

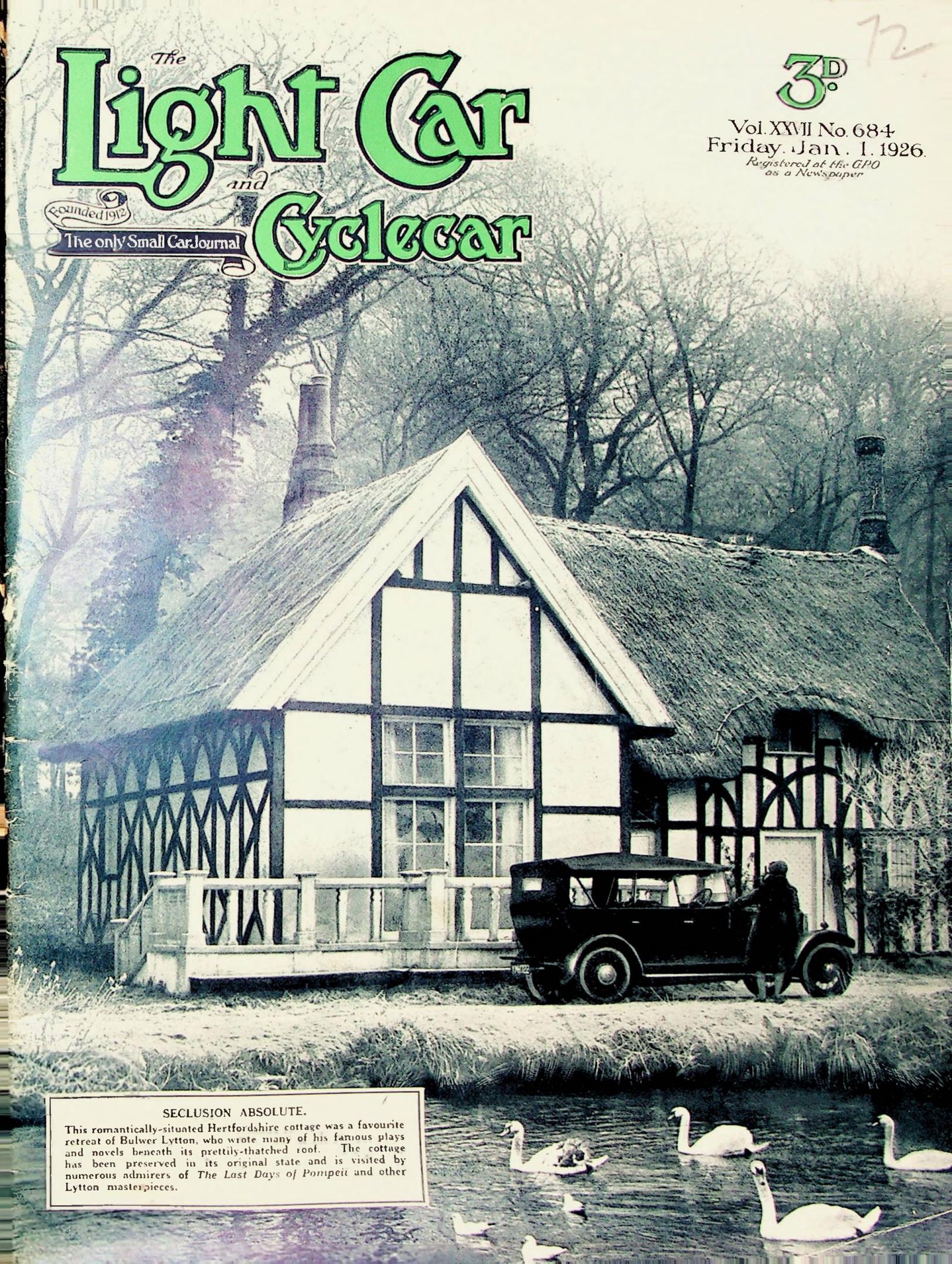
The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^D

Vol. XVII No. 684
Friday, Jan. 1, 1926.
*Registered at the GPO
as a Newspaper*



SECLUSION ABSOLUTE.

This romantically-situated Hertfordshire cottage was a favourite retreat of Bulwer Lytton, who wrote many of his famous plays and novels beneath its prettily-thatched roof. The cottage has been preserved in its original state and is visited by numerous admirers of *The Last Days of Pompeii* and other Lytton masterpieces.

Mem. for New Year.

RESOLVED:—

To see the name

LODGE

on every plug
in my engine



Sparking plugs are an example of articles which are made better in England than anywhere else in the world.

Every part of every model of the Lodge plug is made in England.

LODGE PLUGS LTD.
RUGBY.

Standard model (C3)
5/-

Sold everywhere.
Packed in sealed
red metal box.

PLEASE REFER TO "THE LIGHT CAR AND CYCLECAR" IN YOUR LETTERS TO ADVERTISERS.

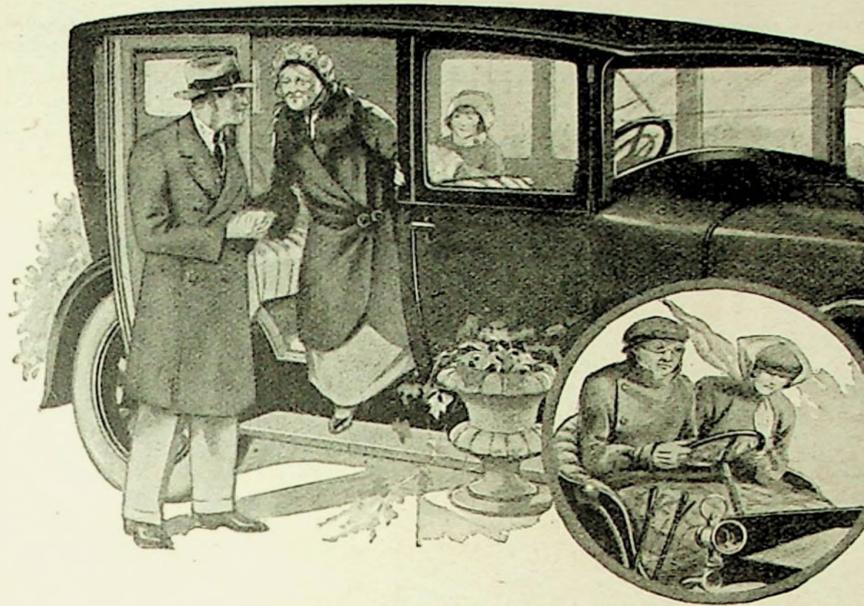


Chart of Recommendations
(ABRIDGED EDITION)

MOTOR CARS

The correct grade of Gargoyle Mobiloil for engine lubrication of motor cars are specified in the Chart below.

How to Read the Chart:

- E means Gargoyle Mobiloil "E"
- AA means Gargoyle Mobiloil "AA"
- BB means Gargoyle Mobiloil "BB"
- TT means Gargoyle Mobiloil "TT"
- B means Gargoyle Mobiloil "B"

When different grades are recommended for summer and winter use, the winter recommendation should be followed during the winter period when cold temperatures may be expected.

The Chart of Recommendations is compiled by the Board of Automotive Engineers of the Vacuum Oil Company, Ltd. and represents their fundamental advice on Mobiloil Lubrication.

NAME OF CAR	1925		1924		1923		1922	
	S	W	S	W	S	W	S	W
A.C. 4 Cyl.	BB	A	BB	A	BB	A	BB	A
Alfa	BB	A	BB	A	BB	A	BB	A
Ampercar Sedan	BB	A	BB	A	BB	A	BB	A
Austin 20 h.p.	BB	A	BB	A	BB	A	BB	A
Austin (All Other Models)	BB	A	BB	A	BB	A	BB	A
Bentley 11.9 h.p.	BB	A	BB	A	BB	A	BB	A
Bentley 12 h.p.	BB	A	BB	A	BB	A	BB	A
Bentley 14 h.p.	BB	A	BB	A	BB	A	BB	A
Bentley 20 h.p.	BB	A	BB	A	BB	A	BB	A
Chrysler 12/22 h.p.	BB	A	BB	A	BB	A	BB	A
Citroen (All Other Models)	BB	A	BB	A	BB	A	BB	A
Citroen 7.5 h.p.	BB	A	BB	A	BB	A	BB	A
Citroen (All Other Models)	BB	A	BB	A	BB	A	BB	A
Citroen 14 h.p.	BB	A	BB	A	BB	A	BB	A
Citroen (All Other Models)	BB	A	BB	A	BB	A	BB	A
Citroen 12 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 16 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler (All Other Models)	BB	A	BB	A	BB	A	BB	A
Daimler 12 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 14 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 16 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 18 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 20 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 22 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 24 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 26 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 28 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 30 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 32 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 34 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 36 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 38 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 40 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 42 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 44 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 46 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 48 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 50 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 52 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 54 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 56 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 58 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 60 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 62 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 64 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 66 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 68 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 70 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 72 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 74 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 76 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 78 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 80 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 82 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 84 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 86 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 88 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 90 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 92 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 94 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 96 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 98 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 100 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 102 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 104 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 106 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 108 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 110 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 112 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 114 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 116 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 118 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 120 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 122 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 124 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 126 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 128 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 130 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 132 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 134 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 136 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 138 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 140 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 142 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 144 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 146 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 148 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 150 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 152 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 154 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 156 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 158 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 160 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 162 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 164 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 166 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 168 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 170 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 172 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 174 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 176 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 178 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 180 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 182 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 184 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 186 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 188 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 190 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 192 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 194 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 196 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 198 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 200 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 202 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 204 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 206 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 208 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 210 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 212 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 214 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 216 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 218 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 220 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 222 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 224 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 226 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 228 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 230 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 232 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 234 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 236 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 238 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 240 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 242 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 244 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 246 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 248 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 250 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 252 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 254 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 256 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 258 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 260 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 262 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 264 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 266 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 268 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 270 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 272 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 274 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 276 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 278 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 280 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 282 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 284 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 286 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 288 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 290 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 292 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 294 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 296 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 298 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 300 h.p.	BB	A	BB	A	BB	A	BB	A
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Daimler 312 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 314 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 316 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 318 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 320 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 322 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 324 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 326 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 328 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 330 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 332 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 334 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 336 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 338 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 340 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 342 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 344 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 346 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 348 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 350 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 352 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 354 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 356 h.p.	BB	A	BB	A	BB	A	BB	A
Daimler 358 h.p.	BB	A	BB	A	BB	A	BB	



Purest Asbestos—fine brass wire. Wears like granite. GRIPS like a vice. Pulls you up. That's 'Don.' SAFE! Safety first. Fit 'DON.'

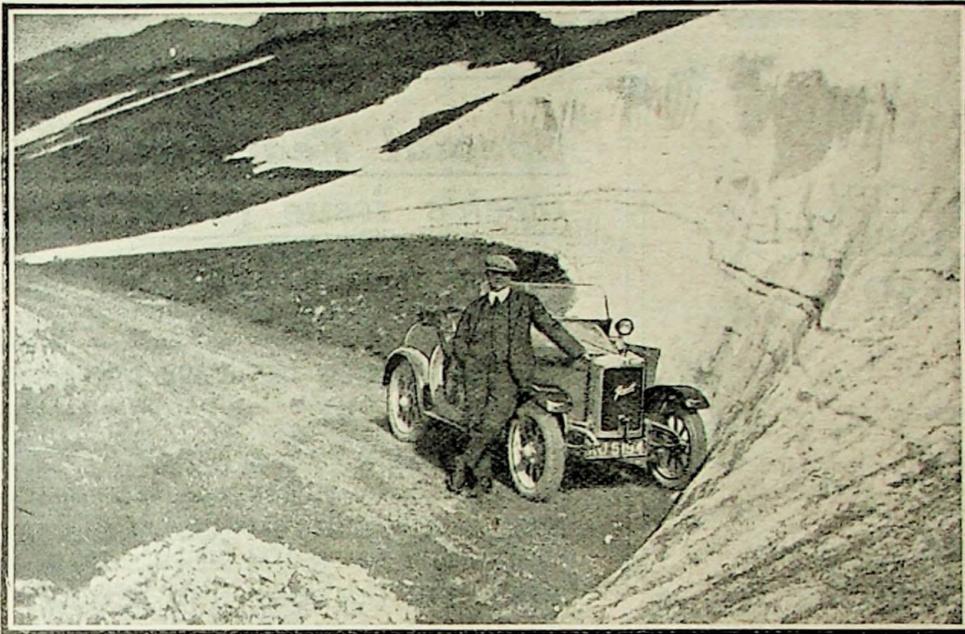
SMALL & PARKES LTD., Hendham Vale Works, MANCHESTER.

London Depot: 71, Southwark Street, S.E.1. Glasgow: 8, Dixon Street. Birmingham: 66, Steelhouse Lane. Belfast: 7, Corporation Street. Bristol: 121, Cumberland Road. Liverpool: 75-76, Regent Road. Newcastle-on-Tyne: 98, Percy Street. Leeds: 4, Brunswick Street. Swansea: 33, St. Helen's Road.



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

WHO WILL BE FIRST IN 1926?



A Jowett made the first crossing of Stelvio, in 1925, against the advice of people who judged it in terms of other cars.

“Try not the pass” the old hands said.
 They little knew the Jowett.
 It won through easily.
 Bravo! Jowett!!

Keep ahead in 1926, on a 7 h.p. Jowett.
 The seven that performs like a seventeen
 but is better by seventy times seven.
 And much cheaper, too.

The model illustrated is our 1925 type.
 The 1926 two-seater is of course a much
 more pleasing car. It is illustrated in
 our catalogue “This Freedom,” which
 will be sent post free on request.
 By the way, all models can now be had
 from our Agents on our own system of
 easy payments. May we send details?

2-Seater, £150. Light 4, £160. Full 4, £167. Saloon, £200.

JOWETT CARS, IDLE, BRADFORD.

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

The Motor

The
National Motor
Journal.

EVERY
TUESDAY,
4^D

SUBSCRIPTION.
12 ms.
U.K. and
Canada - 26/-
Abroad - 32/6

Shorter periods
pro rata.

Specimen Copy
Post Free.

Offices of
The Motor
7-15, Rosebery Avenue,
London, E.C.1.

Next Tuesday
January 5th:

**SPECIAL NEW
YEAR NUMBER.**

Additional Attractive Articles
and Illustrations.

With each copy will be pre-
sented the new edition of a
Handy Booklet: "Car Prices
and Condensed Specifications."

**MOTOR CAR INSUR-
ANCE.**

The Ambiguity of Replacement
Value Clauses.

Next Tuesday Usual Price 4d.

Special Features in this week's issue (Dec. 29th):

**BETTER WEATHER PROTECTION FOR THE
POWER UNIT.**

Conventional Types of Bonnet and Some Unusual Varieties.

THE PROBLEM OF THE LEVEL CROSSING.

Drastic Reform Absolutely Necessary. Distinctive Lighting Must
Be Adopted Immediately.

BULLET-PROOF MOTOR CARS.

How Crime Has Precipitated a Demand for Armoured Cars.

SPECIAL SPRINGS FOR FRONT-WHEEL BRAKES.

Modifying the Semi-Elliptics to Withstand Braking Stresses.

THE MODERN CAR AND HOW IT WORKS.

III.—The Transmission System: Clutch, Gearbox and Back Axle.

MORRIS CAR TOPICS.

Easy Hub Lubrication. A Carburetter Hint. Altering the Gear
Lever Position.

THE RIVIERA SEASON.

Motoring in Full Swing. Small Popular Cars in Evidence. By
Douglas Thorburn.

IMPROVED CHASSIS LUBRICATION.

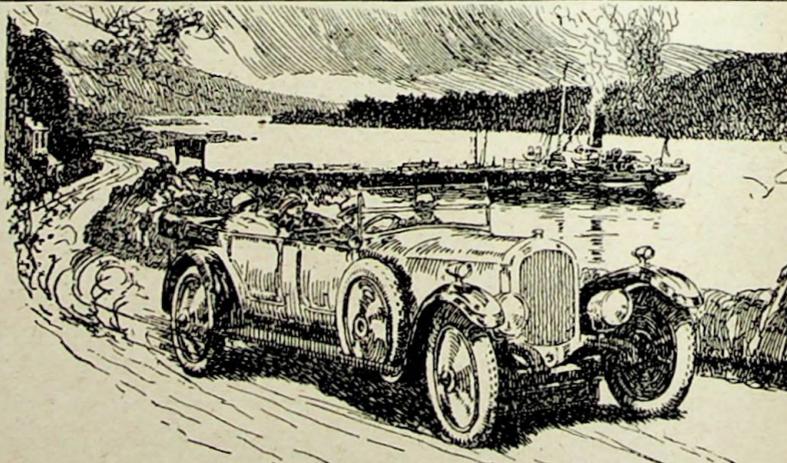
Systems Which Make the Task Cleaner and Easier.

