting, £130. Below.

MORGAN, 1922, Grand Prix, 8hp M.A.G. engine water-cooled, M.L. magneto, B. and B. carburettor, 700 by 80 tyres, Lucas dynamo lighting, all lamps, excellent condition, £85. Maudes, Norwich Garage, Norwich. 625-29

MORGAN, 1923 de luxe, 10hp, M.A.G., water-cooled, very small mileage, tyres and general condition practically as new, dynamo lighting, tax paid, £90. Maudes, Walsall Garage, Walsall. 625-30

MORGAN, 1923, Grand Prix, Anzani, Lucas dynamo, disc wheels, speedometer, electric bulb horns, dash lamp, spring gaiters, aluminium number plates, painted yellow, numerous spares, tax paid, excellent condition, £90. Clements, 7 Glenmore Rd., Belsete Park, N.W.5. 625-k203

MORGAN, 1922, Grand Prix, M.A.G. water-cooled engine in absolutely new condition, £75. 22a Spring Grove, Kew Bridge. Phone, Chiswick 2659. 625-118

MORGAN. Homac's have the following Morgans for sale. All fully guaranteed:—
1924 Aero Olympia Show model, finished white, 8hp water-cooled J.A.P., speedometer, etc., £139.
1924 Grand Prix o.h.v. Blackburne, dynamo lighting, Dunlop straight-sided tyres, £127 10s.
1924 Grand Prix, "200-mile" body, special water-cooled sports J.A.P., special gears, dynamo, aero screens, front-wheel brake, £120.
1924 Grand Prix, water-cooled J.A.P., speedometer, clock, aluminium numbers, as new, £117 10s.
1924 de luxe, 10hp water-cooled Blackburne, shop soiled, unregistered, Lucas dynamo lighting, exactly the same as 1925 models, £125.
1924 Grand Prix, Anzani, disc wheels, speedometer, electric horn, as new, guaranteed, £120.
1922 Grand Prix, 10hp o.h.v. J.A.P., acetylene lighting, perfect order, £75.

Any of the above machines can be supplied under deferred terms; your old machine accepted in part payment. Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Clissold 2408. 625-196

MORGAN, J.A.P., dynamo, 5 lamps, speedometer, full equipment, excellent condition, £50. 72 Ellerdale St., Lewisham. 625-k279

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 1923, £85; de luxe, water-cooled Anzani engine, dynamo lighting, speedometer, taxed, new tyres, smart appearance, sound condition; exchanges entertained. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 625-101

NEW CARDEN, 1924, 7hp, chummy, 4-seater, electric lighting, full equipment, licensed, absolutely new condition, 60 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 625-89

NEW CARDENS. New Cardens. New Cardens. We have several 1923 and 1924 2-seaters and 4-seaters in stock at very low figures. Below.

NEW CARDENS, brand-new 1924 4-seaters, with makers' guarantee, to clear at £70 each, to make room for 1925 models. Only a few left, so do not be late in making your inquiry. Deferred terms. Exchanges. Andrews Motor Mart, 161 White Hart Lane, Barnes. 625-98

PERRY, 7hp coupe, nice condition, 5 detachable wheels, 4 new tyres and tubes, £65. 576 Osinston Park Rd., Derby. 625-k201

PEUGEOT, 1923 model, 3-10hp, de luxe, magnificent body, fitted with double sunk dickey seat and numerous extras and refinements, real bargain, £85; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 625-76

RHODE occasional 4, new July, 1924, mileage 1,600, tax paid, owner-driven, accept £159. Box No. 7065, c.o. "The Light Car and Cyclecar." 625-k297

RHODE 9.5hp sports 2-seater, mauve, aluminium wings, dynamo lighting, speedometer, clock, spot light and other extras, taxed, very smart and appearance as new, £185. Mobes and Mobes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Museum 4244. 625-90

RHODE, 1923 sports 2-seater, starter, good order, £105. Smith and Hunter, 90 Gt. Portland St. 625-4

RHODE, chummy, 1922, dynamo lighting, in perfect mechanical condition, new tyres, £85, cash, deferred and exchanges. A. Green, Water St., Blackfriars St., Salford. Tel., 2191 Cont. zzz-100

RHODE, 1923, 9.5hp, sports 2-seater, lighting, starter, clock, speedometer, wire wheels, licensed, exceptional condition, 140 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W. 1. Mayfair 4027. 625-95

RILEYS. Guaranteed second-hand Rileys, overhauled by Riley specialists. May we send you monthly lists? Lewes Motor Works, Sussex. 628-420

