

FRIDAY, October 21st, 1927.

The Light Car and Cyclecar



SMALL CAR
TENDENCIES
for 1928

200-MILE
RACE
REPORT

Third Show Number



Humber

9-20 h.p. £300
Saloon

STAND 70 OLYMPIA
HUMBER LIMITED, COVENTRY.

LONDON:

West End Showrooms: 94, New Bond Street, W.1.
Export Branch Office: 32, Holborn Viaduct, E.C.1.
Repairs & Service Depot: Canterbury Rd., Kilburn, N.W.6.

LODGE



STAND 488.
MAIN HALL GALLERY.

LODGE PLUGS LTD.
RUGBY.

As was expected!

AMILCAR

SPECIALS

1st, 2nd and 3rd

in the

200 Mile Race for 1,100 c.c. cars.

**See the new 1928 models,
better than ever before, at
the Sole Concessionaire's :—**

VERNON BALLS

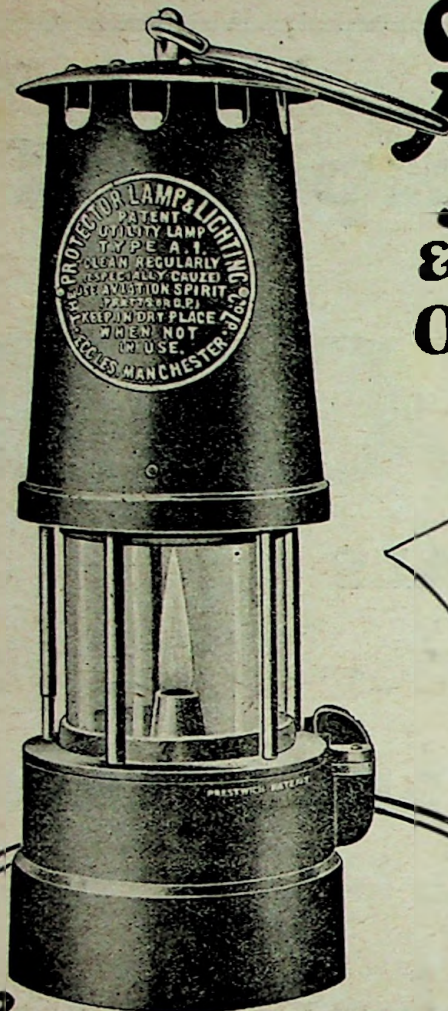
*Showrooms
and Garage
for 60 cars*

**95, High Holborn
W.C.1**

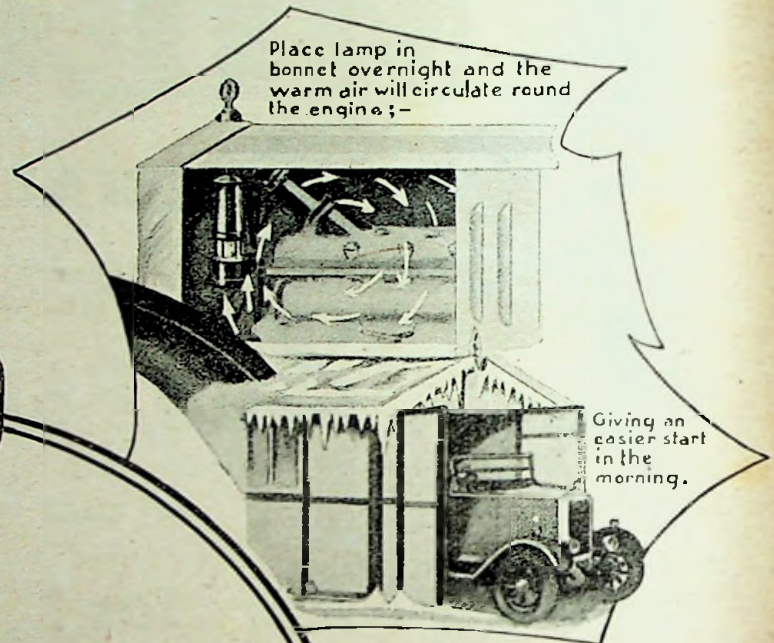
PHONE CHANCERY 8623 & 8624

YOU · KNOW · THAT · VERNON · KNOWS

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



*Put this in
your bonnet
& start with a swing
on the frostiest morn*



The **PROTECTOR** PATENT SAFETY LAMP

—Approved by Leading Insurance Companies and used by H.M. Government —

ensures an easier start-up in the coldest weather. Placed in the bonnet of your car overnight, it will keep the engine warm, prevent the oil solidifying, eliminate all necessity to drain the radiator and prevent a freeze-up, cracked cylinders and jackets.

The "Protector" completely overcomes the bugbear of a cold garage and makes unnecessary the alternative expensive heating and lighting installation.

And the Protector is absolutely safe in use.

If its warmth generates too much vapour in the bonnet of your car the light will be extinguished. If petrol is spilled over or into it, if it is knocked over or dropped, the flame will merely be extinguished.

It is absolutely impossible for the "Protector" to cause an explosion or fire.

The Protector has 101 uses — and is safe in all

As an emergency light on the roads at night, the "Protector" is invaluable, as the strongest gale cannot blow it out. For all visits of inspection in Mill, Factory, Workshop, Barn, or where anything of an inflammable or volatile nature exists, the "Protector" is the safest light to use, whilst as a night-light in the kiddies' bedroom, it is unrivalled.

Buy a "Protector" NOW. It is sold by Garages and the Sole Makers:—

The PROTECTOR LAMP & LIGHTING Co., Ltd., ECCLES, MANCHESTER.

How the "Protector" defeats frost.

Being enclosed in the bonnet of your car its heat is confined to a small space, and the warm air circulates around the engine. It does not heat the garage, which is not necessary, but it does keep the engine warm and ensures an easier start.

The "Protector" is an utility lamp, not a reading lamp. It burns petrol 30 hours, one filling at a cost of less than 1d. It gives 1 C.P. light, can be filled whilst lighted, is clean, free from smell, and the petrol cannot be spilled out.

Turned in solid brass, all British made, the "Protector" weighs 3½ lbs. and measures 10" x 3½"

20 CARR. PAID IN U.K.

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

The LEADER of the 11.4 hp CLASS

The 11.4 h.p. Citroën represents the highest quality car in its class.

Years of experience of production of this model have enabled the Citroën engineers to evolve a car which, for performance and economy, is comparable with automobiles of far greater initial cost.

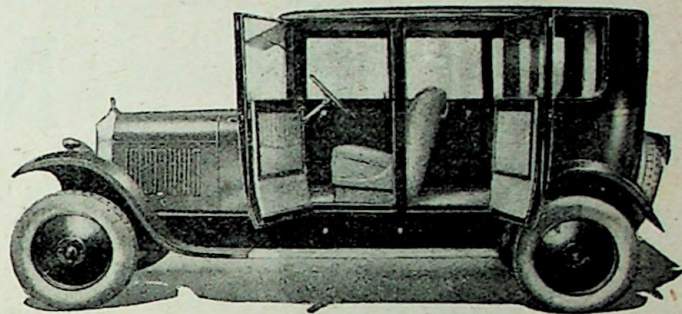
The two models here illustrated are "Supreme Closed Car Value." The Saloon has 4 doors and 4-wheel brakes. The Coupé gives three persons complete protection in inclement weather, whilst in summer it can be used as an open car.

Equipment is exceptionally complete, including: Electric Lighting and Starting, 5 Lamps, Electric Horn, 5 Wheels and Tyres, Wheel Carrier for Spare Wheel and Tyre, Shock Absorbers, Automatic Windscreen Wiper, Boyce Motometer, Petrol Filter, Licence Holder, Inspection Lamp, Kit of Tools, Oil Gun Chassis Lubrication, Facia Board carrying the instruments—Clock, Speedometer, Dash Lamp, Ammeter, Oil Gauge, Air Strangler, Switches, etc., etc. Saloon has Sun Shield, Window Winders, Spring Blinds for rear window, Carpeted Rear Floor, Driving Mirror, Scuttle Ventilator Controls, and Interior Lighting.

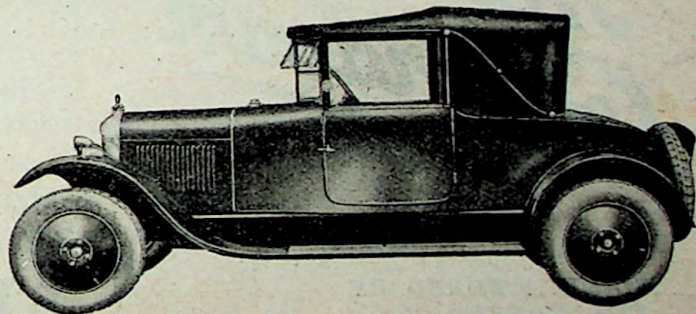
Any of the 500 Citroën Agents throughout the country will be pleased to arrange Deferred Payments and Part Exchange.



CITROËN



11.4 h.p. Saloon, 4 doors,
F.W.B. Fully equipped.



11.4 h.p. Coupé Three-seater. With Folding Head and full equipment.

Supreme Car Values in their Class!

Send for the Citroën Book 18.

CITROËN CARS LTD.,

CITROËN BUILDING, BROOK GREEN, HAMMERSMITH, LONDON, W.6.
Showrooms: Devonshire House, Piccadilly, W.1. WORKS: SLOUGH, BUCKS.

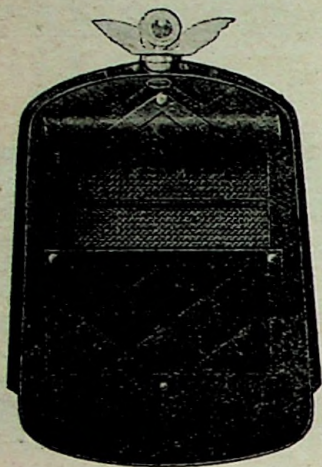
M & C 105

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

A3

Fabram

REGD



RADIATOR MUFF

D OUBLE-FLAP front with rapid adjustments give wide range of temperature control. Triple material with great heat retaining properties. No straps to bother with. Perfect fitting—no sagging. No need to remove the largest mascot when putting on or taking off . . . These and many other good points make Fabram Muffs the muffle for your car and your guarantee of an easy start and a quick get-away on the coldest morning

*The Car
Eiderdown*

*Write for Illustrated List 112L
which gives full particulars and Prices*

MANUFACTURED BY
THE MAKERS OF



THE GAITER WITH THE WICK TUBE
AND THE ONE - HAND OIL GUN

MORE GOOD LINES FOR
YOUR INSPECTION ON
STAND 297

Fabram
REGD

DUST SHEETS. CUSHIONS
LOOSE COVERS. RUGS
TOOL BAGS AND ROLLS
TYRE AND WHEEL WRAPS

RAMSDENS (HALIFAX) LIMITED
STATION WORKS :: HALIFAX :: ENGLAND
London Office : 147/9, GREAT PORTLAND STREET, W.1

Ramsø
REGD
MOTOR CLOTHING

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

**SCHNEIDER CUP**

won by Gt. Britain at 281 m.p.h.—
World's record speed.

MAGNETO IGNITION USED.

MOTH FLIGHT TO S. AFRICA.

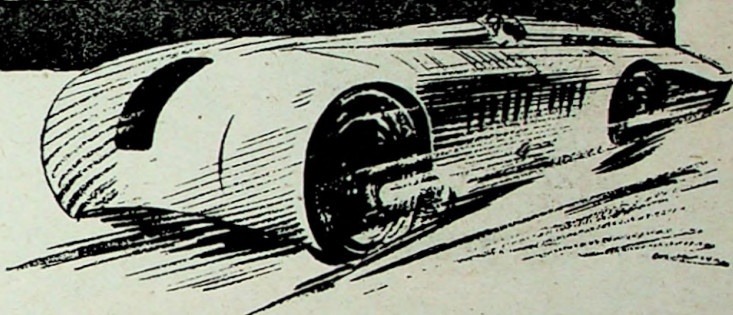
An ordinary car magneto was used
on the Cirrus II engine.

BRITISH MAGNETOS SUPREME

On Land – in the Air

**MAJOR SEGRAVE'S
RECORD RACE.**

At Daytona, Major Segrave
broke World's record in his
Sunbeam at a speed of 203 m.p.h.
MAGNETO IGNITION USED.



*Insist on a British Magneto
on your new car*

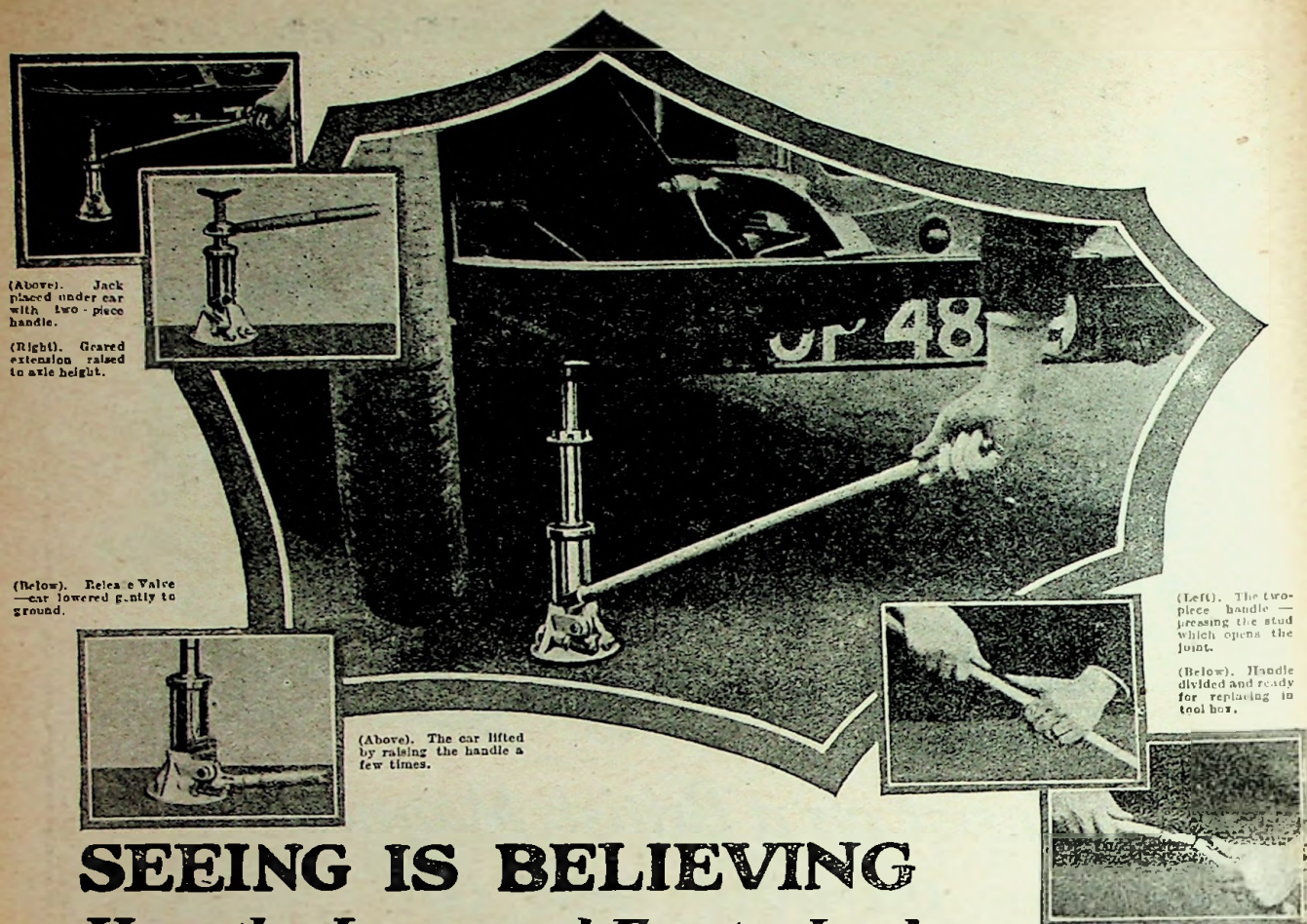
IN all tests of speed, endurance and reliability
Magneto ignition is used. In the Schneider Cup
race, in Major Segrave's record-breaking run
at Daytona, on the Moth flight to South Africa—
Magneto ignition was selected. This, then, is your
guide to the type of ignition that should be on
your car.

The magneto is the only independent source of
spark supply. It does its job unfailingly year after
year without tinkering and without fuss. Over
95% of British cars are equipped with Magneto
ignition. Make sure it is on your new car.

BRITISH MAGNETOS

BUY A BRITISH CAR with a BRITISH MAGNETO

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.



SEEING IS BELIEVING

How the Improved Enots Jack takes the effort out of jacking

THE photographs above have been specially prepared to show you how, with the Enots Improved Hydraulic Jack, you can jack up your car in less time and with less energy than ever before.

Jacking is now so easy that a child can do it. No unnecessary stooping or grovelling under the car. Ingenious new features make the least effort unnecessary. The pictures show and

explain this. These features are linked to amazing lifting force—hydraulic force. It lifts the heaviest car—simply by raising a handle with two fingers. Too good to be true? Come along to Stand 424 and try it yourself. The Enots is compact, moderate in weight and price—and it will not leak. Complete with two-piece handle. See it at our **45/-** stand, or write for details.

ENOTS Improved **STAND 424 OLYMPIA**

HYDRAULIC JACK

BENTON & STONE,
LTD., Bracebridge
Street, Birmingham.

Clyno offers fabric coachwork on Tourers & Saloons without extra charge.

PRICES :

9 H.P.

TOURER
£145 . 0 . 0

FABRIC SALOON
£160 . 0 . 0

11 H.P.

2 SEATER
£152 . 10 . 0

4 SEATER
£170 . 0 . 0

4-DOOR SALOON
£190 . 0 . 0

"ROYAL" 2 SEATER
£195 . 0 . 0

"ROYAL" 4 SEATER
£195 . 0 . 0

"ROYAL" 4-DOOR
SALOON
£220 . 0 . 0

Undoubtedly the most remarkable offer ever made to the public, which, in conjunction with our sensational new programme, definitely places Clyno car value far ahead of all competitors.

THE ADVANTAGES of FABRIC COACHWORK.

Absolute silence. No rattles. No squeaks.

Prolonged resistance to rigorous wear and tear.

Infinitely easier to keep clean.

Damaged panels can be quickly and cheaply replaced.

Extremely light, thereby giving better road performance.

In saloons, complete absence of draughts, drumming and vibration.

In fact, a car with fabric coachwork is as smart and serviceable after 12 months' wear as on the day it left the factory.

To appreciate the advantages and smartness of Fabric Coachwork at its best, you should visit the Clyno Stand at Olympia where an unique display is on view.

CLYNO CARS OLYMPIA STAND 64

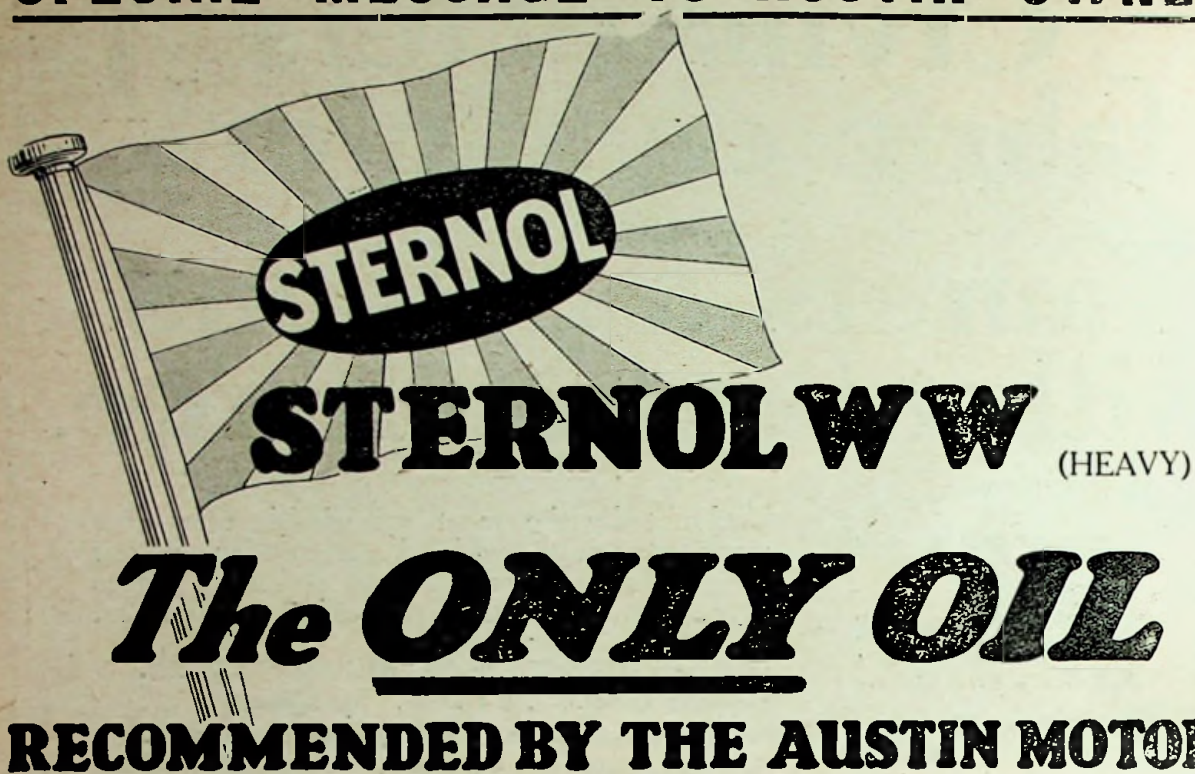
Dunlop Tyres. Lucas
Electrical Equipment.
Smith's Instruments.
Shock Absorbers and
Four Wheel Brakes on
all models.

Rootes Ltd., Devonshire House, Piccadilly,
W.I. Lookers Ltd., 5-35, Hardman Street,
Deansgate, Manchester.

THE CLYNO ENGINEERING COMPANY (1922), LTD., WOLVERHAMPTON.

C.C.46

SPECIAL MESSAGE TO AUSTIN OWNERS.



and the one which they themselves have used exclusively for the past nine years.

Nine years consistent experience of Sternol WW has convinced the Austin Motor Co. of the incomparable efficiency of Sternol WW Heavy.

That is why they themselves use it exclusively and why they recommend it to their customers.

Every Austin Car is run in on Sternol WW—every one is sent out filled up with this oil. In the most delicate stages of its life an Austin engine thrives on Sternol WW Heavy—and the longer you use the oil the more contented you will become.

Never change to another brand. Follow the advice of the makers and get the most out of your car.

The Stern Oracle.



Sternol WW
HEAVY
MOTOR OIL
Makes Engines Purr Like Pussies

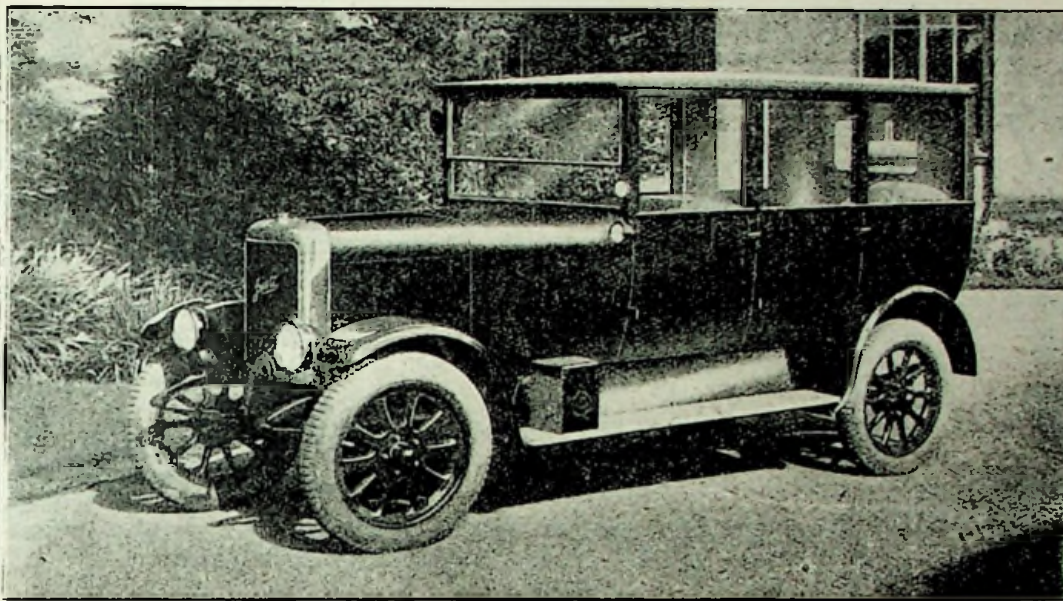
**STAND
441
OLYMPIA**

For other makes of car, see chart.

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

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

THE JOWETT SALOON



The Saloon is the Jowett Car converted into poetry. It is the right answer to those who have arrived at the stage when a touch of luxury in motoring is welcome. Well, here they have it. Note the exceptional height of the roof. And the screen which is so helpful to the driver in times of mist—that is a boon. The windows give all the light and air that anybody could need, and the view is unrestricted on both sides.

Inside there is a beautiful travel room to add to your home, giving you freedom in winter and summer, sunshine and storm. Big, deep, delightfully sprung seats, and pillowy seat-backs, finished and trimmed in a way worthy of a boudoir, but in tough, serviceable, deep-ribbed Bedford cord, or, if you prefer it, real leather. Look round for all kinds of delightful fittings beloved of My Lady. Truly a most civilised car. And she will give you an average of twenty-five m.p.h. on a day's run.

See our STAND No. 15, at Olympia.

NEW PRICES:

Short two, £134. Long two, £142. Chummy, £142.
Full four, £145. Sports, £145. Coupé, £168. Saloon, £170.

Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

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

ALL SPARE PARTS IN STOCK

LOVATTS

SOUTH LONDON SERVICE DEPOTS:

JOWETT HOUSE
91, STREATHAM ROAD
MITCHAM

FOR

JOWETT HOUSE
189, HANDCROFT RD.
CROYDON

JOWETTS

CASH AND DEFERRED PAYMENTS

TRADE SUPPLIED

JOWETT
CARSFROM **£10** DOWNAll Models in Stock.
BUY DIRECT FROM

F.O.C.H.

LONDON'S JOWETT DEPOT
and SERVICE STATION.

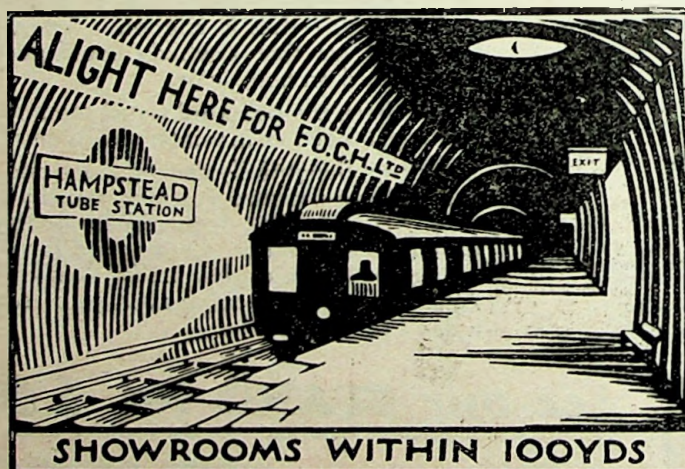
CASH, EASY PAYMENTS, EXCHANGES. (A Straight Deal is a GREAT DEAL.)

FREE { Demonstrations.
Driving Lessons.
After-Sale-Service.

F.O.C.H. Ltd.

5, Heath Street, HAMPSTEAD, N.W.3.
Phone: Hampstead 3752. Hours 9-8.30. Sundays till 2.30.

(ALL TUBES LEAD TO HAMPSTEAD.)

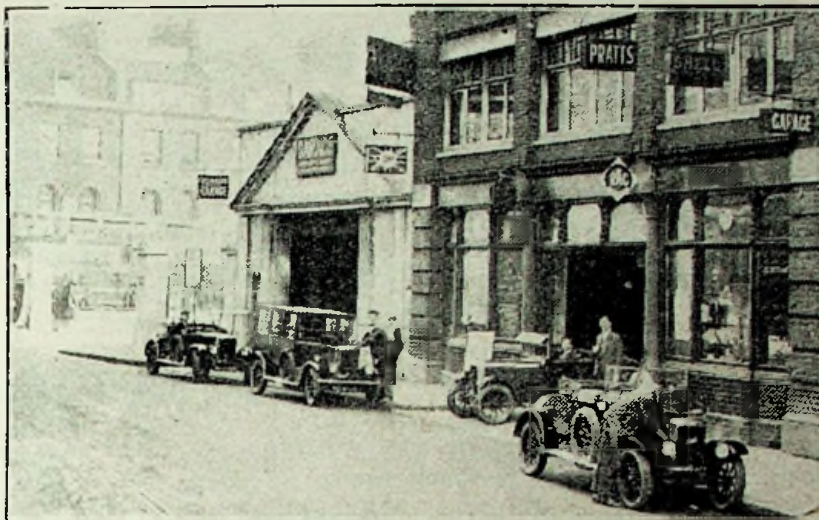
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning
"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

7 H.P. JOWETT CARS £7 Tax.

Economy

Comfort

Service



Reliability

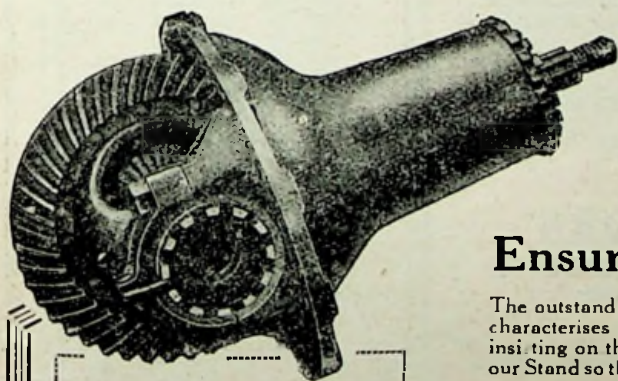
Roominess

Satisfaction

THE WESTMINSTER BRIDGE GARAGE & ENGINEERING CO.,
of 5, LAMBETH PALACE ROAD (Near L.C.C. Hall),
are the biggest Jowett Agents in the South.

Buy your JOWETT from US.

All Models in Stock. — Deferred Terms. — Part Exchanges. — Service.



This illustration shows a complete assembled differential unit which we are supplying to a leading car manufacturer. May we send you details please?

MOSS Components

Ensure Maximum Efficiency!

The outstanding supremacy in quality, efficiency and dependability which characterises EVERY Moss Component makes it well worth your while insisting on their incorporation in your new car. We invite YOU to call at our Stand so that you can better realise wherein that quality lies. Come . . . !

OLYMPIA Stand 167

Moss specialities include Gearboxes, Rear Axles, Propeller Shafts, Steering Gears and Worm Gearing in addition, of course, to complete differential units—an example of which is illustrated opposite. Whether you are a car manufacturer or a potential buyer of a car, there is BOUND to be something of great interest for you!

THE MOSS GEAR Co., Ltd., Aston Manor, BIRMINGHAM

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

REGISTERED

TRADE MARK.

FOR MOTOR CARS
Mixtrol
 FOR MOTOR CYCLES

PUT IT IN
YOUR
 FUEL.

THE PERFECT UPPER CYLINDER LUBRICANT
COME TO STAY.

YOU CAN GET IT
 HERE BY THE HALF
 OUNCE, ONE PENNY.
 ANY QUANTITY.

Look out for our New Mixtrol
 Service Tanks by the Petrol Pumps

They are already installed at over 350 Filling Stations in England, Scotland and Wales. They will be in every town as soon as we can get them delivered. The demand for them is greater than our ability to produce at present. You can get any size tin to carry you on the way at all these Service Stations and at the Principal Garages. When filling up with fuel ask for Mixtrol to be put in at the same time.

It costs you one penny to treat each gallon and saves you twopence.

WE ARE SUPPLYING DENMARK ALONE WITH 2,000 OF THESE MIXTROL SERVICE TANKS, AND OUR CONTRACT THERE IS TO TREAT 10 MILLION GALLONS OF FUEL A YEAR.

ONE 8 OUNCE TIN OF MIXTROL
 IS NOW PRESENTED

FREE

WITH EVERY MORRIS CAR SOLD
 BY PRACTICALLY ALL MORRIS CAR DISTRIBUTORS
 WHO STRONGLY RECOMMEND ITS USE.

WE ARE SUPPLYING ABOUT 50,000 TINS A YEAR FOR THIS PURPOSE.

ROOTES LTD.

ALSO DO THIS AS IT IS EQUALLY GOOD FOR ALL CARS.

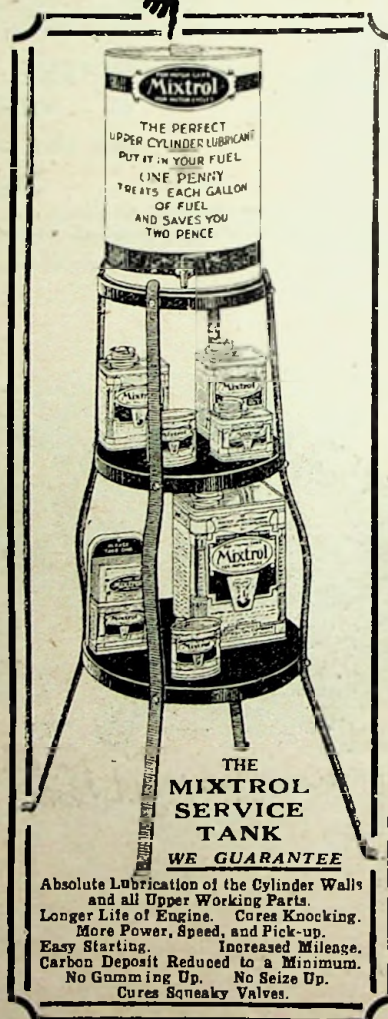
Mixtrol circles the world and is now on sale in practically every country, and our literature is translated into each language, including Chinese, Japanese, Turkish, Greek, 4 Indian Dialects, etc.

4 oz. Tin 1/- Postage 2d. extra. Flat oval shape for tool bag. 16 oz. Tin 3/3 Postage Free.
 8 oz. Tin 1/9 Postage 3d. extra. 32 oz. Tin 6/- Postage Free.

A 32 oz. Tin treats 64 gallons of Fuel.
 Directions:—Pour half an ounce into each gallon of Petrol or other Fuel. There is a half-ounce measure on each tin. No stirring or mixing required.

Write for Free Sample and Explanatory Booklet, Free.

Send 3d. in stamps for actual postage.



Absolute Lubrication of the Cylinder Walls and all Upper Working Parts.
 Longer Life of Engine. Cures Knocking.
 More Power, Speed, and Pick-up.
 Easy Starting. Increased Mileage.
 Carbon Deposit Reduced to a Minimum.
 No Gumming Up. No Seize Up.
 Cures Squeaky Valves.

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

Telephone—Museum 4044
 Telegrams—"Olmixtrol, Weado."

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



MAGNETOS

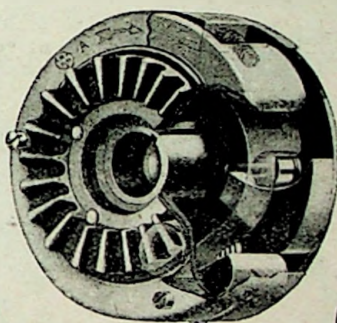
*"Unfailing in exacting tests and
Trouble-proof for normal duty."*

Stand 442

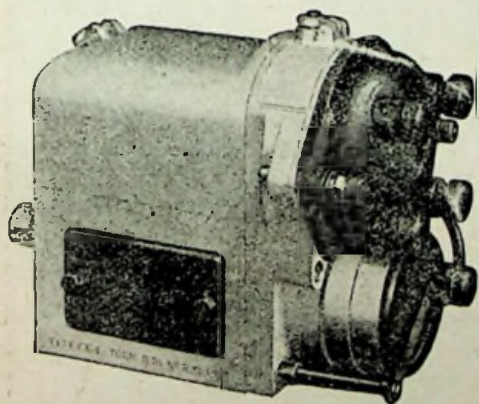
Motor Exhibition
Olympia

October 13th to October 22nd

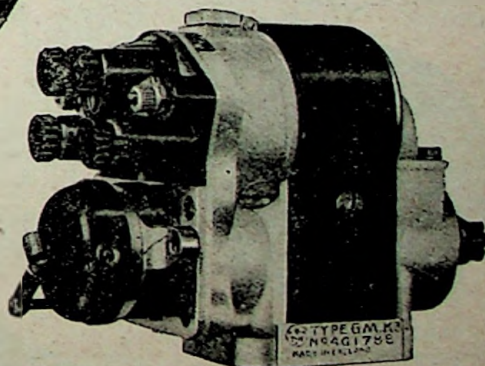
On this Stand are shown representative examples of B.T.H. polar-inductor and moving-armature magnetos, automatic ignition timing devices, lighting sets, generators, "Tungar" battery chargers and "Fabroil" non-metallic, silent timing gears.



B.T.H.
Automatic Ignition
Timing Devices
for all engines.



B.T.H. Polar-Inductor Magnetos
for 4, 6 and 8 cylinder engines.



B.T.H. Moving-Armature Magnetos
for 3, 4 and 6 cylinder engines.

The British Thomson-Houston Co., Ltd.,

ELECTRICAL ENGINEERS AND MANUFACTURERS,

Alma Street, Coventry.

Works: Rugby, Birmingham, Willesden, Coventry and Chesterfield.

DEMONSTRATION OF THESE ACCESSORIES WILL CONVINCE YOU!

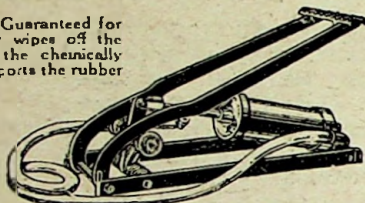
There are some wonderful new lines to show you at Olympia. Accessories which you really must not miss. All tried and proved. All upholding the reputation of the makers of the famous Wefco Spring Cover which has sold in millions. Make a note of the Stand number and ask us to demonstrate; there is nothing so convincing as to see these accessories actually in use.



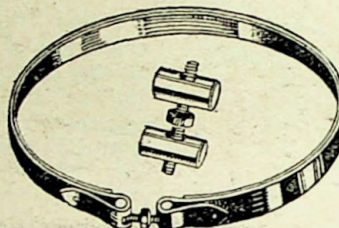
PATENT RIGID NON-DRIP OIL PUMP 21/- & 25/-

WITHOUT CONTINUOUS WIPING, KEEPS THE WINDSCREEN CLEAR.

A "safety" Blade. Guaranteed for a year. The rubber wipes off the dust and rain and the chemically treated felt which supports the rubber puts on a chemical that keeps the vision area clear. Introduced and 40,000 sold since April. 7 1/2" 2.6 and 9" 3.-.



BRISTOL "JUNIOR" FOOT PUMP
Complete 25/-



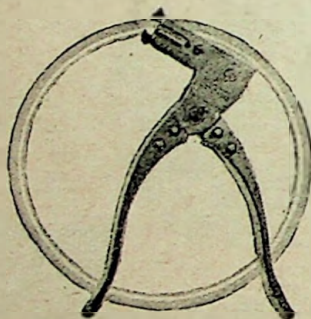
STEEL SILENCER BANDS
15/- a pair



THERMOSTAT
for Morris Cars
17/6



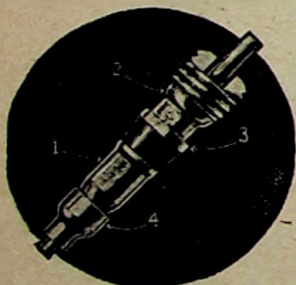
COMPLETE TYRE REPAIR OUTFIT
2/- and 4/-



COTTER PIN EXTRACTOR
10/- each

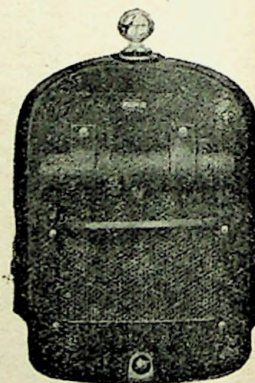


INSTANTON COMBINATION DUST AND VALVE CAP
Retains the air even without a valve. 1/3 each



DILL VALVE INSIDE
Spring enclosed in metal barrel
Packet of 5 1/4

THE ONLY SPRING COVER FITTED WITH A REALLY EFFICIENT FORCE FEED GUN



RADIATOR MUFFS
17/- to 25/-



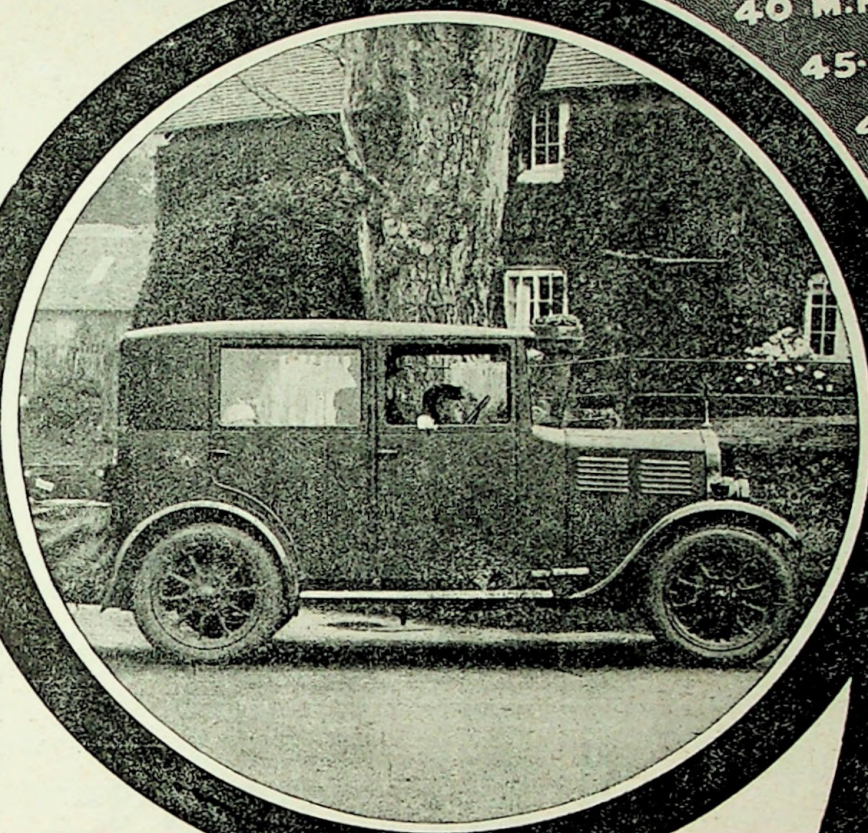
WILCOT (PARENT) CO., LTD., FISHPONDS, BRISTOL

London Office: MORLEY HOUSE, REGENT STREET, W.1.

Telephone: Mayfair 1575/6

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

The NEW



£9 TAX
40 M.P.G.
45-48 M.P.H.
4 DOORS
4 SEATS WITH ELBOW ROOM
MODERN DESIGN OF UTMOST SIMPLICITY
REFINED & AMPLE PERFORMANCE
HALF ELLIPTIC SPRINGS ALL ROUND
WONDERFUL BRAKES & STEERING
SILENT
LOW-BUILT & SAFE

The 9 h.p. "SELBY" Touring Car.
 Body to seat four, panelled in steel, painted cellulose, upholstered in best leather cloth. Adjustable front seat. Hood and sloping screen. Side curtains, celluloid peg-in type. Complete with five wheels and Dunlop tyres **£190**

The 9 h.p. "FALMOUTH" Fabric Saloon.
 Body to seat four. Four doors. Covered in fabric, choice of three colours, upholstered in cloth. Adjustable front seat, single sloping screen. Complete with five wheels and Dunlop tyres **£215**

There is also the "Coleshill" 2-seater . . . **£190**

All Standard Cars are cellulose finished in red, blue or fawn.

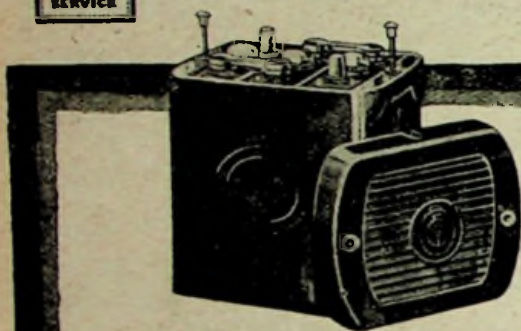
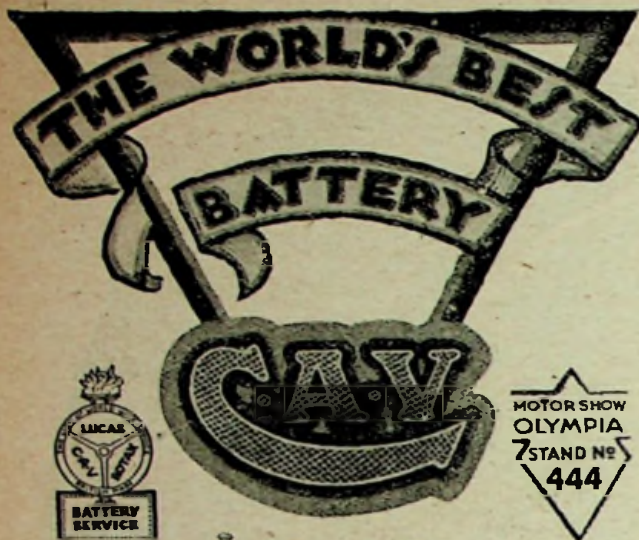
The All British
Standard

OLYMPIA
 Stand
61

Write for full particulars:
 The Standard Motor Co., Ltd., Coventry. London Showrooms: 49, Pall Mall, S.W.1.
 Agents everywhere.

"COUNT • THEM • ON • THE • ROAD"

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



As pioneers of car electrical equipment in the country we realised that the vital link in such a system was the development of the battery. We therefore set ourselves this task, and by continual research and practical experience, the C.A.V. Battery of to-day has been evolved.

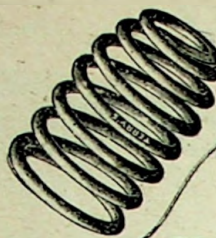
An important step in the right direction was the adoption of Patent "Threaded Rubber" Separators, an insulating material of rubber containing thousands of cotton threads to the square inch. The merits of this type of separator will readily be appreciated. The rubber acts as perfect insulation to the plates, thus adding to the strength of each section, and prolonging the life of the battery whilst free percolation of the acid solution through the cotton threads affords perfect electrolytic action.

OUR PRICE LIST AND THE ADDRESS OF YOUR LOCAL C.A.V. BATTERY SERVICE AGENT WILL BE FORWARDED UPON APPLICATION.

C.A.V. Vandervell & Co. Ltd.
ACTON LONDON, W 3

SALES AND SERVICE DEPOTS AT
Belfast, Birmingham, Bristol, Coventry,
Dublin, Glasgow, Leeds, Manchester, and
Newcastle-on-Tyne.

Battery Service Agents in every important centre throughout the country.



The
Napier-"Lion"
engine
which won
the
Schneider Trophy
used
VALVE SPRINGS
manufactured
by
TERRY'S

Specify "Aero" valve springs
for the new engine, or when
overhauling. Spring List post
free.

Terry's-

HERBERT TERRY & SONS, LIMITED,
Redditch, Eng.

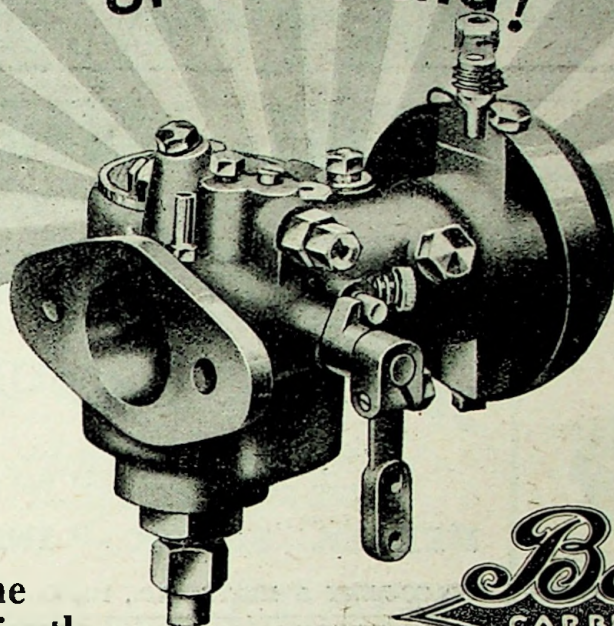
Est. 1855



See
Stand
431
Olympia.

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

The ONLY Carburetter
of its kind!



The Proof of the Carburetter is in the Performance.

Hundreds of Light Car Owners have proved our Claims that the "B & B" definitely ensures

Improved Mileage.

Considerable increases in petrol consumption have been effected—in one case it was 12 miles per gallon!

Improved Running.

Pick-up on top is definitely easier. More instantaneous response to the accelerator pedal.

Easier Starting in Cold Weather.

Consequently less strain on engine and batteries—to say nothing of personal effort saved.

Less Need for Changing Down.

Where you previously "changed down" you now run on "top," which means saving in petrol and less wear on gears.



"I can't believe it's the same Car," is the opinion of Light Car Owners after fitting the "B & B."

They *tried it out first* under our 30 Days' Special Offer.

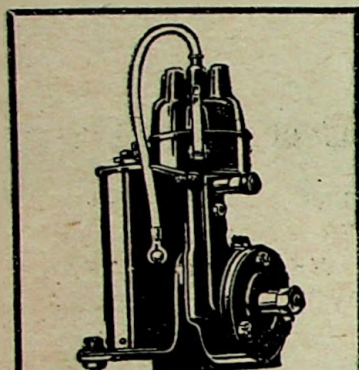
Why not do so too?

Prices from
£3 - 10 - 0

SEE THEM
AT OLYMPIA
STAND 496
- GALLERY -

BROWN & BARLOW LTD.,
Carburettor Works, Witton, Birmingham.
London Service Agents: Dartford Eng. & Carriage
Co., Ltd., 23 24, Hythe Road, Willenden, N.W.10

YOU CAN HAVE ON YOUR CAR DELCO-REMY COIL IGNITION



The latest Delco-Remy Coil Ignition Magneto Replacement Unit for practically any car. Prices from £5-11-6, according to make of car. Full details with every set.

R.N.R.

AS FITTED TO

**SUNBEAM
TROJAN
JOWETT**

**TALBOT
VAUXHALL**

All English made cars of high performance. Ask your dealer or write direct for full particulars of unit illustrated. Change over easily carried out. The Delco-Remy Coil Ignition Magneto Replacement Unit gives

BETTER SPARK — INSTANT START

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



'Phone : Kingston 5148.

H. Beart & Co. LTD

Do you realise
that the **MORGAN** costs
less than £100 and only £4
annual tax?

We specialize in these cars and have a
full range at—

102, LONDON RD., KINGSTON-on-THAMES

Our Representatives will be on

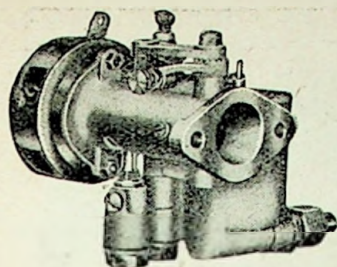
Stand 29, Motor Cycle Show.

Deferred Payments.

Exchanges.

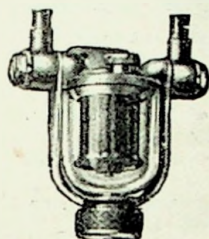
Spares.

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



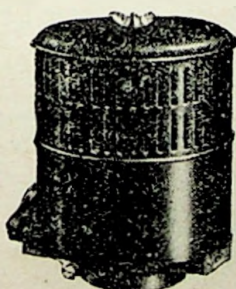
ZENITH CARBURETTER

The Compensating Jet—an exclusive feature of the Zenith—is the chief cause for Zenith efficiency. It so controls the supply of petrol that every single drop is turned into power and provides the engine with exactly the right mixture to suit every occasion. Once your Zenith is fitted and adjusted you can forget its existence. It will outlast the life of your engine. There's a special Zenith made for every make of engine and it is very easily fitted.



ZENITH PETROL FILTER

Dirty petrol is sometimes unavoidable. You may unluckily get the last few gallons from the pump—the water and the dirt. But with a Zenith filter fitted you need not worry. Nothing but pure clean petrol can get by. No gauze to choke—no leather to clog. Sediment always in sight. One size fits all cars or carburetters 24/-
Postage 6d. extra.



ZENITH AIR CLEANER

Road dust entering your engine mixes with the oil and forms a powerful abrasive mixture causing premature wear of pistons and bearing surfaces. A Zenith Air Cleaner removes every particle. Nothing to wear out or to go wrong. Will outlast any engine. A wonderful invention. Send for particulars to-day—mention year and make of engine. In three sizes from 50/-

Look for these three Zenith money-savers on Stand 493

ZENITH Carburetter

GIVES MORE MILES PER GALLON
PROVIDES QUICKER ACCELERATION
MAKES FOR LESS WEAR AND TEAR
ALLOWS FOR SWEETER RUNNING

ZENITH Petrol Filter

PREVENTS CHOKED JETS

ZENITH Air Cleaner

MINIMISES ENGINE WEAR
REDUCES CARBON DEPOSIT

TEST THE ZENITH CARBURETTER ON YOUR OWN CAR — THIRTY DAYS' FREE TRIAL

We don't ask you to accept our statement without proof. Test out the Zenith for yourself on your own car. If you are not more than satisfied your remittance will be willingly refunded on return of the carburetter within 30 days. Can any offer be fairer? Take advantage of it by writing to-day for further particulars giving year and make of your car.

ALSO ZENITH CARBURETTER CO., LTD., 40-42, Newman St., W.1

CA 9804

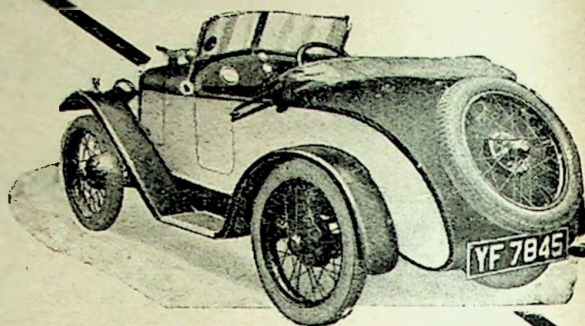
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries

B11

TAYLORS

SPECIAL SPORTS

Austin Seven
Price complete £165



BUILT on the Special Austin Sports chassis this car is a Taylor exclusive design. The body allows ample leg room. Luggage accommodation for two suit-cases inside. V-shaped Windscreen and colours finished to choice. A very satisfied owner writes:—

"WATCH THE BIG BUGS SLOW UP TO EXAMINE HER"

Southampton, Oct. 2nd, 1927.
"We arrived at Southampton without a hitch, and are absolutely charmed with the comfort and pleasing lines of the TAYLOR body. On the way down it was quite amusing to watch all the Big Bugs slow up to examine her. You can rely on us for recommendation wherever we go. I would be much obliged if you would forward those Austin wings as soon as possible, and have you the cover to battery? Thanking you for your splendid service, and wishing you every success."
H.W.

See this wonderful Car at our Kensington Showrooms or Outside Olympia

Ask for particulars and Catalogue of our representative at the AUSTIN Stand. We have also the following Show replica models at Kensington—

AUSTINS — SINGER — JOWETT — CLYNO

and some very attractive 1927 and used models at bargain prices.

Our salesmen will also be in attendance on the following Stands at Olympia:—Austin, Singer, Rover, Jowett, Clyno, Triumph, Standard and Fiat.

PLEASE LOOK FOR THE TAYLOR BADGE AND ASK FOR FREE COPY OF OUR BUYERS' GUIDE.

All makes supplied for cash, exchange, or upon our liberal NO DEPOSIT E.P. TERMS, financed by ourselves. Motor Cycles and Used Cars taken in part payment for New Cars.

H. TAYLOR & Co., Ltd., 49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7,
and 88, QUEEN'S ROAD, PECKHAM, S.E.15.

Telephone (2 lines): Kensington 8556-8680-5510.

RELIABILITY

The most essential
feature in motor car
lighting is reliability.
Therefore, use



MAZDA

**ELECTRIC BULBS
for MOTOR CARS
& MOTOR CYCLES**

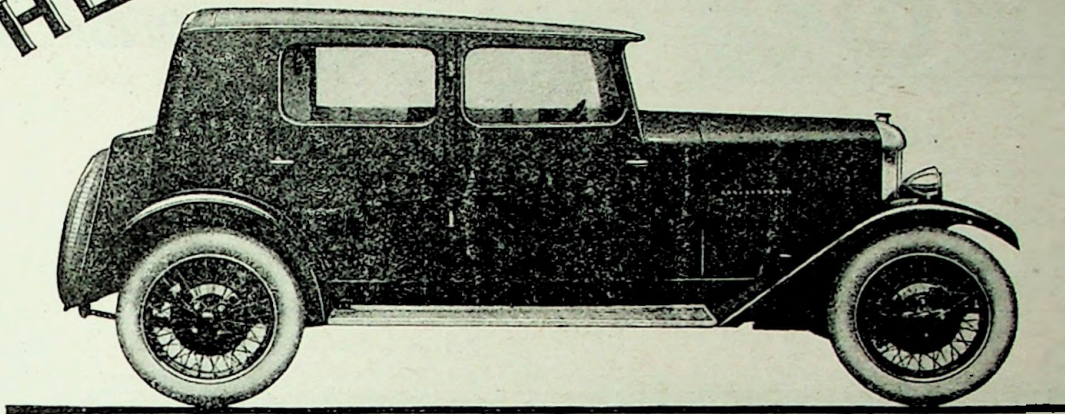
2845

The British Thomson-Houston Co., Ltd.
Crown House, Aldwych, London, W.C.2.

B12

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

THE WONDER CAR



Glorious Beauty. Unparalleled Performance. Distinctiveness never before achieved in any Automobile Design. And in the hands of every driver, responsive control that one minute commands the speed of the rushing gale, carrying all before it; the next, the slow peaceful pace of the meandering brook. For the first time are such high ideals of Beauty, Flexibility, Safety and Luxury, fully expressed in one motor car — low in price, economical to run, moderate in size — the RILEY NINE.

OLYMPIA



STAND 66

1928 Prices from £235

RILEY (COVENTRY) LIMITED, COVENTRY
& 42, NORTH AUDLEY STREET ——— LONDON, W. 1

Hampton Cars

*For years of steady
faithful service &
continuous comfort*

SERVICE.

As the London Distributors, we hold a complete range of Spares in stock and our Service Depot is always available for clients' requirements, moreover our unique Hampton experience is always at your disposal. Hampton Cars can be purchased to suit customers' convenience. Either part exchange or deferred terms arranged as desired, the highest value being allowed for your car.

A typical English medium sized car that has been steadily produced and sold for many years on sheer merit alone.

The Hampton stands supreme as an exclusive product, embodying the most efficient designs, faultless workmanship and the best possible materials. Hampton performance on the Road gives proof positive of its superior construction. Call at our Showrooms during Olympia week, and inspect the **HAMPTON 1928 MODELS** at your leisure.—A trial run without obligation will convince you that the Hampton represents the greatest possible value in English Built medium-size cars.

Prices from £275

DURING OLYMPIA SHOW WEEK

AT LONDON DISTRIBUTORS

B.S. MARSHALL LTD, 25, Basil St. Knightsbridge, S.W.1

Phone—Sleane 6118/9.

Grams—Aumarshano, Knights, London.

Hampton Cars

OLYMPIA SHOW WEEK.

A full range of Models will be exhibited at our London Distributors:

Messrs. B. S. Marshall Ltd.,
25, Basil Street, Knightsbridge, S.W.1.

12-40 Standard 2-seater ..	£275	12-40 Fabric Saloon ..	£425
12-40 3-seater De Luxe ..	£315	12-40 Coachbuilt Saloon ..	£425
12-40 6-seater De Luxe ..	£325	12-40 De Luxe 3-seater Coupe	£340

Hampton Cars (London) Ltd., Stroud, Gloucestershire.

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

Pyrene
TRADE MARK
**SAFER
MOTORING
EQUIPMENT**

**Be on the
safe side
by using
this Equipment**

**STAND 408
OLYMPIA**



Pyrene
TRADE MARK

MOTOR CAR BUMPERS



"The Bumper with the leaf-spring buffer." (Patent applied for.)

Every car and its occupants are safer when "PYRENE" Bumpers are fitted. They ensure maximum resistance and shock absorption in the event of collision. Their special spring steel bars are reinforced with an ingenious 3-leaf spring buffer. "PYRENE" Fender Guards are supplied where a luggage grid or spare wheel is carried at the rear of car.



PRICES:

In handsome nickel and black finish, made in three models, £3-10-0, £4, £5 each. Fender Guards £3-15-0, £4-5-0, £5-5-0 per pair. The above prices include Standard Brackets except in a few cases where special brackets may be necessary, when an extra charge (usually 10/-) may be made.

Please ask for folder "LC/B."

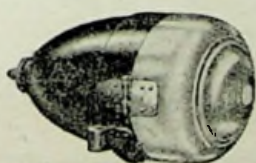
Pyrene
TRADE MARK
**FIRE
EXTINGUISHERS**

The presence of petrol, oil and electrical current on your car involves a grave risk of fire. Be ready for this emergency by fitting a "PYRENE" Fire Extinguisher—the standard form of Fire Protection for all cars. Get one to-day. For light cars fit the Junior Model.

PRICES:

Standard Model—Filled ready for use and complete with bracket. In polished brass 55/-
Nickel or Black plated 60/-
Junior Model: In nickel-plated finish only, filled and complete with bracket 35/-

Ask for folder "LC/F."



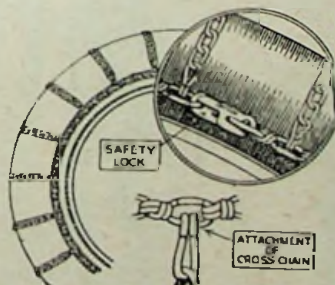
**MOONBEAM
NON-DAZZLE
HEADLAMPS**

Provide a powerful uninterrupted driving light that is free from dazzle, thus obviating dimming, dipping, or switching off. They also eliminate back glare in fog.

PRICES from 7 gns. per pair.

Ask for folder "LC/L."

Awarded
R.A.C.
Gold
Medal.



**OFF 'N' ON
NON-SKID
CHAINS.**

Snow is not the only cause of skidding. Whatever the road surface may be Off 'N' On Chains can save you. They are "on in a minute" without the aid of a jack. Cross-chains can be replaced instantly—no tools needed. Full particulars and prices on application.

Ask for Folder LC/C.

**THE PYRENE COMPANY LIMITED,
9, GROSVENOR GARDENS**

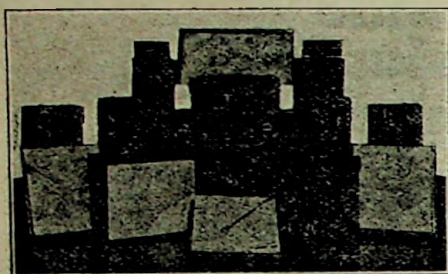
Telephone: Victoria 8592 (4 lines)

LONDON, S.W.1

Telegrams: "Pyrenextin, Sozest, London."

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

STANFORD'S MOTORING MAPS



GREAT BRITAIN.—Ordnance 4-mile Map in 21 sheets, together with a celluloid Map case showing six sections of Map at a time in one pigskin case. £6 15s. Or mounted on the new Stanford-Bridges' Patent method, £7 10s.

ENGLAND AND WALES.—Ordnance Survey. Half-inch Map in 40 sheets. Complete set mounted to fold, with Map Measurer. In pigskin case with spring locks, £11.
In cowhide £10 15s.

ENGLAND AND WALES.—Ordnance Map on a scale of 4 miles to an inch in 12 sheets, with heights shown in colours. Set in cowhide case with celluloid back, Map being visible, 80/- (81/-).

Set in pigskin cabinet case, 68/- (69/-).

Set in cloth case, 48/- (49/-).

Map Measurer, 5/6 extra.

ENGLAND AND WALES.—Stanford's Contoured Road Map on a scale of 6 miles to an inch. In 6 sheets, 3/6 each (3/8).

Complete set in cowhide case, 33/6 (34/-).

AUTOCAR MAP OF ENGLAND AND WALES.—Scale 8 miles to an inch, printed on cards in strong cowhide case with celluloid front 15/- (15/9). Mounted Stanford-Bridges' Patent, 20/- (20/6).

ENGLAND AND WALES.—Bartholomew's Half-inch Map in 37 sheets. Complete set mounted to fold, with Map Measurer. In pigskin case with spring locks, £10 10s.

In cowhide £10 5s.

SCOTLAND.—Ordnance Survey Half-inch Map in 34 sheets. Complete set mounted to fold, with Map Measurer.

In pigskin case with patent spring locks, £9 15s.

In cowhide £9 10s.

SCOTLAND.—Bartholomew's Half-inch Map in 29 sheets. Complete set with Map Measurer.

In pigskin case with spring locks, £8 15s.

In cowhide £8 10s.

STANFORD'S TWO-INCH MAP OF LONDON.—Main Roads and Tramways edition, size 46 by 27 in. A clear Map showing the Main Roads through and out of London. One sheet, coloured and varnished on linen cloth, folded, 6/-.

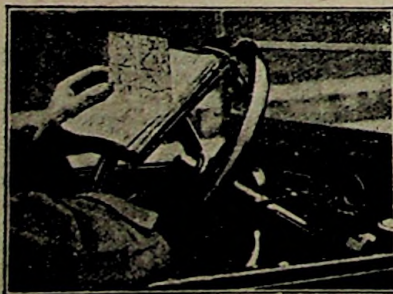
Cut and mounted to fold, 8/6.

MAP HOLDER.—For use with the new Stanford-Bridges' method of Map mounting, or for route cards.

Fits on the Steering Wheel. Price 12/6. Postage 9d.

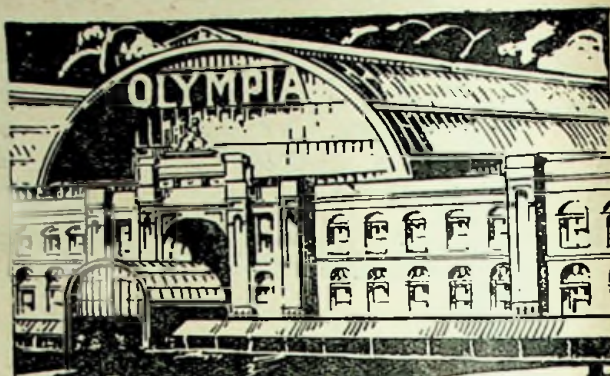
Full particulars on application.

Prices in brackets=post free prices.



EDWARD STANFORD, LTD.,

Whitehall House (Dept. 2M.), 29-30, Charing Cross, S.W.1,
and 12, 13 & 14, Long Acre, W.C.2
(Established 1852.)



A HEARTY INVITATION

is given to all motorists to visit Stand No. 169, Avenue R, where I shall be delighted to demonstrate the sterling qualities of the **STOTT ANTIBOUNCE**, to prove that it is the most effective and cheapest Shock Absorber on the market.

I have received the following testimonials during the last few days:—

"Please find enclosed cheque in payment of Stott Antibounce Clips received for my Renault.

"I may say that I am very pleased with them, they have made an amount of difference to my car. I have given them a good testing, and have just finished a run of about 400 miles and over some very rough roads."

"I feel sure that every owner of a Cluno car not fitted with Shock Absorbers will be pleased to buy a pair, if only they knew the difference it makes on a long run, only like myself, they think that an article so simple and cheap as compared with the average Shock Absorber cannot do the work, but one only has to try them to realise." Wishing you every success."

PRICE **11/6** per pair.

STOTT ANTIBOUNCE CLIPS are supplied on a month's free trial.

RICHARD BERRY & SON
(Department "A"),
Mafeking Road, Smethwick,
BIRMINGHAM.

Phone - - - Smethwick 631.
Grams - - - "Springs."



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

Services

WATCHES

DESPATCH RIDER

INDIAN ARMY

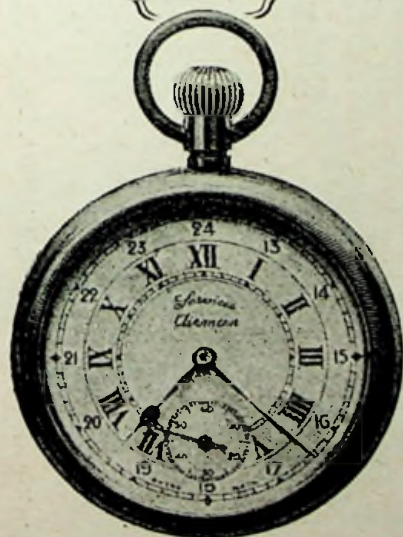
NAVIGATOR

CONTINENTAL

AIRMAN

RACE TIMER

MEDICO



THE AIRMAN

A 17 jewelled lever movement. Screw case back and front. Damp and dust proof. Non-magnetic hair-spring. Visible escapement. Guaranteed. (12 or 24 hour dial.) Plain dials only.

POST FREE **21/-**

AFTER ALL

THE MOVEMENT IS THE THING

Have you found a watch that really does withstand vibration? When you selected your car or cycle the engine was of paramount importance. Likewise, in a watch, the movement is the first and last thing to study.

When you buy a Services Watch you know you are getting a reliable movement and one that will withstand the vibration of the heaviest roads, and yet you need not pay an excessive price for it.

The "Indian Army," "Indian," "Airman," "Navigator" and "Continental" each have a definite service and are in use in most parts of the Globe. The "Despatch Rider" Watch, constructed and balanced especially for arduous conditions, has proved the soundest and most reliable timekeeper yet available.

THE DESPATCH RIDER

Three-quarter plate wristlet, complete with strap (as illustrated). Handley, Simpson and Woods rode in their T.T. Successes wearing this model and tested its immunity from severe vibration, placing it as the most reliable Sports, Motoring or Cycling watch made. It is ideally suitable for wear during Motorcycle and Car reliability

trials. A strong and specially balanced movement, non-magnetic. Visible escapement. Dust and damp proof. Guaranteed. (12 or 24 hour dial.)

POST FREE **15/6**

Luminous (12 hour dial only)
post free **17/6**



AIR WRIST

Three-quarter plate movement, complete with strap. An exceptionally reliable watch for continuous hard, everyday wear. Will give good results on any wrist, and its time-keeping is not affected by abnormal conditions.

Guaranteed. (12 hour dial only.)

20/- POST FREE.

Luminous dial post free - **22/6**



BY POST

The complete range of Services Watches embraces fifty models in Nickel, Silver and Gold, in two ranges: Sports and Presentation. Each model is tested before despatch and then guaranteed. The coupon will bring you illustrated catalogues by return, free.

To the **SERVICES WATCH CO., LTD.** (Dept. M.5), LEIC. ESTER.
Please send me illustrated catalogue—
Sports Presentation. (Tick which required.)
Name
Address

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

WE POSITIVELY give the highest price for your old Car in part exchange for any make of New Car.

WE CAN SUPPLY YOUR NEW LIGHT CAR

We are **DISTRIBUTORS** for **RENAULT** and **SALMSON**
and **Special Agents** for
AUSTIN, FIAT, WOLSELEY, SINGER, ROVER,
CLYNO, CITROEN and various other makes.

Special AGENTS and FACTORS for
the **FAMOUS ENGLEBERT CORD**
TYRES.

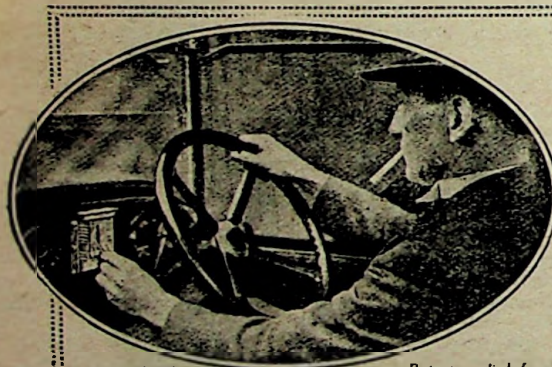
Over 100 New and Second-hand Cars
always on view.
DEFERRED TERMS ARRANGED.

GEORGE NEWMAN & CO.

369, Euston Road, London, N.W.1, and 39/40, Old Steine, Brighton.

'Phone: Museum 7741 (12 lines).

'Phone: Brighton 4713.