BEARINGS MADE OF FABRIC COMPOSITION.

Remarkable Material Developed for Bushes.

OVER THE GIOVO PASS.

A Perfect Modern Road Amid Magnificent Scenery.



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

S.M.S. Ltd.,
17a, MOTCOMB ST.,
BELGRAVE SQUARE,
LONDON, S.W.1
SLOANE 4838.



Sole Concessionaires
for the U.K. and
British Dominions.

A REDUCTION IN PRICE

OF THE

10 h.p. FULL FOUR-SEATER

WHICH CAN NOW BE OBTAINED FOR

£198

which price includes :

- FOUR WHEEL BRAKES
- 5 COMFORT TYRES
- SHOCK ABSORBERS
- SPECIAL LONG CHASSIS
- THREE DOORS
- LIGHTING & STARTING
- and FULL EQUIPMENT.

Portland,
Dorset.

29th November, 1925.

" incidentally I have covered 18,000 miles without any mechanical breakdown, and it seems just as good as new, and keeps up an extraordinarily good average speed."

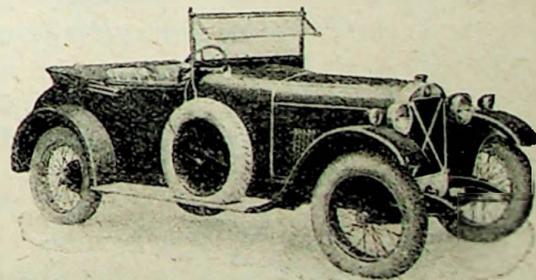
Yours truly,
(Signed) E. A. AIRY, Lt.

The Highest Possible Price given for your old car or motorcycle in Part Exchange.

Deferred Terms over long periods arranged.

Absolute privacy guaranteed.

May we send you catalogues ?



DE LUXE MODEL
With All-Weather Equipment
£175

Sole London Distributors
and
Showrooms,
where all models
may be inspected
and trials arranged.

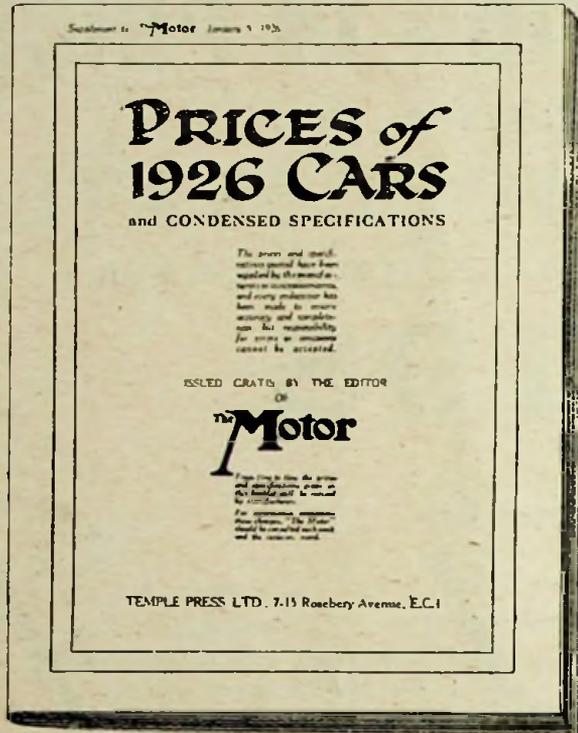
Gordon Watney & Co Limited

PART EXCHANGE HOUSE

31, Brook St., Bond St., London, W.1 'Phone: Mayfair 2965/6

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.

Included Free



WITH EVERY
COPY OF THE
NEW YEAR
NUMBER of

The Motor

NEXT
TUESDAY,
JAN. 5.

A unique guide to
the prices of 1926
Cars, all makes—
all models—on the
British Market.

It will cover chassis,
touring cars and en-
closed-models, and, in
addition to the various
prices, will give con-
densed specifications
of the makes.

An authoritative
booklet which every
purchaser of "The
Motor," next Tuesday,
will receive gratis.

*Make sure of securing
a copy of this handy
booklet by placing a
definite order with your
local newsagent or
bookstall for next
Tuesday's (Jan. 5)
issue of*

The Motor
The
National Motor Journal.

EVERY TUESDAY,
4^D.

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





HANG ON TO THEM

SELL YOUR CAR if you will, but not your DUACS, they will give you the same luxurious comfort on your next bus whether it be a two or an eight-seater—with the DUAC it is merely a matter of adjustment for any size car, and your first set will last you a lifetime. Economical, eh? Not one of the ordinary gadgets which you paid good money for, and which you have to throw in with the bus when you sell. Moreover, it has a REAL DUAL ACTION, initial and rebound movements are separately adjustable, made of perfect materials and gives perfect results, saves your tyres and bodywork.

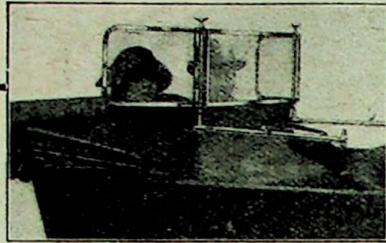


“Takes the scare from the Skid and the JAR from the Car,” does the DUAC.

Write for booklet to

F. HARRISON CARTER, Limited - - Dunstable.

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.



Open cars must have

a rear screen, of course— but any sort of screen won't do.

A good screen is easily fitted to the car without disturbing upholstery, it must not be obtrusive when not in use, it must be easily erected and rigid when in position, it must not need to be taken down to enter or leave the car, and it must above all things protect perfectly and give a wide, unimpaired vision.

No, a combination of all these qualities is not an impossibility. They are found in the fullest measure in the

Beatonson

Best of all Rear Screens



The Price of "the best of all rear screens" is

£7:15:0

(With Triplex £12:5:0)

Booklet on request.

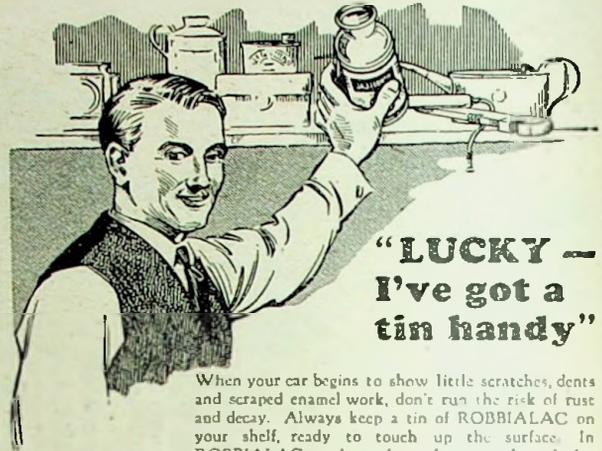
G. Beaton & Son, Ltd.

MAKERS OF SCREENS SINCE 1881,

Victoria Road, Willesden, London, N.W.10.

Phone—Willesden 3540.

Grams—"Beatonson, Harles, London."



"LUCKY — I've got a tin handy"

When your car begins to show little scratches, dents and scraped enamel work, don't run the risk of rust and decay. Always keep a tin of ROBBIALAC on your shelf, ready to touch up the surface. In ROBBIALAC you have the perfect enamel, ready for use, smooth as syrup, with a rich, glass-like finish absolutely free from ugly brushmarks. It dries with a beautiful lustrous surface that will not crack, chip or peel, and remains unaffected by rain, grease, oil or mud.

FREE!
Your Initial in Gold

Send us a p.c. today for the free ROBBIALAC leaflet on Car Painting, and we will send you in addition, two handsome Gold Transfers of your surname initial for the doors of your car.

Get a tin to-day. Your local dealer stocks it in **Whitby Black** and all popular colours.



ROBBIALAC, DEPT. 1,
WARTON RD., STRATFORD
LONDON, E.11.

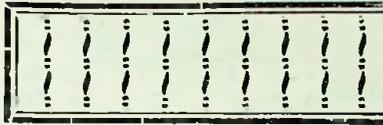


CRANKSHAFTS
REGROUND

LAYSTALL
 EWER ST. SOUTHWARK,
 LONDON, S.E.1.
 and
 55 FONTENAY ST.
 LIVERPOOL.

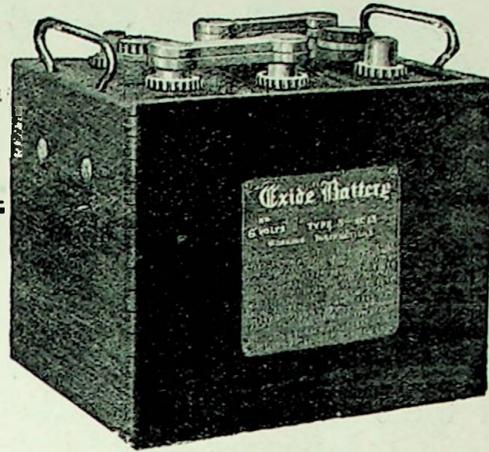
London Telephone HOP 6140 (7lines)

Liverpool Telephone CENTRAL 5306



TYPE 3-XC 13-1

Capacity, 85 amp. hrs.
For 11 h.p. model CLYNO
£3 12s. 6d.



TYPE 6-XC 9-1

Capacity, 57 amp. hrs.
For 13 h.p. model CLYNO
£6 10s. 0d.

Exide

THE LONG-LIFE BATTERY

Made
for





The Sign of
SKILLED SERVICE

450

Service Stations in
Great Britain
and Ireland.

Every type of Exide Battery is designed expressly to suit the particular car for which it is made.

An Exide Battery on your car will dispel the discomforts of winter motoring.

Easy starting and sustained, brilliant lighting are essential to your comfort and safety.

Give your starter the best chance of doing its job by fitting an Exide Battery.

Your usual dealer can supply.

LONDON :
219-229, Shaftesbury Avenue, W.C.2
Phone : Regent 8070

BIRMINGHAM :
58, Dale End
Phone Central 7629/30

THE Chloride ELECTRICAL STORAGE COMPANY LIMITED.

CLIFTON JUNCTION Near **MANCHESTER**
GLASGOW : 40-44, Tureen St. Phone : 985 Bridgeton

BRISTOL :
22, Victoria Street
Phone : 6 60

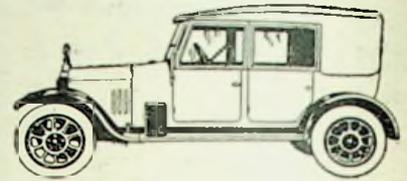
MANCHESTER :
1, Bridge Street
Phone : Central 2075

THE LARGEST BATTERY WORKS IN THE BRITISH EMPIRE

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

1926

"WE SERVE
— YOU SAVE."

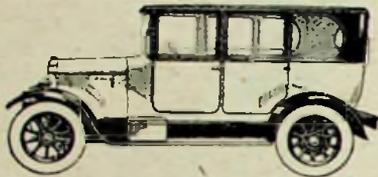


—In 1926 we still

pursue the spirit of our motto—to *serve* you and to *save* for you. We still retain our famous all-in easy payment policy—1/5th of the total cost down, including all extras, such as Accessories, Kit, Insurance, Tax, Licence, etc., etc., and 6, 12, or 18 equal monthly payments.

We have real Showrooms for Cars—not just a wide entrance.

Call and see us.



273-274
HIGH
HOLBORN
W.C.1.



Telegrams :
"Admittedly
London."
Telephone :
HOLBORN
666
(3 lines)

The NEW NOTE IN Motor Horns



The New
**SPARTON
SOS**

Your dealer
will gladly
demonstrate.

SPARTON SOS
£5 : 12 : 6

SPARTON SOS
JUNIOR
£3 : 17 : 6

has a very loud high frequency note—nothing to get out of order, no oiling, no cleaning—a "no trouble" warning signal.

Illustrated Leaflets from
ALFRED GRAHAM & CO.,
(E. A. GRAHAM),
St. Andrew's Works, Crofton Park, London, S.E.4.

Showrooms :
25-26, Savile Row, W.1.
79-82, High Street, Clapham, S.W.4; 10, Whitworth Street West, Manchester; and 101, St. Vincent Street, Glasgow.

Easier Quicker Cleaner Car Washing



PRICE
COMPLETE
40/-

Wash your car this way, without drudgery, with the Enots 'Handy' Bucket Pump. It means *easier, quicker and cleaner car washing.*

Reliable, effective, and well made, the 'Enots' Pump is easy to operate and can be used with any ordinary domestic bucket. Every motorist should have it. Once you have used one, you will wonder why you were without it so long.

Price
Complete **40/-**

Write for particulars:
BENTON & STONE, LTD.,
Enots Works, Birmingham.

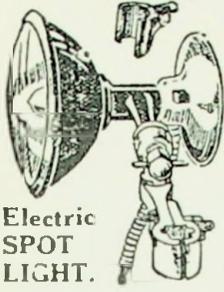
THE

Enots' HANDY BUCKET PUMP

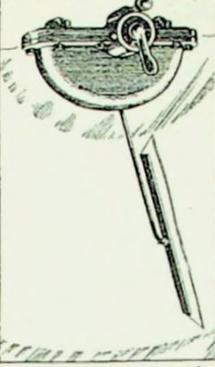
FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

GAMAGES

GREAT One-Week SALE



Electric SPOT LIGHT.
Black with nickel-plated mounts and complete with bulb. Heavily plated reflectors, 5" diameter front. Convex Mirror is 5" diameter and embodies lens switch. Usual Price 25/-
Sale Price **21/-**
Carrriage 9d.



Famous Automatic SCREEN WIPER.
Automatic action, cannot be wrong. Keeps the road clearly visible all the while. If you have not got a screen wiper you should fit one of these. Post 4d. **14/9**

Car Generators
Exceptionally well made. Thoroughly reliable Drip Feed. Finished in Brass and Black. Usual price 56/-
Sale Price **21/9**
Carrriage 9d.



Every motorist should take advantage of this astounding offer now. Nearly 75 per cent reduction on original price

JAN 4th to JAN 9th
Car Accessories, "Gadgets," and Tyres at Gamage Sale Prices will draw keen motorists to Gamages New and Spacious Motor Showrooms during this Sale Post Orders on Money-back Guarantee

— TYRES! —

SPECIAL OFFERS

Wonderful Sale Opportunity

As a result of judicious and careful purchasing by our Motor Department, we are able to offer the tyres listed below

AT 25% DISCOUNT

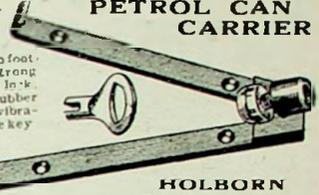
Another increase in the price of Tyres is certain—thus the purchase of these NOW will ultimately result in

A TREMENDOUS SAVING!

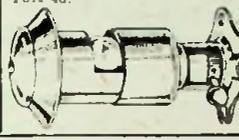
They are slightly shop-soiled but PERFECTLY NEW.

ALL CORD CONSTRUCTION TYRES.

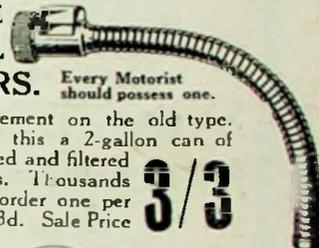
Size:	Make:	Sale Price:
700 x 80	PIRELLI	42 9
700 x 80	DOMINION	42 6
700 x 80	ENGLEBERT	48 9
710 x 90	PIRELLI	63 6
710 x 90	DOMINION	63 6
815 x 105	PIRELLI	97 6
815 x 105	BERGOUGNAN	95/-
815 x 105	DOMINION	96/-



PETROL CAN CARRIER
New design consisting of cast metal frame with four screw holes for fixing to foot-board, and strong threaded screw lock. End of lock rubber-cased to save vibration. Detachable key. Finished black with brass lock.
Sale Price **4/9**
Post 4d.



HOLBORN DASH LAMP.
Light can be reflected in any direction. Can be fitted without drilling dashboard as wire leads in base of lamp through groove in ferrule. Complete with bulb.
Post 3d. Sale Price **4/7**



FLEXIBLE PETROL POURERS. Every Motorist should possess one.
Great improvement on the old type. By means of this a 2-gallon can of spirit is emptied and filtered in 45 seconds. Thousands now in use—order one per return. Post 3d. Sale Price **3/3**



WING MASCOT
Specially designed to be fitted to Boyce Meters. Get one and convert your Boyce Meter into an attractive mascot.
Well made. Order per return Post free. Sale Price **12/9**

CLEANING BRUSHES

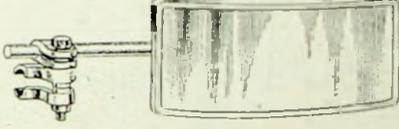
TRIANGLE MOTOR SPOKE BRUSHES. Best quality bristle. A fine serviceable brush. Usual price 4/9 Post 3d. Sale Price **4/3**

ORDINARY SPOKE BRUSHES. Good quality bristle. Well made, in a handy size and very useful. Usual price 4/6 Post 4d. Sale Price **2/-**

CLEANING BRUSH. Specially suitable for cleaning wire wheels. Post 3d. Sale Price **1/10**

BENT SPOKE BRUSH. Specially shaped for getting at awkward places. Best quality bristle. Car size. Post 3d. Sale Price **3/10**

WATER BRUSH. Specially designed to get to the awkward parts. Made of best quality bristle, with a mop head. Will take any size hose without extra fittings. Post Free. Sale Price **10/6**



THE "SCOPE" MIRROR
This mirror gives a very large range of vision owing to the Shape Reflector. It is nicely made and finished, and of strong construction. Hundreds of these mirrors have already been sold and altogether the "Scope" has proved to be one of the most popular models of the season. Post 6d. Sale Price **8/3**



Waterproof Covers. Absolutely waterproof. With taped seam and eyeletted and strengthened corners for securing to car. Size 15 ft. x 11 ft. 6 in. Price **55/-** Carrriage extra.