RILEY, 11-40, sports 2-seater, 1924, aluminium and red, new condition, very fast, guaranteed mechanically perfect, best offer secures for immediate cash. Box No. 7158, c.o. "The Light Car and Cyclecar." 625-k200

RILEY, 1924, 11-40hp, 4-seater, practically new, few demonstrations, best offer. Pickworth and Hull, Riley Agents, 107 Gt. Portland St., W. 1. Langham 1998. 625-59

ROVER 8hp de luxe model, late 1923, excellent condition, only done 5,000 miles, leather upholstery, shock absorbers, many extra fittings, £125. Box No. 7056, c.o. "The Light Car and Cyclecar." zzz-800

ROVER 1924 8hp 4-seater de luxe, mileage under 1,700, splendid condition special reasons for selling, insured June, 1925, £150. Sayers, 4 St. John's Terrace, Croydon. 625-a342

ROVER, 8hp, 1922, 2-seater, accessories, dynamo, licence, curtains, 60 guineas, mechanically perfect. Wyatt, Malthouse, Langton Matravers, Dorset. 625-c655

ROVER, 8hp, 1921, dynamo, speedometer, just overhauled, perfect order, smart appearance, 2 new tyres, extras, £70, trial. Owner 3 Somersfield Rd., Finsbury Park, N.4. 625-c656

ROVER 8, 1924, de luxe model, upholstered in real antique leather and specially finished, fitted with many extras, tax paid to the end of the year, price £125. O. B. Wardman and Co., Ltd., 118 Gt. Portland St., W. 1. Telephone, Museum 8720-5. 625-70

ROVER, 1923, 8hp, de luxe chummy model, self-starter, taxed, 2 spare wheels, £100. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 625-56

ROVER 8, 1922, running as well as when new, speedometer, clock, spare valve and tube, valve lifter, mat, 3-way tap, £70, trial run by arrangement. Wood, Southlea, Malvern. 626-c707

ROVER 8, chummy, November 23rd, taxed, unpunctured, excellent condition, £95. Shaw, The Whim, Shoburyness. 625-c705

ROVER 8, 1924, 4-seater, self-starter, all-weather equipment, tax paid, £125. 155 Bury Old Rd., Prestwich, Manchester. 625-k237

ROVER 8, 1921, taxed end of year, insured to June, 1925, excellent mechanical order, all-weather equipment, speedometer and other accessories, £52 10s. D. W., 239 Kensington High St., W. 8. Phone, Western 1704. 625-k199

ROVER, 1922 model, 8hp, in splendid order and condition, complete with many extras, £65; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 625-78

ROVER, 8hp, de luxe, 1923, 2-seater, dickey, taxed, speedometer, clock, mirror, leather upholstery, mat, just been repainted, excellent condition, 85 guineas. Webber, 150 Hellingbury Rd., Brighton. 625-k221

ROVER, 8hp, de luxe, all-weather 4-seater, electric lighting and starting, every accessory, excellent order, taxed, £125, accept Morgan or combination part. Cullum, 22 Bourne Avenue, Windsor. Tel. 308. 626-k211

ROVER, 1922, 8hp, 2-seater, hood, screen, tyres good, in excellent mechanical condition, tax paid, £68. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 625-63

ROVER, 1922, 8hp, 2-seater, glass side screens, good tyres, thoroughly overhauled, spare wheel, taxed, mechanically sound, £62. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 625-62

ROVER, 1922, 8hp, de luxe, 2-seater, small mileage, exceptional condition, £85. Stretton and Smith, 12 Woodstock St., Oxford St., London. 625-25

ROVER, 8hp, de luxe model, July, 1923, dickey seat, speedometer, mirror, etc., taxed, fully insured till August, perfect condition throughout, £87 10s. 9 Beecheroff Avenue, Golders Green. Tel. Speedwell 1900. 625-c358

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

ROVER, 1924, very slightly shop-soiled, 9hp, 4-cylinder, 4-seater, starter, colour bronze, £172 10s., £25 under list price. O'Hori and Sons, Ltd., 94 Gloucester Rd., S.W.7. zzz-988

ROVER, 1924, 8hp 4-seater, mileage 2,000, condition as new, taxed end of year, £125. Service Co., 275 High Holborn, London. 625-79

ROVER 8hp, 1921, dynamo lighting, spare wheel, very nice mechanical condition, good appearance, £55. Below.