FIT THE

Patent applied for.

WIDNEY-IRVING PATENT SPRING CIGARETTE CASE, ASH TRAY AND AUTOMATIC LIGHTER COMPLETE. Touch lever and out springs your cigarette, then take match which strikes automatically. No searching pockets for cigs. and matches and running up the gutter in the attempt. Looks splendid on your dashboard. Will fit anywhere in car. Beautifully finished in Silver or Oxydised Nickel. Retail 17/6 complete. Special terms for quantities.

Makes an ideal Gift.

You want one in your Car, also in your Dining and Smoke Room.

UNITED SPRING CO., HAWTHORN STREET, WEST SMETHWICK.

MANCHESTER OFFICE: Milward Trading Co., 41, Corporation Street.

GLASGOW: Peter M. McCulloch, 140, West George Street, Glasgow.

Telephone: 118 Smethwick.

Telegrams: "Tension, Smethwick."

SPRINGS

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

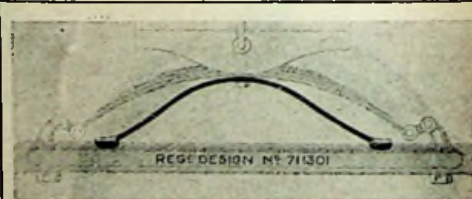
All types of Chassis Springs in stock. Laminated Springs. Valve Springs. and Fork Springs always available. Repairs and Replacements a speciality.

Box of Assorted Motor Cycle Springs, specially selected, 12/- per box. Assorted Spring Washers, all sizes and types in stock, 1/- per 1 gross box. (Postage extra.)

Springs are specially treated to stand all weathers, and our special all-weather enamel will resist all elements. Send details of your requirements. We quote by return.

Note our Specialities.

SAFETY FIRST.



The "United" Check Spring

must be fitted to your Car if sprung with a transverse front spring. Will take up all the undue strain and supplies splendidly balanced movement which eliminates side roll and possibility of broken springs. Wonderful results.

Austin 7's ride like a "Rolls."

Special trade terms. Retail 5/6 each.

Will save its cost inside 3 months.



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 Badge our Representatives

Look for it—It will save you much



are wearing at Olympia:

time, trouble, and probably a headache



Mr. SAGEBIRD in HOT WATER

MR. SAGEBIRD was apparently new to English Motor Show ways and customs—or didn't worry about them. However, when he arranged with a Service Co. Representative to take him over to Olympia and show him round, he certainly commenced the right way.

At Olympia Mr. Sagebird obviously appreciated the fact that he was being taken from one Stand to another—easily—quickly—surely, but was at a loss to understand why there was no "trying-out" ground. Simply couldn't see why Preposterous The proof of the pudding

Mr. Sagebird got interested in a model—very interested. Asked our representative many questions about it, varying from upkeep costs to make of carburetter, and was satisfied with the replies; but he wanted to "juggle with the works," as he put it. "Seeing is not always believing you know." So into the driver's seat he jumped and proceeded to "juggle with the works" in a way that soon caused an interested crowd to gather

The salesman was apologetic but firm. Mr. Sagebird couldn't see why—an officer of the law—looking important—appeared—and our representative silently shepherd Mr. Sagebird away.

Outside Olympia he explained that he could not and would not decide on any make of car until he, personally, had tried and tested it. It's too much like taking things for granted he said. Why should he be expected to buy a car just because it looks good.

But then joy came into Mr. Sagebird's life when he was told that at The Service Company you can—

**SEE THEM ALL
and
TRY THEM ALL**

The Service Company Ltd.

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

ESTABLISHED
AS LONG AS
THE INDUSTRY.

Telephone:
Holborn 0606 (3 lines).
Telegrams:
"Admittedly, London."

FREE BOOKLET—

Cut this out and post in

To THE SERVICE COMPANY, LTD.,
273-4, HIGH HOLBORN, W.C.1.

Please send me a copy of your 1928
Edition of "The Diary of a Car Tester."

NAME.....

ADDRESS.....

L&E.....

CATALOGUE FREE

unsealed envelope, only 1d. stamp

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

B19

Announcing the Bayliss Thomas



1928 PROGRAMME

Revised Prices: 12/27 h.p.		
"Touring" 4-Seater	-	£235
"De Luxe" 4/5-Seater	-	£255
Complete with Fullst Equipment and Front Wheel Brakes.		

THE popularity of our 12/27 h.p. Models during the past Season has proved to us that the demand exists for a medium powered car of high-class quality offered at a reasonable price.

We have accordingly decided to concentrate on 12/27 h.p. Models for the 1928 Season, and have not only further improved the specification but have also considerably reduced the retail prices.

The improved 1928 Model BAYLISS THOMAS will, we know, appeal to the discriminating buyer who requires something better than the cheap mass-produced effort.

YOU will be proud to possess a BAYLISS THOMAS, not solely because of its attractive appearance, but mainly because you will realise and appreciate the unsurpassed excellence with which this Car of quality and merit is built. After Olympia has shown her best in still life, make a point of seeing the BAYLISS THOMAS in action. Remember, the open road is the place to choose a car—that is the acid test.

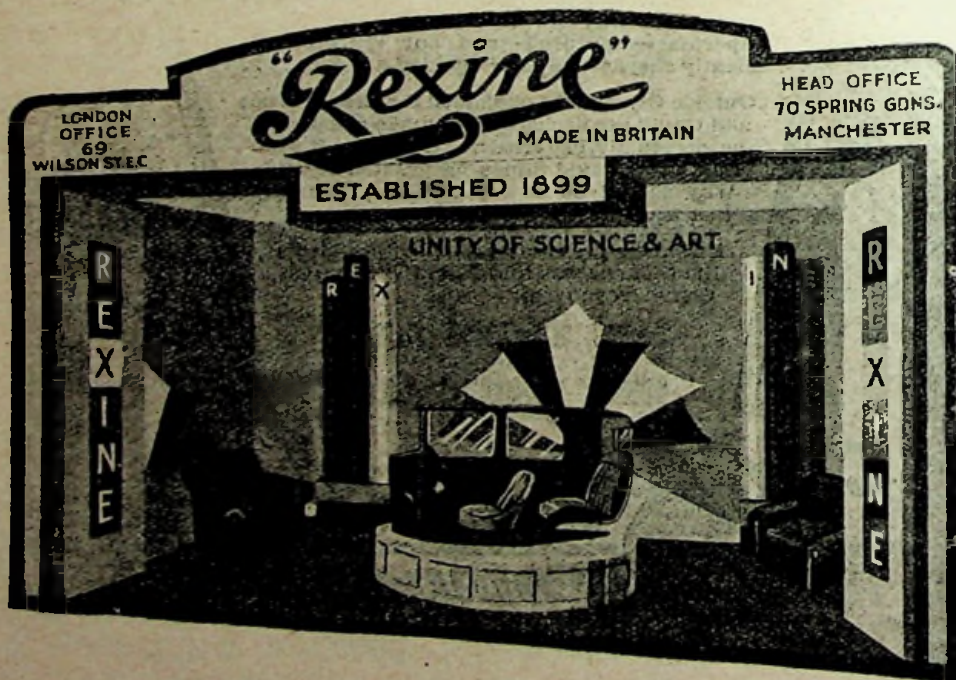
ASK your Local Agent to arrange a demonstration run—it will convince you.

Full illustrated and detailed catalogue upon request.

Telegrams:
"Monarch, Hay Mills."

BAYLISS THOMAS & CO.,
(Proprietors: The Excelsior Motor Co., Ltd.)
KING'S ROAD, TYSELEY, BIRMINGHAM.

Telephone:
Acocks Green 277 & 278



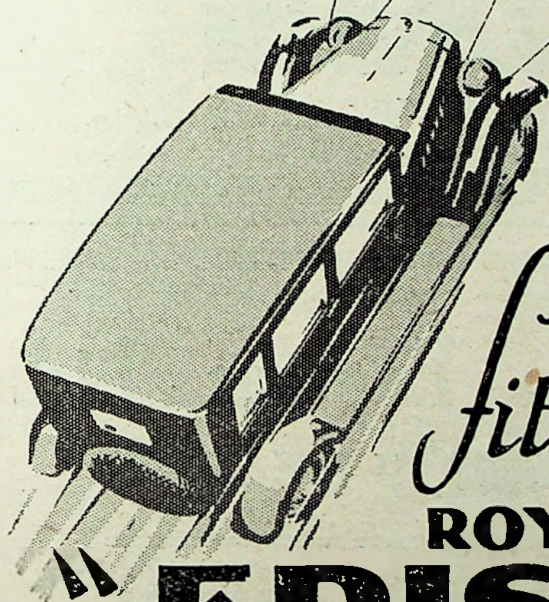
Do not omit to visit Stand No. 240.

Ground Floor, Motor Exhibition, Olympia, Oct. 13-22, 1927.

Rexine Ltd., 70, Spring Gardens, Manchester. Telephone: Central 8026 (4 lines). Extensions 10 and 11. Telegrams: "Rexine, Manchester." ☐
London Office: 60, Wilson Street, Finsbury, E.C. Telephones: London Wall 5861/2. M.11

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

SEE THE ROAD
IN A
CLEARER LIGHT



STAND No
235

EDISWAN
EXHIBIT

MOTOR LAMPS
& BATTERIES

fit

ROYAL
EDISWAN
MOTOR CAR LAMPS

Fully licensed under Patent Nos. 23775/12, 10918/13 and others.

MOTOR EXHIBITION, OLYMPIA, Oct. 13th to 22nd.

STAND 235

Third on left of Hammersmith Road Entrance, Ground Floor.

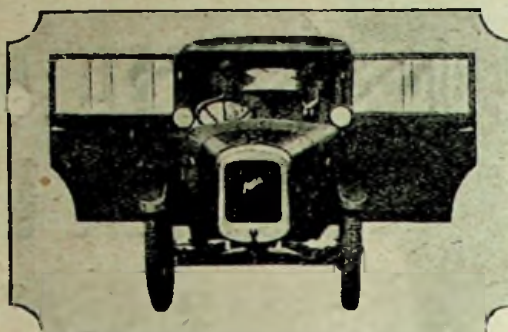
N.D.17.

THE EDISON SWAN ELECTRIC COMPANY, LTD.

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

B21

*Trade
enquiries
invited.*



*Demonstrations
at any
time.*

SILENCE

The special construction of the "WYDOOR" AUSTIN 7 FABRIC BODY gives the freedom from body noises generally found in large cars, whilst the seating arrangements allow 3 adults, or 2 adults and 2 children to travel comfortably without being cramped.

£172

See it and other attractive models during the Show at Messrs. M.S.L. Ltd., opposite Olympia.

CRANVILLE MOTORS

'Grams:
"FABRIKBODI"
WALGREEN
LONDON

THE BROADWAY
LONDON - SW6

'Phones:
PADDINGTON
8720
FULHAM 3818

Coventry Climax Engines, Ltd.

ENGINE MANUFACTURERS TO THE TRADE.

Stand 362, New Hall Gallery,
Olympia, October 13th—22nd.

Standard Productions, 10·8 h.p., 11·9 h.p., and
larger sizes; 4-cylinder water-cooled engines.

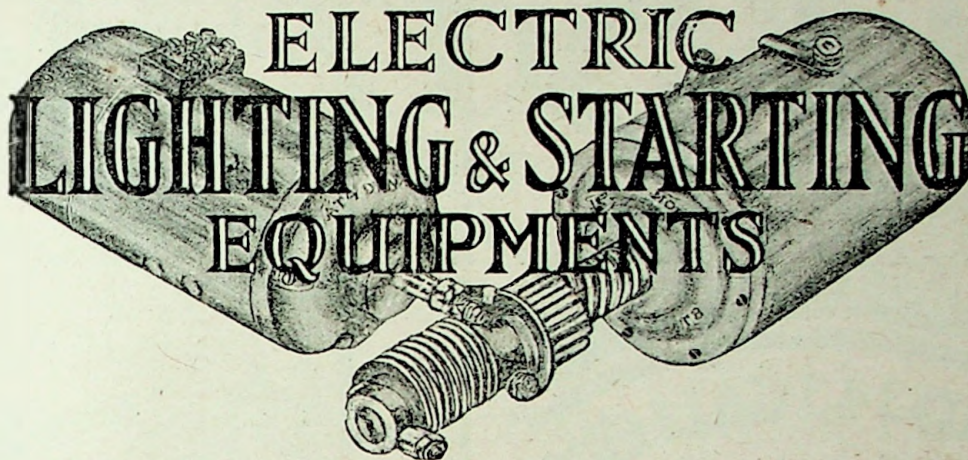
TRADE ENQUIRIES INVITED.

Works and Offices: FRIARS' ROAD, COVENTRY

Telephone: 5051.

Telegrams: "Climax, Coventry."

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

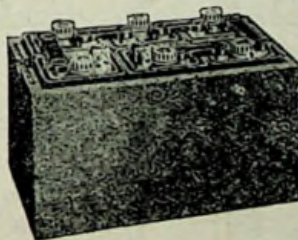

Rotax


THE choice of a car is always a difficult matter, more especially at Show time when competition is keen. This year the difficulty is increased rather than diminished. There is, however, one sure guide, i.e., the electrical equipment. Rotax Equipment has for many years been fitted to the leading makes of cars. Choose a car that is Rotax equipped, and you can be sure of getting not only full value for your money, but an electrical equipment that will serve you faithfully under all conditions of service.

ROTAX HIGH GRADE BATTERIES

The Battery is the most important part of your car's electrical equipment, and should therefore be given more than ordinary consideration.

Apart from the trouble and inconvenience of being let down in some remote locality, the satisfactory working of the whole equipment is dependent on the efficient performance of the battery. The Rotax Battery has been designed exclusively from



the quality point of view, and has proved in actual service to possess capabilities of endurance greater than any other make in existence.

Users of Rotax Equipments should be certain to fit a replacement battery of Rotax type, as, while Rotax batteries work equally well with other makes of electrical equipment, they are particularly fitted for use with Rotax Electrical Equipment.

OLYMPIA
STAND NO. 443
MAIN HALL GALLERY.

ROTAX MOTOR ACCESSORIES, LTD.

Rotax Works, Willesden Junction, LONDON, N.W.10

'Phone: Willesden 2480.

'Grams: "Rodynalite, Phone, London."

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



—and here is the finest
All-Weather Equipment
you ever saw.



This is no idle boast. Just a statement of fact. Fact founded on widespread opinion. The opinion of most leading car builders, and innumerable car owners. Your own judgment will bring you to the same way of thinking when you see it.

"Starling" Side Screens gratify that "Saloon" desire. And yet you can readily "clear the deck" when the "open car" is the order.

Charm of appearance and the delight of luxurious protection are scientifically combined in "Starling" all-metal frame Side Screens

Available in three distinct types for any make of car.

Single pairs any size from 30/- to 45/-.

Complete Sets—

2-seater from £3 0 0 to £4 10 0

4-seater from £4 10 0 to £9 0 0

"The Weather Defied" will tell you all about them. Write for this Art Booklet now—post free.

STARLING EQUIPMENTS LTD.,

104-106, Ladypool Road, Sparkbrook, Birmingham.

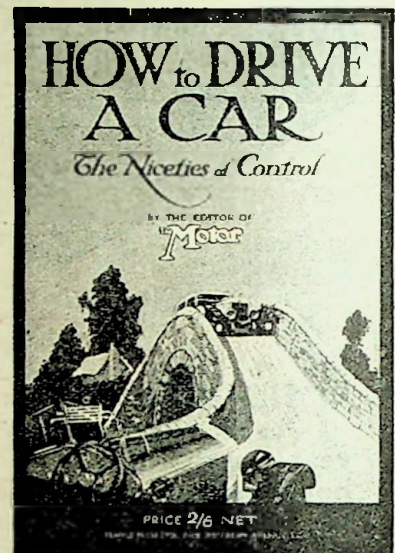
**You must have Side Screens
—and they must be**

Starling

B24

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

A GUIDE TO SAFE AND EFFICIENT DRIVING.



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

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

2/6
NET.

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

TEMPLE PRESS LIMITED.
5-15, Rosebery Avenue, London, E.C.1.
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4

:: Write for free booklet of Useful Information for Motorists. ::

OLYMPIA, OCTOBER 13—22, 1927.

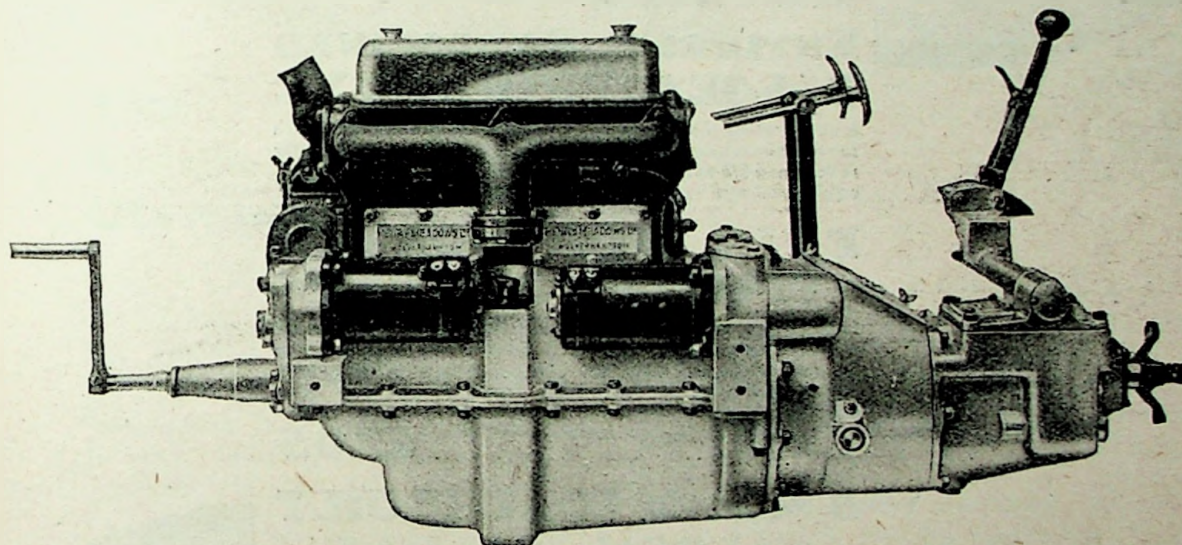
MEADOWS

ENGINES, GEARBOXES, AND ENGINE AND GEARBOX UNITS

All Sizes and Types

will be on exhibition on our Stand.

Stand No. 242, New Hall, Ground Floor.



Type 4 E.D. 1 1/2 litre Four-Cylinder O.H.V. Sports Engine and Four-speed Gearbox Unit, 40 B.H.P.

Various improvements in details have been made in the 1928 model of this wonderful Engine, which has proved during the past racing season to be one of the fastest and most reliable Power Units in existence. We continue to build it with either Single Port (as above) or Two Port Cylinder Head (50 B.H.P.). Speeds of 70 m.p.h. and 80 m.p.h. are attained by cars fitted with this engine.

SEE ALSO

Type 4 E.C. 12/28 h.p. Engine Touring Model

Type 4 E.B. 10/24 h.p. Engine Touring Model

These well-known Engines are in great demand as they have no equal in solid, trouble-free and economical performance at speeds as high as are safe on ordinary roads.

HENRY MEADOWS LIMITED,

Fallings Park, WOLVERHAMPTON.

Telegram:—"Output, Wolverhampton."

Telephones—1641/2 (2 lines).

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



STAND No. 9
:: OLYMPIA ::

1928 brings with it a brilliant new chapter in the History of the Rhode Motor Co. Patented and exclusive features are incorporated in the latest productions, commanding a new degree of exclusive style, superb luxury, and a masterful performance that enhances the finest Rhode traditions of craftsmanship.

ENTIRELY REDESIGNED 2/6-SEATER DE-LUXE

Incorporating the famous 10'30 in its latest development with the double exhaust port cylinder head engine. A completely redesigned 2/6-seater body, with full de-luxe equipment and real leather upholstery .. **£198**

FULL FIVE-SEATER TOURING DE-LUXE

1928 brings the inclusion of a full five-seater Touring model, incorporating the redesigned developments of the famous 10'30, and with the same full de-luxe equipment as the 2/6-seater. Individual front tip-up seats with ample accommodation for 3 passengers in the rear — with armrests, luggage carrier and protection strips .. **£205**

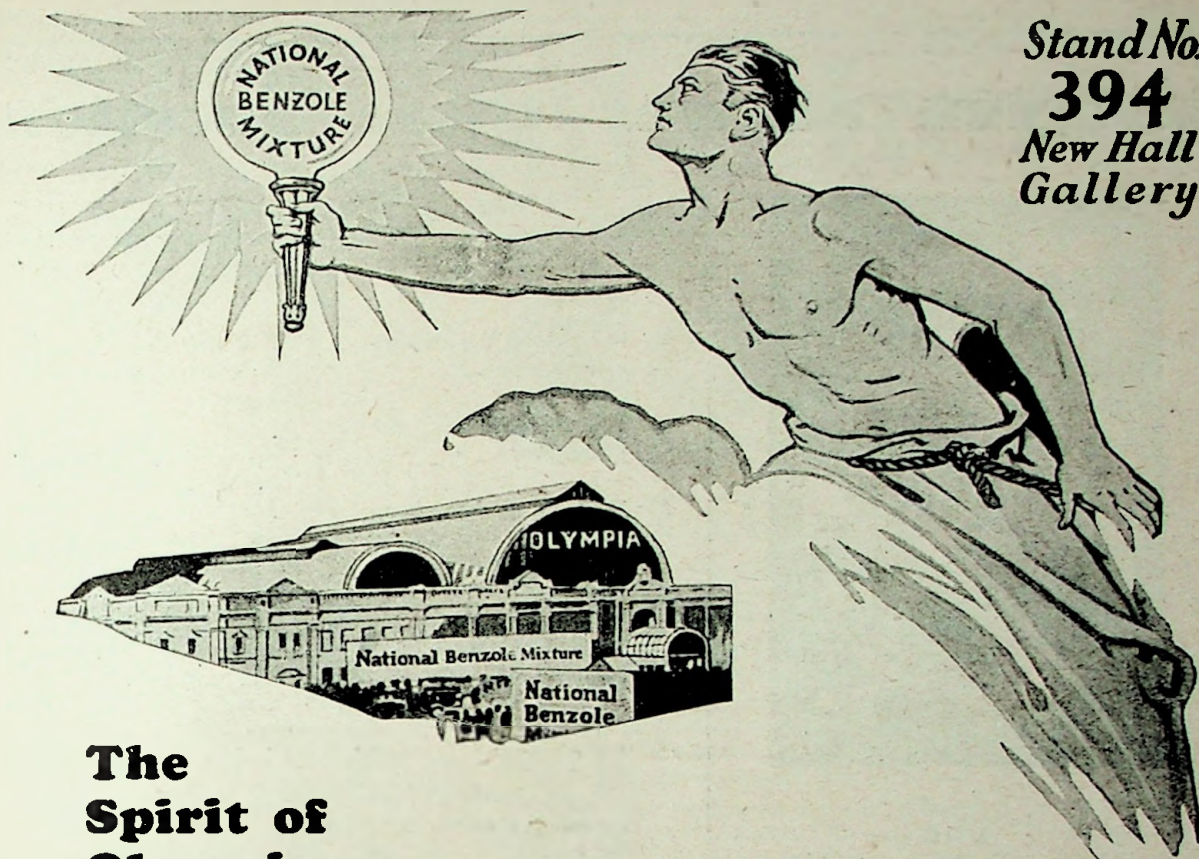
5-SEATER COACHBUILT SALOON DE-LUXE

An entirely new development in Saloon construction, embodying the principle of the "Fabric" type Saloon combined with the rigidity of the Coachbuilt Saloon. A patented principle which is exclusive to the Rhode only. Full de-luxe equipment and upholstered in real leather hide or Bedford Cord .. **£250**

Write to-day for all details.

40 HONEST MILES PER GALLON
55 HONEST MILES PER HOUR.





Stand No.
394
New Hall
Gallery

The Spirit of Olympia

To-day, as in the Olympic Games of Ancient Greece, "spirit" plays the cardinal but unseen part in achievement.

The British spirit—National Benzole Mixture—will ensure the acme of performance from your car.

This product of British Collieries is scientifically blended to meet the requirements of modern engine design. It is recommended by leading car manufacturers as the best spirit

for their products. It has six unique advantages not found in other fuels, so that with consistent use it costs less than the cheapest grades.

Pride in performance demands "National."

Fill from the "National" pump, but be sure to see the guarantee and "National" on the globe, for like all good products it has its imitators, but "National Benzole Mixture" still stands unrivalled.

National Benzole Mixture

"The Guaranteed **BRITISH** *motor spirit"*

NATIONAL BENZOLE COMPANY LTD., WELLINGTON HOUSE, BUCKINGHAM GATE, S.W.1



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

Can you answer these questions

about the Motor Car?



"The Motor Manual"

omits no item of information likely to be of interest or service to the motor vehicle user. A detailed diagram illustrating a typical modern chassis is included as frontispiece. The volume deals fully and clearly with engine types, construction and operation, valves, etc.—carburation, cooling and silencing—transmission system, from clutch to final drive—braking systems—ignition, starting, lighting—bodywork and equipment, wheels, tyres, accessories—choosing, housing and maintaining a car—repairs and renewals—touring—legal matters, etc., etc. It also gives at length much practical motoring data and information, including an extensive glossary of motoring technical terms.

How does the differential work?

What's inside the gearbox?

What is the 'working cycle' of operations in a cylinder?

What is the principle of the timing gear?

Of what does electrical equipment consist?

Why does an engine 'knock'?

How does a two-stroke engine work?

What is the operation of a sleeve-valve engine?

THESE are a few of the hundreds of matters fully dealt with in the twenty-sixth edition of "The Motor Manual." In its 206 well-illustrated pages it contains more practical, understandable information about motors and motoring than does any other single book. A glance at the list alongside will reveal its comprehensive scope.

You get twice the pleasure from motoring, and save money too, if you thoroughly understand your car. Let "The Motor Manual" tell you what you want to know!

The Motor Manual

PRICE 2/6 NET

From all Bookstalls and Booksellers, or direct from the Publishers 2/10 post free.

Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.



Above all others!

SOLEX

THE NO-TROUBLE CARBURETTOR

AT OLYMPIA
STAND No. 502
GALLERY MAIN HALL

Your choice of cars at Olympia is extensive and varied, but there is one choice of carburettor which stands supreme for any and all.

"Solex" by its simplicity and efficiency has proved its value to thousands of motorists. Insist that "Solex" is fitted on your new car, for "Solex" is a guarantee of better results on any and all.

If you do not buy a new car, fit "Solex" to your old one. It will save money and trouble all the year.

Visit the "Solex" Stand at Olympia and ask for details of our

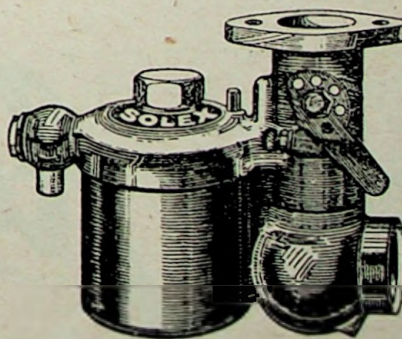
30 DAYS FREE TRIAL OFFER

SOLEX LTD.

Gordon Richards Director

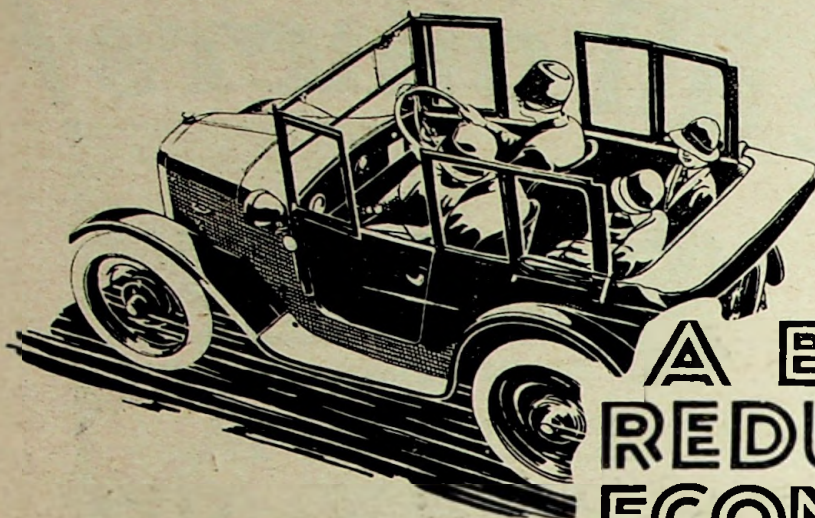
Solex Works, 223-231 Marylebone Road
LONDON, N.W.1

Telephones: Paddington 8621, 8622, 8623, 8624, 8625,
Telegrams: "Solexcarb, Baker, London." and 8626.



'fit Solex—and note the difference'

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



A BIG CAR REDUCED TO ECONOMICAL DIMENSIONS

SEE THE FULL RANGE OF AUSTIN 7's
at Olympia

STAND 94

NEW PRICES

Touring Car **£135**

Saloon - **£150**

Mulliner Fabric Saloon
£150

The Austin "Seven" is a reduction to scale of the big "Twenty" and just as efficient and comfortable. No more expensive to run than a motor-cycle combination, it is delightfully simple to drive and maintain. A trial run will convince you.

If you find the Austin Stand at Olympia too crowded, remember that a full range of models and chassis can be seen at our London Showrooms, 479-483, Oxford Street. You are cordially invited to make use of our private car service, which will run to and from Olympia throughout the Show. Please ask for a service time-table.

Secure your
copy of the
**AUSTIN
MAGAZINE**
At all Bookstalls, Book
Shops and Newsagents.
112 Pages, lavishly
illustrated.
4d.

Austin

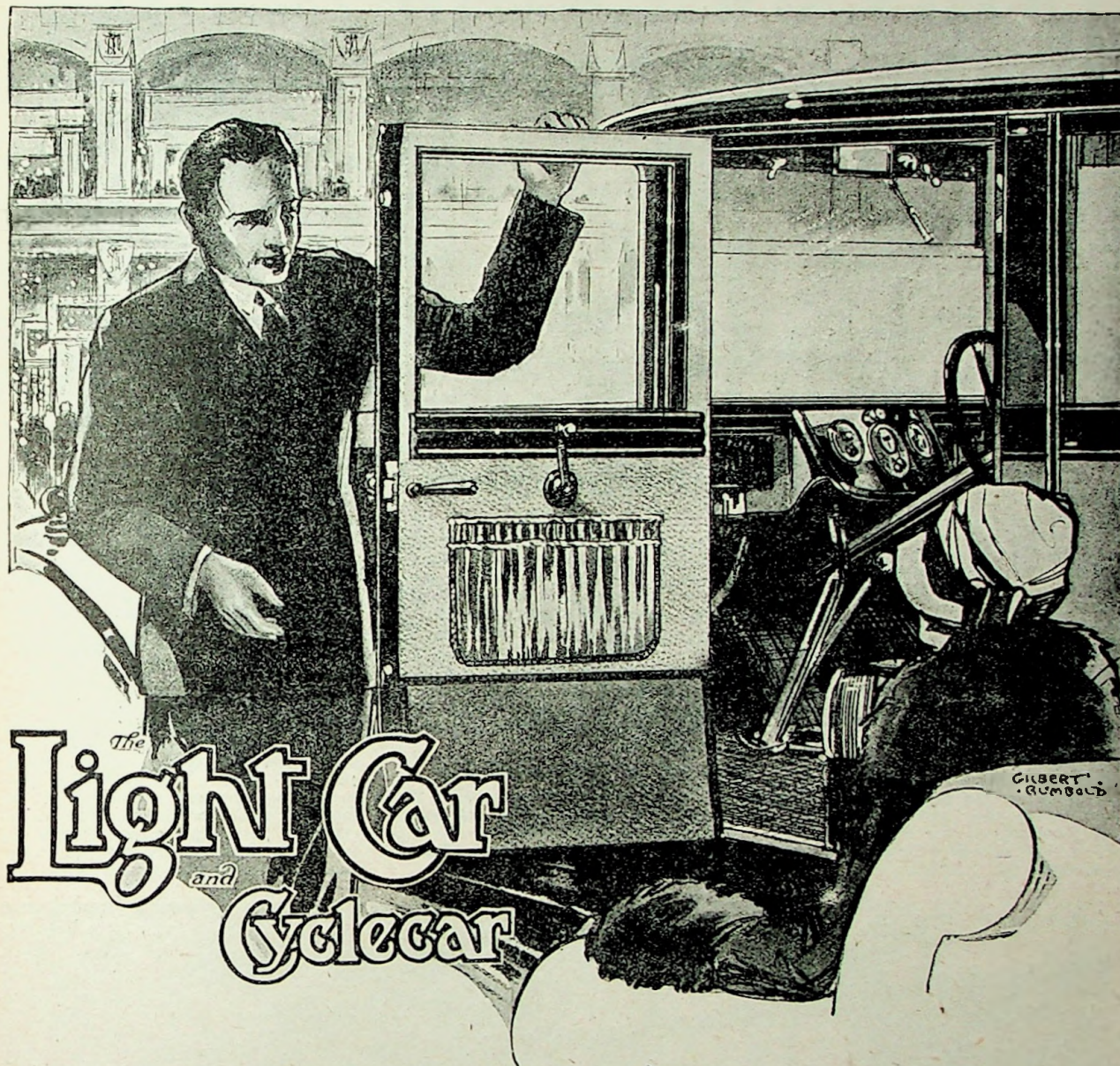
**Longbridge
Works
BIRMINGHAM**

LONDON SHOWROOMS: 479-483, OXFORD ST., W.1 (near Marble Arch).



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

THIRD SHOW NUMBER.



THE ARISTOCRACY OF MOTORDOM.

LIGHT cars continue to change for the better: this is clearly evident by examining all the latest designs under the one roof of Olympia. One of the greatest triumphs is, of course, the manner in which designers have tackled the problem of producing diminutive vehicles with dignified lines and practical chassis, and, withal, at a price which a few years ago would have been considered little short of ludicrous.

The problem has not been simple: to endeavour to reproduce, say, a large saloon by the simple expedient of working to a smaller scale presents difficulties of considerable magnitude, and de-

signers found that they had to start at the beginning and go forward with an entirely fresh proposition.

That their efforts have been crowned with success is evidenced by the light car exhibits themselves and by the increasing interest taken in them by the public. A tour of Olympia makes it clear that the 1,500 c.c. engine limit for light cars is no arbitrary line of demarcation. It sets light cars apart as a class, as something entirely removed from medium-powered, low-price vehicles, and places them amongst the aristocracy of motordom.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, October 22nd.			
London ..	5.21	Edinburgh ..	5.24
Newcastle ..	5.19	Liverpool ..	5.29
Sirmonham ..	5.26	Bristol ..	5.31
Moon—New, October 25th.			

The Show—

—closes on Saturday, the charge for admission to-day (Friday) and to-morrow being 2s. 6d.

Motor Show in Germany.

An exhibition of cars and accessories will be held in Berlin from November 4th to 13th.

Beachy Head Road.

There is a possibility that the Beachy Head road may shortly be closed to all heavy traffic; this, it is understood, will not apply to private motor vehicles.

Parking Facilities Commission.

A Royal Commission has been appointed to inquire into and report on all squares and open spaces in the administrative County of London. Realizing the importance of parking-places in London, the Automobile Association is anxious that the car-park question should be put before the Commission. Representations have already been made and will be considered at the next meeting.

This Week.

Readers who take a keen interest in the trend of light car design should not fail to read the analytical articles which form the leading features of this issue. Every one has been written by members of our own staff, all of whom are experts in the particular branches about which they write. The large, clear illustrations are a special feature which doubtless will be much appreciated.

Lower Tolls.

Tolls payable at Dunham Bridge, connecting Lincolnshire and Nottinghamshire, have recently been reduced, a profit having been made of over £1,000 during the past 12 months.

Anti-splash.

The traffic authorities in Paris are issuing on November 1st an order requiring that all heavy vehicles shall be fitted with some device to prevent mud-splashing.

I.A.E. 21st Anniversary.

The Institution of Automobile Engineers this year celebrates its coming of age. A 21st anniversary dinner is to be held at the Savoy Hotel on Wednesday, November 30th.

Scottish Ferry Closed.

For the benefit of motorists in Scotland, the Royal Scottish Automobile Club issues the information that the motor ferry boat over the Kylesku ferry will be withdrawn for the winter months after October 22nd.

R.A.C. Guides.

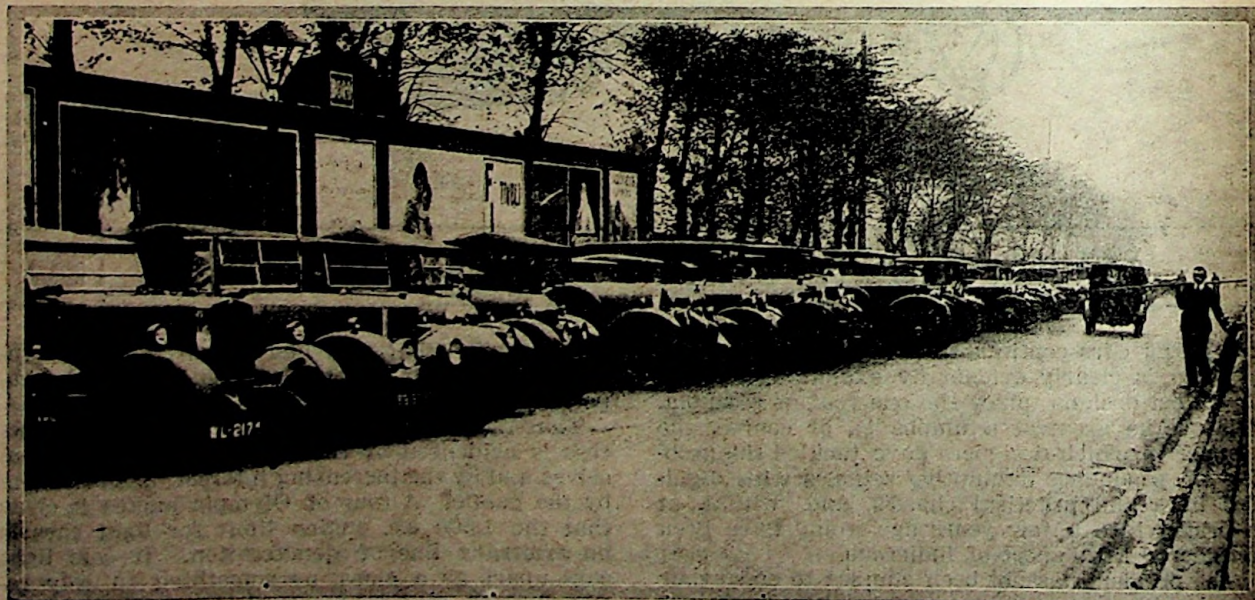
The R.A.C. has decided to maintain a full service of road guides during the coming winter, except in purely holiday centres such as the Lake District. All the main roads in the country will be covered, and special efforts will be made to warn traffic and to give assistance where necessary in case of winter floods and fog.

White-line Anomaly.

A rather dangerous blind bend in an eastern suburb is marked with a white line, and the police often stop and censure motorists who cross the line. The most awkward point of the curve, however, is used as a stopping-place, on both up and down routes, for a local service of buses. Thus we have one more instance of the mysterious workings of the official mind.

Next Week.

Although the fact is not generally realized amongst owner-drivers, the shape and arrangement of the induction pipe plays a very important part in the performance of an engine. In our next issue we shall publish an instructive and interesting article in which the problems relating to induction-pipe design will be discussed.



NOT AN OWNER-
DRIVERS' RALLY.

At Show time every available street in the vicinity of Olympia is used as a car park for visitors. Most parks are arranged on the side-by-side plan, which makes for easy handling of cars.

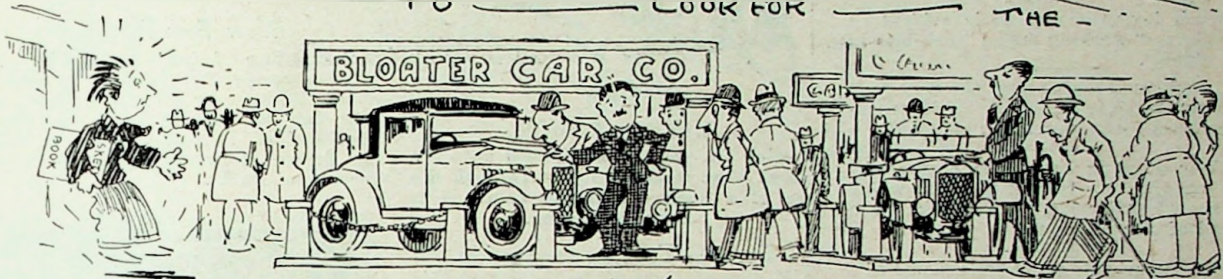
THOSE DAILY PAPER "MYSTERY" CARS!

THURSDAY, OCT. 13.

HAVING HEARD SO
MUCH OF THE "HUSH-
-HUSH" SURROUNDING
THIS YEAR'S "SHOW"
I HIED ME BY
DEVIOUS SECRET
WAYS

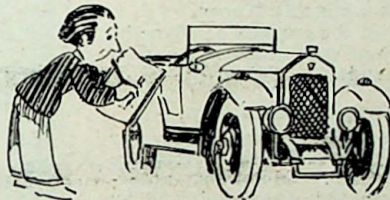


TO LOOK FOR THE

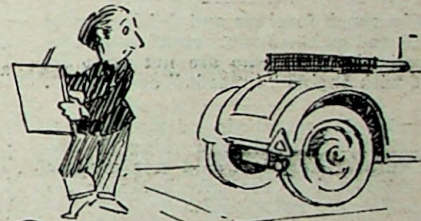


GREAT SURPRISES IN STORE!

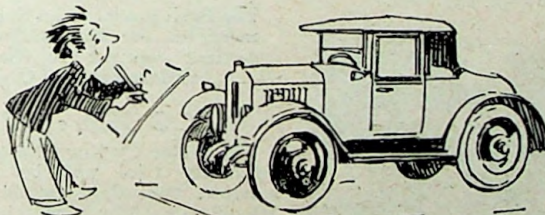
I WAS REALLY
AMAZED TO
DISCOVER
THAT



① THE HUBCAP OF THE 9-758 H.P.
"MIDGE" IS THIS YEAR OF
HEXAGONAL DESIGN!



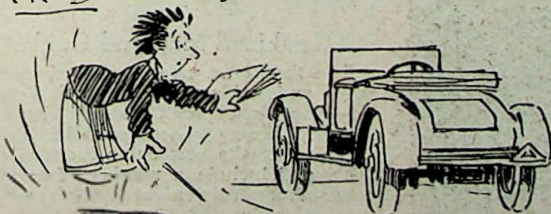
② THAT THE TAIL-LAMP
IS NOW FITTED TO THE
REAR OF THE 6 3/4 H.P.
1 1/2 SEATER "BLOWEY"



③ THE 5-26 1/2 H.P. "MOSQUITO" IS
EQUIPPED WITH HALF
ELLIPTIC SPRINGS BOTH FRONT
AND REAR!!



④ THE "SLINGER" TEN
IS SUPPLIED COMPLETE
WITH GEARBOX, ASH TRAY
AND POLISHED RADIATOR.



⑤ THE 10-363353 H.P. "SNORTER"
HAS A FOLDING HOOD AND "ONE MAN" DICKEY



⑥ AND THE 1 1/4 LITRE "SNIPPIT" IS
DESIGNED TO RUN ON PETROL!!

GILBERT
RUMBOLD

OLYMPRESSIONS.

Why do some exhibitors object to bonnets being lifted? Is it because there is nothing but emptiness beneath?

Fair visitor to companion: "Do tell me all about the hypoid gear." But it could not be done!

"x!?!-!!!" from the man whose display of glass oil jars was backed into by an attendant with a ladder!

Much inventive genius is evident in the clever "working model" exhibits in the gallery.

"And you'll let me have the very next one you make, won't you?" said an enthusiastic young purchaser of a car.

Easy starting should be assured by the use of a new type of magneto which is shown delivering $\frac{1}{2}$ -in. sparks at a speed of only 14 r.p.m.

The remarkable small-scale model of a Grand Prix Bugatti made many middle-aged enthusiasts wish that they were children once again!

The rough forgings and finished parts displayed on the Jowett stand should be examined by all who are not quite au fait with engine "innards" and details.

Lady interested in demonstration model of screen wiper working at full pressure: "Yes, it would suit my car beautifully, but I'm afraid there's no room for the water tank."

Prospective purchaser: "What is the horse-power?"

Salesman: "Nominally eight, but it develops nearly 20 on the brake."

P.P.: "Ha! and are the brakes powerful enough to stand it?"



WEEKLY WISDOM.

Cutting in, it may be likened unto the camel that seeketh to pass through the eye of a needle. But the camel it is born fat-headed.

Foreign Touring Inspection.

Representatives of the A.A. have this year completed the inspection of over 30,000 miles of Continental routes.

Our Valuable Show.

The value of the exhibits at Olympia, according to one good authority, exceeds a million pounds.

Portuguese Restriction.

Before entering Portugal every car has to be registered by the Portuguese Automobile Club. Motorists, naturally, are often very inconvenienced by this restriction.

At the Bar!

The "Johnnie Walker" advertisement called "Olympia," and the humorous reference therein to "The Light Bar and Cyclebar," are being freely referred to by thirsty visitors at Olympia.

Other Attractions.

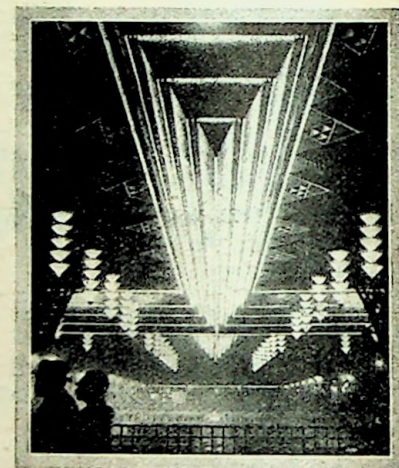
A booklet entitled "What's On" has been published by Johnson Neal, Ltd., 40, Conduit Street, London, W.1. It is described as a guide to London during the Motor Show period, and can be had free on request to the address given above.

The "200"!

This year, as last, the 200-Mile Race organized by the J.C.C. was an unqualified success. As was anticipated, the event proved to be a thrilling duel between the 1,100 c.c. and the 1,500 c.c. classes. A full report of the race appears on other pages.

New Tees Bridge.

Steps are being taken by the Middlesbrough Corporation to provide a new bridge over the River Tees; the cost will be somewhere in the neighbourhood of £500,000. The need for the bridge is urgent owing to rapidly increasing traffic.



The Paris mode. Lighting arrangements at the Paris Salon are in distinct contrast to the familiar brilliant lights of Olympia.

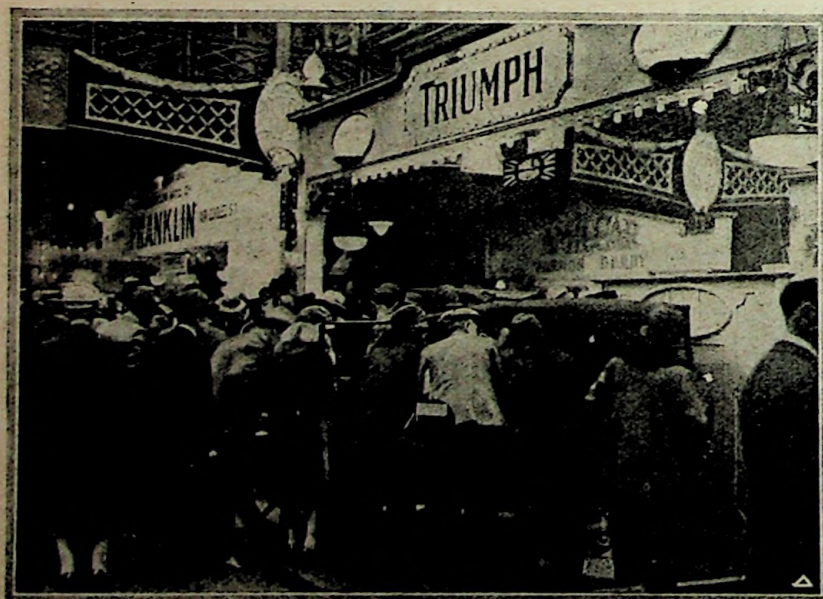
M.C.C. High-speed Trial.

The Motor Cycling Club's High-speed reliability trial will be run off tomorrow, Saturday, October 22nd, at Brooklands. There will be four independent runs, starting at 10.30 a.m., 12 noon, 2 p.m. and 3.30 p.m. The majority of the cars will be in the last-named event. The car entries number 62, 15 being under 1,100 c.c., 21 under 1,600 c.c. and the remainder of unlimited capacity.

Combined Map and Guide.

The first of a new series of county maps and guides—dealing with Somerset—has just been issued by the R.A.C. These guides contain a description of the particular county dealt with, and include a number of selected tours from convenient centres and a comprehensive list of notable places to be seen.

The price of each guide is 1s., and copies are obtainable either from the R.A.C., Pall Mall, London, S.W.1, or from the publishers, E. J. Burrow and Co., Ltd., 43, Kingsway, London, W.O.2.



REAL LIGHT
CAR INTEREST.

c2

The extraordinary interest shown in the "sevens" by visitors to Olympia is typified by this crowd of interested spectators thronging the Triumph stand.

THE MAN WHO WAS DETERMINED TO SEE THE SHOW.



HOW CAMPBELL WON THE 200-MILE RACE

—AND MOREL AND VERNON BALLS VERY NEARLY DID. THE BEST RACE OF THE SERIES—ALVISES AGAIN HAVE BAD LUCK—THE ETERNAL TRIANGLE.



(Above) Lining up for the start. (Below) The field getting away, a very fine spectacle.



(Inset) The three leading characters, left to right, Vernon Balls, Morel and Campbell.



HATS off to Captain Malcolm Campbell and those who followed him over the winning line on Saturday last in the Seventh International 200-Mile race of the Junior Car Club, for they made a real race of it and thrilled a crowd which evinced a keen interest in the struggle from the word "Go!"

Campbell, handling one of the three "official" Bugatti cars which took part in the R.A.C. Grand Prix, drove magnificently—a tribute which applies with equal force to Morel, Vernon Balls and Martin, who made such good use of the extraordinary powers of these even more extraordinary Amilcars and urged them along with such determination that, throughout the race, they appeared to be a constant menace to Campbell's Bugatti.

In fairness to the last-named it must be said that, for the major part of the race, he had the use of only two gears of his four-speed box and that his one and only stop allowed the Amilcars—two of which ran non-stop—to draw up dangerously close; but, all the same, the Amilcars are by far the fastest 1,100 c.c. machines so far built, and they are as reliable as they are speedy.

For a long time Eyston, in a Bugatti similar to Campbell's, made the pace, but misfortune overtook him and he had unkind things to say about Brooklands silencers; for the rest Purdy (Thomas) retrieved his bad fortune in the Grand

Prix; Dykes, driving a Boulogne Alvis sports model, made a magnificent non-stop run and secured fifth place; Lewis ran well but was flagged off at 5.15—

THE RESULT AT A GLANCE.

(All cars are "Specials.")

- 1.—M. Campbell (1,493 c.c. Bugatti), average speed 76.62 m.p.h. Time, 2 hrs. 38 mins. 13.25 secs. (Winner of race and 1,500 c.c. class.)
- 2.—A. Morel (1,097 c.c. Amilcar), average speed 75.17 m.p.h. (Winner of 1,100 c.c. class.)
- 3.—V. Balls (1,097 c.c. Amilcar), average speed 75.78 m.p.h.
- 4.—C. Martin (1,097 c.c. Amilcar).
- 5.—H. W. Purdy (1,492 c.c. Thomas).
- 6.—W. U. Dykes (1,496 c.c. Alvis).
- 7.—M. G. Casso (1,097 c.c. Salmson).
- 8.—P. Goutte (1,097 c.c. Salmson).

The following were flagged off at 5.15 p.m., the time limit of the race:—

- B. E. Lewis (1,496 c.c. Frazer-Nash), 71 laps.
- C. K. Chase (747.5 c.c. Austin), winner of 750 c.c. class, 68 laps.
- J. S. H. Wilson (747.5 c.c. Austin), 68 laps.
- F. H. Boyd Carpenter (747.5 c.c. Austin), 65 laps.
- F. H. B. Samuelson (746 c.c. Ratier), 53 laps.

the time limit; the Salmsons' luck was dead out and not one of the 750 c.c. class managed to finish the course within the prescribed time limit of 3½ hours, Chase being placed as the winner,

with Wilson second, Boyd Carpenter third and Samuelson, in the rather slow Ratier, fourth.

Just what happened to Harvey, Duiller, Nash, Oats and the rest of those who retired is told in the accompanying individual reports of the "class" races.

A spill on the first lap, 30-ft. flames leaping up from the unfortunate Gwynne which was completely gutted, hair-raising cornering at the fork, often resulting in a car turning right round, and the grim duel between the Bugatti and the Amilcars made the race one which will long be remembered.

When Professor Low, in his best "announcer" voice, said "Good-night" through the Amplions it was, indeed, time to light up, but many of the folk who were prepared to face the terrors of the Portsmouth road on a Saturday night in the dark asked themselves why the event had been held so late, and said what a grand race it would have been had it been held earlier in the season; but would it have been?

The only other date available on the International Calendar was that on which the J.C.C. sporting car race was held—and it poured all the afternoon. Late as the "200" was, the weather was fine, the organization good and the entertainment of a far higher order than the majority of events seen this year at Brooklands; so, on the whole, the

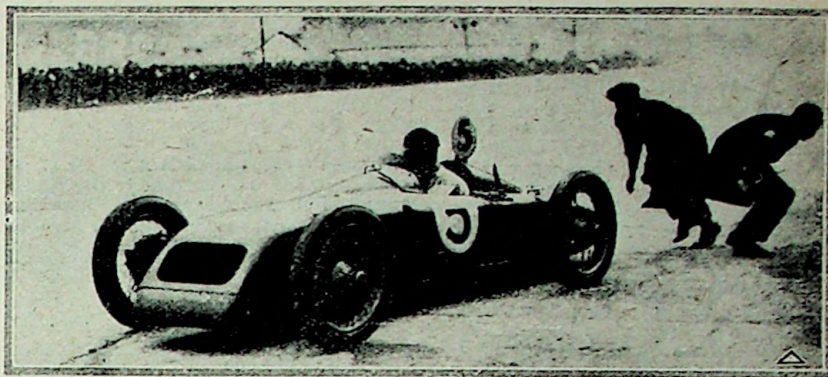
Junior Car Club chose wisely and well. That was not the only thing they did, for they spread out the sandbanks so as to make really fast driving possible and they gave the folk in the public enclosure real value for their money by adhering to the tub-hairpin and fork-turn circuit, so that if you wearied of one "turn" there were plenty of others—all "stars"!

Altogether, then, one of the best of the series. At the start no one could name the winner, although Campbell, Eyston and Balls were quoted pretty freely as possibilities. The straight-eight Alvises was not strongly fancied; it had been rumoured that they had experienced trouble when practising.

No one, naturally, was better pleased on Saturday than Campbell. "I've wanted to win a '200' ever since 1921 and at last I've done it," he said after the race—the story of which we now plunge into in detail.

HOW CAMPBELL LED THE FIELD.

THE entire field moving off in mass formation is always a thrilling sight in any race, and it is here that acceleration counts for so much. The two front-wheel-drive Alvises, piloted respectively by Major C. M. Harvey and G. Duller, the latter deputizing for the Earl of Cottenham, who had decided not to drive for private family reasons, showed their ability to get quickly off



OFF AGAIN!—The acceleration of H. W. Purdy's Thomas Special takes the assistants by surprise as it is pushed off after a pit stop.

In spite of their very rapid get-away, however, the Alvises did not long retain their lead, as Campbell came up into second place during the initial lap, with G. E. T. Eyston close behind. Then came G. Duller (Alvis), who had slowed momentarily by the pits on his first lap.

Even so early in the race it was evident that the 1,500 c.c. class was going to be challenged in a very determined manner by the 1,100 c.c. entrants, especially the Amilcars, as A. Morel, driving a car of this make, was occupying fourth place. On the fourth lap he was lying third, with the Alvises fourth and fifth.

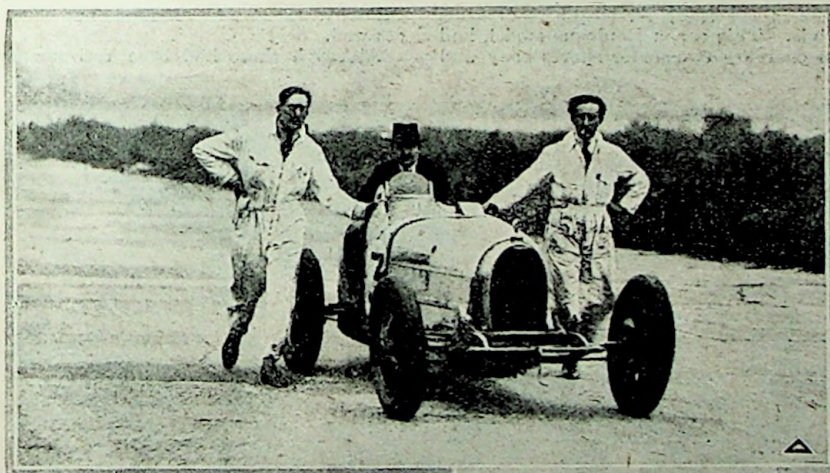
Already trouble had beset more than

one competitor. D. M. K. Marendaz (Marendaz) retired on his first lap with engine trouble, whilst C. W. Johnstone and W. B. Scott, both driving Bugattis, were seen no more after their second laps, each having retired with engine trouble.

G. Duller (Alvis) changed plugs on his 7th lap and again a lap later. Supercharger trouble caused R. F. Oats (O.M.) to make a short stop on his 6th lap and Capt. Frazer Nash called at his pit with a boiling engine on his 8th lap.

At the end of the first 10 laps G. E. T. Eyston was in the lead, with M. Campbell second and C. M. Harvey third in the 1,500 c.c. class, although actually A. Morel (1,097 c.c. Amilcar) was third irrespective of class. Campbell's speed was 75.8 m.p.h., whilst Eyston was doing 75.7 m.p.h.

Between the 10th and the 20th laps many things happened; M. Campbell took the lead from Eyston, but the speed of both cars increased by approximately 1 m.p.h.; R. F. Oats had the misfortune to be flagged off the course on his 15th lap as his O.M. was smoking so badly that the stewards feared for the safety of the other competitors whose view was being obscured on the bends. Another incident was a pit call



(Above) G. E. T. Eyston (left) pushes his Bugatti to the pits after his retirement. He drove magnificently and led during part of the race. (Right) Frazer Nash (Frazer-Nash) stops for water. The steam indicates that his engine needed it!

the mark—despite a good deal of wheel-spin—in no unmistakable manner and roared away neck and neck on the first lap from the starting line in the straight. They were closely pursued by Capt. Frazer Nash (Frazer-Nash), C. W. Johnstone (Bugatti) and Capt. Malcolm Campbell, who was driving one of the three "official" Grand Prix Bugattis.



by Capt. Frazer Nash to tighten his shock absorbers and replenish his radiator.

Following Walther's mishap—described in the 750 c.c. report—it was at once noticeable that drivers began to take the tub hair-pin and the following right-hand bend round the fork with a great deal more caution. Cars which previously had been skidded round the tub now took the turn wide, coming up the straight hugging the Vickers' sheds and then clipping the sand off the bank at the other side.

Later in the afternoon, however, things began to liven up a little at this point and Frazer Nash gave the spectators on the fork grand-stand one or two thrills by skidding the fork—his rear wheel sending up a shower of fine gravel.

Clipping the Corners.

On the whole it is difficult to classify the drivers' methods of taking either the tub hair-pin or the fork bend, for some would consistently clip the corners for several laps and then would suddenly change their tactics and come round so wide that the crowd lining the railings opposite the Vickers' sheds instinctively drew back a pace in the belief that the cars could not possibly straighten out in time.

On other occasions a driver who had made a point of keeping wide of the tub would surprise the onlookers by hugging it so close that he seemed almost about to knock it over.

A retirement which was quite unlooked for took place when C. M. Harvey withdrew on his 25th lap. He had been driving his Alvis in really fine style and was a favourite with a large section of the crowd. By stopping to change plugs on his 35th lap Eyston let Campbell into first place and gave the challenging Amilcars a chance to creep up a little.

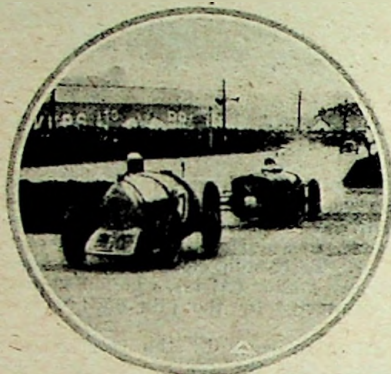
The manner in which these cars were being driven by A. Morel, Vernon Ballis and C. Martin was remarkable and it seemed by no means impossible that they would oust the 1,500 c.c. cars from premier positions.

This possibility became still more likely owing to the retirements which were taking place amongst the "large" cars. Frazer Nash had retired on his 30th lap, P. L. Densham's veteran Bugatti was out of the race with big-end trouble and M. Campbell, although still going well, had reported gearbox trouble, which left him with only two gears.

G. E. T. Eyston, who had been driv-

ing really well, suffered a broken valve on his 38th lap and thus was compelled to retire; this left only five cars running in the 1,500 c.c. class out of 13 which started—a sad state of affairs which the superstitious may care to note!

It was at about this time that a strong rumour was current to the effect that Morel (Amilcar) had actually taken the lead from Campbell, several eye-witnesses going so far as to say that Morel was a lap ahead. What



P. L. Densham (Bugatti) leading
C. M. Harvey's ill-fated Alvis
through the sandbanks.

probably happened was that the Amilcar *did* lead for 100 yards or so when Campbell stopped on his 24th lap.

Up to this point we have omitted to mention one of the most remarkable cars in the race, W. Urquhart Dykes's Alvis. This car, a Boulogne model, had an ordinary two-seater sports body and

was one of the few in the 1,500 c.c. class which was unsupercharged. It ran with remarkable regularity and was the only car in its class to complete the course without a single stop. Naturally, it was not so fast as some of the pukka racing cars, but it was lapping steadily at over 65 m.p.h.

Another car which ran well was the Thomas Special driven by H. W. Purdy. This driver had his own particular method of negotiating the bends and made more use of his lower gears than was generally the fashion. He did not hesitate to skid on the corners if it seemed advantageous to do so and more than once he showed the tremendous powers of acceleration of which his car was capable. A burst rear tyre cost him a pit stop on one occasion, whilst on his 50th lap he had to change plugs.

The positions of the 1,500 c.c. class at 50 laps were Campbell, Duller, Purdy, Dykes and Lewis in the order named, but between Campbell and Duller were the Amilcars—buzzing, waspish blue streaks driven by men who were out to win. And luck seemed to be on their side, because Duller retired two laps later, leaving Campbell to uphold the prestige of the 1,500 c.c. class.

Possibly at this time the Amilcars were being driven flat out, but Campbell evidently had a little speed in reserve, as he was able not only to maintain his lead, but also to increase it slightly. Thus, provided he did not have to stop, the Amilcar drivers could not hope to pass him. Campbell's speed on about his 60th lap was 76.25 m.p.h., and he was a lap ahead of Morel (Amilcar) by the time 70 laps had been covered.

Although there had been retirements

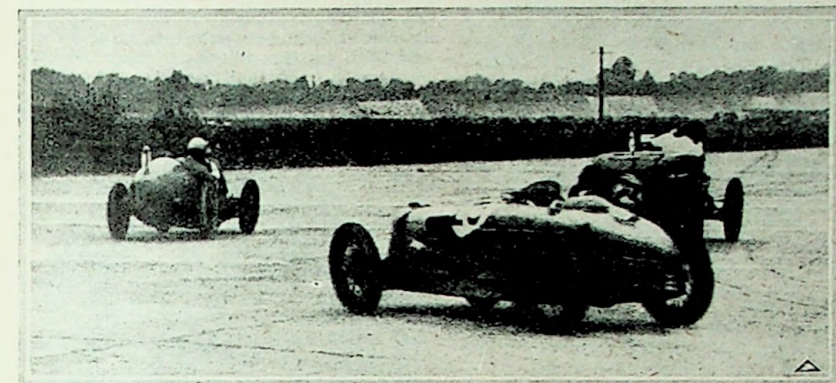


There was plenty of smoke during the race. C. M. C. Turner's burning Gwynne (right) made a good deal and more was supplied by the exhaust from the O.M. driven by R. F. Oats (left).



in the 1,100 c.c. and 750 c.c. classes there were still many cars running so that at times there was a bunch of them at the bends and the drivers of the faster cars gave the spectators more than one thrill as they threaded their way skill-

fully through the crush. The surface of the concrete became liberally marked with black streaks at these points, thus showing that there had been a good deal of wheel-locking owing to heavily applied brakes.



W. U. Dykes (Alvis) cuts the fork hair-pin fine and is just missed by Vernon Balls (Amilcar, in foreground) and Densham (Bugatti, on left).

Every available inch of space along the finishing straight was occupied by eager spectators during the final three laps of the race, as it was still possible for Pate to have snatched the victory from Campbell and to have allowed an 1,100 c.c. car to win the "200" for the first time in the history of the race.

No such thing happened, however, and Campbell crossed the line a little over a lap ahead of Morel (Amilcar), thus bringing to a close one of the most exciting duels ever seen on the track.

1,500 c.c. Class Order.

1. Capt. M. Campbell (Bugatti), 76.62 m.p.h., 2 hrs. 38 mins. 13½ secs.

2. H. W. Purdy (Thomas Special), 68.31 m.p.h., 2 hrs. 57 mins. 22 secs.

3. W. Urquhart Dykes (Alvis), 65.91 m.p.h., 3 hrs. 3 mins. 50½ secs.

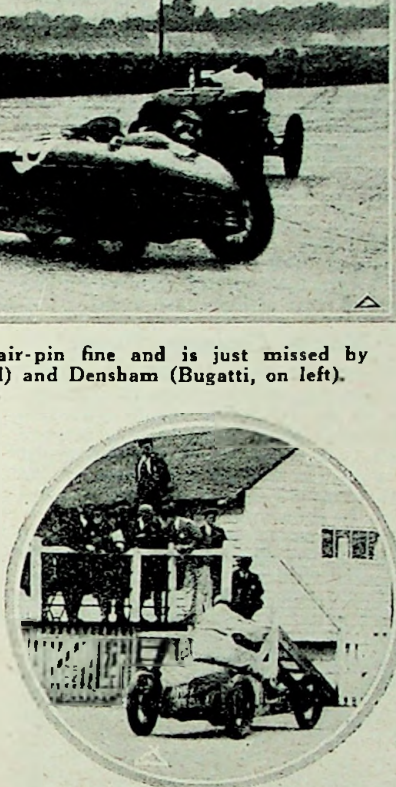
B. E. Lewis (Frazer-Nash) was flagged off the course on his 71st lap owing to the time limit having been reached.

AMILCAR EASILY WINS

1,100 c.c. CLASS.

THE 1,100 c.c. class was remarkable for the clock-like regularity of the two winning Amilcars, both of which completed the 73 laps without a pit stop—a feat which was accomplished by only one other competitor, W. Urquhart Dykes (Alvis), in the 1,500 c.c. class. Moreover, this reliability was not obtained by sacrificing speed, for the Amilcars proved very formidable opponents to the fastest 1,500 c.c. cars and doubtless caused Malcolm Campbell many anxious moments in their determined bid for the T. B. André Gold Challenge Cup, which is awarded to the entrant of the first car home irrespective of class.

Actually, A. Morel (Amilcar), the



Morel leaping from his Amilcar after skidding right round at the fork and stopping his engine.

second and third places in their own class.

The entry list of the 1,100 c.c. class totalled 10 and of these J. H. Oborn, who was down to run a Talbot, was the only absentee at the starting line. There was a slight alteration in the pro-

gramme in that the eight-cylinder Salmson, which was to have been driven by P. Goutte, did not materialize, Goutte driving a four-cylinder job instead.

Thus the starters proved to be five supercharged four-cylinder Salmsons, driven by J. D. Benjafield, George Newman, P. Goutte, M. G. Casse and M. de Marnier, a four-cylinder Gwynne—the only unsupercharged car in this class—in the hands of C. M. C. Turner, and the six-cylinder supercharged Amilcars, piloted by Vernon Balls, A. Morel and C. Martin.

As the giant semaphore arm dropped the cars shot away with a roar, the Amilcars showing terrific acceleration and passing more than one 1,500 c.c. rival before many yards were covered. Morel led his team mates, with the Salmson contingent in hot pursuit.

Drivers were not required to negotiate the artificial bends opposite the paddock until after they had completed one lap and the cars made a stirring sight as they tore down the finishing straight en masse, the bunch gradually thinning out as the safety—or second—bend was approached.

Turner, in the Gwynne, attempted to take this bend much too fast, shot on to the banking on the wrong side of the final sandbank and had to reverse.

Morel was the first 1,100 c.c. man round, and he demonstrated both his own skill and the excellent cornering properties of his car as he swung round the tub hair-pin, accelerated, braked hard, and then took the second hair-pin round "Chronograph Villa."

The First Pit Stop.

At the end of the first lap one 1,500 c.c. car had pulled into the pits, and trouble was not long in coming to the 1,100 c.c. class, C. M. C. Turner (who might well have borne the number 13 and not 20!) stopping on his second lap to change plugs. He was soon away, however, but pulled in as he came round again, the fault this time being in the fuel pressure system of his engine.

The ominous letter "R" then came into use, the unlucky competitor being J. D. Benjafield, who brought his Salmson in after four laps; the cause of his retirement proved to be a defective ball-race in the supercharger. George Newman also stopped his Salmson on the fourth lap, but only to change a jet.



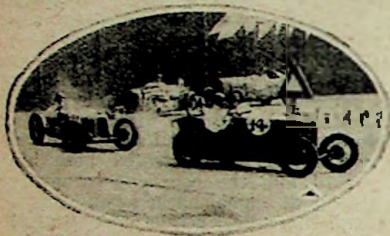
A pit scene. On the left, R. F. Oats (O.M.) and J. D. Benjafield (Salmson) getting away, and, on the right, de Marnier's Salmson, which was put out of the race by supercharger trouble.

A little later P. Goutte was seen to bring his Salmson into the pits, and, like Benjafield, his trouble was with the supercharger, but he was able to get going again.

Turner was soon at the pits once more, and he stopped at the end of both his eighth and ninth laps, changing plugs on each occasion.

Meanwhile the rest of the field had been forging ahead, and the order of completing the first 10 laps, together with the speeds averaged, was as follows:—Morel (74.89 m.p.h.), C. Martin (71.66 m.p.h.), Vernon Balls (71.56 m.p.h.), de Marnier (71.34 m.p.h.).

The last-named was not destined to keep the fourth place much longer, however, for after covering 13 laps he pulled into the pits with supercharger trouble; it was then discovered that the blower had seized and the letter "R" came into play again. George Newman was also in trouble with his Salmson, and retired at the end of 11 laps.



At the tub hair-pin. Lewis (Frazer-Nash), Morel (Amilcar), Nash (Frazer-Nash) and de Marnier (Salmson).

Shortly after, Vernon Balls passed Martin and made his way into second place, Martin having also been passed by Casse's Salmson, which was now lying third. Vernon Balls, incidentally, was taking the tub hair-pin very fast and on more than one occasion over-shot it.

About this time Turner, who seemed dogged with ill-luck, provided the chief

thrill of the afternoon. As he came off the Byfleet banking on his eighteenth lap the air-pressure pump for the fuel supply, which was driven by a propeller mounted on the tail of his Gwynne, failed once more; back-firing ensued, and the carburettor caught alight. He turned his car into a bay at the side of the track and pulled up as the flames spread to the petrol tank.

Turner sprang out unhurt, but only just in time, for the Gwynne was soon a mass of flames. Pyrene fire extinguishers were rushed to the spot, but for a time they were of little avail against the angry blaze, the chief trouble being that they could not be directed on the actual source of the fire.

The sky had come over very dark at this time, and the lurid flames made a striking sight against the overcast sky. Eventually the blaze was put out, but not before the car had been reduced to a gutted mass of blackened metal.

Martin Changes Plugs.