DUST COVERS.

Size:	Material:	Sale Price:
10' x 6'	Cotton Tuck	11/6
15' x 12'	"	29/6
18' x 15'	"	34/-
21' x 12'	"	38/9
21' x 15'	"	45/-

Carrriage extra.

— CLEANING KIT. —

All Cleaning Kit for the Car greatly reduced in price.

CLEANING CLOTH. Splendid quality Cleaning Cloth. Nice and soft, and made up into 50-yard rolls. Far superior to Waste or Mutton Cloth. Sale Price per roll **6/3** Post extra. Half Rolls **3/3**

CHAMOIS LEATHERS. Fine quality, soft yet long wearing. Size about 21" x 22". Sale Price each **4/-** Postage extra.

3 for 11/3 Post free.

SPONGES. Fine quality Honeycomb Sponges. **3/1 and 2/1** Extra large size, 7/- Special line of strong Sponges for car washing **1/3** 3 for 3/6 Post extra.

A. W. GAMAGE, Ltd., HOLBORN, LONDON, E.C.1
Sale also at **BENEFINKS, CHEAPSIDE, E.C.2**

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

This Driver finds his *Atmos* "a vast improvement"

"My car is a 1921 12 h.p. car, and had a — fitted previously. The general running of the car is a vast improvement, knocking has disappeared, unless carelessly driven, pre-ignition has never once occurred, and the hill-climbing capability of the car has greatly improved. The engine has not been decarbonised once since fitting the carburetter, and I have done a hard season's running, whereas with the old carburetter that operation had to happen every 1500 - 2000 miles, knocking and pre-ignition were great bugbears, and I only got 19 miles to the gallon. I now get 23, and I think this could be greatly improved upon only I am not much of a hand at tuning, and I cannot spare the time to lay the car up while a mechanic does it.

I must say I have never regretted fitting your carburetter, and wish you every success."

The elimination of the decarbonising bugbear and pre-ignition are well-known features of the Cox Atmos. Engines also run smoother and become far more flexible, and likewise last longer, because the Cox Atmos prevents oil-dilution.

Ask for New Booklet—post free on receipt of a postcard.

COX CARBURETTERS LTD.

Lower Essex Street, BIRMINGHAM.

"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).

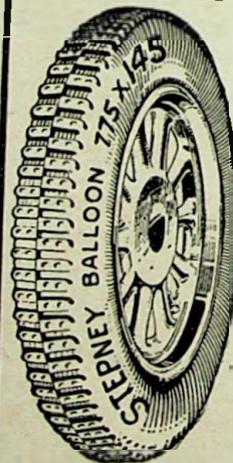
TRY IT
and
PROVE IT.

In TINS, 3d., 4d., 7d. & 1/3; also in 1/2 & 1 Gallon Cans.

JOHN OAKEY & SONS, LTD.,
WELLINGTON MILLS, LONDON, S.E.1.

A BIGGER TYRE for the same price

Important concession to users
of 700 x 80 or 26 x 3 tyres



THE STEPNEY REINFORCED TYRE

27 x 3-75

which fits the 700 x 80
or 26 x 3 rim,

is now supplied at the
same price as the
ordinary 700 x 80 tyre.

PROMPT DELIVERY.
27 x 3-75 Stepney Card Cover, £3 13s.
Inner Tube, 11s. 6d.

STEPNEY TYRES LIMITED,
LLANELLY, WALES, and Stepney Rubber Works,
WALTHAMSTOW,
LONDON, E.17.

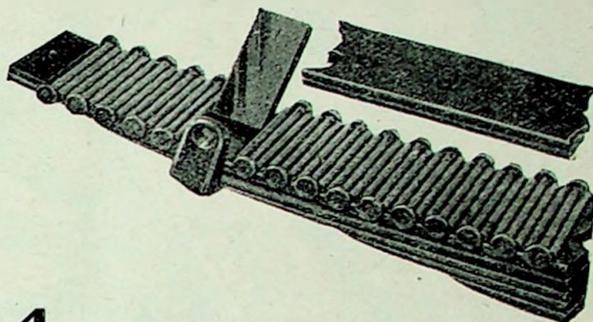


THE PERFECT SHOCK INSULATOR

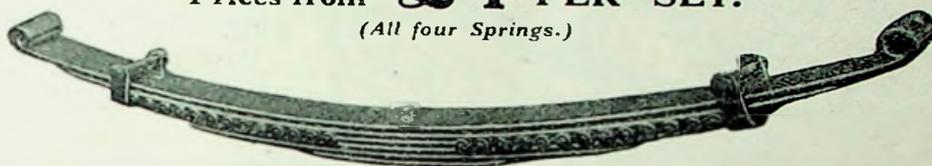
Will eliminate
**ALL ROAD SHOCKS! SKIDDING!
WHEEL SPIN!**

The springs of any type of car can be fitted.

A row of Roller Bearings fitted between the second and third longest leaves of all four car springs. Any garage can supply and fit them.



Prices from **£4 PER SET.**
(All four Springs.)



WRITE TO—
NEVER-SKID SHOCK ABSORBER LTD., 137, Victoria St., S.W.1. Phone: Victoria 7556.
Sole Manufacturers of Neverskid Fittings—General Engineers & Merchants, Ltd., 137, Victoria Street, S.W.1.



2/6
NET.

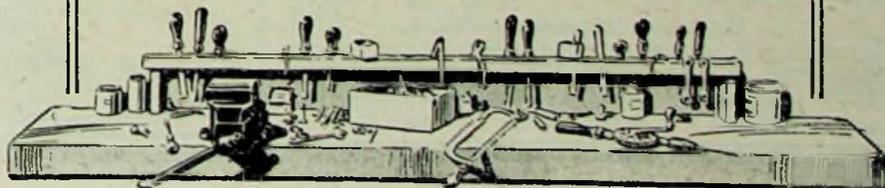
Of all principal booksellers and bookstalls, or direct from the publishers 2/9 post free.

TEMPLE PRESS LTD.
7-15, Rosebery Avenue, London, E.C.1
Wholesale Agents: E. I. LARBY, LTD.,
30, Paternoster Row, E.C.4.

4th Edition.

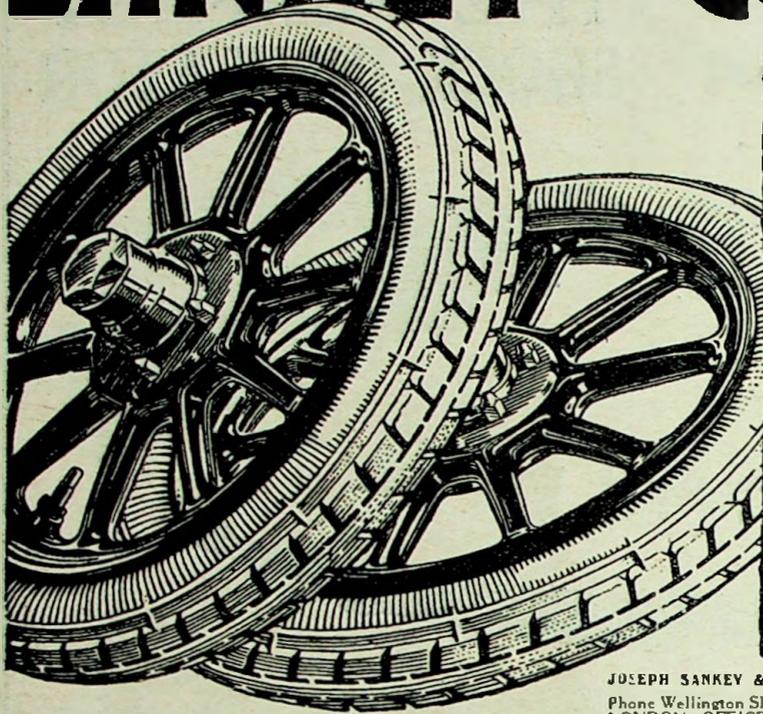
Re-written and Greatly Enlarged.

A THOROUGHLY practical guide to the repair of motor vehicles. There are sections on the lathe and its uses, descriptions and illustrations of tools, and how to use them, various mechanical processes and workshop practice, how to construct a serviceable motor house cheaply, the fitting up of a repair shop and the provision of its tool outfit, and many new practical hints relating to car equipment. The book is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.



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

SANKEY *Patent All Steel* WHEELS



The wheels of your car are almost as important as its engine. See that they are right. They must be right if they are **SANKEY WHEELS** FOR
STRAIGHT SIDE RIMS
WELL BASE RIMS
BEADED EDGE RIMS

JOSEPH SANKEY & SONS LTD Hadley Castle Works WELLINGTON SHROPSHIRE
 Phone Wellington Shropshire 66 Grams "Sankey Wellington Shropshire"
 LONDON OFFICE Mr R Jenkins Ulster Chambers 168 Regent Street W

Do you know
 at what m.p.h. your
 dynamo should start
 generating?

The general run of lighting sets other than the M.C.L. commence to generate at 12 m.p.h. But when a motorist does much town driving his speed is often a good deal less than that. The result is chronic undercharging, necessitating much trouble and loss of time. Now the M.C.L. dynamo starts generating at 7.8 m.p.h., so that the battery is always fully charged when used for town work. Moreover, the output of the dynamo is reduced to a minimum when the battery is fully charged, so that no damage is done when the car is used for touring. That's just one way in which M.C.L., the reliable, guaranteed equipment, saves you trouble.

HART BATTERIES fitted as standard.



Car Electrical Equipment

Write for the Book of M.C.L.

MIDGLEY CAR LIGHTING CO., LTD.,
 Registered Offices - - 17-19, Cockspur Street, London, S.W.1.
 Works - - - - - Anchor and Hope Lane, Charlton, S.E.7.
 London Service Depot: S. A. Cutters, Ltd., 18, Berners Street, W.1.

For the dirty jobs

use
 "PP"
 Sleeves

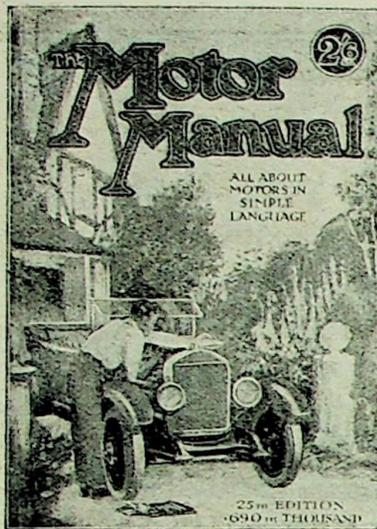
2/3
POST
FREE

When replenishing the oil in the gearbox or rear axle—every time you use a grease gun—put on a pair of "PP" Sleeves. You can wash your hands, but not your coat sleeves. Wear "PP" Sleeves on dirty jobs. Made of strong twill, rubber lined, reaching to just below the elbow, elastic top and bottom. Keep the coat sleeves clean and dry. Can be slipped on and off in a moment. 2/3, POST FREE.

Poughers's
Patents Ltd.

30 STONEGATE YORK

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.



2/6
NET.

Obtainable from all
principal Booksellers
and Bookstalls or
direct from the pub-
lishers, 2/10 post free.

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

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

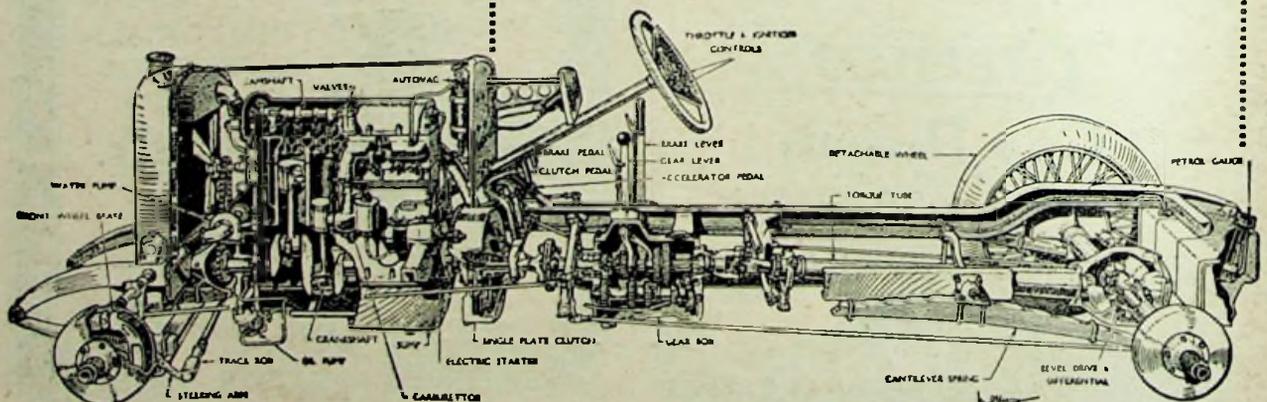
ALL ABOUT MOTORS IN SIMPLE LANGUAGE

25th Edition.
(690th Thousand.)

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

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

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



A reduced facsimile of the chassis of a Four-Cylinder Car, showing all the important components. This is only one of the 120 new illustrations that have been included in the 25th Edition of "The Motor Manual," the original Handbook on Motor Cars and Motoring.

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

New Year Resolution

"ECONOMY IN BUYING."

As Singer specialists we receive from various sources a considerable number of used cars in really excellent condition.

At the present time we have 30 or 40 such models which we are offering at very special Winter prices. Cars always tend to appreciate in value in the Spring, so that by purchasing one of the following used cars you will effect a saving of anything from 10 to 50 per cent. in initial outlay, and the Newnham reputation of over 30 years standing guarantees you absolute satisfaction in ownership. Every car has been carefully examined by our expert mechanics and is guaranteed to be in good order.



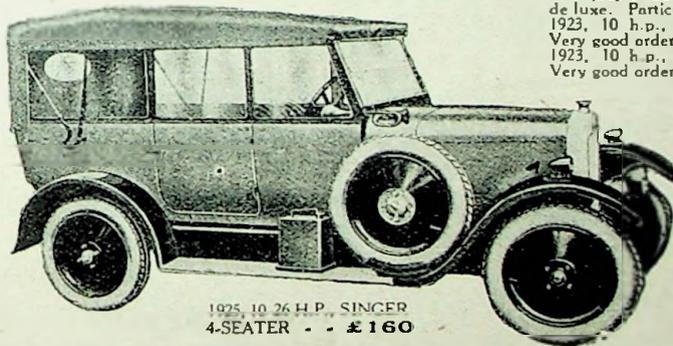
USED CAR DEPOT.