ROVER 8hp, 1922, 2-seater, dynamo lighting, spare wheel, speedometer, tax paid, very nice condition, £65; another, 1923, £78; exchanges and terms arranged. Phone or wire Kirk and Co., Paddington 6049, or call 22 Praed St., W.2. 625-82

ROVER, 8hp, 1921, mileage 9,600, 2 new cord tyres, side screens, floor mat, electric horn, speedometer, mirror, excellent mechanical condition and appearance, used only week-ends, £60, no offers. 51 Basing Hill, Golders Green. 625-c767

ROVER, 1921 8hp 2-seater, dynamo, speedometer, clock, etc., excellent order, licensed, 60 guineas. Below.

ROVER, 1923 8hp 2-seater fully equipped, excellent order, 72 guineas. Below.

ROVER, 1923 8hp de luxe Chummy model, dynamo, self-starter, clock, speedometer, real leather upholstery, all-weather equipment, splendid order, 99 guineas. Below.

ROVER, 1924 8hp 4-seater, dynamo, side curtains, etc., licensed, excellent order, 98 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 625-90

ROVER, 8hp, 2 and 4-seaters. We have several very good second-hand models from £55 to £150; full list sent on request. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Riverside 3161. 625-115

ROVER 8, 1921, 2-seater, dynamo lighting, detachable disc wheels, spare, tyres very good, one new, upholstery, paint and hood absolutely unscratched, all plated fittings, many extras, in first-class mechanical condition, an exceptionally smart, reliable little car. Terms: £5 16s. down and 10 equal payments, or cash, £58. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 625-151

ROVER, £69; exchanges, deferred payments; exceptional bargain, 1922 Rover de luxe 2-seater, all-weather hood, double windscreen, dynamo, 5 detachables, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 625-184

ROVER 8, 1923-24, de luxe, 2-seater and dickey, as new, insured and taxed, 85 guineas, or £35 and balance deferred. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 625-171

ROVER, 1922, 8hp, 2-seater, dynamo lighting, detachable wheels, fully licensed, perfect mechanical condition, deferred terms or part exchange, £60. Mann and Handover, Ltd., 116 Gt. Portland St., W. 1. Museum 2878. 625-189

ROVER 8 cars, two, 1923 chummy model at 85 guineas, and 1922 2-seater at 60 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd. Riverside 2230. 625-150

ROVER. Cass's Motor Mart, Ltd. 1923 8hp chummy, taxed, excellent condition, £82 10s. Below.

ROVER. Cass's Motor Mart, Ltd. 1921, 2-seater, numerous extras, taxed; deferred terms, exchanges, bargain, £47 10s. 5 Warren St., W. 1. Museum 625. 625-158

ROVER, 1923, 8hp, chummy, first-class condition. Bartlett's, 93 Gt. Portland St. £90. 625-126

ROVER, 1923, 8hp, chummy, first-class condition, £90. Bartlett's, 93 Gt. Portland St. 625-126

ROVER, 1921, £55, 2-seater, 8hp, detachable wheels, dynamo lighting, tax paid, excellent condition, real bargain. Ashby's, 162 Grosvenor Rd. Vauxhall Bridge. Phone, Victoria 3453. 625-162

ROVER, 1923, 8hp, 2-seater, dickey seat, taxed, exceptional condition, more like new, bargain, £85. Anbys, 162 Grosvenor Rd., Vauxhall Bridge. Phone, Victoria 3453. 625-165

ROVER 8, 1922, 2-seater, new tyres, new condition, side curtains, etc., taxed, £80. 4 Church Lane, Gorton, Manchester. 625-k291

ROVER 8, 2-seater, first-class condition, recently repainted, dynamo lighting, speedometer, licence, insurance. By appointment, Wingfield, 10 Charing Cross Rd. Gerrard 4257. 625-k278

ROVER 8hp 1924 2-seater de luxe, starter, finished maroon, very smart, faultless condition, £125. Also 1923 8hp coupe with starter, £110. Hoop and Porter Ltd., Rover Agents, 159-161 Castelnau, Barnes, S.W.15. (Open to 11 p.m.). 625-151

ROVER 8hp 1924 2-seater, dickey, starter, mileage 1,000, £125, taxed and insured. Ware, 54 Hammersmith Rd., W. 625-150

ROVER 8, 1923, de luxe chummy model, clock, speedometer, plum colour, side screens, very good condition, £88; exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 625-102

SALMONSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmonson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-283

Immediate Attention

can be ensured for paragraph advertisements sent for insertion in this section, or any communication concerning them, by addressing them to G.P.O. Box 147, "The Light Car and Cyclecar," 7/15, Rosebery Avenue, London E.C.1.