Shortly afterwards Martin registered the first Amilcar stop, drawing into the pits on his 20th lap to change plugs and fill up with petrol. A lap later he stopped again to fit a further set of plugs, whilst he pulled in for the third time on his 25th lap, his object on this occasion being to change his front tyres.

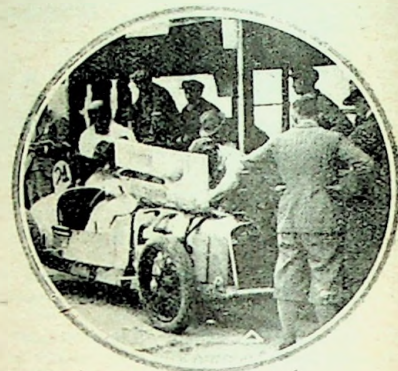
Casse also made his first stop about this time, the rear shock absorbers of his Salmson needing adjustment.

Martin soon worked his way back into third place, having covered 27 laps, when Morel had totalled 31, Vernon Balls 29 and Casse 26. Incidentally, Morel was now only a lap behind G. E. T. Eyrton (Bugatti Special) who at this juncture was leading the 1,500 c.c. class.

At the end of 40 laps the positions for the race as a whole were:—Malcolm Campbell (Bugatti Special 2), Morel (Amilcar Special 2) and Vernon Balls (Amilcar Special 1), and these places, incidentally, were maintained until the

end of the race, although, according to a number of eye-witnesses, Morel actually got ahead of Campbell for a short distance.

Casse called at the pits on his 45th lap to replace a rear spring bolt and took the opportunity to take fuel aboard, whilst Goutte, the only other Salmson driver still in the running, stopped on his 50th lap for shock-absorber adjustment and again a little later for petrol. Martin found it necessary to change a front tyre on his 52nd lap.

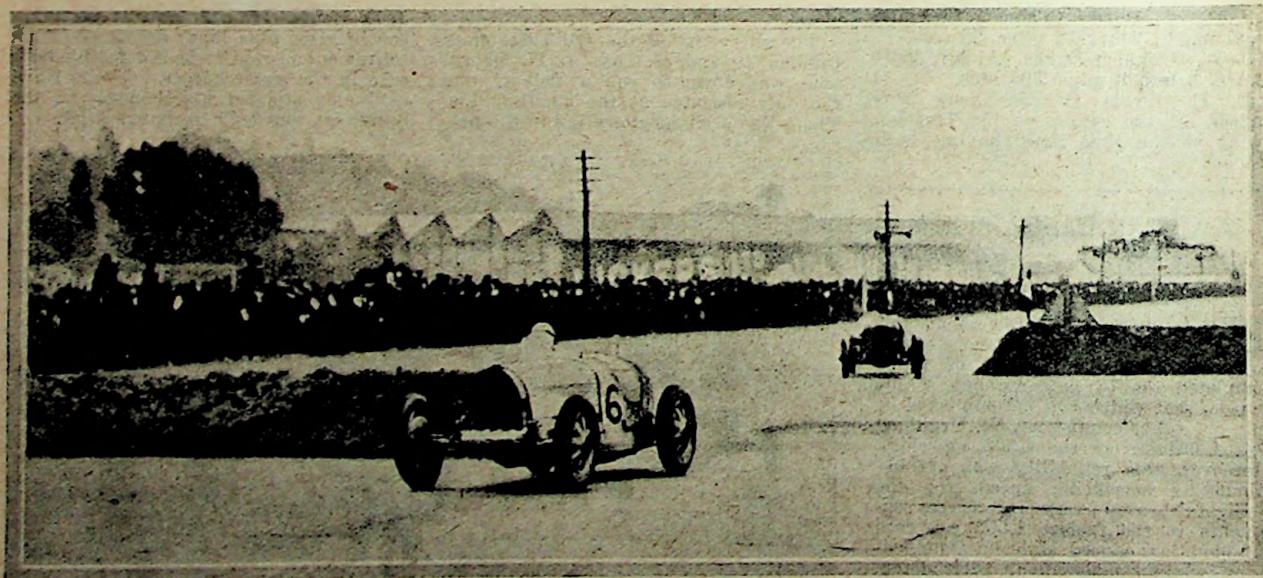


C. Martin (Amilcar) changing plugs; he was the only member of the Amilcar team to stop at the pits during the race.

After this, little worthy of note happened, although a struggle for fourth place went on between Goutte and Casse, the latter finally getting ahead again.

The final placings in the 1,100 c.c. class were as follows:—

1. A. Morel (Amilcar), 75.17 m.p.h., 2 hrs. 41 mins. 10 secs.
2. Vernon Balls (Amilcar), 73.78 m.p.h.
3. C. Martin (Amilcar), 71.15 m.p.h.
4. M. G. Casse (Salmson), 64.88 m.p.h.
5. P. Goutte (Salmson), 63.44 m.p.h.



THE FAST S-BEND.

High speeds were maintained through the first sandbank and the skilful driving which was a feature of the race at this point delighted the large crowd that lined the railings in the public enclosure three deep. The cars are Malcolm Campbell's Bugatti and P. Goutte's Salmson—not the eight-cylinder Salmson, by the way.

"MR. JO-JO" GETS HOME FIRST.

"MR. AND MRS. JO-JO," the pet names bestowed on Chase's and Boyd-Carpenter's Austin Sevens, figured, as it were, as two of the characters in the "eternal triangle," the third being Wilson's Austin, which separated the affectionate couple during the race. "Mr. Jo-Jo" was placed first, with the interloper second and "Mrs. Jo-Jo" third. However, the story had a happy sequel, for the twain were reunited after the race and put up for sale side by side!

Actually, not one of the 750 c.c. runners completed 73 laps, Chase and Wilson being flagged off in the gloaming at 5.15 p.m.—the time limit arranged—after completing 68 laps, Boyd-Carpenter after 65 laps, and the very much slower Ratier after 53 laps. Of the remaining starters, Gordon Hendy's Austin, super-charged and a strong favourite, retired with a damaged crankshaft, Walther retired following a crash at the tub hair-pin and "El Bolivar" gave up towards the end of the race.

As the Austins started in the third row they naturally brought up the rear-guard at the first sandbank and were left behind in a little group as the field fought for supremacy on the first lap—all except Hendy who, with the super-charger of his Austin blowing for all it was worth, pulled ahead; but his period

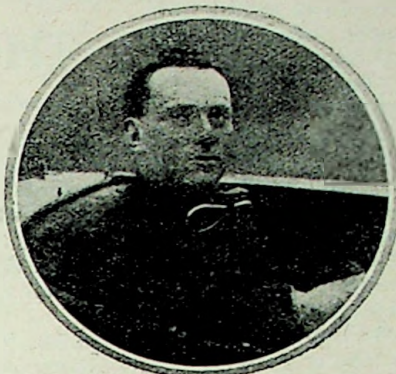


F. H. Boyd-Carpenter pours water on his tyres and wheels to cool them. Morel, at the pit counter, takes some refreshment.

of supremacy was short. On his second lap his engine broke down and the disappointed driver—a 200-Mile Race veteran—had to push into the pit area, a matter of 1½ miles.

Soon after this, however, an Austin—C. U. M. Walther's—created considerable excitement at the tub hair-pin by overturning. The driver was extricated and, apart from a few superficial cuts and bruises, was found, to the relief of a genuinely sporting crowd, to be uninjured.

The remainder of the 750 c.c. machines continued to keep in fairly close formation, the order at 20 laps being:—Chase, 20 laps; Wilson, 20 laps; Boyd-Carpenter, 19 laps; Samuelson (Ratier), 18 laps, and "El Bolivar," 9 laps. The last-named had called in at the pits and become mixed up in an imbroglio in which a broken seat, a hammer, some bits of wood and a mechanic were inti-



Taken in the twilight! C. K. Chase photographed at 5.20 p.m. after being placed as the winner of the 750 c.c. class.

mately concerned. Boyd-Carpenter also had to call at the pits owing to trouble with his throttle control.

On the tub hair-pin the Austins were extremely "easy going"—most of the drivers took it wide, but once or twice Boyd-Carpenter and Chase varied their usual practice by coming round close. It was to the credit of the Austin

mately half distance the order was:—Chase, Wilson, Boyd-Carpenter, Samuelson and "El Bolivar," Campbell's Bugatti—by way of comparison, had completed 47 laps against Chase's 36. Chase was lapping at just under 60 m.p.h.

The 750 c.c. struggle proceeded quietly and, apart from "El Bolivar's" eventual retirement, the runners were flagged off, as stated, Chase's average speed being 58.17 m.p.h.—exceedingly good considering that the engine of his Austin is but half the capacity of the winning Bugatti in the 1,500 c.c. class.

THE EQUIPMENT.

The equipment used on the winning cars was as follows:—

Campbell's Bugatti: Dunlop tyres, K.L.G. plugs and Castrol oil. Campbell made only one stop.

Morel's Amilear: Solex carburetter, Dunlop tyres, B.P. fuel, Energol oil, Champion sparking plugs, Hartford shock absorbers and S.E.V. magnetos. (This equipment was the same on the three Amilears, except that Vernon Balls used Castrol oil.) Morel made no official stops but came to a halt once at the fork owing to a skid, which resulted in his engine stopping.

Chase's Austin: Solex carburetters,



"El Bolivar" pulls in towards the pits preparatory to retiring, whilst "Mr. and Mrs. Jo-Jo" go serenely on their way.

drivers, however, that they seemed to take particular care to avoid baulking other drivers and would go considerably out of their way to give the faster men plenty of room.

Nearly all of the 750 c.c. drivers appeared to regard the short distance between the tub and the fork turn as their little "rest hour," for while other men were busily engaged in accelerating, changing gear and braking, all in about 50 yards, the small-car drivers stayed in their low gears and several took the opportunity to stretch their cramped limbs by rising a little in their seats.

The same tactics were adopted at the first sandbank, the drivers sliding through quietly and at an apparently very easy speed; but speed was deceptive at that point it must be admitted. "El Bolivar" and Samuelson enlivened matters, the first by executing a hair-raising skid at the fork and the second by skidding right round at the same point.

On his 23th lap Boyd-Carpenter filled up; at the same time "El Bolivar's" imbroglio was complicated by magneto trouble, seat adrift again, plugs and faulty carburetter control. At approxi-

Dunlop tyres, K.L.G. plugs, Hartford shock absorbers, B.P. fuel and Castrol oil. This car is the one which recently made six world's records and is identical, except for the body, with Boyd-Carpenter's Austin. Both cars have B.C. Special Austin engines.



Gordon Hendy—hors de combat on his second lap—pushes his Austin towards the pits.

"JUST like last year's Show," everybody said on Thursday—echoing the words of the chairman at the S.M.M. and T. dinner last October; but what does one expect? One goes to a motor show to see motorcars, and perhaps those who complain of the "sameness" of the 1927 display are disappointed because Olympia has not been turned round or because the manufacturers' exhibits are still in the main halls, the special coachwork in the annexe and the major portion of the accessories in the galleries! The real truth is that the Show is just as *splendid* as ever; every inch of the floor space occupied by concrete examples of the genius that prevails in the industry; the whole another striking tribute to the organizing ability of the Society of Motor Manufacturers and Traders and to the initiative of the manufacturers themselves.

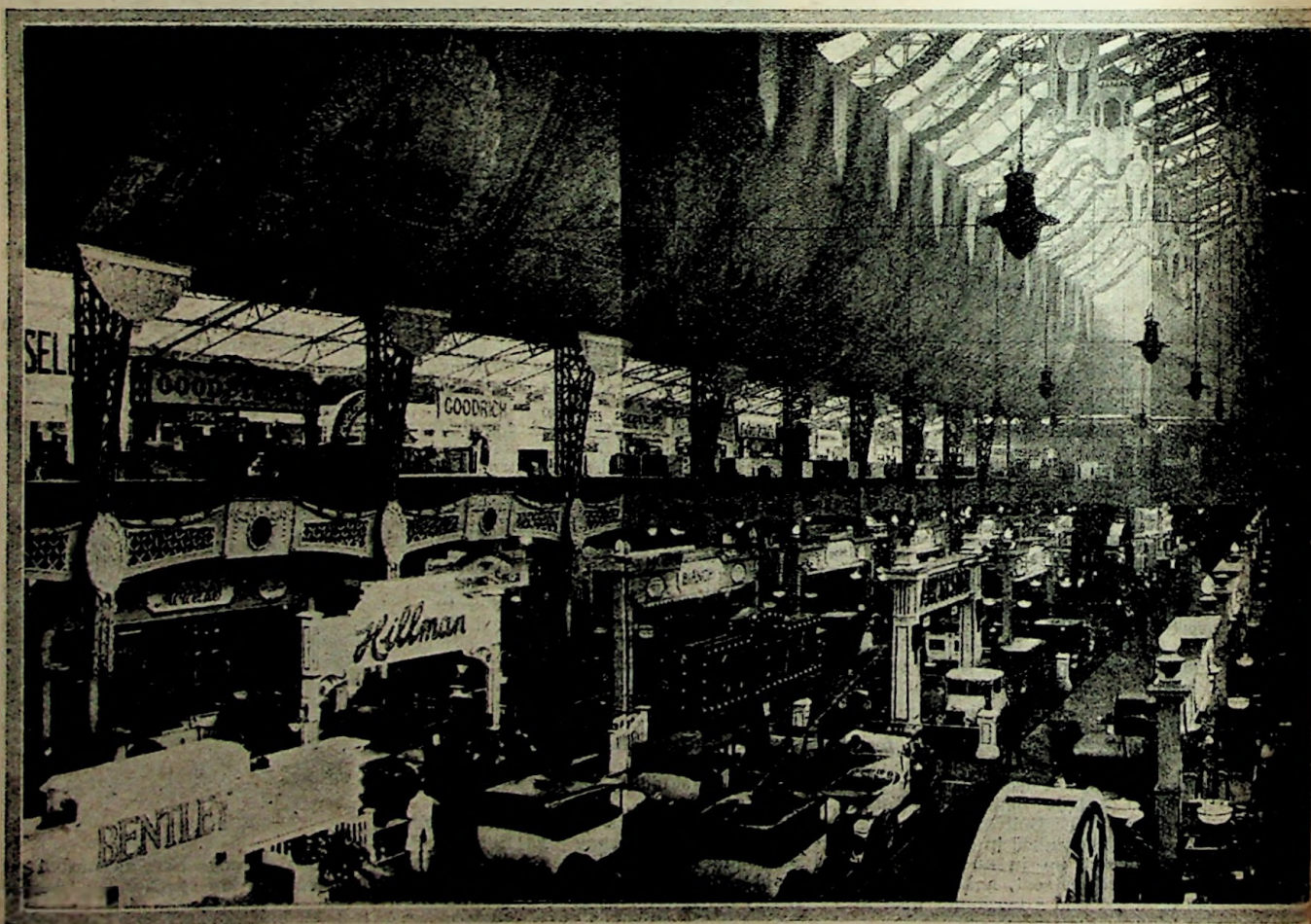
You get the atmosphere of this great enterprise if you stand in the gallery so that the display is spread out at your feet, as it were. You see millions of glittering points, reflections in cold steel or nickel-plating thrown back from myriads of electric bulbs and the crowd swaying this way and that, and surging eagerly round the stands. You realize that while the Show lasts Olympia is the hub of the whole motoring universe, and that down below you and all around you some 10,000 people are thinking and talking nothing but car lore. It is all very inspiring, and as you turn away to join the throng once more, you sigh to yourself, "It is good to be a motorist!"

THE 21st ANNIVERSARY

To say what is the outstanding feature of this 1927-28 Show is difficult; you might for a moment imagine that for 12 months the industry has been stagnant, so similar are the exhibits to their prototypes of 1926; but you must look below the bonnets and floorboards and pay more than passing attention to bodies, all-weather equipment and so on.

Of course, it is the age of saloons; we all knew that before we passed through the turnstiles of Olympia last Thursday morning, and for that reason we expected to find saloons on every stand; but many of us had to realize anew the "boom" in small four-cylinder cars, particularly with regard to the "Nines," for until an inspection has been made of the new Standard, Riley, Clyno, Triumph, Singer, Austin and the rest, the significance of this rapidly growing development may be overlooked.

The public are loud in their praises of these and their somewhat larger brothers, the "Tens" and the "Twelves." Numerically at a disadvantage, they nevertheless occupy the centre of the stage at this year's Exhibition. Seldom or never has the public shown such a pronounced partiality for light cars. By next year, we predict confidently, "Nines," "Tens" and "Twelves" will have made far greater strides in the public fancy



OF THE EXHIBITION.

than they have ever done before in 12 months, and the ranks of manufacturers of these types will be reinforced by many others who hitherto have thought along large car lines only.

One of the things that impress themselves very forcibly on us is that, whereas exhibitors have as a whole fought shy of staging polished chassis and sectioned engines, the public want them. Manufacturers still sufficiently "old-fashioned" to include these exhibits have the satisfaction of seeing their stands crowded all day long by men and women who are really eager to see and to learn. The buying public can sum up the points of, say, a four-seater tourer in twenty seconds from a dozen yards off, but a chassis is very different. So next year, Mr. Exhibitor, more chassis—polished or otherwise; it does not matter—*please*, and bother the expense; it's worth it.

There are one or two things which impress one more than usual. For example, the perfection of layout as shown by stripped chassis; the Rover saloon that opens; the Lea-Francis Hyper sports model; the new Hypoid gear and—one nearly forgot—the Trojan Bag! What would Olympia be without it?

The list is not complete, but space forbids and practically every light car at the Show presents

some point or other with the help of which one visualizes the whole machine when one has left Olympia behind.

As a study of human nature, Olympia, especially on a ten-shilling day, surely has few equals. One noticed, for instance, that the folk who paid ten shillings were not the sort of people who were vitally interested in cheap, medium horse-power, mass-production jobs; but that they certainly did not hold aloof from light cars which in many cases cost more.

Then there is the couple on one's right and the couple on one's left. "May please some folk, but it's not *my* idea of a car," says he to starboard to his fair companion; with the other ear one hears he to port exclaim, "What a *peach* of a job . . . here . . . how much?"—which proves that the old proverb, "One man's meat," was never so true as when applied to cars.

To conclude, just two sidelights on the Show. How a woman driver well known to Brooklands habitués managed to rouse a demonstrator from a state of apparent lethargy to one of breathless—almost wide-eyed—astonishment; and how an absent-minded agent from Plymouth—or was it Hull?—put his brown shoe into an automatic boot cleaner and discovered, when he withdrew it, that it was a blacking machine!

A great Show, my masters, where motors are the thing, and nothing else matters! And only two more full days, so if you have not been to Olympia, get busy!





Light Car Comment and Advice by *Focus*.

They Bit It.

IT was indeed flattering to find that so many of the daily papers found inspiration from my model Show report which appeared last week. My only regret was that I did not lay it on a little thicker, so that no one save a gibbering lunatic could possibly have believed it to be serious. My shortcomings, however, were made up for by some of the papers. There was one, for example, which pointed out that ten exhibitors had sold the whole of their 1928 output *before the Show opened*. The paper did not explain why these lucky people did not forthwith pack-up their traps instead of maintaining a costly stand and personnel at Olympia for the whole period of the Show!

The Raleigh Car.

WHY, one wonders, is the Motor Show singled out for these wildly exaggerated reports? Cruft's Dog Show, the Wireless Exhibition and the Ideal Home Exhibition do not come in for anything like the same amount of lurid boosting.

One never reads, for example, of Mystery Dogs, Hush-hush Loud-speakers or Wonder Houses. Similarly, one does not read of horses at a dog show or fat beasts at a millinery exhibition, but one morning paper last Friday staged a little honeymoon scene on the *Raleigh* stand at the Car Show. The principal characters wanted a little saloon, and found there just what they required. I must set the sub-editorial legions on to obtaining a description of this new model! We could call it "Nottingham's ??? Car."

Far From Perfection.

WHILST we are all admiring the latest products of engineering skill at the Show, it is as well to be reminded that of all forms of power unit to put in a road vehicle the petrol engine is probably the worst.

The fact was impressed upon me a few days ago when I was given the opportunity of taking the wheel for 100 miles or so in an American steam car that has been brought over to this

country. I confess that after the experience I was thoroughly disgruntled with my own bus. The beautiful, even torque of the steam car, its flexibility and the surge of power available at a touch made one sigh for similar qualities in the petrol engine.

Tank-like Saloons.

THERE is an axiom in business that one does not need to have a big counter for the taking of a big order, and something similar seems to be influencing the designers of saloons in the matter of windows. If the present trend continues we may expect to see lights reduced to the dimensions of the slits in a tank. Indeed, with some extreme Continental examples there does seem some kinship in outline and effect with the latest mechanical engines of war, and it needs only a machine-gun protruding from a window to make the resemblance complete.

For Safety's Sake.

WHEN approaching a road constriction caused by excavations or other works I have frequently been at a loss to understand the meaning of the man or youth who signals with a red flag. It is not always easy to see in which hand the flag is being held or against which line of traffic it is being raised, and this often results in considerable traffic confusion.

A more satisfactory system, it seems to me, would be for the man signalling to have a green flag as well as a red. Where two men are operating a section this would remove all ambiguity, for everyone recognizes green as a signal to proceed and red as a signal to stop. In the case of a man working the flags alone, the fact that there were two would make the signals easier to follow.

Fug Wipers.

A NOVICE purchasing a windscreen wiper for his car could not understand why there should be a blade inside as well as out. The man fitting it did not waste many words in explanation. "That one," he said, pointing to the outside blade, "is for fog. The other is for fug."

Bagging Antiques.

AN acquaintance spends most of his motoring time, when on pleasure bent, in rummaging the countryside for curios and antiques, for which he has—putting it mildly—a distinct penchant. He assures me that by being able to visit little out-of-the-way villages and cottages he comes across many things overlooked by the professional collector.

He points with pride to a 1695 "grandfather" and to much old pewter and copper which he has bagged in the course of various week-end runs. A huge oak dower chest has been brought home in the car, but goodness only knows how it was squeezed in. The grandfather clock was dismantled in the cottage where it was discovered and was brought home bit by bit.

More About F.W.B.

THE need for easy and quick adjustment of four-wheel brakes has often been emphasized, but chiefly with the object of lessening the work of the owner-driver. There is, however, another and more serious side to the matter. Should a fatal accident occur through a motorist knocking someone down, it is the invariable practice now for the police to test the brakes; and although a car owner may bring forward a host of witnesses to prove that the pedestrian was to blame, the fact that the brakes were in any way deficient is likely to weigh adversely with a coroner's jury.

I have in mind a case which occurred a short time ago in the Midlands. A motorist was passing a school when a boy ran in front of the car and was killed. At the inquest it was demonstrated that the car owner could not have avoided the accident, but the police stated that the front brakes were barely 50 per cent. efficient, and the motorist had to submit to censure from the coroner.

The Police View.

WITH a slight alteration in the circumstances it is easy to see that a verdict of manslaughter might be returned. In any case official testimony as to the state of the brakes would mean much in a civil action for damages. From this it will be realized how careful car owners should be to see that their brakes conform with the requirements of the law; but it is to be feared that the difficulties attendant in adjusting some f.w.b. systems conduce to laxity in this direction, and many brakes are not at their proper standard of efficiency.

The point to remember is that the police view the matter not from the standpoint of the motorist's safety, but from that of the public safety—an aspect that does not occur to every owner-driver.

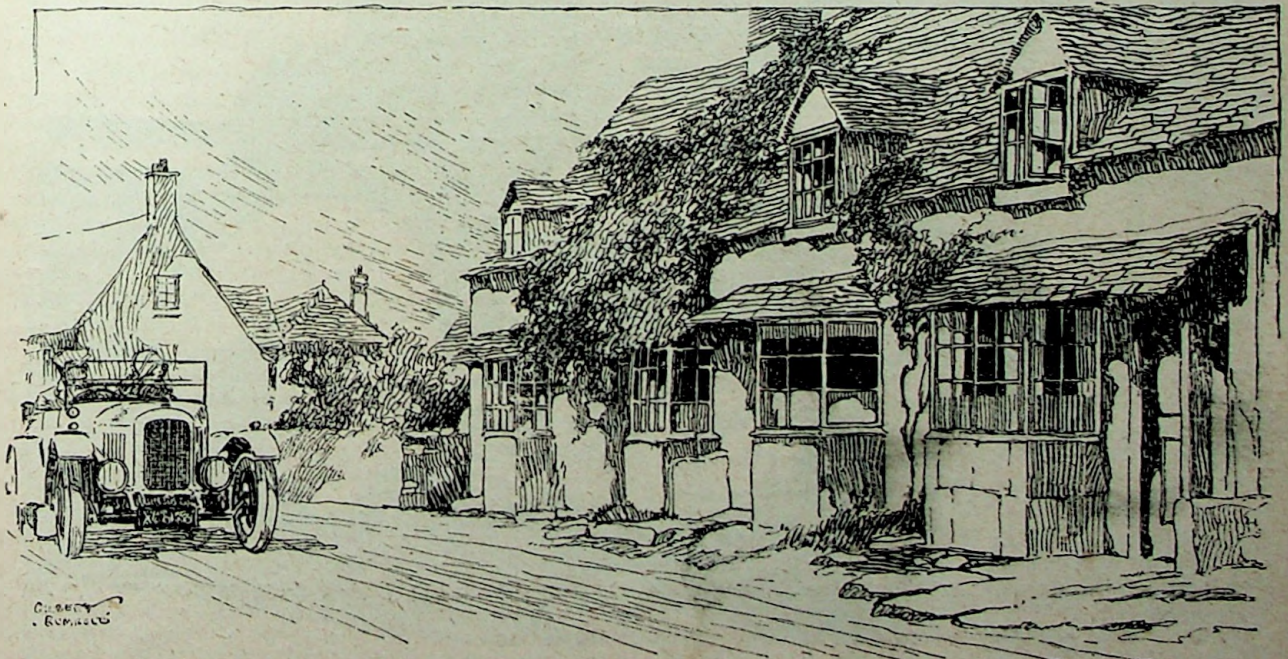
"Snobbery"?

A FRIEND who this year went over from a motorcycle combination to a small car has been vastly amused at the added status it has given him at garages and hotels. Whereas he used to be treated as a poor relation at places catering for car folk he now finds that people kow-tow to him as if he had a title.

The difference at garages is particularly noticeable, the attendants hastening to attend to his requirements where previously they strolled out with an air of condescension. What makes the matter so diverting is that the combination previously ridden was one of the most luxurious and expensive outfits on the road and cost far more than the little car which has replaced it!

La Politesse!

THE road past Boulter's Lock towards Marlow was the scene a few Sundays ago of a most amusing incident. Two cars bearing foreign numbers and driven by Frenchmen came into collision



AT BROADWAY,
WORCS.

On the Moreton-in-the-Marsh to Evesham road, Broadway is one of the most delightful villages in the country. A typical corner is shown in the sketch.

at one of the bends and completely blocked the narrow road. The damage was negligible, and English drivers would have separated the cars and passed on. Not so the Frenchmen.

Recognizing each other's nationality, they straightway proceeded to pour out what was obviously a vitriolic torrent of invective and abuse, delivered with an astonishing display of gesture perilously approaching blows. Finally one driver got into his car, pulled it away, and, letting in his clutch, spat into his compatriot's face! The spectators gasped, but the other seemed to take this form of retort quite as a matter of course and went off in the opposite direction without any more to do.

A Noisy Auxiliary Drive.

A FRIEND whose engine of under 1,000 c.c. has always been somewhat noisy mechanically had occasion recently to remove the chain from the dynamotor. To his astonishment the engine, when idling, became almost inaudible and took on a soft purr which made the car a delight to drive. Moreover, the engine seemed to gain in power.

The dynamotor, which is driven by a "silent" chain, was examined, but there was nothing amiss, and its replacement has left my friend sighing for the conditions which charmed him so much during its absence. He now asks why the dynamotor cannot be fitted with a clutch allowing it to be thrown out of engagement when the owner desires.

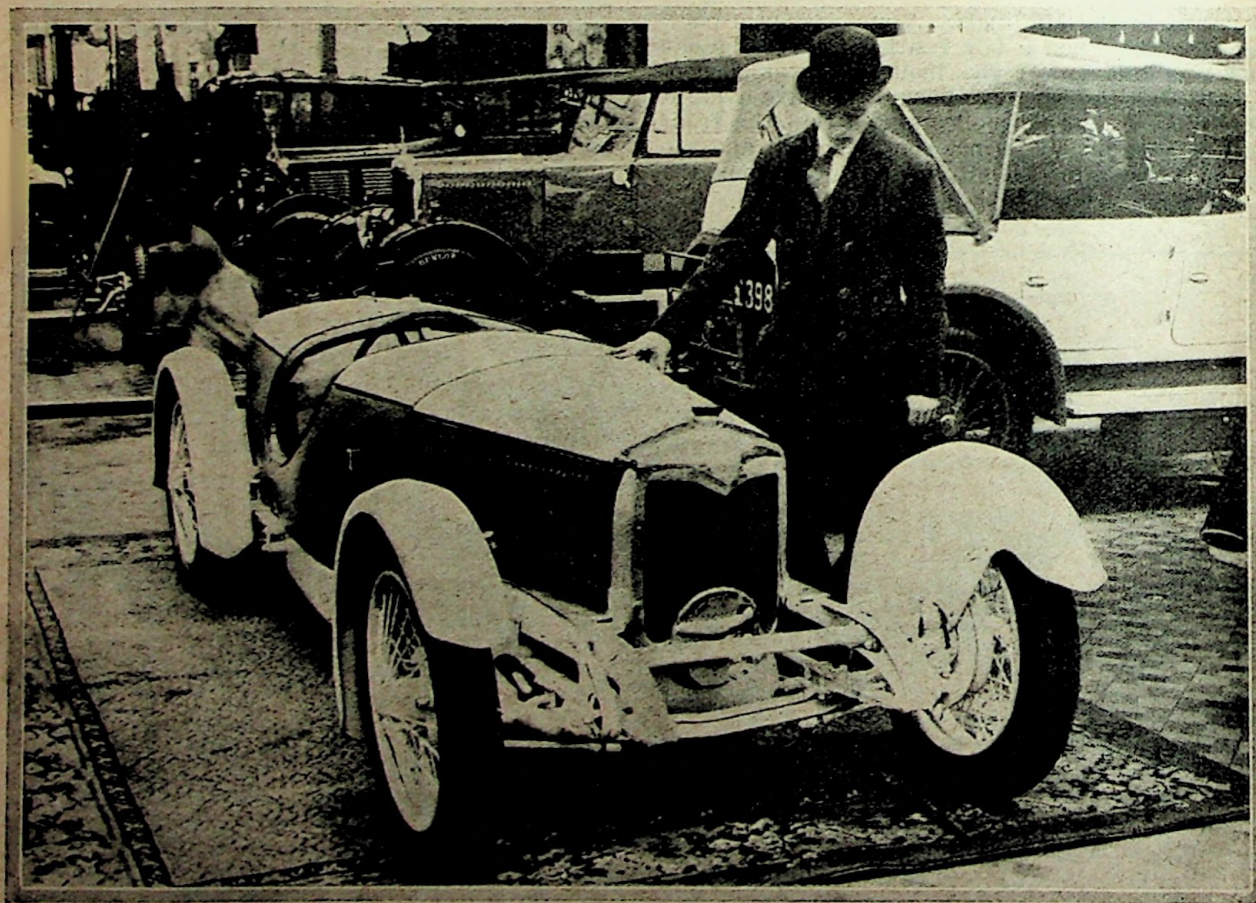
The arrangement would not be difficult to devise, but, fortunately, the majority of dynamotors on modern cars are fairly silent and such a fitment would be superfluous. My friend's experience suggests a defect in design, and I notice that later models of his particular make of car have the dynamotor directly coupled to the engine.

An Unusual Find.

ALL of us, I take it, have had to pull up suddenly at one time or another in the course of a drive in order to avoid running over some animal which was wandering in the road. The need for avoiding dogs is an everyday occurrence, less frequently one has to dodge sheep, rabbits and other creatures, but how many of my readers, I wonder, have ever, in this country, come near to running over a tortoise on the road. But that was a recent experience of mine.

I was driving slowly down a country lane and noticed a blackish object, which might have been a stone, a few yards ahead of my near-side front wheel. Some instinct caused me to stop and upon getting out to investigate I found that the "stone" was a small water tortoise. I picked it up and took it with me to some friends I was visiting nearby.

By great good luck the owner was traced; he lives about two miles from where I picked up the tortoise, which, however, had been missing for three days.



WEIGHING IT UP. — An early arrival at Olympia seizes his chance to form an opinion of the Riley "Nine" racer before the crowd arrives. The late Mr. J. G. Parry Thomas had a hand in its design.

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Three Wonderful Issues.

THIS, the third of our special Show Numbers, completes a series of issues the popularity of which continues steadily to increase. This year the average weekly circulation of each issue has been in excess of 50,000 copies, all of which have passed into the hands of enthusiastic light car owners. The power which these issues wield in their own particular and limited sphere can best be appreciated by picturing a crowd of 50,000 men, some accompanied by their wives, relatives and friends, standing in a solid phalanx waiting to be addressed. The opportunity to address this vast and critical multitude is one entailing responsibilities which we fully appreciate, and it is one, furthermore, which prominent advertisers are showing themselves eager to grasp. This fact is reflected in last week's big Show Report issue of *The Light Car and Cyclecar* being both in substance and bulk more imposing and valuable than any which has preceded it during the fifteen years that the journal has been produced.

We are pleased to have this opportunity of recording our appreciation of the loyal manner in which so many manufacturers, whose names are now household words, have co-operated with us in educating the public, through times which often have been difficult, with regard to the advantages to be gained from the development of the true light car—the economy car. We are very pleased to notice that their material rewards in many cases have been considerable, and we are especially gratified to hear so frequently from our readers of the excellent service which their products are giving in all parts of the world.

The Modern Tendency.

IT is indeed a very great pleasure, as each year passes and Show succeeds Show, to be able to leave Olympia at the conclusion of the opening day with the conviction that design has improved, that cars are better, and that better values are being given than during the preceding year. Those who are in close touch with the industry, who understand its troubles, who appreciate the competition which it has to meet both from overseas competitors and from trade rivals at home, could wish at the Show to be able to meet the motorcar trade en masse and to raise their hats to the representatives present. It is unfortunate that in the per-

Topics of the Day

petual search for improvement and in the constant betterment of the light car, so many pioneers and so many newcomers should necessarily go to the wall. We say this advisedly and with the figures before us. At the 1925 Motor Show 48 light cars were exhibited at Olympia; last year there were 37, and this year there are only 29. What is happening is not, perhaps, contrary to the interests of motorists as a whole. It is merely the incidence of the

modern industrial tendency towards amalgamations and monopolies. In place of many small men striving to create a sufficient demand for their products to earn them a living, we find larger men producing the goods and concentrating enormous resources and scientific methods upon the business of selling them. Not the least of the advantages which accrue to us are better service organizations and slower depreciation, whilst the chance of buying a "dud" no longer exists.

Cars of the Future.

WE read with amazement last week a leading article in a prominent morning paper which, in describing the car of the future, implied that it would be based upon what are admitted at the moment by the best brains in the industry to be principles which are of questionable practical value, from the point of view of wide adoption.

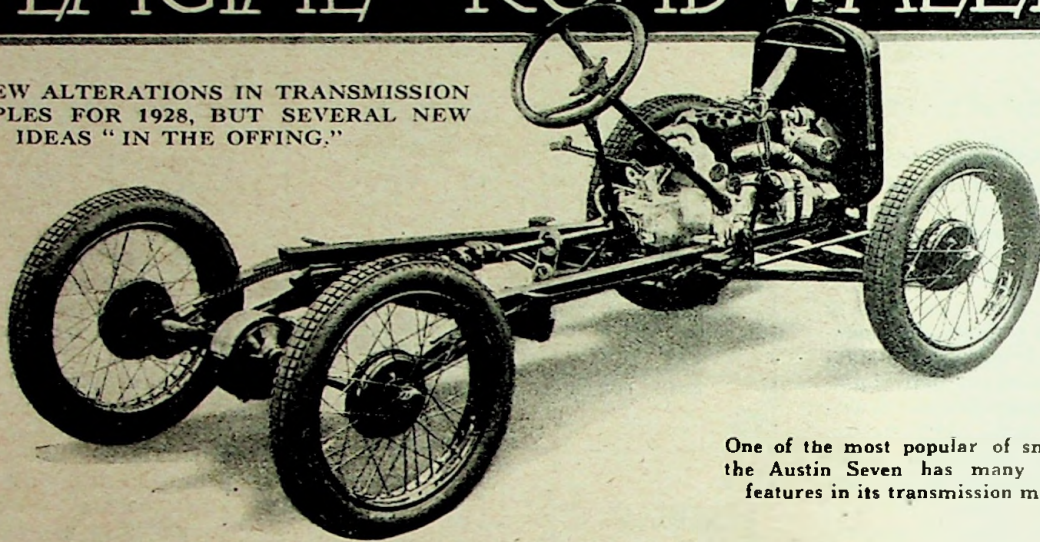
The article evidently was written by somebody with a knowledge of motoring which was sadly lacking, for a passage reads "they (cars) are all driven from the back wheels and they are all steered by turning the rigid axle on which the two front wheels are fixed." Steering a car would be indeed a tricky business if this were so, although, of course, a steering gear so arranged is employed on horse-drawn vehicles, traction engines and certain steam lorries. The reason why a steering gear of this kind would not be suitable for a car is easily explained. First, there are theoretical difficulties; and, secondly, a suitable arrangement for the pivot could not be easily devised.

The danger of articles published in a prominent position and written without adequate knowledge of the subject and with insufficient heed being paid to accuracy is that they guide the thoughts of large masses of people along wrong lines to the detriment of trade and not inconceivably to the prestige of British cars.

Round the Show.

FROM ENGINE TO ROAD WHEELS

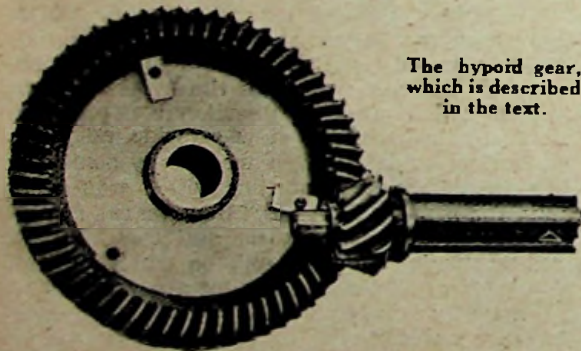
VERY FEW ALTERATIONS IN TRANSMISSION PRINCIPLES FOR 1928, BUT SEVERAL NEW IDEAS "IN THE OFFING."



One of the most popular of small cars, the Austin Seven has many large-car features in its transmission make-up.

IT is probable that the year 1927, and, with it, the 1927 Show, will be looked back upon as a period during which important modifications to transmission systems were being planned, but which, up to that time, had not been sufficiently widely recognized to be adopted. We refer here particularly to free-wheel devices and to the hypoid final-drive gear which is gaining ground in the States and has been used for the first time in Europe by the Mathis concern.

The majority of manufacturers still favour the enclosed torque tube, a fairly recent convert to this system, of course, being the Rover company, which now use this type of drive exclusively on the 10-25 h.p. models. There are exceptions, but they are found



The hypoid gear, which is described in the text.

primarily on sporting models, the Vernon-Derby being an example.

It is becoming realized, however, that a good deal of vibration is set up by a propeller shaft of small diameter such as that which is used usually within a torque tube, and that means to steady the shaft and to check whipl at the outset are desirable.

The Rhode Motor Co. were apparently the first to appreciate this, so they split the torque tube half-way down in such a way that a ball bearing could be easily introduced. The Rover company have now followed suit, and, as experience goes to show, the "10-25s" of that make are very much sweeter at high speed than were their prototypes with an open, unsupported shaft,

c16

The steadying bearing, by the way, deserves a little detail explanation.

The difficulty of lining up a propeller shaft in three bearings is very real, owing to its length, and for this reason the central bearing is made slightly slack, about two thous. clearance being allowed. Under normal conditions, therefore, the shaft is, theoretically, not carried by the central bearing at all, but when, under the influence of speed, an infinitesimal amount of whip begins, the central bearing takes up its load and the steadying effect at once starts.

Reverting now to the innovations which are on view in individual instances at Olympia, it may be said that these have a great deal of promise and will probably figure in the specifications of a number of small cars next year.

Since the introduction of free-wheeling devices we have been strong supporters of the idea, and it is, therefore, very encouraging to note that Lea-Francis and A.C., amongst other makes, are adopting it.

As a matter of fact, the research work carried out by the former concern goes back to the year 1902, when a simple form of free-wheel device suitable for incorporating within the gearbox was produced and tested. Since then other forms have been made, nearly all working on the locking pulley or ratchet principle and designed to be built up within the gearbox itself. These earlier types take effect, as a rule, on the top and second speed only, but with the introduction of the Humfrey Sandberg roller-type free-wheel the possibility of arranging this behind the gearbox so that it operated on all gears was entertained, and it is now generally considered that, providing some means for disconnecting the free-wheel is used, its adaptation to all gears is desirable.

The Hypoid Gear.

A first glance at the hypoid gear used on the Mathis may lead one to suppose that there is very little in it and that certainly it has few advantages over helical bevel or worm drive. In point of view of transmission losses the hypoid gear is very much in the same class, about 3 per cent. only being an all-round figure quoted. It is, however, from the points of view of silence and durability that the hypoid gear is claimed to score.

When viewing the crown wheel from the toothed side and regarding it as the face of a clock, it may be said that the engagement of a helical bevel arrangement is at three o'clock, whilst with a worm drive it is either at twelve, in the case of an overhead, or six in the case of an underslung, worm. The hypoid gear, which is basically of helical bevel formation, engages at four-thirty; that is to say, the shaft is slightly offset and is lower than when helical bevel is used but not so low as when an underslung worm is employed.

This offset position necessitates a special formation



Made by specialists. A Moss back-axle unit which includes brakes and operating mechanism.

of the teeth, which, in principle, introduces a sliding and rolling motion combined, ensuring greater silence and, ipso facto, less wear. Wear is also reduced, because the teeth of a hypoid pinion are actually longer than those of an ordinary helical bevel, which is all in their favour, considering that in a final-drive reduction of, say, 5 to 1, each tooth of the pinion comes into engagement five times with different teeth on the crown wheel for one revolution of the latter.

At the present moment one of the biggest disadvantages is that the cutting of the teeth of a hypoid gear necessitates special and very expensive machinery, but it is considered probable within the near future that the number of Gleason machines will be increased and that this gear will come in for popular favour and be more widely employed.

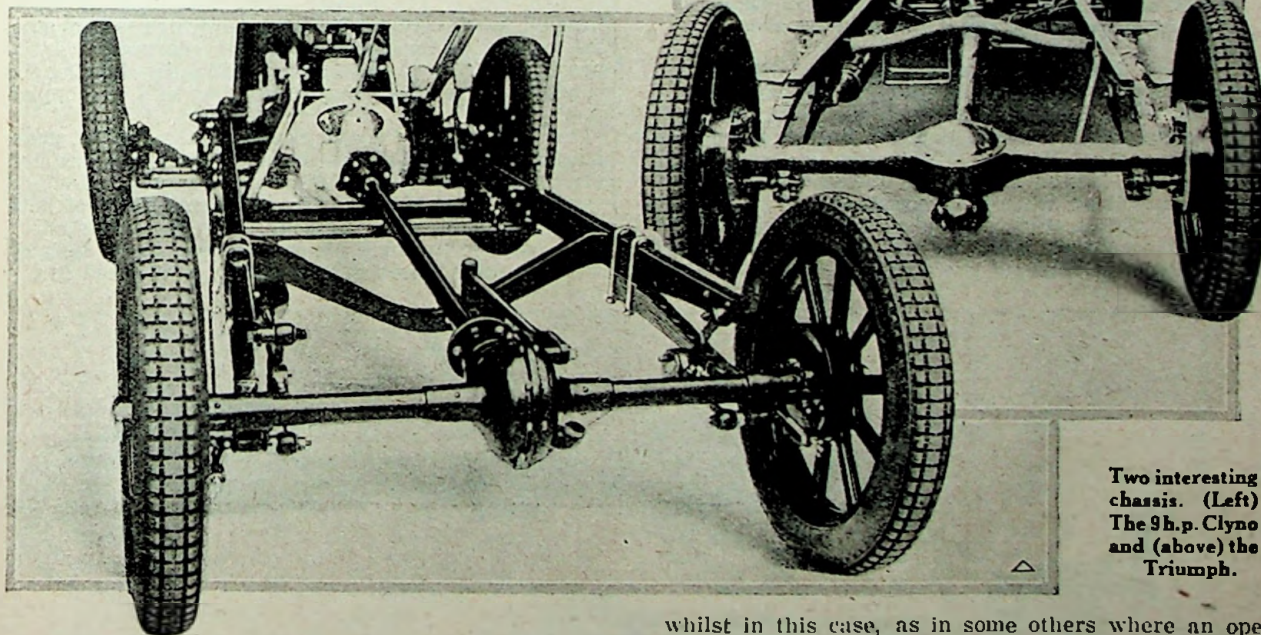
A tour of Olympia shows that cone clutches are rapidly falling into disuse, but that where they are used, as in the case of the Riley Nine, for instance, the inverted cone is preferred.

This much must be said, however, owing to the greater bulk of clutch and gearbox the gear lever of a large car is automatically brought farther back, so that it is an easy matter to make sure that it is handy to the driver. With small cars, and more especially those having really small-capacity engines, the gearbox comes well forward, presenting obvious difficulties.

Mention may be made of features in connection with one or two individual transmission systems seen at Olympia: Bugattis still favour the open propeller shaft and reinforced torque stay. At its forward end the torque stay is mounted in fibre shackles. The Vernon Special has an enclosed propeller shaft, the forward end of the torque tube being slidably anchored so that the drive is taken up through the road springs. With the car normally loaded these are of practically flat formation; thus a direct thrust is obtained on to the chassis members. Perhaps the most outstanding feature of the new Triumph chassis, so far as the transmission is concerned, is the horizontal banjo-type rear axle, within which is an underslung worm drive.

The 9 h.p. Standard.

The new 9 h.p. Standard shows that revolutionary changes have been made in the whole layout, but it is another case where worm drive is employed. At the ends of the propeller shaft there are Spicer joints.



Two interesting chassis. (Left) The 9 h.p. Clyno and (above) the Triumph.

Central control is being more widely adopted, concerns like Clyno and Standard having reverted to this arrangement after giving the right-hand system a good run for its money. A particularly noteworthy feature this year is that gear levers of the central control type are not only longer but have been cranked, where necessary, to bring them more readily to the grasp of the driver. In this respect we have been sadly lacking and American manufacturers have shown us just how the gear lever ought to be arranged.

whilst in this case, as in some others where an open shaft is used, a tubular formation of greater diameter than the actual drive shaft is employed, so as to add strength and prevent whip.

Realizing that springing problems are bound up with those of transmission, the Standard incorporates spring leaves which form rebound dampers and which, it is claimed, make the use of shock absorbers quite unnecessary.

The Renault is one of the few light cars having its gearbox mounted at the forward end of the torque tube.

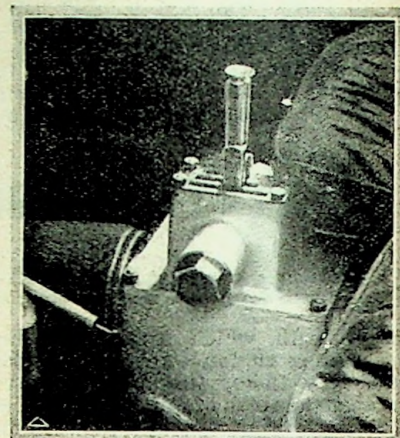
The gate, however, is arranged above the spherical joint at the forward end of the tube, the whole being carried, of course, by a cross-member.

Modifications in the layout of the Singer Junior were made recently and these include the substitution of a dry-plate clutch for the original cone type and an alteration in the universal joint of the propeller shaft. As hitherto, that portion of the shaft between the gearbox and the forward universal is of the open type, whilst from the rear of the joint the shaft is enclosed in a torque tube which is stayed by diagonal rods secured to the rear-axle casing. The final drive is by spiral bevel and a spur-type differential assembly has been substituted for the original bevel type.

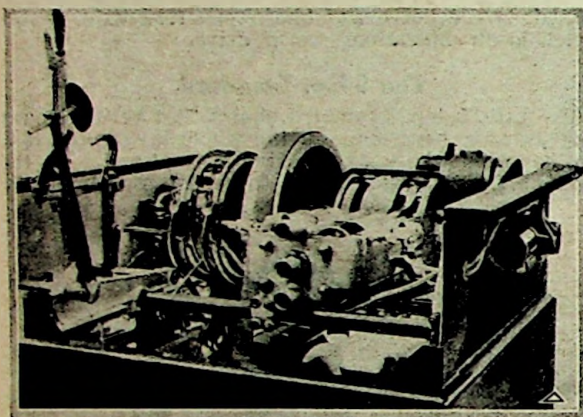
The 7 h.p. Peugeot still retains its gearbox on the back axle, being similar in this respect to the 1½-litre A.C. and the Wolseley.

We come now to a very interesting car in the Riley Nine, which has a four-speed gearbox, both top and

The Swift and the Humber are two of the few cars which have unit construction of engine and gearbox with side control. In both cases, however, driving comfort is assured by the care which has been exercised



The gearbox and stumpy gear lever of the Aston-Martin Sports model. The photo also shows the staggered seats.



The engine and epicyclic gearing of the Trojan. On the left are seen the controls, the photo being taken, of course, from the front end of the "punt" or chassis.

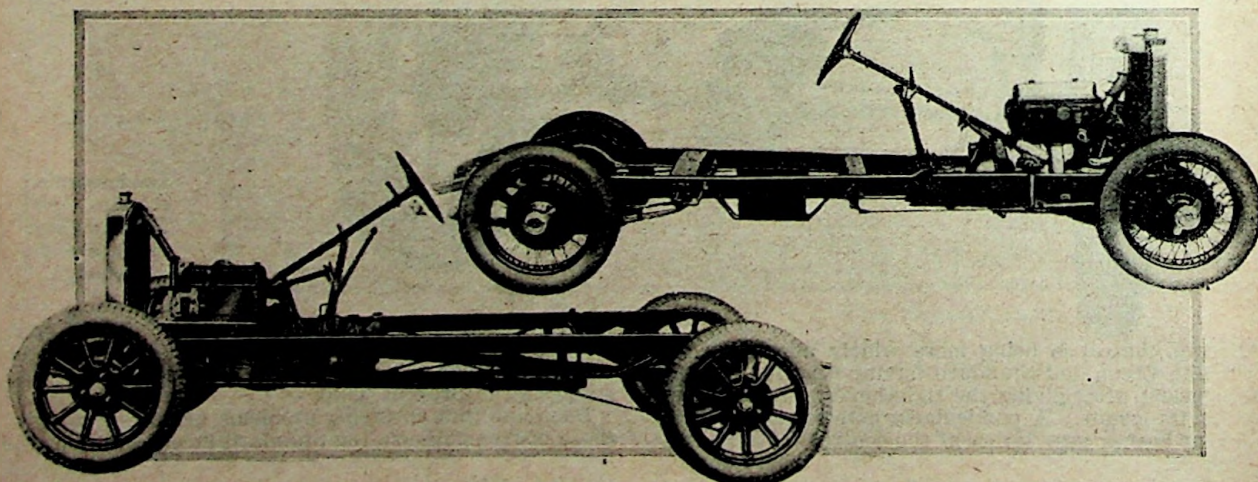
third speeds being of the direct drive or dog-clutch-engagement type. The idea underlying the adoption of direct drive for third gear is to ensure silence and to delay wear in a gear which is called upon normally to undertake a great deal of work when a small four-cylinder engine is used, and the advantage of the system will be appreciated when it is explained that the Riley is just as quiet on third as it is on top. Another feature of this gearbox is the helical bevel wheels used for the ordinary constant-mesh pinion.

in arranging the levers within easy reach of the hand.

During the past season the transmission of the Rover has, of course, undergone considerable improvements, not the least of which is that the floating member of the clutch is now centred by a spigot, which results in far sweeter engagement and smoother pick-up, whilst the propeller shaft is enclosed within a substantial torque tube.

The Trojan still occupies the unique position of having the most unconventional form of transmission found on any car at the Show. In principle the system consists of epicyclic gearing driven through the medium of spring cushioning devices from the four-cylinder two-stroke engine. The final drive is by chain and it was the only car at the Show having this form of drive, although not the only light car made which uses chains. The makers of the Trojan certainly do not exhibit a chassis, but they do the next best thing by showing the complete engine and epicyclic gearbox unit all coupled up.

The Aston-Martin boasts of one of the neatest gearboxes at the Show and the design of the gear lever and gate come straight from the school of racing. Mounted centrally, but employing a conventional form of gate as opposed to a swivelling gear lever, the whole affair has a most convincing appearance and is in keeping with this really excellently conceived high-speed car.



TYPICAL OF
1928 DESIGN.

(Left) The Rhode chassis and (right) that of the Lea-Francis. Unit construction of engine and gearbox with central control is becoming increasingly popular, whilst enclosed propeller shafts are being much more widely adopted than heretofore.

GUIDE TO THE SMALL CARS AT OLYMPIA.

Names and Addresses of
Light Car Exhibitors.

A.C. (Acades).—A.C. (Acades)
Cars, Ltd., Thames Ditton,
Surrey.

Alfa-Romeo.—British Sales, Ltd., 1,
Baker Street, Portman Square,
London, W.1.

Alvis.—Alvis Car and Engineering
Co., Ltd., Coventry.

Amilcar.—Vernon Balls, 95, High
Holborn, London, W.C.1.

Argyll.—Argyll Motor Co., Ltd.,
Glasgow.

Aston-Martin.—Aston - Martin
Motors, Ltd., Feltham, Middle-
sex.

Austin.—Austin Motor Co., Ltd.,
Longbridge Works, Birmingham.

Berliet.—Automobiles M. Berliet, 40,
Sackville Street, London, S.W.1.

Bianchi.—Bianchi Motors (1926).
Ltd., 319, Regent Street, Lon-
don, W.1.

Bugatti.—Ettore Bugatti (Automo-
biles), 1 and 3, Brixton Road,
London, S.W.9.

Clyno.—The Clyno Engineering Co.
(1922), Ltd., Wolverhampton.

Donnet.—Donnet Motors, Ltd., 42,
Albemarle Street, London, W.1.

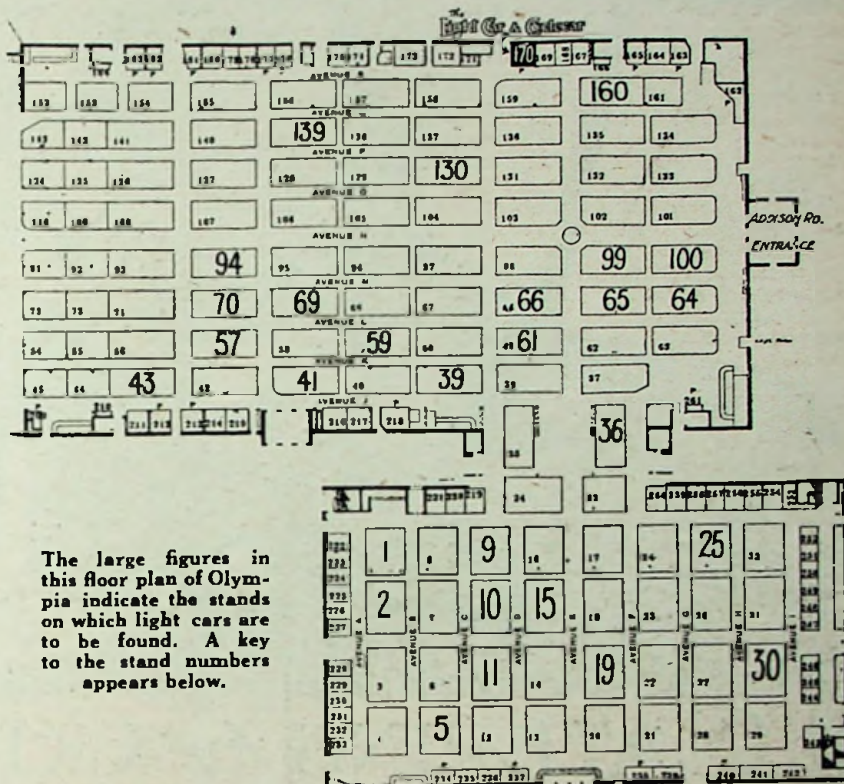
Fiat.—Fiat (England), Ltd., 43-44,
Albemarle Street, London, W.1.

Humber.—Humber, Ltd., Coventry.

Jowett.—Jowett Cars, Ltd., Idle,
Bradford.

Lea-Francis.—Lea and Francis,
Ltd., Coventry.

Mathis.—B. S. Marshall, Ltd., 25,
Basil Street, Knightsbridge,
London, S.W.1.



The large figures in
this floor plan of Olym-
pia indicate the stands
on which light cars are
to be found. A key
to the stand numbers
appears below.

Peugeot.—Peugeot (England), Ltd.,
78-80, Brompton Road, London,
S.W.3.

Renault.—Renault, Ltd., 21, Pall
Mall, London, S.W.1.

Rhode.—The Rhode Motor Co.,
Tyseley, Birmingham.

Riley.—Riley (Coventry), Ltd.,
Coventry.

Rover.—The Rover Co., Ltd., Coventry.

Salmon.—S.M.S., Ltd., Chiswick
Wharf, Chiswick, W.4.

Singer.—Singer and Co., Ltd., Cov-
entry.

Standard.—Standard Motor Co.,
Ltd., Coventry.

Swift.—Swift of Coventry, Ltd.,
Coventry.

Triumph.—Triumph Motor Co., Ltd.,
Priory Street, Coventry.

Trojan.—Leyland Motors, Ltd., Ley-
land, Lancs.

Vernon-Derby.—Morgan Hastings,
Ltd., 17, Berkeley Street, Picca-
dilly, London, W.1.

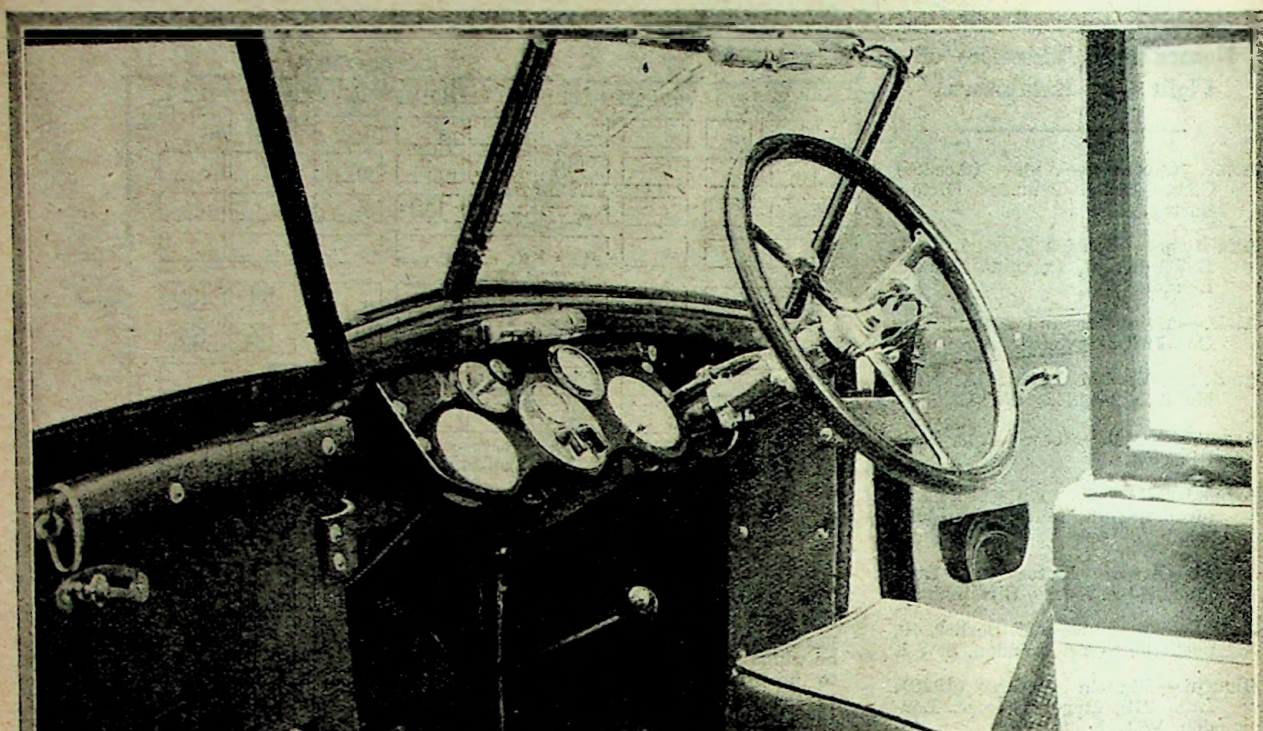
KEY TO STAND NUMBERS.

Large figures are used in the accompanying floor plan to indicate stands on which light cars are shown.

A.C. (Acades)...	10	Clyno ...	64	Riley ...	66
Alfa-Romeo ...	36	Donnet ...	30	Rover ...	99
Alvis ...	39	Fiat ...	69	Salmon ...	43
Amilcar ...	5	Humber ...	70	Singer ...	41
Argyll ...	160	Jowett ...	15	Standard ...	61
Aston-Martin ...	1	Lea-Francis ...	100	Swift ...	65
Austin ...	94	Mathis ...	25	Triumph ...	11
Berliet ...	19	Peugeot ...	57	Trojan ...	130
Bianchi ...	139	Renault ...	59	Vernon-Derby ...	5
Bugatti ...	2	Rhode ...	9		

"THE LIGHT CAR AND CYCLECAR" Stand No. 170.

Round the Show.



CATERING for COMFORT and CONVENIENCE

LIGHT CAR EXHIBITS AT OLYMPIA REVEAL NO STRIKING INNOVATIONS IN EQUIPMENT THIS YEAR, BUT GENERAL ALL-ROUND IMPROVEMENT IS NOTICEABLE. GREATER ATTENTION PAID TO LUGGAGE ACCOMMODATION AND ACCESSIBILITY OF TOOLS.

ALTHOUGH there are no startling innovations in equipment to be seen at Olympia this year, it is safe to say that the comfort and convenience of motorists have been studied more carefully than ever before. The changes which have been made are, generally speaking, only of a minor nature; manufacturers seem to have adopted the attitude that it is better to improve and supplement the equipment supplied with their products for 1927 than to introduce any startling new features.

Thus, although further progress may be somewhat slow, buyers can be pretty sure that the equipment supplied with their cars will be reliable and free from those "snags" which so often accompany new developments.

One of the most noticeable tendencies this year is towards neatness, and such fittings as wind-screen wipers, mirrors, and so forth, now appear more as part of

the car than as accessories which have been added afterwards.

The Motor Show, coming as it does in October, when the first signs of winter are appearing, it is only natural that visitors examine all-weather equipment with a very critical eye, but any one who was not satisfied with the ability of this year's exhibits to keep out rough weather would be very critical indeed.

Saloons, of course, are more popular than ever, and practically every light car manufacturer is showing an enclosed car, but hoods and sidescreens on open touring models have not been neglected. The old type of sidescreen with wide fabric borders, which cut down the driver's range of vision considerably, are now practically extinct, the majority of screens having a thin metal frame which causes an absolute minimum of obstruction.

In the same way, the type of side-screen which buttoned on to the

hood and could be used only when the latter was erected has disappeared, screens now being pegged-in to the sides of the body, so that they can be left in position, irrespective of whether the hood is furled or erected.

Considerable divergence of opinion is noticeable in the provision which manufacturers have made for signalling, but the triangular flap seems to be falling out of use, although a number of manufacturers, including the Trojan, Rhode and Triumph concerns, still adhere to it. The most common arrangement—and certainly a very satisfactory one—is for the front sidescreens to be hinged vertically, the rear portion swinging outwards. A good example of this is seen on the 10 h.p. Swift, on which two serrated washers are used on the mounting, the washers being held together by a spring; thus the flap "stays put" in any position.

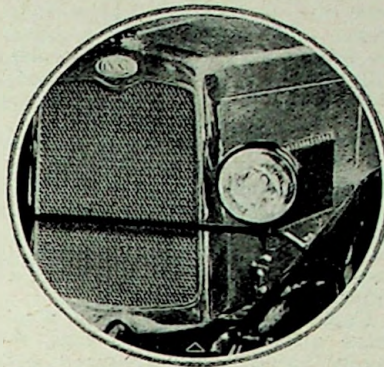
The 7-12 h.p. Peugeot cabriolet is

also very neat, the rear portion of the side windows, which are of glass, being capable of swinging outwards and folding right back parallel to the rest of the screen, if desired. A novel note is struck by the Singer Junior, where a rectangular signalling flap, which is about a quarter of the size of the whole sidescreen, is used.

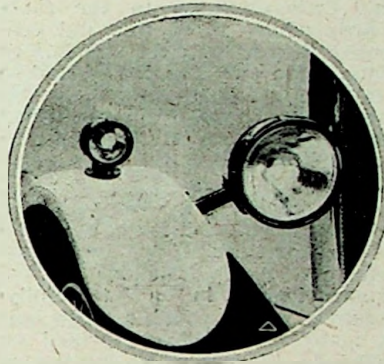
In the case of the saloon cars, opinion seems to be divided between wind-up windows and the sliding type, whilst a very popular arrangement is to provide wind-up windows at the rear and sliding panes at the front to facilitate signalling. Amongst the manufacturers who favour the use of wind-up windows for all doors are the Fiat concern (on their 9 h.p. saloon), the Standard Motor Co., Ltd., and Renault, Ltd. (on their 9-15 h.p. model), whilst on the Rover, Jowett and Triumph all the windows are of the sliding type. A car on which both are used is the Riley Monaco saloon.

Single-pane Screens Popular.

So far as front screens are concerned, the popular two-panel type, which has been so extensively used in the past, finds a place on a large number of cars, although its popularity is being challenged by single-pane screens which are hinged at the top and can be opened at the base. This type of screen came into extensive use last year for saloon



Following Continental practice the headlamps of the Clyno Nine are mounted on a tie-bar.



A method of lamp mounting which is becoming popular. This example is the Riley.

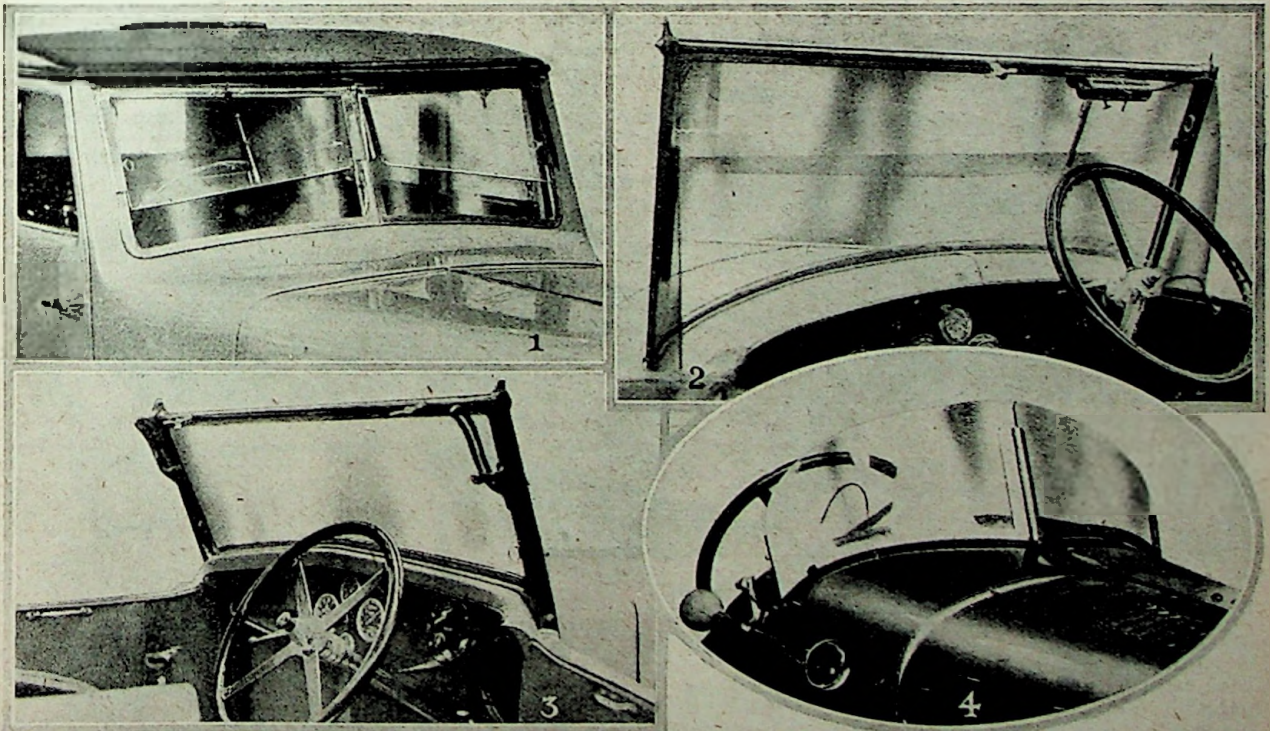
cars, but it is now being fitted in several instances to open touring models, notable examples being the Riley Nine four-seater and the Swift tourers.

In a few cases single-panel front screens which do not open at all are being fitted to saloon cars, the Singer Junior being a prominent example.

Preventing Draughts.

With double-panel screens some makers prefer a shallow top panel and a deep lower one, whilst others favour the opposite practice. It does not, of course, matter very much which arrangement is employed, provided that the join between the two panels does not come in line with the driver's eyes and so obstruct his view. Of course, the system of having a very shallow top panel, the driver looking directly through the lower pane, certainly has the advantage that the screen can be opened for ventilation without the driver getting a strong draught directly on his face.

Three-panel screens are not to be found in very many instances this year, the Argyll concern being one of the few manufacturers to fit this type. Four-panel V screens are to be found on a few 1928 models, among these being the Alvis sports saloon, Salmson coupé and Aston-Martin saloon, whilst the fixed sloping V screen finds favour on one



POPULAR TYPES OF WINDSCREEN.

(1) The four-panel V screen fitted to the Aston-Martin. (2) The popular two-panel screen as used on the Swift sports model; note the triangular side panes—an unusual feature. (3) Originally popularized on enclosed cars, single-panel screens hinged at the top are now being fitted to open cars; the Riley is shown here. (4) The fixed V screen of the Vernon-Derby. The photo on the opposite page shows the semi-sports Rover four-seater.

or two sports models, including the Grand Prix Salmson and Vernon-Derby.

A novel note is struck in the arrangement of the screen on the 9 h.p. Riley Monaco saloon. On this car a single-panel screen is used, but the frame at the top does not quite touch the roof, a gap about half-an-inch deep being left. This is covered by a flap which, by means of a neat adjusting device at the centre, can be pushed forward for ventilation, or allowed to spring back against the top of the screen to seal the aperture in cold or wet weather. This seems an excellent arrangement, for ample ventilation, without troublesome draughts, can be obtained.

Screen wipers are now a standard fitting on practically every car at the Show and, moreover, they are for the most part of the automatic type. Suction-operated wipers are probably the most popular, although the electric variety finds favour in many cases.

Hoods have not undergone any radical changes, but neatness has been studied and, when furled and encased in an envelope—which is provided in practically every case—they present quite a businesslike appearance and do not tend to spoil the general lines of the car, as was so often the case in the past.

The difficulty of providing an efficient hood, which at the same time does not interfere with the speedy lines of a sports car, has

been tackled very well by the Swift, Rover and Vernon-Derby concerns. On these cars the hood when furled fits down snugly on to the body, enhancing rather than detracting from the tout ensemble.

Three or four seasons back there was a strong tendency for manufacturers to adopt disappearing hoods, but, unfortunately, the practice has not spread. This is rather a pity, as this arrangement has much to commend it, both on the score of appearance and cleanliness.

Facia boards are on the whole more attractive than of yore, the layout having been arranged with an eye to beauty. Convenience has not, however, been sacrificed. A few years ago many manufacturers paid little attention to the facia board, whilst those who did contented themselves by cramming as many dials, switches, knobs, and so forth, as possible indiscriminately over the board, the effect being somewhat like the interior of a railway engine!

Tasteful Layouts.

This, of course, does not apply to-day, by far the most popular system being to group the instruments symmetrically in a tastefully-arranged centre panel, a cubby hole in many cases being provided on each side. Cars in which this system has been carried out to particularly good effect are the new 9 h.p. Standard and the 11 h.p. Clyno.