1926 model, 10-26 h.p., 4-seater de luxe, painted maroon, four-wheel brakes, run a few hundred miles as demonstrator **£210**
 1925 (May), 10-26 h.p., 4-seater de luxe, painted maroon, complete as catalogue. Only run 2,000 miles and equal to new **£185**
 1925, 10-26 h.p., 4-seater de luxe, grey, practically indistinguishable from new **£180**
 1925, 10-26 h.p., 4-seater de luxe, blue. Extras include dimmer switch, clock and dashlamp **£175**
 1925, 10-26 h.p., 4-seater de luxe, painted blue, mileage 4,000 **£175**
 1925, 10-26 h.p., 4-seater de luxe, painted maroon, standard equipment, just repainted, particularly nice order **£170**
 1925, 10-26 h.p., (June), 4-seater de luxe, painted blue, standard equipment **£170**
 1925, 10-26 h.p., 4-seater de luxe, painted grey, excellent order **£165**
 1925, 10-26 h.p., 4-seater de luxe, fully equipped **£165**

1925, 10-26 h.p., de luxe 4-seater, painted blue. Extras **£165**
 1925, 10-26 h.p., 2-seater de luxe, painted blue. Taxed, full equipment **£160**
 1925, 10-26 h.p., blue, 4-seater de luxe. Very good order **£160**
 1924, 10 h.p., 4-seater de luxe (August), painted blue **£125**
 1924, 10 h.p., 4-seater de luxe, painted blue. Very nice **£125**
 1924 (July), 10 h.p., 4-seater de luxe, painted blue **£118**
 1924, 10 h.p., grey, 4-seater de luxe. Highly recommended **£115**

1924, 10 h.p., 4-seater de luxe, grey. Just decarbonised **£112**
 1924, 10 h.p., 4-seater de luxe, painted saxe blue **£110**
 1924, 10 h.p., de luxe 4-seater, blue Fiat taxed April, 1924. Nice cond. **£110**
 1924 (del. late 1923), 10 h.p., grey, 4-seater de luxe **£110**
 1924 (July), 10 h.p., 2-seater de luxe, grey **£110**
 1924, 10 h.p., 4-seater de luxe, painted blue **£107**
 1924, 10 h.p., 4-seater de luxe, painted grey **£105**
 1924 (June), 10 h.p., 4-seater de luxe, painted blue **£105**
 1923 (September), 10 h.p., 2-seater de luxe. Particularly nice **£100**
 1923, 10 h.p., 4-seater de luxe. Very good order **£95**
 1923, 10 h.p., 4-seater de luxe. Very good order, repainted **£95**
 1923, 10 h.p., 2-seater de luxe, painted blue **£82**
 1922, 10 h.p., all-weather coupe, central type gear-box, sliding glass windows, nice order **£75**
 1920, 10 h.p., 2-seater coupe, dynamo **£45**
 li, hung ..



1925, 10-26 H.P., SINGER 4-SEATER - - £160

DISTANCE IMMATERIAL.

DISTANCE IMMATERIAL.

A good used car is a better investment than a cheap new one.

FULL LIST OF OVER 70 USED CARS SENT ON REQUEST.

DEFERRED TERMS.

NEWNHAM

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

PART EXCHANGES.

*Phone: Riverside 3161.

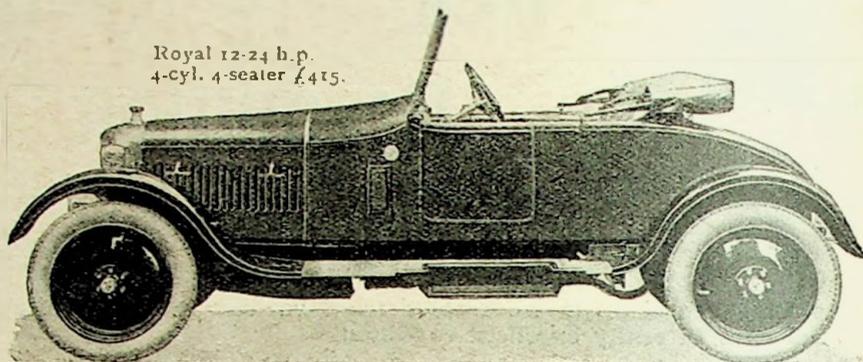
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

A-C

4-cylinder 12-24 & 12-40 h.p.

The CARS with the THREE YEARS' GUARANTEE!

Royal 12-24 h.p.
4-cyl. 4-seater £415.



Four times over the Alps
without a single mechanical trouble

A pioneer's experience of A-C efficiency

Bryn Coed, St. Asaph,
North Wales.
October 23rd, 1925.

A-C Cars, Limited.

Dear Sirs,

"You know that for four years I, as an old pioneer of the motor industry since the day cars were allowed in England, have been very enthusiastic about the A-C, but this year, which is the advent of the six-cylinder small car, I began to wonder: am I prejudiced only in favour of your beautiful design and high finish? Is the car really any better than any other, in running and steadiness on the road? So I made a point of trying some of the most talked-about cars. Not one of them made me change my opinion. There is not the same smooth purring sound in the engine as in the A-C, which makes you feel instinctively that there is little or no wear and tear going on. The gear-box is on the back axle and is an unsprung weight: I agree with Mr. Edge that this steadies the car and is the secret of the A-C holding the road at a great speed better than any other car of the same power. It is indeed a connoisseur's car. There is no useless weight in ironmongery. It is most reliable with ordinary care. Four times I have driven one between Havre and the South of France over the Alps, once being stuck in the snow, without a single trouble in mechanical construction.

"It is well named the Rolls Royce of the small car. Mr. Edge and the designers deserve all the success they are having."

Yours faithfully,

W. H. BUXTON.

You can buy a 12/24 h.p. 4-cylinder
A-C for £250, TRY ONE ON THE ROAD.

Payments over three years if desired.

A-C Service Depot 100% Efficient.



THAMES DITTON, SURREY, ENGLAND

Full range of A-C Cars at A-C LONDON CONCESSIONAIRES, 55/56, PALL MALL.

We can supply reliable second-hand A-C Cars

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



IN THE COAST-TO-COAST TRIAL. — The London-Exeter competitors did not get *all* the weather, as this photo of J. Goodfellow (Clyno) in the Southport Motor Club's Southport-Scarborough-Southport Trial clearly shows.

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamps)
for Saturday, January 2nd, 1926.

London .. .	4.29	Edinburgh .. .	4.16
Newcastle .. .	4.16	Liverpool .. .	4.31
Birmingham .. .	4.31	Bristol .. .	4.39

Lords' Amendment Altered.

The Lords' Amendment on the question of the penalties attaching to drunken drivers has been altered slightly by the House of Commons, the final wording having been agreed to by the Lords. The Bill has received the Royal Assent.

New Licences.

Fourteen days' grace is allowed from January 1st in connection with the renewal of annual or short-period car licences. This means that licences for 1926 must be in place by Friday week, January 15th.

Next Week.

At this time of the year the successful washing of the car is a problem with which every owner-driver is faced. A cross-country journey over average roads means, usually, that the car arrives at the end of its run bespattered with mud and dripping with water. In next week's issue we shall deal in detail with the most practical and expeditious methods of car washing. The article will be accompanied by special photographs showing how the various operations should be carried out. A prominent feature will be a test-run report, dealing with the 11.4 h.p. four-seater Citroën with English body. Selling for £210, this car represents excellent value for money, and our criticisms should interest a great number of our readers, including many prospective purchasers.

To All Our Readers.

A Happy New Year. We wish them all that they wish themselves and add the hope that they will be blessed with health and prosperity.

This Week.

With a record entry and under far stiffer conditions than of yore, the Motor Cycling Club's 11th London-Exeter-London provided a run which was full of incident. A graphic report, illustrated with photographs taken especially by the staff of *The Light Car and Cyclecar*, forms one of the principal features of this issue, and, as the majority of best-known makes of light car were included among the starters, their performances provide interesting reading. Carburation, one of the most important points which govern the efficiency of a motorcar, is dealt with in an article entitled, "The Principles of Carburation." This article will be concluded next week. Other features of direct interest are "The Care of Coil Ignition," "The Sports Salmson on Test," and an amusing short story entitled, "Miranda Muffs It."

Salmson Price Reduction.

The 10 h.p. full four-seater Salmson is now listed at £198, this price including four-wheel brakes, low-pressure tyres, shock absorbers, three-door body, lighting and starting.

Sir Herbert Austin, President.

At the second annual dinner of the past and present members of the executive committee, Sir Herbert Austin, K.B.E., was elected president of the council of the Motor and Cycle Trades Benevolent Fund.

Roadside Telephone Developments.

With the little yellow signs indicating the distance to the nearest A.A. telephone our readers are familiar, but an interesting development will be the signs which are to be erected on telegraph posts by the Royal Automobile Club, showing where the nearest public telephone can be found. The scheme is to be initiated on the Bath Road



Mr. I. E. Snell, the newly appointed magistrate at Marylebone Police Court, discharged a motorist who was alleged to have disobeyed police signals. He said "although the police gave motorists great assistance, some were very difficult to understand."

R.A.C. and Three-wheelers.

Owners of three-wheelers, which are classed as motorcycles, will be interested to learn that a special committee of the Royal Automobile Club has been appointed to deal exclusively with all matters relating to motorcycling. The Club announces that there is now a very large number of associate motorcycle members, and the problems and difficulties with which they are faced differ in many ways from those of car drivers.

Paris Salon Next Year.

Owing to the ruling of the French Government, the Paris Decorative Arts Exhibition will come to an end this year, and it will be possible, therefore, to hold the Paris Motor Show from October 7th to 17th. We learn that the committee is determined to make this year's Show one of the finest of the series, and it is believed that temporary buildings adjoining the Grand Palais will be required. It is anticipated that small cars will form the biggest attractions of the Show.

B1G



LIGHT CAR PROVERBS.—No. 1.

This drawing depicts a well-known saying with which every reader should be familiar. Write it on a postcard addressed to the Editor and marked Proverb No. 1 in the top left hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

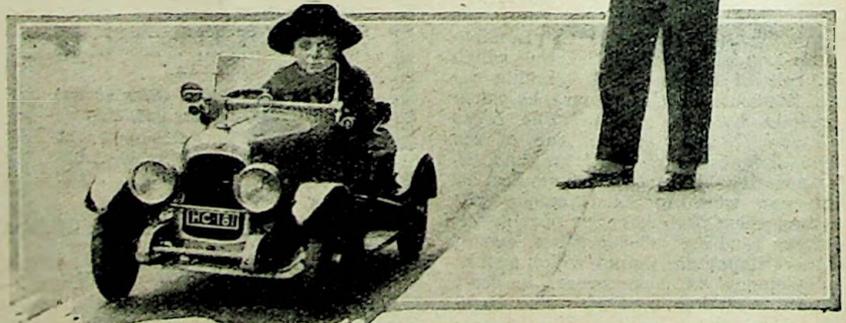
All-concrete Road.

The first portion of the all-concrete Great North Road (New Zealand) was completed recently. The highway leads out of Auckland City. It is interesting to note that all the heavy traffic streets in that locality are being laid in concrete.

Light Car Proverbs.

Although, after running for twelve months, the popularity of our weekly Limerick Competition has shown no signs of waning, we have decided to replace it for the new year with a Light Car Proverbs Competition, particulars of which are given on this page. Readers are asked to note that there is no correct solution. Obviously, a large number of proverbs can apply to the same picture, but of all those which are submitted one is certain to be particularly apt and that one will be the winner. The Editor's decision is final.

A "proverb" for the purpose of this competition will be as defined in Nuttall's Standard Dictionary, viz.: "A short sentence expressing a well-known truth."



A hitherto unpublished photograph of a miniature motorcar which is capable of doing six miles an hour, and is fitted with dipping headlights, pneumatic tyres, a spare wheel, and many of the latest improvements. A tool chest is provided to enable young engineers to effect small adjustments.

Brakes and Frost.

When roads are icy motorists should endeavour to avoid the necessity for braking. Low speed and gentle deceleration are essential. Several cases of ditching which occurred during the holidays were due to hasty brake application on ice-bound surfaces.

Very Deceptive.

The placing of red lamps on the borders of road obstructions is an obvious safety-first step, but when white lights are used together with red ones the effect is very confusing. The ideas of some local authorities on such points appear to be somewhat vague.

The Industry in Canada.

Commenting on the progress of motoring in Canada, Reuter says that no fewer than 100,000 men are employed in the industry, which occupies seventh place amongst the Dominion's most important industrial enterprises. New Zealand is Canada's best customer for passenger cars, and exports amount to over 40 per cent. of the total output.

International Light Car Race.

In May next the Belgian Automobile Club will probably authorize an International Light Car Race the organization of which will be entrusted to the Auto-Moto Club de Beaumont Chimay. The event will be known as the Grand Prix des Frontiers, and it will be held on a 6½-mile circuit.

Detachable Saloon Bodies.

Cheap but well-made saloon tops can be supplied by the Saloon Coupé Head Co., 284, High Road, Willesden Green, London, N.W.10. As an example, the following prices are quoted:—Two-seater, £12 10s.; two-three-seater, £15 10s.; chummy bodies or occasional fours, £18 10s.; and four-seaters, £25 10s.

REAL
CARS
AS
TOYS.



Essex Club's Dinner.

The annual dinner of the Essex Motor Club will be held in the Throne Room of the Holborn Restaurant on Friday, January 8th, at 6.30 p.m. for 7 p.m. Application for tickets should be made without delay to Mr. E. J. Bass, 40, Chancery Lane, London, W.C.

To Save Firehills.

Motorists will probably be interested in the appeal for £5,000 to save the Firehills at Hastings from being annexed by builders. These hills lie close to the road from Hastings to Winchelsea and are familiar to many people who have stopped for a moment at Fairlight Church. The mayor is welcoming contributions sent to him at the town hall.

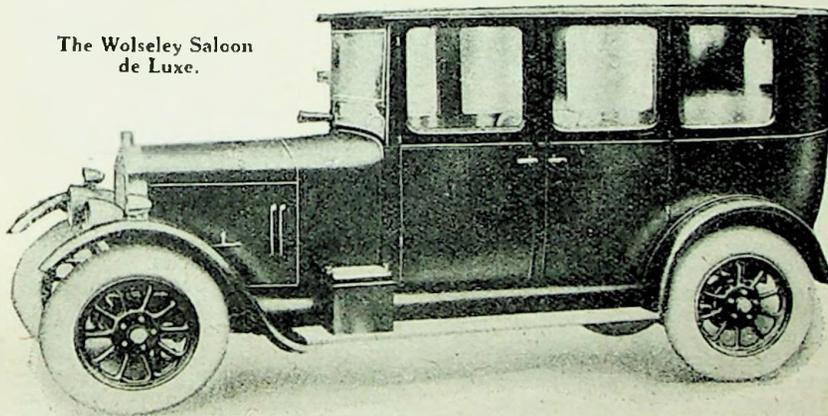
Dangers of Level-crossings.

Railway level-crossings were discussed in the House of Commons last week, and one hon. member suggested that the existing crossing at Fenny Stratford should be replaced by a tunnel. An excellent suggestion, but it must be pointed out that there are hundreds of crossings equally as dangerous as that at Fenny Stratford. Any inquiry which takes place with regard to level-crossings must embrace them as a system which rules throughout the country, and must not be confined to individual crossings.

The Latest 11-22 h.p. Wolseley.

The photograph below shows the latest, and improved, 11-22 h.p. Wolseley saloon. It is wider than previous

The Wolseley Saloon de Luxe.



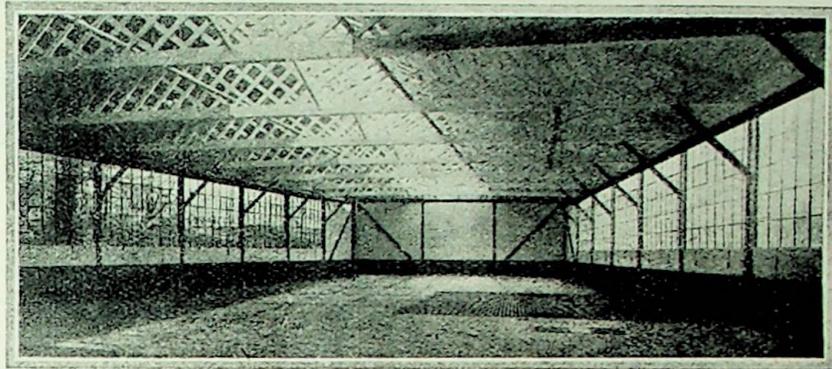
models and the interior is very roomy. Front bucket seats of the independent adjustable type are fitted, and the car has four doors. The outer panels are of aluminium, coach-finished in blue, lake, or grey to choice, with black domed wings. The windscreens slopes backward and is of the metal-framed double-panelled type, nickel-plated. A neat folding luggage grid is fitted at the rear. The interior finish is very attractive, the upholstery being of real leather up to the window line, and above in Bedford cord. The price complete for this car, which will in future be designated the Wolseley 11-22 h.p. saloon de luxe, is £335. A fabric saloon, similar in type but panelled in leather cloth, and upholstered throughout in Bedford cord, is listed at £290.

Christmas on the Road.

The roads on Christmas Day bore an unfamiliar appearance, but surely there was not a single motorist who sped along the deserted highway who did not wish the absent scout or road guide a Merry Christmas. In most parts of the country there was a light fall of snow to usher in Christmas Day, a fact upon which our weather prophet has been congratulating himself. Contrary to previous years, we encountered quite a large number of cars during a Christmas-morning run, but in the afternoon the roads were almost deserted. Many travellers, in the Midlands and North particularly, had to contend with roads covered with ice and frozen snow, even main arteries being negotiable only at low speeds.

Our Front Cover.

The car which figures in our front cover photograph this week is one of the latest 10-20 h.p. De Dion-Boutons with English bodywork. It is shown alongside a romantically situated cottage in Lord Lytton's park at Knebworth, in Hertfordshire. This cottage, which is on the banks of a secluded lake



NOT A NEW DANCE HALL! — This spacious building is the new Rootes Car Repository at Maidstone.