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

- SALMSON**, 1923, English 2-seater and dickey, good condition throughout, insured, taxed, £120. Below.
- SALMSON**, 1924, latest model, 10-15hp. 4-seater de luxe, clock, speedometer, electric horn, spotlight, special all-weather equipment, whole car as new, low mileage, taxed, insured, £215. Below.
- SALMSON**, 1924, de luxe, starter, dynamo, clock, speedometer, double dickey, taxed, £135. K.J. Motors, Bromley. 626-867
- SALMSON**, £95, 1923, special Sports model, dynamo lighting, speedometer, clock, good tyres, taxed, exceptionally fast and practically the smartest Salmson on the road, any trial given; exchange 3-wheeler, combination, or solo and cash; deferred payments. 325 High Rd., Chiswick. 'Phono 303. 625-k287
- SALMSON** 1924 4-seater, lighting and starting, taxed, mileage only 800, new throughout, £145. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15 (open to 11 p.m.). 625-148
- GENEHAL**, 1923, 4-cylinder, 8hp, 2-seater, aluminium, sports, very fast and little used. Young, 48 Waldemar Ave., Fulham. 625-k193
- SINGER** de luxe, 1923, 4-seater, new condition, £130. Glossop Motor Co. Tel. 48. 625-c206
- SINGER**, coupe, 1920-21, dynamo, starter, speedometer, dickey, upholstered Bedford cord, taxed, as new throughout, £95. K.J. Motors, Bromley. 626-866
- SINGER**, £75, 1921, 2-3-seater, starter, renovated, cash or deferred. R. Bamber and Co., Ltd., Part Exchange Specialists, Birkdale, Lancs. 625-17
- SINGER**, £80, 1920 or 1921, starter, renovated, cash or deferred. R. Bamber and Co., Ltd., Part Exchange Specialists, Birkdale, Lancs. 626-16
- SINGER**, 1914, 10hp, dynamo, recently repainted, tax paid excellent condition, £45, cash or deferred. Lookers, Ltd., Manchester. 625-25
- SINGER** 1924 2-seater de luxe, indistinguishable from new, £155; exchanges; deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 625-54
- SINGER** 1924 10hp 4-seater, de luxe model, new condition, £165; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 625-51
- SINGER**, 1921 2-seater de luxe, self-starter, good tyres, dickey, repainted and a really good car, mechanically perfect, £75; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 625-c756
- SINGER**. Conway Motors. 1920 Singer 10, 2-seater, sunken dickey, starter, lighting, speedometer, and many extras, taxed, fine condition throughout, 52 guineas. Conway Motors, 301a Goldhawk Rd., Shepherd's Bush. 'Phone, Riverside 2365. 625-k233
- SINGER**, 1919, 2-seater, dynamo lighting, tyres excellent, spares, tools, very smart appearance, £75. W. H. Reeves, High St., Dorking. 625-k242
- SINGER**. Ernest Grimaldi, Ltd., authorized Singer agents, offer 1924 Singer 4-seater de luxe, 1 and a, all-weather equipment, in new condition, £155. 87-88 Gt. Portland St., W.1. Museum 3931. 625-49
- SINGER** 10hp de luxe 1924 2-seater, all-weather equipment, Michelin Comfort balloon tyres, new condition, £158, tax paid. Eagles and Co., 275 High St., Acton. 625-39
- SINGER**, 1922, 10hp, 2-seater, dickey, starter, etc., gearbox not on back axle, £90. Bartlett's, 93 Gt. Portland St. 625-128
- SINGER**, 1916, good condition, taxed, £30. 45 Amersham Vale, S.E.14. 625-k289
- SINGER**, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, oickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 625-181
- SINGER**, 1923, 4 seater de luxe, self-starter, lighting, all-weather equipment, in brand-new condition, £150; also 1921 10hp 2-seater, de luxe, starting, lighting, double dickey, bargain, 75 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., Riverside 3161. 625-131
- SINGER**, £69, 1921, 2-seater, sunken double dickey, dynamo starter, spare wheel, double screens, hood and upholstery as new, any trial, exchanges, deferred payments. 325 High Rd., Chiswick. 'Phono 303. 625-k286
- SINGER** 1923 10hp 2-seater and dickey, lighting, starting, speedometer, etc. all-weather equipment, balloon tyres, excellent order, 118 guineas; exchanges or deferred. Edwards, 177 Gt. Portland St., W.1. Mayfair 4027. 625-93
- SINGER** 10, 1920, 2-seater, dickey, self-starter, dynamo, side screens, good condition, £58; exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. 625-103
- SINGER** 1924 de luxe 4-seater, self-starter, dynamo lighting, speedometer, clock, electric horn, 2 spotlights, aluminium plates, all-weather equipment, balloon tyres, many extras, privately owned, total mileage approximately 6,000, any trial given to likely purchaser, £160; deferred terms arranged. Andrews, 151 White Hart Lane, Barnes, S.W. 625-100
- SINGER** 1924 10hp 4-seater de luxe, in almost new condition, £170; 1924 4-seater de luxe, in fine order, mileage about 5,000, £155; 1923 4-seater in unusually good condition, £150; also several others. Newsham Motor Co., 245 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 625-112
- SINGER** 10 1917 2-seater, special de luxe model, with red leather upholstery, leather hood, special aluminium dash with flush fittings, dynamo lighting, detachable wheels, spare, tyres almost new, just completely overhauled, paint, etc., absolutely unscratched, an exceptionally smart, comfortable and reliable car, terms £6 16s. down and 10 equal payments, or cash £68; also choice of 4 others from £55. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 625-129
- STANDARD**. Moores Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-756
- STANDARDS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