On the Rhode this practice is fol-

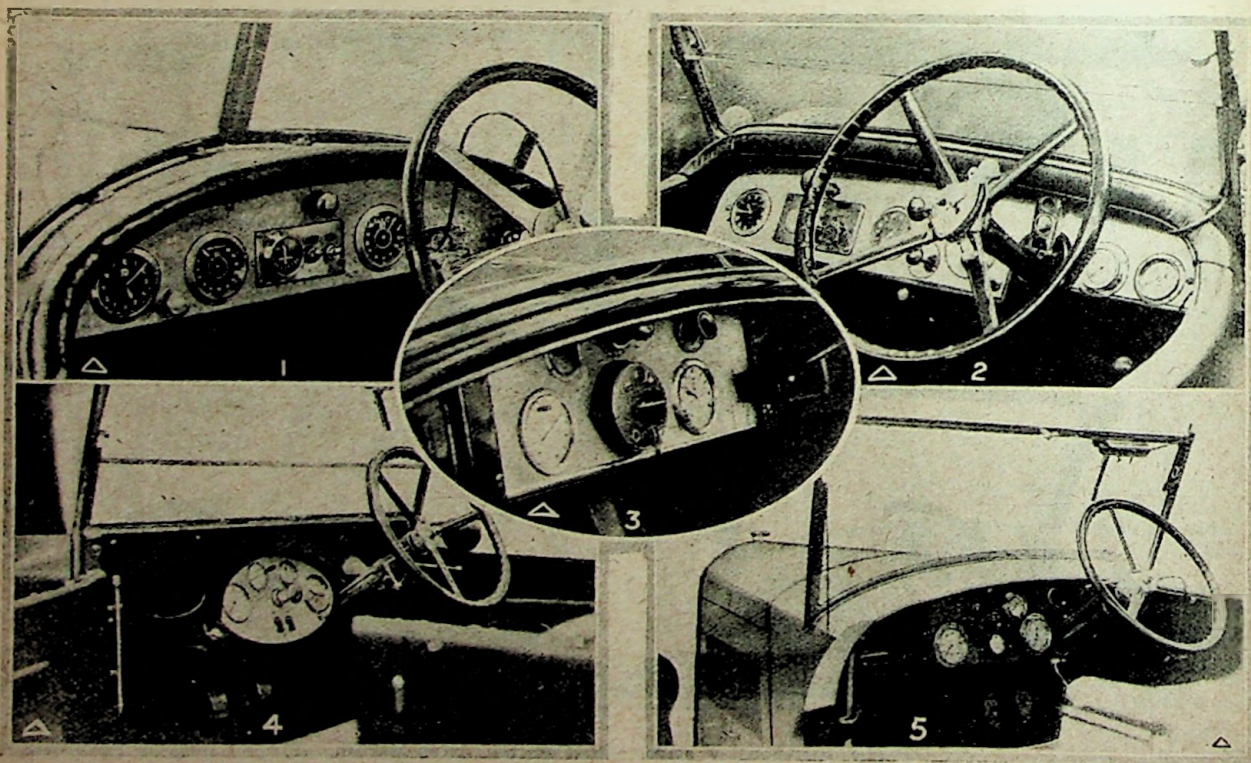
lowed, but the centre panel protrudes and is sloped back so that the instruments can very easily be seen. The opposite is the case with the Triumph touring models, where the panel is sunk.

A direct contrast to the system of grouping instruments centrally is provided by the Lea-Francis super-sports model, and the four-seater sports Aston-Martin. In the case of the former a very comprehensive range of instruments is provided, the whole board being occupied by them.

In the case of the Aston-Martin, a pleasing effect is gained by the fact that all the dials are approximately of the same size, and are equally spaced out on a shallow board. The instruments fitted are petrol gauge (dial type), clock, rev. counter, combined ammeter and lamp switches, speedometer, radiator thermometer and oil-pressure gauge.

Mirrors are supplied as standard on the majority of 1928 cars, and it cannot be denied that they are of very great use at the present time, when our roads are often so crowded that a driver is frequently either pulling out to pass a vehicle ahead, or drawing in to the near side so that a driver behind may overtake.

In most cases the mirrors supplied are of a sound type, but in a few cases they are little more than useless, as they distort badly. The cost of a good mirror is little more than that of a poor one, and those manufacturers who are at fault would do



FASHIONS IN FACIA BOARDS.

Artistic arrangement characterizes the facia boards of the majority of 1928 light cars. The examples seen above are: (1) Vernon-Derby, (2) Hyper-sports Lea-Francis, (3) Bianchi, (4) 11 h.p. Clyno and (5) Sports Swift.

well to improve this fitting in the future.

Manufacturers at last seem to have realized that practically every car they sell will, at some time or other, be used for touring with a full complement of passengers, and accordingly have made better provision for luggage. In a very large number of cases a rear grid is provided, whilst proper luggage trunks at the back are a standard fitting on a large number of Continental cars, notable examples being Salmson, Mathis and 11-25 h.p. Peugeot.

This, of course, is a very commendable arrangement, and we hope that the lead set on the Continent will be largely followed. At the present time only a few British

—the pockets are of pleated leather, the top being threaded with elastic.

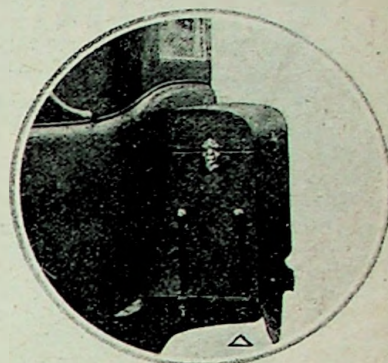
Makers are beginning to realize that, although their products may be very reliable and most of the tools are seldom required, such items as the grease-gun, pump, jack, and so forth, are required from time to time for ordinary maintenance work, and consequently the practice of stowing all the tools under the seats is not so popular as it was a year or two back.

Such items as the jack, pump, and oilcan are in a good many cases carried under the bonnet by means of clips on the front of the dash board, whilst Humbers fit the pump in clips inside the body itself.

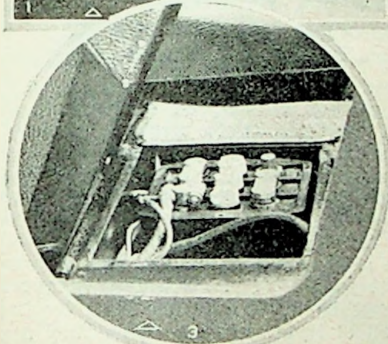
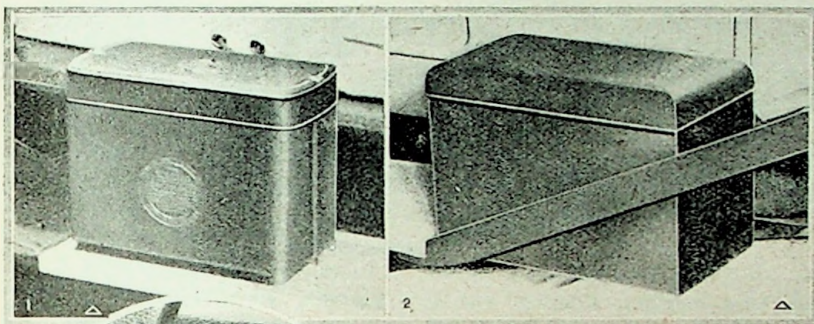
Running-board toolboxes are now

valance; this arrangement is now to be found on Singer Junior, Triumph saloon and 9-15 h.p. Renault. Rover headlamps are still on the radiator.

Despite their wide adoption upon large cars, few light car manufacturers are fitting bumpers as



The rear luggage trunk of the Salmson; trunks of this type are becoming popular.



Three good battery positions: (1) On the running board (Rover). (2) Sunk into the front wing (Aston-Martin), and (3) under the seat (Austin Seven).

light cars are fitted with trunks of this type as standard. Examples which we noticed at Olympia included the Riley and Aston-Martin.

Whilst on the subject of luggage, it may be mentioned that more attention is now being paid to providing accommodation for small parcels, maps, and the hundred and one little oddments which motorists often want to carry. As we have mentioned, cubby holes are provided in the fascia boards of a large number of cars, a particularly striking example being the Trojan, although, perhaps, the word locker could better be applied in this case. Here a very large compartment, extending some 12 inches or more under the scuttle, is provided, access being gained to it by a lid on the fascia board.

Large door pockets are to be found on most cars, whilst in two instances—the Rhode and the Jowett

returning to favour and, as in most cases they are well made and finished, this is all to the good, as should a roadside adjustment become necessary, the driver has no need to disturb his passengers. Good examples are the 12-24 h.p. fabric saloon Salmson and the four-seater Bugatti.

The battery, too, is now being placed on the running board in a good many cases and, in view of the more frequent attention which this item requires to-day owing to the greater use which is being made of electric starters, this also is a step in the right direction. A particularly neat arrangement is to be found on the Alfa-Romeo saloon and on the Aston-Martin four-seater sports and saloon models.

On these cars a very neat box is formed in the front wing where it slopes down to the running board, the box on the one side being occupied by the battery, whilst that on the other is devoted to tools.

Headlamp Mounting.

In the method of mounting the headlamps three schools of thought are in evidence. On Continental cars the most common arrangement is to mount them on a tie-bar between the front wings, as on the Amilear, whilst in the case of British cars the more usual arrangement is by means of stout brackets from the dumb-irons. A third position, which is very neat but which up to now has not been used very extensively, is on the wing

standard, and most of those cars which are so equipped in this way are of Continental manufacture, notably the Berliet, Renault and 11-25 h.p. Peugeot.

The once-popular bulb horn has now had to give pride of place to the electric type, and although on a few cars both types are to be found, the bulb horn has fallen largely out of use. It is, however, still fitted on the Singer Junior.

Undoubtedly the words "electric horn" sound attractive in a catalogue, and it is, perhaps, largely on this account that this type of warning device has become so popular. Unfortunately, the horns supplied in a number of cases are rather cheap and nasty.

Horn Buttons.

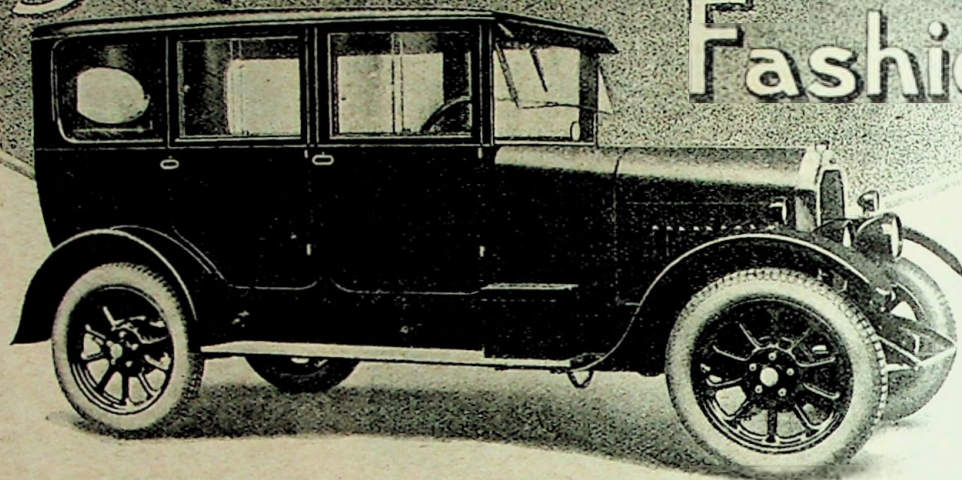
On the best position for the horn-button manufacturers do not yet agree, some fitting a button in the centre of the steering wheel, others preferring a position on the fascia-board, whilst yet others favour the side of the body, where the driver can press the button either with his hand or elbow.

In a few cases horn buttons are to be found on one of the spokes of the steering wheel, but this has the disadvantage that the button moves with the wheel.

So far as the mounting of the horn itself is concerned, a position under the bonnet, very often on the cylinder block itself, is undoubtedly most popular, and has the advantage that the horn is kept out of the rain, whilst owing to its position the sound is carried forward and is not so noticeable to occupants of the car.

On the Trojan, however, the horn is mounted on the off-side bonnet board, whilst in the case of the Jowett it finds a place on the running board, but these are practically the only exceptions.

Olympia Sets Coachwork Fashion



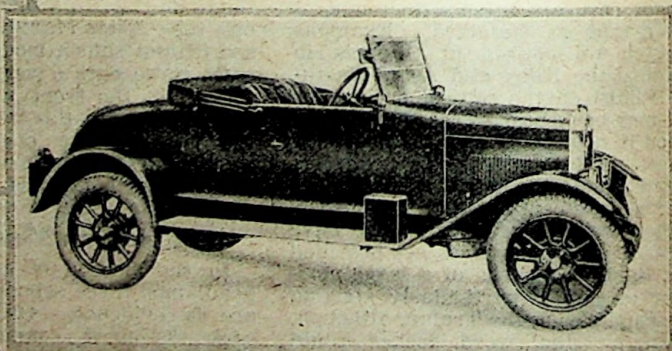
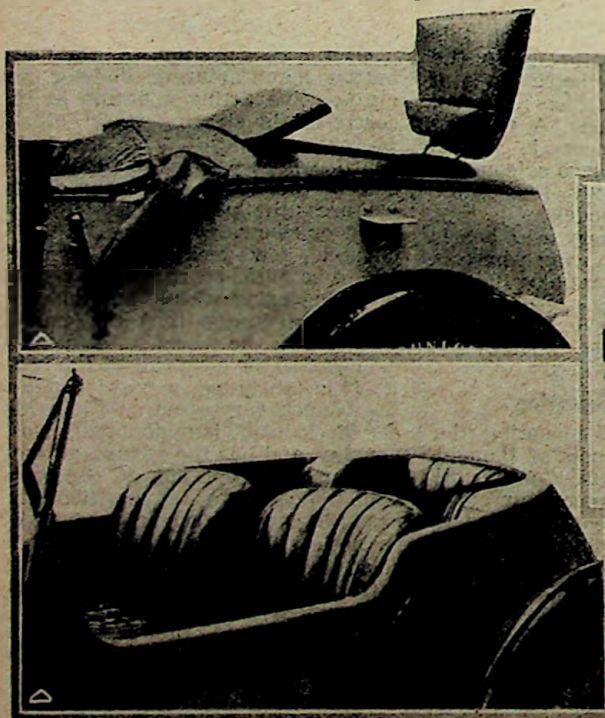
The Humber Nine coachbuilt saloon, £280. The fabric saloon is also at the Show.

SALOONS ALL THE VOGUE FOR 1928—NOVEL FORMS OF BODYWORK CONSTRUCTION DESCRIBED AND ILLUSTRATED—LUXURY THE KEYNOTE OF SALOONS AT THE SHOW.

THE march of progress in any branch of industry is appreciated with greater force if the conditions ruling, say, twelve months previous to an analysis are examined and compared with those of the present day. As a rule, progress is seldom marked by revolutionary changes which take place suddenly; rather it is a gradual transition from one stage to another, so that we become accustomed bit by bit, as it were, to the radical alteration that has been made without realizing the full extent of the change.

Reviewing light car coachwork twelve months ago for the, then, coming 1927 season, we said, amongst other things:—"... Saloons there are in plenty—practically every firm is showing one at Olympia—and you can purchase one this year at a figure which was not nearly enough for an open two-seater three years ago. . . . After many vicissitudes the fabric body is coming into its own, the Weymann type figuring prominently in the scheme of things as a saloon, open tourer and even as a sports model. . . . Cellulose lacquers are conspicuous if not by their absence then by the very small proportion of light cars on which they are found. . . ."

The reason we gave for the uphill struggle made in cellulose lacquer was that many concerns found that in its absolutely perfected form it was too expensive,



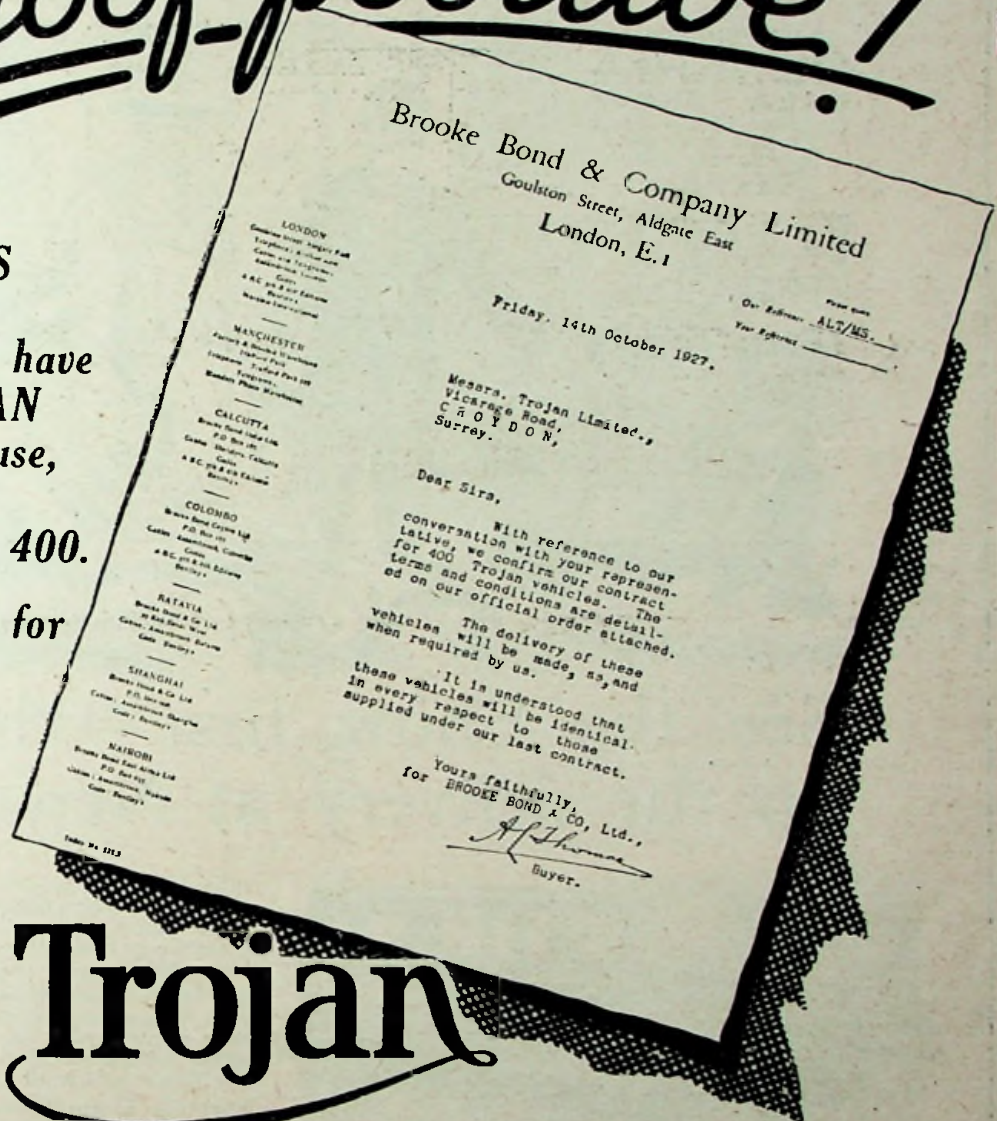
ACCOMMODATING THE "EXTRA PASSENGERS."

Three examples of how designers have tackled the problem. (Top, left) the 10 h.p. Swift sports, £255. (Left) The clover-leaf construction of the Aston-Martin—a popular arrangement for sports cars, £575. (Right) The 2-6-seater Rhode, which has a chummy compartment immediately behind the front seats and covered in by the hood, £198.

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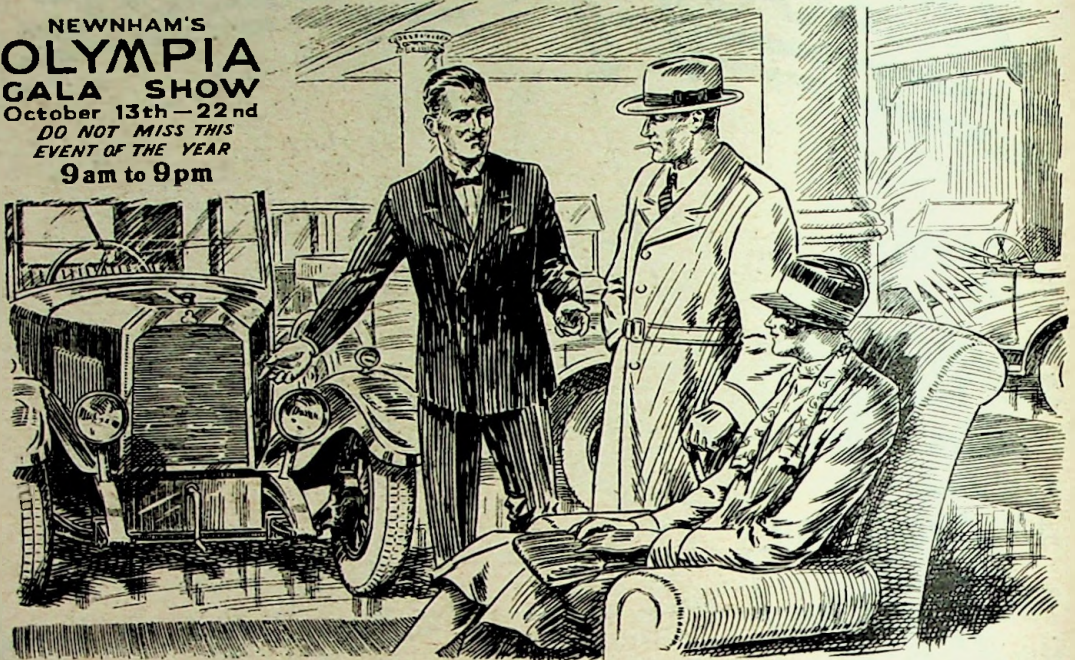
*This speaks for
itself!*



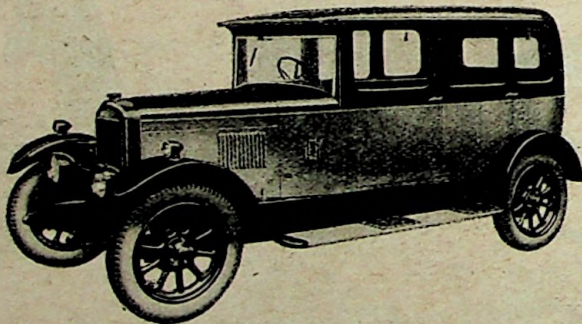
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FIVE MINUTES FROM OLYMPIA!

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12 h.p. SINGER

Saloon, £250

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7 h.p. Family Model, 4-seater	£135
7 h.p. Gordon England "Cup" Model	£150
7 h.p. Saloon, fabric or metal panels	£150
7 h.p. Gordon England Saloon	£170

JOWETT.

7 h.p. Short Wheelbase 2-seater	£134
7 h.p. Long Chassis 2-seater	£142
7 h.p. Long Chassis 4-seater	£145
7 h.p. Long Chassis Saloon	£170

LEA-FRANCIS.

12/22 h.p. 2 or 4-seater Tourer	£295
12/40 h.p. Sports Tourer, with wire wheels	£325

SINGER.

8 h.p. Junior 2 or 4-seater	£140
8 h.p. Junior Saloon	£165
12 h.p. Senior "Sun" Saloon	£235
12 h.p. Senior Saloon, fabric or metal panels	£250

SWIFT.

10 h.p. 2 or 4-seater, in blue, grey or maroon	£220
10 h.p. 2 or 4-seater in special 2-colour finish	£220
10 h.p. Sports 2-seater	£255
10 h.p. four-door Saloon, fabric type	£260

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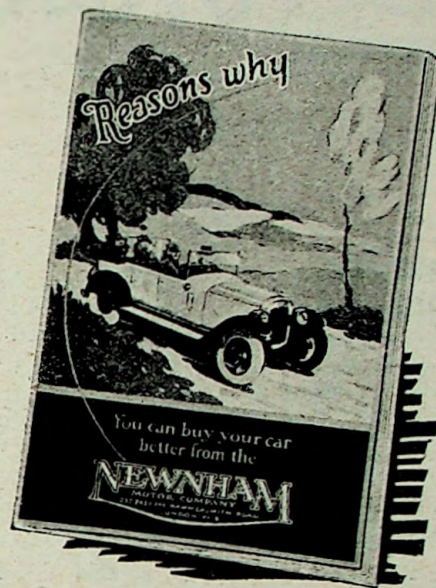
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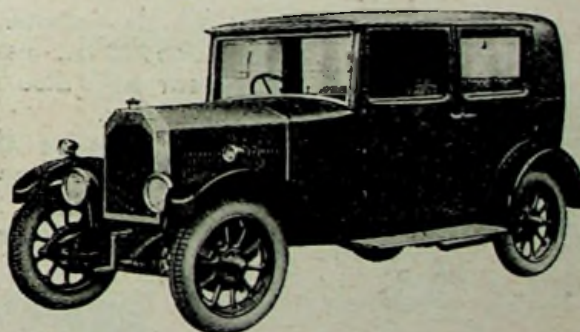
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50 Kms. ... 104'37 k.p.h.
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1 Hour ... 104'61 k.p.h.

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Budapest, Sept. 4th, 1927.
Fastest time of day (Walter Delmar, STEYR) and 23 of 26 Classes all won on Wakefield CASTROL.

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1,500 c.c. Class.

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Speed 76'62 m.p.h. | 2ND Mr. H. W. Purdy,
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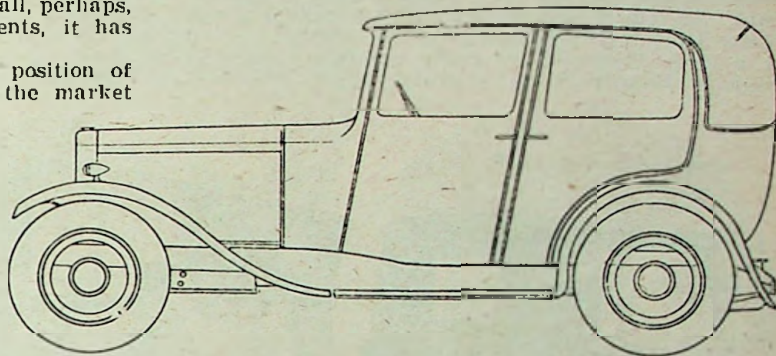
while in its cheaper form it was unreliable and addicted to flaking off around beaded edges and so on.

In this twelve-months-old issue we then reverted to the Weymann body, and said "... so during the coming year we may expect to see the rapid development of Weymann-type bodies and the far wider adoption of perfected processes of cellulose lacquers."

From the foregoing, which represented opinions formed after a careful survey of the exhibits at the 1926 Show, it is easy to see that our predictions have come true and that very rapid strides have been made in twelve months in providing improved forms of coachwork and body finishes; most important of all, perhaps, is the fact that, despite these improvements, it has been possible to maintain low prices.

The saloon has achieved the enviable position of being the most popular type of car on the market

A design by Mr. E. J. Bettens showing how pillars which are canted backwards in the same line as a sloping windscreen enable four doors to be fitted to a short chassis. Ingenious ideas of this sort are helping saloon coachwork to progress on very useful lines.



to-day; in fact, with the exception of some firms who have for years concentrated on fast sporting two-seaters, there is hardly a concern in the trade at present which is not marketing some form of saloon bodywork, and here we are introduced to one of the most important and significant developments in coachwork construction, for designers and inventors are vying with one another in producing new forms of coachwork which have for their object lightness, strength, good appearance and an entire absence of rattle or drumming.

For this evolution of the closed car we undoubtedly have to thank the Weymann, which met with a cold reception in many quarters when it first appeared five years ago; but it set people thinking, with the result that there are to-day several forms of construction which are ingenious in the extreme and, as often as not, little understood by the buying public.

The principal feature of Weymann construction is that at no point do any wooden surfaces actually touch one another, all joints being made by strip or angle-pieces of steel recessed into the woodwork and so assembled that there is an appreciable gap between the two wooden faces. The structure itself, in the case of a saloon, consists of three transverse rectangular frames, coupled together by longitudinal members and the usual skeleton members to form wheel arches and so on, the whole being coupled up by means of the steel gussets and so on that we have already mentioned.

This wooden framework is attached rigidly to the

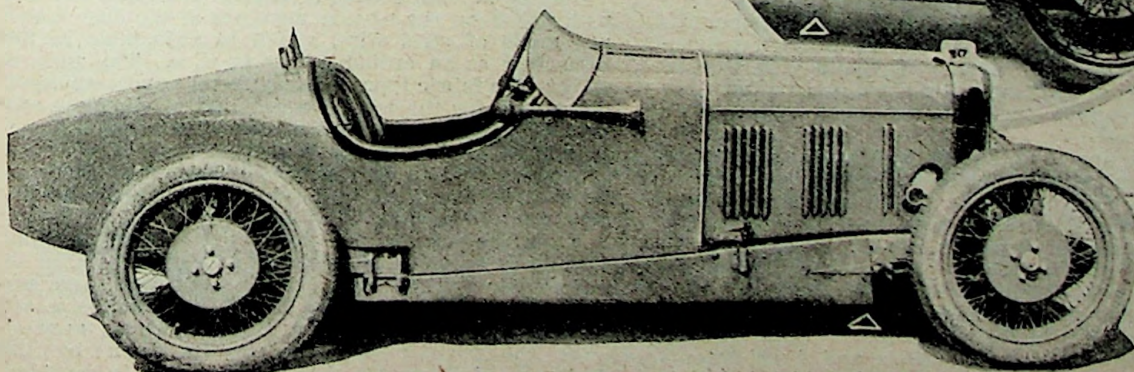
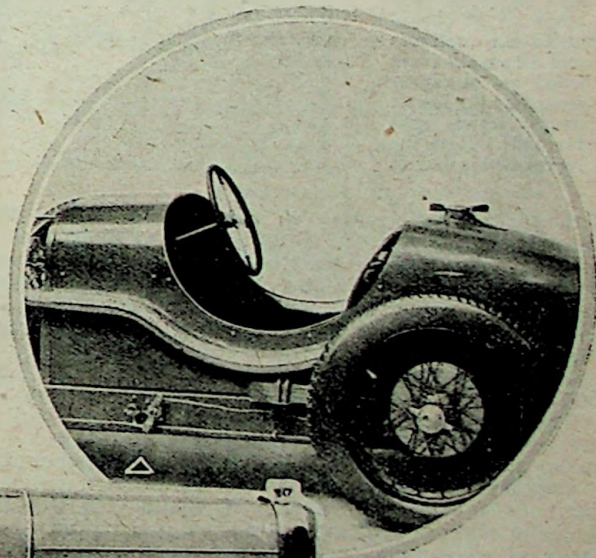
chassis, but it should be noted that it does not have to carry the weight of the seats, the floor, or the occupants, and is merely a flexible frame designed to be adequately strong to support merely the weatherproof covering. This consists of canvas tacked to the framework both inside and out and cleverly stuffed, whilst, to finish off the job externally, a suitable leather cloth is used.

In the early days of Weymann bodies their square outlines somewhat prejudiced them in the eyes of the buying public, who considered that their ugliness out-

weighed any advantages they might have; but nowadays, thanks to ingenious methods of stuffing, really pleasing lines—similar to those obtainable with ordinary coachwork—can be worked in.

The Weymann body, then, summed up, consists of a flexible frame rigidly anchored to the chassis and covered with fabric.

It will be interesting now to compare its opposite in the Gordon England body, which has gained so much ground recently. It differs from the Weymann in that



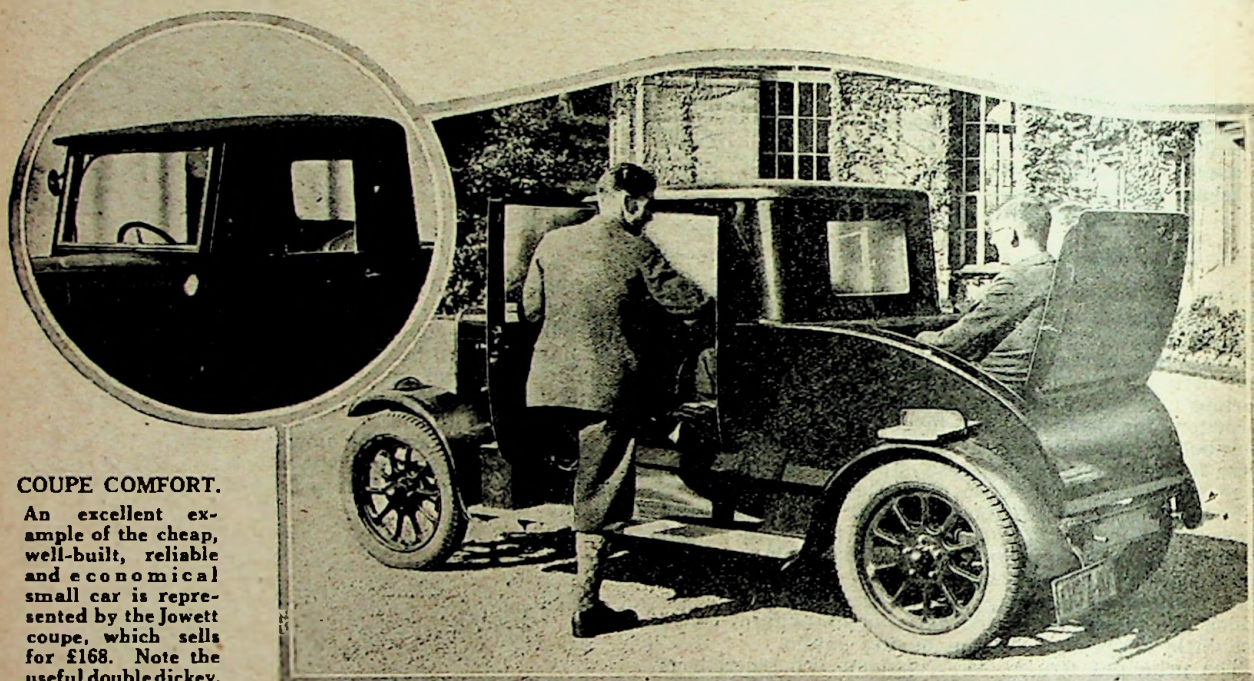
TYPICAL SPORTS
BODIES.

Streamlining continues to play a prominent part in the construction of sports bodies, many of which—such as the Amilcar and Vernon-Derby shown above—are built almost on racing lines.

it is a rigid body mounted in a flexible fashion on the chassis. This flexibility is obtained by adopting the principle which governs the stability of the three-legged table, for the Gordon England body is secured to the chassis at three points only, two opposite one another at the front and one in the centre of the back panel. This arrangement permits chassis distortion or whip to take place without any concurrent distortion taking place in the body as would be the case were it anchored at four or more points. It is similar, however, to the Weymann in that the body is essentially for weather protection and does not carry either the flooring or the seats. As it is of the rigid-body type, wooden framing reinforced by three-ply is used, the whole being mounted on a deep U-shaped box-girder running round the bottom of the body. This box-girder formation is essen-

applied directly to the side members; the floor and seats are independent of the framework, and there are no body cross-members, but instead of an air gap between the ends of the skeleton members, rubber inserts are used in the Arrol-Aster, whilst the screws which hold the joints together pass through rubber bushes.

The Rhode Motor Co. has introduced quite an innovation for 1928 by the adoption of a system which is a combination, it might be said, of the all-steel and wooden skeleton body. The principle employs a welded strip-steel skeleton, which serves to take up all the torsional stresses and which is reinforced with timber so as to give it the necessary strength in other directions. As the metal framework has virtually no friction joints, squeaks are more or less impossible and



COUPE COMFORT.

An excellent example of the cheap, well-built, reliable and economical small car is represented by the Jowett coupe, which sells for £168. Note the useful double dickey.

tial, for ample strength is required to enable the assembly to adapt itself to its three-point mounting.

The Gordon England body is often called by mistake a Weymann, simply because, instead of coach finish, the exterior is covered with fabric. Actually, however, Gordon England bodies can be panelled in metal over which fabric is tightly stretched, and this type of body is frequently called a "rigid fabric," as opposed, of course, to the flexible fabric of the Weymann proper.

The drawings on an accompanying page—which served to illustrate an interesting article on bodywork in our associated journal *The Motor*, dated October 4th—clearly reveal the actual differences in the construction of the framework of the Weymann and Gordon England types of body, and also show designs for other types of coachwork to which reference will now be made.

It is interesting to note that the Weymann body has made progress not only in this country but abroad; in fact, in America it has only one serious rival, in the Childs. This is of the rigid type, but instead of being fitted with metal or three-ply panels, is covered with wadding and muslin cloth stretched over a kind of expanded wire with which the skeleton is filled in before the wadding is applied. The final covering is, of course, some suitable form of leather cloth.

Two British concerns—the Alvis and Arrol-Aster—are employing a type of flexible body which bids fair to become very popular. It is somewhat similar to both the Weymann and Gordon England bodies, for the uprights of the skeleton framework are held by brackets

cannot be made by the timber, which, as we have already indicated, forms a filling, as it were, for the strip-steel skeleton.

Another type of flexible and silent bodywork has been introduced by an old-established firm of coachbuilders—R. Harrison and Sons, 1, Stanhope Street, London, N.W.1. Flexibility and absence of squeaks are assured by insulating one wooden member from another by the use of felt or cloth, whilst throughout the construction rubber-covered screws are used.

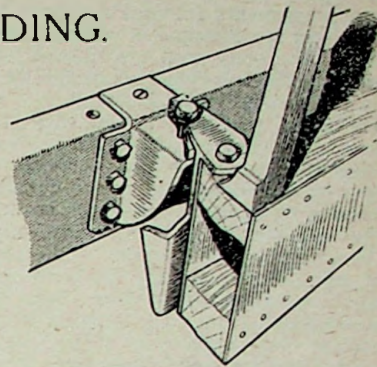
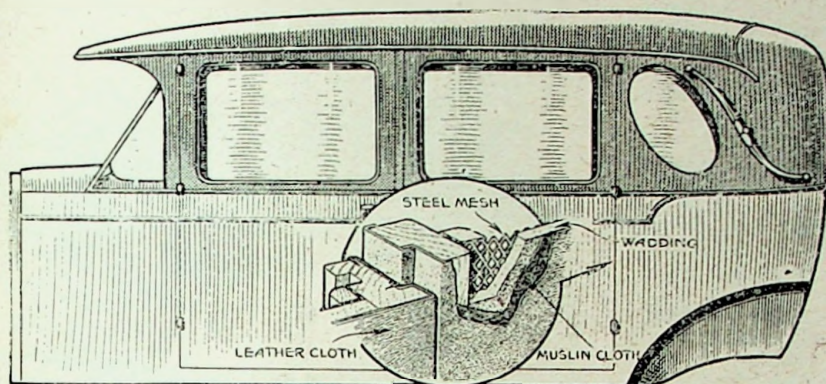
Bearing in mind the importance of obtaining strength with lightness, the tension members of the door frame are made of steel wire, which is adjustable in the same way as an ordinary bracing wire. This body is of the true fabric type, the only metal panels employed being used for the wheel arches, and to eliminate any possibility of squeaks from this source the metal paneling is isolated from the bodywork by fabric inserts. Carrying the aim for silence to extremes, even the floorboards are lined with fabric underneath and are separated from each other by fabric strips.

From the foregoing it should not be assumed that coachbuilt types have been superseded by bodies of the flexible or rigid type. On the contrary, there are some noteworthy examples of the coachbuilder's art at the Show and, naturally, their designers, appreciating the friendly challenge thrown down by the designers of alternative bodies, have gone to considerable lengths to eradicate the "snags" which are supposed to exist with a coachbuilt job.

Far greater care, it will be observed, has been taken

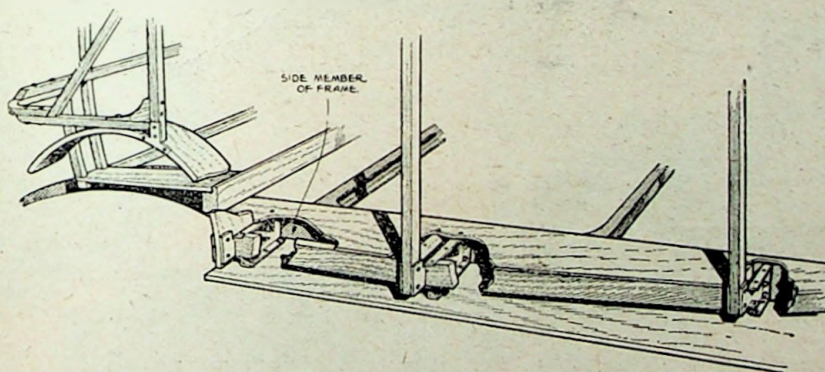
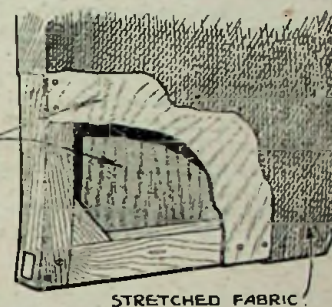
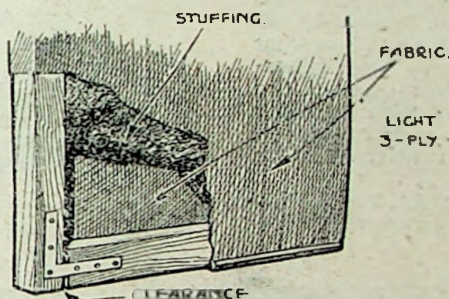
THE MODERN SCIENCE OF BODY BUILDING.

SCIENTIFIC METHODS OF CONSTRUCTION WHICH
AIM AT STRENGTH, SILENCE AND LIGHTNESS.



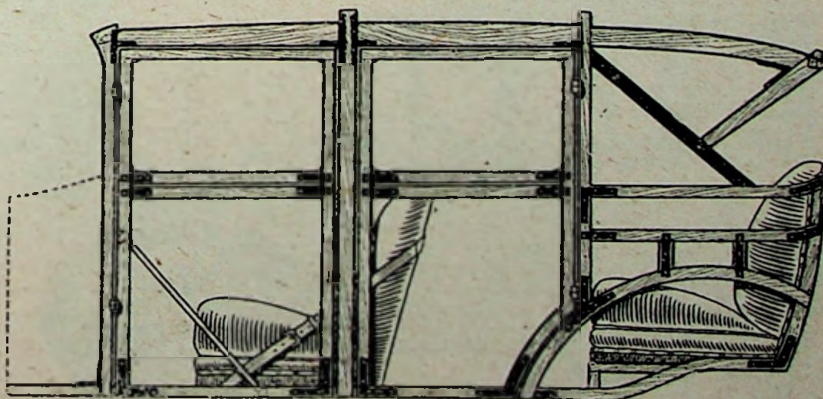
(Above) Showing one of the three anchorages of a Gordon England body, the frame of which is bolted to an extension bracket fitted to the chassis. A rubber pad or buffer is used.

(Above) An American construction employing a steel mesh filling. (Right) These two sketches should clear up a misconception which exists as to the difference between a Weymann body (left-hand sketch) and a rigid fabric body (right-hand sketch). The actual covering is fabric in both cases, but the underwork it will be observed, is very different.



(Left) A recent development of outstanding interest—the framework of the Alvista saloon. The upright members of the body frame are held by brackets bolted to the chassis frame. These brackets also serve to hold the running boards. The floor and seats of the car are mounted quite independent of the body frame and there are no body cross members.

(Right) The secret of a Weymann body is here revealed and the sketch should be examined in company with one of the smaller sketches of a Weymann door, above. None of the wooden members touches, all joins being made with metal strips and angle pieces. The framework is separate from seats and flooring, the walls consisting of canvas tacked inside and outside the frame and stuffed with wadding. A layer of fabric is superimposed over the outer canvas.



in stopping squeaks at their source, as, for instar. 2, the arrangements for making doors bed properly when closed and for allowing a certain amount of movement between the body and the chassis, but without noise, thanks to the interposition of felt or other pads, carefully and scientifically inserted.

There is a distinct tendency to introduce long narrow windows, as in the Triumph and Riley saloons, for instance, whilst foreign manufacturers are building very low to the ground. The combination gives 1928 saloons a very distinctive appearance.

The all-steel body is still confined to one or two makes, notably the Citroën. The principle employed is that of building up the body from sheet steel and actually welding the various joints, so that the resulting construction is, as it were, a solid shell, capable of giving to chassis stresses if required, but doing so in a dead silent manner. This form of construction makes quantity production an easy matter once the necessary plant—of an expensive nature, by the way—has been installed.

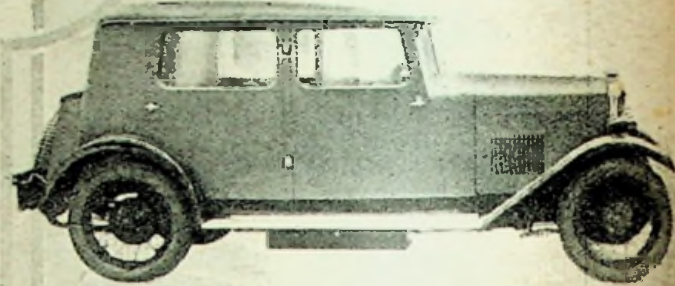
The Trojan still enjoys a unique position amongst light cars, so far as its chassis and body construction are concerned, and here again spot welding in the assembly of what is called the punt or dish-like frame is used exclusively.

One of the most encouraging features of the Show is the widespread adoption of cellulose lacquers. We predicted this twelve months ago, but, it must be admitted, we were not so optimistic then as to hope that cellulose would be so extensively used. The explanation is that the cellulose people have obtained the co-operation of the coachwork builders, with the result that bendings have gradually been eliminated, thus making the application of cellulose an easier and more lasting business.

This gradual transition from heavily moulded to plain-sided bodies is one of the evolutions which has

taken place practically unnoticed by the general public, but a comparison of 1927 and 1928 coachwork brings this point forward very prominently.

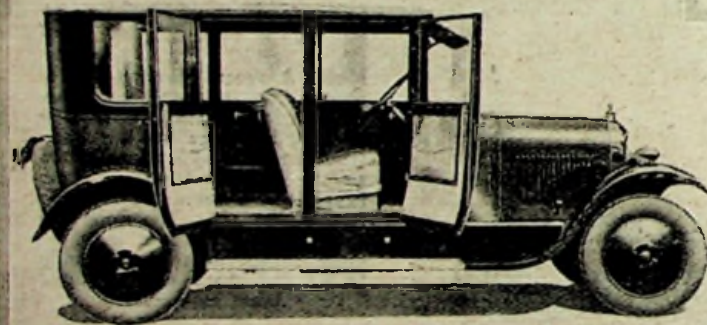
There is an improvement also in lacquers themselves. They possess a greater depth of colour, as it



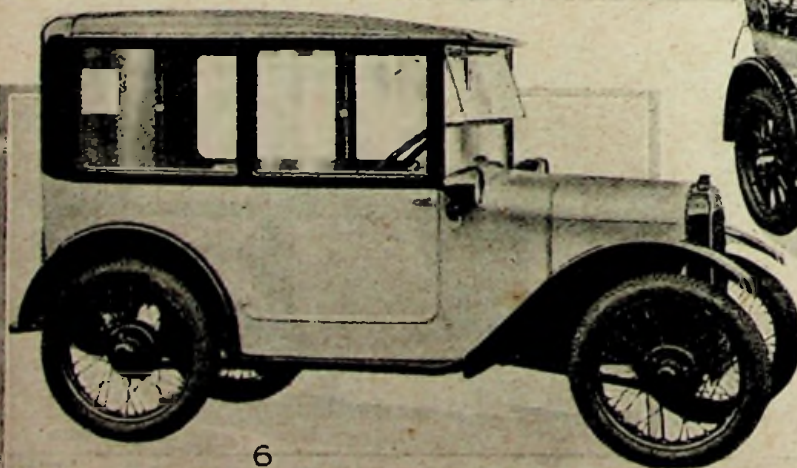
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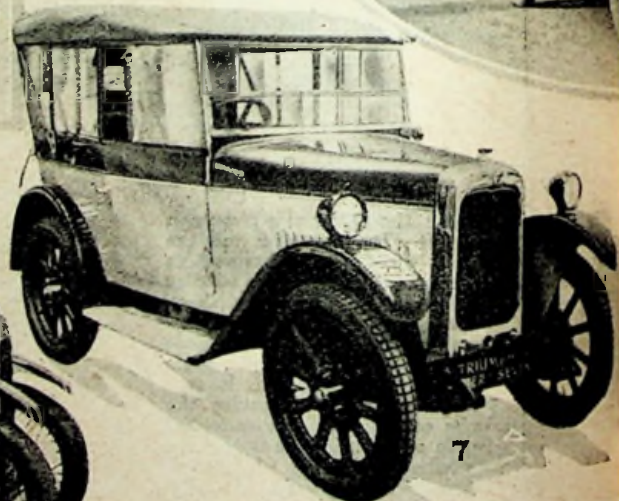
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EXAMPLES

- (1) The Riley Nine Monaco model, £285. (2) The
(4) The 10 h.p. Rhode, £250. (5) The Citroën all-wheel
Super Seven is made as an open tourer and a saloon
9 h.p. Standard, £215. (9) The 10 h.p. Standard

were, and a glossy appearance has taken the place of the somewhat drab matt-like look which they had in the earlier days.

Open coachwork shows little alteration during the past twelve months. A four-seater is still a four-

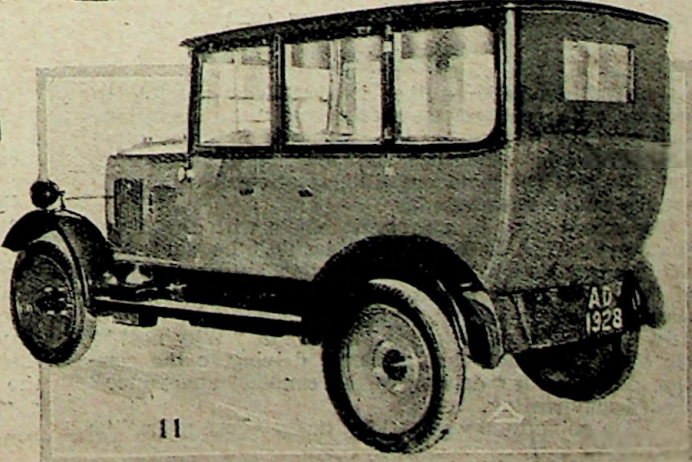
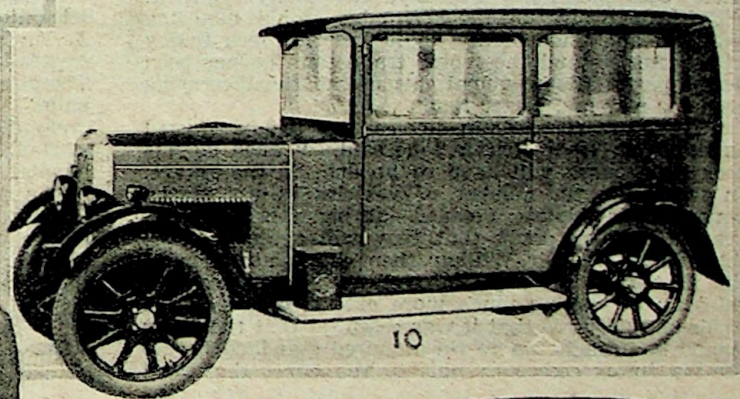
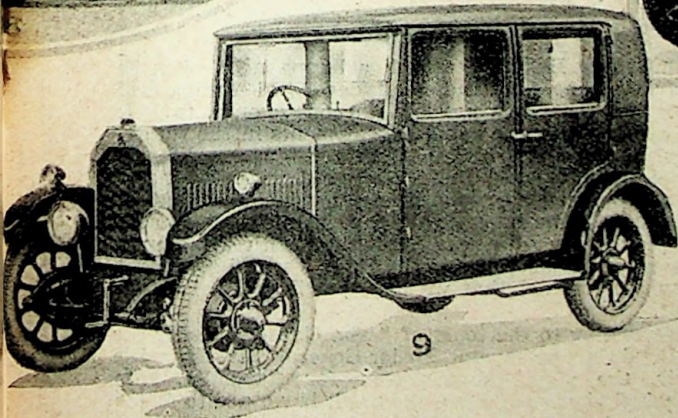
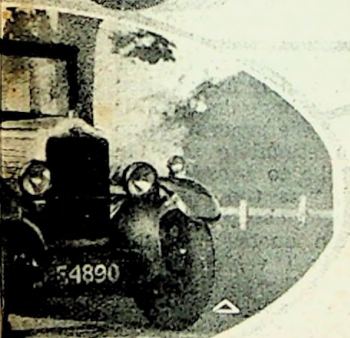
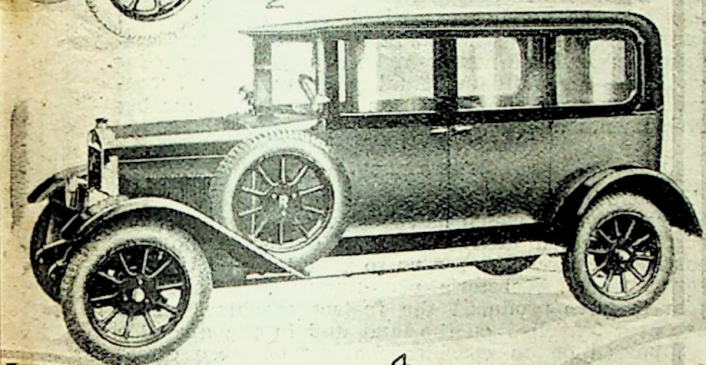
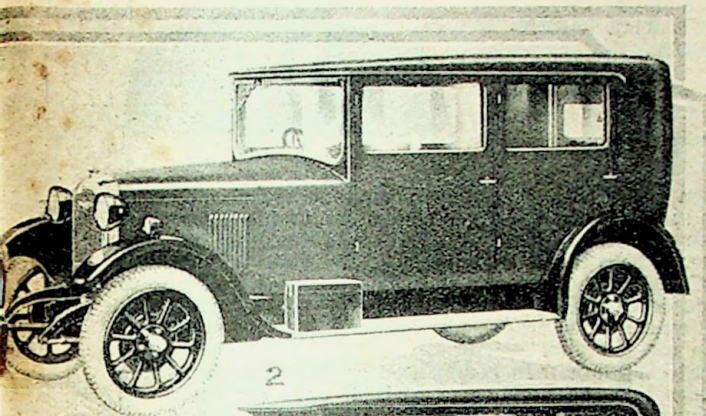
seater, and it is made on very much the same lines that characterized it four or five years ago. An innovation is the Rover saloon that opens: it bids fair to become very popular indeed.

The Austin Motor Company still adheres to its chummy model, and in doing so fulfils a need which is very strongly felt by family motorists who have a couple of kiddies to accommodate, whilst a distinctly new note is struck in the Rhode 2-6-seater, a vehicle which looks, at first glance, like a two-seater with dickey, but which has a chummy "apartment" immediately behind the front seats and, be it noted, under the hood when it is raised.

Coupes appear to have made a step forward from the luxury point of view, and in nearly all cases a double dickey seat is included. Modern all-weather equipment has been improved to such an extent that an ordinary two-seater can be converted into something nearly as snug as a coupé.

A development which one had rather anticipated is still overdue, namely the elimination of running boards as an apparently essential part of body equipment. It is questionable, in the writer's opinion, whether a running board enhances the appearance of a car, whilst if a step were substituted for it, both weight and cost would be saved. In the more refined models we might almost go back to the days of the horse-drawn "two-seater" and arrange for the step to be covered and uncovered according to whether the door was closed or open.

Sun-saloon bodies, which employ a roll-up head covering, are being rapidly developed and several very promising examples are being shown by Duple Bodies and Motors, Ltd. This concern has elaborated the idea slightly by arranging for the winding gear to be incorporated in the centre of the forward hood stick, making it possible for the head to be raised or lowered from within the car.



1928 LIGHT CAR SALOONS.

(1) 25 h.p. Rover, £250. (3) The Salmson 10-20 h.p. model, £285. (5) The Austin Seven saloon, £150. (7) The Triumph 10 h.p. model, £167 10s. (8) The Trojan 175. (10) The Clyno Nine, £160. (11) The Trojan, 175.



"JIX" ON MOTORING.

IMPORTANT SPEECHES AT BIG TRADE
GATHERING TO CELEBRATE THE OPEN-
ING OF THE SHOW.

Sir William Joynton-Hicks.

Sir George Beharrell.



ON the evening prior to the opening day of the Show it has been the custom for many years for the Society of Motor Manufacturers and Traders, the organizers of the exhibition, to hold a dinner in London at which almost every prominent member of the motor trade is present, in addition to a number of very distinguished guests.

At this year's function, which took place on Wednesday, October 12th, Sir George Beharrell, D.S.O., president of the Society, was in the chair, whilst amongst those present were the Rt. Hon. Sir William Joynton-Hicks, Sir Arthur Stanley, Lord Montagu of Beaulieu, Sir Eric Geddes, Viscount Curzon, Sir Henry Maybury, and Major-General Sir Granville Ryrie, High Commissioner for the Commonwealth of Australia.

In the past the dinner has been held on the evening of the trade day, but this year, of course, there being no trade day, it took place before many of those present had visited Olympia.

Disappointing.

The first speaker, Sir William Joynton-Hicks, who is, of course, the Home Secretary, and has a considerable reputation as an extremely popular speaker at motoring and motor trade gatherings, was somewhat disappointing. Possibly, his many political activities are blunting the keen edge of his motoring speeches and undoubtedly he is less in touch to-day with motorists and the motor trade than he has been in the past. His principal theme was the increasing need for new and better roads.

"There are no roads in any country to-day so good as those of Great Britain," he said. "Much as has been done, more will have to be done in the future. In five years the number of vehicles in use in the country has almost doubled—during the next five years I have no doubt that they will again be more than doubled." Sir William then called attention to the fact that already the railway companies are thinking of making much more extensive use of the roads and declared that it was essential that the roads should be brought up to the required standard before the big influx comes—a hint to the effect that road transport in the future may constitute an important part of the activities of the railway companies.

Spoliation.

Sir William believes that it should be possible to proceed with road schemes on even more ambitious lines and still to preserve the amenities of the countryside. In this connection he mentioned disfiguring placards and the "hideous filling stations" which are now becoming so numerous.

The speed limit is a favourite topic with the Home Secretary. "It is quite undesirable," he said, "to retain a law that is never carried out, but abolishment of the speed limit would give implied authority to a man to drive up to, say, 80 m.p.h., provided he did not drive to the common danger." (Cries of "Why not?") He then mentioned that not only driving to the common danger, but "driving to the common annoyance" needed suppressing.

"I am going to say something nasty about noise," he

then remarked. "Last year, nine thousand motorists and motorcyclists were convicted for undue noise. You can stop it. I admit that it might reduce horse-power. Please help the authorities—we are your friends, and we realize the volume of trade you have brought to this country; we want to help you. I always think when all other trades are down, there will always be the motor trade."

Sir William then commented on the fact that three years ago the number of British cars exported was some five thousand, whereas last year the number was thirty thousand and next year he expects it to be forty thousand. Sir William's final words were, "I congratulate you on the work you are doing; I see big developments ahead."

Supremacy.

The chairman, responding to the toast of "The Motor Industry," which had been proposed by the Home Secretary, called attention at the outset to the fact that it was necessary for us to bear in mind that, in Segrave's and Webster's performances, Britain can claim to have produced the fastest machines which have ever travelled on the land and in the air. He then passed on to consider matters of more direct importance to the trade, and called attention to the need for "widening the basis of our trade." The delegation, consisting of Sir A. Boyd-Carpenter, Colonel A. Hacking and Mr. A. R. Fenn, which had visited Australia and New Zealand this year, have done, in Sir George's opinion, yeoman service. "We must spare no pains," Sir George declared, "to stimulate sales in every direction. Our object must be to broaden the market." "Never," he then said, "as the result of popular light cars, has motoring been cheaper."

The following figures were then quoted: In the U.S.A. at the present time there is 1 vehicle to 5.4 of the population. In New Zealand the ratio is 1 to 10.9, in Canada 1 to 11, in Great Britain 1 to 42 and in Germany 1 to 213.

Prosperity.

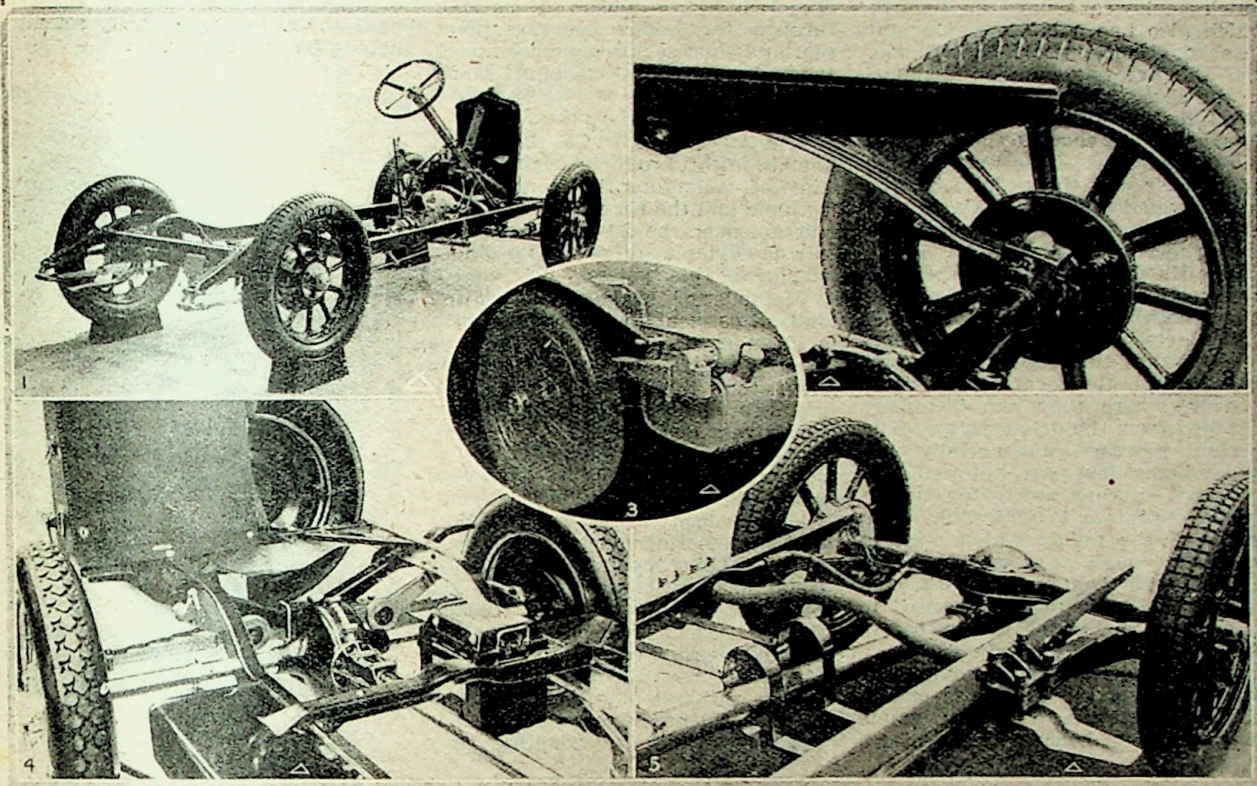
Sir George Beharrell struck a happy note when he remarked that the trade had developed during bad times and that it is possible, in consequence, to look forward to still more rapid developments in the future. Taxation, however, he said, was crushing the life out of the industry, and those connected with the motor trade are staggering under this burden and that of local rates. The horse-power tax, he declared, retards the acquisition of a car, and that with an annual revenue of £21,000,000 for the Road Fund, he thought we might consider that we were privileged to look for relief.

Responding to the toast of "The Guests," Major Sir A. Boyd-Carpenter and Major-General Sir Granville Ryrie, the High Commissioner for Australia, both remarked vigorously upon the need, if we are to foster overseas trade, for sending out representatives to educate other nations with regard to our cars and their capabilities. Sir Granville Ryrie mentioned that the Federal Government of Australia last year made a sum of no less than £20,000,000 available for road development.

Round the Show.

BRAKES, STEERING AND SUSPENSION.

FEW NOTEWORTHY INNOVATIONS—ONLY ONE NEW BRAKING SYSTEM—STEERING GEARS UNCHANGED—SUSPENSION SYSTEMS IMPROVING.



A wide variety of suspension systems is to be seen at Olympia. Those depicted are (1) 9 h.p. Standard; (2) Rhode; (3) Bugatti; (4) Renault Six; (5) Triumph Seven.

HAS car design come to a standstill? Have we reached a point when there are no further developments in view and when, as year succeeds year, we shall go to Olympia and see the same old principles in use, the same old methods of carrying them out, and the same old arguments still not fought out to a logical conclusion? These are questions which inevitably come to mind after spending three days at Olympia endeavouring to amass sufficient information to write in a really interesting manner concerning up-to-date tendencies in the design of light car brakes, steering and suspension.

So far as brakes are concerned, the new 7 h.p. Triumph provides the one bright spot in an itinerant journalist's investigations. This little car has something quite new in light car braking to show us in the form of a Lockheed hydraulic system, the neatness and apparent desirability of which are something to make one think. With no rods cross-shafts, yoke and pin joints or other of the familiar bits and pieces

which have come to be inseparably associated in one's mind with light car f.v.b. systems, this layout has attractions which cannot be denied. The brake pedal is directly attached to a simple plunger arrangement which "compresses" oil and forces it along the pipes connecting with the four sets of brake shoes. Between the faces of each pair of brake shoes there is another simple plunger device which, when oil is forced in, expands the shoes in direct relation to the pressure exerted by the driver. If one had to find a fault with this system it would be hard to do so. The whole arrangement has a most fascinating appearance, whilst if by some mischance it should fail to act up to the driver's expectations, there is a workmanlike-looking transmission brake operated mechanically by a hand lever.

Transmission brakes to-day are getting somewhat few and far between. At Olympia you will find one on the Jowett and on Lea-Francis four-cylinder models, other than the new wide-track type, the hand brake of which expands sepa-

rate shoes in the rear-wheel drums.

Band brakes, too, are not in evidence. The Jowett has them on its rear wheels, and they are also to be found on the rear wheels of the Humber Nine. Apart from these rather exceptional examples, all light car brakes are now of the internal-expanding order, and their design has become more or less stereotyped. For the most part the brake shoes themselves are die-cast aluminium lined with an asbestos friction material, whilst the drums, to-day of generous dimensions, seldom show any marked signs of originality. Those of the Bugatti racing model, which are narrow, heavily ribbed and of very large diameter, are perhaps the most impressive. For the most part, un-ribbed drums are used, usually with a substantial flange formed on the inner face to keep out water and to prevent distortion.

The question of keeping mud and water from the brake shoes has rightly exercised the minds of many designers of recent years and, in consequence, one finds substantial cover.

plates generally overlapping the drums in such a manner that water cannot enter except when a stream is being forded, or the brakes are in some other way submerged.

Methods of brake operation still vary considerably, but a tendency is noticeable away from cables and towards rods. Three prominent cars which employ cables are the Bugatti, which also has a clever chain and sprocket compensator, the Rhode, and the new six-cylinder Renault. In the case of the last-named car, a novel feature takes the form of a connecting link fixed to the centre of the torque tube. This links up the hand lever and the pedal with the cables which operate the single pair of expanding shoes fitted in each rear-wheel brake drum.

The Rhode brake shoe is specially noteworthy in that means of adjustment both for the hand brake—which acts by the way on the transmission—and the foot brake are provided above the level of the floorboards, where they can be easily reached from the driving seat. The design remains substantially unaltered since last year, but a slightly different arrangement for front-brake operation is noticeable. In place of the pulley which used to surmount each steering pivot pin there is now an eye-piece through which the cable passes forward to the cam lever, which is now before instead of behind the axle.

Front-wheel brakes, of course, are almost universally employed to-day. The only cars one notices at Olympia without them being a £299 A.C., a

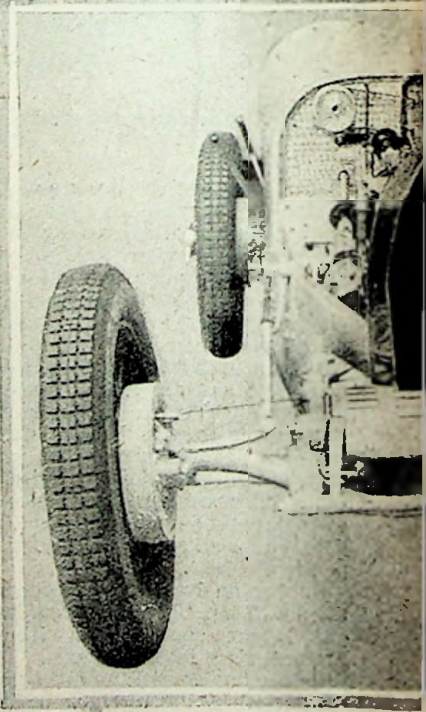
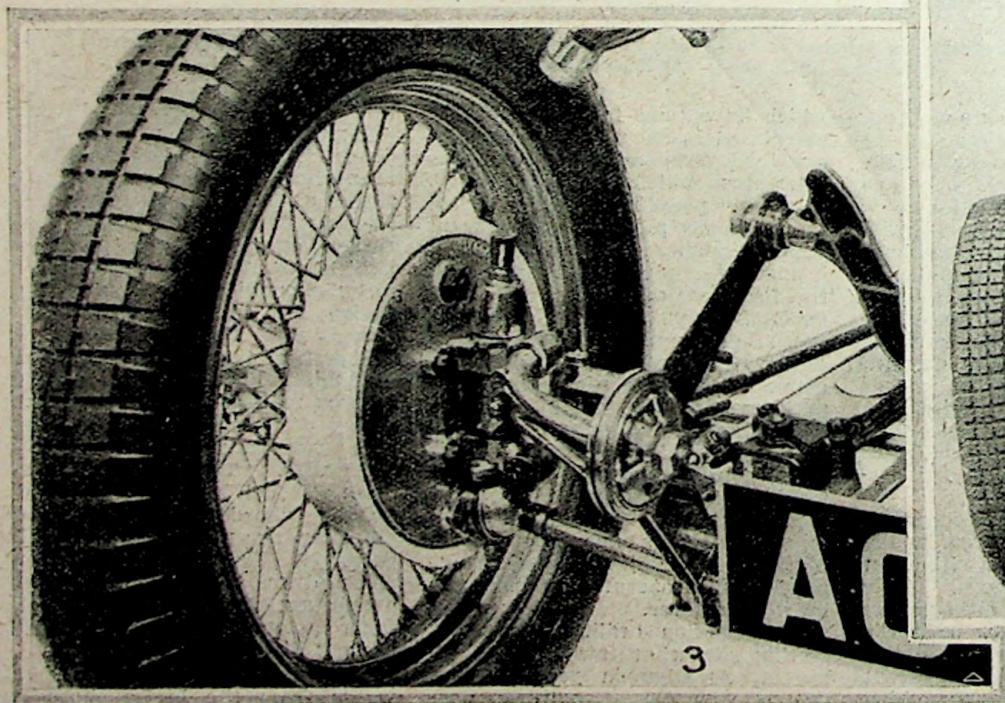
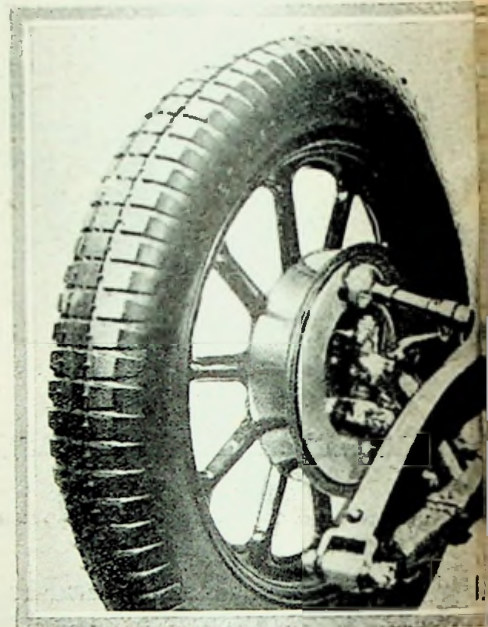
7 h.p. Peugeot, the Trojan and the Jowetts. Front-wheel-brake design to-day is becoming somewhat stereotyped, with the Rubury, Alford and Alder system still a strong favourite. An alternative principle which makes a direct appeal is to be seen on the Alfa-Romeo and Lea-Francis stands. In each case the brakes are operated by a push-rod passing through the hollow steering pivot pin, and thus securing unquestioned immunity from braking effort being affected by the steering being locked over one way or the other.