For £100.
The £100 motor boat is a far more easy object to attain than is the £100 motorear.—*The Motor Boat.*

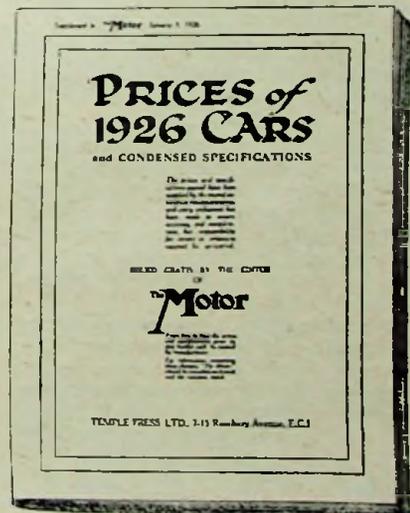
New Car Repository.

The building shown in an accompanying photograph has been erected by Rootes, Ltd., as an extension of their

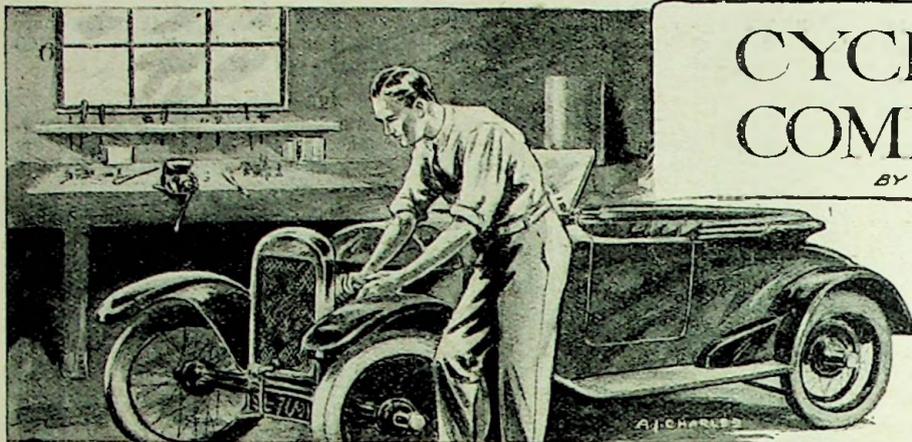
works at Maidstone. It is not a garage in the ordinary sense of the word, as it represents the latest developments in the distribution of cars, and it will be devoted exclusively to the tuning-up and storage of new cars. All cars coming direct from the manufacturers will be run on to the grill wash seen in the centre of the photograph, and after thorough examination they will be retained in this building until delivery is taken by the customer. A central heating system has been installed.

A New Year's Gift.

The price of every four-wheeled car of importance, from the 7 h.p. Austin to the 40-50 h.p. Rolls-Royce will be found in a 16-page booklet which is being presented gratis with the issue of *The Motor* dated January 5th, a special New Year's Number, by the way. Every model is mentioned, with condensed specifications, tax and other figures.



A facsimile of the cover of *The Motor* Car Price Booklet.



CYCLECAR COMMENTS

BY SHACKLEPIN

GREETINGS AND
THANKS—SPRING-
ING LAYOUTS—
G.N. QUERIES AND
ANSWERS—THE
MONOTRACE.

BEFORE getting down to ordinary topics this week, I should like to wish all my readers the compliments of the season and to add that I hope the coming year will be one of enjoyment and prosperity to the growing company of cyclecar enthusiasts.

Further, I would like to thank those readers at home and abroad who have been good enough to write me letters of appreciation on my efforts to advance the cyclecar movement through the medium of these comments. The letters in question have encouraged me not a little, because it is pleasant to know that one is not writing in vain.

Journalists and broadcasters are rather on a par in one respect. Neither of them has any idea of the size of his public, and, just as the broadcaster may be talking, for all he knows to the contrary, to an audience which will not listen, so may a scribe be writing for a public which will not read.

That is why I am pleased to receive letters, and, no matter whether they are couched in terms of praise, criticism or anger, they are a sign that my writings are read. Praise, of course, is the more acceptable, but I remind myself that hisses are applause to the villain! I hope my readers will take the hint.

A recent inquiry from a home constructor concerns the spring anchorage of his cyclecar. The frame is of ash and it is proposed to bolt pieces of angle steel to the side-members at the rear and to secure the quarter-elliptic springs to the angle pieces by means of U bolts.

This should be quite satisfactory, but my querist is worried about the size and weight of the angle pieces. "Equal-angled" angle iron can be bought in standard sizes, and I suggest that pieces 6 ins. long by $\frac{3}{4}$ in. thick, with 24-in. angles, or sides, would be suitable. Angle iron of this section weighs about 5.80 lb. per ft.

Another query by the same reader relates to the manner in which the rear springs should be fitted; that is,

should their axle ends lead or trail? Personally, I prefer a trailing axle, because I feel that it does not impart so many strains and shocks to the chassis frame, but I am aware, of course, that such famous light-car builders as Bugatti and Panhard employ reversed quarter-elliptic springs at the rear. For the home builder, however, it will be safer to adhere to the normal layout—that is, trailing at the rear, leading at the front.

A list of seven questions concerning G.N. cyclecars was included in a recent letter to me from a reader who is thinking of buying one of these cars. As the questions may be of general interest, I propose, to the best of my ability, to answer them here.

Is the chassis frame made of wood? No; the frames are of pressed steel, in accordance with standard practice.

What is the meaning of *Légère* model? *Légère* is the French word for light and this model was of a sporting type; in fact, it replaced the earlier *Vitesse*, or speed, model.

When were two o.h. valves first fitted? When the *Vitesse* model was introduced soon after the war.

What should be the maximum speeds of the o.h.v. and standard 1921 models respectively, assuming the engines to be in tip-top condition with polished ports and so forth? The o.h.v.-engined model should be capable of 60 m.p.h. and the overhead inlet type about 50-55 m.p.h.

What is the average petrol consumption under ordinary conditions? About 40-45 m.p.g.

What is the average oil consumption? About 600-800 m.p.g.

What is the annual tax and insurance? The tax is £9; insurance will be about the same, but the rates vary somewhat.

Is the twin o.h.v. model as reliable as the o.h. inlet model? Bearing in mind the extra efficiency of the o.h.v. engine, it will be obvious that this needs slightly more attention, but I think it may be said that the engines were equally reliable.

Reliability was a strong point with G.N.s. This is proved, I think, by the fact that in the course of a day's drive one is as likely to see the proverbial dead donkey as a broken-down G.N. The chains seldom give trouble, provided they are lubricated from time to time.

I had a rough-and-ready, but quite effective, method of doing this when I owned a G.N. It was simply to discharge a large squirtful of oil over the chains, sprockets, dog clutches, and anything else that was in the way! Of course, it is unfair to the chains to neglect them unduly, and the careful owner will see that his undershield is always in place. I mention this because I have known G.N. owners to discard their undershields for no other reason than that for want of a rivet or bolt they had become noisy. Afterwards they wondered why their chains wore out so quickly!

The front-wheel bearings require lubricating frequently, as the bushes are of plain bronze, but it is surprising how much wear can be present before the need for overhaul and renewal arises.

I write subject to correction, but, in my opinion, the G.N. was one of the most reliable and efficient cyclecars of its type which has ever been produced; the pity is that it is no longer made in its earlier and more popular form.

By a curious coincidence two readers have written to me this week asking whether the Morgan Monotrace is in any way connected with the three-wheeled Morgan cyclecar. The answer is in the negative, and I believe that the Morgan Monotrace is essentially French in origin. Readers will recall that it is really a motorcycle boasting of car comforts, one of its outstanding features being side arms terminating in small wheels which can be let down to support the vehicle when it is not actually moving along the road. As a handy runabout, the Monotrace idea is worth following up.

AN EXCEPTION TO THE RULE.



ANY TIME IS NOT KISSING TIME!



KEEPING A COIL IGNITION SYSTEM IN TUNE.

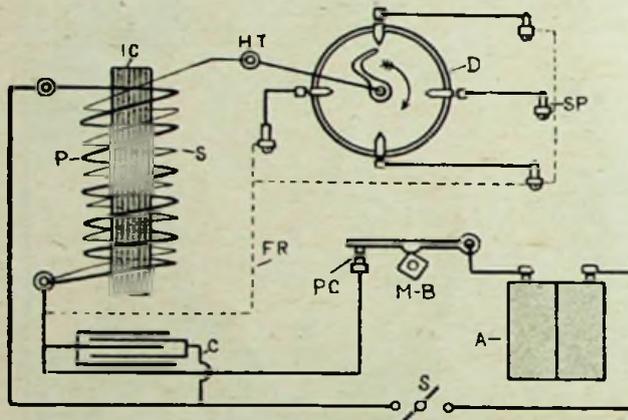
HOW TO OBTAIN THE BEST RESULTS—HINTS FOR OWNER-DRIVERS.



THE Remy coil ignition system is so simple that the items requiring attention are few, and they can be easily understood. It would be as well here to remember that the current already available at the battery is utilized and, incidentally, to mention that the current consumed by a coil ignition unit is approximately equivalent to that required to light one side lamp.

When switched on, the ignition current from the battery flows through a coil, which magnifies the voltage sufficiently to produce sparks at the plugs, and from the coil this magnified or high-tension current is taken to a distributor, which, as its name implies, distributes the current to the various sparking plugs at the proper times.

For the purpose of these notes the coil and distributor only will be dealt with, but it will be understood that as these two units form a part of the whole elec-



A diagram showing the parts and connections of a coil ignition circuit. (A) accumulator; (C) condenser of coil; (D) distributor; (FR) frame return; (HT) high-tension connection to distributor; (IC) iron core of coil; (MB) circuit breaker; (PC) platinum contacts; (P and S) primary and secondary windings of coil; (S) switch; (SP) sparking plug. This set is for a four-cylinder engine.

trical equipment it is advisable to look over everything every three months or so.

The coil, so far as maintenance is concerned, may be dismissed, as it is not adjustable in any way, and should not on any account be tampered with. Either the coil is in working order or it is not. In the latter case a new one should be substituted, as no repair is recommended except by the makers. The only part that can be replaced is the resistance unit, as it is designed so as to be readily removed by slackening the two round-headed screws holding it in position. A method of testing the coil is given later in this article.

It should be noted that this resistance will need replacing only as the result of mechanical damage and that it is not adjustable in any way. Tampering is dangerous.

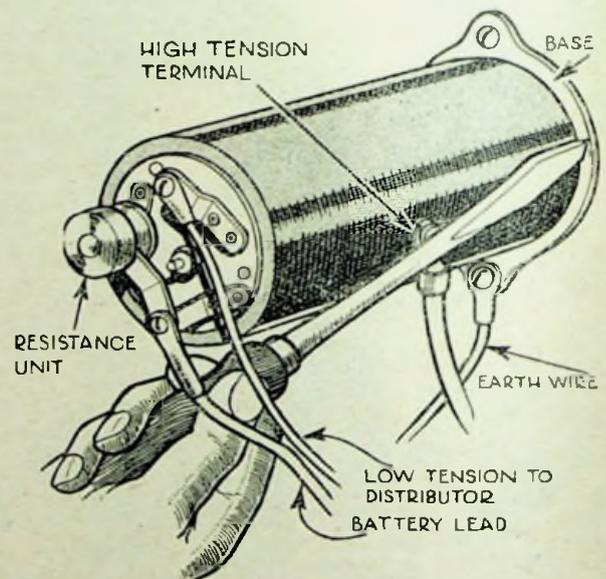
Turning now to the distributor, and again purely from a maintenance point of view, internal and external cleanliness is most important. The high-tension leads in the distributor cover or cap are a push fit, and care should be taken to see that these are well and truly home. The screw-down greaser on the "shank" of the distributor supplies the rotating spindle with lubricant and should be given half a turn about every 500 miles.

120

The face of the cam inside the distributor should be smeared with vaseline once or twice a year. At the same time and at the same periods the circuit breaker arm pin should receive similar treatment.

Removal of the breaker arm is quite simple and occupies only a moment, but the proper method of doing the job should be followed. First of all, take off the rotor by lifting it straight upwards, and grasp, with a pair of pliers, the spring blade which holds down the breaker arm. Swing the blade outwards towards the casing of the distributor. Around the bearing of the arm is a coiled spring, the end of which fits into a slot in the adjacent pillar. Gently prise this end out of the slot: this frees the spring, which can be withdrawn next, together with the breaker arm, by lifting vertically. Clean and grease the breaker-arm pin and proceed to replace the arm in the following way.

Place the end of the coiled spring against the pillar and rest the end of the breaker-arm pin on the top of its bearing. The breaker arm will be canted out over the distributor body and the spring will be exerting no pull on the arm. Hold the arm down lightly with one finger and turn it slowly, thus winding up the spring. So soon as the arm passes beyond the cam, line up the breaker arm so that the pin can drop into the bearing and push the arm gently downwards. A spot of oil should be put on the top of the pin to lubricate the surface against which the retaining spring bears. Finally, the blade is turned round into position, holding



When testing the coil remove the lead from the high-tension terminal and hold the screwdriver as shown. The circuit breaker lever should be operated by hand. For the sake of indicating its position the high-tension lead is shown *in situ*.

the arm down, the end of the spring being pushed into its slot if it has not gone in of its own accord.

The foregoing sounds a somewhat formidable catalogue of events, but the whole task, even for the absolute novice, takes but a couple of minutes from start to finish. It is simple if tackled properly, and the process is described solely for the benefit of those who may be nervous of handling unfamiliar mechanism.

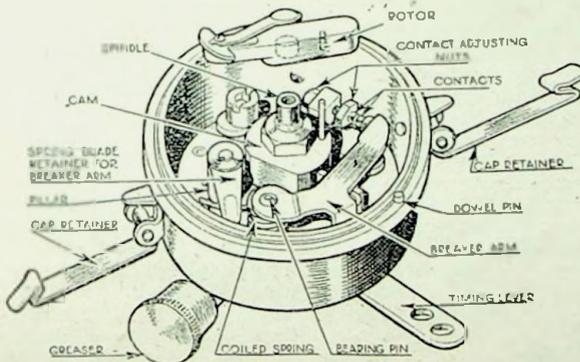
Having dealt with lubrication, we now turn to the matter of slight adjustments which may be necessary from time to time. In connection with the circuit-breaker contacts, these are made of tungsten, and their normal operation may cause them to become coated with a thin black oxide. This is in no way detrimental to the satisfactory operation of the system, and they should not be cleaned unless necessary. Incidentally, Remy contacts will last 10,000 miles to 20,000 miles. They should be kept adjusted by means of the lock-nut and screw adjustment provided, so that when opened by the cam the gap is 20-thousandths of an inch.

Trouble Clues.

If, on inspection, the contacts are found to be covered with a quantity of greyish or yellowish powder, it can be assumed that they are arcing or sparking badly during operation. Practically no spark should occur at all, it being the function of the condenser inside the coil to suppress this. Consequently, if it is found that they are badly burned or coated with the powder referred to, the condenser should be suspected, or the voltage of the generator may be so high as to cause this sparking. An inspection of all the dynamo and battery terminals to see that no loose or dirty contact is evident should remove the latter possibility, and the circuit-breaker points may then be cleaned with petrol and a rag.

The best way to clean badly pitted contacts is to rub them with a piece of thin, fine emery paper, inserted between them whilst they are in place. They should not be filed. If no fault can be found in the wiring or other parts external to the coil, and sparking still exists, the trouble can be put down to a faulty condenser and a new coil should be fitted.

The gap of the jump-spark type distributor is not adjustable, and the only thing which can upset matters is the faulty fitting of the distributor cap. Make sure that the "nick" in the cap registers with the small pin



This distributor is for a two-cylinder engine. The four-cylinder model has a different cam, but the other parts are the same.

or dowel on the distributor body and that the two spring arms holding the cap are properly home on the lugs.

So long as the nut holding the cam to the distributor spindle is tight, leave it alone; this part is held on the spindle by means of a plain taper only.

An important detail is the setting of the sparking-plug gaps. These should be 30-thousandths of an inch. Single-point plugs are generally preferable.

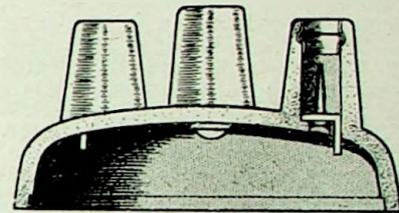
Misfiring is generally due, when the ignition is actually at fault, and not the carburetter or valves, to defective wiring, a loose connection or dirty contact, a broken resistance unit, loose switch or faulty points. The sparking-plug gaps should be checked in this connection; too small a gap causes misfiring at low speeds and too wide a gap gives rise to trouble at high speeds. Also too big a gap between the circuit-breaker points in the distributor sets up irregular firing at high speeds, as also does tightness in the bearing of the circuit-breaker arm or low battery voltage.