- STANDARD**, 1924, 4-seater 11.4, all-weather equipment, mileage 6,000-7,000, perfect, £185. 65 Christchurch St., Ipswich. 625-c653
- STANDARD**, 1923, 11.4, 2-seater with dickey, full equipment, new condition, £160; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 625-53
- STANDARD** 1921 11hp 2-seater, dickey seat, dynamo, starter, clock, speedometer, new condition, £120; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 625-52
- STANDARD**, 1924, 2-seater, £235 model, very little used, £175. Smith and Hunter, 90 Gt. Portland St. 625-1
- STANDARD**, 1924 4-seater, small mileage, taxed, insured, £165; deferred terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W.1. 625-991
- STANDARD**, 1924 2-seater and dickey, taxed, insured, perfect condition and as new, £165. Autoveyors, Ltd., 84 Victoria St., S.W.1. 625-992
- STANDARD**, 1923, 9hp o.h.v. engine, long wheelbase model, double sunken dickey, Lucas dynamo lighting and starting, speedometer, leather upholstery, all-weather screens, taxed, good tyres, a really smart and superb car, £125; another, 1920, £95; exchanges and terms arranged. 'Phone or wire Kirk and Co., Paddington 6049, or call 22 Praed St., W.2. 625-85
- STANDARD**, 11.4, 1923 (June), 2-3-seater, splendid condition, fitted with Hartford shock absorbers and other accessories, £155, owner buying larger car. Johnson, Nairobi, Flower Lane, Mill Hill, N.W.7. 625-769
- STANDARD** 1924 11.4hp 4-seater, splendid condition, £175. Stretton and Smith, 12 Woodstock St., Oxford St., London. 625-24
- STANDARD**, £55, 2-seater, 9.5hp, fitted with dickey seat, detachable wheels, excellent condition, new appearance, bargain. Ashby, 162 Grosvenor Rd., Vauxhall Bridge. 'Phone 3453. 625-164
- STANDARD** 1924 11hp 4-seater with luggage grid, exceptionally nice condition, £175; also 1924 11hp 2-seater, painted blue, £165. Newsham Motor Co., 245 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 625-110
- STANDARD** 1924 11.4hp 4-seater, £175; ditto, 2-seater, £165, both fully equipped, licensed and guaranteed, exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 625-121
- STANDARD** 1922 2-seater, dickey seat, painted buff, fitted with shock absorbers to front and rear axles, electric and bulb horn, 6 tyres, dash-light, screen, wiper, clock, speedometer, petrol gauge, spring gators, tax paid to the end of the year, price £125. C. B. Wardman and Co., Ltd., 118 Gt. Portland St., London, W.1. Telephone, Museum 8720-5. zzz-109
- STELLITE**, 1919, No. 1369, 2-seater, repainted and partly reupholstered, new hood, electric lighting, licensed to end of year, 85 guineas. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-47
- STELLITE** 1914 2-seater with dickey seat, in excellent condition, includes many extras, tax paid, price £40. C. B. Wardman and Co., Ltd., 118 Gt. Portland St., W.1. Telephone, Museum 8720-5. 625-69
- STELLITE**, £45, exchanges, deferred payments. 1914, 2-seater, dickey, 5 detachables, hood, screen, electric lamps, taxed. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 625-183
- SWIFT**. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-755
- SWIFTS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301
- SWIFT** 1921 2-seater and dickey, starter, 5 wheels, excellent tyres, taxed, £85. K.J. Motors, Bromley. 626-868
- SWIFT** 7.9hp 2-seater, 1914, reconditioned (throughout, smart appearance, bargain, £40, tax paid. Eagles and Co., 275 High St., Acton. 625-38
- SWIFT** 1920 2-seater, dynamo lighting, actually stored nearly 2 years, good running order, £85, or £8 10s. down and balance over monthly payments; exchanges entertained. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 625-52
- SWIFT**, 1924, only done 2,000 miles, in perfect condition, still under guarantee, very sweet and silent running, a great bargain at £180, or near offer. T. A. Percival Parade, Worcester Park. 625-k292
- SWIFT**, 1924, 10hp, chummy body, clock, speedometer, all-weather equipment, starter, £135. Bartlett's, 93 Gt. Portland St. 625-127
- SWIFT** 1919 10hp 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed December, upholstery, paint absolutely unscratched, just completely overhauled and in exceptionally good mechanical condition throughout, very fast, economical and reliable car, £6 10s. down and 10 equal payments, or cash £265. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 625-130
- TALBOTS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St. W. Mayfair 4201. zzz-302
- TALBOT**, 1922, 8-18, 2-seater and dickey, starting and lighting, in very nice order, will do 60 miles an hour, genuine bargain, £120. 31a Hydehorpe Rd., Balham. 'Phone, Streatham 3440. 625-76
- TALBOT** coupe, 1923, 8-18, many extras, 2 spare wheels, mechanical screen wiper, tax paid, practically new, 200 guineas. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4433. 625-14
- TALBOT**, 10-23, 1924, three-quarter coupe, unscratched, magnificent bargain, list £450, sacrifice £340, with extras and tax, or exchange. 24 Bruton Place, Bond St., W. 625-12
- TALBOT**, 10-23, three-quarter coupe, 1923-24, as new throughout, a special model, with unique fittings, £285; 10-23 Talbot, 5-seater de luxe, as new, beautiful car, guaranteed perfect, £225; exchanges or deferred. James, over Alexanders, 482 Harrow Rd., Paddington. 625-11
- TALBOT**, 1921 8-18hp 2-seater and dickey, fully equipped, licensed and guaranteed, £145; exchanges or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 625-128