The Austin Motor Co., Ltd., still remain faithful to their original principle of controlling the front brakes by hand and the rear brakes by foot, but amongst the 29 makes of light car at Olympia, there are no others employing this system.

Methods of brake compensation and adjustment to-day emerge with a clean sheet in nearly every case after a searching scrutiny. It is clear that the insistent public demand for easily adjusted brakes has had a very good effect.

Steering-gear problems have become closely allied of recent years with those connected with front-wheel brakes, for the front brakes and the steering must each be capable of being operated under any conditions without affecting the other, whilst the essentially cumbersome nature of front-brake gear has created steering complications which have been most difficult to overcome. One is rather led to the belief that these problems have been solved in most cases not by adopting some

direct means for eliminating the tendency for front wheels to wobble, shimmy, patter and perform the other antics for which so many quaint names have been coined, but by using a worm and wheel reduction gear which is almost entirely irreversible, and which provides such a wide ratio that the misdemeanours of the front wheels are not appreciated—or at least are easily counteracted—by the driver.



(1) The 9 h.p. Standard brakes and springs are designed on big car lines. (2) The neat Amilcar design.
(3) The £450 6-cylinder A.C. with f.w.b. and quarter-elliptics.

SOME CLE

Two or three years ago, when large-section tyres and front brakes were beginning to make their appearance on nearly every up-to-date light car model, steering reduction gears were often of a somewhat primitive type, and certainly did not provide a sufficiently wide ratio for the new work which they had to do. We have to thank better-designed reduction gears providing very wide ratios for the easy steering which

we now enjoy and which is likely to be a still more marked feature of the 1928 models.

An important development of recent years has been the tendency to secure steering boxes much more rigidly than of yore. On the new 9 h.p. Standard the need for a very rigid mounting is reflected in the provision of a three-stud flange, fixing direct on to the crankcase. On other models one notices the steering box either rigidly fixed to or forming part of one of the engine bearer arms, whilst in cases where the steering box is still fixed to the chassis frame side member, really robust brackets and big, sensible bolts are now almost the rule.

It is a pleasure to see that on nearly every light car at the Show adequate means for taking up wear of worm and wheel steering reduction gears are provided. Generally there are means for taking up end play of the worm, whilst the use of a square or serrations for attaching the drop arm to the worm wheel spindle allows the owner to bring fresh parts of the wheel into service as others become worn. Steering connections to-day are infinitely better than they have ever been, ball and socket joints reigning almost supreme in this particular sphere. One could wish to see them provided with coverings to make them more waterproof or, alternatively, with grease-gun nipples which allow the owner to let them work under favourable conditions.

There is not a single light car at the Show which has steeply canted front wheels, the practice of so

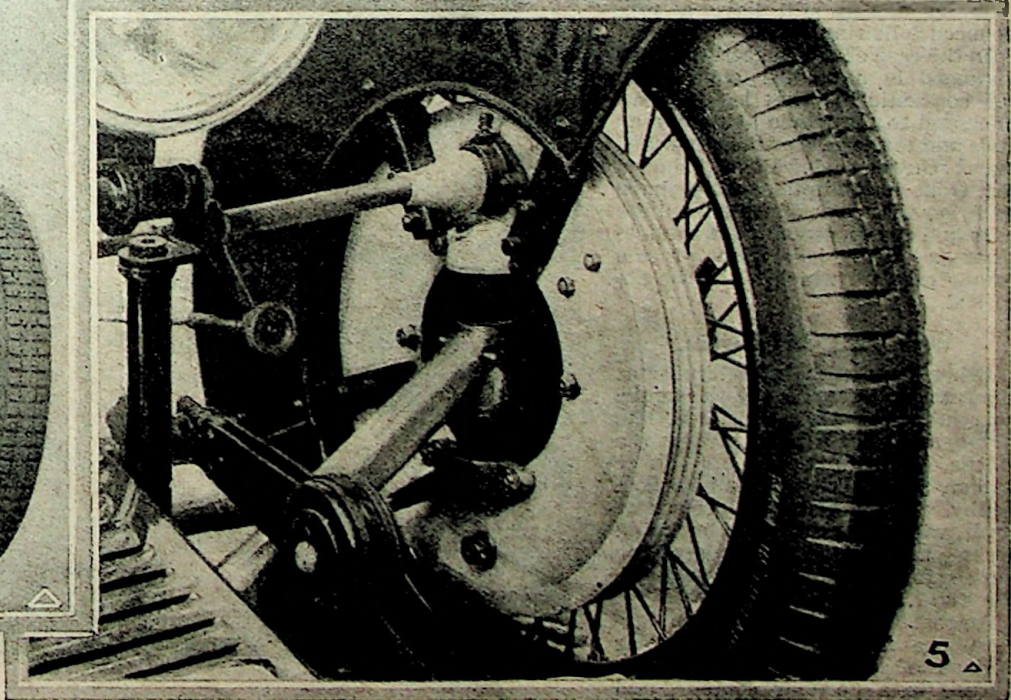
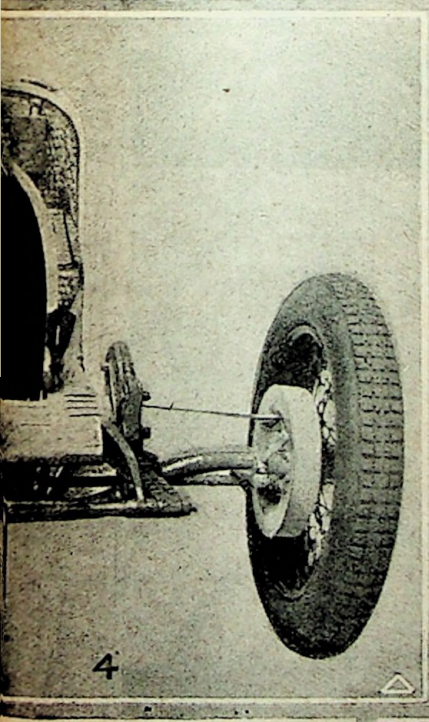
arranging them in order to get a centre point effect being now apparently under a cloud in the eyes of light car designers. Instead of the wheels being canted one now finds that dished wheels or canted stub axles provide the same effect.

Still in the nature of a novelty are the very much dished Rudge-Whitworth wire spoked wheels, which are justly popular for sports light cars. In order to get the steering pivot pins "well into the wheel," the wire spokes are fixed only to one side of the wellbase rims, the inner side having no spokes at all.

In the case of the 11-25 h.p. Peugeot, the design of which is very up to date, the steering pivots are almost wholly enclosed within the brake drums, a plan which is obviously advantageous from the point of view of getting a centre-point effect, whilst also allowing the parts to be well protected.

One looks in vain at Olympia for a movement towards the use of ball-bearing steering heads. The thrust load which has to be borne these days on the steering-head bearings amounts in the case of many light cars to upwards of 5 cwt., and everyone knows that unless the present style of phosphor-bronze steering bushes are generously and frequently greased, steering becomes very stiff. On the latest Lea-Francis model, incidentally, ball bearings are fitted at this point.

To revert, before leaving the steering gear to go to "the other end of it," one feels prompted to compliment many manufacturers on the big improvement in steering wheels



F.W.B. DESIGNS.

(4) The front axle of the Bugatti racing model is noteworthy for there being practically no down-sweep.

(5) The Aston-Martin brake drums, which are of enormous size.

which has taken place of late. A really high-class hand wheel is now to be found on nearly every make, whilst the ideal of a large diameter and a thin rim has at least become appreciated. There is not yet a noticeable tendency towards the wider use of four-spoke steering wheels, in spite of the added comfort which they afford.

Turning to suspension systems, one comes to a subject which, given readers of considerable technical knowledge, could be explored at very great length, but which it will not be necessary here to investigate in detail.

Half-elliptics Predominate.

The most important development to record is, of course, the increasing adoption of half-elliptic springs, and designers, if you discuss the matter with them, are becoming almost unanimous in declaring that the reason is because they provide a degree of all-round efficiency which is difficult to attain with any other principle. There are, however, different schools of thought: examples of ultra-modern suspension systems are to be seen on the Alvis, Aston-Martin, Fiat, Lea-Francis, Mathis, Riley and Standard stands. In each case long flat half-elliptics are shown with the leaves liberally clipped together, not particularly wide and not particularly numerous. Conventional types of shackle still predominate, invariably with grease-gun nipples for their lubrication.

Quarter-elliptics back and front are found only on the A.C. amongst the 1928 light cars exhibited at Olympia, but quarter-elliptics for rear suspension still have a pronounced following.

In the case of the Bugatti they are arranged in a manner opposite to the conventional; that is, they are anchored to the frame at their rear ends and to the axle at their forward ends. On the racing Bugatti shown, the front half-elliptic springs have no fewer than four clips between the axle and the front end of the dumb-irons—a clear indication of the torque reaction which has to be absorbed.

With Full Cantilevers.

Other cars with half-elliptics at the front and quarter-elliptics at the rear include the 9 h.p. and 11 h.p. Clyno, some Lea-Francis models, the Rhode, Rover, Salmons, Singer Junior, Swift, Triumph and Vernon-Derby. The Trojan is in a class by itself, with full cantilevers back and front, and could claim to have the most supple springing of any car in the Show.

Amongst original suspension layouts, one might mention the rear springs of the Rhode, which are formed to a peculiar contour, and between the master and second leaves of which a strip of rubber insertion is placed. The points of

anchorage of the rear spring ends to the axle are rubber loaded, and a springing system results which needs no special dampers and which calls for no lubrication—a point which will be fully appreciated by owner-drivers with little spare time.

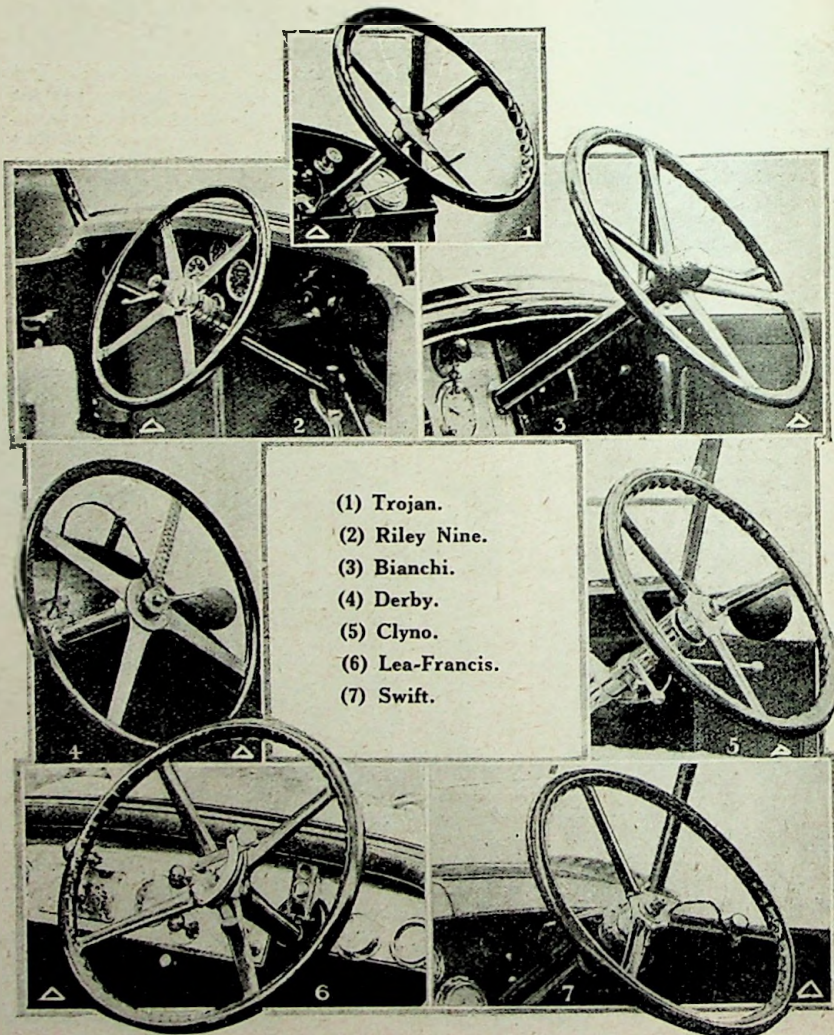
The Peugeot and the Austin are two little cars which ride extremely well on a single transverse half-elliptic at the front and quarter-elliptics at the rear. Lagonda, one fancies, can lay claim to being the pioneers of this layout, which has so much to recommend it that one wonders that it is not more extensively used.

Both on the six-cylinder Renault and the 9 h.p. model a half-elliptic transverse spring takes care of the back of the car, whilst half-elliptics of very up-to-date design are to be found at the front.

It is particularly noticeable this year that the spring gaiter era shows signs of being on the wane, this essentially useful fitting figuring in few light car specifications.

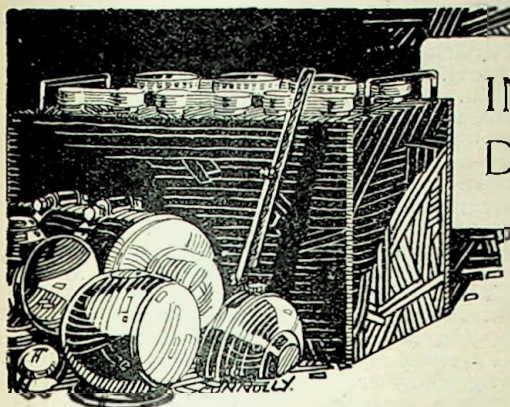
Shock absorbers, by way of con-

trast, gain new adherents every year. Not long ago they were confined almost exclusively to sports cars, but to-day they have invaded the whole gamut of light car types and are seen on nearly every stand. Even the Austin Seven employs them—a car above all others which could be excused, by reason of its extremely moderate price, for not including luxury equipment in its specification. It is clear that, as *The Light Car and Cyclecar* has frequently pointed out, shock absorbers to-day, when comfort is such an all-important consideration, fill a niche in light car specifications which could not be better occupied by any other accessories of similar cost. They can alter the riding comfort provided by a car to an extent which is almost inconceivable, provided they are properly adjusted. One would like to conclude with the pious hope that in our 1928 instruction books some few words concerning the proper treatment of shock absorbers will find the place which they so richly deserve.



- (1) Trojan.
- (2) Riley Nine.
- (3) Bianchi.
- (4) Derby.
- (5) Clyno.
- (6) Lea-Francis.
- (7) Swift.

As the years pass, steering wheels become larger in diameter and more attractive both to the eye and to the touch. Representative examples are shown.



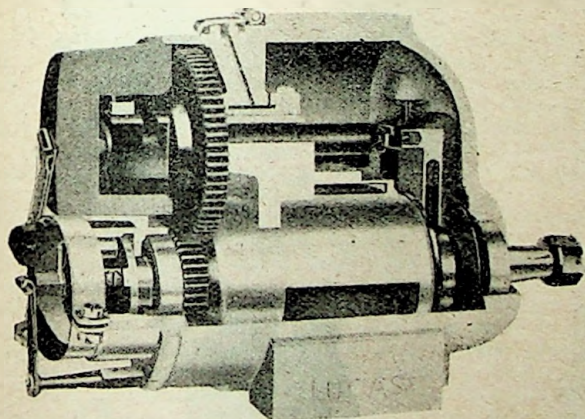
INTERESTING ELECTRICAL DEVELOPMENTS FOR 1928.

WIDE CHOICE OF EQUIPMENT AT OLYMPIA—
RELIABILITY OF MODERN ELECTRICAL SYSTEMS—
ANTI-DAZZLE DEVICES.

A BRIEF tour of Olympia is sufficient to show that no startling innovations have been made this year in any phase of electrical equipment. In fact, the expression "a Show just like last year's" is a very apt one to apply to things electrical to be seen both on complete cars and on the stands of the electrical accessory people.

This is not, however, a fact to be regretted, but it is simply an indication that electrical equipment has attained a very high pitch of reliability. It would not do, of course, to say that lighting sets and ignition systems have reached such a pitch of perfection that there is no room for improvement; on the other hand, they have approached very nearly to the stage suiting the requirements of most motorists and changes are mainly in detail.

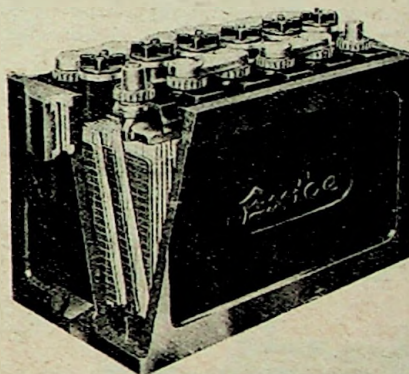
Developments are chiefly noticeable in lighting equipment, for although essentially reliable, there are still one or two points in which lighting equipment fails in certain respects to satisfy all needs. An instance of this is the dazzle "problem"—which is really no problem at all, for it can now be so easily solved. There are several devices introduced this year designed to minimize dazzle.



The "internals" of a typical modern magneto—the Lucas.

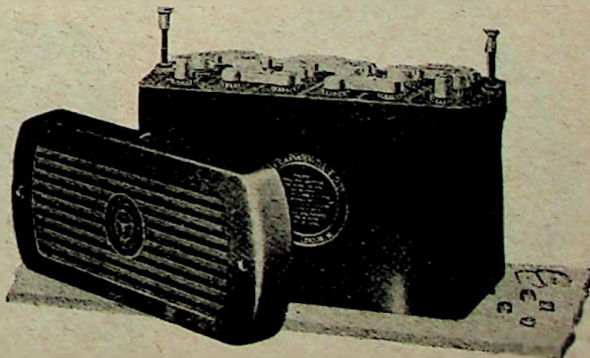
A very successful scheme is the Lucas pneumatic device for deflecting the rays of headlamps by moving the reflectors; these latter are dipped and turned slightly to the left by the operation of a plunger mounted on the steering column or on the fascia board within easy reach of the driver. The control is very simple, the reflectors being pneumatically operated by a system of small air pumps—one on the dash and one on each of the reflectors; moreover, the mechanism has the advantage of being enclosed within the body of the lamp and of being simple to control. It can be fitted, if desired, to most Lucas headlamps already in use for a very small extra charge.

The accumulator, as the heart of the electrical system, is being steadily improved. Troubles experienced five or more years ago—namely, that batteries were not consistently reliable and occasionally would not stand up to the heavy charge and discharge necessary in car work—are diminishing. Modern batteries have reliability as their keynote and such troubles as are occasionally experienced are generally due to other parts of the electrical equipment.



Exide battery partly sectioned.

One or two concerns, notably Ripaults, Ltd., and the Edison Swan Electric Co., Ltd., supply batteries ready "dry-charged," which means that it is necessary only to add acid to a new battery before placing it immediately into use. No lengthy initial charge is necessary, although the makers recommend that the battery should not be overworked during the first few hours of its life.



C.A.V. 12-volt battery.

Dynamo charging systems have undergone no radical change, but there is a noticeable tendency to increase the rate at which dynamos charge at normal engine speeds. This is made necessary by the fact that—apart from the usual drain upon car batteries occa-

sioned by lamps, starters, hooters and so forth—owners are not always careful in their choice of electrical gadgets which they add to electrical equipment, with the result that large calls are made upon the battery's reserve current. This can be made up only by increasing the normal dynamo charging rate.

As is possibly well known, there is in most car dynamos a device incorporated—known as the third brush—which keeps the charging rate approximately constant. Thus, dynamo output does not depend solely upon engine speed and has no relation whatever to the rate of discharge of the battery. It is realized that this third-brush system presents a certain amount of room for improvement, for an absolutely constant dynamo charging rate is not what is required. What is needed is a dynamo which will give its maximum output when the battery is nearly discharged and will regulate its charging rate according to the state of the battery; when the battery is full the dynamo should deliver practically no current. Voltage regulators which are capable of controlling the dynamo output in this way are marketed by several concerns, but in general they are at present obtainable only for the larger sizes of electrical equipment. The M.C.L. and Repetition Co., Ltd., is one of the concerns making strides in this respect, and small dynamos which incorporate a voltage-regulating device are marketed. Such systems have the great advantage that they prevent batteries being damaged by overcharging. C. A. Vandervell and Co. are also dealing with voltage-regulating dynamos, but as yet these are not obtainable in small sizes suitable for light car equipment.

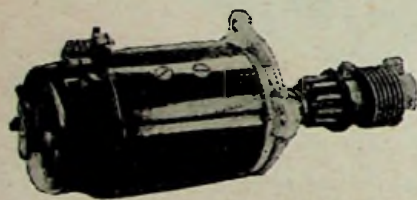
For electric starters the Bendix type of gearing is always popular. A new form of Lucas starter gearing has been introduced which is a modification of the

Bendix drive, and the chief advantage claimed is the quickness and silence of engagement.

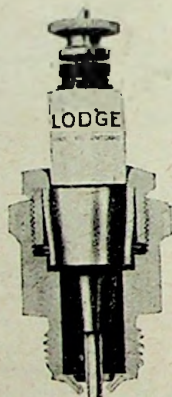
Ignition systems for 1928 show few marked changes, for here, again, a very high degree of reliability has been attained. The high-tension type of magneto is predominant, as it has been proved capable of giving satisfaction for both touring and racing purposes. Coil ignition systems, however, are offering a challenge, and there is much to be said for ignition systems which derive their primary current from the car battery. Delco-Remy and Hyatt, Ltd., specialize in coil ignition systems for all types of car. From a purely theoretical point of view, of course, it seems unnecessary to have on one car two current generators, as is the case when both a lighting dynamo and high-tension magneto are fitted. The amount of current demanded by modern coil-ignition systems is very small and it is now realized that one of the former "bogies" associated with coil-ignition systems—namely, that a car could not be started if its lighting battery was discharged—is now almost of no consequence. The principal advantage claimed by the sponsors of coil ignition is easy starting and a better spark at low speeds; primary current is quite independent of engine speed and just as healthy a spark is obtainable when an engine is being turned over by hand as when it is "revving" fast under its own power.

Conversion sets are manufactured by the Delco-Remy Co. for fitting to cars in place of the existing magnetos and so converting them to coil ignition. Lucas, M.J., and many other makes of coil-ignition unit are also available for all types of car and suitable for double-insulated or earth-return wiring systems. Dual systems of ignition are also available which provide alternate coil and magneto ignition.

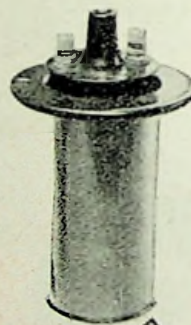
ALL SUITABLE FOR LIGHT CARS.



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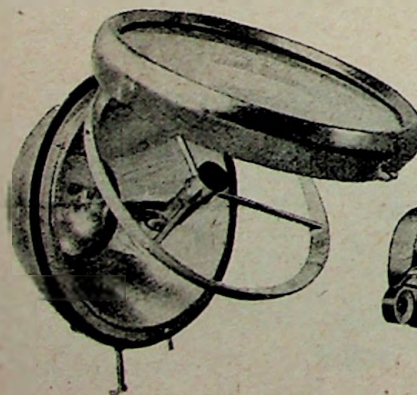
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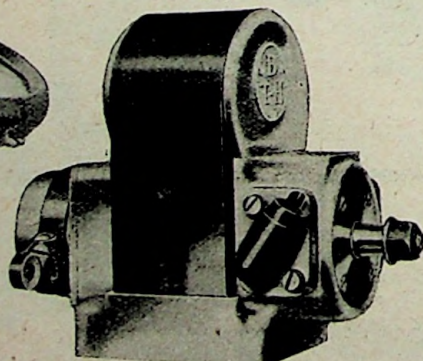
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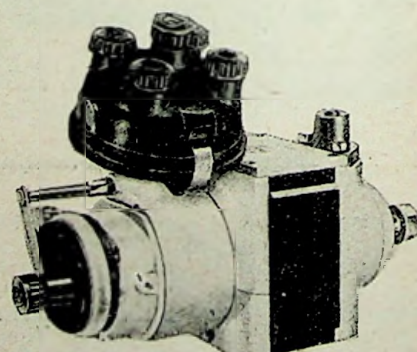
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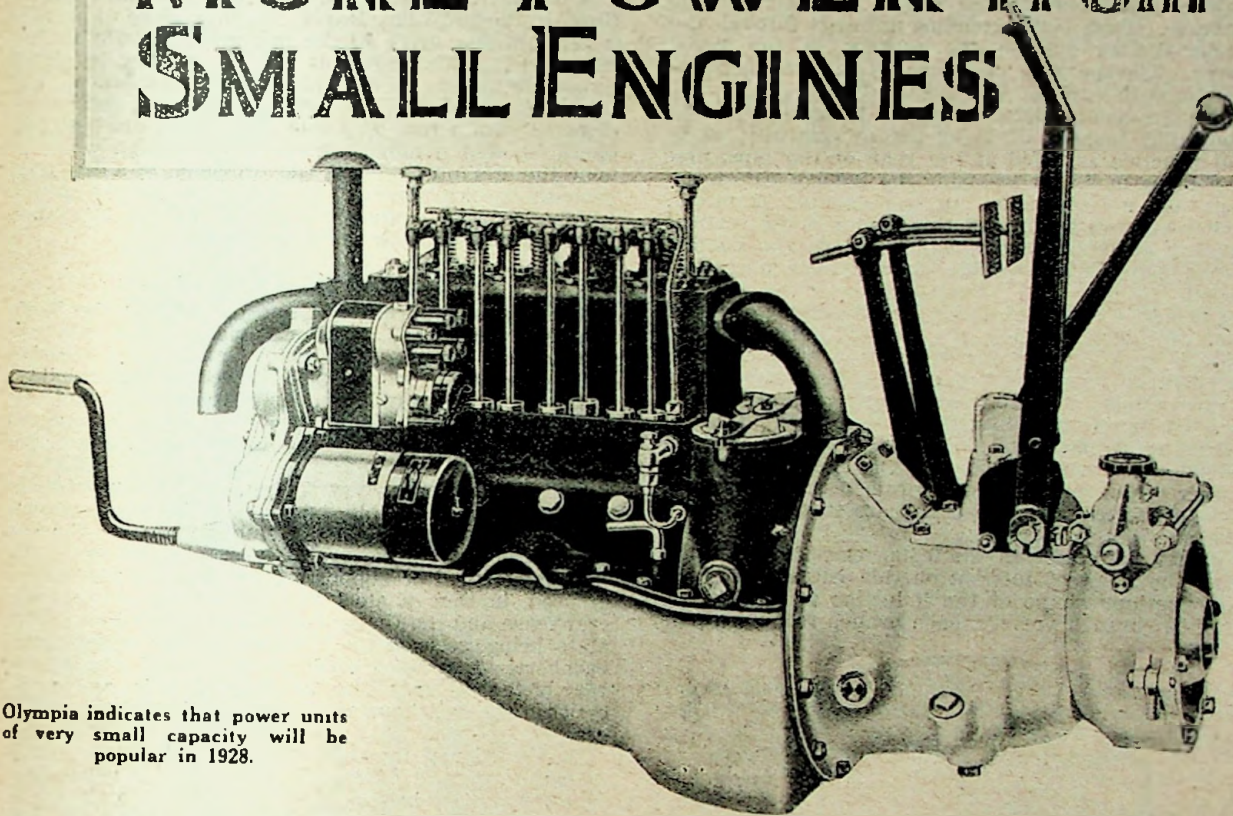


(7)

(1) M.C.L. starter motor. (2) A typical modern sparking plug in part section—the Lodge popular C3 model. (3 and 4) Delco-Remy coil and distributor ignition units. (5) Lucas high-power mirror projector. (6) B.T.H. twin-cylinder magneto. (7) M.L. light car magneto.

Round the Show.

MORE POWER from SMALL ENGINES



Olympia indicates that power units of very small capacity will be popular in 1928.

An exhaust outlet at each end of the cylinder block and an ingenious lubrication system are features of the 10-30 h.p. Rhode engine.

AN examination of the engines fitted in light cars on view at the Show reveals the fact that no outstanding departures from accepted practice have been made for the coming season. It is common knowledge that several new models are available and all of these have comparatively small engines, but by careful design the power output is ample to enable the makers to fit roomy saloon bodies.

Models which have been on the market for the past few seasons remain substantially the same for 1928, but in several cases minor modifications have been made. An outstanding instance is the Singer Junior engine, which, although in general detail similar to the 1927 type, has been altered here and there in a manner which will unquestionably tend to make maintenance more easy. For instance, it will no longer be necessary to disconnect the chain driving the overhead camshaft when the cylinder head is removed; instead, the camshaft sprocket can be unbolted from the shaft and lowered on to a small platform. Helical gears replace the 1927 type of bevel gears for driving the magneto and dynamo, whilst in addition the magneto is now driven through the medium of a splined coupling which allows minute variations to be made to the timing.

Another small overhead camshaft engine which shows considerable care in its design is that fitted in the 9 h.p. Fiat. The camshaft is driven by chain at the rear end, whilst at the front end an extension drives a fan. The magneto is placed so that the contact breaker faces aft, but it can be got at quite easily by removing the floorboards in the driving compartment. An interesting feature on the Fiat engine

is the provision of a Kigass primer as a standard fitting, the piping being very neatly arranged.

Years of experience having proved the design to be perfectly satisfactory in all respects no changes have been made in the Austin Seven engine. It is not too much to say that this engine set the fashion in "baby" units and proved the efficiency of the type.

An engine, the design of which is unique so far as light cars are concerned, is that fitted in the 9 h.p. Humber, as the inlet valves are of the overhead type, whilst the exhausts are at the side and a large dynamotor is driven from the timing gears. Two interesting features of this engine are the provision of a switch on the magneto, which comes into operation automatically in the full retard position, and an Autovac feed to the carburetter, this arrangement being very unusual on light cars, the feed being usually by gravity.

A newcomer in the six-cylinder class is the Renault Monasix. This engine follows the usual Renault practice in that the dynamotor is fitted directly into the front of the crankcase and driven from the nose of the crankshaft. Ignition is by S.E.V. coil and distributor, the distributor being mounted vertically on top of the cylinders and driven by a shaft passing through the cylinder block. An unusual form of mounting is used for the rear of the engine, an A bracket secured to the chassis frame side members projecting inwards and being bolted to lugs cast on the crankcase.

The only two-stroke engine in the Show is that fitted in the Trojan. It is set horizontally in the chassis and possesses many novel features, not the least of which is that, although there are four cylinders and four pistons, these are connected in pairs, each pair acting in effect as one cylinder.

The 9 h.p. Riley engine is a really interesting job, as the inclined overhead valves are operated by two separate camshafts situated one in each side of the crankcase. Push rods extending upwards through the cylinder casting operate the rockers in the usual manner. The sparking plugs are set in a row between the twin covers of the overhead valves.

A square-section inlet manifold is used, and the carburetter, instead of being placed centrally, as is usual practice, is fitted at the rear of the pipe, provision being made for warming the ingoing charge by means of a connection to the exhaust manifold. Another unusual feature of this engine is the vertical mounting of the magneto, which brings the contact breaker and distributor into an extremely accessible position.

Of perfectly standard design but displaying evidence of careful workmanship the new 9 h.p. Standard engine is of very neat construction, a somewhat unusual feature being the use of a pressed steel timing gear cover instead of the more usual cast aluminium type. On this engine, in common with a great many others, the dynamo and magneto are mounted in tandem and situated alongside the crankcase. The oil filler orifice on this engine projects from the head and is connected with the crankcase through a cored passage.

Another newcomer in the 9 h.p. class is the small Clyno, the point of interest on this engine being the rather curious shape of the induction pipe. This is of the two-branch variety, each branch feeding a pair

of cylinders, but all bends in the pipe are angular and the section is square. Projecting vertically downwards from the manifold and bending rearwards at the lower end, where it couples to the horizontal carburetter, is a branch pipe of round section. Various claims, which appear to be supported in practice, are made regarding improved distribution and absence of deposition for this specially-shaped pipe.

A considerable rearward slope is given to the engine fitted in the 10-25 h.p. Rover, the idea being to provide a straight-line drive to the underslung worm in the rear axle. This engine is one of the few in which pump circulation is used for the cooling water, and the efficiency of this arrangement makes it possible to dispense with a fan. The overhead valves are push-rod operated, and a minor detail of the design which is none the less interesting is the provision of a drip tray beneath the carburetter in order to prevent petrol which may escape, due to flooding or from any other cause, from falling on to the magneto.

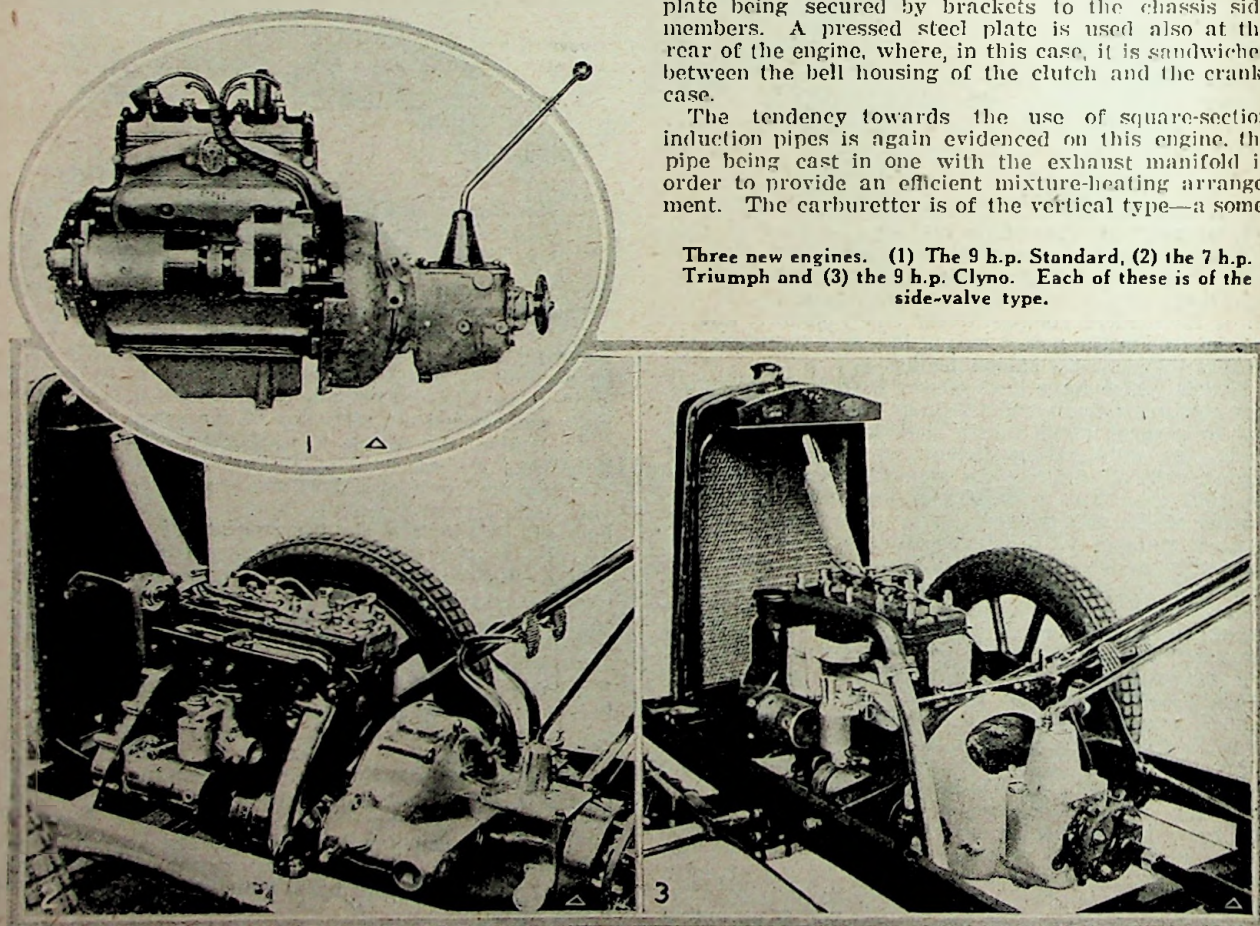
Grouping the Auxiliaries.

The magneto, carburetter and dynamo on the Swift engine are arranged on the off-side of the unit, but convenience from a designing and manufacturing point of view has not been sacrificed for accessibility, as each individual unit can easily be got at for adjustment and so forth. Thermo-siphon cooling is used, the outlet water pipe being coupled to the rear of the cylinder block.

The advent of a new 7 h.p. car has necessarily created a considerable amount of interest amongst light car users, and the Triumph, which is the car in question, shows several features of interest. An unusual method of supporting the front of the engine is used, in that a steel plate is bolted between the crankcase and the timing cover, the extremities of the plate being secured by brackets to the chassis side members. A pressed steel plate is used also at the rear of the engine, where, in this case, it is sandwiched between the bell housing of the clutch and the crankcase.

The tendency towards the use of square-section induction pipes is again evidenced on this engine, the pipe being cast in one with the exhaust manifold in order to provide an efficient mixture-heating arrangement. The carburetter is of the vertical type—a some-

Three new engines. (1) The 9 h.p. Standard, (2) the 7 h.p. Triumph and (3) the 9 h.p. Clyno. Each of these is of the side-valve type.



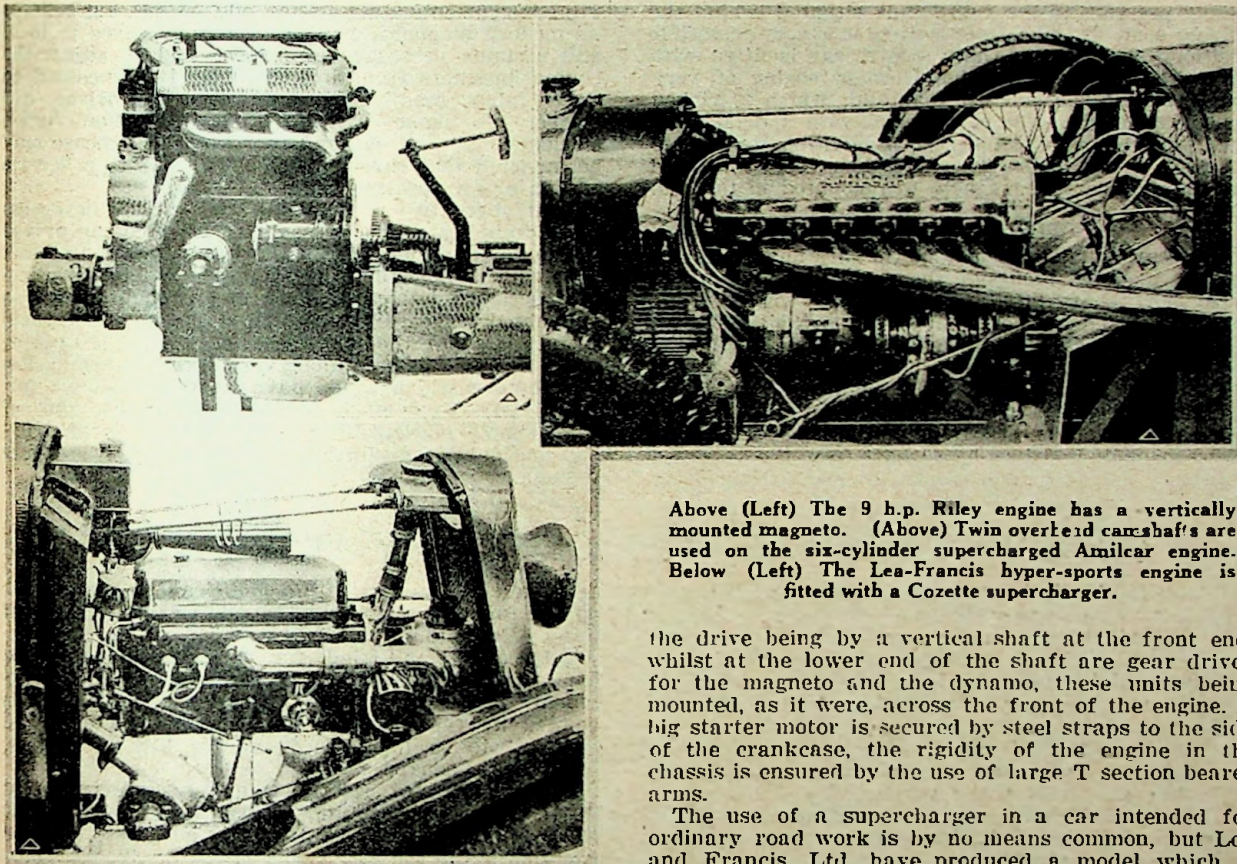
what unusual feature on light cars—whilst the side valves, although housed behind the carburetter, appear to be reasonably accessible for tappet adjustment.

At last year's Show the prestige of the Jowett as the only two-cylindere car in the Show was challenged by another make, but this year it again enjoys the distinction of being the only two-cylindere job on view. No particular changes have taken place since last year, but the introduction of a sports model has made it necessary to modify the standard engine when used in the sports chassis. Externally, however, it remains the same, with the dynamo and distributor for the coil ignition mounted upon the crankcase, and the long, heated induction pipe curving forwards from each cylinder to a point where the carburetter is mounted.

to the main crankshaft bearings and to the overhead valve rockers.

The Berliet is another of the very few light cars which are fitted with a vacuum-feed petrol system, the vacuum apparatus in this case being an O.S. which is mounted centrally on the engine side of the dashboard. A large Paris-Rhone electrical unit is mounted on the front of the crankcase and driven direct from the crankshaft, whilst the Zenith triple diffuser carburetter feeds mixture to the cylinders through a hot-spot induction pipe.

A number of makers this year are showing sports model light cars, and amongst these is the Salmson concern; the engine of their Grand Prix exhibit is of the four-cylinder type with twin overhead camshafts,



Above (Left) The 9 h.p. Riley engine has a vertically mounted magneto. (Above) Twin overhead camshafts are used on the six-cylinder supercharged Amilcar engine. Below (Left) The Lea-Francis hyper-sports engine is fitted with a Cozette supercharger.

Extreme care in design is evident on the six-cylinder Alfa-Romeo engine, which has an overhead camshaft driven by a vertical shaft from the rear end, and which incorporates a vibration damper. The front end of the shaft is extended and a fan is mounted directly on the extension. Ignition is by means of a Bosch coil unit, the wires of the plugs being led through a neat aluminium casting bolted to the side of the cylinder block.

The use of two exhaust outlets, arranged one at each end of the cylinder block, is an outstanding feature of the 9 h.p. Rhode engine, an arrangement which should tend to make the engine very clean running, with an entire absence of back pressure. A patent automatic oiling system is used on this engine, the arrangement being to enclose the flywheel in an aluminium casing which forms an oil reservoir, so that the flywheel in rotating picks up the oil and throws it into a well, whence it passes through a filter to the camshaft chamber. From this chamber the oil passes through four drilled plugs to feed the dip troughs of the big end bearings, whilst spiral grooves cut into the camshaft bearings serve as pumps to feed the oil

the drive being by a vertical shaft at the front end, whilst at the lower end of the shaft are gear drives for the magneto and the dynamo, these units being mounted, as it were, across the front of the engine. A big starter motor is secured by steel straps to the side of the crankcase, the rigidity of the engine in the chassis is ensured by the use of large T section bearer arms.

The use of a supercharger in a car intended for ordinary road work is by no means common, but Lea and Francis, Ltd. have produced a model which is designed on these lines. The engine is of 1½ litres capacity and the Cozette supercharger is mounted vertically immediately behind the radiator. Push-rod operated overhead valves are used and the cooling water is circulated by means of a pump.

An interesting feature in connection with the lubrication of the supercharger is the provision of a separate oil tank on the engine side of the dashboard, connected by means of a pipe to the supercharger. For ordinary fast touring sufficient lubricant is fed to the supercharger by means of a drip-feed arrangement, but when the car is used for racing or other sustained high-speed work a tap in the oil-supply pipe can be turned so as to bring the main pressure-fed oil system of the engine into connection with the supercharger.

A chain-driven overhead camshaft is used in the new 11.9 h.p. Aston-Martin. The cylinders and crankcase are cast in one piece and special provision has been made to ensure adequate turbulence in the cylinder heads. The dynamo and magneto are mounted in tandem and driven by a countershaft in the camshaft drive. The water pump is also driven from the same assembly, but it cannot be said actually that circulation is entirely by pump, as the arrangement of

the cooling passages is such that the cylinder walls and heads are cooled on the thermo-siphon principle, the pump being used only to circulate water efficiently round the valve ports and thus preventing the possibility of local overheating. A fan is fitted and it is provided with a slipping clutch drive so as to ensure that the blades will not be damaged by sudden acceleration.

The six-cylinder super-sports Amilcar is fitted with a very interesting type of engine having twin overhead camshafts with a drive arranged at the rear end of the cylinder block. A Roots supercharger drawing mixture through a Solex carburettor is fitted in front of the engine, whilst along the off side of the unit are arranged an air pump, a water pump and the magneto in tandem, the air pump being used, of course, to supply pressure to the petrol tank situated behind the driving seat. An oil cleaner is fitted in a very accessible position. The Vernon-Derby sports car is fitted with an overhead valve Chapuis Dornier engine of very neat design. The exhaust manifold, which is ribbed for cooling purposes, is cast in one, with a detachable head, and the cylinder block is, in addition, detachable from the crankcase. Thermo-siphon cooling is used and the dynamo and magneto are mounted in tandem.

Supercharger Drive.

The four-cylinder Bugatti sports cars have a supercharger mounted alongside the crankcase and driven by a short shaft fitted at each end with flexible couplings. The engine itself is of particularly neat, box-like appearance, and a feature which we believe is exclusive to Bugatti design is the fitting of the magneto in the fascia board, so that the contact breaker and distributor occupy a position where the switch board is usually found on a car of normal design.

The magneto is driven by a shaft from the overhead camshaft, advance and retard being arranged by

means of a special device which moves the armature relative to its direction of rotation.

Summing up our impressions of the general trend of design in light car engines we have to record with regret that we notice far too great a tendency to disregard the need for making ample provision for access to the magneto contact breaker. On the majority of engines the contact breakers can be inspected only by adopting an extremely contorted attitude or by the use of mirrors, whilst accurate adjustment in some cases would be impossible with the magneto in position without the use of universally jointed spanners.

Standardized Design.

It is doubtless a neat compliment to the magneto manufacturers that engine designers should tuck these vital instruments away in any odd corner, but reliable as modern magnetos have proved themselves to be it still remains necessary to inspect and to adjust the contact breakers from time to time. If this cannot be done fairly readily the average owner-driver will neglect his magneto, with the result that engine efficiency will fall off, and to restore it expense may be incurred and time wasted by a visit to a service station or garage.

That there are no startling innovations in design seems to indicate that present-day practice has proved in general to be entirely satisfactory, but the correct shaping of combustion heads and the use of scientifically designed induction pipes has brought about an undoubted increase in the power given off by small engines, so that the many new types of 1,100 c.c. or under are able to haul along very roomy saloon bodies in a manner which would have been impossible a few years ago. How much further the power output of these simple, efficient little units can be increased without considerable modification in design only the future will show.

FUELS AND LUBRICANTS CLEVERLY DISPLAYED.

IT may truthfully be said that fuels and lubricants are commodities very difficult to display to advantage on exhibition stands: nevertheless some very ingenious methods of exhibiting their products have been adopted by numerous petrol and oil concerns at Olympia, and on many stands it is proved possible to display something of more general interest than petrol cans and barrels of oil. Really clever displays, clearly illustrating to spectators the advantages of various lubricants, are, in fact, the vogue.

A "robot" chemist on the stand of Alexander Duckham and Co., Ltd., No. 401, demonstrates the resistance of Adcol oil to the effects of heat and cold, a mechanically operated arm repeatedly changing test-tubes of oil from a bowl of boiling water to a bowl of ice. The advantage of the Duckham patent telescopic spout oil container is also shown by another working exhibit on this stand.

Two oil cans of apparently limitless capacity, pouring Castrol oil on to illuminated globes, the lubricant rotating these by its own weight, is an interesting "working" exhibit to be seen on the stand (No. 405) of C. C. Wakefield and Co., Ltd. Easy-filling grease-gun canisters, ram grease-guns and the familiar green cans, tins and drums of lubricant are also effectively displayed. A model of Major Segrave's giant racing car is also prominently placed, as Castrol oil was used on the record-breaking run.

Part-sectioned gearboxes with the gears running in various lubricants are shown on the stands of the Texas Oil Co., Ltd. (No. 412), and of Sterns, Ltd., on which latter stand—No. 441—the clinging properties of Ambroleum liquid gear lubricant are made obvious.

Oiling charts for cars are being distributed on the stand of the Vacuum Oil Co., Ltd., No. 475, and Gargoyle, Mobiloil and Mobilubricants are well displayed, while a full range of Motorine and Motorine

de Luxe oils, together with a giant can of Motorine C, will be found on the stand (No. 422) of Price's Patent Candle Co., Ltd.

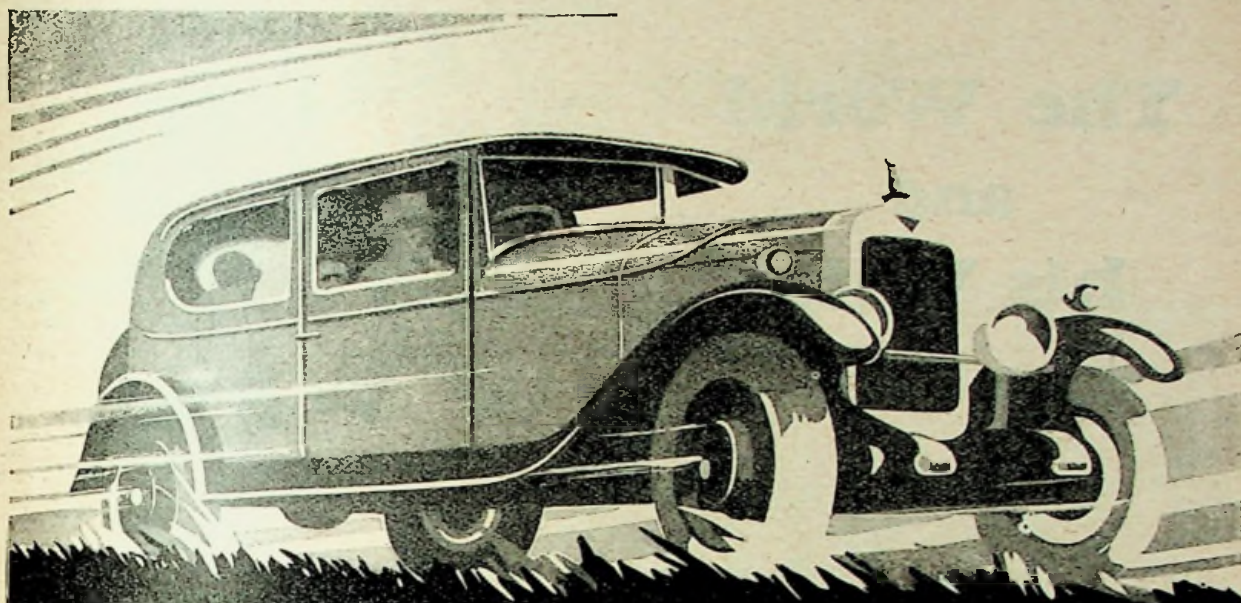
Lubricants of all kinds for Renault cars are to be found on Stand No. 241 of Renault, Ltd., and the excellent quality of Carless fuels and lubricants is typified by the model lighthouse with the sign "Je Protège," to be found on Stand No. 222, of Carless, Capel and Leonard.

A full range of Ilo lubricants, manufactured by W. B. Dick and Co., Ltd., is displayed on Stand No. 255, while an exhibit attracting a great deal of attention is the working model of the distillation plant of Silvertown Lubricants, on Stand No. 243. Here, also will be seen a full range of Speedoline oils and greases, pumps and oil cabinets.

Sectioned engines, their working making clear to visitors several lubricating points, are to be seen on Stand 220, of Shell-Mex, Ltd. This concern demonstrates in an ingenious manner, by a working sectional engine, how pinking and knocking may be prevented by the use of suitable fuels and lubricants.

Dragonfly oil and numerous containers are shown on Stand No. 465, of R. D. Nicol and Co., Ltd., while on this stand also Dragonfly Marveloil for upper cylinder lubrication is of special interest. "Tommy Prattkins" is well in evidence on Stand No. 271 of the Anglo-American Oil Co., Ltd., and the familiar Pratt's tins, pumps and cabinets decorate this stand.

Exhibits showing the advantages, production and distribution of National Benzole Mixture, National Benzole and N.B.C. oils and greases are a feature of Stand No. 394 of the National Benzole Co., Ltd., while the B.P. Stand (No. 342) is well ornamented with petrol pumps and cans. Pumps of various types are also to be seen on the stands of the Glico Petroleum Co., Ltd., No. 307.



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Ask for our Representatives.

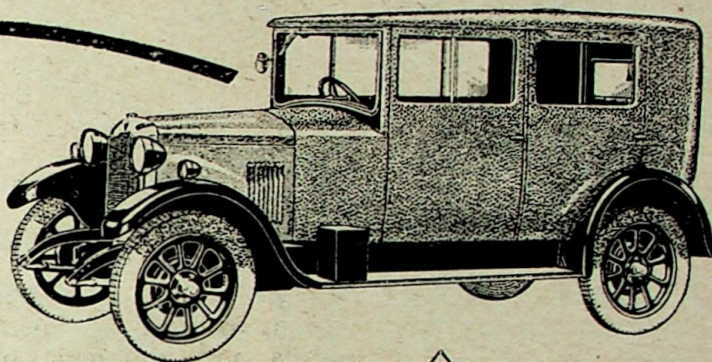
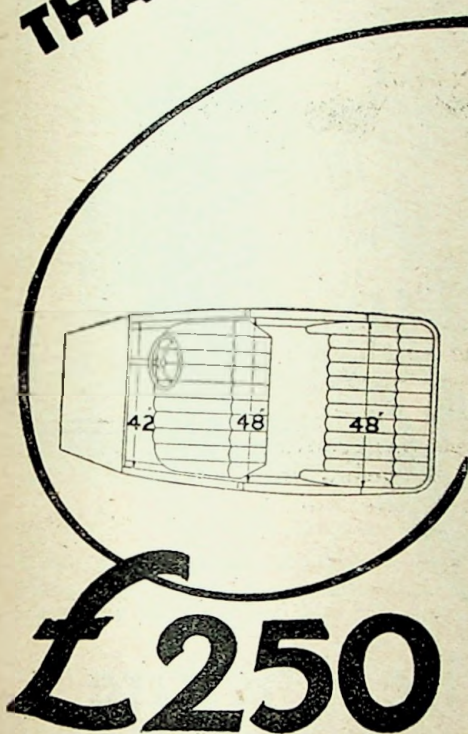
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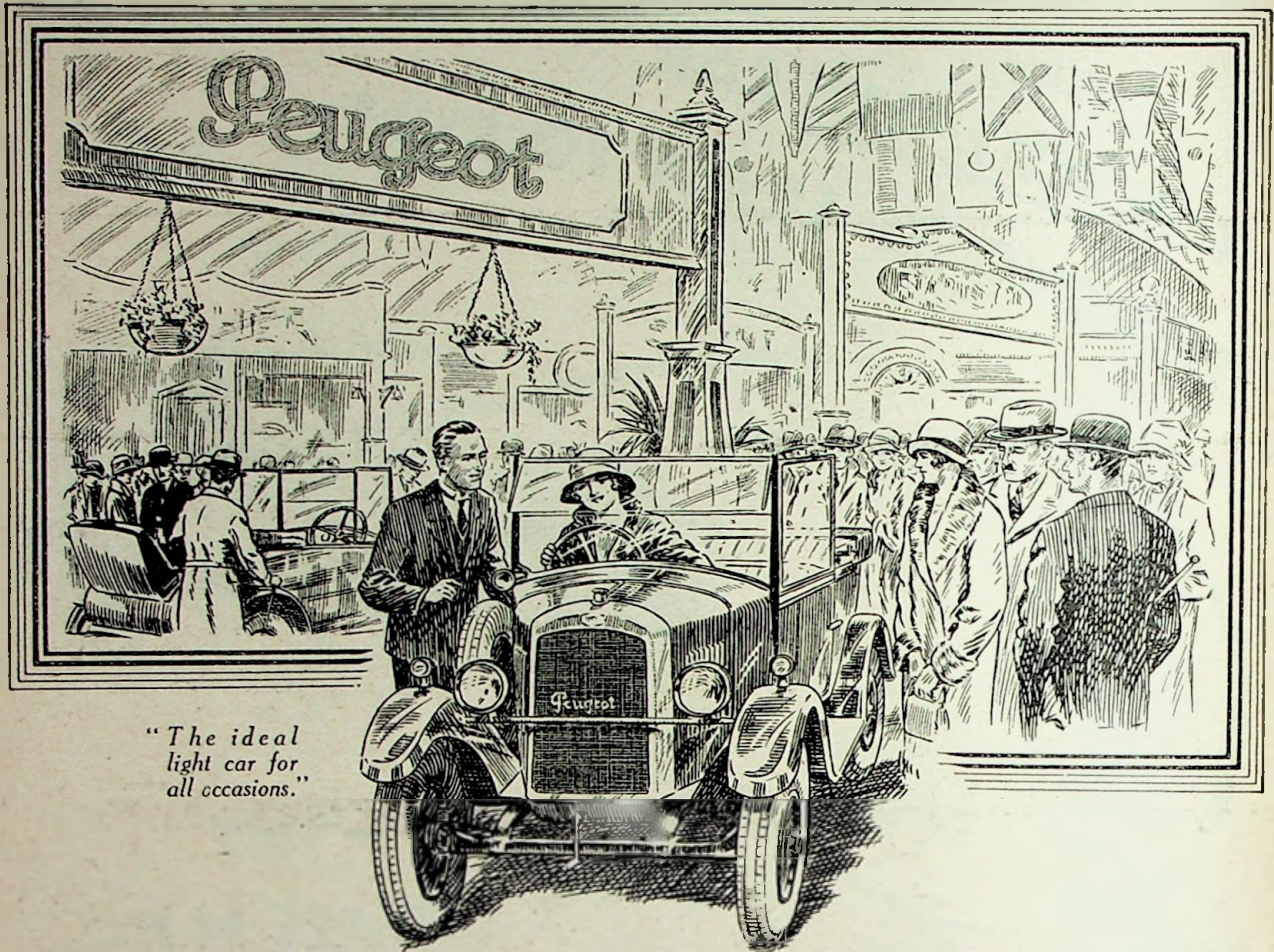
This is beyond doubt the smartest light Saloon on the market—so popular has it become that its lines have been copied on all sides. The genuine Weymann Saloon body has four wide doors, and there is a choice of three colours. The seating upholstery is real leather: the screen is of the latest "clear vision" pattern. Equipment is lavish and includes two horns, driving mirror, speedometer, 8-day clock, smoker's companion, lady's companion, blind over rear window operated from driving seat, private locks to all doors, etc. There is also the

"Riviera" model Saloon at the same price: this is similar in appearance, but has a folding roof, giving either enclosed or open car as desired.

On Stand 99 (near Addison Road Station entrance) you will also find the new "Riviera" model Weymann Saloon. This is similar in appearance to the "Paris" model illustrated, but has a folding roof. The price of this is likewise £250. Then there is the Semi-Sports Model at £260 also on view. Full particulars from The Rover Company, Ltd., 61, New Bond Street, W.1, or Coventry.

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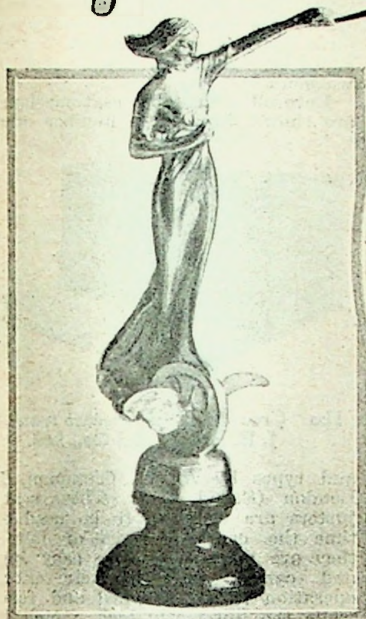
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The Accessories



NEW
MASCOTS.

Mascots are perhaps the most popular of all motoring accessories and they are to be found in many and varied patterns upon a large number of stands.

A visit to the accessory stands is as important, when "doing Olympia," as inspecting the cars. As each year arrives manufacturers crowd more "gadgets" on to their standard productions, but, even so, the inventors of fittings and equipment are kept busy evolving new ideas. We give here a guide to many of the more interesting exhibits in the gallery at this year's Motor Show.

YEAR after year one sees in the gallery at Olympia so many new and ingenious motoring appurtenances that it becomes increasingly difficult to believe that there remains anything unvented which could be of use to motorists. This year, in particular, there are so many novel and useful devices that it is impossible to describe them all in the space at our disposal.



The new A.C. Sphinx oil filter.

We have, however, endeavoured to cover the more interesting exhibits so as to provide a general guide.

Oil filters are accessories which have come very much before the public notice during the past year or so. A new one is now manufactured by A.C. Sphinx Sparking Plug Co., Ltd., Birmingham (Stand 466), and it is claimed that by the use of this filter the oil in the sump can be used for at least 3,000 miles without a change. The filtering is effected through a bag of special fabric inside a cylindrical metal screen, which supports it against excessive strain,

while the whole is contained in an oil-tight metal cartridge. The whole unit is renewable at intervals of 10,000 to 15,000 miles, and the unique construction makes this an easy operation. Another new A.C. line is an ingenious air cleaner designed to work effectively at all engine speeds.

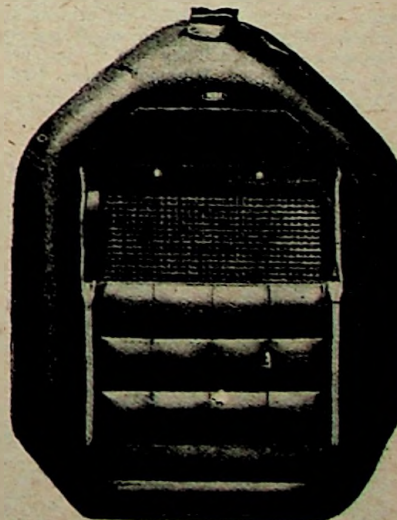
McKinnon Drendnaught non-skid chains, Johns-Manville brake lining and other motorcar equipment are being exhibited by Accessories (Edinburgh) Ltd. (No. 287), as well as Mobo auto body polish and other Mobo products.

Owners of Austin Sevens and Jowetts should be interested in a range of bumpers and luggage grids designed especially for these cars. They may be seen on the stand of Frank Ashby and Sons, Ltd., late Frank Ashby and Co., Birmingham (Stand 464). These articles are also manufactured in other sizes to suit almost any make of car, and, in addition, there is a full range of Collapso folding seats and number plates and step-mats.

The range of accessories and car equipment exhibited by Auster, Ltd., Birmingham (Stand 453) is most comprehensive and interesting. All types of windshields, all-weather equipment, bumpers, spring gaiters, radiator muffs, luggage grids and screen wipers and a host of other new ideas for the improvement of the appearance of a car and the greater comfort of

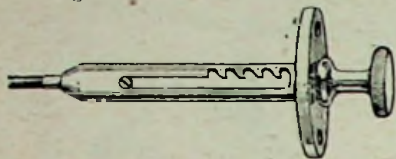
the driver and passenger are given prominent positions on the stand.

Beclawat bumpers are to be seen on Stand 344 in both single and double-bar types, and Beckett, Laycock and Watkinson, Ltd., London, the manufacturers, are also showing a new de-



An Auster radiator muff for a Humber.

sign in ashtrays, an expanding luggage carrier for fixing to the running board of a car and windscreen weathering for preventing wind and rain from blowing between the overlap of the screen glasses.

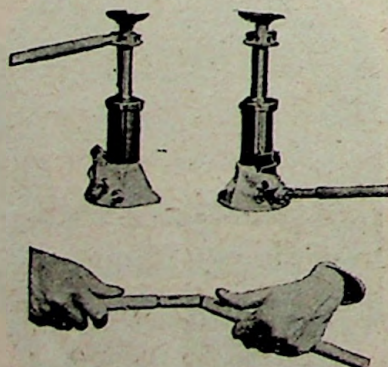


The plunger control of the Bowden extra-air inlet.

The B.E.N.-Myers car washer in various types and sizes should interest particularly garage owners, who should look out for it on the stand of the B.E.N. Patents, Ltd., London, N.W.1 (No. 347). A new feature of the car washer is an inverted-tooth silent chain drive which is now fitted to all models.

Motorists will find a wide variety of interesting and useful accessories and equipment among the items on the stand (No. 424) of Benton and Stone, Ltd., Birmingham. Foremost among them is the Enots hydraulic jack, which enables the heaviest car axles to be raised with a minimum of effort, without crouching, and with surprising rapidity. Specimens are on view of this new jack with several improvements which have added considerably to its advantages. They include a method of quick adjustment to the height of the car axle, and also a folding handle which can easily be stowed in the tool kit. The price of this new model is only 50s., while that of the earlier model is now reduced to 39s. 6d. Enots grease guns have a prominent place on the stand as well as leak-proof petrol taps and a special car-washing pump.

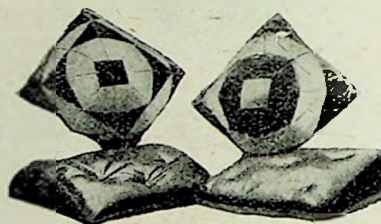
Steering-wheel comfort is becoming more and more a matter of importance, and for this reason enterprising people who produce wheels of a special type and calculated to reduce the strains of long-distance driving are to be commended. The Bluemel spring-spoke wheel, with arms covered in celluloid and very pronounced finger depressions, is a case in point. These wheels are at the moment made 18 inches in diameter only, but it is possible that wheels of smaller diameter will be marketed in the near future. They are to be seen on the stand of Bluemel Bros., Ltd., Coventry (No. 506).



The latest Enots hydraulic jack.
(Above) The quick adjustment.
(Below) The collapsible handle.
c50

Many useful fittings of particular interest to owner-drivers will be found on the stand (No. 492) of Bowden Wire, Ltd., London. Among these is an air-strangler control, a useful and neat dashboard arrangement which has become very popular, and which has been standardized by several car manufacturers. The well-known Bowden extra-air inlet, which has been on the market for over 20 years, should also be seen. In consequence of the modern design of engines, the popular type is now equipped with a flange for fitting between the carburetter and the engine block. In addition, there is a display of the concern's famous control levers for steering column, dashboard or body fitting—also Bowden wire in various sizes and styles. A carburetter flooder which enables the driver to flood the carburetter from the driving seat also must not be forgotten.

It is impossible to describe in so short a space all the accessories which are being shown by Boyce Motor Accessories, Ltd., London (No. 268). First and foremost, of course, is the Boyce Motometer, and, in addition, there are Rota electric car clocks which require no winding and non-dazzle eye shields, mascots and tyre-repairing outfits. Owners of Austin Sevens should be interested in an amusing novel mascot for this



A group of leather driving cushions marketed by Brown Bros., Ltd.

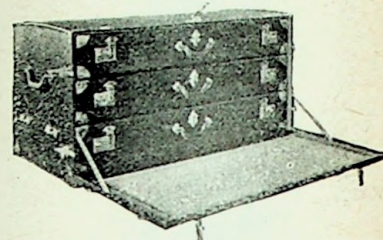
type of car. It consists of a baby's comforter made in solid brass and heavily plated—it is designed for attachment to the radiator cap.

Laminated springs of all types and sizes, stampings, forgings and pressings for chassis and bodywork, all types of windcreens, hood fittings, coach furniture and patent locking joints are among the many examples of general ironwork displayed by Brockhouse and Co., Ltd., London (Stand 169). Berkel patent collision bumpers and Stott anti-bounce spring dampers are also included in the display.

One of the general features on the stand of J. B. Brooks and Co., Ltd., Birmingham (No. 452), is the specially designed trunks for motoring. The realization of the need for water, dust, thief and vibration-proof trunks of greater convenience than the old cabin variety is at last spreading amongst users of popularly priced cars as well as owners of more luxurious models. With this in view, the range of Brooks's trunks has been considerably enlarged, so that with the variety of designs, sizes, shapes and capacities all purses are suited. A new model is the Burlington trunk, which is of barrel shape, being exceptionally handsome in appearance. Other lines on view are wheel wrappers, radiator muffs, folding tables, folding stools, hat cases and a variety of equipment of interest to tourists generally.

A complete range of accessories, such as car fittings, small tools, Gabriel rebound snubbers and so on, are exhibited on the stand of Thomson and Brown Bros., Ltd., London (No. 486). Among the most interesting lines are the Skybi garage jack, electric inspection lamps, radiator and bonnet muffs, petrol filters, radiator lamps, Bodelo Austin brake attachments, driving mirrors, Tecalemit lubricating devices, sparking plugs of various makes and a large variety of "comfort" articles, such as cushions, rugs and foot-warmers.

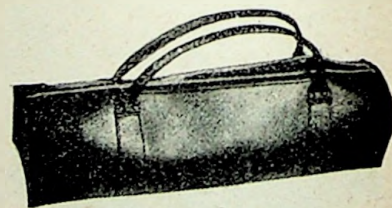
Leveroll adjustable seat mechanisms are shown in a large number of sizes



The "Crosvenor" three-case trunk by J. B. Brooks and Co., Ltd.

and types by A. W. Chapman, Ltd., London (Stand 367). These seat adjusters are designed to be used every time the car is entered or left, and they are made to ensure easy ingress and egress, and in their effortless operation slide backward and forward while the automatic lock which holds them in position can be released by a touch of the finger. Another line exhibited by this concern is the Nevajah shock absorber and load adjuster.

Dewandre vacuum servo brakes occupy a prominent position on the stand of Clayton Wagons, Ltd., Lincoln (No. 305). These exhibits include, in addition to a complete range of servo units, a sectional model by means of which the complete operation of the servo is demonstrated. Front-axle and brake assemblies, stampings and forgings also have their place on the stand, while the principal exhibit is a car chassis equipped



Dunhill's lightning fastener leather tool bag.

with a Dewandre vacuum servo, which demonstrates very effectively the braking effort required by the driver when servo is employed in comparison with the effort needed without this attachment.

Visitors to the gallery will be interested in the Clupet double-coil no-gap piston rings which are exhibited in a wide variety of models by The Clews Petersen Piston Ring and Engineering Co., Ltd., London (No. 338).

Aluminium castings of every description, machined or hand-moulded in sand or die-cast may be seen on the

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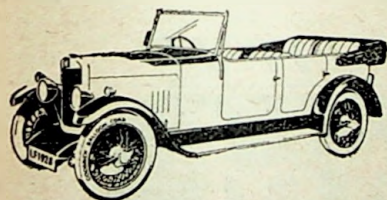
There are also models with the new free-wheel device which takes all the terror out of gear changing, fitted with seven different types of coachwork including the new "Leafabric" saloon which gives exceptional lightness with commodious accommodation and luxurious appointments.

Come and see these models at Olympia, or you can actually try them if you call at our Showrooms.

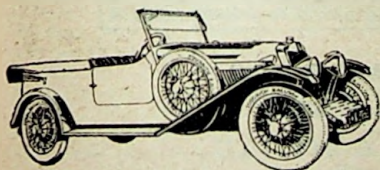
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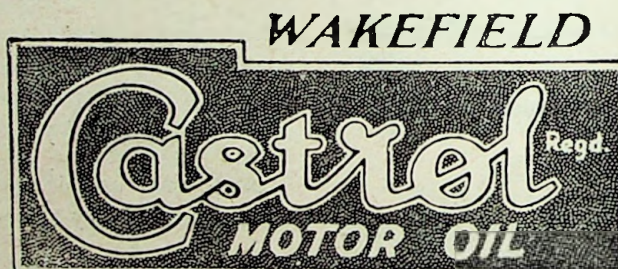
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Get down to hard facts—after all the prime essential is service and economy with the minimum of tinkering; and any modern car will render this if due attention is given to its lubrication. But it is essential to use only lubricant of the highest grade. Be sure of this by using Wakefield CASTROL — the unanimous choice of the Experts, recommended by 239 Leading Motor Manufacturers.