In the unlikely event of trouble the first thing to do is to check over all screws, nuts, terminals and wiring to determine whether everything is tight and clean and that no wires are frayed or short-circuiting to any adjacent metal parts. If it is found that any wires are defective, they should be renewed by well-insulated wire, of at least equivalent cross-section with terminals securely attached. If it is found that the battery has given out, it is important that no attempt be made to use the starter. The last "dying kick" of the battery, whilst it will not, of course, operate the starter, will provide ample current for ignition purposes.

So soon as the car is running, the dynamo is producing far more current than is required for the ignition. The battery failure bogey is, in practice, unfounded, and the few cases which do occur are purely the result of carelessness.

If, after completing the above investigation, our endeavours to diagnose the trouble are not successful, attention must be given to the coil. Here is a simple

Owners can see at a glance how the high-tension leads fix into the distributor cover.



test. Remove the high-tension wire and terminal from the high-tension terminal situated half-way up the coil, and then arrange the circuit breaker of the distributor so that the points are closed. With the ignition switch "on," the circuit-breaker lever should be operated by one's fingers to break the circuit. At the same time, hold a screwdriver, the end of which is firmly pressed against the "earthed" base of the coil, about 1/4 in. away from the high-tension terminal of the coil. A good, strong spark should jump from the terminal to the screwdriver. If no spark jumps across or it is weak or irregular, the coil should be replaced.

If it is found that a healthy and regular spark is produced from the high-tension terminal to the screwdriver and it is now found, on removal of the high-tension plugs or upon removal of the high-tension cables from the plugs, that no spark can be obtained at this end, then it is obvious that leakage of the H.T. current is occurring elsewhere.

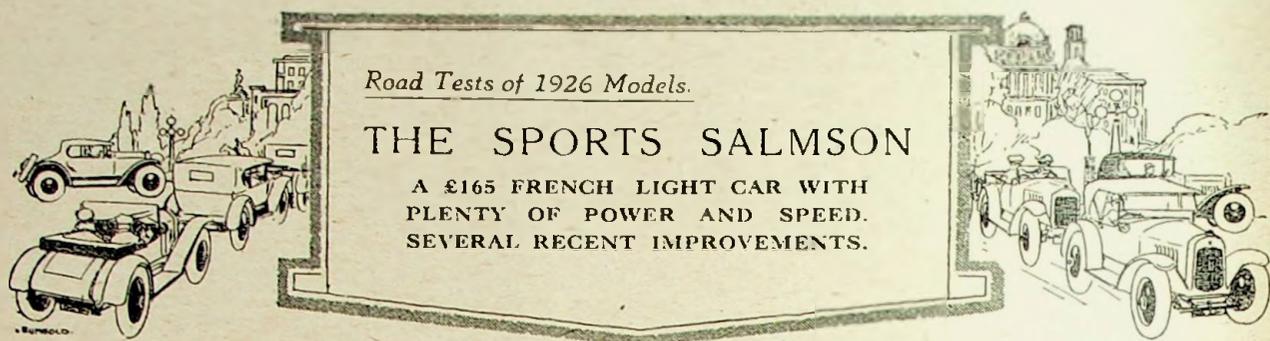
Testing for Leaks.

Examine the rotating segment and rotor which fits over the cam and withdraw by hand from the distributor shaft to see whether the spark is leaking from the spring and button contact through a crack in the rotor insulation to the distributor shaft. Evidence of this, if it exists, will probably be seen by an indication of burning where the spark has been jumping. If this is the case, replace.

In conclusion, it cannot be too strongly emphasized that a periodical inspection, say, every three months, of the complete electrical equipment, is a great help.

Two points in connection with the warning lamp in the switchboard concern the owner in the case of failure—either the bulb has failed or the circuit may be upset by reason of bad contact. If the lamp does not light up at very low engine speeds, and particularly when the engine stops with the ignition switch on, attention should be given to this device. The engine, of course, will continue to run, although the light may not be working, but the value of the safeguard is lost. Never run with the warning light out of action longer than is absolutely necessary, and always switch off when the engine stops.

We are indebted to Delco-Remy and Hyatt, Ltd., for facilities in obtaining much of the data used in the preparation of this article.



Road Tests of 1926 Models.

THE SPORTS SALMSON

A £165 FRENCH LIGHT CAR WITH
PLENTY OF POWER AND SPEED.
SEVERAL RECENT IMPROVEMENTS.

ONE of the cheapest four-cylinder light cars on the British market, the Salmson, has an excellent reputation in France, and has achieved no small amount of popularity in this country. In its original form it was, of course, a successor to the French-built G.N. cyclecar, and, although it now bears no resemblance to G.N. practice, it still possesses the characteristics of a high power-weight ratio, a long wheelbase and a comparatively narrow track.

The latest sports model, which we recently had an opportunity to test during a week-end, is in many ways an advance on the earlier sports Salmsons imported into this country and a very big improvement on the old type with quarter-elliptic front springing. The car differs from previous sports models principally in that a conventional type of sports Cape-cart hood is fitted in place of the demountable pattern originally provided, whilst the seats are no longer of the staggered type. This latter modification restricts the accommodation and makes it very difficult to carry a third passenger, but it certainly improves the appearance and the comfort of the car. The new hood naturally is not particularly weatherproof, as the front screen is of the fixed, sloping V type, whilst there are no side curtains, but it has the merit of keeping out most of the rain.

The standard seating arrangements are particularly comfortable, the cushions being large and well upholstered, whilst the screen affords good protection if one crouches well down behind it. The car would be materially improved if the screen were two inches

higher or the seat proportionately lower. The latter modification could be fairly easily carried out by an owner.

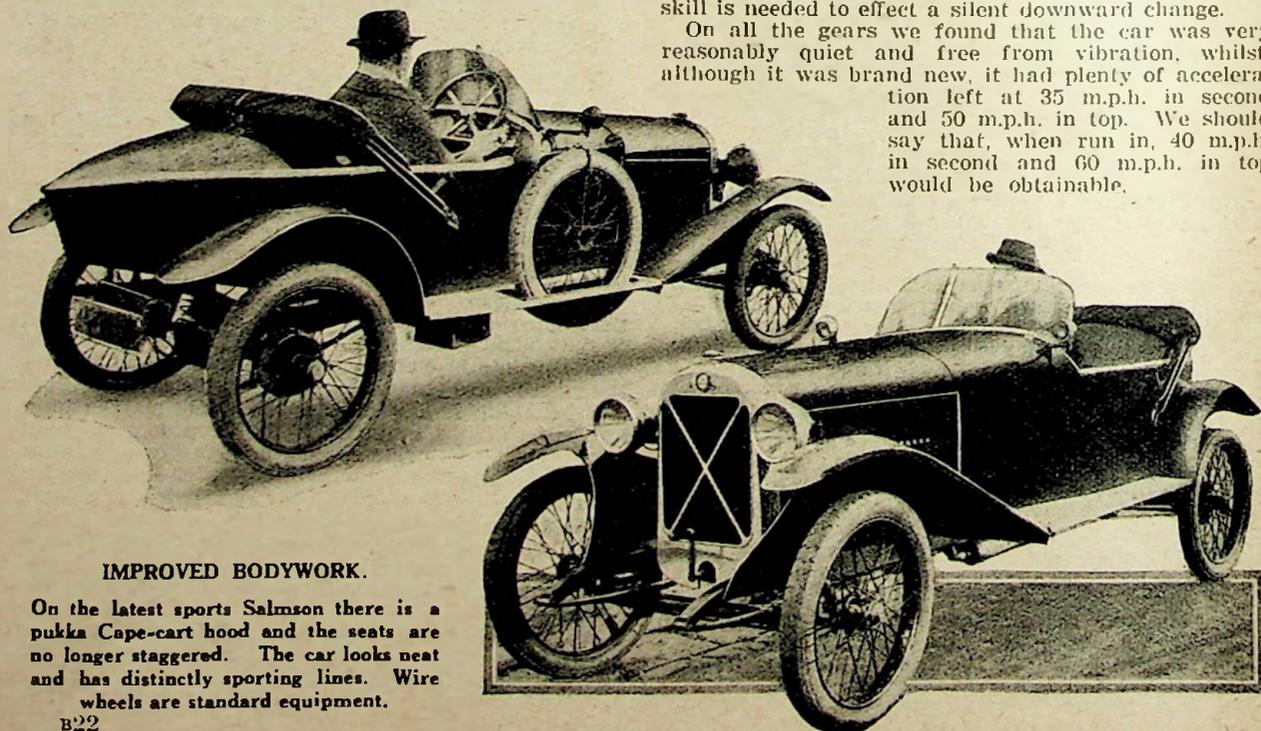
The small door now fitted on the near side of the body provides much more easy entry and egress than was the case with earlier types.

The controls and the general specification of the car remain practically unchanged for 1926. The four-cylinder 1,087 c.c. engine, with a rather unique type of push-rod-operated overhead-valve gear, retains its original characteristics, whilst the central-change three-speed gearbox and enclosed final drive also are unaltered.

With a Treasury rating of 9.5 h.p. (tax £10) the engine has pump and trough lubrication, thermo-siphon cooling, a two-bearing crankshaft and a detachable cylinder head. The bore and stroke are 62 mm. and 90 mm. respectively, a Zenith carburettor and Salmson high-tension magneto being used. Built as a unit with the engine is a centrally controlled three-speed gearbox, giving ratios of 16 to 1, 6½ to 1 and 4 to 1.

On the road the sports Salmson is particularly "nippy," having plenty of acceleration, good brakes and a clutch permitting very rapid gear changes. It would be better, in fact, if the clutch-withdrawal mechanism were modified so that a less violent braking effect were exerted on the clutch shaft, as, at present, unless the withdrawal fork is constantly lubricated, the clutch shaft stops so rapidly that there is not a second to spare when changing up, and rather too much skill is needed to effect a silent downward change.

On all the gears we found that the car was very reasonably quiet and free from vibration, whilst, although it was brand new, it had plenty of acceleration left at 35 m.p.h. in second and 50 m.p.h. in top. We should say that, when run in, 40 m.p.h. in second and 60 m.p.h. in top would be obtainable.



IMPROVED BODYWORK.

On the latest sports Salmson there is a pukka Cape-cart hood and the seats are no longer staggered. The car looks neat and has distinctly sporting lines. Wire wheels are standard equipment.

The engine of the sports model differs from the standard type in that high-compression aluminium pistons are fitted, whilst special attention is given to tuning at the factory. This is evident from the fact that the unit is reluctant to run slowly, whilst it is quite at home at high rates of r.p.m.

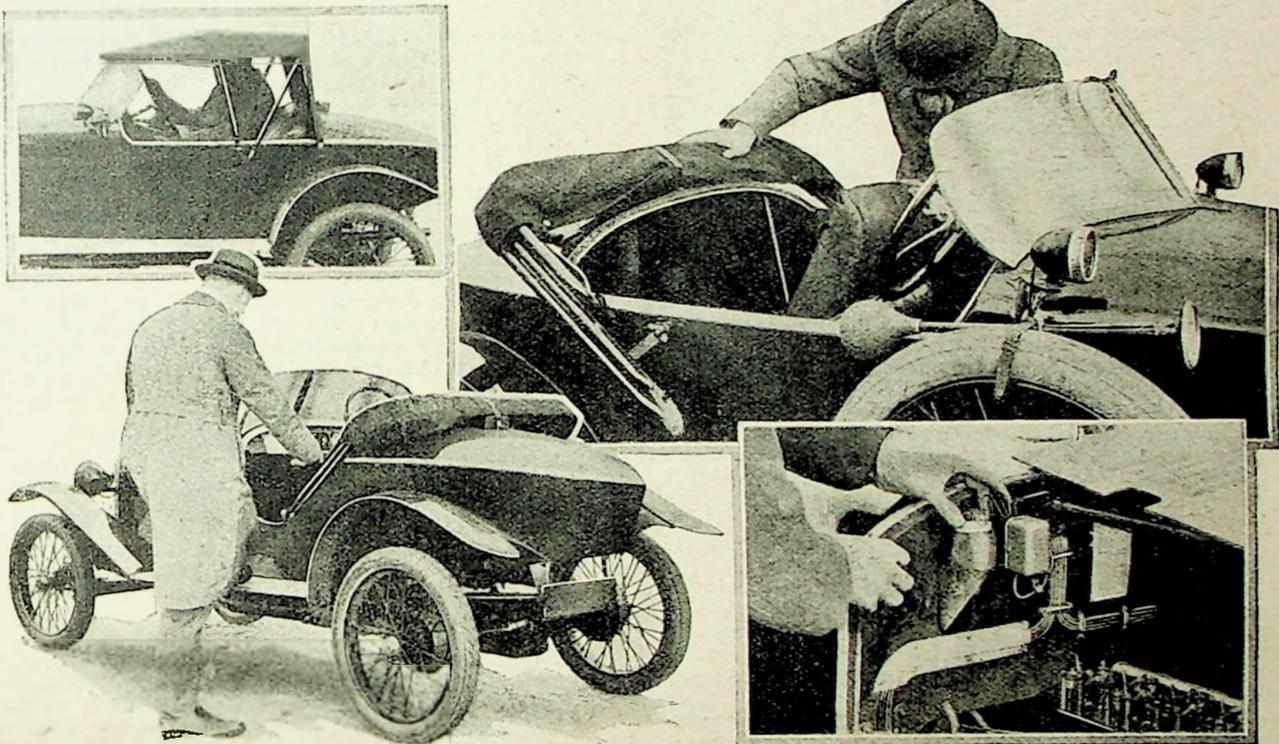
The exhaust note, although extremely pleasant, is unduly loud, and we think that owners of these cars would be well advised either to squeeze up the end of the tail pipe or to attach a fishtail to its extremity.

The steering of the Salmson is typical of that of all cars having a differentialless back axle; that is to say, there is no excess of lock and a fair amount of effort is required to pull the car round a corner. On the straight, however, it tends to run dead true, whilst skids are seldom experienced and very easily rectified. An irreversible worm-and-wheel steering gear is fitted with spring-loaded ball-and-socket joints for the drag link, the whole layout following the best accepted practice.

The general layout of the car does not impress one as having been scamped with a view to keeping the price down to the remarkably low figure of £165 at which it stands, for the finish and equipment are well carried out and the best proprietary accessories are used. The electric lighting and starting equipment, for example, is of Ducellier manufacture, with a starter motor separate from the dynamo and a full equipment of five lamps.

The starter, whilst the car was in our care, proved to have ample power for starting the engine, despite its stiffness, whilst the generator charged at an adequate rate to make the use of the starting handle quite unnecessary.

Additional items of equipment include a bulb horn and tool kit, a speedometer with back-axle drive, and a clock neatly mounted on an aluminium fascia board supported in typically Continental manner by a metal pressing attached to the dashboard proper and making a very rigid assembly.



ITEMS OF INTEREST. — These photographs show the arrangement of the latest hood and how the new type seats fold forward to give access to the boot. The neatness of the dashboard and the clever petrol filler are also depicted.

The brakes both operate in drums on the rear wheels, and, in common with other cars having no differential, they are sweet in action and extremely powerful. We found, in fact, that either the pedal or the central lever was capable of locking the back axle solid when applied with considerable force, whilst they give an admirably sweet retarding effect if handled in a reasonable manner. The hand lever has a ratchet which may be readily reversed and thus put out of action for the convenience of folk who like to drive on the hand brake. This little gadget is undoubtedly well worth imitation by others.

The springing of the car which we tried impressed us as being rather poor, the fault lying in the extreme stiffness of the springs. It is probable that after the car has been in use for some time this stiffness would be less pronounced. As it is, however, the stiff springing conveys the advantage of exceptionally good road-holding and freedom from rolling on corners at speed. No need for shock absorbers appears to exist—an unusual feature with a small sports car.

Weighing up our impressions of the car after covering slightly more than 250 miles, we find that it provides very economical motoring at a reasonable initial cost, for the petrol consumption is better than 40 m.p.g., whilst only a quite negligible quantity of lubricating oil is used by the engine.

For competition work the car should have distinct possibilities, despite its rather restricted steering lock, as on bottom gear it is capable of climbing almost any hill on which its wheels can obtain a grip. Alms Hill, Henley, for example, presented little difficulty, although the surface was in a very rough and slippery condition, whilst Waterworks and Whyteleaf hills could have been scaled in second gear had we not respected the newness of the engine and kept the revs. down at the outset.

We are indebted to Gordon Watney and Co., Ltd., 31, Brook Street, Bond Street, London, the West End distributors of Salmson cars, for facilities for testing this latest sports model, which should not be confused with the £285 Grand Prix model.