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

- TALBOT** 8.18hp 1923 2-seater and dicky, painted blue, mileage 1400, hardly used and absolutely indistinguishable from new, taxed, £155. K. J. Motors, Bromley. 627-185
- TALBOT**, 1923, 10-25hp, 4-seater, dynamo lighting, self-starter, speedometer, clock, dash lamp, in perfect mechanical condition and fully licensed, deferred terms or part exchange. Mann and Handover, Ltd., 116 Gt. Portland St., W. 1. Museum 2878. 625-190
- TALBOT**, 1924, 8-18hp, chummy, all-weather equipment, car as new, £190. Bartlett's, 93 Gt. Portland St. 625-124
- TALBOT**, 1924, 10-25hp, 4-seater, just as new, £255; also 10-23 saloon, as new, £375. Bartlett's, 95 Gt. Portland St. 625-122
- TALBOT**, slightly shop soiled, 10-23, 4-seater de luxe, balloon tyres, list price £365, a bargain at £325; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd. Riverside 2250. 625-154
- TALBOT**, 1922 model, 8-18, 2-seater, dicky, car into the property of a well-known motoring engineer, the car is in excellent condition throughout, £110; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd. Riverside 2250. 625-155
- TAMPLIN**, all-aluminium sports models, £150; tourers from £100. Tamplin Motors, Malden Rd., Chisum. Sutton 21. 625-c741
- T.B.**, 3-wheeler, 1923, de luxe model, w-c, 3 speeds, reverse, unpunctured, like new, spare wheel, any examination, cost £170, accept £90. Beth, Belmont, North Rd., Bourne. 625-c627
- T.B.**, 1923, 10hp J.A.P., w-c engine, electric lighting, speedometer, Binks carburettor, luggage grid, tyres nearly new, £80. Maudes, Walsall Garage, Walsall. 625-34
- T.B.** 3-wheeler, detachable wheels, 3-speed, reverse, £45; exchange combination. 22a Spring Grove, Kew Bridge, Chiswick 2659. 625-119
- WARREN-LAMBERT**, June, 1921, 10hp Alpha engine, fully equipped with Lucas dynamo lighting (5 lamps), dimmer, speedometer, testoon dash lamp, fasting side screens and curtains, closing as coupe, electric and bulb horns, mat, hood envelope, Jeavons spring gaiters, 5 detachable wheels, tyres good, leather hood in excellent condition, paint perfect, aluminium bonnet, 5 to 50 m.p.h. on top, tax paid, £75, private owner. 21 Balham High Rd. Streatham 5055. 625-c226
- WOLSELEYS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-303
- WOLSELEY 10**, 1924, 4-seater, small mileage, equal new, owner going abroad, genuine bargain. Cant. Grove House, Southminster. Particulars. Phone, 10 Southminster. 625-c107
- WOLSELEY 7**, late 1923, de luxe model, splendid condition throughout, tax paid, £140. Broome, Victoria Ave., Market Harboro. 625-c463
- WOLSELEY**, 1921, 10hp, de luxe, dynamo lighting and starting, excellent order throughout, taxed, £120; cash, deferred and exchanges. A. Green, Water St., Blackfriars St., Salford. Tel., 2191 Cent. zzz-98
- WOLSELEY**, 1921, 10hp, de luxe, superb V-fronted 4-seater, all-weather coupe, lighting, starting, leather upholstery, fully equipped, excellent order, 180 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 625-91