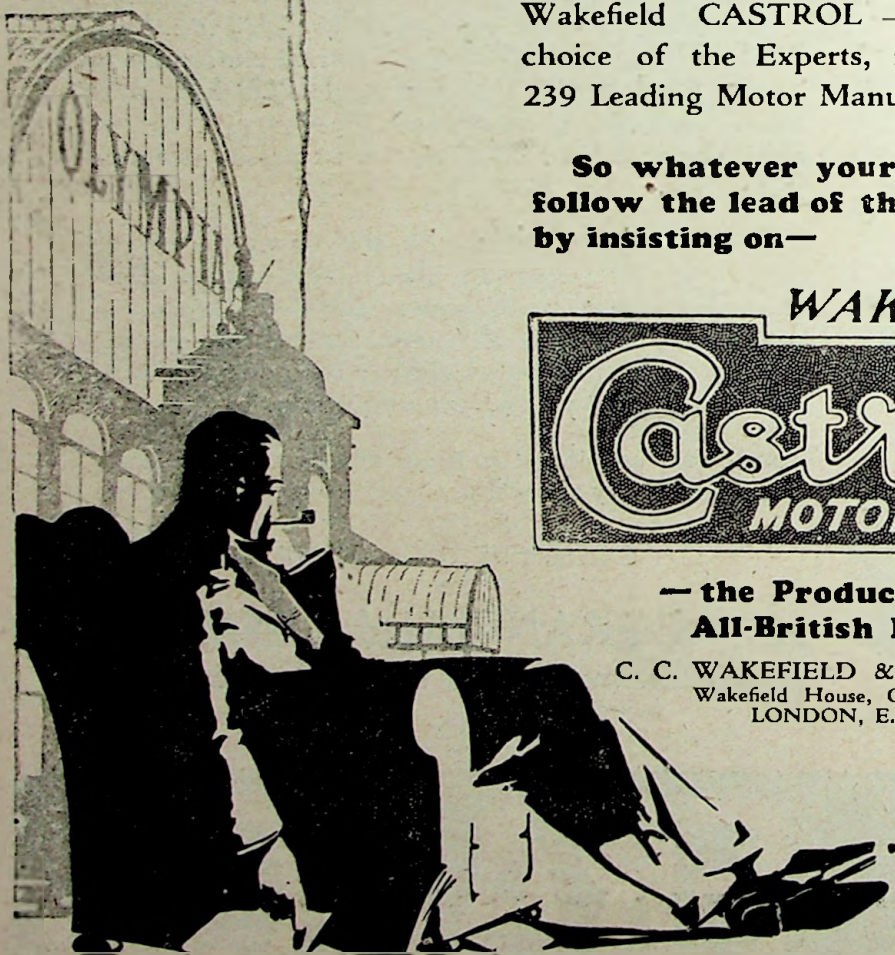
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STAND
405
GALLERY
OLYMPIA



stand of Robert W. Coan, Ltd., London (No. 499). Particularly worthy of note are the aluminium number plates, Coan's rubber-centre patent step-mat and scraper, aluminium weather-tight licence holders, Coan rear lamps and examples of aluminium welding, including crankcases and gear-boxes.

Dunhills, Ltd., London, are exhibiting on Stand 457 a number of new accessories which have not been shown at Olympia before. They include a radiator muff de luxe, which is not a bag just to slip over the radiator, but a perfectly designed and well-cut cover which closely follows the contour of the radiator for which it is intended.



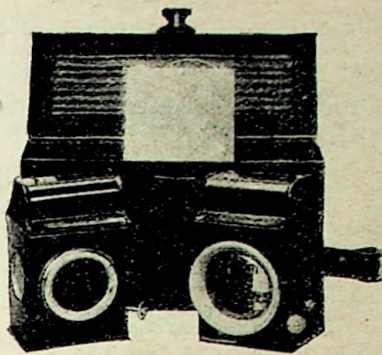
Jaeger's large-diameter racing speedometer—a new line.

Toolbags of leather in a large number of colours and fitted with lightning fasteners are also shown. A new idea is waterproof armlets to protect coat sleeves when carrying out repairs. A movable armrest is a little additional comfort for the driver which should be very greatly appreciated. Dunhills are also showing a full range of car trunks, picnic cases, rugs, gloves, foot muffs, foot warmers, cushions and all the latest accessories manufactured by the leading makers of this country.

Elephant Motors, Ltd., London (No. 281), are exhibiting a comprehensive range of bumpers, foot pumps, air valves, lamps, mirrors, mascots, horns, components for all private vehicles and a cellulose cleaner and polish.

"Easyrench" gear-lever extensions suitable for Austin Sevens and Clyno cars are to be seen on the stand of Etienne and Cie, London (No. 276). The price for the Austin Seven type is 7s. 6d. and for the Clyno 5s. The Stadium hydraulic jack is another line this concern is showing, and also an improved oil filler for Austin Sevens. The retail price for this last accessory is 5s., while Etienne and Cie have a number of entirely new lines on their stand which make it well worth a visit.

In addition to exhibiting their standard product, Ferodo, Ltd. (No. 448), have arranged a display to convey to visitors the extent of the operations which enable Ferodo brake and clutch linings to play their important part in present-day motoring. This display consists of large paintings arranged around the walls of the stand, the first illustrating one of the company's Rhodesian mines, where the asbestos, from which Ferodo linings are made, is obtained. The remainder of the pictures depict the various stages of the

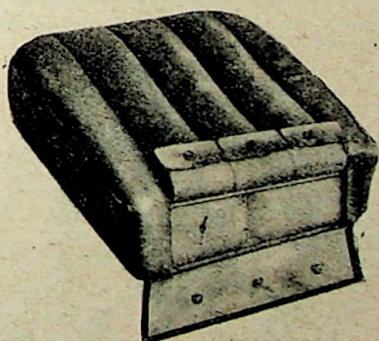


A useful parking lamp set marketed by Gamages.

manufacture of Ferodo linings. These paintings are augmented by actual specimens showing the stages of manufacture. An extensive view of the Chapel-en-le-Frith works completes the display. An interesting working model, demonstrating the use and value of Ferodo linings, is well worth attention.

The Gallay Radiator Co., Ltd. (London) (No. 288) have an exceptionally interesting stand, for in addition to radiators there is exhibited a Cozette supercharger, which is shown for the first time in this country. The radiators shown include many famous light car patterns, notably Lea-Francis, Swift, Rover and Frazer-Nash. Apart from the general interest to the public, those with technical minds will find much to attract them to the Gallay stand, particularly the power curves showing the different results obtained on various engines when Cozette superchargers are used.

A. W. Gamage, Ltd., London (No. 425), are exhibiting a large variety of winter motoring comforts, including foot muffs, overshoes, and so on. A universal lifting jack suitable for all types of car and a special array of all the latest and most up-to-date accessories are to be seen. A complete range of ladies' and gentlemen's motoring clothing is also on the stand.



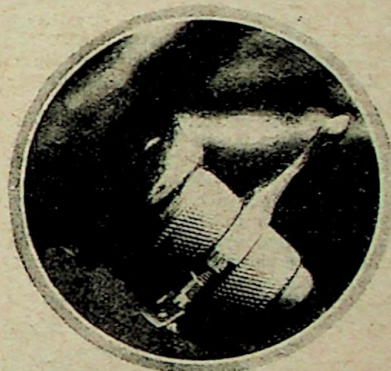
Moseley "float-on-Air" equipment is now standard on many cars—a cushion is shown.

Karvally polish and cleaner is the leading exhibit on the stand of the Imperial Motor Industries, London (No. 387), while another important exhibit is the "Dutch" brand products which cover many lines in tyre repairing and saving outfits.

Exhibited on Stand 420 are precision instruments by Ed. Jaeger (London), Ltd., which are this year augmented by

two new instruments specially designed for racing. One is a revolution counter similar to the one used on the world's record-breaking Sunbeam. It has a 6-in. dial. A speedometer of similar proportions has been evolved, and is supplied calibrated up to 120, 130 or 150 m.p.h., the revolution counters being calibrated to 4,000, 6,000 or even 10,000 r.p.m. The chronometric principle on which these instruments are designed is claimed to ensure absolutely truthful readings under all conditions. The full range of the exhibits on the Jaeger stand includes clocks and speedometers in various patterns to suit everyday motorists, while the special Jaeger combined clock and speedometer is another ingenious instrument.

Judge Brand Co., Ltd., Gateshead and London (No. 352), have on their stand an entirely new car-cleaning preparation which they have just brought out. It is known as Autobrite dry cleaner and tar remover, while another preparation is called Autobrite mark-proof car polish. It is claimed that this new process gives an entirely mark-proof finish. Autobrite polishes are marketed in one shilling tins, while an extremely attractive outfit comprises these two preparations, one tin of Nick-



The Mann, Egerton Fiat throttle control.

leen nickel and aluminium polish, a tin of Judge hand cleaner, and six good polishing cloths in a partitioned decorated tin box at the low price of 5s. The concern are, of course, also exhibiting their popular Judge oil black enamel, while from the spectacular point of view the stand is very attractive, being centred round a six-foot moving model of a judge.

Samples of special motor repairs and products are the chief items of interest on stand No. 491, where the Laystall Motor Engineering Works, Ltd., London, have their temporary headquarters. Particular attention is drawn to the perfect balance of Laystall crankshafts, besides samples of reground cylinders and a special exhibit of de luxe lightweight cast-iron pistons and sports aluminium pistons.

Mann, Egerton and Co., Ltd., Norwich, the well-known coachbuilders, are showing on Stand No. 349 a device which they have produced for improving the operation of the Fiat throttle control. An accompanying illustration is almost self-explanatory, for it can be seen that the device clips on to the control on the top of the steering column. The stand also has a full range of

garage equipment, which is of interest to the trade.

The stand (No. 328) of the M. C. L. and Repetition, Ltd., London, attracts a considerable amount of attention on account of the full range of modern car equipment which is on view. It includes oil gauges, clocks, speedometers and all kinds of repetition work.

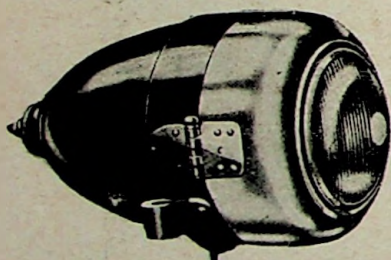
A full range of Pyrene safety motor-ing equipment is to be seen on Stand No. 408, where The Pyrene Co., Ltd., London, are exhibiting their famous fire extinguishers in various sizes, Pyrene bumpers, Off'n'On non-skid chains and Moonbeam non-dazzle



The famous Schrader tyre gauge—the balloon type.

headlamps. The extinguishers are made in two sizes, the standard model costing in polished brass 55s., in nickel or black-plated 60s., and in the junior model nickel-plate finish only 35s. The prices of the bumpers, of which there are three sizes, are from £3 10s. to £5, while fender guards, for use in cases where a luggage grid or spare wheels are carried at the rear, are from £3 15s. to £5. These attachments are handsomely finished in nickel and black, and standard brackets are included in the prices.

The Sportif flexible shock absorbing steering wheel is one of the central exhibits of the Patent Motor Products Co., London (No. 346). The wheels are fitted with rims in a variety of colours, and are made in four sizes, 13½, 16½, 18 and 20 ins. Another line which this concern are showing is the Hawke folding seats. Ash trays, flower vases, cigar lighters and mascots are all included in the display.



A Moonbeam non-dazzle headlamp.

Jeavons's lubricating spring gaiters, radiator muffs, dust sheets, wheel and tyre wraps, tool bags, cushions, motor clothing, loose covers and rugs are among the exhibits of Ramsden's (Halifax), Ltd. (Stand 297). The lubricating spring gaiters have a wick tube to distribute the lubrication evenly along the entire length of the springs.

Rotherham and Sons, Ltd., Coventry (No. 485), have a working demonstration of their Ki-gass injector on their stand. It is an instrument which injects petrol vapour into the cylinders for the purpose of easier starting, and is priced at 35s. complete. Rotherham's are also showing two-level petrol taps and their well-known Bonniksen speedometers.

On Stand No. 503 Joseph Sankey and Sons, Ltd., Wellington, Salop, are showing a number of their pressed-steel wheels, chassis frames and other

c54

pressings. Among other Sankey exhibits that should be inspected are brake drums, hub caps and patent toolboxes—all steel pressings. The toolbox is novel in that its fittings allow it to be anchored in a very accessible position between the front dumbirons.

Schrader tyre valves in various types and sizes are shown by A. Schrader's Son, Inc. (No. 299), together with numerous accessories. Particularly interesting, in view of the fact that so much importance is now attached to correct tyre inflation, is the range of Schrader tyre pressure gauges. These are made in three different types, the pattern appealing to the majority of light car owners being the one designed for use with balloon and low-pressure tyres.

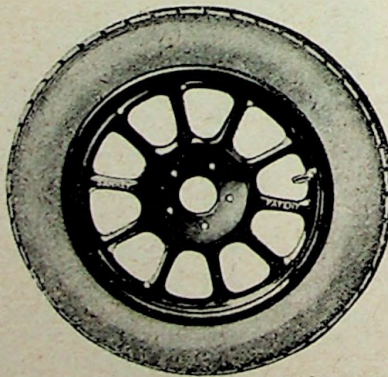
The stand of Smail and Parkes, Ltd., Manchester, is No. 309, where are exhibited Don brake and clutch linings. An interesting feature of the stand is the display of brake liners made up in boxes. These boxes contain liners cut and drilled to suit popular makes of



A group of Specialloid pistons.

car, and rivets are supplied. Light cars included in the range for which these cartons are made up are Singer, Clyno, Austin and Standard.

Specialloid, Ltd., the manufacturers of Specialloid aluminium alloy pistons, are exhibiting an extensive range of Specialloid low-expansion aluminium alloy pistons on their stand, No. 227. The Specialloid piston is so arranged to provide not only the maximum strength to the head, but also to support the skirt and gudgeon pin bosses in a manner that eliminates distortion. Sections of pistons are exhibited for touring and racing cars, together with specimens of rings and non-scoring gudgeon pins.



The well-known Sankey pressed-steel wheel.

The chief feature exhibited by Starling Equipments, Ltd., Birmingham (No. 343), is the new range of side-screens, all previous types having been withdrawn and superseded by this very latest pattern. The Starling "Rego" equipment has proved a special attraction to motorcar manufacturers, and

already several of the more prominent makers have standardized this type of equipment on their 1928 models. Stirling windcreens are also exhibited in three models.

Springs of all kinds are to be found on the stand of Herbert Terry and Sons, Ltd., Redditch (No. 431). Press-work, wirework, light capstan work, assorted boxes of springs, inlet and exhaust valve, magneto, volute and Aero quality valve springs, brake mechanisms, cable controls, stranded steel cables, spring fan belts, hood clips, spanners and tow ropes, shock ab-

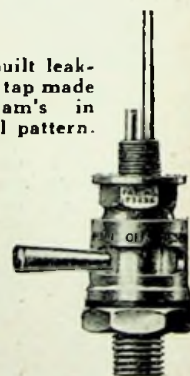


The thermostat made by the Wilcot (Parent) Co., Ltd., shown in section.

sorbers, tyre levers, valve spring lifters and licence holders are among the almost innumerable exhibits, whilst a new feature is a combined valve-spring compressor and lifter.

The Wilcot (Parent) Co., Ltd., have a most interesting display of garage and car equipment on Stand No. 272. Probably the most outstanding and successful of their recent introductions is the new "safety" wiper blade which is intended as a replacement for blades on existing screen wipers, either hand or mechanically operated. Another new device is their thermostat. In addition to these commodities, the concern's now

A sturdily built leak-proof petrol tap made by Rotherham's in the two-level pattern.



well-known accessories are also exhibited, including a rigid non-drip oil pump, the Twentisee petrol-pourer and filter and Bristol foot pumps. The principal and perhaps the best known of all Wilcot lines is the Wefeco spring gaiter, which is supplied with a very efficient high-pressure oil or grease-gun.

Vexatious and technical questions with regard to motorcar insurance will be answered at any of the stands of the insurance companies. Buyers of new cars at the Show should take the opportunity of ascertaining the terms of the various concerns while at Olympia, and so save themselves subsequent inquiries. The following insurance companies have stands:—Car and General Insurance Corp., Ltd. (Stand 175), General Accident Fire and Life Assurance Corp., Ltd. (Stand 211), Premier Motor Policies, Ltd. (Stand 193), Provident Accident and White Cross Insurance Co., Ltd. (Stand 299), Royal Insurance Co., Ltd. (Stand 258), and Yorkshire Insurance Co., Ltd. (Stand 262).

200 Miles Race (J.C.C.)

First
Second
Third

1500 c.c. and 750 c.c.
won on

K.L.G.

SPARKING PLUGS

1500 c.c.

- 1st Malcolm Campbell
(Bugatti)
- 2nd H. W. Purdy
(Thomas-Special)
- 3rd W. Urquhart Dykes
(Alvis)

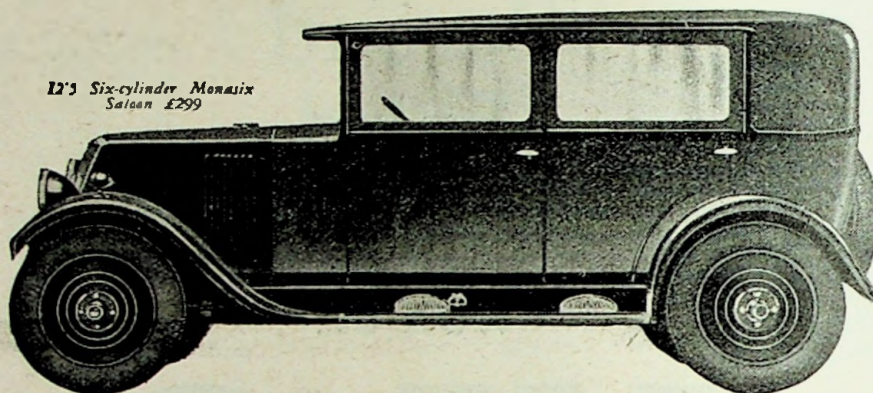
750 c.c.

- 1st C. K. Chase
- 2nd Vernon Balls
- 3rd C. Martin, each
driving an Austin.

K.L.G. Works, Putney Vale, London, S.W.15. Telephone: Putney 2132-3.
Sole Export Agents: Messrs. S. Smith & Sons (M.A.) Ltd., Cricklewold, N.W.2.

Motor Show, Stand 350.

NEW 12.5 h.p. SIX THE RENAULT MONASIX

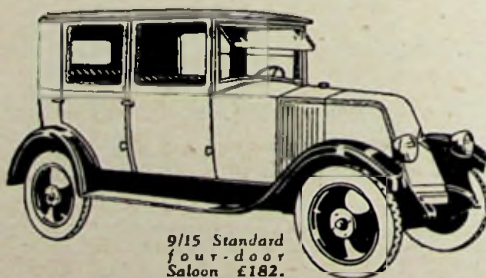


12.5 Six-cylinder Monasix
Saloon £299

THE Renault Monasix is the herald of a new order of popular six-cylinder cars. Foreshadowed a year ago by the introduction of the Light Six 21 h.p. this latest addition to the Renault range testifies to the vision of the world's leading group of motor engineers. Within the limits of a light car rating the Monasix has the silence, the smoothness and flexibility only possible in a six. Its speed is over 55 miles per hour, its petrol consumption 30 to 35 miles per gallon. An underslung chassis gives a remarkably low centre of gravity and comfortable roadability. Prices below.

Also see the new
RENAULT 9'15 Models from £169

4-WHEEL BRAKES ARE STANDARD
ON ALL MONASIX & 9'15 MODELS



9'15 Standard
four-door
Saloon £182.

Monasix Models

12.5 h.p. s'x cylinders
4/5 seater four-door
Touring Car ... £279
De Luxe Metal panel-
led or Weymann
type four-door
Saloon ... £299
4/5 seater fixed head
all-weather ... £324
Folding head coupe
with double dickey £324

See these cars on Stand 59
at Olympia or write for full
details, specifications, etc.,
to address below.

9'15 Models

2 seater with double
dickey ... £179
Standard 4-door full
4-seater Tourer ... £169
De Luxe 4-door full
4-seater Tourer ... £179
De Luxe Metal panel-
led or Weymann type
4-door Saloon ... £199
Fixed head all
weather 4-seater ... £224
Folding head coupe
with double dickey £224
Standard 4-door
Metal panelled or
Weymann type
Saloon ... £182

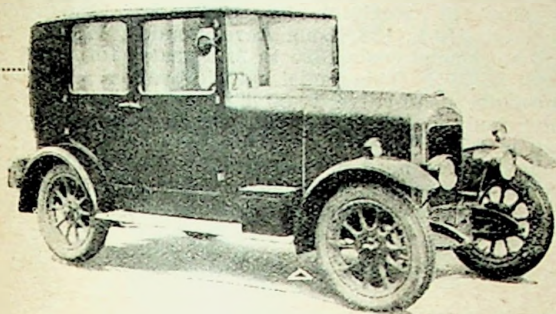
RENAULT LTD., Head Office and Works, 14, SEAGRAVE ROAD, WEST BROMPTON, S.W.6
Showrooms: 21, Pall Mall, S.W.1 (Phone: Regent 0974)

RENAULT AT OLYMPIA STAND 59

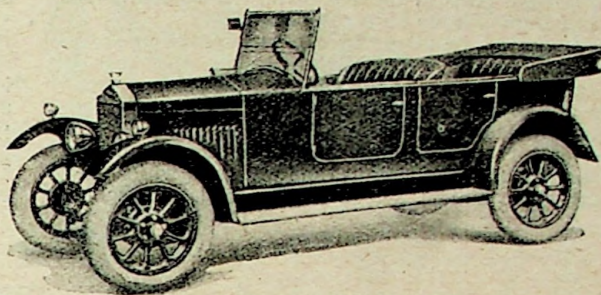
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists
the cause of economical motoring.

SOME LIGHT CARS NOT AT THE SHOW.

WELL-KNOWN MODELS WHICH ARE NOT TO BE FOUND AT OLYMPIA THIS WEEK—PRICES AND BRIEF SPECIFICATIONS.



The Gwynne as a saloon. It has a four-cylinder engine and half-elliptic springs back and front. It was one of the first of the modern "small fours."



The Wolseley 11-22 h.p. model, which has a most enthusiastic following. All its "big brothers" are at Olympia this week.

EVERY year there is quite a number of light cars which do not make their way to the Show. This is made evident by the fact that last week's issue, which contained our complete report of the light car exhibits, mentioned only 29 makes, whilst the week before, when we published a complete guide to the 1928 light cars on the British market, no fewer than 62 makes figured in the list.

Of this number several may be regarded as being, to all intents and purposes, obsolete. In some cases returns are made by manufacturers simply to keep the name alive, or (perhaps as an offshoot of their main business) they are still selling a few cars locally every year.

In other cases makes figure in this annual guide and do not appear at Olympia because their makers are supplying a very small and specialized field, and realize quite well that, as their works facilities are limited to keeping pace with the demand they are experiencing, no useful object can be served by spending several hundred pounds on equipping and staffing a stand at Olympia.

Others who are absentees from Hammersmith have taken the count; they have been unable to keep pace with the market, and their financial position has sunk to an ebb so low that the organizers of the Exhibition have declined their applications for stands.

There is yet another class of non-exhibitor which should be mentioned. We refer to manufacturers whose latest productions are not in the light car class, but who propose to continue the manufacture of their 1927 light car models so long as the demand exists, but who, for various reasons, have decided that they are no longer to be their "leading lines."

Original Models.

Amongst all these cars there are many quite serviceable and in every way desirable models. Perhaps their prices are taller than those of other makes which are produced in enormous quantities, but one must always pay for the privilege of having something different from one's neighbour. It is—happily from the point of view of the smaller manufacturers—a national trait in the character of an Englishman to crave something original, whether it be in the design of his house, the style of its furnishing, the layout of his garden, or the make, appearance and characteristics of his car. For this reason there are excellent grounds for believing that the manufacturers of many cars which are not at Olympia this week will enjoy good business during the coming season.

Dealing in alphabetical order with some of the better-known models which are being withheld from the glamour of the Show, one comes first to the A.B.C.

This attractive little car, which is sold only in super-sports form, is available at £275 from A.B.C. Motors, Ltd., Walton-on-Thames, Surrey. It has a two-cylinder o.h.v. engine which is air cooled and may be said to be in a class by itself. With a four-speed close-ratio gearbox it has a performance which few small inexpensive sports models can equal, and its advocates are extraordinarily enthusiastic.

The Bayliss-Thomas is a car which enjoys a brisk demand from overseas, and which, owing to its manufacturers' important interests in other directions, is not actively marketed in this country. It has a Meadows four-cylinder engine, and touring four-five-seater models are available at £235 and £255. The makers are Bayliss Thomas and Co., King's Road, Tyseley, Birmingham.

A Supercharged Sports Car.

The Bond light car, which is made by F. W. Bond and Co., Crowtree Works, Rastrick, Brighouse, Yorks, is handled in London by Malcolm Campbell and Co., Ltd. It is of the sports type and is available as a supercharged two-seater at £600.

The Calthorpe, one of the pioneer makes, is produced by Calthorpe Motor Supplies, Ltd., of Birmingham, two models being made. One has a 1,328 c.c. engine and costs £215, whilst the other, which has a 1,496 c.c. engine, is priced at £265.

Citroën's leading line to-day is a model with an engine which puts it outside the 1,500 c.c. limit. The 11.4 h.p. models are, however, available at most attractive prices. An extremely comfortable saloon at £198 is a model which has sold in large numbers and doubtless will continue to make a strong appeal.

Frazer-Nash cars are too well known to readers of *The Light Car and Cyclecar* to need any description here. Suffice it, therefore, to say that prices range from £340 to £565. In each case the performance given is of a quite exceptional order. The manufacturers are Frazer-Nash Cars (A.F.N., Ltd.), London Road Works, Kingston-on-Thames.

Gwynne cars might rightly claim to have been the forerunners of the tendency towards high-efficiency, moderate-priced, really small four-cylinder-engined models. An attractive Gwynne car which is marketed to-day is a sports two-seater at £265. It has a three-bearing crankshaft, overhead valves and half-elliptic springs back and front. The makers are Gwynne Cars, Ltd., Church Wharf, Chiswick, London, W.4.

Hampton models are now being produced in fair numbers by Hampton Cars (London), Ltd., Stroud, Gloucestershire. The company, as we announced in a recent issue, has recently acquired new and larger works, whilst the fact that it is represented in London

by B. S. Marshall, Ltd., 25, Basil Street, Knightsbridge, speaks well for its future. Models range in price from £275 to £425. The design is sound and the cars are very well built.

Two Horstman models are now in production at the works of Horstman, Ltd., Bath. One is rated at 9-25 h.p. and the other at 12-30 h.p., their respective prices being £195 and £365 in touring form, whilst the larger model is also available as a saloon at £450.

The Imperia, handled by Imperia Motors, Ltd., Maidenhead, Berks. is of Belgian design and proved when tested by *The Light Car and Cyclecar* some months ago to be very attractive. It has a slide-valve engine and prices range from £285.

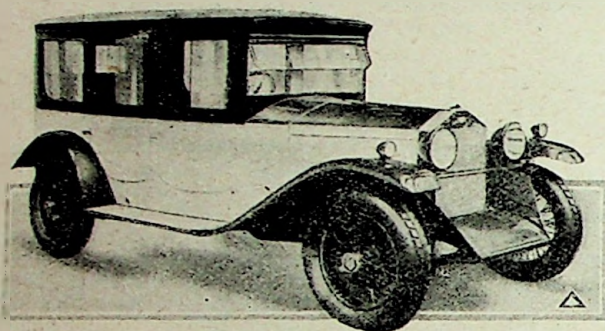
Jewel cars rated at 10 h.p. and 12 h.p. have quite an enthusiastic little following in the locality in which they are built. The maker, Mr. John E. Wood, 4, Bowland

conjure. A French firm of long standing, the manufacturers offer an 11-15 h.p. four-seater at £450 and a saloon at £485. On an 11-35 h.p. sports chassis one can have a four-seater for £495 and a saloon for £525. These cars can be seen in London at 147, Great Portland Street, London, W.1.

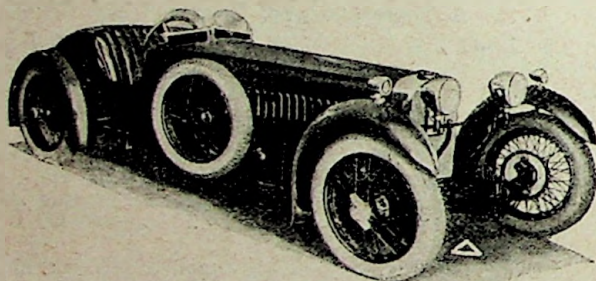
Schneider cars, which are made in France, are marketed in England by Schneider Automobiles (England), Ltd., 138, Long Acre, London, W.C.2. The 10-30 h.p. model costs £325 in four-seater form and the saloon is £375. This model has side valves. The well-known overhead-valve 10-50 h.p. model with a four-seater body costs £375, and with a saloon body the price is £425.

Our readers need no introduction to Sénéchal cars. Two models are available, one of 8 h.p. and the other of 9 h.p. The concessionaires are Automobile Service Co.,

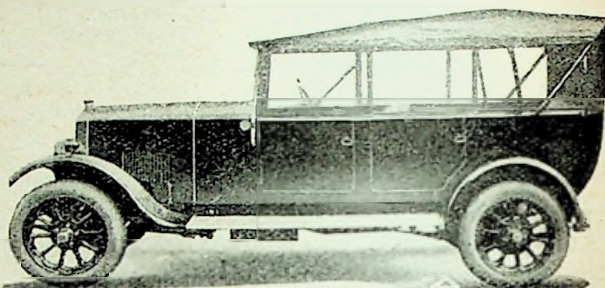
WITH FOUR WHEELS AND THREE.



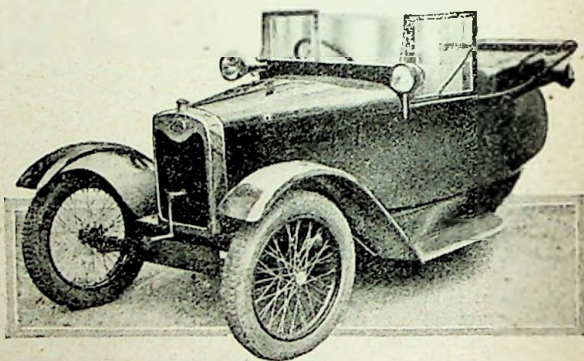
The Newton-Ceirano is an Italian car rated at 10.4 h.p. and having an excellent performance. The price of this model is £500.



The Bond is a newcomer and follows the latest principles in sports car design. The price of this model with a supercharged engine is £660.



The 12 h.p. Layliss-Thomas as a four-five seater. It is made in Birmingham and costs £235.



A baby three-wheeler, the Coventry-Victor, as shown, costs £99 15s. The three-wheelers are exhibited at the Motor Cycle Show.

Street, Bradford, has been marketing the Jewel car for several years and is now offering a 10 h.p. model two-seater at £236 and a four-seater at £245. The 12 h.p. models are available at the following prices:—coupe, £275; saloon, £295; and sports, £275.

Newton and Bennett, Ltd., Valetta Road, Acton, London, W.3, who handle the Newton-Ceirano Italian car, offer a 10.4 h.p. model as a four-seater at £425, a coupe at £526, and a demountable-top saloon at £500. The Newton-Ceirano has an excellent reputation in its country of origin and has sold quite well in this country.

O.M. cars are also of Italian manufacture and are handled in England by L. C. Rawlence and Co., Ltd., 39, Sackville Street, London, W.1. Touring and sports models are available, the former in four-seater form costing £495 and the latter £550. Saloons are also available at £545 and £595 respectively.

Panhard and Levassor is a name with which to

Ltd., of 166, Great Portland Street, London, W.1, the makers being Messrs. Chenard and Walcker, of Paris.

The Surrey light car at one time figured prominently in reliability trials and other competitions. In its present-day form it can be seen at Premier Place, Putney, London, S.W.15. A 10 h.p. two-seater costs £210; four-seater, £215; coupe, £235; saloon, £245. 12 h.p. models are also offered, the prices being:—four-seater, £275; saloon, £295.

The Wolseley 11-22 h.p. light car is a notable absentee from Olympia, and this is the first year for a considerable time that the makers have not had a model with an engine under 1,500 c.c. at Olympia. Our readers will be pleased to learn, however, that Wolseley light cars are still available, the two-seater being £215, the de luxe four-seater £250, and the saloon £300. The makers are Wolseley Motors (1927), Ltd., and models can be seen at Petty France, Westminster, S.W.1.

EXPECTATIONS REALISED

at
**STAND
41**

Something big was expected of SINGER cars for 1928 and expectations have been more than realised. Never before has such value been seen, whichever way you look at it—first cost, running cost, quality of workmanship or comfort, the SINGER programme stands supreme. The "JUNIOR" at £140 represents unprecedented value. Have you seen the new "Sun Saloon"? It's wonderful! Full particulars in "The Golden Book" from Singer & Company Ltd., Coventry. London Showrooms:—202, Gt. Portland St., W.1.

**SINGER****JUNIOR**

THE GREATEST VALUE IN THE SHOW

H.P.

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

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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.



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



THE 1,000 h.p. Sunbeam Car which recently established new world's records was travelling over 58 ft. every 1/5th second! You see, therefore, the desirability of accurate instruments on racing cars. You see also the significance of the fact that the majority of the world's racing cars—including the 1,000 h.p. Sunbeam—are Jaeger equipped. Jaeger spells accuracy. Accuracy even under the unfavourable conditions to which they are submitted when travelling at high velocities. Can you wish for any better reason for having Jaeger equipment on YOUR car? Be guided by the experience of the manufacturers of over 70 of the world's finest cars who fit Jaeger as standard equipment.

Insist on Jaeger Instruments on YOUR car.
ED. JAEGER (London) LTD
 St. Leonard's Road, Willesden Junction, N.W.10

OLYMPIA STAND
420

TWO "GOODS" *do not make a* **"BEST"**

ONE good grade of petrol to which another good grade has been added can never equal Pratts, which is *all* of the best grade, coming exclusively from the world's richest oilfields.

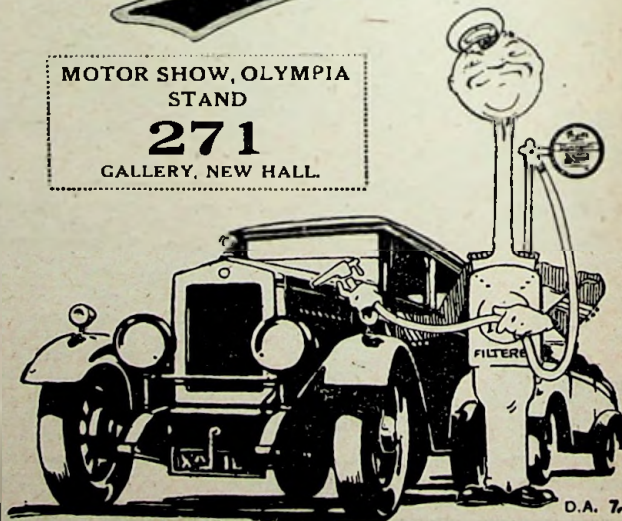
You can tell the superiority of Pratts by the remarkable pulling you get on hills, by the absence of knocking, and by the wonderful way the engine accelerates. Always run on

Pratts

MOTOR SHOW, OLYMPIA
 STAND

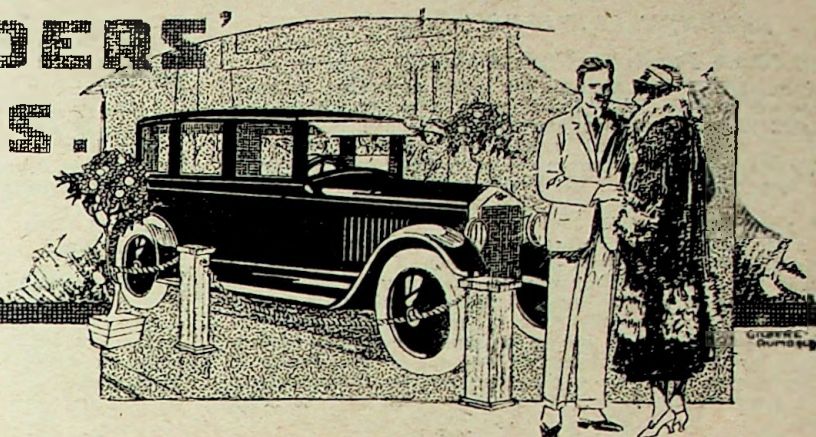
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GALLERY, NEW HALL.



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.

OUR READERS' OPINIONS.



We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

THE BIG PUSH.

How Can Overcrowding at the Show be Avoided?

Extend the Show Period.

Writing now one may be wrong, but it certainly seems that this year the Motor Show is more crowded than ever. On the opening day, with a ten-shilling admission charge, it was far from easy to move about, whilst on Friday and Saturday some of the exhibits could not be viewed at all, let alone in comfort. What is going to be done about it?

Clearly an increase in the admission charges would not make the lot of the serious visitor any better—the opening day proved that! Cannot the Show be extended to last for a full fortnight instead of nine days as at present?

R. R. PETERS.

Higher Admission Charges.

The crush at Olympia this year seemed to me worse than ever, and as a large number of people go to the Show to do business it is clear that some steps should be taken to relieve the crowding. I can only suggest that, in order to make it possible for the really serious-minded to see the Motor Show in comfort, there should

Only One
2s. 6d. Day.

be a day set apart for agents only, another for the Press only and a third for those with complimentary tickets. The rest of the time—and I think a fortnight would not be too long—should be divided into £2, £1, 1's. and 5s. days. One day only should the admission charge be 2s. 6d., for on that day only those would go who simply want to see the Motor Show because it is a show—a show is not really complete in the eyes of such people unless there is a crowd!

WEARY WILLIE.

Separate the Coachwork.

Could not the Olympia Show authorities, now that the Motor Show is becoming more and more overcrowded every year, take another hall somewhere nearby—the White City or Holland Park, for example—in which to house the coachwork exhibits?

Two Shows
Needed.

These appear, from the relative emptiness of the Annexe, to appeal to very few people, and those directly interested surely would not object to the cars in question being in a different hall. Either at the White City or at Holland Park Rink those interested in the special coachwork could pick, choose and examine in comfort, whilst the carriage-building trade would doubtless find the segregation valuable from the point of view of business. The increased space made available at Olympia by housing the coachwork exhibits elsewhere would improve the lot of car exhibitors and especially that of a

Tired and Weary Salesman.

Why Not a "10s. Saturday"?

I feel, having paid my annual visit to Olympia, that I have a legitimate grievance against the organizers of the exhibition. This year, as at the 1925 Show, I was a potential purchaser and went to Addison Road with the avowed intention of having a final general inspection before coming to a decision. For business reasons I was unable to visit the Show on the opening day, when the attendance might be expected to be reasonable, considering the high charge for admission, and when I went on the first Saturday—a "cheap" day—I found the crowd so great that serious inspection of the cars was almost impossible.

Would it be asking the organizers too much to raise the price of admission on at least one Saturday to 10s. or even a guinea? There must be many genuine potential buyers who are able to attend only at week-ends, and the high admission charge would keep out meddlers and enable those who mean business to see the Show in comfort. For my part, I arranged with a stand attendant to have an after-the-Show inspection at the London showrooms.

BUYER.

The Lot of Provincial Visitors.

As one who went to Olympia with the object of choosing—and possibly ordering—a car for next year and who came away exhausted without having had a chance to examine any of the exhibits properly, may I

appeal to the powers that be to improve the conditions of the Show? I realize that the question must be a very

difficult one for the organizers, but unless something is done to relieve the appalling overcrowding the Show will, in a year or two, lose its appeal to provincial visitors. The cost of coming up from the Midlands merely to visit Olympia is a considerable item to the man of moderate means and it is very hard on him when he gets there to be unable to get near the cars he has travelled so far to see.

Here are my suggestions for what they are worth: the duration of the Show should be extended to two weeks, and this would probably do more than anything else to reduce crowding. The coachwork exhibits should be reserved for a separate exhibition to be run in a suitable hall at the same time as the car Show; special admission tickets costing about 50 per cent. more than the ordinary tickets could be issued entitling the holder to visit both exhibitions. Finally, I suggest that the admission charge on two days should be, say, £2, the bulk to be returned to those who place a definite order for a car. I do not think this idea is original, but it certainly seems a good one.

COUNTRY MOUSE.

OUR READERS' OPINIONS (contd.).

Too Much Publicity Undesirable.

I am glad to see that in his letter appearing in your issue of October 7th "Pro-Racing" took up the theme started in your excellent journal. It is hard to see why

The Effects of Betting.

speed events in general should not attract more attention from the public and the Press, unless it is that there is very little betting on the various races and thus the daily Press do not think that it will be of sufficient general interest to warrant prominent headlines or even half an inch at the bottom of a column.

The "dailies" certainly want enlightening on this point, but in the interest of the sport I do not think motor racing wants too much of this sort of publicity, as once the masses get hold of it racing will most certainly become ruined by the excess of betting and the general desire to make money. The sport will thus lose its attractions to real lovers of speed, for the sporting spirit now so much

in evidence at all meetings will be lost, and, what is even worse, the amateurs will be driven away, as has happened in professional football, which has ousted the amateur from the Association game. F.W.H.

"British Supremacy."

May I be allowed to comment upon the recent paragraph by "Focus" headed "British Supremacy"? Major Segrave's performance was very fine indeed, but cannot this

What of 1,100 c.c. Cars?

standard of efficiency be boiled down to the smaller classes? Surely there is some justification for "cronkers" after the humiliating result of the British Grand Prix. Have we anything in the same street as the Frenchmen in the 1,100 c.c. class? I refer to the Amilcars and the Salmsons. I have had 21 years' motoring and have tried a number of "buses," but if "Focus" can show me one, a British production, equal in all respects to my present car I would not hesitate to change. Until then I must sign myself AMILCAR.

A Garaging Difficulty—Reversing Down a Long Passage.

Rollers as Kerbs.

If Mr. J. G. Lee fixes iron or wooden rollers of some rough and ready but serviceable type along the passage-way to his garage he will not have the slightest difficulty in getting in or out, nor will the tyres of his car be damaged. Quite short rollers with very narrow gaps between each would be serviceable. G.A.S.

A Turntable and—

Parallel kerbs are almost out of the question for reversing, and to prove this drive a car close into a kerb and try to get away by reversing, whereas to drive out forward presents no difficulty. I have not met with Mr. Lee's difficulty myself, but I

—A Single Kerb.

suggest a turntable if there is sufficient floor space in the garage. This would allow the car to be driven out in a forward direction, which, together with a single kerb (3 ins. to 4 ins. deep) should solve the problem. The turntable could, I think, be easily constructed for a few shillings. E. G. WILLIS.

Only a Question of Practice.

In my opinion, the only satisfactory way in which Mr. J. G. Lee can overcome his difficulty is to become thoroughly competent in steering and controlling his car in reverse.

Kerbs not Practical.

Presuming that, from his experience with a Morgan, Mr. Lee is able to keep his car going dead slow when necessary, I think the best way to learn to reverse accurately is as follows:—Find a deserted road where there is not likely to be any traffic and practise keeping a steady course in reverse gear down the middle of this road and equidistant from each kerb. Having accomplished this

satisfactorily, drive the car to within about eighteen inches of the kerb, and parallel to it, and practise keeping this distance away in reverse throughout the length of the road; after a little while your correspondent will find that he can do this quite well. He should then try doing the same thing with his wheels only about four inches from the kerb; this will not be so easy, owing to the camber of the road, but once he has mastered doing this without letting the wheels touch the kerb, and without deviating more than an inch or two from his course, I think he will feel quite confident in reversing out of his garage.

It would be impossible, as Mr. Lee surmises, to lock the steering dead straight, because the slightest unevenness of the ground on either side would immediately throw the car out of its course. The idea of a concrete runway would be expensive as well as unnecessary. Moreover, it would do great harm to the tyres, because the walls of the tyres are very thin and the constant rubbing against the rough concrete would very soon wear and weaken them to bursting point. D. C. CHAMBERS.

Two Inches Clearance Enough.

For eighteen months I kept a Morris-Cowley four-seater (overall width 4 ft. 11 ins.) between two brick walls the maximum width between which was 5 ft. 5 ins.—a clearance of 3 ins. each side, except where the doors reduced it to 2 ins.—and I never once damaged the wings. As a precaution chamfered-off wood kerbs were fixed at the base of the wall with a clearance between the tyres of about $\frac{3}{4}$ in. each side. This caused no ill-effects to the tyres, and the car never jammed in any way. I now have a Singer Ten saloon and should be only too pleased to show Mr. Lee how easy it is to drive in and out if he is within a reasonable distance of London. E.S.B.



CARRYING COPIES TO OLYMPIA.

One of the Associated Daimler buses used to convey copies of this journal and *The Motor* to our stand at the Motor Show. As usual, these Show buses are creating considerable interest in the Metropolis.

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THE WONDERFUL
SUPER SEVEN
A REAL SMALL CAR
WITH HYDRAULIC FOUR WHEEL BRAKES
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THE 9 *hp.* SUPER SPORTS CAR
LOWEST CENTRE OF GRAVITY
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NEW SHOWROOMS at
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Chassis prices from £325 English Coachwork prices from £100

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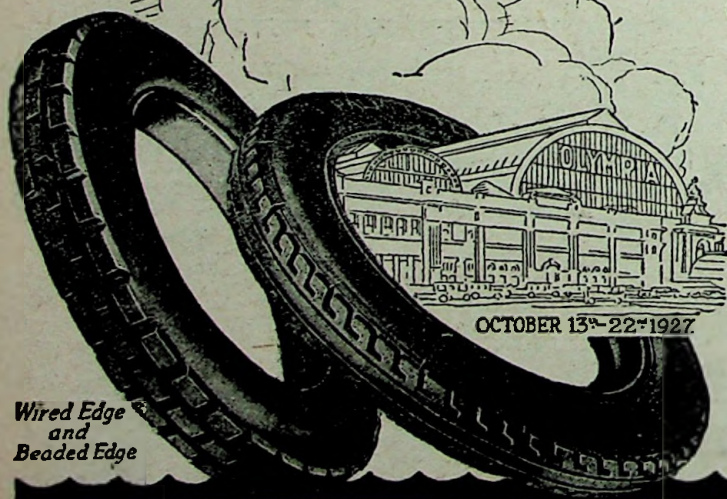
Telephone:—Gerrard 3612.

1-3, BRIXTON ROAD, LONDON, S.W.9.
 Telegrams: "Bugattimo, Claproad, London."

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Flexicord Tyres



Wired Edge
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Palmer Flexicords are made by the inventors of the Cord Tyre—to fit them to your car considerably lessens your motoring expenses and you have the satisfaction of knowing that there are many thousands of miles of safe and comfortable riding before you.

The purchase price of Palmer Flexicords represents a real insurance against tyre trouble.

THE PALMER TYRE LTD.,
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491

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

OUR READERS' OPINIONS (contd.).

Tax Rebate on Old Cars.

It is safe to say that many hundreds of orders for new cars will be placed at Olympia, and in a very large number of these cases the purchaser will have a used model to sell.

An Aid to
Sales.

Second-hand dealers have, in the past, complained that used cars are very difficult to dispose of and they will probably find their troubles greatly increased shortly after this year's Show. It has often occurred to me that the difficulty could very largely be avoided if the taxation system were modified slightly. I suggest that a reduction of 5 per cent. (1s. in the £) be made each year on the tax of a car; thus a 10 h.p. car would be taxed at £8 10s. after it had been on the road for three years. This would undoubtedly stimulate the sale of second-hand cars very considerably and, in many instances, cars which are now scrapped as useless would be kept on the road for a season or two longer. Of course, I know it would mean a slight reduction in the proceeds of the Road Fund, but as taxation on cars has been admitted to be too great there is no reason why it should not be adopted.

H. HARVEY BLAKNEY.

Why not Bank Corners?

As a motorist of less than 12 months' experience (I am only 18 years of age) but of two or three years' enthusiasm, may I beg a little space in your correspondence columns to bring up two matters which badly

need ventilating? My first "grouse"

A Useful Safety Measure. concerns corners. Every driver must

have noticed the ease with which a left-hand turn can be taken as compared to a right-hand bend, and also the great tendency there is on the part of nearly all motorists to cut a right-hand corner. Is it not possible for the left-hand side of a right-hand bend to be raised, thus providing proper banking? This would, to a large extent, remove the danger of collisions on bends. Why cannot some of the Road Fund surplus be used for such a useful purpose?

My second point concerns motorcyclists. I think I am correct in saying that a motorcyclist carrying a pillion rider whose clothing obscures the rear identification plate is liable to be hauled up before a magistrate, and "suitable" punishment inflicted. Yet the same motorcyclist is cheerfully allowed to go about at night without any rear illumination! Does not this require amendment?

R.W.H.

Really Small Cars Once More.

I was very pleased on looking through your specifications of light cars on the British market to see that motorists who want a really small and really economical car once more have a wide choice. The tendency on the part of light car manufacturers to let their products "grow up" has always seemed to me a very

Pleasing New
Models.

foolish one, as the invariable result is that they lose their original market and enter a field which is already overcrowded and where success is doubtful. I hope none of those who are now producing "eights" and "nines" will make the same mistake. In my opinion, there is always a market for a really small car, provided, of course, that it is a sound one, and I, personally, have no use for cars which have small engines and big, heavy bodies. Comfort is all very well, but it can be carried to extremes, and it should not be allowed to spoil performance.

LÉGERE.

CONDENSED CORRESPONDENCE.

P.H. (Grays, Essex) writes in praise of the generous treatment of the Half Way Garage, near Reading, on the Bath Road.

W. H. Elce and Co., Ltd., 11, Camomile Street, London, E.C.3, ask the person who sent a telegraphic money order for £2 from Melksham to forward his name and address so that the goods ordered can be sent immediately.

Mr. H. Egerton (London) wishes to thank the driver of a Citroën and the two motorcyclists who helped him to extricate his car after it had become ditched between Barnet and Potters Bar on the Great North Road in a recent fog.

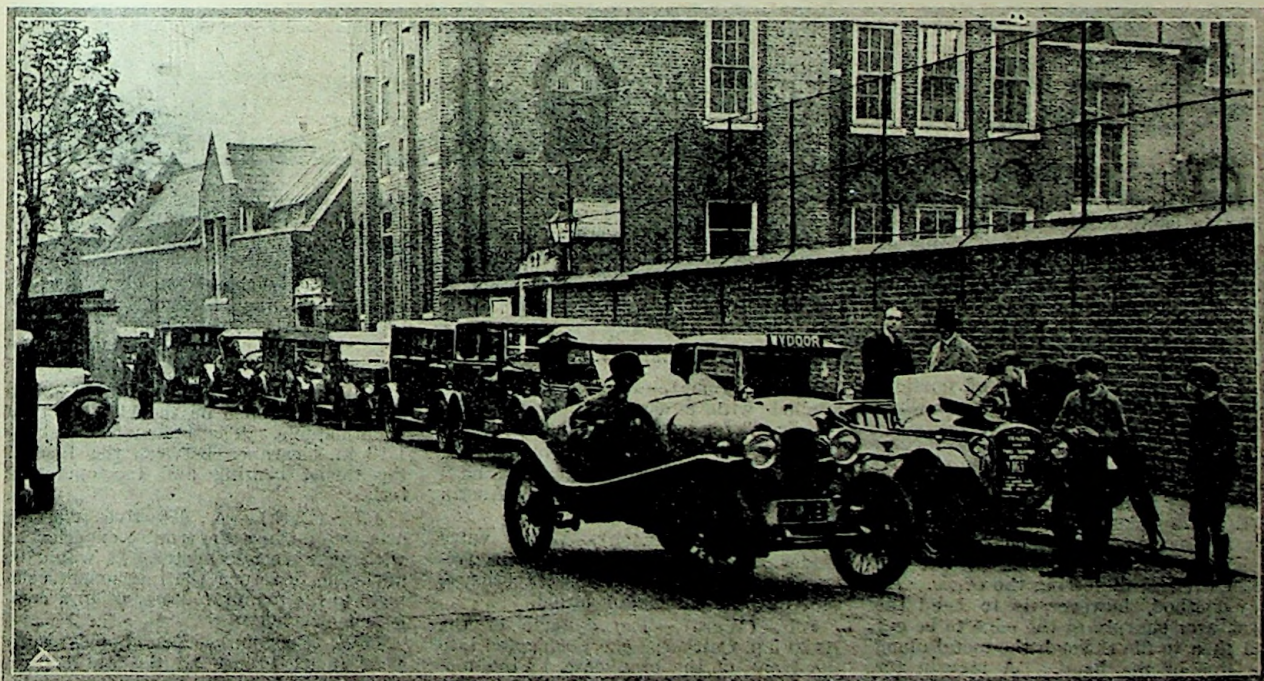
INFORMATION WANTED.

WARREN-LAMBERT.—The opportunity to buy or borrow an instruction book for this car would be much appreciated.—R. W. Scott, 3, Rutland Street, Pimlico, London, S.W.

ERIC-CAMPBELL.—The opportunity to buy or borrow an instruction book for the 1924 sports two-seater model would oblige.—H. H. Hargrave, 19, Vale Road, Forest Gate, E.

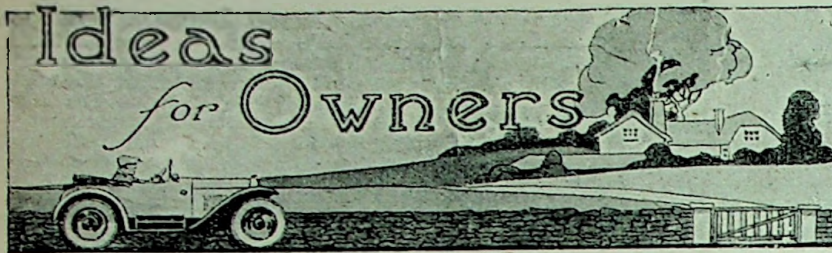
MORGAN.—Any reader who has an instruction book which he is willing to lend or sell is asked to get in touch with—H. C. Collard, 10, Retreat Place, Morning Lane, Hackney, E.9.

HUMBER.—The chance to buy or borrow an instruction book for the 1921 10.4 h.p. model would be appreciated.—H. J. Bate, 33, Hayes Street, Thatcho Heath, St. Helens, Lancs.



THAT TRIAL
RUN.

As usual, this year many trial runs were given to Motor Show visitors who had shown themselves particularly interested in some of the exhibits. This photograph shows a typical scene in the vicinity of Olympia.

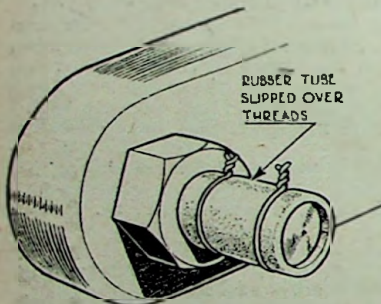


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

Protecting Exposed Parts.

Threads in exposed positions on a chassis should be protected in some way to prevent them from becoming rusted and covered with mud. If this is not done it will be difficult to screw up or to unscrew nuts at some future time.

The easiest way of protecting exposed threads from rust is to clean them, cover them with grease and to slip over short lengths of rubber tubing. The tubing should be a tight fit on the threads and may be wired on if necessary.



Threads in exposed positions will be prevented from rusting by covering them with grease and slipping tubing over them.

Easy Hood Erection.

When periodic chassis greasing and oiling is being carried out, it is quite a good plan to apply a few drops of fairly thin oil to the various swivelling joints of the hood sticks. This prevents rust from forming at these joints and causing the hood to work stiffly. A minimum of oil should be applied, or it may run off the joints on to the hood material. This tip is of particular importance in the winter-time when hoods are raised for long periods.

Cutting Thin Sheet Metal.

Difficulty is sometimes experienced in cutting thin sheet metal without buckling it, for when large shears are used it is not an easy matter to cut the metal without distorting the edges. An easy method, however, is to bend the sheet over sharply at the edge to be cut and then to file through the metal along the line of the bend. A margin for final trimming should, of course, be allowed. This method can be used, however, only on small sheets, which can be held in a vice.

B36

Loose Lamp Bulbs.

It is sometimes found that head and side lamp bulbs are a loose fit in their sockets, with the result that the lamps "blink" owing to road vibration causing imperfect contact.

The trouble may be remedied by adding small blobs of solder to the metal contacts on the bases of the bulbs. Bulbs of the double-contact type have two metal studs on the base, and when the solder is added care must be taken that electrical connection is not made between the two studs. After adding the solder it should be filed down until the spring contacts of the lampholder bear with a firm pressure on the metal studs of the bulb.

Speedometer Cable Casing.

A good substitute in an emergency for the outer casing of the speedometer cable is to be found in ordinary flexible gas tubing. This tubing may be obtained from almost any hardware store and is sold in various diameters and thicknesses. It is advisable to purchase tubing having a diameter as near as possible to that of the original cable casing.

The two ends of the flexible tubing should be bound with wire before soldering on the connecting pieces. Grease or thick oil should be packed into the

casing before connecting the two ends of the cable to the speedometer and to the gear drive. This improvised casing is quite a good substitute for the proper article, but is not to be recommended, however, when the speedometer is driven from the front or rear axle, in which case the casing would have to withstand considerable flexing.

Improving the Jack.

The jacks supplied in the tool kit of some cars present a certain amount of room for improvement. In some instances the cross-piece at the end of the jack handle is not of sufficient length, and in consequence there is little leverage available to raise the jack head. Here is an easy method of overcoming the trouble.



A nut replacing the cross handle of a jack allows a wheel-brace to operate the jack.

Remove the cross-piece, and file a square hole in a nut, which is of the same size as those on the wheel hubs. The square hole should be slightly smaller than the cross section of the bar from which the cross-piece has been removed; the nut should be driven on, and the end of the bar riveted over to secure it in position. The jack can now be operated by the wheel-brace, one obvious advantage being that the greater leverage obtained will necessitate less effort to raise the car.



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

V.H. (Frome).—Linseed oil lightly applied with a clean rag is a useful "reviver" for leather upholstery.

M.M.L. (Leytonstone).—Grease and oil, in equal proportions, should be used in the differential casing of your Austin Seven.

R.E.T. (Northwich).—Worn valve guides are a possible cause of the frequent valve breakage you experience, especially as the engine is old.

L.P. (Ware).—The dynamo of the 12-20 h.p. Calthorpe car is spigotted into the front of the crankcase. Fine machine oil should be used for its periodic lubrication. There is a small oil cap on the left-hand side of the dynamo as viewed from the front of the radiator.

R.L. (Torquay).—It is possible that a smaller choke tube will cure the carburettor blow-back which you experience.

E.T. (Dulwich).—One or two drops of thin machine oil should be used to lubricate the armature bearings of your magneto, and it will be sufficient to apply the lubricant every month or so.

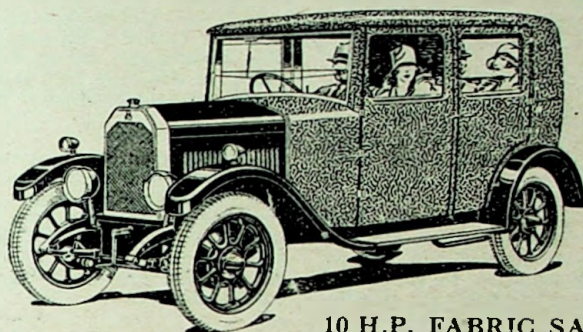
E.M.L. (Ilford).—The clutch withdrawal mechanism on the 11 h.p. Clyno is adjustable. There should be about 1-16 in. clearance between the face of the thrust bearing and the operating fork.

J.J. (Cork).—A defective vibrator arm would cause the trouble experienced with your electric hooter. It would be advisable to return the instrument complete to the manufacturers, or to a competent electrician.

E.W. (Croydon).—You should return your faded licence to the authorities, who will ink in the particulars again. On no account should you attempt to fill in the particulars yourself: this is not permitted by the authorities.

Britain's Best Light Car is on Stand No. 65

(near Addison Rd. Entrance).



10 H.P. FABRIC SALOON, £260

The 10 h.p.

SWIFT

has proved conclusively to be the light car which is fully representative of the best features of British automobile design and building. For 1928 this wonderful "Ten," with added refinements, is being continued—a tried and successful car in which anyone or everyone can place their utmost confidence.

Examine the Fabric Saloon with its beautiful exterior and its roomy and comfortable interior, the Sports with its racy lines and two-colour fabric-covered body, and the two open Tourers with their adjustable front seats and beautiful lines. They are all on Stand No. 65 at Olympia.

10 H.P. MODELS AND PRICES.

10 h.p. 2/3 and 4 seater	-	-	-	£220
10 h.p. Sports Model	-	-	-	£255
10 h.p. Fabric Saloon	-	-	-	£260

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NEWMHAM MOTOR CO., 237, 243-5, Hammermith Road, W.6.

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

AROUND THE TRADE.

We are advised that the Alvis cars which performed so creditably at the recent Shelsley Walsh hill-climb were equipped with Solex carburettors.

Romac Motor Accessories, Ltd., The Hyde, Hendon, London, N.W.9, have sent us their 1927-8 catalogue of motor accessories, among which are illustrated and described a number of new lines and original ideas.

Excellent dust covers are advertised by Messrs. Pride and Clarke, 168, Stockwell Road, London, S.W.9. They are made of strong linen, and a stock size, 15 ft. by 12 ft., is priced at 15s. 9d., but any size can be obtained to order.

Granville Motors, The Broadway, London, S.W.6, have forwarded us a copy of their booklet "Fabric Bodies." It contains interesting details of "Wydoor" Austin Seven fabric bodywork, and also describes a fabric-bodied Lea-Francis.

The Midland Gear Case Co., Ltd., Allcroft Works, Hall Green, Birmingham, has sent us a folder describing Midland radiator muffers. The publication is entitled "A Winter Necessity for Your Car," and in addition to illustrated details it contains a full price list of the muffers for practically every make of car.

Alex. Duckham and Co., Ltd., 6, Broad Street Place, London, E.C.2, manufacturers of Adcol N.P. motor oil, have sent us a copy of a road map of England and Southern Scotland, which they are sending free to all motorists who care to apply to them. The map is a large one and very clearly marked, being drawn to a scale of 16 miles to an inch.

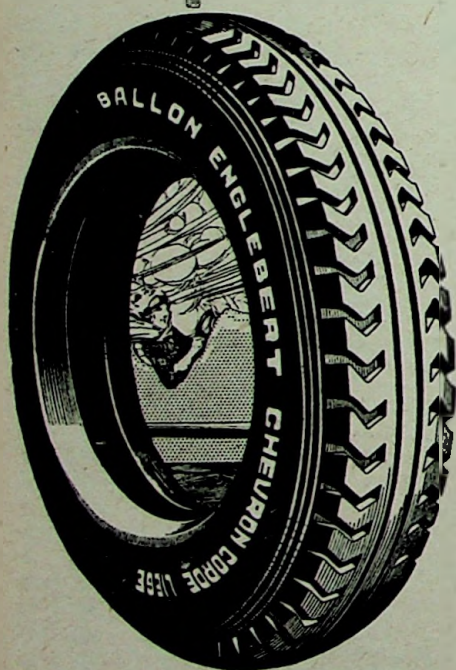
A booklet entitled "Eight Reasons Why You Should Join the R.A.C." is an attractive piece of propaganda issued by the Royal Automobile Club. The "reasons" are all illustrated by sketches by Hassall, most of them having appeared in the R.A.C.'s advertisements in *The Light Car and Cyclecar* during the year.

A folder entitled "With Knobs On" describes artistic gear lever knobs which are marketed by Messrs. J. G. Products Co., Bush House, London, W.C.2. The knobs are made in a wide range of colours, the more popular being cloudy blue, royal blue, jade, amber, claret and cerise. The price of knobs suitable for popular makes of cars is 3s. 6d., while larger ones up to 2 ins. in diameter cost 5s. 3d.

A new black dressing for twill and texture-type hoods has just been brought out by George Membrey, 310, Goldhawk Road, Hammersmith, W.6. One of the claims made for it is that it does not harden or stiffen the material. The dressing can be obtained at 3s. per pint, 5s. 6d. per quart, or 21s. per gallon, from the address given above. About one pint is suitable for a two-seater hood.

A silver cigarette case embossed on one corner with a golden lotus emblem has been received by Mr. J. T. Randles, works director of the Dunlop Rubber Co., Ltd., from Prince and Princess Ri, who have just left England for a tour of Europe, as a memento of their visit to Fort Dunlop. The first secretary of the Japanese Embassy, in a letter to Mr. Randles, expressed their Highnesses' hearty satisfaction with their pleasant visit.

A leaflet entitled "Go to the Dogs" has been issued by T. C. Jones and Co., Ltd., 95, Wood Lane, Shepherd's Bush, London, W.12 (opposite the White City entrance). It describes what are called "Three Winners," the first being a 7-in. centre heavy precision lathe, the second a motor garage floor-stand drilling machine, and the third a grinding machine complete with stand. All these machines should interest those in the garage trade.



Englebert

CHEVRON CORD TYRES

can be obtained to fit ALL types of Rims.

The following sizes, with which many of the 1928 French Cars will be equipped, can now be supplied from stock:—

11 x 45 centimetres.	13 x 45 centimetres.
12 x 45 "	14 x 50 "

OLYMPIA, STAND No. 520, GALLERY.

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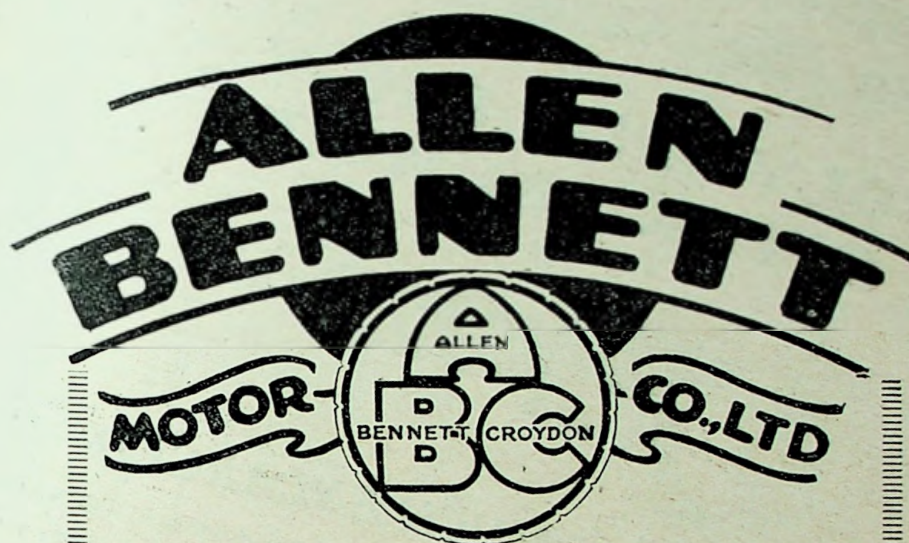
SOUTHAMPTON: 17, Strand. BELFAST: 13, Lombard St. GLASGOW: 12, Garthland St. MANCHESTER: 79, Downing St. IRISH FREE STATE: 20, Fownes St., Dublin. Aber Quay, Fermoy.

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

OCTOBER 21, 1927.

THE LIGHT CAR AND CYCLECAR

(Supplement I.) 59



See the
"A.-B."
represent-
ative
at the
Show.

Amidst a myriad conflicting claims—

you'll find that the Allen-Bennett Service is unequalled.

Briefly—

DEFERRED TERMS. You choose and fix your own. Strict privacy assured—we finance the whole arrangement ourselves. All unnecessary enquiries entirely eliminated, and in the event of unfortunate circumstances you will receive the friendliest consideration.

EXCHANGES. Owing to our position as one of the largest distributors of Used Cars in Great Britain, we are able to give a generous and "full-value" allowance on your old car. The balance is arranged on our Deferred Payment Plan, and delivery of new car and collection of old car undertaken anywhere in Great Britain.

SERVICE. Specially equipped for the use of Allen-Bennett clients. Over 40 mechanics always at your Service, and all work carried out economically and expeditiously.

To carry out our promises, to keep our word, to help all our clients to get the best out of their motoring, is our sole ambition.

For REAL SERVICE—get in touch with ALLEN-BENNETT.

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CLYNO
HUMBER
LEA-
FRANCIS
RILEY
ROVER
SINGER
SWIFT

The
ALLEN-BENNETT
MOTOR COMPANY LIMITED

BROAD GREEN,
LONDON ROAD, WEST CROYDON.
Phone: Croydon 2450-1, 0968. Grams: "Track; Croydon."
Hours of Business: 9 a.m. to 7 p.m., Saturdays included.

**You'll find that you cannot do
better than "Allen-Bennett's"**

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 complete arm-chair Guide to the Motor Show

IN THE

OLYMPIA SHOW REPORT NUMBER

of



NOW ON SALE—MUCH ENLARGED—6d.

The Only Complete and Fully Illustrated Report of the Entire Show Comprised in a Single Issue.
Cars—Coachwork—Accessories.

THE SHOW THROUGH AN EXPERT'S EYE.

High Spots of Olympia Entertainingly Described. Every Outstanding Feature Picked Out, Commented upon, and clearly Illustrated.

MODERN CHASSIS FEATURES ILLUSTRATED.

Statistics showing the Trend of Design. Most Popular Current Methods of Construction Revealed by an Examination of 300 Types of Car.

SIMPLIFYING CAR MAINTENANCE.

Reducing the Work of Upkeep on the Part of the Owner-Driver.

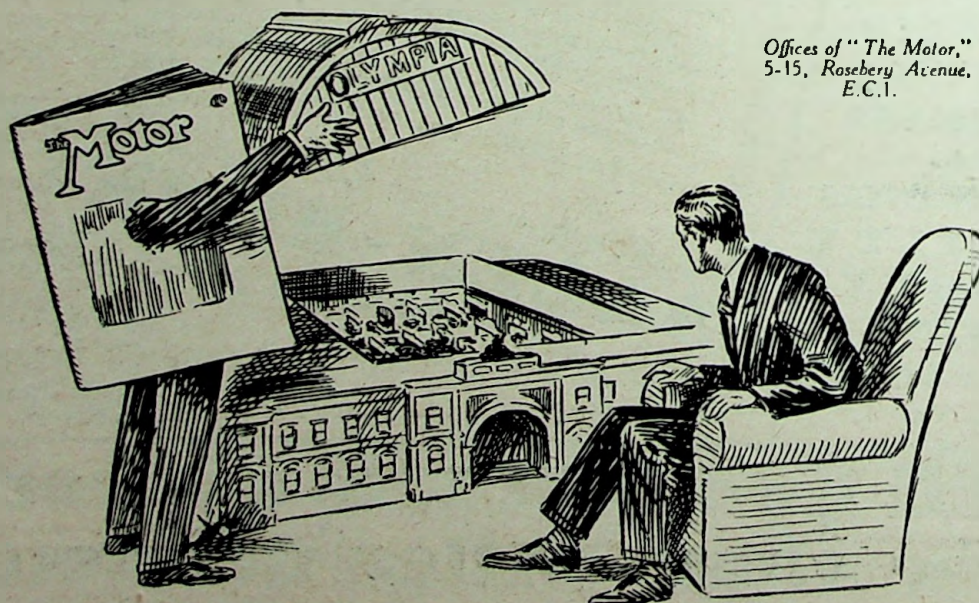
CARS EASIER TO HANDLE.

How Lighter Steering, Clutch and Brake Operation are Being Provided.

SUN SALOONS AT THE SHOW.

GREAT BRITAIN AND MOTOR RACING.

Why not a Pooling of Reserves to Produce Representative British Racing Cars?



Offices of "The Motor,"
5-15, Rosebery Avenue,
E.C.1.

GAMAGES

OF HOLBORN—The Motoring Specialists

Offer the widest range of choice of all the newest ideas in winter driving, comfort, luxuries and accessories and at the lowest prices.



For Ladies or Gentlemen.

NEW "GAMAGE" OVER-SHOES

"To the feet as fleece-lined gloves are to the hands."

Very warm and cosy.

Made in High Leg pattern, for Ladies and Ankle Length pattern for gentlemen. Cloth outside, lined throughout with Lambs-wool, and fitted with patent pull up fastener and rubber sole. Ladies' or Gent's Box Cloth covered. Per pair **57/6**. Ladies' or Gent's Tan Suede Over-shoes. Per pair **45/-**. Carriage paid.

Ladies' sizes—4, 6 and 8 over boots. Gent's sizes—6, 8 and 10 over boots.



MOTOR FOOT MUFFERS.

In Green and Blue Cloth, lined Fur. Wonderfully good value. **16/6** Post 6d. Price

With a high front, giving full protection to the ankles. Beautifully made suede finish, leather trimmed with leather fringe and lined with lambs-wool. Price from **29/3**



Hot Water Footwarmer.