A PART from the fact that there was no need to give Reggie a present at all, Miranda's idea to give him something for his car was not bad. It was, at any rate, better than letting her buy ties of a hue putting them out of court for anything but a razor-strop, or socks that make the loud-speaker whistle every time you unhook your feet from a chair-rail. Having myself an assortment of gent's best hosiery of one sort and another, especially the latter, bestowed in our courting days and now securely locked in a sound-proof box, I was glad to be of some assistance in preventing anything untoward happening to Reggie in the sartorial line. Reggie is a very decent sort, even though he does get silly ideas into his head that his buses are invariably faster than mine.

Perhaps I ought to mention that he is one of those half-and-half relatives who make life a misery—quite unconsciously, of course—at this time of the year. He is too closely related to present him with some useless trifle, such as a silver ping-pong scorer or the pipe-rack the dear vicar was clever enough to make with his own hands, and still more clever to sell you in an unguarded moment. Yet the blood-tie is not so strong that you can give him a pound of your favourite tobacco. We do not call often enough for that.

As a matter of fact, his mother's sister's cousin by marriage, once removed (and, unfortunately, put back again), married Miranda's half-brother's step-sister's aunt's first husband's niece. No, he did not; it was Miranda's—well, anyhow, it does not matter really; he is obviously my cousin.

Well, we went to a London concern of the everything-for-the-motorist order, and I was supposed to put Miranda wise on the subject of what's what and what is not.

We Begin Our Inspection.

I was determined that Miranda should not buy anything foolish, so I got between her and a very saucy young salesman, who clearly was one of those unscrupulous youngsters who make it a point of honour to sell a fur rug to everybody who comes in for a valve dolly. I told him we had plenty of time, and proposed to look round ourselves, so he expressed his pleasure and suggested we might make a start with the mascots.

These were most interesting. I never before realized that there was such tremendous variety. The one and only non-skid tread was outnumbered hopelessly. You could have policemen of all sizes and fighting weights, some small replicas of the real thing and others exaggerated caricatures. I was particularly taken with one with a raised hand and a scornful expression, evidently refusing a tip.

Scantily attired ladies, too, there were in endless poses. You would think that, for the somewhat exposed position they were intended to occupy at this time of the year, only fur-coated matrons would have

any sale as mascots. If I had to drive behind Aphrodite in a scarf—which she preferred to use as a skipping rope—I should shiver in sympathy. I was quite in favour of one of these, having either a very old-fashioned bathing suit or a very new dance frock, until I began looking at the price. Then I veered round immediately to Miranda's way of thinking—that it was hardly suitable.

Nearly every sort of animal was obtainable for the zoologically inclined—parrots, crocodiles, kangaroos, antelopes; everything, in fact, but an octopus. It seems a pity that the poor old octopus should have been left out. He has just the knobbly sort of carcass that would make an excellent handle for the filler cap, and he has quite as much to do with motoring as a kingfisher or a chimpanzee, both of which I noticed.

A Useful Present Wanted.

We decided at last that it would be better to find something really useful. Only here the difficulty was that Reggie seemed to have everything you could want. After all, in these enlightened days, the makers of your bus give you sufficient tools, when judiciously swapped over with those of the mangle and the lawn-mower, to fit nearly everything on the car. And few people use more than one pump or jack at a time. And, somehow or other, things that Miranda favoured did not appeal to me, nor my suggestions to her.

For instance, when I found a jolly little nest of box-spanners at half-a-crown, useful things anybody would be glad to have, my spouse declared they were too cheap, which was silly. And when I showed her a German spanner, with a rapid adjustment, the very thing for a man with plenty of time to fiddle with it, and only 2s. 9d., she declared it was "too ordinary."

When Miranda made suggestions they were ludicrous. One was a fur-lined helmet of the Esquiman type, which motorcycleists wear for going to the post and back on their two-strokes. By this time the salesman had come round, and suggested I should try the miserable thing on. Now, I have not a big head, mind you; I can take a 7½ in a good many hatters' sizes. But I just managed to get my head halfway into the helmet and stuck there, with one eye peeping out of the opening. The rotten thing held fast, and somehow, in gnashing my teeth, my chin went forward a couple of extra inches and the thing became an absolute fixture.

Of course, at that moment, a school friend of Miranda's had to come in, and I heard Miranda say, "You've met my husband?" while the poor girl made a feeble attempt to smother a chuckle. Utterly in the dark, I tugged at the helmet with one hand and extended the other in the direction of the conversation, only to knock a dummy on to a tray full of mascots. By the time the salesman had picked these up, and I had trodden on his fingers twice, with a certain amount of satisfaction, and he had got his own back by partly

removing my left ear with the helmet, the girl had gone. To this day I do not know who it was. It is not the sort of topic I want to broach with a wife given to giggling.

The fall of the dummy, who was the only sensible individual in the whole of the establishment, suggested to the shopman that Reggie might like a leather coat. Miranda backed up the suggestion with the remark that his present one was getting rather shabby—never having been quite the same since the bung came out of a three-gallon can of gear oil which he was carrying upside down. You have probably noticed the patent stopper practically the whole of the oil industry has adopted as a direct result of his letter on the subject.

The next phase of the business consisted of Miranda trying on all the coats in the shop, starting by undressing the dummy, and going by easy stages to a short affair with a big fur collar. The shopman realized what a silly suggestion his was after all, and began to get to work in earnest at getting us out of the shop.

A Miscellaneous Assortment.

He showed us canteens, stock and dies, cigarette lighters, flower vases, petrol funnels, foot muffs, repair outfits and what not, but nothing seemed to satisfy both of us, and ninety per cent. of the articles Reggie already possessed.

I was just getting fed up and about to leave Miranda to do her deadliest at the cigar counter, when the salesman produced, conjurer wise, a radiator muff with a tartan lining.

"Oh, what a dinkie little mat!" cooed Miranda

"No, it's a muff," the man corrected her.

Miranda was all attention and demanded to be shown where dear Reggie would put his hands in.

"Oh, it isn't that kind of muff," said the man, and looking straight at me, confound him; "not the sort you take shopping. This is for the radiator, and keeps the engine warm on a cold day."

"Well, it's awfully nice; I'm sure that Scotch material would look sweet with any car."



"... at that moment a school friend of Miranda's had to come in, and I heard Miranda say, 'You've met my husband?'"

The salesman was careful not to mention that one did not usually put the lining outside, and as the price was not too steep—30s., if you want to know—I decided that I would be neutral. But for Reggie's sake I asked if Miranda was sure that he had not one already, although I knew he had just changed his car. Now, it so happened that, when she came to think of it, she remembered distinctly seeing Reggie out on three frightfully cold nights with no muff. Only the previous Saturday he had been to a dance, and had to leave his

car outside for five hours in the snow. Obviously, if he had had a muff he would have put it on.

This seemed a reasonable argument and, anxious to get out of the shop, I gave the casting vote.

"What car is it for?" asked the salesman.

"You've seen the new one; I haven't," I told Miranda.

"Well, I believe it begins with an 'M'—no it doesn't; it's a 'D.'"

"What begins with a 'D'?"

To my credit I did not tell her.

Then, from Miranda: "Is there a car called a Peugeot?"



"The next phase of the business consisted of Miranda trying on all the coats in the shop."

"Sure!" from both of us.

"Then I do not think it can be that one, because I am now quite sure it began with a 'B.'"

"Bugatti, Buick, Buckingham, Belsize," we suggested in quick succession.

"No, I know what it was now; it was a Leo!"

"No, you mean a Reo," I pointed out.

"No, I don't; I am positively certain Reggie said Leo. I remember thinking of lions, and then thinking that he is something like a lion—so strong and fearless and has wavy hair—"

I cut short her eulogy and suggested it might be Leon-Bollée.

But Miranda stuck to "Leo" like pancakes to the frying-pan (at least hers do), and nothing we menfolk could say managed to shake her.

"Look here," said the salesman, "we haven't got a muff in stock for a 'Leo,' but we'll get one made and despatched in 24 hours, if you like to pay the postage. Give us the gentleman's name and address and we'll send it direct. That will save you coming in again."

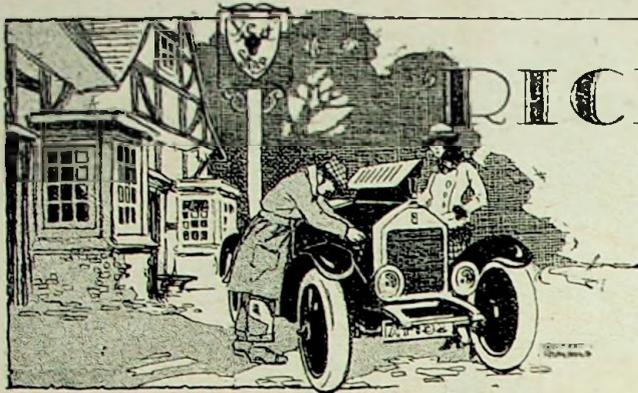
Our Business Concluded.

I did not like that last sentence, but, thankful to have got the trying business over, I paid the money and we departed, after arranging with the man (out of Miranda's hearing) that I should 'phone Reggie next day to know who handled "Leo" cars in London, and ring him up (the salesman) so that he could be sure of his measurements. It might also prevent Reggie buying himself a muff. I did not want the thing on my hands.

So the first thing next morning I got on to Reggie's bank, and he came to the 'phone.

"Look here, Reggie, old top," I said, "between you and me and the garage door, Miranda is going to surprise you with a radiator muff for Christmas, and I want to know who makes the Leo car."

"Well," came the response, "it's no use asking me; I've never heard of it, and, as for the muff, my latest acquisition is an A.B.C.!"



RICH MIXTURE

Light Car Comment —
— and Advice.

By *Fous*

Dreams of the Future.

A WRITER in the lay Press has been telling us all about the car of the future. If his dream comes true and cars are fitted with all the "gadgets" he mentions—from a supercharger downwards—it seems that the only thing about which we shall have to grumble will be the—price!

Two Tools in One.

WHY cannot we have a jack with a hexagonal winding-up boss made specifically for use in conjunction with the wheel brace? Nineteen times out of twenty, when you are using one you have to use the other. The conventional type of jack handle is an awkward tool to accommodate and seldom too convenient to operate. Let us have all the necessary tools aboard, but whenever one can be made to do the work of two, by all means encourage the union. Incidentally, a wheel brace should enable one to hoist up a jack in pretty quick time.

The Spanner-shy Owner.

ANOTHER of those men who "never touch a spanner" for so many thousands of miles, and learn no more than they can help about their cars, has just found the trouble for which he has been asking. I had proposed using his car for a trip we had to take together. "It's all seized up," he declared gloomily.

He lives in a remote spot, and a few nights earlier had been obliged at a moment's notice to make a 10-mile journey out and back for urgent medical apparatus. That something was wrong became apparent on the outward journey, but he carried on and returned as far as he could with the engine in the most obvious distress. It gave up the struggle a mile from home. A long descent helped, but the car had to be pushed a considerable distance.

Sheer Neglect.

I DID not think a permanent seizure at all likely, and we went to investigate. Stooping to give the crank a gentle turn as a preliminary, my eye fell on a gaping hole at the bottom of the radiator. The drain plug had dropped out and not a spot of water remained in the cooling system. This was not a case of draining the radiator for fear of frost and forgetting to replenish it; I knew my man too well to suspect him of such a precaution. It was sheer neglect. And the laziest man could not ask for a more accessible drain plug than the one on this car.

Having stopped up the hole and filled the radia-

tor, we got the car going. It had developed a knock, but still pulled surprisingly well. One curious fact is that, although the car must have run at least a dozen miles after the plug was lost, the washer remained in position round the hole.

Against Trains.

DURING a frosty snap, I had to make a sudden railway journey of some 330 miles. We succeeded in getting the compartment warm with that peculiar, stale, throat-drying heat experienced only in trains. We were, in fact, uncomfortably hot, but to open a window meant hurling an icy blast down the necks of at least two of our number. The ventilators seemed to be useless. It was a relief to alight at Carlisle, and thankful should I have felt had there been a car waiting for the completion of my journey. As it was, I waited an hour and a quarter for a local train that was as cold as the express was hot—and slower than my coveted car would have been.

The circumstances in which the train beats the car are extremely limited. Before a journey by rail can show superiority alike in comfort, convenience and speed, it must be a long one, entirely on a main line, and the traveller must have a taxi at each end. In almost every other case the car wins on one count or all.

Unpuncturable Tyres.

IS the time coming when we shall no longer carry a spare wheel? Personally, I think that it is, although I am afraid that I have no intelligent ideas towards overcoming the need for its abolishment.

Years ago I never left the garage without two spare plugs, a valve assembly complete, an assortment of nuts and bolts and a well-stocked toolbag. I did not grumble, and I honestly believed that the trouble-free plug and the unbreakable valve would never be produced. I was wrong. Is it not quite likely, then, that those who believe the unpuncturable tyre to be impossible to produce are also wrong?

Rapson got very close to it with his deflector tube, and so did the inventors of the Everlastic tube, the Compression tube and others, but in each case there was a loss of resilience and the *possibility* of a puncture. A tyre which cannot leave the rim and which is not damaged by being run a mile or so deflated is now in production and proving invaluable for aeroplane wheels. The inventor of it has solved problems hitherto believed to be insoluble. Let us hope that his fertile brain is

capable of producing one more far-reaching idea which will for ever lay the puncture boggy.

Why, you ask, do I object so much to carrying a spare wheel? Simply because it is ugly, heavy and expensive. These are unkind things to say about an invention which helped as much as any other to popularize motoring, but they are all perfectly true.

Out . . . Dab . . . In.

I AM often asked which is the best way to learn the art of changing down without making a "crash," but nothing is more difficult than giving a lucid explanation of double declutching to bring about the desired result. By the time that one has explained the several control movements which are necessary, the operation sounds so complicated that beginners regard it as beyond their ability to learn.

Recently, however, I have evolved the formula, "Out . . . Dab . . . In," and find that it helps learners better than any amount of theory, discussion of clutch shaft speeds and so forth. "Out" means out clutch and out gear, "Dab" means dab clutch in and accelerator down, and "In" means in gear and clutch. I have found that those who are learning to make double-clutch changes (downwards) find that repeating the formula as they perform each operation helps to avoid confusion and aids the proper timing of the control movements. It is all rather Coué-istic and childish, but I pass it on to readers in the belief that they will find it helpful.

Out . . . Up . . . 1 . . . 2 . . . In.

A DEVELOPMENT of the changing-down formula would no doubt be useful for changing from second to top on three-speed cars with a slow

change. I know a number which call for very accurate double-clutch changes at 15 m.p.h. and upwards, and suggest the formula given in the heading to this paragraph. With some cars it might be necessary to count beyond 2—even up to 6.

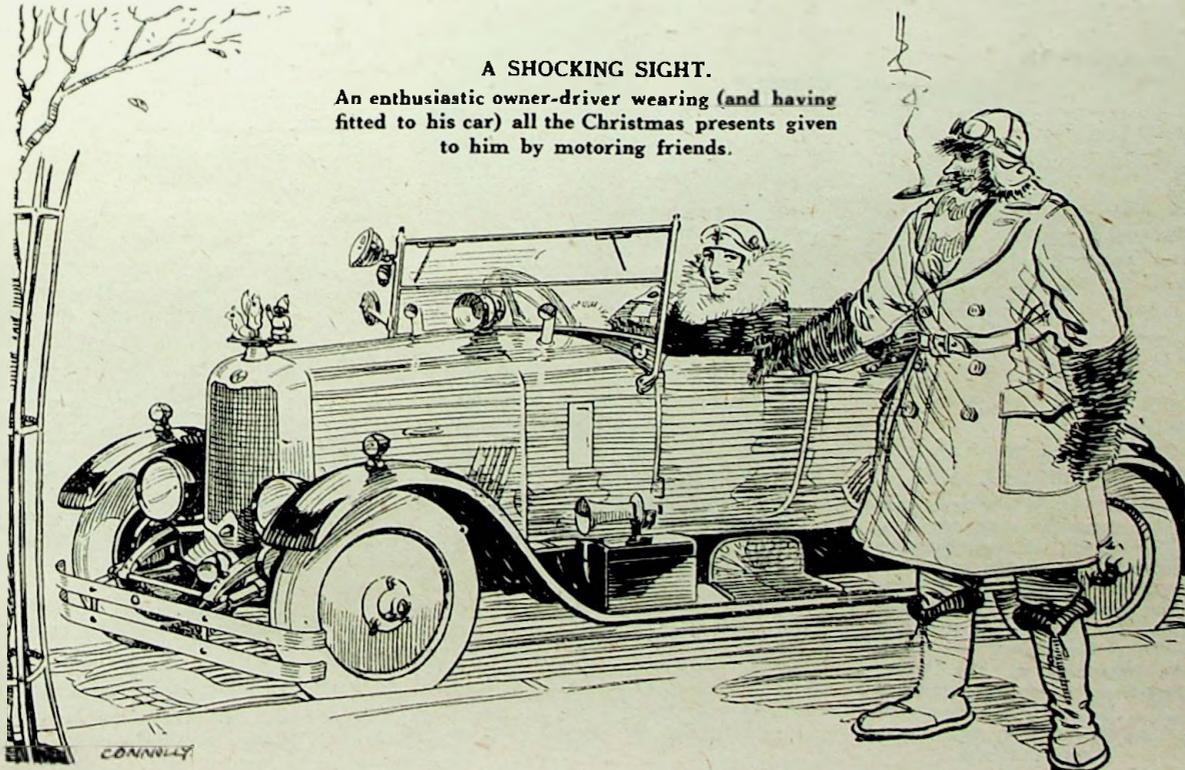
"Out" in this case means clutch out and gear to neutral, "Up" means engage clutch, then count "1 . . . 2," etc., slowly, free the clutch and engage top gear. The number one has to count is easily learned by experiment.