- WOLSELEY**, 10hp, 1921, 2-seater de luxe, dicky, starter, lighting, tax, etc., splendid condition, £110. Vivian, 53 Spenser St., Victoria St., S.W.1 Vic 8677. 625-41
- WOLSELEY 10**, 1921-22, de luxe, starter, lighting, etc., in excellent condition, taxed, £122. Elce Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 625-55
- WOLSELEYS**, latest models. £50 and you are on the road with any 11hp 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. 625-178
- WOLSELEY**. Cass's Motor Mart, Ltd. 1921, 10hp, de luxe, 2-seater, starter, dynamo, just repainted blue, taxed December, £145. Below.
- WOLSELEY**. Cass's Motor Mart, Ltd. 1923 7hp 2-seater, dicky, starter, just repainted grey, deferred terms, exchanges, £120. 5 Warren St. W. 1. Museum 625.
- WOLSELEY-STELLITE**, 10hp, sports, aluminium 2-seater, disc wheels, excellent order, taxed, £100 or offer, interesting details on request, 11hp Francis-Barnett taken in part exchange. Kingscote, St. Nicholas St., Coventry. 627-c662
- LE ZEBRE** 2-seater, dicky, dynamo, 65 guineas, taxed 5 Shotlandene Rd., Fulham 625-c706
- LE ZEBRE**, 1922 2-seater, double dicky, lighting, starting, nearly new condition, 70 guineas; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 625-c755
- LE ZEBRE**, 1922, brand new (shop-soiled), 2-seater with dicky, dynamo and starter, £110; exchanges and hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 625-120
- 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). 625-146

SPARE PARTS FOR LIGHT CARS.

- A.V.** spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 625-c651
- D.F.P.** spares and repairs. Solo concessionaires and specialists. B. S. Marshall, Ltd., 17a Hanover Sq. Mayfair 5906-7. zzz-958
- 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, "Trubie, Leeds." 625-497

SPARE PARTS FOR LIGHT CARS
(continued).

- G.W.K.** spares all models available. London and Home Counties distributors, W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. gen 3116-7. 625-116
- MATHIS** spares and repairs. London agents and specialists. B. S. Marshall, Ltd., 17a Hanover Sq. Mayfair 5906-7. zzz-959
- 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 50. zzz-599
- MORGAN**, Metropolitan Area Service Depot, Elce, Ltd., oldest and largest firm (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
- MORGAN**. Complete sets of Morgan spares (second-hand) at bargain prices. Write requirements, Salvidge, Tarnock, Axbridge. 625-k236
- 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-c793
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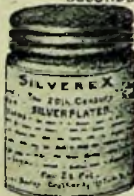
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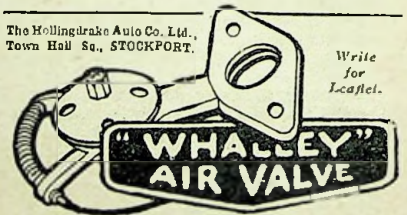
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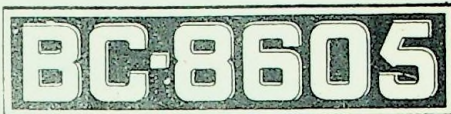
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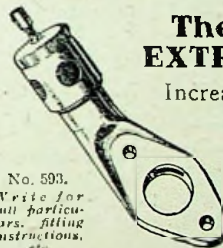