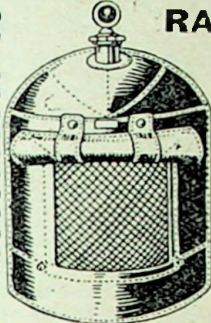
Made with heavy tinned steel, bodies covered with plain carpet. Brass ends. Greatly adds to motoring comfort. Prices: 16 in. **25/6** 18 in. **31/6** 21 in. **36/-** 24 in. **39/6**



Clark Heater Footwarmer

Very efficient and economical, each block giving heat for five or six **21/-** hours. For the Car, carriage free. Charcoal blocks for use in same 8/- doz.

RADIATOR MUFFS

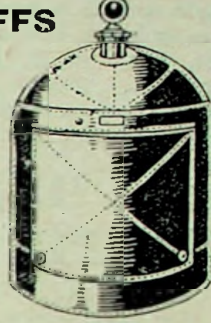


These muffs fit perfectly and have no straps or ropes to fasten. They are held in position by Metal Clips which fasten behind the radiator, under edge of bonnet. Supplied for all makes of cars.

A few examples—

AUSTIN 7 ..	11/-
CITROEN 7 ..	12/6
FIAT 7 ..	11/-
JOWETT ..	12/6
TALBOT 8 ..	11/-

Order right away to ensure Speedy Delivery.

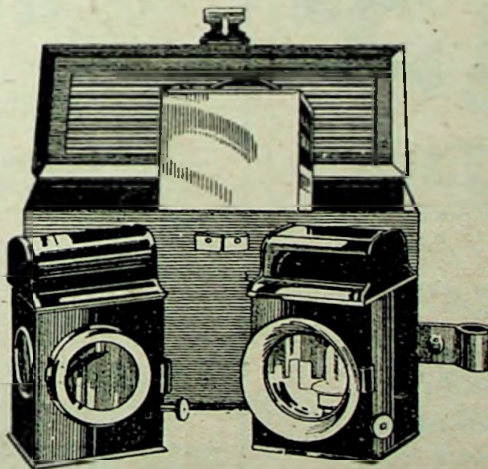


Make Driving a Pleasure!

THE STADIUM 7 h.p. AUSTIN GEAR EXTENSION

This extension clips on the existing lever and enables all forward gear changes to be made without having to lean so far forward, which greatly adds to the comfort of driving. Post Free. Price **7/6**

ORDER
NOW!



SAVE YOUR BATTERIES. THE NEW PARKING LAMP SET

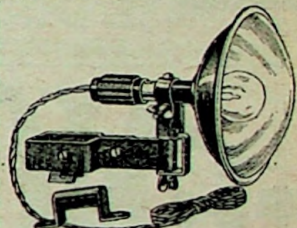
This Parking Lamp Set consists of 2 lamps. One lamp, by means of a Clip Bracket, can be fitted to the Wind Screen Frame, and the rear lamp clips over the number plate. The lamp burns paraffin oil, and will burn for about 30 hours. These lamps are packed neatly in a metal case, and there is also a tin provided for carrying spare paraffin oil. The measurements of case are 10 in. long x 5 1/2 in. high x 4 in. wide. The price complete, per pair, is **25/-** Carriage Paid.

THE WARMER RADIATOR LAMP

Specially suitable for 7 h.p. AUSTIN and other Light Cars, very small and compact, gives ample heat to keep the engine ready for easy starting. Burns Paraffin, will burn continuously for about 30 hours.

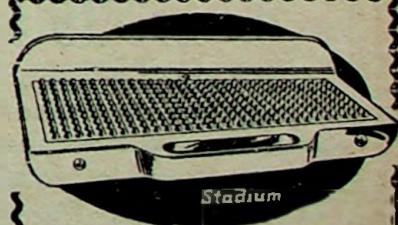
PRICE

8/9



"SPOT-LIGHT"

Spot - Light with self-contained switch, gives a very penetrating beam of light. Complete with 6 or 12 volt bulb. **12/6** Post 6d. PRICE



DE LUXE STEP MATS

Well and strongly made and very attractive in appearance. Specially shaped to fit 7 h.p. Austin running boards. PRICE, per pair **12/6**

A. W. GAMAGE LTD., HOLBORN, LONDON, E.C.1.

City Branch: 107, CHEAPSIDE, LONDON E.C.2

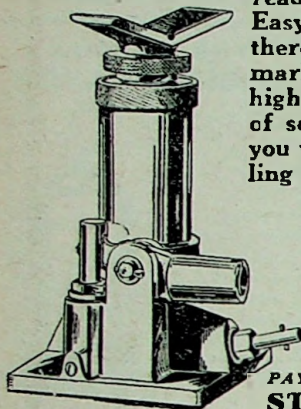
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

THE



HYDRAULIC JACK

will lift two tons and is conveniently carried ready for use at any moment. Easy and smooth in working, there is no better jack on the market, even at a much higher price. Make a point of seeing it on our Stand—you will appreciate its sterling qualities.



PRICE 35/-

THE DESMO ELECTRIC WINDSCREEN WIPER has no armature or brushes, and has only a current consumption of $\frac{1}{4}$ an ampere

Price - - 29/6

PAY US A VISIT AT
STAND No. 366 (Gallery)

**DESMO LTD., STAFFORD STREET
BIRMINGHAM**
Phone: Gen. 6347 (4 lines, Private Branch Ex.)
Grams: "Desmo, Birmingham."
London Office: 22, Ely Place, Holborn Circus, E.C.1
Phone: 1910.
Grams: "Rivbalbear, Smith, London."
Scottish Depot: Oswald Chambers, Oswald St.,
Glasgow, C.1
Phone: Gen. 8090.
Grams: "Desmolite, Glasgow."

OUR USED CARS ARE GUARANTEED

A.C., 1926, "Royal Model," 2-seater, F.W.P.	£165
AUSTIN, 1926, 7 h.p., Chummy Models, immediate delivery	£135
AUSTIN, 1925, 7 h.p., Chummy Models, from	£75
CITROEN, 7 h.p., Chummy Models, from	£50
CITROEN, 1925, 11'4 h.p., English 4-seater	£75
CLYNO, 1927, 2-seater, as new	£125
CLYNO, 1927, brand new (Royal Model), 4-seater	£170
FIAT, 10'15 h.p., 4-seater Saloons, from	£145
JOWETT, 1927, full 4-seater	£115
LEA-FRANCIS, 1924, 10 h.p., Chummy Model, excellent condition	£65
ROVER, 9'20 h.p., 2 and 4-seaters, from	£85
STANDARD, 11'4 h.p., 2 and 4-seaters, from	£65
TALBOT, 1924, 10'23 h.p., 4-seaters, from	£75
WOLSELEY, 10 h.p., two-seater and Coupes, from	£40

100 OTHER BARGAINS from £50 to £250.
Best Exchange and Deferred Terms in London.
You never take a risk when buying a Used Car from

404, 410-414, EUSTON ROAD,
LONDON, N.W.1.
Phones - - Museum 3081, 2122 and 0140.

-ENOTS-

Hydraulic Jack

STANDARD BALLOON MODEL

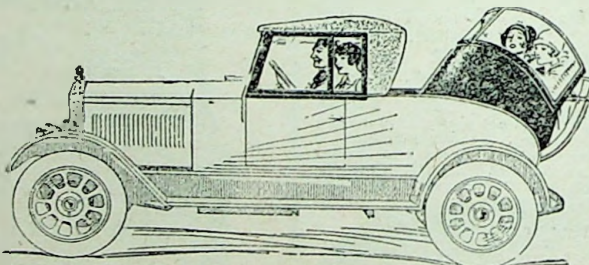
Reduced to 39/6 as from October 1st.

IMPROVED MODEL with geared extension 45/-

Both models exhibited with
other Enots Productions on
STAND No. 424 GALLERY
OLYMPIA

Benton & Stone Ltd.
Bracebridge Street,
BIRMINGHAM.

USE EASTING EQUIPMENT



EASTING DICKEY SEAT SCREEN
£3:15:0

SIDE SCREENS from 40/- per pair.

Specialists in All-weather Equip-
ment, Hood Recovering, etc. Send
for our 1928 Lists.

EASTING WINDSCREENS LTD.,
Cox Street, St. Paul's Square, Birmingham.

If your local Agent does not stock, we will supply any of our goods direct, carriage
paid, unless otherwise noted.
London Service Depot: 23, Woodstock St., Oxford St., London, W.1.
Phone: Mayfair 4188.
London Stockists: Messrs. James Grose Ltd., 379, Euston Rd., N.W.1.

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

**K
I
R
K
&
C
O.**

A FEW BARGAINS FROM OUR SHOW.

Don't forget to give us a call on your way to Olympia.

CARS.

ROVER, 1927, 9 h.p., 2-seater de luxe, magnificently equipped, every accessory, mileage only 3,000 miles, as new throughout, taxed to December, superb trial, guaranteed, cost £240, our price £155

SINGER, 1926, 5-seater tourer, F.W.B.s, rigid all-weather equipment, tyres and general appearance practically indistinguishable from new, taxed December, many extras, grand car £118

SINGER, 1926, tourer, first registered 1927, fully equipped, in grand condition £105

STANDARD, 1924, 11.4 h.p., 4-seater de luxe, dynamo lighting, starter, all-weather equipment, many extras, excellent appearance, guaranteed £67 10

CITROEN, 1925, 2-seater coupe, dynamo lighting, starter, leather hood, almost new balloon tyres, extremely nice condition and carefully used £62 10

CITROEN, 1926, 7.5 h.p., 3-seater cloverleaf, dynamo lighting, starter, good balloon tyres, smart appearance .. £65
Choice of another, 1925 £55

LAGONDA, 1924, 12 h.p., 2-seater coupe, double sunken dickey, full dash, starter and lighting, practically new tyres, guaranteed £65

SINGER, 1924, 10 h.p., 4-seater de luxe, dynamo lighting, starter, leather upholstery, all-weather equipment, taxed December, good tyres, beautifully coach finished £62 10
Choice of another, both cars guaranteed £55

STANDARD, 1924, 11.4 h.p., 2-seater de luxe, sunken dickey, starter and lighting, nice condition, guaranteed .. £59 10

ROVER, 1924/5, full 4-seater de luxe, dynamo lighting, starter, speedometer, leather upholstery, all-weather equipment, many extras, good condition and splendid appearance, guaranteed £49 10

CALTHORPE, 10 h.p., 4-seater, de luxe, dynamo lighting, starter, nickel-plated headlamp, thoroughly overhauled, beautifully coach finished £47 10

CITROEN, 1925, 7.5 h.p., 2-seater, dynamo lighting, starter, balloon tyres, smart appearance £47 10
Choice of another, 1924, 2-seater, both cars guaranteed £37 10

G.N., 1922, 7.5 h.p., 2-seater, sunken dickey, front handle starter, polished aluminium sports body, good condition and appearance, guaranteed £22

THREE-WHEELERS.

MORGAN, 1925, 8/10 h.p. Blackburne engine, family 4-seater, fully equipped, very fine condition, good tyres, really cheap, guaranteed £57 10

MORGAN, 1925, Grand Prix 8/10 h.p., J.A.P. water-cooled, dynamo lighting, extremely smart, carefully used, guaranteed £64

It will certainly pay you. BUY NOW and SAVE POUNDS.

EXCHANGES

TERMS

**22
&
49
P
R
A
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D
ST.
PADD.
W.2.**

**'Phone :
Padd.
6049
or
6892**



Issued by "The Motor."

2/6
NET

Obtainable from all principal Book-stalls and Book-sellers, or direct from the Publishers 2/9 post free.

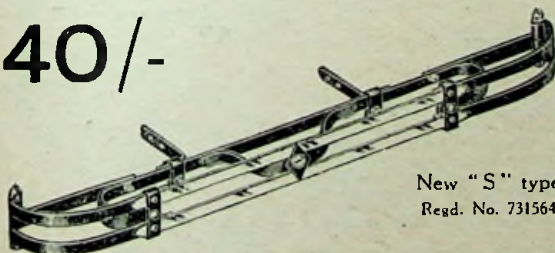
TEMPLE PRESS LTD.,
5/15, Rosebery Avenue, London,
E.C.1.

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

For the Owner - Driver
and Amateur Mechanic.

DEALING exhaustively with the most modern methods of motor vehicle repair. The work is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.

40/-



New "S" type.
Regd. No. 731564.

SEE STAND 464
(Main Gallery)
MOTOR SHOW, OLYMPIA,
for
BUMPERS, SEATS, LUGGAGE
RACKS, INSPECTION CRADLES, etc.

"EASYFIT" SPRING BUMPERS.

Our new "S" type bumper of special spring steel, with nickel-plated front bars, will suit CLYNO 11.9, FIAT 7 and 9 h.p., and many other light cars. Very substantially built. Better value impossible.

40/- Complete.

A similar pattern for AUSTIN SEVEN **35/-**
Model for JOWETT'S ready shortly **35/-**

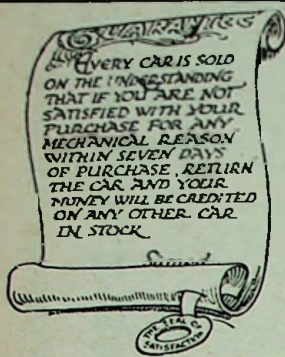
In addition there is a large range of models for all popular cars.

Rear Wing Fenders from **30/-** pair.
SUPPLIES THROUGH ALL MOTOR AGENTS.

Sole Makers of "Easyfit" Specialities.

Frank Ashby & Sons, Ltd.,
Stirchley, Birmingham.

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



With this Guarantee, a good used Car is better than a cheaply made new one.

SO

Settle it Now!!

MAKE A POINT OF CALLING AT

Benmotors

THE CLEARING HOUSE FOR SMALL CARS

WHERE YOU ARE CERTAIN OF FINDING THAT "BETTER CAR" WHICH YOU HAVE PROMISED YOURSELF, AMONGST OUR STOCK OF AT LEAST

100

SMALL CARS OF THE "BETTER MAKE"

ALWAYS UNDER £100

Realize full value now on your present Car or Motorcycle.

A FEW TYPICAL EXAMPLES

TWO-SEATERS

A.C. 1924, 11/9 any-weather de Luxe fullest equipment, as new throughout. Choice of 4... £99
 AMILCAR, 1925, 8 h.p. super sports 2-str., det. wheels, excellent tyres, full equipment, extras... £99
 BELSIZE-BRADSHAW, 1923, de Luxe 2-str., starter, speedo., excellent tyres, fullest equipment... £98

CITROEN 7, 1925, 2-str., balloons excellent, speedo., full standard equipment, paintwork and hood unscratched. Choice of 3... £63
 CLYNO, 1925/6, 2-str., full standard equipment, many extras, perfect balloons (3 as new), full a-w. throughout. Choice of 2... £75
 JOWETT 7, 1925, 4 de Luxe 2-str., sunken dky., new hood, full a-w. equipment, speedo., many extras, just overhauled. Choice of 2... £49

RENAULT, 1925/6, 8/3 Cloverleaf 3-str., starter, balloons excellent, F.W.B., pneumatic upholstery. Choice of 2... £58
 SINGER, 1924, 10/26 de Luxe 2-str., sunken dky., starter, clock, speedo., full equipment, perfect throughout. Choice of 2... £68

STANDARD, 1924/5, Canley 2-str., sunken dky., speedo., full standard equipment, upholstery y. paint and plating excellent. Choice of 2... £68

FOUR-SEATERS.

AUSTIN 7, 1926, Chummy, dynamo, starter, full standard equipment, F.W.B., excellent throughout. Choice of 2... £99

JOWETT 7, 1925/6, full 4-str., original tyres—balloons excellent, fullest equipment, remarkably sound... £89

RENAULT, 1925, 8/3 three-door Saloon, balloons, F.W.B., count- less extras, excellent throughout... £99

RILEY, 1923, 10/4 de Luxe 4-str., full standard equipment, 3-piece screen, tyres as new, remarkably well kept... £78

ROVER, 1924, 9/20 de Luxe 4-str., leather upholstery, clock, speedo., balloons and count- less extras... £68

SALMONSON, 1926, 9/5 de Luxe 4-str., three doors, adjustable seat, F.W.B., original condition, small mileage... £88

STANDARD, 1925, 11/4 Kenilworth 4-str., balloons, clock, speedo., many extras, full equipment. Choice of 2... £59

WOLSELEY, 1925/6, 11/22 four-door 4-str., small mileage, remarkably well kept, full standard equipment... £88

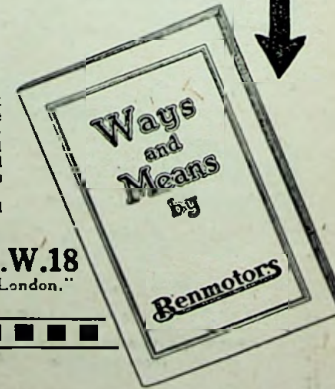
May we forward you post free our full detailed Lists of these Small Cars—any of which you can purchase on terms to suit yourself—just let us have your suggestions as to the sum you wish to deposit.

EXCHANGES

We will quote you a definite allowance for your present car or motorcycle per return on receipt of full particulars. This sum can act as deposit, should you wish to take advantage of our terms, balance to suit yourself. By obtaining this quotation you do not place yourself under the slightest obligation. Also, we do not "follow up" any inquiries you may make except by your request. We mention this point as we note that the objectionable and annoying practice of intensive "following up" of even casual enquiries appears to be very prevalent nowadays. Distance is immaterial as we will deliver and collect anywhere in England, Scotland or Wales for £2:10:0 extra. To obtain our Lists it is quite sufficient to tear out this page and forward with your name and address to:

BENMOTORS, 30/32, High St., Wandsworth, S.W.18
 Adjoining the New Town Hall. Battersea 2425-2426. "Benmotors, Wands, London."
 Hours 8.30—7.0 except Sundays.

WHY PAY CASH?
 We can take your present car or motorcycle now and pay you 75% of its value in cash. Placing the balance against the balance to your credit be purchased in the spring. Why not save storage charges during the winter months and at the same time realize full value. Get our quotation without obligation.



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

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

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

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

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

REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, 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. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public, or trade reasons, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same, or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sublet or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to, or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

NOTICES.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of 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 either 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," 5-15 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.

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.

Letters, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD.—the responsible printers of the journal.

Head Offices: 5-15 Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Holb., London."

Cables: "Pressimus, London."

Telephone: Clerkenwell 6000 (8 lines).

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. 22 guineas. Special bargain. 1921, 10.8hp, o.h.v., 2-seater sports, blue and polished aluminium, excellent condition throughout, cast-iron cylinders, dynamo lighting, Smith's speedometer, clock, macrot, step-mats, full equipment; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 776-859

A.B.C. 1924, 4-seater, starter, many extras, beautiful condition throughout. £45; exchange, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3263. 776-925

A.B.C. 1922, 2-seater, dickey, dynamo lighting, starter, clock, speedometer, etc., nice condition. £27 10s; also another, 2-seater and dickey, no starter, £22 10s. 83 Ponsburat Rd., Thornton Heath. Phone, 1572. 776-833

A.B.C. 1922, 2-seater and dickey, in good running order, but requires little attention, appearance good, now hood. £14; exchanges. Yarwood's Garage, Stoney Rd., Tottenham. Phone 3122. 776-x409

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Consult us first before purchasing second-hand cars. We have always several in stock, reconditioned, with which we give our usual guarantee. 776-171

A.B.C. 1923 red sports 2-seater, starter, excellent condition, must sell. £26. 3 Hollycroft Ave., Forty Lane, Wembley Park. 776-736

A.C. 1922-23, super-sports, 2-seater, all-aluminium, starter, lighting, revolution counter, clock, etc., 59 guineas. Bartlett, 173a Westbourne Grove. 776-855

A.C. £49. Exchanges, deferred. 1921 A.C. 2-seater, dickey, starter, side screens, clock, speedometer, smart. Seabridge, 35 Ilansler Rd., East Dulwich. Sydenham 2452. 776-858

A.C. Harold Simons, the A.C. Specialist, for real bargains with a written guarantee. I specialize in what I sell. The following have full standard equipment, with various extras, are open to any test, and are ready for a journey anywhere; every one of smart appearance; deferred terms to suit yourself.

A.C.s. 1926 Empire 2-seater, 130 guineas; 1925 Royal 2-seater, 100 guineas; 1924-25 Royal coupe, 120 guineas; 1924 Royal 4-seater, 88 guineas; three 1924 Royal 2-seaters, 80, 85 and 88 guineas; two 1924 any-weather 2-seaters, 75 and 78 guineas; 1923 any-weather 2-seater, 60 guineas; also a few earlier models. I always have a reliable and good selection of guaranteed A.C.s; stock changes daily and any requirements can be met; deferred terms to suit yourself. Harold Simons, the A.C. Specialist, 29 Downham Rd., Dalston, N.1. Clissold 7061. Always open. 776-980

A.C.s. Don't miss page 64. 776-775

A.C. 1923, Royal 4-seater, a very smart-looking car and completely equipped with starter, dynamo lighting, rear screen, etc., in splendid condition, trial willingly, £69; exchanges, cars and motorcycles; deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0503. 776-931

A.C. 1925 Royal 2-seater, exceptional condition, original finish, balloon tyres, any trial or examination, £98; exchanges, terms. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 776-1786

A.C. £62; 1924 model, a.w., fine 2-seater, dickey, paint blue, starter, lighting, balloon tyres, good order, a very cheap car. Prim, 2 Coddington Mews, Blenheim Cres., London, W.11. 776-877

A.C. 1925-26, Royal 2-seater and dickey, balloon tyres, nearly new. This car has been carefully driven, taxed and unscratched, colour blue. £112. Rose and Young, 97 Streatham Hill. Streatham 3440. 776-601

A.C. 1925 model, Royal 4-seater, touring car, lighting and starting, leather upholstery, Triplex glass, windscreen, exceptionally nice condition throughout, tax paid, £95. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 0223. 776-615

A.C. For used guaranteed A.C. cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-870

ALBERT car overhauls, guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars. In succession to Gwynne's Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 776-370

ALVIS super-sports 2-seater, aluminium body, starter, taxed year, very fast and smart, £120; exchanges, easy payments. King's, New Rd., Oxford. 776-23

ALVIS super sports 2-seater, starter and every conceivable extra. Finished in black and red, fast and exceedingly handsome; any trial, exchanges and terms. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 776-568

AMILCAR. Vernon Balls. Sole Amilcar concessionaire, offers second-hand Amilcars from £60. Spares and service for all models. 95 High Holborn. Chancery 8623-4. 232-52

AMILCAR. We have one of the finest and largest selections of used Amilcars in Great Britain.

AMILCAR. 1927, Grand Sport, 2-seater, Eldridge cowl, Rene Thomas wheel, Bosch horn, speedometer, clock, revolution counter, Nivea petrol gauge, i.w.b., etc., etc., mileage 3,000, absolutely as new. £175; exchanges and deferred. Bartlett, 173a Westbourne Grove, Park 0523.

AMILCAR. 1926, Surbaise Grand Sport, low body, full equipment, very fast and in excellent order, £150. Above.

AMILCAR. 1926, Grand Sport 3-seater, pneumatic upholstery, V screen, i.w.b., Weymann-type body, flared wings, in 100 per cent. condition, 135 guineas. Above.

AMILCAR. 1925, Grand Sport, 3-seater, i.w.b., many extras, £110. 1925, G.P. 2-seater, specially tuned, i.w.b., £95. 1926, sports coupe, 89 guineas. Above. 776-832

AMILCAR. Boon and Porter, Ltd., always have a few second-hand Amilcars at bargain prices. 159-163 Castelnau, S.W.13. Eberside 4444. 776-913

AMILCAR. £32, 2-seater 7.5hp, dynamo lighting, splendid order, smart appearance, trial. 211 Garratt Lane, Wandsworth. 776-539

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- AMILCARS.** Don't miss page 64. 776-774
- AMILCARS.** Sprosen, Ltd., always carry a large stock of these popular cars. Twenty-five light sports cars in stock; exchanges, deferred; cars bought. 111 Gt. Portland St., London. Phone, Langham 1212. 776-548
- AMILCAR** Sur-Baisse special overhead-valve Grand Sports, 1927, practically new, guaranteed in writing 12 months, cost £250, accept £245; liberal exchange, easiest deferred. Delofords, 550 Oxford St., next Marble Arch Tube. 776-527
- ARIEL** 9hp, 4-seaters, 1924 models, fully equipped, starter, etc., from £55; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 776-904
- ARIEL** 9, 1923, chummy, starter, etc., splendid car with 3 months' guarantee, £40; 50 other makes; deferred terms best in trade. Andrews Motor Mart, Byfield Hall, Barnes. Riverside 3709. 776-946
- ARIEL**, do lux, 1924, Light Four, taxed, insured, luggage grid, overhauled, dynamo lighting. Phone, Hounslow 1947. "Empo." 44 Staines Rd., Hounslow. 776-r788
- ARIEL** 9, 1923, chummy, starter, etc., lovely car, quick sale. £36. 156 Cranston Rd., S.E. Sydenham 2166. 776-r872
- AUREA**, 1925, 11hp saloon special body, perfect condition throughout, £125; exchanges, deferred. Faling Motor Mart, Ltd., 3 Spring, Ealing Broadway. Phone 3265. 776-923
- AUREA**, 1925 11hp 4-seater, taxed, excellent condition, £45. Allerv and Bernard, 344 King's Rd., Chelsea. Kensington 4633. 776-608
- AUSTIN** 7, late 1924, chummy, lighting and starting, new tyres, fully licensed and in perfect order. £79. Chisney, 1 Hammersmith Rd. Kensington. Phone, Western 3568. zzz-244
- AUSTIN** 7. We have several to choose from. All cars offered have been through our workshop. Ingrave Motors, Ltd. (The Official Austin Agent and Service Station), Ingrave St., Falcon Rd., Clapham Junction, S.W.11. Battersea 5306. zzz-50
- AUSTIN** 7, slightly shop soiled, only one at this price. £128. Albany Motor Co., 75 Albany St., Regent's Park, London. N.W.1. Museum 3984. zzz-43
- AUSTIN** 7s. Large selection tourers and sports. Write for list and pamphlet of Burghley sports and saloon models. Wilson Motors, Austin Agents, 7 Eccleston St., S.W.1. Victoria 1366. 777-438
- AUSTIN** 7, late 1927 sports chassis, fitted with famous Taylor 2-seater sports body, prettiest car on the road, small mileage, equal to new, any trial, £130. 12 Mansion Mews, South Kensington. Ken. 1062. 776-362
- AUSTIN** 7, Gordon England Cup, July, 1927, mileage 5,000, tuned engine, perfect condition, taxed year, £115; no offers. 9 King's Parade, Cambridge. 777-r179
- AUSTIN** 7, 59 guineas. Special bargain. 1924, 7hp, sports 2-seater, blue, very good condition throughout, 2 new tyres, Smith's speedometer, full equipment; 7 Austin Sevens; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 776-860
- AUSTIN**, £59; exchanges, deferred, 1923, 24, chummy 4-seater, dynamo, all-weather equipment, l.w.b., speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 776-857
- AUSTIN** 7s. Earls, Ltd., for genuine bargains.
- AUSTIN** 7, 1925, chummy, perfect condition, £70.
- AUSTIN** 7, 1925, chummy, new condition, £75.
- AUSTIN** 7, 1926 model, perfect condition, £80.
- AUSTIN** 7, 1927, Cup model, cream fabric, £115. Exchange or deferred. Earls, Ltd., 75 Heath St., Hampstead, N.W.3. Phone 3287. 776-846
- AUSTIN**, 1924, Gordon England Brooklands model, special single carburettor, cycle-type wings, screen and hood, all-aluminium body, revolution counter, 4-lamp set, etc., etc. very fast and in good condition. 79 guineas. Bartlett, 173a Westbourne Grove. 776-833
- AUSTIN** 7, 1924, special finish, excellent tyres, taxed, £57 10s. Below.
- AUSTIN** 7, 1924, special finish, 5 new tyres, many extras, taxed, super condition, £62 10s. Below.
- AUSTIN** 7, 1926, new condition throughout, fullest equipment, taxed, £85, any reasonable trial to prove; all above cars are genuine bargains; deferred terms, one-quarter down; exchange cars or motorcycles. Comerford's, Surbiton Park Terrace, Kingston. Phone, 2815 Kingston. 776-512
- AUSTIN.**
- Boon and Porter, Ltd.
- 1927 7hp Austin chummy, in faultless condition and taxed, £105. 159 Castelnau, S.W.13. Riverside 4444. 776-916
- AUSTIN** 7, 1924, good condition, several extras, £75, or offer. Home-wood, York Rd., Chisam. Phone, Sutton 1725. 776-r785
- AUSTIN**, 7hp, super-sports, taxed, new tyres, bargain, £50. Baker, 29 Gower St., W.C.1. 776-r784
- AUSTIN** 7, chummy, blue, April, 1927, under 6,000 miles, licensed December, perfect condition, £110. 2 Chudleigh Rd., Brockley, S.E.4. 776-782
- AUSTIN** 7, late 1923, nearest £60. Seen, Repair Service Depot, Regent St., Eccles, Manchester. 776-r780
- AUSTIN** 7, 1926, chummy, first-class condition throughout, taxed December, looks as new, 90 guineas. 110 Capel Rd., Forest Gate, E.7. Maryland 1043. 776-r779
- AUSTIN** 7, 1927 (late), Gordon England Cup model, maroon, mileage 4,000, as new, taxed December, £120. Lancaster Motor Co., Norwood Rd., West Norwood. Streatham 2541. 776-r771

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- AUSTIN**, 1926, chummy, in new and spotless condition throughout, choice of 4 from 80 guineas, exchange, terms. 51 Upper Richmond Rd., East Putney, S.W.15. 776-r759
- AUSTIN** 7 chummy, June, 1925, good tyres, splendid engine, spotlight, radiator cover, dash lamp, taxed, £84; call Sunday. Reed, 18 Henry St., St. John's Wood. 776-r802
- AUSTIN** 7 chummy, as new, £100. Seen and trial at 114 Bromley Rd., Catford. 776-r812
- AUSTIN** 7, 1923-24, repainted maroon, 2 new tyres, £55. Butler, 63 Old Tivil Rd., Maidstone. 776-r811
- AUSTIN** 7, September, 1925, fully equipped, taxed, insured, perfect condition, £80, offer. 16 Trelawney Rd., E.9. 776-r806
- AUSTIN** 7, 137 guineas, practically new, Gordon England saloon, safety glass, taxed, 3,000 miles only. The Grahame-White Co., 12 Regent St. 776-541
- AUSTIN** 7 chummy, 1923, in first-class order, repainted blue, like new, tyres A.1, well worth seeing. Streatham 2014. French's, 279 High Rd., Balham. £62 10s. 776-537
- AUSTIN** 7, late 1927, absolutely as new, extras, taxed, any examination, £103, one owner. Bowler, 14 St. Leonard's Rd., Surbiton, Surrey. 776-r821
- AUSTIN** 7, 1925, August, grey, fully equipped, little and carefully used, taxed, £85. K.J. Motors, Widmore Rd., Bromley. 778-550
- AUSTIN** 7, 1927, chummy; several nearly new cars in stock, prices from £115. Pickvorth and Hnil, 107 Gt. Portland St., W.1. Langham 1998. 776-968
- AUSTIN** 7 chummy, 1925, in splendid condition throughout, guaranteed in writing 12 months, £75; liberal exchanges, easiest deferred. Delofords, 550 Oxford St., next Marble Arch Tube. 776-523
- AUSTIN** 7 coupe, 1926 model, repainted maroon, good order. 17 Little Portland St., W.1. Langham 1913. 776-r789
- AUSTIN** 7, 1925, Burghley sports, completely equipped, starter, speedometer, hood, good tyres, etc., a very pretty and comfortable little car, exceptionally fast, bargain, £89. Below.
- AUSTIN** 7, £85, 1926, chummy, dynamo lighting, starter, speedometer, outside door-handles, latest type screens, in exceptionally good condition throughout; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick C303. 776-942
- AUSTIN** 7s, wonderful selection, 1924-1927, £60 to £105, at Delofords, 550 Oxford St., next Marble Arch Tube. 776-522
- AUSTIN** 7, special bargain. Mountview Motors offer at 65 guineas a 1925 (date guaranteed) chummy model, in really fine condition, shock absorbers and electric starter both fitted, and engine a magnificent one, convincing trial given, terms or exchanges arranged. 368 Horsev Rd., N.19. 3294 Mountview. 776-r873
- AUSTIN** 7, £98, 1927, taxed year, automatic wiper, step mats, tools, spare unused, new condition; exchanges, deferred. 86 Acce Lane, Brixton. Phone 3401. 776-r876
- AUSTIN**, 1925 7hp chummy, starter, all-weather equipment, spare wheel, speedometer, good tyres, paintwork and upholstery in excellent condition, taxed to 1928, bargain, £78; exchange and deferred; immediate delivery of 1928 models. Ask for particulars of our latest money-saving scheme. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 776-2
- AUSTIN** 7, 1923, 45 guineas, very good condition, full equipment, good tyres all round, privately owned. Inquire White's Garage, Queen's Rd., Bayswater, London. 776-998
- AUSTIN** 7, 1927, used 4 months only, quite unscratched, kingfisher blue, 1 owner, £110; similar model, rather more mileage, £100. Below.
- AUSTIN** 7, 1926, 2 owners only, mirror, step mats, nearly new tyres, taxed rear, £85. Below.
- AUSTIN** 7, 1925 (June), balloons, overhauled and repainted, £75, or with insurance to March, 1928, £77 10s.
- AUSTIN** 7, 1924, starter, oversize tyres (all good), recently repainted maroon, £65. Smith and Hinner, Austin specialists, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. Saturday till 5, Sunday 10-1. 776-593
- AUSTIN**, 1926 7hp chummy, completely equipped, speedometer, latest type side curtains, excellent condition, 90 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-583
- AUSTIN** 7. Finchley Motors offer choice two 1926 chummies, both in excellent condition, £95 each. 132 High Rd., East Finchley. Phone 2338. 776-560
- AUSTIN** 7, 1925 model, 2-4-seater, starter, wired-on tyres, taxed year, dirt cheap; exchanges or easy payments. King's, New Rd., Oxford. 776-19
- AUSTIN** 7, 1925 model, exceptional condition throughout, taxed, £85. Bedford Park Garage, Croydon, S.W. Croydon 1842. 776-r407
- AUSTIN** 7s, chummies, 1925, 1926 and 1927 models from £70; England saloons from £122 10s.; Brooklands models from £135. Gordon England, Ltd., 28 South Molton St., W.1. Mayfair 6378. 776-644
- AUSTIN** 7s, 1926, late models, chummy, excellent condition, £95; another, £90; exchanges. Clarks, 223 Hammersmith Rd., W.6. 776-638
- AUSTIN** 7, 1925, chummy, £65. Batchelor, 135 London Rd., Kingston-on-Thames. 776-647
- AUSTIN** 7 for sale, any trial, £85. Jackson, 49 Commercial Rd., Bulwell. Phone, 112 Bulwell, Notts. 776-r658

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7hp 1924 4-seater, lighting and starting, one owner, splendid order, bargain, £65. Kerridge, Needham Market. 776-r408

AUSTIN. For used guaranteed Austin cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-871

AUSTIN 7 1926 model, chummy, insured until June, taxed, indistinguishable from new, £87. 17 Tabley Rd., Holloway. 776-r732

AUTOCRAZ, £50, 1923, coupe, perfect condition, tax paid. 89 Gt. Portland St. Langham 1601. 776-641

BAYLISS THOMAS, 1922, 2-seater, dickey, starter and accessories, absolute bargain at £45; 3 months' guarantee; 50 other makes; deferred terms best in trade. Andrews Motor Mart, Byfield Hall, Barnes, Riverside 3709. 776-947

BAYLISS-THOMAS, 1925 11hp 4-seater, taxed, balloons, carefully used, excellent condition, £68. Allery and Bernard, 344 King's Rd., Chelsea, Kensington 4633. 776-609

BELSIZE, 1924, 9hp, 4-cylinder, o.h.v., 2-seater excellent condition, £60. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 776-532

BELSIZE-BRADSHAW, 28 guineas. Special bargain. 1923, 9hp, 2-3-seater, dickey, bump, exceptionally good condition throughout, dynamo lighting, special rigid side curtains, speedometer, screen wiper, spotlight, mascot, full equipment, exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 776-861

BELSIZE-BRADSHAW, 1923, 2-seater and dickey, balloons, reliable, £25. Denman, 4 Denman Pl., Piccadilly Circus. Regent 0986. 776-578

BELSIZE-BRADSHAW, 2-seater, starter and usual equipment, taxed year, £36. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 776-909

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater and dickey, dynamo lighting, 4 new tyres, balloons at back, spare wheel, new battery, etc., taxed and insured, £45. 126 Colney Hatch Lane, Muswell Hill, N.10. 776-r777

BELSIZE-BRADSHAW, 9hp, 2-seater, dickey, repainted and in excellent mechanical condition, £30. 22 Camden Square, N.W.1. 776-r769

BELSIZE-BRADSHAW, 1922-23, 2-seater, just overhauled, 3 months' guarantee, paintwork unscratched, starter and accessories, £40; deferred terms best in trade. Andrews Motor Mart, Byfield Hall, Barnes, Riverside 3709. 776-948

BUGATTI, first registered 1927, Weymann-type 4-seater, mileage 8,000, 60 m.p.h. on second guaranteed, £165; exchange and deferred. Bartlett, 175a Westbourne Grove. 776-834

CALCOTT, 1922, 2-seater, dickey, starter, in faultless condition, £42; deferred terms, exchanges, 3 months' guarantee; 50 other makes. Andrews Motor Mart, Byfield Hall, Barnes. Phone, Riverside 3709. 776-949

CALCOTT, 4.10, 1925, 2-seater, dickey, taxed, £55, written guarantee. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 776-986

CALTHORPE, 1923 10.4hp 2-seater, excellent condition, £35. Arthur Smart and Co., 29 Vauxhall Bridge Rd., S.W.1. 776-866

CALTHORPE, £29; exchanges, deferred. 1920-21 Calthorpe semi-sports 2-seater, 10hp, lighting, starter, bulbous back, side screens, painted cream, polished bonnet. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 776-832

CALTHORPE, 10hp, 4-seater de luxe, dynamo lighting, starter, nickel-plated headlamp, thoroughly overhauled, beautifully coach finished, £47 10s.; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 776-623

CALTHORPE, 1926 10.20hp de luxe 4-seater, finished blue, balloon tyres, new condition, £110; exchanges, deferred payments. Parkers, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 776-819

CALTHORPE, 1922, 10.4hp 4-seater, dynamo, electric horn, starter, n.w. equipment, upholstered leather, excellent appearance, £40. Sparkes, 21 Patience Rd., S.W.11. 776-r832

CITROEN, 7.5, cloverleaf, 3-seater, new July, 1926, very carefully treated and little used by lady driver, fitted with Newton shock absorbers; can be seen in London by appointment, car is in perfect running order, recently inspected and overhauled, tyres in excellent condition, a bargain, £75. Box No. 8378, c/o "The Light Car and Cyclecar." No dealers. zzz-582

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN, 11.4, 1926, 2-3-seater coupe, this car has only run a small mileage, is exceedingly well equipped, fully licensed and in perfect condition, £119. Olympia Motor Co., 3 Hammersmith Rd., Kensington. Phone, Fulham 1807. zzz-591

CITROEN, £39; exchanges, deferred. 1921 Citroen 4-seater, 10hp, dynamo, rear screen, nice condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 776-854

CITROENS. Vadum Co., used Citroen specialists, offer:—

1924, 11.4, 4-seater, excellent tyres, fully equipped with speedometer, starter, shock absorbers, 5 lamps, etc., very smart, special bargain, 39 guineas.

1926½, 7.5, cloverleaf, taxed year, starter, all-weather equipment, clock, speedometer, mirror, etc., practically unscratched, 65 guineas.

1924, 4-seater, luxurious English body, balloons, starter, double wind-screen, speedometer, clock, exceptionally handsome car, 49 guineas.

All open A.A. or R.A.C. examination; exchanges deferred. Open Saturdays. 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 776-845

CITROEN, 1926 7.5hp cloverleaf, excellent condition, very small mileage, snip, £9 down and 10 monthly payments of £9, or cash £90. Fifty other cars in stock. McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 776-824

CITROEN, 1927 saloon, 12-24hp, delivered June, taxed and insured, mileage 1,000, unscratched, price £170. Welford's, Manchester St., Brighton. 776-773

CITROEN coupe, 1926, 7hp, balloons, new condition, £75. Carringtons, 91 Piccadilly Rd., Sloane Square, Victoria 6157. 776-511

CITROEN, 1926, 7.5hp, 2-seater, £69. Henlys, 91 Gt. Portland St., W.1. 776-520

CITROEN, Renno's 1925, 4-3-seater English body, 4-door, lighting, starting, balloons, exceptional condition, 87 guineas; exchanges, terms. 232-3 Upper St., Islington, N.1. (Near Tubes.) North 2906. 776-514

CITROEN, 11.4, English 4-seater touring body, 1925, in fine running condition, good appearance, 2 new tyres, fully insured till July, 1928, £85. 41 Hazelbury Crescent, Luton. 776-r813

CITROENS. Don't miss page 64. 776-776

CITROEN, 1921 10.4hp 4-seater, good order throughout, insured, £25, bargain. 10 Westlands Rd., Dartington. 776-r809

CITROEN, Cass's Motor Mart, Ltd. (established 1911). 1924 11.4hp coupe, balloons, taxed, exceptional condition, £65, 3 months' written guarantee, demonstration free within 50 miles; terms, exchanges. Cass's, 5 Warren St., W.1. Museum 0623. 776-964

CITROEN, 1923, 11.4hp, 4-seater, balloon tyres, excellent condition, exceptionally smart, taxed, £38; exchanges, terms. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 776-r794

CITROEN, 1925, 3-seater, cloverleaf, colour maroon, completely equipped and in excellent condition, genuine bargain, £59; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 776-937

CITROEN, 7hp, a very nice 1924 2-seater, with starter, dynamo lighting, etc., and runs very sweetly, price £46 10s.; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 776-928

CITROEN, 7hp, cloverleaf, 1925, dynamo and starter, one owner, guaranteed perfect, £75; also 1920 2-seater, year's tax paid, £75; deferred terms arranged. Homan's, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 2408. 776-12

CITROEN saloon, £110, 1926, all-steel body, f.w.b., balloon tyres, well equipped, splendid condition; also several other small saloons; exchanges, deferred. 86 Acre Lane, Brixton. Phone 3401. 776-r875

CITROEN, 7hp, 1924 2-seater, starter, complete equipment; this car has been very well cared for, extremely smart, taxed, bargain, £36. Below.

CITROEN, 7hp, 1926 2-seater, starter, balloons, all-weather equipment, in perfect mechanical condition, exceptional bargain, £38; exchange and deferred. Naylers, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 776-4

CITROEN 7 coupe, year's tax, starter, £59; another, 1926 model, £62. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 776-571

CITROEN, 1926, 7.5hp, cloverleaf, balloons, one owner, in "as new" condition, taxed, £70. Below.

1925, 11.4 English tourer, rear screen, balloons, taxed, private owner, £65. Below.

CITROEN, 1921-2, 4-seater, just reconditioned, blue, thoroughly reliable, £35. Smith and Hunter, 4 Newcastle Place, 281-3 Fildware Rd. Padd. 9081. 776-596

CITROEN, 1926, tourer, f.w.b., exceptionally fine condition, £90; exchanges, deferred. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 776-564

CITROEN 1926 11.4hp 4-seater, A1 condition, £85. Bartlett's, Ltd., 51-52 Foley St., Langham St., Gt. Portland St. 776-26

CITROEN, ex-demonstration, 11.4 saloon, with f.w.b., 1926-1927 model, splendid condition, fully equipped, 123 guineas; deferred payments and exchange. Royal Crown Garage, Sevenoaks. Phone 557. 776-18

CITROEN saloon, 1925, 11hp, guaranteed, indistinguishable from brand new in every respect, £98, undoubtedly the best value offered anywhere today; call evenings or week-ends. Ewen, 20 Troen Avenue, Whit-Hart Lane, Barnes, S.W.13. Phone, Putney 2339. 776-14

CITROEN, 1924 11.4 English-bodied 2-door coupe, dickey, luxuriously equipped, folding leather head, balloons, finished blue, excellent condition, 65 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-584

**Light Car
and
Cyclecar**

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SCHEME.**

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We return the cost of the second and/or third insertion if a quick sale is effected. The only stipulation we make is that we must be notified at the latest by first post Tuesday in order to omit the advertisement from the following Friday's issue.

NOTE.—Latest time for receiving advertisements first post Tuesday. Displayed advertisements have been eliminated from these columns.

Office - - - 5-15, Rosebery Avenue, London, E.C.1

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN, 1926, 7.5hp, 3-seater, cloverleaf, dynamo lighting, starter, good balloon tyres, smart appearance, £65; choice of another, 1925, £55. Kirk and Co.

CITROEN, 1925, 2-seater coupe, dynamo lighting, starter, leather hood, almost new balloon tyres, extremely nice condition and carefully used, £62 10s. Kirk and Co.

CITROEN, 1925 7.5hp 2-seater, dynamo lighting, starter, balloon tyres, smart appearance, £47 10s.; choice of another, 1924, 2-seater, £37 10s.; all cars guaranteed; exchanges, terms. Kirk and Co., 22-49 Prind St., Paddington. 776-624

CITROEN 11.4 1926 2 door 2-seater, English body, lighting, starter, all-weather equipment, dickey, smart, sound, taxed, ready, £65. 12 Cornwall Terrace Mews, Allsop Place, N.W.1. Baker St. Station. Phone, Langham 2953. 776-636

CITROEN. For used guaranteed Citroen cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-872

CULEY 10.5 1923 2-seater de luxe, £90, perfect order. Mallowson, 6 Avondale Crescent, Shipley, Yorks. 776-730

CLYNO, 1926, 2-seater, f.w.b., repainted two colours of brown, starting and lighting, perfect condition throughout, £89. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 776-860

CLYNO, 1926, 11.4, 2-seater, fully equipped and in excellent condition, £89. Olympia Motor Co., 3 Hammersmith Rd., Kensington. Phone, 1809 Fulham. zzz-936

CLYNO, 1923, occasional 4-seater, starting and lighting, equipped, £49. Maude's. Below.

CLYNO, 11hp, 1926, 4-seater, perfect condition, starter and speedometer, etc., easily equal to new, £100; exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 776-907

CLYNO saloon, 1926, f.w.b., in perfect condition throughout, small mileage, exchange, terms, 118 guineas. 51 Upper Richmond Rd. East Putney, S.W.15. 776-r758

CLYNO, Royal 4-seater, June, 1926, 6,000 miles, set of four shock absorbers, Mulliner body, has been carefully driven and appearance kept up, leather upholstery in perfect condition, fast and economical, taxed to end of year, £120. Write, Day, 50 Queen's Avenue, Finchley, London, N.3. 177-648

CLYNO, 1923, 3-seater, nice condition, £45, exchanges. 19 Fore St., Edmonton. 776-r799

CLYNO, 1927 model 10-26hp saloon, excellent condition, £160. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 776-553

CLYNO, 1926 Royal 4-seater, leather upholstery, taxed, first-class order, bargain, £85. Scott, 57 Birdhurst Rise, Croydon 0560. 776-961

CLYNO, special 1925 model 4-seater, many extras, good condition, £78; exchange Morgan or cycle. 54 Aschurch Rd., Addiscombe. Phone 1615. 776-r824

CLYNO, 1926 Royal 4-door 4-seater, antique leather upholstery, full standard equipment, many extras, tax paid and insured, fine appearance and condition, f.w.b., 99 guineas; deferred. Harold Simons, 29 Downham Rd., Dalston, N.1. Clissold 7061. 776-891

CLYNO, Royal, 1927, 2-seater double doors, dickey, leather, f.w.b., owner-driven, taxed, recent overhaul, special model, best offer over 100 guineas. Fawcett, 43 Oxford Terrace, W.2. 776-r819

CLYNO, 11.4hp, late 1925 model, 4-seater, starter, balloons, all-weather equipment clock and speedometer engine gives remarkable performance, taxed to 1928, super bargain, £65; exchanges and deferred. Ask for particulars of our money-saving scheme. Immediate deliveries of 1928 Clynos, Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone Wimbledon 2041. 776-3

CLYNO, 1925, 2-seater double dickey, very nice condition, £59. Mitcham Garage, Mitcham. 776-414

CLYNO, 1927, 4-door saloon, as new, £150; also 1927, 2-seater, several extras, £98. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 776-25

CLYNO, 1926 (late), touring, as new, 4,000 miles, extras, f.w.b., £90; terms arranged. Denman, 4 Denman Place, Piccadilly Circus. Recent 0986. 776-573

CLYNO, 1926, 11hp Royal 4-seater, f.w.b., balloons, leather upholstery, superb condition, 105 guineas.

CLYNO, 1926 model, 11hp, 2-seater, dickey, completely equipped, f.w.b., balloons, new condition, 75 guineas. Below.

CLYNO, 1927 model, 11hp, 4-seater, completely equipped, f.w.b., balloons, all-weather equipment, superb condition, 98 guineas. Exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-585

CLYNO 1926 Royal 2-seater, blue, many extras, taxed year, private owner, £85. 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 776-597

CLYNO 1926 2-seater, dickey, f.w.b., repainted, £75. Archib Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 776-582

CLYNO, 1925, Royal 4-seater, taxed, maroon, balloons, smart condition, £80. Below.

CLYNO, 1927, 2-seater, dickey, f.w.b., taxed, little used, as new, £100. Below.

CLYNO, 1926, 2-seater, dickey, f.w.b., taxed, excellent condition, £75. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4633. 776-605

CLYNO, shop-soiled bargains, 1927 11hp 4-seater, only taken into stock in September and only mileage from works 2152; also 2 cars, similar to above, £137. Anna Valley Motors, Andover. 776-r494

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CLYNO, 1927 model, Royal 4-seater, leather upholstery, f.w.b., all-weather equipment, car in new condition throughout, any trial, f.w.b., £115. 97 Streatham Hill, Streatham S440. 77-600

CLYNO. For used guaranteed Clyno cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-873

COVENTRY-PREMIER, 3-wheeler, dynamo lighting, speedometer, 3 speeds, reverse, £30, 3 month's guarantee, deferred terms, exchanges. Andrews Motor Mart, Byfield Hall, Barnes. Riverside 3709. 776-950

COVENTRY-PREMIER, 8hp, 1922, 2-seater, double dickey, dynamo, good condition, £20. 218 Balaam St., Plaistow. 776-r825

COVENTRY-PREMIER, 1922, 2-seater, double dickey, dynamo, speedometer, 3 speeds, reverse, real leather upholstery, mechanically sound, appearance good, nearly new hood, spare wheel, £29. Coles, Longton, Preston, Lancashire. 776-r808

CROUCH, 1923, 2-seater and large dickey seat, 11hp, 4-cylinder, smart blue finish, good upholstery, dynamo lighting, spare wheel complete, £45. A.V. Motors, 28 The Causeway, Teddington. Tel., Kingston 0710. 776-829

DYRSAN. Metro Motors (sole concessionaires) always have second-hand and new models in stock. Write particulars, 45 Newman St., W.1. zzz-631

ERIC-CAMPBELL 1925 sports 2-seater, very smart polished aluminium body, dynamo lighting, speedometer, good tyres, taxed, etc., an exceedingly smart little car, bargain, 55 gns. Exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m., also Sunday morning, Chiswick 0303. 776-927

FIAT, 10-15hp, 2-seater, electric light, starter, in perfect condition, seven days' trial, £75. Taylor's, Sussex Place, South Kensington Station. Ken. 8588. zzz-65

FIAT cars. Croydon Official Sales and Service Depot, Moore's Presto, North End and Tamworth Rd. Phone, Croydon 2623. zzz-676

FIAT, 1927 9-20 2-seater, taxed, practically as new, £155. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 776-851

FIAT, 9hp, 1926, 4-seater, mileage under 5,000, excellent condition, £135. Row, 37 Market St., Torquay. Phone, Torquay 2916. 776-r768

FIAT, 1926, 7hp, saloon, taxed December, really beautiful condition, £165; exchanges. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 776-563

FIAT, 1922, 10-15hp, three-quarter coupe, repainted and in excellent order, £90; also 4-seater touring, £55. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 776-32

FIAT, 1927, 9, 2-seater, delivered late 1926, £125. Below.

FIAT, 1926, 9, 4-seater, good order, £125. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 776-577

FIAT 9, saloon, 1926-7 model, 5,000 miles, as new, £150, with year's tax. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 776-574

FIAT 9, 2-seater, late 1927, excellent condition, taxed and insured April, £150. Davis, Saltley Lodge, Broadwater Rd., Worthing. 776-r830

FIAT, 1921 10-15hp saloon, starter, balloon tyres, excellent condition, £65. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4633. 776-606

FIAT. For used guaranteed Fiat cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-881

FRAZER-NASH. Aldington for Frazer-Nash cars; 6 in stock. Write, call or phone, Aldington Motors, Manor Rd., Richmond. Phone 3024. zzz-170

FRAZER-NASH. November, 1926, special Boulogne Vitesse, with brand-new unused 1927 Boulogne engine and 4 speeds and reverse, list price £515, accept £360. R. Plunket Greene, c/o Frazer-Nash Cars, London Rd. Works, Kingston-on-Thames. Phone, Kingston 3612. 776-194

FRAZER-NASH, 1926, special sports 3-seater, capable over 80 m.p.h., excellent condition, £185; seen London or Yorkshire. Brayson Motor Co., 10 Yeomans Row, S.W.3. Sleano 2838. 776-509

G.N. all-weather 2-seater, with dickey, electric lighting and dynamo, in excellent condition, tax paid. Apply, David Warner, 180 High St., Tonbridge. 776-42

G.N.s. G.N., Ltd., manufacturers of the G.N. cars, always have a large stock of good second-hand G.N.s. Prices from £18. Exchanges arranged. Write for list. Spares, repairs and service for all models. 150 East Hill, Wandsworth. Phone, Battersea 0033. zzz-904

G.N. Marshall Motors, Ltd., for guaranteed G.N. cars. 65a Old Town, Clapham, S.W. Battersea 2403. zzz-718

G.N. Godfrey and Proctor have the finest selection of all models, £10 to £120. Write or inspect our stock before purchasing elsewhere. Godfrey and Proctor, Ltd., Manor Rd., Richmond. Phone 3024. zzz-171

G.N., £19; exchanges, deferred. 1921 (November), chummy, 4-seater, 10hp, 4 cylinders, water-cooled, dynamo lighting, spare wheel, luggage grid, hood, screen, etc. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 776-853

G.N.s. Earls, Ltd., for bargains.

G.N., 1926, 4-cylinder Anzani, very fast, many accessories, £90.

G.N., 1922, 3-seater, dynamo lighting, bargain, £17.

G.N., 1921, Lezere, aluminium body, dynamo, £12.

G.N. spares at give-away prices; also safety hub caps. Earls, 75 Heath St., Hampstead. Phone, Hampstead 3287. 776-847

G.N., 1922, 2-seater, fitted de luxe body, dynamo lighting, splendid condition, £35. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 776-908

**"THE MOTOR REPAIR MANUAL" For the Owner Driver and
Amateur Mechanic. 2s. 6d. net. 2s. 9d. post free.**

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

G.N.s. Vadum Co., the second-hand G.N. Specialists and Repairers, offer.—

G.N., registered 1921, hood, screen, speedometer, spare wheel, good appearance, bargain, £9 15s.

G.N.s. Large quantities of really serviceable used spares at give-away prices. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. Open all Saturday. 776-841

G.N. enthusiasts, this is well worth seeing. A 1921 sports 2-seater, o.b.v. converted engine, in superb condition, dynamo lighting, 2 spare wheels, etc., property of enthusiastic engineer, body incomplete, a real bargain at £9. Empire Motors, 325 High Rd., Chiswick, W.4. Chiswick 0305. 776-945

G.N., 1922, 2-seater, dickey, dynamo lighting, all-weather equipment, etc., splendid condition throughout, bargain £22. Below.

G.N., 3-seater, boat-shaped body, with decked top, balloon tyres, shaft drive, first registered 1926, in excellent condition, bargain, £35; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0305. 776-941

G.N., 1921 sports, aluminium, Frazer-Nash heads, 2 Solex carburettors, very fast, excellent order, exchange, terms, £30. 51 Upper Richmond Rd., East Putney, S.W.15. 776-991

G.N., 1922, 2-seater, dickey, good order, exchange, terms, £22 10s. 51 Upper Richmond Rd., East Putney, S.W.15. 776-992

G.N.s. G.N.s. G.N.s. We have a few 1921 2-seaters, complete with dynamo, spare wheel, etc., to clear at £15, 3 months' guaranteed, deferred terms, exchanges. Andrews Motor Mart, Byfield Hall, Barnes. 776-951

G.N., 1921, double dickey, speedometer, dynamo, discs, clock, numerous spares, extras, £12, good condition. 174 Strathyre Avenue, Norbury, Streatham 2108. 776-826

G.N., 10hp, 2-cylinder, special sports, in exceptional order, £55. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 776-34

G.N., special competition model, fitted with long-tail Amlcar-type super-sports body, a pukka sports car with excellent performance, built in 1926 and has not yet done 1,000 miles, £35, cash, exchange or deferred. Below.

G.N. G.N. Recognizing the sterling qualities of these reliable little cars but disliking their appearance (no doubt in common with other G.N. enthusiasts), I am now in a position to offer a super-sporting body for sale at a reasonable price, viz., £12, fitted to your chassis. Several completed cars in stock on overhauled chassis from £25. Photos and estimates on application. Ewen, 25 Grosvenor Garages, Fitzgerald Avenue, East Sheen, S.W.14. Putney 2335. 776-15

G.N., 1922, 7.5hp, 2-seater, sunken dickey, front-handle starter, polished aluminium sports body, good condition and appearance, £22; guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 776-622

GNOME, 1925, 2-seater, most economical little car and of really attractive appearance, 4 speeds, reverse, electric lighting, etc., £30, 3 months' guaranteed, deferred terms, exchanges. Andrews Motor Mart, Byfield Hall, Barnes. 776-953

G.W.K., 1922, 4-seater, new hood, any trial, taxed, absolute bargain, £18. Page's Garage, Kings Somborne, Hants. Phone 8. 776-786

G.W.K., 1921, full 4-seater, dynamo lighting, jolly good lot, £25, 3 months' guaranteed, deferred terms, exchanges; 50 other makes. Andrews Motor Mart, Byfield Hall, Barnes. 776-952

G.W.K., 10hp, all-weather 4-seater, dynamo, starter, new hood, rigid side curtains, new tyres, late model, £25. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 776-573

G.W.K., 1920, 4-seater, dynamo lighting, 2 spare wheels, in excellent condition, bargain, £20. 216 Westbourne Grove, W. Park 3232. 776-642

GWYNNE car overhauls, bodywork and spares, second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. zzz-56

GWYNNE. Undoubtedly one of the most attractive cars of this make on the road, this 1924 2-seater is sure to sell to the first caller. Coachwork, upholstery, hood, etc., in gorgeous condition, equipment includes starter, speedometer, clock, oil-pressure gauge, side screens, etc., a real bargain, £75, exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0305. 776-943

GWYNNE, £43, 1923 chummy, fitted new hood, one owner, very good order, bargain; exchanges. 2 Codrington Mews, Blenheim Crescent, London, W.11. 776-879

GWYNNE 1926-27 3-door fast tourer, 8.24hp, maroon, leather, radiator shutters, flexible steering wheel; speeds, 60 top, 38 second, 25 bottom; well shod; cash or deferred; £145. Creswick, Donston Hall, Chesterfield. 776-729

HANDS, 3.5-seater, in splendid condition throughout, guaranteed in writing 12 months, £45, liberal exchange, easiest deferred. Delfords, 550 Oxford St., next Marble Arch Tube. 776-528

HANDS. For used guaranteed Hands cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-874

HILLMAN, £25, 1921 sports 2-seater, dynamo, detachable wheels, finished in blue and aluminium, bargain. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 776-567

HILLMAN, 1921, 2-seater, dynamo lighting, spare wheels, etc., any trial willingly, bargain, £15; exchange motorcycle. Empire Motors, 325 High Rd., Chiswick, W.4. 776-944

H.P., 1927, slightly shop-sold, listed £65, clearing at £57. Metro Motors (The Cyclecar Specialists), 45 Newman St., W.1. zzz-632

HUMBERS. Don't miss page 64. 776-779

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

HUMBER 1925 8.15hp chummy, new condition, £120. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 776-27

JOWETT in Manchester. The original main distributors. New and used models always in stock. Exchanges, deferred. Saxon Jellies, 253 Deansgate (Tel., City 1010), and 27 Lower Moseley St. (Tel., Central 4978), Manchester, 'Grams', 'Saxjefrua.' zzz-592

JOWETT, 1925, very fully equipped, taxed, insured till July, 1928, £75. 8cath, 28a High St., Hampstead. 777-r178

JOWETT, wide 2-seater and dickey, starter, speedometer, rigid side screen, oversize tyres, smart, silent and reliable; this very late 1924 model is a bargain at 49 guineas; deferred terms, exchanges. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 776-839

JOWETT, F.O.C.H. Ltd., Jowett showrooms and service station, give a written guarantee with all second-hand Jowetts. Cash or deferred terms. 5 Heath St., Hampstead. (Tube Station.) 776-785

JOWETT, £42; exchanges, deferred. 1923 model Jowett, 7hp, 2-seater, sunken dickey, dynamo, all-weather equipment, spare wheel, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 776-856

JOWETT, 100 guineas. Special bargain. 1927 7hp 2-seater, double dickey, blue, carefully used, practically new condition, full equipment, extras; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 776-862

JOWETT, 1923, 7hp, 2-seater, dickey, taxed, splendid order, £37 10s. Carringtons, 91 Pimlico Rd., Sloane Square. Victoria 6157. 776-510

JOWETT official agents. Reading Motor Exchange. Immediate delivery of 1928 models. 470-478 Oxford Rd., Reading. 776-508

JOWETT, 1924, full 4-seater, dynamo lighting, starter, rear screen, etc.; smart appearance and very good condition, £69; exchanges (motorcycles accepted), easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday mornings. Chiswick 0305. 776-936

JOWETT, 1923 and 1924, 2-seaters, with dickey, some starters, and usual accessories, from £50 to £65, 3 months' guaranteed; deferred terms best in trade; exchanges arranged; 50 other makes. Andrews Motor Mart, Byfield Hall, Barnes. Phone, Riverside 3709. 776-954

JOWETT, 1926, 2-seater, taxed, as new, £75. 19 Fore St., Edmonton. 776-r787

JOWETTS. Don't miss page 64. 776-777

JOWETT, tourer, 1925, balloons, splendid order, £85, written guarantee, Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 776-988

JOWETT, 1927, full 4-seater, complete to makers' specification plus luggage rack, as new in every way, mileage 4,000, spare unused, licence paid, £97 10s. Below.

JOWETT, 1925, light 4-seater, starter, double windscreens, new tyres, a carefully used car, in wonderfully good condition, licence paid, 68 guineas.

Terms and exchanges arranged. Mountview Motors, 368 Hornsey Rd., N.15. 3294 Mountview. 776-r874

JOWETT, 7hp, 1925, full 4-seater, all-weather equipment, new hood, re-coachpainted and exceptionally smart, mechanically perfect, bargain at £69; exchange and deferred. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 776-6

JOWETT, 1926, full 4-seater, condition perfect, £90. 47 Holmwood Gardens, Brixton Hill, S.W.2. 776-r828

JOWETT, full 4-seater, 1927, blue, small mileage, starter, balloon, as brand new, £98. 225a Hammersmith Rd., W.6. Riverside 5549. Exchanges and deferred. 776-580

JOWETT saloon, 1927 model, carefully used, owner changing for Jowett coupe model, £120. Hyde, 18 John Bright St., Birmingham. 776-551

JOWETT, 1924, 2-seater and dickey, lighting and starting, clock, speedometer, dashlamp, two horns, automatic windscreens wiper, mirror and other extras, guaranteed in 1927 condition and appearance, tax paid, £52, bargain. The Gables, Sylvan Hill, Crystal Palace, Phone, Sydenham 0223. 776-614

JOWETT Service Station (London). Reliable used Jowetts. Write for our list. Full stock spares. Skilled mechanics. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-195

JOWETT. For used guaranteed Jowett cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-882

LAGONDA 2-seater coupe, 1921, dynamo lighting, speedometer, etc., mechanical condition excellent throughout, nice appearance, any examination, accept £18 10s. 83 Penshurst Rd., Thornton Heath. 776-r832

LAGONDA, 1923, 2-seater, beautiful car, starter, etc., quick sale, £39. 156 Cranston Rd., S.E. Sydenham 2166. 776-r869

LAGONDA, 1924, 12hp, 2-seater coupe, double sunken dickey, full dash, starter and lighting, practically new tyres, £65, guaranteed; exchanges terms. Kirk and Co., 24-49 Praed St., Paddington. 776-620

LEA-FRANCIS. For used guaranteed Lea-Francis cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-875

LEA-FRANCIS 1923 9hp chummy 3-seater, all-weather equipment, dynamo lighting, etc., splendid condition, bargain, £55. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0305. 776-938

LEA-FRANCIS, 1926, 12-22, de luxe 2-seater, completely equipped, f.w.b., perfect order, 145 guineas. Below.

LEA-FRANCIS 1926 12-22 4-door tourer, luxuriously equipped, 4 speeds, f.w.b., balloons, leather upholstery, all-weather equipment, excellent condition, 165 gu.; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-535

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

LEA-FRANCIS, 1925-26, 4-seater, has all-weather equipment, colour blue, balloon tyres, capable of high speed, a genuine bargain, price £110. Ross and Young, 97 Streatham Hill. Phone, Streatham 5440. 776-603

LEA-FRANCISES. Don't miss page 64. 776-778

MACKENZIE, 1922, 10hp, touring, all-weather, starter, dynamo lighting, to clear, £29. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 776-570

MARSEAL, about 1923, 2-seater, dickey, repainted, dynamo lighting, fast, any trial, £30. Riley, Chessetts Wood, Lapworth, Warwickshire. 776-r610

MATHIS, 1921, 8hp, 4-seater, licensed, good condition, price £25. Jarvis and Sons, Ltd. Wimbledon 2526. zzz-169

MATHIS, 1924, 4-seater, four speeds, 4-wheel brakes, starter, clock, speedometer, all-weather equipment, first-class condition, £65; three months' guarantee; deferred terms, exchanges. Fifty other makes. Andrews Motor Mart, Byfield Hall, Barnes. 776-956

MATHIS, 1926 model, 6-cylinder, 12hp, handsome 4-seater saloon body, f.w.b., starter, lighting, balloons, good order, £75. 17m. 2 Codrington Mews, Blenheim Cres., Ladbroke Grove, London, W.1. 776-r880

MATCHLESS, 1924, full 4-seater, 10hp, three speeds, reverse, dynamo lighting, wire wheels, tyres practically new, real bargain £48; three months' guarantee. Unique deferred terms or exchanges arranged. Fifty other makes. Andrews Motor Mart, Byfield Hall, Barnes. 776-955

MATCHLESS 9 tourer, 1924 model, dynamo, excellent condition, £30. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 776-987

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. Hona's, 243 Lower Clapton Rd., E.6. Chessold 2408. zzz-840

MORGANS. James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Sheffield, Rotherham and district agents. Full stock of spares carried; new and second-hand Morgans nearly always in stock. Trade supplied. When in difficulty 'phone 2460 Central, or wire 'Tact, Sheffield. zzz-828

MORGAN Service Depot. Hall, 91 St. Peter's St., St. Albans. Tel. 636. Official repairers. Second-hand Morgans and all spares in stock. zzz-823

MORGANS. Nottinghamshire. Call and inspect; trial runs without obligation. See these time-tried machines. Prices from £79. Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-764

MORGAN. Maskell for Morgans. Sole South London agent. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 3882. zzz-967

MORGANS. New and second-hand. Always in stock. Cash, exchange, deferred. Olympia, Wakefield. 788-r491

MORGAN, Family model, 1927, not three months old, 8hp water-cooled J.A.P. engine, all-weather equipment, dynamo lighting, appearance perfect, guaranteed as new, taxed, price £90. J. Brereton and Co., Portland St. Garage, Lincoln. 776-r656

MORGAN, 1925 June Aero J.A.P., water-cooled, discs, red hood, dynamo, perfect condition, £60. Ridley, 144 Harborne Rd., Warley, Birmingham. 776-r654

MORGAN, 75 guineas, special bargain, 1926 Aero, 8hp water-cooled o.h.v. Anzani, brown, excellent condition throughout, dynamo lighting, s.s. 3½-in. tyres, reduced steering foot accelerator, straight-through exhaust pipes, speedometer, electric horn, full equipment taxed; 21 Morgans; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 75 guineas, special bargain, 1926 Aero, 8hp water-cooled J.A.P., red, excellent condition throughout, dynamo lighting, Hooley's steering damper, Smith's speedometer, bonnet cowls, mirror, large Lucas electric and bulb horns, full equipment; 21 Morgans; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 69 guineas, special bargain, 1925 Aero, 10hp water-cooled o.h.v. racing Blackburne, red, exceptionally good condition throughout, dynamo lighting, f.w.b., reduced steering foot accelerator, full equipment; 21 Morgans; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 49 guineas, special bargain, 1925 Grand Prix, 8hp water-cooled J.A.P., excellent condition throughout, dynamo lighting, excellent Dunlop cord s.s. balloon tyres, Smith's speedometer, screen wiper, electric horn, etc., taxed; 21 Morgans; cash, deferred or exchange. Rowland Smith. Below.

MORGAN, 35 guineas, special bargain, 1924 10hp Blackburne, maroon, exceptionally good condition throughout, very smart, full equipment, extras; 21 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 35 guineas, special bargain, 1923 model, Grand Prix, 8hp water-cooled M.A.G., blue, excellent condition throughout, dynamo lighting, practically unown tyres, Stewart speedometer, full equipment, taxed; 21 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 32 guineas, special bargain, 1923, de luxe 8hp J.A.P., blue, very good condition throughout, practically new tyres, full equipment; 21 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 29 guineas, special bargain, 1921 Aero, 8hp water-cooled M.A.G., blue, very good condition throughout, very attractive, electric lighting, Stewart speedometer, clock, bonnet cowls, full equipment; 21 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 19 guineas, special bargain, registered 1922, Grand Prix, 8hp water-cooled J.A.P., very good condition throughout, screen wiper, mirror, horn, etc.; insurance policy to March, 1928; 21 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 89 guineas, special bargain, late 1927, family, 10hp o.h.v. water-cooled Anzani, red, one owner, very small mileage, practically brand-new condition throughout, f.w.b., full equipment, many extras, taxed; 21 Morgans; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 776-865

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 10hp, de luxe, water-cooled M.A.G., fully equipped amazingly good condition, £42; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 776-817

MORGAN, Aero, 10.45 Blackburne, f.w.b., s.s. tyres, Beart steering, £90; several to choose from; exchange or deferred. Earls, 75 Heath St., Hampstead, N.W.3. 776-849

MORGAN, 1922, de luxe, very exceptional order and appearance, M.A.G. water-cooled engine, excellent tyres, speedometer, rigid screens, an extremely sound all-weather car for 33 guineas. Vadum Co., 332 High Rd., Willesden Green, N.W.10. Willesden 2469. 776-840

MORGAN, de luxe, 1923, 2-seater, water-cooled engine, fully equipped, many extras, splendid condition £45. A.V. Motors, 28 The Causeway, Teddington. Tel., Kingston 0710. 776-830

MORGAN, F.O.C.I., Ltd., have several excellent Morgans, all fully equipped and bargain prices. 5 Heath St., Hampstead (Tube Station). 776-785

MORGAN, family, 1926, J.A.P., w.c., f.w.b., s.s. tyres, speedometer, clock, one owner; offers. 25 Almond Avenue, South Ealing, W.5. 776-r773

MORGAN, family, M.A.G., w.c., 1920, good condition, £58. Bayly, 24 Bassett Rd., Ladbroke Grove, W.10. 776-r775

MORGAN de luxe, 1925 Blackburne engine, water-cooled, dynamo lighting, electric horn, bulb horn, screen wiper, speedometer, mirror, front and hand acceleration, taxed. F. H. Dixon, 9 Musgrave Crescent, Harwood Rd., Fulham, S.W.6. 776-r770

MORGAN, 1921, Aero, engine recently overhauled, special geared steering, Bonniksen speedometer, dynamo lighting, exceptional condition, exchange, terms, £50. 51 Upper Richmond Rd., East Putney, S.W.15. 776-r761

MORGAN, 1927, 4-seater, speedometer, f.w.b., mileage negligible, absolutely as new, exchange, terms, 78 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 776-r760

MORGAN, 1925, family, dynamo, excellent order, exchange, terms, 50 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 776-r756

MORGAN, de luxe, 1922-3, dynamo lighting, water-cooled, great bargain, £29; exchanges. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 776-r785

MORGAN 1926 Aero, o.h.v., dynamo, hood, cowls, speedometer, very smart condition, bargain, 79 gns. Below.

MORGAN 1926 Aero, o.h.v. 10.40 J.A.P., f.w.b., pressure-fed petrol tank, outside exhausts and gear lever, a real picture, bargain, 95 gns. Below.

MORGAN 1927 de luxe, fitted with starter, dynamo lighting, speedometer, as brand new, mileage 400, bargain £88, cost £120. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0503. 776-939

MORGAN, 1927, de luxe, practically new, water-cooled J.A.P., guaranteed in writing 12 months, £85; liberal exchange, easiest deferred. Delofords, 550 Oxford St., next Marble Arch Tube. 776-526

MORGANS. Naylor's, of Earlsfield, for Morgans. Always a number in stock to choose from. Cash, exchanges and deferred payments.

Naylor's. 1927 Family Morgan, water-cooled J.A.P. engine, f.w.b., straight-sided tyres, speedometer, all-weather equipment, dynamo lighting, one owner, very small mileage, new appearance and condition, taxed, £95.

Naylor's. 1926 Aero racing Blackburne, 10hp, o.h.v., straight-sided tyres, f.w.b., geared steering and foot accelerator, outside gear change and brake lever, speedometer, very fast and attractive 3-colour finish, taxed, £89.

Naylor's. 1926 Family Morgan, water-cooled J.A.P., very fully equipped and in excellent condition throughout, hood and rigid side screens, f.w.b., electric horn, etc., taxed, £72.

Naylor's. 1925 Morgan, standard model, 8hp J.A.P., very smart and reliable, good tyres and hood, snip at £45; another de luxe model with large body at £56.

Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. Call and inspect them at your leisure. 776-5

MORGAN, 1926, Aero, 10hp Blackburne racing engine, straight-sided tyres, Deamo spotlight, dynamo lighting, F.E.W. bumpers, tax paid, hood, many extras, £100. Below.

MORGAN, 1926, water-cooled 8hp J.A.P., Lucas dynamo lighting, M.L. magneto, B. and B. carburetter, Dunlop tyres, hood, moderate mileage, £87 10s. Below.

MORGAN, 1926, Grand Prix, 8hp water-cooled J.A.P., Lucas dynamo lighting, hood, Kempshall tyres, finished red, £85. Below.

MORGAN, 1926, Popular model, 8hp J.A.P., dynamo lighting and starter, speedometer, screen wiper, tax paid, £55. Below.

MORGAN, 1925, Family model, 8hp water-cooled s.v. J.A.P., starter, dynamo lighting, M.L. magneto, a very special model, little used, £105. Maude's, 100 Gt. Portland St., London. Telephone, Museum 7676. 776-996

MORGAN, 1922, Grand Prix, 8hp water-cooled J.A.P., electric lighting and full equipment, fast and of sporty appearance, £22 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 776-r837

MORGAN, 1925, 2-seater, J.A.P. engine, excellent condition, £50; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 776-921

MORGAN, Aero, late 1926, 10hp Blackburne racing engine, s.s. tyres, geared steering, foot accelerator, front-wheel brakes, twin screens, hood, finished mottled grey and red, very fast, £95. Atkins and Son, East Barnet. 776-920

MORGAN, 1926, Aero, only done 4,000 miles, 10hp Blackburne, o.h.v., water-cooled, dynamo lighting, shock absorbers, steering dampers, Whalley extra air, £95. Brown's Garage, Houghton-le-Spring. Phone 32. 776-r810

"THE PETROL ENGINE." Deals fully with the petrol engine as applied to motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. Profusely illustrated. 3/6 net; 3/10 post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN. Homac's have for disposal the following guaranteed Morgans—
1927 Aero, o.h.v. J.A.P., Dunlop S.S. tyres, f.w.b., speedometer, hood, straight through exhaust, excellent condition, 100 guineas.
1927 De Luxe, air-cooled J.A.P., f.w.b., balloon tyres, in new condition, £90.
1926 Aero, 8hp, sports J.A.P. dynamo, hood, speedometer, etc., the whole in excellent condition, £90.
1925 Family, w.c. J.A.P., dynamo, speedometer, clock, side screens, latest double windscreen, beautiful condition, £67 10s.
1924 Family, w.c. Blackburne, dynamo, speedometer, £60.
1925 Aero, Anzani, dynamo, speedometer, hood, excellent order, £72 10s.
1922 Standard, 8hp J.A.P., fullest equipment, £37 15s.; another at £25.
Grand Prix, 8hp w.c. J.A.P., excellent condition, £28 10s.
1924 Family, 10hp air-cooled Blackburne, dynamo, etc., £65.
Any of the above can be supplied on deferred terms. Your present machine taken in part payment. Homac's, London Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 776-11

MORGANS. Special offers this week. Below.

MORGAN. Aero, 1925, 10-40hp, o.h.v. Blackburne, front-wheel brakes, speedometer, etc., £75. Below.

MORGAN. 1926, de luxe model, 10-40hp, o.h.v. Blackburne engine, starter, front-wheel brakes, speedometer, specially wide and long body, £90. Below.

W. H. Elce and Co., Ltd., for value in Morgans. Note address: 11 Camomile St., E.C.3. 'Phone, Avenue 5548. 776-902

MORGAN. 1925 (October), de Luxe, water-cooled M.A.G., electric lighting, £65. 2 Beaumont Rd., Totton, Southampton. 776-r807

MORGAN. 1926, Grand Prix, water-cooled, with 8hp sports J.A.P., dynamo lighting, engine perfect, full comprehensive insurance to June, 1928, taxed till December, £75. Write, Small, 11 Loughborough Rd. 776-529

MORGAN. 1924, exceptionally smart purple Grand Prix, full equipment, very fast, a bargain. 1 Childebert Rd., Balham, Streatham 3651. 776-549

MORGAN. 1926, Aero Blackburne 10hp o.h.v. racing engine, light blue, special sports hood, good tyres (Everlast in rear), one owner, small mileage, no renewals required, genuine bargain, £100. 186a Gladstone Avenue, Wood Green. 776-r815

MORGAN. 1925, de luxe, with starter, fully fitted, £65. Smith, 4 New-castle Place, 281-5 Edgware Rd. 776-595

MORGAN. 1927, new (shop-soiled), unregistered, family model, w.c. J.A.P., f.w.b., finished blue, list price £121, our price 98 guineas, exchanges and deferred. J. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-587

MORGAN. really posh Aero model, Blackburne o.h.v. water-cooled engine, special steering, f.w.b., speedometer, hood, taxed year, extremely fast, £85; exchanges, easy payments. King's, New Rd., Oxford. 776-20

MORGAN. Aero model, o.h.v. Anzani water-cooled engine, dynamo lighting, clock, speedometer, hood, £67 10s.; exchanges, easy payments. King's, New Rd., Oxford. 776-22

MORGAN. 1926, Aero, taxed December, dynamo, small mileage, brand-new condition, £85; exchanges, deferred terms. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 776-562

MORGAN. 1924, family, water-cooled J.A.P., dynamo, etc., one owner since new and very carefully used, £52 10s.; exchanges. Yarwoods Garage, Stoney Rd., Tottenham. 'Phone, 3122. 776-x411

MORGAN. 1925, 8-10hp Blackburne engine, family 4-seater, fully equipped, very fine condition, good tyres, really cheap, £57 10s. Kirk and Co. 776-20

MORGAN. 1925, Grand Prix, 8-10hp J.A.P., water-cooled, dynamo lighting, extremely smart, carefully used, £64, both cars guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 776-625

MORGAN Anzani, 1923, good order, £40 or offer. 100 Riversdale Rd., London, N.5. North 4371. 776-r890

MORGAN. Grand Prix, o.h.v., Anzani, speedometer, oversized tyres, dynamo lighting, red upholstery, painted black, red wheels, price £48 or offer. See below.

Aero, 1925, fitted with 1927 o.h.v. Anzani engine, outside gear change, spot-light, £62 10s. or offer. See below.

Aero, 1926, Blackburne o.h.v., straight-sided tyres, straight-through pipes with Ghost silencers, speedometer, hood, dash lamp, just been repainted, £95. See below.

De luxe, 1925, a.v. w.c. J.A.P., speedometer, side curtains, tyres as new, taxed, £55. See below.

H. Beart and Co., Ltd., 102 London Rd., Kingston. 'Phone, Kingston 5148. The recognized Morgan specialists. Do not fail to consult us when buying your Morgan. 776-613

'THE MOTOR.' The National Motor Journal. Presents everything of practical value or interest to the motorist. Be it news progress of design and invention, or reports of events, if it is worth recording you will find it in "The Motor." Published every Tuesday. Price 4d. Specimen copy sent free on application to Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN. 1927, taxed December, insured end January, 1928, splendid tyres, side screens, speedometer, in excellent condition, cost over £100, accept £65. Glanfield Lawrence Motors, Ltd., 230 Tottenham Court Rd., W.1. 'Phone, Fitzroy 1077-8. 776-610

MORGAN. 1927, standard model, only shop soiled, £78. Clark's, 223 Hammersmith Rd., W.6. 776-639

MORGAN. late 1927 Family, w.c. geared steering, side curtains, speedometer, tax December, small mileage, £95. Clark's, 223 Hammersmith Rd., W.6. 776-637

MORGAN. Grand Prix, J.A.P., w.c. electric lamps, any trial, £15, first cash secure. Olympia, Wakefield. 'Phone 2985. 776-r734

NEW CARDEN. 1924 7hp 2-seater, electric lighting, £7 tax, running order but requires tuning, £10, room wanted. King's, New Rd., Oxford. 776-21

OMEGA. 1927, sports model, shop-soiled only, otherwise indistinguishable from new, special bargain, 100 guineas; your motorcycle or small car taken in part payment, balance cash or deferred. South Ealing Garage, 152 South Ealing Rd. 'Phone, Ealing 4161-2. 776-979

OVERLAND. 1922, 5-seater, 4-door saloon, owner-driven, excellent condition, just overhauled and decarbonized, £33; exchange light car. Jowett preferred. Johnson, 58 Burlington Avenue, Kew Gardens. 776-r783

PEUGEOT. 1926 (late), 7-12hp cabriolet, mileage under 3,000, condition as new, taxed, £77 10s.; exchanges, terms. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 776-920

PEUGEOT. 2-seater, May, 1926, mechanically perfect, £75; trial. Grant, Builders, Glenfield, Leicester. 776-r787

PEUGEOT. 1927 7hp 2-seater cabriolet, finished brown, indistinguishable from new, mileage negligible, £110; exchanges, deferred payments. Parker's Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 776-821

RENAULT. For used guaranteed Renault cars, get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-876

RENAULT 1925 9hp 3-seater, balloon tyres, as new, f.w.b., starter, etc.; this car is in very good condition and thoroughly recommended; bargain at £75; exchanges, cars and motorcycles; deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 776-933

RENAULT. 1925, 4-seater, 8.3, £65; starter, four brakes, electric horn, excellent condition. 76 Erconwald St., Shepherd's Bush. 776-r805.

RENAULT saloon, 8.3, 1925, f.w.b., good tyres, taxed, splendid appearance, £90. 225a Hammersmith Rd., W.6. Riverside 3549. Exchanges and deferred. 776-579

RENAULT. 9hp, 2-seater de luxe, 1925 (late), £80; 9hp 1926 model, 4-seater de luxe, luggage carrier, etc., £85; 9hp 1927 model, 4-seater, 3,000 miles only, £110. Several others. Call and inspect. Renault Sales service, Surbiton Hill Rd., Surbiton. 'Phone, Kingston 1873. 776-645

RHODE. 1923, all-weather 4-seater, just overhauled and repainted in 2-colour scheme of brown, starter and accessories, £50, 3 months' guarantee; deferred terms, exchanges; many other makes. Andrews Motor Mart, Byfield Hall, Barnes. 'Phone, Riverside 3709. 776-958

RHODE. 1925, 11hp, 4-door, 4-seater, new condition, £95. Bartlett's, Ltd., 51-52 Foley St., Langham St., Gt. Portland St. 776-28

RHODE 1925 chummy 4-seater, dynamo, starter, etc., in good condition throughout, £32 10s.; exchanges. Yarwood's Garage, Stoney Rd., Tottenham. 'Phone, 5122. 776-x408

RHODE. 1923, chummy, lighting, starter, perfect mechanical condition, taxed, £39. 7 Exhibition Rd., South Kensington. Tel., Kensington 9949. 776-975

RHODE. 1925, de luxe 4-seater, balloon tyres, leather upholstery, taxed, in beautiful condition, £79. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4635. 776-607

RILEYS. A reconditioned Riley is as reliable as any new car. South Coast experts, Lewes Motor Works, Sussex. zzz-80

RILEY. For used guaranteed Riley cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-877

RILEY. 108hp, 4-seater, all-weather, starter, dynamo lighting, Hartford shock absorbers, f.w. brakes, in splendid order, any trial, tax paid. Butterworth, 35 King St., Knutsford. 776-r816

RILEY. 108, 2-3-seater semi-coupe, 2 doors, dickey, 1924, right-hand gate, 4 speeds, new tyres, extras, taxed, good condition, £80. 4 Park Hill Rd., Croydon (after 6 p.m.). Croydon 0131. 776-r817

RILEY. super-sports Redwing 2-seater, starter, lighting, 4 speeds, special 1925 engine, one of the most attractive sports cars on the road, £125; exchanges and deferred. Bartlett, 173a Westbourne Grove. 776-836

RILEY. 1924 super-sports Redwing 2-seater and dickey, starter, lighting, 4 speeds, 6 wheels, V screen, special hood, all aluminium body with red upholstery; this car has been chauffeur kept and is in excellent order, £110. Above. 776-836

RILEY. 1926 (August), 11-40hp, sports 2-seater, red hood, etc., dickey, f.w.b., really splendid condition throughout, cost over £500, accept £215. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 776-545

RILEY. 1924, 11hp, de luxe 4-seater, exceptional order, £115. Bartlett's, Ltd., 51-52 Foley St., Langham St., Gt. Portland St. 776-30

ROVER. If you want a second-hand Rover 8, 9, 9-20 or 10-25hp remember we specialize on this make and have a constantly changing stock of all types. We want satisfied clients and for that reason we do our level best to see our second-hand cars are turned out right. Deferred terms and part exchanges when desired. We deal with Rover users all over the British Isles, both in cars and parts. Rover distributors for Liverpool, Wirral, South West and East Lancashire. Fulfill and Son (successors to the Rover Co., Ltd.), 37-41 Renshaw St., Liverpool. zzz-190

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 8, 1925, de luxe, dickey, overhauled, excellent condition, £35, offer. Rose, 6 Old Station Rd., Chingford, Essex. 776-r611

ROVER, 8hp 2-seater, in good running condition, dynamo lighting, bargain, £27 10s.; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 776-816

ROVER, £145. Mebes and Mebes (Est. 1893). 9-20hp, 1926, super 4-seater, Royal blue f.w.b., starter, speedometer, clock, dash lamp, Stewart's wiper, mirror, step mats, electric and ordinary horns, luggage grid, taxed, excellent throughout, fully guaranteed; deferred terms and exchange. 144, 154-6 Gt. Portland St., W. Museum 4244. 776-823

ROVER. For used guaranteed Rover cars, get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-878

ROVER 1923 chummy, with starter and in beautiful condition, only does very small mileage, splendid condition, bargain, £45; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m., and Sunday morning. Chiswick 0303. 776-940

ROVER 9. This car that is offered at £125 is a beautiful 1926 4-seater, in excellent condition throughout, and can be bought with confidence, completely equipped and ready for service. Empire Motors. Below.

ROVER 9. Empire Motors offer 1925 4-seater, colour blue, balloon tyres, starter, etc., very fast, £89. Below.

ROVER 8hp, 1922 2-seater, dickey seat, dynamo lighting, etc. This car has had a very careful owner, and will give good service. £32. Exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 776-926

ROVER 8, 3.5-seater, in splendid condition throughout, guaranteed in writing 12 months, £45; liberal exchange, easiest deferred. Delord's, 550 Oxford St., next Marble Arch Tube. 776-524

ROVER 8s, £25, £27, £30, £32, £34, £36, £38, £42, £45, £48, £55, can be had at Andrews Motor Mart.

Andrews specialize in this wonderful and economical little car and 2-seaters, chummies and full 4-seaters are always on view.

Andrews deferred terms are the best in the trade. No references, no securities and insurance not insisted on. Three months' guarantee. Andrews Motor Mart, Byfield Hall, Barnes. Phone, Riverside 3709. 776-957

ROVER, 8hp, 2-seater de luxe, starter, beautiful condition, £45; exchange combination or good piano. 112 Stroud Green Rd., Finchbury Park. 776-r835

ROVER 9, 1926 (late), 2-seater super de luxe, complete and as new, taxed, £135. K.J. Motors, Widmore Rd., Bromley. 776-123

ROVER, 1925, 9-20, de luxe model Weymann saloon, mileage only 1,800 condition as new, privately owned, £170. Seen at Obey's Garage, Twickenham. Phone, Popesgrove 1500. 777-r216

ROVER 8hp, late 1924, full 4-seater, speedometer, dynamo lighting, tax paid, good condition, 35 m.p.g., 45-48 m.p.h., 3 new tyres, £40, or reverse. E. Doyle, Ball House, Foulridge, Colne. 776-r217

ROVER, 1923, 8.8, 2-seater, dickey, excellent condition, recently overhauled, £30. 8 Caxton Rd., Shepherd's Bush. After 6. 777-r177

ROVER 8, 1924, chummy model, painted maroon, balloon tyres, speedometer, 8-day clock, Hartford shock absorbers, extra air, spring gauges, excellent order mechanically, very smart appearance; best offer secured; seen by appointment. Gobbett, 11 Clifton Rd., Maida Vale (or at Southall). Phone, 0315 Paddington. 776-r774

ROVER 8, chummy de luxe, 1923, perfect running order, perfect appearance; best offer. 104 St. Paul's Rd., Burdett Rd., Bow. 776-r781

ROVER 8, 1924, full 4-seater, repainted latest 2-colour scheme, good tyres, etc., £35. 34a Hereford Rd., Westbourne Grove, W.2. 776-r748

ROVER 8s, 1924, 4-seater, £35; 1924 2-seater, £30; 1922 2-seater, £17 10s. 19 Fore St., Edmonton. 776-r800

ROVER 9hp 1925 4-seater, fitted balloon tyres, starter, etc., nice condition, £72 10s.; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 776-906

ROVER 8hp late 1925 4-seater, fully equipped and has been very carefully used, in really exceptional condition, £100; exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 776-910

ROVERS. Don't miss page 64. 776-780

ROVER, 9-20hp, super model Weymann saloon, four doors, f.w.b., tax paid, tyres as new, £129 10s. 69 St. Paul's Avenue, Willesden Green, London. 776-r804

ROVER, 9-20hp, 1926, Weymann 4-door saloon, f.w.b., very small mileage, clock, speedometer, interior light, mascot, screen wiper, electric and bulb horns, sliding windows, positively in new condition, taxed to 1928, bargain, £145. Below.

ROVER, 9-20hp, 1926, super 4-door 4-seater, f.w.b., complete all-weather equipment, tyres as new, very small mileage, inspection and trial will convince, bargain, £135. Below.

ROVER, 8.9hp, 1924, full 4-seater, dynamo, all-weather equipment, in extremely nice condition, very serviceable and economical, £42. Below.

ROVER, 8.9hp, 1923, chummy 4-seater, dynamo, complete equipment, spare wheel, good mechanically, very cheap, £29. Below.

ROVER, 8.9hp, 1922, 2-seater, dynamo lighting, spare wheel, speedometer, good appearance, mechanically sound, £25. Below.

ROVER specialists. Exchanges and deferred; immediate delivery of 10-25hp models; highest exchange allowances. Call for particulars of our latest scheme. Navors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 776-1

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER, 1927 model, 9-20hp, coachbuilt 4-door saloon, taxed December, f.w.b., spare unused, mileage 4,000, cost £325, accept £185. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 776-543

ROVER, 1927 model, 9-20hp, semi-sports, 4-seater, f.w.b., fully equipped, cost £275, accept £160. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 776-544

ROVER 9-20 tourer, 1927 model, as new, £145, written guarantee. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 776-989

ROVER 8, 2-seater, excellent condition, many extras, bargain, £20. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 776-985

ROVER 9, late 1925, smart 2-seater de luxe, £85. 10 Percy Rd., Hampton, Middlesex. 776-r820

ROVER, 1926, 9-20, super 2-seater, f.w.b., maroon, condition as new, £130. Tuck, 7 Brigstock Rd., Thornton Heath, Surrey. 776-r818

ROVER, 8hp, 2-seater, chassis No. 83,749, registered No. TB7421, date delivered October, 1921, grey finish (repainted very recently and in nice condition), black mudguards, windscreen wiper, speedometer, all-weather curtains, price £27; deferred terms if desired. Pollitts, the Rover Specialists, 37-41 Renshaw St., Liverpool. 776-994

ROVER, Nippy Nine, 1926 model, 4-door 4-seater body, with adjustable front seat, maroon finish, speedometer, 8-day clock, starter, f.w.b., snubbers all round, Bosch magneto, Boyce motorometer, step mat, rear screen, tonneau cover, good tyres, tax paid, £125. John Pollitt and Son, 37-41 Renshaw St., Liverpool. 776-995

ROVER, 1927, 9-20hp, super 4-seater, leather upholstery, dual-fane cellulose finish, small mileage, exceptional condition, taxed December, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1988. 776-969

ROVER, 1926 model, 8hp, 4-seater, starter and lighting, balloon tyres, f.w.b., all-weather equipment, taxed, painted brown, very nice order throughout, £125. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Museum 5391. 776-973

ROVER, 1926, 9-20hp, 4-door coachbuilt saloon, f.w.b., taxed December, splendid order, cost £350, accept £165. Vivian 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 776-542

ROVER, 1927, 9-20hp, 4-seater, 2-colour cellulose finish, guaranteed 3,500 only, taxed, as new, £170. Below.

1924, 8hp, full 4-seater, dynamo, usual fittings, blue, mechanically sound, to clear, accept £33. Below.

1923, 8hp, 2-seater, repainted maroon, specially fine order, £30. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 776-598

ROVER, 1927, 9-20, super semi-sports 2-seater, dickey, f.w.b., finished red and cream, completely equipped, as new, 160 guineas. Below.

ROVER, 1926, 9-20, super 4-door 4-seater, completely equipped, excellent condition, 115 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-588

ROVER, late 1924, splendid condition, any trial, 2-seater, dickey, £35. Chesney, "Red Gables," Birchington, Kent. 776-r842

ROVER 8, 1921, dynamo lighting, good condition, £21. 12 St. Leonard's Rd., Surbiton. 776-r843

ROVER 1924 8hp chummy, excellent mechanical condition, £39. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 776-31

ROVER, 1927 9hp 2-seater de luxe, magnificently equipped, every accessory, mileage only 3,000, as new, throughout, taxed in December, superb, trial, cost £240, our price £155, guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 776-617

ROVER, 1924-5, full 4-seater de luxe, dynamo lighting, starter, speedometer, leather upholstery, all-weather equipment, many extras, good condition and splendid appearance, £49 10s.; guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 776-618

ROVER sports, 1926-7, 2.3-seater, f.w.b., balloons, small mileage, aluminium body, blue wings, £143. Write, 157a Hillingdon St., S.E.17. 776-r889

ROVER, 1927, semi-sports 2-seater and dickey, full a-w. equipment, painted strawberry and cream, small mileage, the whole car as new, £165. Bartlett, 173a Westbourne Grove. 776-838

ROVER 10-25 Weymann saloon, left works August, condition as new, price £165 for quick sale. On view Rover Showrooms, Coventry. Box No. 8692, c/o "The Light Car and Cyclecar." 776-808

ROVER 1924 4-seater, chassis No. 94012 (March, 1924), long-stroke engine, repainted Nile blue, new hood, 4 new tyres, speedometer, tax paid December, 1927, £50. John Pollitt and Son, 37-41 Renshaw St., Liverpool. 776-804

ROVER 9, 1924, occasional 4-seater, renovated throughout, lighting and starting, equipped, £59. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 776-799

ROVER 1927 9-20hp 2-seater, semi-sports, strawberry and cream, small mileage, perfect condition, f.w.b., complete equipment, owner purchasing saloon, any trial and inspection, £165 or near offer. Howes, 3 Hilltop Way, Stanmore. Phone, Stanmore 184. 776-r735

SALMONSON, £27. 1923, English 2-seater body, starter and lighting, in good order, full equipment, a real bargain. 2 Codrington Mews, Richmond Crescent, London, W.11. 776-r878

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 0267-8-9. 776-283

SALMONSON, 49 guineas, 1924 sports 3-seater, very smart, cream with red wings, any trial; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 776-929

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SALMSON. 1924 model, fitted sports Blüman 2-seater body, magnificent condition, very fast, Harford's, taxed, £48. K.J. Motors, Widmore Rd., Bromley. 776-122

SALMSON. Woodford. Three-seater sports, 1926, taxed, very fast, £90. Harvey Hudson and Co. (next George Hotel), Wanstead 2393. zzz-775

SALMSON. £89. 1926 sports 2-seater, f.w.b., dynamo lighting, starter, hood, smart appearance, exceptionally fast; exchanges, easy payments. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 0303. 776-936

SALMSON. 1925, 10hp, small 4-seater, starter, clock, speedometer, horn, spare wheel, good tyres, overhauled, repainted this year, taxed December, owner-driver, £65. 56 Milton Avenue, Sutton. 776-776

SALMSON. 1925, 2-seater and dickey, taxed December, repainted latest 2-colour scheme, good tyres, £34. 34a Hereford Rd., Westbourne Grove, W.2. 776-749

SALMSONS. Don't miss page 64. 776-783

SALMSON. 1927, 10-20hp, 4-door Weymann saloon, mileage under 1,000, tax paid year, £165. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 776-530

SALMSON. 1926 model, 10-20hp, special 2-seater, very fast, £155. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 776-531

SALMSON. 1925 sports, taxed, good tyres, £59. Mitcham Garage, Mitcham. 776-x415

SALMSON. 1927, 10-20, Weymann 4-door saloon, listed £284, completely equipped, adjustable front seat, trunk, f.w.b., balloons, 5,000 miles only, superb condition, 175 ans.; exchanges and deferred. T. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-592

SALMSON. 1926 2-seater sports model, starter, Vee windscreens, wire wheels, very fast, £77 10s.; exchanges, easy payments. King's, New Rd., Oxford. 776-24

SALMSON. 1926 model, English body, double dickey, one owner, £69; motorcycle part exchange. 6 Penwortham Rd., Streatham. Phone 5159. 776-x416

SALMSON. 4-cylinder, o.h.v., English body, double dickey, fitted 715 by 115 balloon tyres, a bargain, £28. Earl, 75 Heath St., Hampstead, N.W.3. 776-848

SALMSON. 1924-25 Grand Sport 2-seater, o.h. camshaft, painted blue, with red leather wings, V screen, concealed hood, just completely overhauled and capable of over 50 m.p.h. in second, £65. Bartlett, 173a Westbourne Grove. 776-837

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SCOTT Scania, 1924, only done 9,000 miles, £40. Smith, 60 Hawkhill Croft, Garsley, near Leeds. 776-r803

SENECHAL. £40. 1923, 2-seater, taxed, excellent condition and appearance; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 776-924

SIMA-VIOLET. Metro Motors (the Cyclecar specialists) have 1927 sports, slightly shop-soiled, at £58. 45 Newman St., W.1. zzz-633

SINGER. Singer. Singer. Sole district agents. New and second-hand cars for immediate delivery. Buy your new or second-hand car from the firm of Singer specialists. Cash, deferred or exchanges. The Wright Automotive Co., Ltd., 253 Queen's Rd., Battersea, S.W.8. Phone. Battersea 4944. zzz-820

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SINGER. 1926, 10-26hp, de luxe tourer, grey, f.w.b., exquisite condition, £125. K.J. Motors, Widmore Rd., Bromley. 776-121

SINGER. 1925 10hp de luxe 4-seater, full equipment, brand new condition, £105; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 776-820

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SINGER. 1925, 10-26, de luxe 4-seater, exceptional condition, £85; take motorcycle part. 19 Crabb St., Rusden, Northants. 776-r790

SINGER. 1926½ saloon, f.w.b., nice condition, £135, bargain. 19 Fore St., Edmonton. 776-r798

SINGER. 1927, 10-26hp, brand-new 4-seater de luxe, shop-soiled only, fully equipped, f.w.b., etc., listed £220, genuine bargain, £185. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 776-546

SINGER. 1926, 10-26hp, de luxe 4-seater, f.w.b., etc., taxed December, absolutely perfect order cost £250, recent £120. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 776-547

SINGER 1927 10hp 4-seater, f.w.b., small mileage, £165. Henke, 91 Gt. Portland St., W.1. 776-519

SINGER coupe, 1921, taxed, starter, exceptional condition, £30. Below.

SINGER. 1921, 2-seater, excellent condition throughout, £25; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 776-922

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(continued).

SINGER 9.5hp 4-seater, fitted s.s. and speedometer, etc., complete a-w. equipment, recently repainted and fitted new hood, bargain, £70; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 776-905

SINGERS. Don't miss page 64. 776-782

SINGER 10, 4-seater, grey, 1923, good condition, licensed, starter and a-w. equipment, £60. Streatham 2014. French's, 279 High Rd., Balham. 776-536

SINGER. 1925, 10hp, 2-seater, with dickey, excellent condition, £110. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 776-534

SINGER. 1927, 10hp, 4-seater, taxed, £150. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 776-535

SINGER. Cass's Motor Mart, Ltd. (Established 1911.) 1926 de luxe, 10hp 4-seater, f.w.b., just revarnished, exceptional condition three months' written guarantee, demonstrations free within 50 miles, terms, exchanges, £125. Cass's, 5 Warron St., W.1. Museum 0623. 776-965

SINGER. 1924, 10hp, 4-seater de luxe, taxed, excellent condition, £75; exchange smaller car and cash. 112 Stroud Green Rd., Finsbury Park, Mountview 1386. 776-r836

SINGER. 1925, 10hp 2-seater, standard specification, including lighting, starter, 2 horns, Dunlop tyres, recently repainted, tax paid, £80. Maude's, 100 Gt. Portland St., London. 776-997

SINGER. 1925, 10hp, tourer, most lavishly fitted, nearly new tyres, just coachpainted dark blue, taxed year, quite as new, £85. Below.

1925, 10hp, 5-seater, all-weather fittings, pneumatic upholstery, overhauled, £78. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd., Padd 9081. 776-594

SINGER. 145 ans.; 1927, 10-26, de luxe, 4-seater, completely equipped, f.w.b., beautiful condition. Below.

SINGER. 1925, 10-26, de luxe 4-seater, completely equipped, leather upholstery, balloons, exceptional condition, 89 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-589

SINGER. 1924, Weymann saloon, 10hp, repainted, good tyres, fine condition, £65. 34a Hereford Rd., Westbourne Grove, W.2. 776-r751

SINGER Junior, 1927, 8hp, 4-seater, taxed, practically new, £105; exchanges, deferred. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9073. 776-565

SINGER. Finchley Motors offer 1921 10hp 2-seater and dickey, dynamo and starter excellent condition, £30. 132 High Rd., East Finchley. Phone 2538. 776-561

SINGER. Finchley Motors offer 1926 10-26hp de luxe tourer, f.w.b., tax for year, small mileage only, one owner, superb condition, £130. 132 High Rd., East Finchley. Phone 2538. 776-568

SINGER coupe. Finchley Motors offer 1922 10hp, drop head, starter, double dickey seat, etc., excellent condition, bargain, £35. 132 High Rd., East Finchley. Phone 2538. 776-559

SINGER. 1919, 10-4hp, 2-seater and dickey, unused for 4 years, splendid tyres, dynamo lighting, in good condition, recently painted bargain, £17. Glenfield, Lawrence Motors, Ltd., 230 Tottenham Court Rd., W.1. Phone, Fitzroy 1077-8. 776-611

SINGER coupe, 1921-2, starter, etc., quick sale £22. 156 Cranston Rd., S.E. Sydenham 2166. 776-r870

SINGER. 1925, 10hp, 4-seater, pneumatic upholstery, starter, balloon tyres, any trial given, £77 10s. 97 Streatham Hill, S.W. 776-602

SINGER. 105 guineas, late 1926, 4-seater de luxe, spring gaiters, shock absorbers, pneumatic upholstery, Boyce motor, luggage grid, 4-wheel brakes, etc., mileage 8,000, in perfect condition, open to any trial or examination. 60 Stanley Rd., East Sheen. 776-x413

SINGER. 1926, Senior, 5-seater tourer, f.w.b.s., rigid all-weather equipment, tyres and general appearance practically indistinguishable from new, taxed December, many extras, grand car, £118. Kirk and Co.

SINGER. 1926, Senior, tourer, first registered 1927, fully equipped, in grand condition, £105. Kirk and Co.

SINGER. 1924, 10hp, 4-seater de luxe, dynamo lighting, starter, leather upholstery, all-weather equipment, taxed December, good tyres, beautifully coach-finished, £62 10s.; choice of another, £55. All cars guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 776-621

SINGER 8. 1927, June delivery, low mileage, taxed, as new throughout, price £110. Wellfords, Manchester St., Brighton. 776-772

SINGER 1924 tourer, grey, lighting and starting, fully equipped, balloon tyres, £72 10s. Maude's Motor Mart, Wolverhampton St., Watlington 444. 776-797

STANDARD. 1925, 11.4, 2-seater de luxe, repainted, taxed December, £112 10s. Blaxton's, 21 Swallow St., Piccadilly, W.1. Ger. 3518-9. zzz-911

STANDARD cars. Croydron official sales and service depot, Moore's Presto, North End and Tamworth Rd., Phone, Croydron 2625. zzz-678

STANDARD. 11.4hp, 2-3-seater, double dickey, full equipment, smart car, £72; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 776-818

STANDARD. 1924, de luxe 4-seater, 11hp, in genuinely good condition throughout and a most sweet-running and pleasant car to manage, can be thoroughly recommended, completely equipped in every way, real bargain at £75; exchanges, cars and motorcycles; deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 776-934

STANDARD. 1924, 11.4, de luxe, 2-seater, double dickey, just overhauled, taxed year, 48 guineas; exchanges. Welcome, Aliston, Bealey Kent. Phone 23. 777-r772

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1924 11.4 Standard 4-seater, in reasonable condition, £60. 159
Castelnau, S.W.13. Riverside 4444. 776-917

STANDARDS. Don't miss page 64. 776-781

STANDARD, 1923, 11.4, 2-seater, double dickey seat, perfect mechanical condition, bargain, £57 10s.; deferred terms accepted. 21 Bentley Rd., Chorlton, Manchester. 776-540

STANDARD, 1923, 10hp, 4-seater, starter, dynamo, speedometer, screen wiper, spare wheel, rigid all-weather side screens, etc., in exceptional condition throughout, £48. Teddington Garage, 160 High St., Teddington. Kingston 2562. 776-r839

STANDARD, 9hp, 1923-4, exceptional order, starter, double dickey, perfect all-weather car, £40. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 776-575

STANDARD 1925 11hp Piccadilly saloon, repainted, etc., £120; also 1925 2-seater de luxe, £85; and 1924 2-seater de luxe, £65. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 776-29

STANDARD, 11.4hp, 1924, 4-seater de luxe, dynamo lighting, starter, all-weather equipment, many extras, excellent appearance, £67 10s. Kirk and Co.

STANDARD, 1924, 11.4hp, 2-seater de luxe, sunken dickey, starter and lighting, nice condition, £59 10s. Both cars guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 776-619

STANDARD, 1926-27 Piccadilly saloon, in excellent condition, has been carefully used, open to any demonstration or trial, £110. Ross and Young, 97 Streatham Hill. Phone, Streatham 3440. 776-604

STANDARD 1926 11.4 2-seater, taxed to December, insured to April, 1928, balloons, small mileage, sold through illness, genuine bargain. W.B.G., 5 Lambeth Palace Rd., S.E.1. Hop 5279. 776-828

STANDARD, £59; exchange, deferred: 1924 Standard 2-seater, large sunken dickey, lighting, starter, all-weather equipment, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 776-855

STANDARD, £92 10s. 1925 11hp 4-seater, exceptional condition, deferred payments. Arthur Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. 776-865

STONELEIGH (Armstrong Siddley), 1923-4, 9hp, chummy, dynamo lighting, speedometer spare wheel, rigid all-weather side screens, etc., a splendid little family car, £22. Teddington Garage, 160 High St., Teddington. Kingston 2562. 776-r838

SURREY, registered 1923, 2-seater, dickey, 10hp, 4-cylinder, condition good, £16 10s. to clear; seen Sunday. Bradshaw, 1 Deansbrook Lane, Edgware. 776-r767

SWIFT, 10, 4-seater, in superb condition throughout, guaranteed in writing 12 months, £55; liberal exchange, easiest deferred. Delobords, 550 Oxford St. (next Marble Arch Tube). 776-525

SWIFT. Save £30-£50 on new shop-sold 1927 model Swifts. 10hp 2 and 4-seaters, unused and guaranteed, chassis almost identical with 1928 models listed new list price £220, our price £185. Terms arranged and highest exchange prices given. Henlys, 31, 155-157 Gt. Portland St., W.1 (Langham 3341), and 1, 3 and 5 Peter St., Manchester. 776-578

SWIFT, 1925, 4-seater, excellent all-weather equipment, £75. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 776-581

SWIFT, 10hp, brand new, showroom soiled, one only, 4-seater, £175. 1 Mitcham Lane, Streatham. Phone 6667. 776-963

SWIFT, 79 guineas, late 1925, 4-seater, de luxe, balloon tyres, luggage grid, dynamo lighting, starter, 8 day clock, etc., taxed December, in perfect condition, open to any trial or examination. 60 Stanley Rd., East Sheen. 776-x412

TALBOT Weymann saloon, 10-23, Brooklands tuned, capable 65, new condition, £185; exchanges. Barton, Sussex Rd., Eritb. 776-p651

TALBOT, 1923, 8-18, 2-seater and dickey, lighting and starting, very good mechanical condition, exchange, terms, 45 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 776-r757

TALBOT, late 1926, 10-23hp saloon, 4 doors, very small mileage, exceptionally well kept, as new throughout, taxed, £245. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 776-970

TALBOT, 1924, 8-18hp, coupe, in new condition, £115. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 776-33

TALBOTS. Don't miss page 64. 776-784

TALBOT. Cass's Motor Mart, Ltd. (established 1911). 1923 (late) 10-23hp three-quarter coupe, 4 new tyres, repainted blue, taxed, best anywhere, £120; three months' written guarantee. Demonstrations free within 50 miles. Terms, exchanges. Cass's, 5 Warren St., W.1. Museum 0625. 776-966

TALBOT 8 2-seater, dynamo, etc., beautiful car, bargain, £45. 156 Cranston Rd., S.E. Sydenham 2166. 776-r871

WINDSOR, 1926, 11hp, 4-5-seater tourer, 4 speeds, f.w.b., antique leather upholstery, rear windscreen, luggage grid, all-weather equipment, finish maroon, exceptionally attractive car, 115 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-590

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WOLSELEY. For used guaranteed Wolseley cars, get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 776-879

WOLSELEY de luxe, 10hp, 2-seater, dickey, electric light and starter, cost £560, excellent condition, accept £60. Judson, 94 Netherland Lane, Wandsworth Common, London. 776-r762

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

WOLSELEY, 1924, 10hp, de luxe 2-seater. In splendid condition throughout, dickey seat, dynamo lighting, starter, clock, speedometer, etc., bargain, £55; exchanges, cars and motorcycles; easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 776-932

WOLSELEY 10 2-seater, new tyres, runs well, £50, written guarantee. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 776-990

WOLSELEY 7, 1923, 2-seater, re-coachpainted, splendid little car, £40. 250 Padfield St., Loughborough Junction, S.E. 776-999

WOLSELEY, 1925, 11-22, 4-door, 4-seater, completely equipped, starter, speedometer, balloons, all-weather equipment, exceptional condition, 79 gns.; exchanges and deferred. 11 F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 776-591

WOLSELEY, 11-22, all-weather touring, new tyres, overhauled, year's tax, 60 gns. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 776-676

WOLSELEY 10, 2-seater, with dickey, dynamo, starter, etc., very nice condition throughout, £32 10s.; exchanges. Yarwood's Garage, Stoneley Rd., Tottenham. Phone 3122. 776-x410

WOLSELEY-STELLITE, 2-seater and dickey, 1919, very good running order, £25. Write or seen, 14 The Drive, Orpington, Kent. 776-r823

WOLSELEY 10 1922 model coupe, lighting and starting, exceptionally nice condition and appearance tax paid, £48. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 0223. 776-616

WOLSELEY 10 1923 2-seater, dynamo, etc., quick sale £39. 156 Cranston Rd., S.E. Sydenham 2166. 776-r868

WOLSELEY 10 1924 2-seater, lighting and starting, equipped, £59. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 776-798

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STANDARD. Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 3311; Museum 2000. zzz-815

STANDARD. Wellington Car Depot, official agents for Standard cars, 52 Wellington St., Woolwich. 'Phone, 1128-29. zzz-773

STANDARD cars. Croydon official sales and service depot, Moore's Presto, North End and Tamworth Rd. 'Phone, Croydon 2623. zzz-677

STANDARD. Westminster Bridge Garage. Authorized London agents. Quick deliveries; part exchanges; deferred terms. Service, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-191

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STANDARD. Finchley Motors, authorized agents. Exchanges, easy payments. 132 High Rd., East Finchley. 'Phone 2358. zzz-553

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TROJAN. Delivering from stock. Sussex distributors. Lewes and Works, Lewes and Brighton. zzz-79

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BUGATTIS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-74

CITROENS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-75

AUSTIN 7 wanted at once; good price given if in good condition. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. zzz-496

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GEORGE NEWMAN AND CO. will give spot cash on sight for any make of new or second-hand car. 369 Euston Rd., N.W.1. zzz-537

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THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-112

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AUSTIN wanted, 7hp, 1926, state lowest price for cash. Fryer, Dove Walk, Utteter. zzz-20

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KIRK AND CO. urgently require Austin 7s, Citroen 7s, A.C. 2-seaters, Bean 2 and 4-seaters, also coupe models. If you want the best price, don't waste your time, bring your car to the firm that will pay it. Kirk and Co., 22-49 Praed St., Paddington. zzz-627

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NEW cars for old, balance by deferred if desired. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-85

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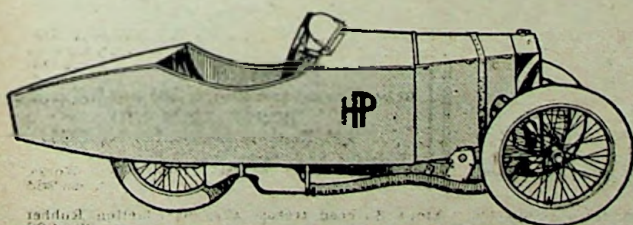
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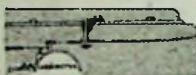
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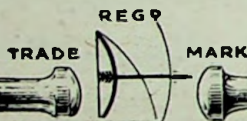
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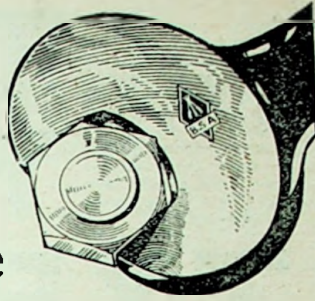
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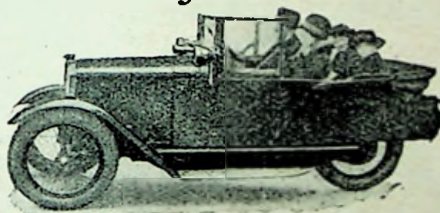
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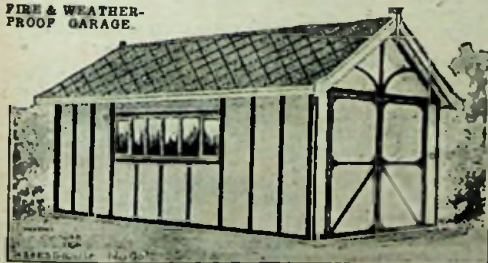


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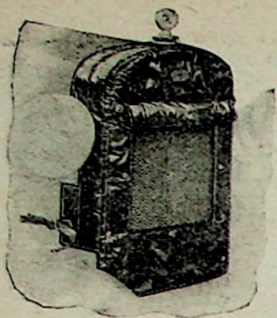
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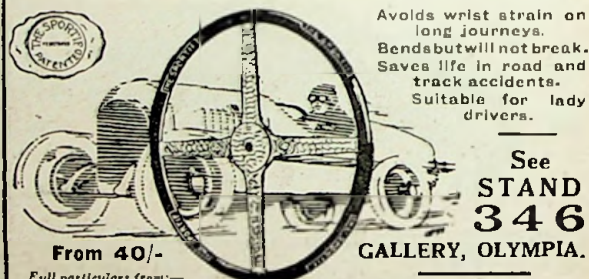
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It is the easiest thing in the winter to start your car no matter how cold or how severe the frost, if you have taken the precaution of fitting a **BAR-KINS RADIATOR MUFF**. A **BAR-KINS MUFF**, with the front closed, will keep your engine warm for hours after it has stopped running. In addition the roll front can be adjusted to suit all weather conditions when the car is running.

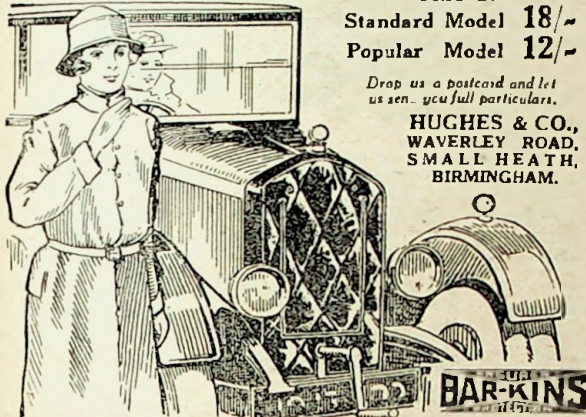
BAR-KINS MUFFS are now made in two qualities, the Standard for every size and make of car, and the Popular for the most popular makes of cars such as Clyno, etc.

PRICES:

Standard Model 18/-
Popular Model 12/-

Drop us a postcard and let us send you full particulars.

HUGHES & CO.,
WAVERLEY ROAD,
SMALL HEATH,
BIRMINGHAM.



1928 MORGANS

NOW AVAILABLE.

To all Purchasers of new machines from this date we **GUARANTEE** a refund of the amount of any reductions in price that may be announced at the **MOTOR SHOW. WHY WAIT?**

DEFERRED TERMS ARRANGED.
TRADE SUPPLIED. ALL SPARES.

HOMAC'S Send for Lists.
MOTOR AGENTS

243/7, LOWER CLAPTON ROAD.
Works: 46, London Road, Clapton, E.5.



**A
NEW
GRADE**

THE DE-LUXE CLEANSER
SPECIALLY MANUFACTURED FOR
MOTORISTS GOLFERS ETC

Makes the
Grimeiest
Hands
Spotless
and Smooth



Thorough
Quick
Non-Injurious
and
Antiseptic

GRE-SOLVENT
MILES AHEAD OF SOAP
8

Wonderfully Pleasant to Use
and Wonderfully Efficient.

Dealers write for special
introductory offer to

THE GRESOLVENT CO.,
JUNCTION WORKS - - LEEDS.

"WELLINGTON" LIQUID METAL POLISH

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



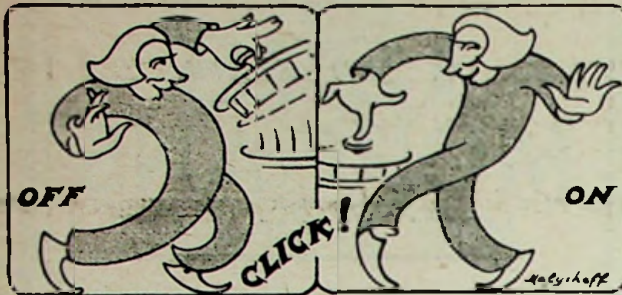
**CLEANS
and
POLISHES
ALL
METALS
(including
Silver)
and
GLASS
(Windows,
Mirrors),
Motor-Screens
(Glass or
Celluloid).**

**TRY IT
and
PROVE IT.**

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

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

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



AUSTIN
STANDARD
CLYNO

Prov. Pat. 21052/26.

SINGER
ROVER
WOLSELEY

HUMBER
CITROEN
FIAT and others.

The "Best" "Slicksure" Tank Filler Cap can be easily adapted to these cars, and all others with a screwed cap.

SO WHY REMAIN OLD FASHIONED?

4/6 is your total outlay and even of this 1/- is credited to you if you return your old cap (which of course becomes otherwise valueless to you)—we then use it for the next man with a car like yours who wants it converted "Slicksure-ly." Anyone can fit this adaptation; it is simply screwed on tight ready for service.

Obtainable from Factors and Agents or garages, or direct, post free, for cash or C.O.D.

From **BEST & LLOYD, LTD.**,
Cambray Works—Handsworth, Birmingham.

The Continental Advertising Co. Ltd.

You can see at a glance

Why?

the "Quick Fit" Gaiters are made standard Equipment on Daimler, Swift, Alvis, Humber, Triumph, Singer, Rover, Standard, Riley, and many other well known cars.

"Quick Fit you will eventually fit."

Quick Fit
Gaiters

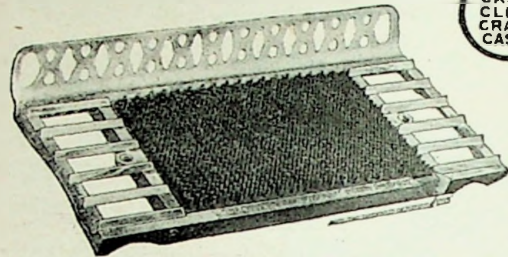
W. DICKINS & Co., LTD.
CROSS CHEAPING, COVENTRY
Telephone 5176. Telegrams: "Leather, Coventry."

COAN'S

ORIGINATED MOTOR NUMBER PLATES

Solid Cast Aluminium. Silver Polished Numerals.
Regulation Size. Express Service.

THE "CONE" MAT. THE MOTOR MAT THAT MATTERS



COAN
CASTS
CLEAN
CRANK
CASES

For value, class, and wearing test
Coan's Plates and Stepmats prove the best.

Also NEW REAR LAMP.

Write for Booklet.

Telephones:
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4466
(4 lines).

R.W. COAN LTD

The Aluminium Foundries
219, Goswell Road
LONDON, E.C.1

Telegrams:
"Krankases"
Barb
London."

The Best Cure for Worn Cylinders

Let **LAYSTALL**
regrind the
Cylinders
and fit
DE LUXE
LIGHTWEIGHT
CAST IRON
PISTONS

Absolute Accuracy
in the Grinding
The Most Satisfactory Piston
in the World.

SPECIFY
LAYSTALL
to your Repairers
for the very best
in Accuracy.
Quality & Results

THE FINEST
CYLINDER
REGRINDING
PLANT IN
THE WORLD.

Telephone
HOP
6140
(seven
lines)

LAYSTALL
SPECIAL MOTOR REPAIRS

EVER ST., SOUTHWARK, LONDON, SE1
Northern Branch Works 55 FONTENAY STREET, LIVERPOOL.

FREE FOR! A JOKE!

We have decided to award a weekly prize during October for the best original Motor Story. The winner shall have the choice of 10/- Treasury Note or a credit of 1/- for the purchase of any "Aristocrat" accessory. We hold the right to publish any story submitted. Our decision to be accepted as final. All entries to be received within 7 days from date of issue, mentioning paper, to Argus Advertising Agency Ltd.

50, Summer Row,
Birmingham

This week's Prize
Winner:—

"A small boy and his father were walking in the Park, and the lad was naming the cars as they passed, abbreviating a popular make as they were so numerous. Soon another car appeared—a well-known 'Seven'—and father asked, 'Well, is this an 'Oz' or a 'Coo'?' 'Neither,' replied his son. 'It is an 'orse'!" (Lins.)

F. C. H. Tade,
215, Sileon Lane,
East Sheen, S.W.14.

THE "Aristocrat" AUSTIN SEVEN RUNNING BOARDS

TRADE MARK.



"Of refined appearance!"

They fit the entire length of the Running Board, from front to rear mud guard, and shaped snugly to body. The boards are covered with best quality insertion rubber matting with polished aluminium surround, complete with bolts and lock nuts for fixing, 8/6 per pr. Carr. 9d. For Saloon, 9/6 per pr. Carr. 9d. Valance Guards if required, 5/6 per pr. ex.

Sent on approval upon receipt of remittance.

C. B. FROST & CO., 83, High Street, BIRMINGHAM.

AUSTIN SEVEN
HORNS (straight), 12/6
(S angle twist), 15/6
SCOPE MIRROR, 8/6
Spring Gaiters, 35/-
Send for complete list.

Telephone:
Cant. 2912.

SCRIVENER'S PATENT—A Magic Valve Fitting Tool. For AUSTIN 7 and ALL CAR ENGINES.

The only Tool which fits Valve
Spring Collars instantly.
SAVES TIME, MONEY
AND TEMPER.



Fingers safe from pinching.
For AUSTIN 7 3/6 each. For
ALL OTHER CARS 4/6. Post 3d. each.
Scrivener's, Patentees & Manufacturers, Fleet St., SWINDON.



G.N.

SPARES—REPAIRS—REBUILT G.N.'s
Owners and Trade write for free catalogue.
GODFREY & PROCTOR LTD.
MANOR ROAD - RICHMOND, LONDON, S.W.
Phone—Richmond 3023.

Read "THE MOTOR"
EVERY TUESDAY - 4d.

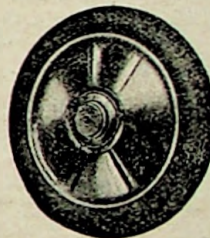
SPARES

for
SINGER 10 H.P.

We specialise in the Back Axle
Gearbox TYPE.
C.V. & M.S., 41a, London Avenue,
N.E. Portsmouth. Phone: 6928

EWART WHEEL DISCS A REAL BOON TO LIGHT CAR OWNERS

AUSTIN SEVEN
AMILCAR



CLYNO
JOWETT, &c.

SET OF FIVE PAIRS.

Black Enamelled Steel £6 0 0 Polished Aluminium £7 10 0

EWART & SON LTD.
346-350 EUSTON ROAD N.W.1
LIST SENT POST FREE

EDGELL'S "INTERLOCK" Weatherboard GARAGES



BUILT WITH OUR INTERLOCK BOARD AND
ACKNOWLEDGED BY ARCHITECTS TO BE
THE BEST OF ITS KIND ON THE MARKET.

The "Premier" Garage of strong framework covered
with our 7/8" Interlock Weather Board. Prices from
£9-10-0 with Hinged or Out of the Way Doors
as shown. All goods carriage paid.

Write for No. 33 Catalogue of Portable Buildings
and Greenhouses of every description, post free.

Edgell's buildings have proved by test to be the best.
W. & A. EDGELL LTD. Dept. 16, Radstock,
ESTD. 1836. nr. BATH.



YES, WE GUARANTEE EVERY COVER RETREADED BY US TO GIVE YOU SATISFACTION. Our clients confirm our statement. Here is what one says:—

I am forwarding to you one 710 x 90 cover which was retreaded by you in May, 1926. The mileage it has covered is 8,000, 3,000 being recorded on the rear wheel of an A.B.C. Car. I am more than satisfied, especially so as it has been as RELIABLE AS A NEW ONE. The last one you supplied is serving in the same way.—H.A.G.

I have to-day detached to you two 27 x 440 covers for retreading. The one retreaded by you in January last has been run side by side with a new one, and I consider your retreads the best wheel by far.—G.T.S.

Why not send your Tyres to us and be satisfied? Price List and Advice Free.

LEICESTER TYRE REPAIR CO., Granby Place, LEICESTER.



Could not buy it back for— £5!

SO SAYS THIS DELIGHTED USER. READ HIS LETTER.

Birmingham, September, 1927.
AUSTIN 12.
I am pleased to say the "Semi-Automatic" Mosaire continues to give entire satisfaction, and you could not buy it back for £5.

Several of my friends are very interested; please send full particulars of the Semi-Automatic for Citroen 119 and Stellite to the following addresses,..... and I am sure they will try the Mosaire and be satisfied.

Yours faithfully,
J. N. R. H.

THIS MASTER EXTRA AIR VALVE

GUARANTEES
DECREASED PETROL CONSUMPTION,
INCREASED ACCELERATION,
COOLER RUNNING,
MORE POWER,
and provides a
FIRST CLASS BRAKE.

IT INCORPORATES THE FOLLOWING ADVANTAGES, WHICH NO OTHER EXTRA AIR VALVE CAN GIVE:—

PATENT COIL DIFFUSER IN COMBINATION WITH INJECTOR SLEEVE (PATENT PENDING).
PATENT PRIMING DIFFUSER FOR EASY STARTING FROM COLD.
GUNMETAL CONE VALVE. GUARANTEED AGAINST AIRLEAKS for 5 YEARS

PRICES

Hand Operated Type— 30/-

Semi-Automatic — 35/-

Write for Leaflet and copies of recent Testimonials.

FIT IT ON
and you will find
that it does all
that we claim.

30 DAYS FREE TRIAL

ALDAM & CO. (M. Dept.),
MISTERTON . . . DONCASTER.

EXPERT

The
Austin Seven Book

By

R.T. Nicholson, M.A.

Price 2/6

ADVICE

HOW to get the best from motoring;
to cut down running costs;
to keep your car always fit.

From all Booksellers, Newsagents, and
The Gregg Publishing Co., Ltd.,
36-38, Kingsway, London, W.C. 2.



Works:
1, Malden Place,
Malden Rd., Kentish
Town, N.W. Phone:
Hampstead 3602.

173, Gt. Portland St.

Phone: LANGHAM 1403

Authorised Dealers—

**AUSTIN
SINGER
STANDARD**

SERVICE AFTER PURCHASE.
EXTENDED PAYMENTS.

On receipt of Post Card or Phone Message our Representative will call at your convenience.

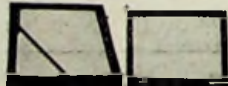
With our modern equipped Works we can deal with your repairs.
LET US QUOTE YOU.

"ORTO" SIDE SCREENS

18" x 16"

15/6

each.



Any size
or shape
to order.
NEW
LIST
FREE

Celluloids refitted from 6/-, Headers covered from 40/-
Hood Twill 6/6 yard. All materials supplied.
ATKINSON'S, 98, Loftus Road, Shepherd's Bush, W.12.

GARAGES! GARAGES!

IN WOOD OR ASBESTOS

Size 14ft. x 8ft. **£11 10s.** Carriage Paid.

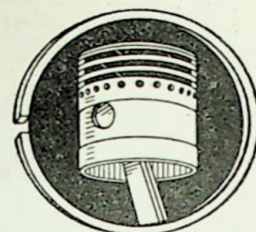
Sliding doors can be fitted to all sizes. It will pay you to send for our Free Catalogue before purchasing.

J. H. HOLT & SON, LTD.,
6, Barrs Bank, Lymm,
Cheshire.



Separate
Catalogue
for
Institutes,
Pavilions,
Bungalows,
etc.

**ENGINE
EFFICIENCY
CENTRES
IN**



**PISTON
RINGS**

Be sure you
see the world's
best piston ring

BRICO

at the
MOTOR SHOW

**STAND
359**

Manufactured by
The British Piston Ring Co., Ltd.,
Coventry.

FIT



**AND GET
THE BEST** H.P.

"THE MOTOR REPAIR MANUAL" For the Owner Driver and
Amateur Mechanic. 2s. 6d. net. 2s. 9d. post free.

ROVER

If your interest is in—

A new Rover car,
A second-hand Rover car,
New Rover spare parts,
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Technical advice on Rovers,
Hiring a Rover car,
Repairing a Rover,
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Or only a Rover catalogue,

then 23 years specialisation on this make helps us to look after you properly. We correspond with Rover users all over the world, thousands in number. Simply because we can always tell them something of interest, and be helpful, we have stacks of nice letters. We really enjoy assisting Rover users, so do not hesitate to write. Repairs quotations with pleasure. It often pays to come a long way to see us, so tell us what you want.

POLLITTS,
The Rover Specialists,
37-41, Renshaw St.,
Liverpool.

T.N.—Royal 2944/5.
North 1597 (Works).

**YOU WILL FIND US at
THE ROVER STAND.**

7 "CHEMICO" CAR RENOVATORS

"CHEMICO" CAR POLISH.

The finest "tested" cleanser and polish for varnished finishes.

"CHEMICO" CELLULOSE CLEANSER and POLISH.

Instantly cleanses and revives the polish on Cellulose enamelled surfaces.

"CHEMICO" WAX POLISH.

Gives a brilliant finish to the work of "Chemico" Car Polish or "Chemico" Cellulose Polish.

"QUIKKO" METAL POLISH.

Effects a brilliant polish on all metal parts.

"CHEMICO" LEATHER RESTORER.

Restores the glossy appearance to all kinds of leather. Sold in seven different colours.

"CHEMICO" FLEXIBLE HOOD PAINT.

Renovates, waterproofs and preserves motor car hoods.

"CHEMICO" TYRE PAINT.

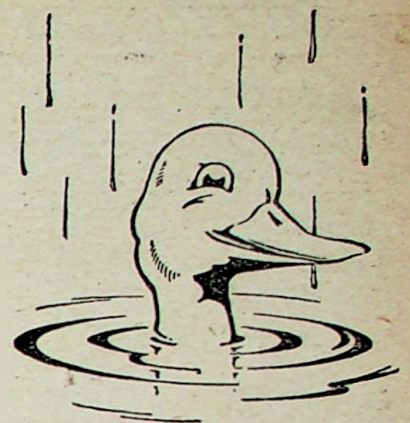
Preserves and enhances the appearance of tyres, running boards and rubber step mats.

The MOTOR SHOW, OLYMPIA,
Oct. 13th, STAND No. 510 Galle: y

*All good Garages
sell* **CHEMICO**
SPECIALITIES

THE COUNTY CHEMICAL CO., LTD.,
CHEMICO WORKS, BIRMINGHAM
Depts: LONDON. DUBLIN. GLASGOW.

7



Not affected by Rain or Water

Send for the free leaflet, "A Simple Job," and see how easy it is to give your car a beautiful glass-like surface with Robbialac.

ROBBIALAC,
DEPT. A9

WARTON ROAD, STRATFORD, E.15



The Perfect Enamel—test it how you will

Atomised Air SEE IT AT DUNHILLS STAND 457 OLYMPIA.

Extra air, properly controlled, is a big advantage. Every motorist of experience knows that. BUT IT MUST BE PROPERLY CONTROLLED. With the "ARC" Atomiser you have a double control. A cone valve, individually ground-in, regulates to a nicety the quantity of air admitted. It is then taken in hand—ATOMISED—by the patent diffuser—a ring of tiny holes, splitting it up into many fine streams, helping still further to vaporize the mixture. No other device gives this effect—the big advantage of the "ARC" Atomiser over all other devices.



All patterns with ordinary flange up to 20 mm. bore, suitable for cars up to 10 h.p. such as Austin 7, Jowett, Trojan, Rover 8 and 9/20 etc.

30/-

All patterns with ordinary flange 30 mm. bore, suitable for most cars up to 14 h.p.

32/6
Larger sizes extra.

Illustration is only one of 60 models. If you have one for your car.



ARC ATOMISER CO.,
94, Great Portland Street, London, W.1.
(Museum 9125)

"THE MOTOR ELECTRICAL MANUAL." All about the electrical equipment of your car. Price 2s. 6d. net; 2s. 9d. post free.

WOOD, IRON, and ASBESTOS BUILDINGS of Every Description.**THE SAVOY MOTOR HOUSE.**

SPECIFICATION. Sides and ends of buildings are in complete sections, constructed on extra strong framework and covered with 1/2 in. Feather-edge Boards. Complete with strong doors, windows and all necessary Nuts and Bolts, Roof, strong Rafter and Principals where necessary, with Boards and good Felt for covering same, making all thoroughly waterproof. Erected by any handy workman.



Greenhouses complete.
7x3... £25 7 6 8x2... £25 15 0
9x3... £27 5 0 10x7... £28 15 0
12x8... £30 17 6 15x9... £34 5 0



Store Huts complete.
6x4... £23 2 6 7x5... £23 17 6
9x6... £25 0 0 10x7... £25 15 0
12x8... £27 15 0 15x9... £30 10 0

FIREPROOF MOTOR HOUSE.

SPECIFICATION. Sides and ends of all buildings are constructed in complete sections on strong framework according to size, and the whole of the exterior is covered with asbestos sheets (British Manufacture) and complete with necessary sashes fitted, and large folding doors, made on strong frame ledged and braced, hung on good stout hinges, fitted with bolts, lock and key, sheathed outside with asbestos. Roof constructed with strong rafters. Principals where necessary, tilting battens and diagonal asbestos tiles, complete with nails and rivets for fixing, giving same a very effective appearance. All sections supplied with necessary bolts and nuts.



Length.	Width.	Eaves.	Ridge.	Special Price.	Floor and Joists Extra.
Ft.	Ft.	Ft.	Ft.	£ s. d.	£ s. d.
7	5	5	7	6 0 0	0 15 0
9	5	5	7	7 0 0	1 12 6
10	5	5	7	8 0 0	1 12 6
12	5	5	7	9 0 0	2 7 6
13	5	5	7	9 17 6	2 7 6
15	5	5	7	11 17 6	3 5 0
16	5	5	7	12 17 6	3 5 0
20	10	8	11	18 15 0	4 12 6
25	13	8	11	28 15 0	6 5 0
30	15	8	11	41 10 0	9 10 0



Stable and Garden Barrows from 25/-



Plant Frames from 16/6



Poultry Houses from 37/6

Free Delivery within 20 miles by our own Motor Service, or Carriage Paid to your nearest Goods Station, England and Wales. Scotland, Ireland and Channel Isles, 10% Extra. Estimates for other Sizes and Designs to Purchasers' requirements forwarded Free on Application.

Illustrated List POST FREE.



Bungalows from £22 15 0



Rustic Houses from £2 10 6



Riley Works, Herne Hill, S.E.24

T. BATH & CO., LTD., Savoy St., Strand, London, W.C.2 WORKS:

A COLOURED GEAR lever KNOB

to MATCH the UPHOLSTERY adds that "finishing touch" to your car.

These smart knobs are made in a LARGE RANGE of beautiful COLOURS, solid throughout, and are easily fitted in a moment. The price for Morris and many other popular makes is

POST 3/9 FREE

State colour required when ordering. Our "Royal Blue" and "amber" are two very popular shades.

J.G. PRODUCTS CO. BUSH HOUSE, W.C.2



Fitted for Oil or Grease Lubrication as preferred.

AUSTIN, 7 h.p., 27/6 per set.
CITROEN, 7 h.p., 30/- " "
FIAT, 7 h.p., 50/- " "
CLYNO " 63/- " "
SINGER Junior, 30/- " "
Post Free.

Quick Fit gaiters FOR ALL CARS

W. DICKINS & CO. LTD. Cross Cheaping, COVENTRY
Manchester Depot, 268, Stockport Road.

ML MAGNETOS MOTOR SHOW Stand 426 Gallery.

KAYE'S PATENT SEAMLESS STEEL "FORCE FEED" OILERS. Various Sizes.

Write for List.



Pattern No. 82, Small Motor Oilfeeders. Complete with Spring Clip.

JOSEPH KAYE & SONS, LTD., Dept. No. 290, Lock Works, LEEDS. 93, High Holborn, W.C.1.

SUTCLIFFE'S MOTOR HOUSE £10 10/-

Carr. Pd. (all sizes). Erected in 3 hours.

A BARGAIN. Sectionally built 1/2-in. sawn weather boards. Roof boarded and felt. For 2 or 4-seater cars.

Sat'l'ion G'teed.

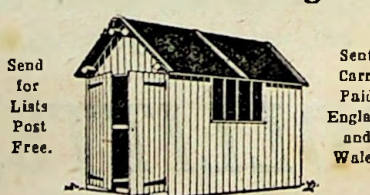
ORDER TO-DAY

Wonderful three-colour book of Motor Houses and all kinds of Portable Buildings sent free.

Easy Terms arranged

Fireproof Garages from £14. 10. 0.

F. & H. SUTCLIFFE, LTD., 26, Wood Top, Hadden B'ge, Yorks. Phone 55. London Showroom: 40-42, Oxford St., London, W.1.

Goddard's Garages.

Built of best 1/2" T. & U. Matchboards on strong framing in complete sections, roof 1/2" Matching and Blumens Felt.
12 ft. x 8 ft. x 6 ft. x 8 ft. ... £10 5 0
14 ft. x 8 ft. x 6 ft. x 8 ft. ... £11 10 0
16 ft. x 8 ft. x 6 ft. x 8 ft. ... £12 15 0

GODDARD'S Ltd., Vicarage Lane, Ilford, ESSEX.

DON'T! WAIT FOR THIS—RENOVATE NOW

Motorcycle Hood size ... 3/-
1-gallon (for 2-3 seater hood) ... 9/3
1-gallon (for 4-5 seater hood) ... 18/-
Post Free.

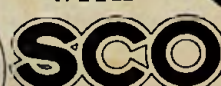
"OSCO" GLOSSY LEATHER PAINT

For Leather Hoods, Upholstery, etc. Is flexible, washable, and durable. Made in Black, Green and Navy Blue. Easily applied.

For Canvas: BLACK, KHAKI, GREY, NAVY BLUE.

For Canvas Hoods, Curtains, etc. A coat of this flexible paint and you have a hood thoroughly waterproofed, with all stains removed. Applied like paint, it will not crack or chip off.

Apply to your local agent. If not obtainable apply direct to

WITH

RENOVATOR PAINT OWEN Bros. & Co., Ltd., Hull, ENGLAND.

"THE PETROL ENGINE." Deals fully with the petrol engine as applied to motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. Profusely illustrated. 3/6 net; 3/10 post free.

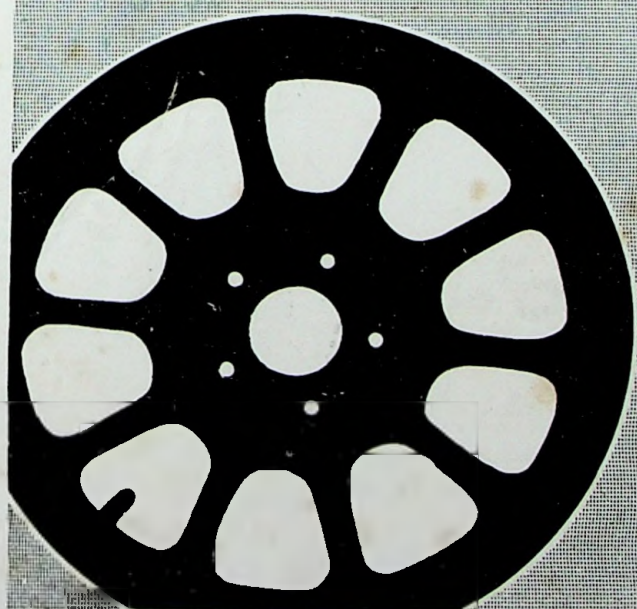
SANKEY WHEELS

In 1908 there were no pressed steel wheels except Sankey. To-day there are more Sankey Wheels on the road than any other Steel Wheels.

Come to Stand 503 in the Main Hall Gallery at Olympia and find out all about these strongest and safest British Wheels.

MOTOR SHOW—OLYMPIA—STAND No.

*Main Hall
GALLERY*



503

JOSEPH SANKEY AND SONS, LTD., WELLINGTON, SHROPSHIRE.

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

OCTOBER 21, 1927.

THE LIGHT CAR AND CYCLECAR



THE
"AERO" MODEL

Morgan Runabout

"The Pioneer—and still the Best."

A full range of 1928 models at reduced prices
will be shown at the Motor Cycle Show, Olympia,
from October 31st until November 5th.

Fast, Economical and Reliable
and the tax is only

£4

*A Model
to suit
Everyone*



THE
"FAMILY" MODEL

THE MORGAN
MOTOR Co. Ltd.
Malvern Link,
Worcestershire.

"The Light Car and Cyclecar" is Printed and Published Weekly by the Proprietors: TEMPLE PRESS LTD., 5, 7, 9, 11, 13, 15 ROSEBURY AVENUE, LONDON, E.C.1.
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