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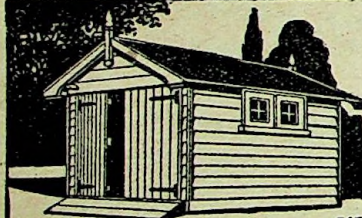
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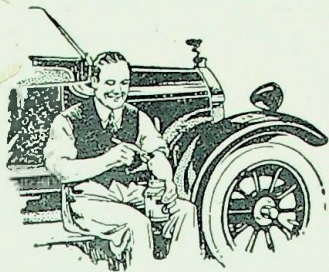

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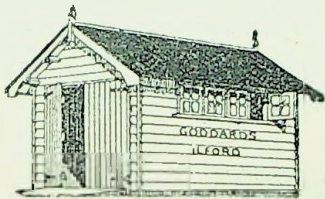
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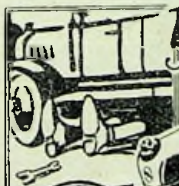
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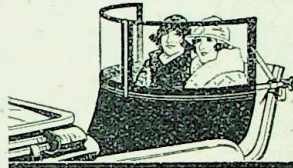
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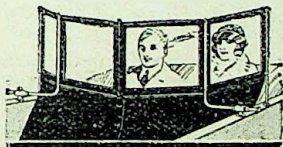
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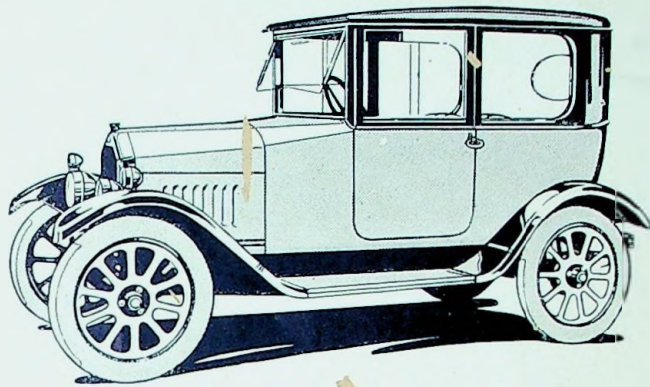
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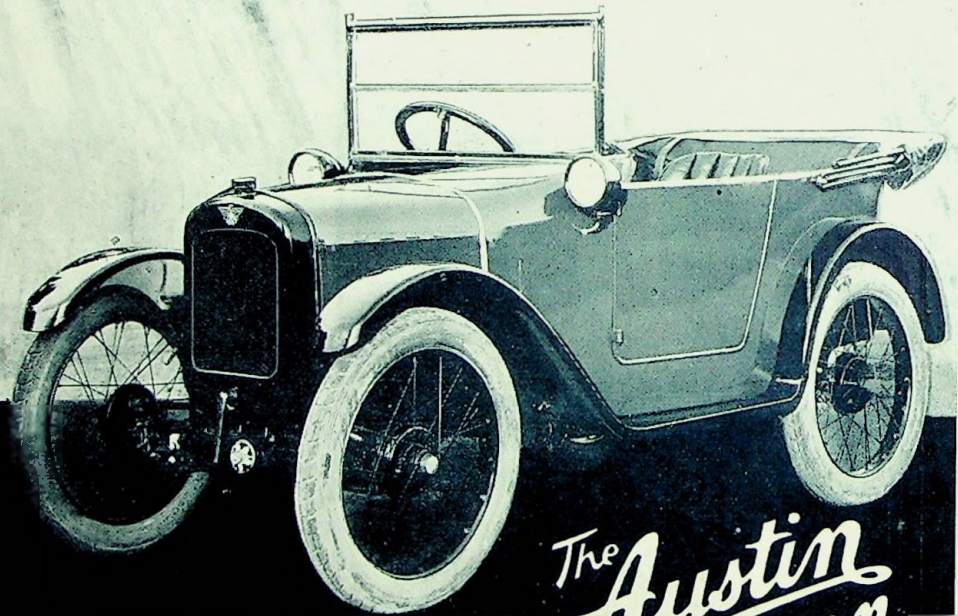
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