Both this formula and the one relating to downward changes may be practised mentally whilst you are sitting in a chair at home or travelling home in the tube.

Front-wheel Skids.

A CORRESPONDENT who signs himself "X07545" asks me, in connection with a recent paragraph of mine, how it is possible, by skidding the rear of a car, to correct a front-wheel skid. Front-wheel skids invariably occur when a car is being swerved or when it is taking a bend. Let us assume that a right-hand bend is being taken too fast on a greasy road and, when the front wheels are locked over, the front of the car skids—naturally, to the left. By very fierce braking at the moment the front-wheel skid begins, the back of the car can be skidded also to the left, thus forcing the car round the corner, allowing the front wheels to be straightened and automatically restoring their grip of the road.

It is very difficult to describe exactly how the driver should act when counteracting any kind of skid, as there are so many circumstances which have to be taken into consideration. There are occasions, for example, when it may be desirable to avoid the consequences of a skid by deliberately



A SHOCKING SIGHT.
An enthusiastic owner-driver wearing (and having fitted to his car) all the Christmas presents given to him by motoring friends.

CONNELLY

making it even more acute and turning the car completely round. On the other hand, there are traffic and other conditions when more sober tactics obviously would be of much more use for remedying matters.

Trials of Selling Second-hand.

MY recent note on selling a second-hand car has brought me a shoal of letters from other owners relating similar experiences. One man had apparently suggested that the advertiser should meet him half-way between their respective towns, hand over the car and receive in exchange a quarter down, together with a promise to pay the balance in eighteen monthly instalments!

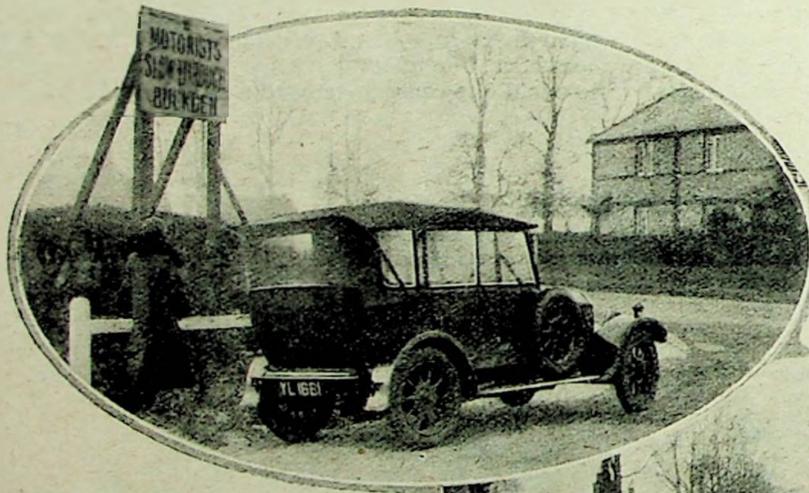
In another case a person who, from his replies, had seemed a bona fide purchaser turned up at the house during the morning and, on being informed that the owner was at business, asked to be allowed to take the car on a trial run. Fortunately, this possibility had been foreseen and the request was refused. It is significant that the stranger, although given an appointment for a few hours later, did not call again. Another correspondent who inserted an advertisement giving his name and address in a London daily received three letters from alleged ex-officers appealing for a present of the car in order to enable them to take up an appointment. There is no need to point the moral. I fancy my readers have sense enough to know that salt can be used just as well on "tales" as it can upon "tails."

Wireless Tyranny.

I SEE that an indignant newspaper correspondent has been complaining that motor owners who spend winter afternoons and evenings in private garages "testing" their cars are seriously interfering with wireless reception. We all know what a tyranny wireless can become in the home when those listening-in keep a minatory finger uplifted against speech or movement by anyone else; we know, and accept it as a penalty of the pastime. But to suggest that such a monopoly of enjoyment should extend over the whole neighbourhood is asking too much. "Interference" can be interpreted in many ways. For instance, anyone standing in some gardens might imagine he was in a gigantic chicken-coop, poles, aërials and leads-in being seen in every direction; yet no one seems to think that such a disfigurement of what is otherwise a fair prospect constitutes an "interference." Broadcasting may please the ear, but its paraphernalia is certainly an offence to the eye, and there is food for irony in the thought that the wireless age has actually brought us the age of wire.

Where Rubber Comes From.

SAYS the "mystery man" in "White Cargo," a play that grips you from start to finish, "They're all the same, these relief men from the London office. They come out here, swelter in the African heat, and after a few months of it they can't stand it any longer, and they go home. Then everyone of 'em sits down and writes an article, which begins, 'Seated in your luxurious automobiles, I wonder how many of you realize how the rubber for your tyres is obtained?'" Not the exact wording of the author's MS., perhaps, but near enough. It is a home truth, all the same; how many of us really do understand the discomforts of some parts of Africa where rubber is obtained? "White Cargo" shows us in a very forcible fashion. The greatest discomfort is, of course, the intense and prolonged heat.



A FAMOUS TRAPPING GROUND.

Motorists should take great care not to exceed the statutory limit of 20 m.p.h. through Buckden (North Road), as the police are constantly on the look-out for offenders. The photos show (oval) the A.A. warning notice north of the village and (right) the beginning of the timed stretch viewed from the southern end. The car in both photographs is one of the latest Humber Nines.



MIDLAND OFFICES:
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Phone: Central 2372-3.
COVENTRY: 6, Warwick Row.
Phone: Coventry 1775.
NORTHERN OFFICES:
MANCHESTER: 196, Deansgate.
Phone: Central 2467.



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"THE LIGHT CAR AND CYCLECAR" WAS
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NEEDS OF USERS AND POTENTIAL
PURCHASERS OF LIGHT CARS AND
CYCLECARS, AND IT HAS CONSIST-
ENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
TWELVE YEARS.

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

Drunken Drivers.

MAGISTRATES have been armed, by the Criminal Justice Act with a very powerful weapon against the drunken driver; they are empowered to lock him up for four months or fine him £50, in addition to suspending his driving licence for twelve months. These penalties are not excessive in the case of a driver who actually is intoxicated whilst in charge of a vehicle, but they would be terribly harsh upon a man who, although pronounced drunk by the police, was actually suffering only from the shock of a mishap. Many such cases have been known, and innocent parties sentenced under the old Act. On some of these the light of publicity has been shed by reason of the accused person having sufficient courage to appeal against the magistrate's decision, but how many more must there have been when the true facts were never revealed and the innocent had to suffer?

It seems that drunkenness is a condition which is extraordinarily difficult to define, and it is well known that shock caused by an accident may produce in a sober man all the symptoms of intemperance. We hope that magistrates before making use of their new powers will bear these two facts in mind, sparing the defendant if there is reasonable cause for the slightest doubt concerning his condition, and imposing the full sentence where his guilt is transparent. The soundest rule we know for drivers is never to take alcohol in any shape or form until the car is safely housed for the night.

Alcohol Fuel

THE Auto-cycle Union which organizes and controls the Tourist Trophy motorcycle races—without doubt the most important motor racing events of the year—has announced that it does not intend to impose any restrictions on the fuel used for the 1926 races despite the fact that there has been a considerable agitation for only commercially obtainable motor spirits to be employed. The question of allowing competitors in important races to use fuel other than ordinary motor spirits is, naturally, one of considerable importance, par-

ticularly as the only fuel which gave rise to the present controversy was alcohol, which is widely believed to have a very big future for road vehicle propulsion. The A.-C.U. points out that it did not come to the decision to permit the use of alcohol in the 1926 T.T. races before weighing the pros and cons very carefully. In favour of allowing it were the facts that it can be made to give sweeter, smoother and cooler running than fuel distilled from

petroleum, that an increased thermal efficiency is obtained, and that "its advantages for ordinary touring . . . have brought about already a general improvement in petrols supplied to the public." The only disadvantage to having no restriction on the nature of fuel used was considered by the Union to be that in 1925 the advertisement value of the races was to some extent offset on account of the public gaining the impression that the competing machines were of a freak type simply because they ran upon "freak" fuel.

Better Weather Protection Needed.

THIS is essentially an age of luxury; gone are the days when motoring enthusiasts would put up with any discomfort just for the sake of motoring. The man who buys an all-weather car

to-day expects the same warmth and comfort which he can enjoy in a first-class railway carriage during the winter months, coupled with a total absence of stuffiness and sense of confinement in the summer. He is demanding better all-weather equipment, but at present some cars are so poorly gifted in this direction that a buyer who is in love with the chassis must perforce purchase a saloon or have nothing to do with the make.

He criticizes equipment on two counts, first, the difficulty of erecting, say, eight panels for a four-seater, and, secondly, the poor fit of the panels when they are in position.

We think the time has arrived when the more expensive light cars might be equipped with side panels which are erected or lowered merely by turning a handle. This experiment has been tried and found to be quite successful.

Topics of the Day

MANY THANKS.

We are sorry that it was impossible to send an individual acknowledgment to the many readers who kindly sent us Christmas cards and greetings. We ask them to accept this paragraph as an expression of our very cordial thanks for their most encouraging tokens of goodwill. It is a pleasure to serve so keen, appreciative and enthusiastic a public.



The Eleventh M.C.C.
London-Exeter-London
FEW NON-STARTERS AND FEWER NON-FINISHERS IN THE GREAT WINTER TRIAL—
HOW THE CARS FARED ON THE OBSERVED HILLS—FULL LIST OF THE "SURVIVORS"
IN THE CLASSES UP TO 1,500 C.C.

THE spirits of a thousand-odd staunch souls sank lower and lower as Monday, December 28th, grew older and older. Following the gloomy morning a steady drizzle set in and few were the optimists who dared predict a fine run to Exeter and back. Later came an improvement in the weather and, with lighter hearts, the huge band of stalwarts who had entered for this famous M.C.C. classic wended their way to Staines, prepared to do or die.

It was, unfortunately, but a passing fit of repentance on the part of the Clerk of the Weather and, as the inevitable last-minute adjustments were being made, sharp showers, alternated with a depressing drizzle, the moan of the wind grew louder and the almost full moon gave up the unequal task of trying to pierce the mantle of clouds beneath it so as to shed its kindly light on the proceedings.

A Memorable Exeter.

From the outset it was a memorable "Exeter," for the time-honoured practice of starting on Boxing Day had to be abandoned so that the major part of the trial should not take place on the Sabbath; then there were fresh regulations, rumours of deeply flooded roads, a hint of blizzards or hurricanes of unprecedented violence and an entry list which comprised a record for any long-distance trial—427 vehicles in all.

Staines was hardly calculated to maintain the enthusiasm of either competitors or spectators as zero hour drew near; nevertheless, amongst the former there were few absentees con-

sidering the huge entry, whilst the ranks of the latter grew steadily in numbers.

It is indeed interesting to note that of the 427 entries only 27 failed to face the starter. Nineteen of these were in the car classes, no fewer than 16 being light cars. The nineteen non-starters referred to were as follows:—

H. F. T. Porter (8.9 h.p. Amilcar), T. Heaton (8.2 h.p. Senechal), T. D. Corpe (10 h.p. G.N. Vitesse), C. Aschan (9.5 h.p. Rhade), F. H. Paulton (7 h.p. Jowett), O. O. B. Anderson (7 h.p. Austin), R. H. Hay-Will (7 h.p. Jowett), W. U. Dykes (11.4 h.p. Alvis), F. O. H. St. John-Brooks (10.4 h.p. F.N.), R. Straker (10.8 h.p. Riley), H. E. Tatlow (11.9 h.p. Lea-Francis), A. J. Phippen (10.8 h.p. Riley), H. B. Potter (13 h.p. Glynol), E. R. H. Hill (10.8 h.p. Riley), M. C. Bressa (10.8 h.p. Rhade), J. Pollitzer (22-90 h.p. Alfa-Romeo), W. H. Oates (14-60 h.p. Lagonda), R. F. Oats (15-45 h.p. O.M.) and H. Harding (10 h.p. Morgan).

An any-weather run of this nature means all-weather equipment—every inch of it. The majority of the car drivers and passengers were not visible, for, as each vehicle drew up to the starting line, the glare of acetylene flames was thrown back by the shiny surface of tightly fitting celluloid panels; at the best one caught a fleeting glimpse of a face, blurred and indistinct, then the car vanished swiftly into the gloom, swung across old Father Thames and headed westwards.

Considerable interest centred in D. B. Ware's 7-17 h.p. Coventry-Victor runabout, which was making its debut. It was the first three-wheeled cyclecar to get away and many were the expressions of goodwill which its plucky driver received. It requires a certain amount of determination to pilot a pukka three-wheeled cyclecar in a stern trial of this description when

the engine capacity is only 688 c.c. Ware was followed by a number of Morgans and a couple of d'Ysians; then the car classes began, headed by D. H. Noble—as seen in the heading photograph—in one of the new Rover Nine Super models, and so it went on. The crowd thinned perceptibly as the hour grew later, and there were only a few enthusiasts left to bid goodspeed to the last man off—Rex Mundy, in a 3,031 c.c. Oakland.

Crowds of Spectators

The first few miles of the route were made interesting by the presence of quite large crowds of spectators, who had gathered at Virginia Water, Sunningdale, Bagshot and at intervening cross-roads to watch the passage of the 70-mile-long procession.

Many of the drivers had friends or relatives among these scattered clumps of onlookers and stopped to bid them adieu, realizing that it was easy to regain time along the straight, main road which had to be followed through Basingstoke and Andover to Salisbury.

Not for years has this section of the route been covered under such favourable conditions. There were certainly a few mild showers of rain at intervals, but for the most part it was dry and distinctly warm.

At Whitechurch, 40 miles from the start, H. J. Aldington (Frazer-Nash) met misfortune in the form of a milestone, with the result that his front axle was set under and the sump of the engine damaged. Naturally, he was compelled to retire.

Several competitors found it unnecessary to use headlamps for this early

part of the journey as the moon was up and, although partly obscured by clouds, lighted the road quite well.

On a run such as the London-Exeter it is often wise to spare the headlamps—and thus the battery—whenever possible, as it is in the early morning, after ten hours or so of darkness, that the maximum illumination is needed.

Arrived at Salisbury the competitors found a welcome and a very enjoyable supper awaiting them at the White Hart Hotel, where an hour and ten minutes were allowed to be spent.

The first of the cyclecars was again on the road and heading for Shaftesbury at 2.40 a.m. under a moonlit sky and with every evidence of the rain showers and the heavy gusts of wind having ceased for the night.

Like a Summer Night.

This period of the run will be remembered for many years by regular London-Exeter competitors, for it was comparable with the type of summer night of which British residents in the tropics are said to dream. Brilliant moonlight flooded the countryside and showed up the road for hundreds of yards ahead, whilst the air was so warm that several drivers opened their windcreens or stowed away the front side screens.

Before Yeovil was reached, however, the night grew more chilly, the moon was lost behind threatening clouds and down came the rain in those lashing torrents which seem to be unleashed only on London-Exeter night.

Before the rain came it was agreed

that the weather was far superior to that enjoyed (!) by the London-Edinburgh competitors last Easter-tide. It will be remembered that on that run a snowstorm was encountered on the Beftub.

At Yeovil, 108 miles from the start, a halt of five minutes was allowed to give competitors a chance to stretch their legs and refresh themselves with coffee as the guests of Mr. P. W. Moffat, a local motorcycling club member, who extends this welcome hospitality each year.

From Yeovil onwards to Exeter the route, which was the same as that followed last year, became more interesting.

First came the ascent of Chard Hill, at one time a "terror" and an "observed" ascent in the London-Exeter, but now an easy second-gear climb for a good light car, and, secondly, the left-hand turn in Honiton, where by-roads were joined leading to Sidmouth and Peak Hill.

The only observed hill on the outward journey—Peak—is long, rough, but easy. We watched a considerable number of the cars on the gradient, but none save H. R. Taylor's d'Yrsan came near to failing and there was little to choose between the performances.

From the summit of Peak it was necessary for the competitors to "blind" to a more or less extent in order to keep to schedule time, as the road is narrow and winding and the surface somewhat loose and troublesome.

There were few, however, who

checked in late at Exeter on this account.

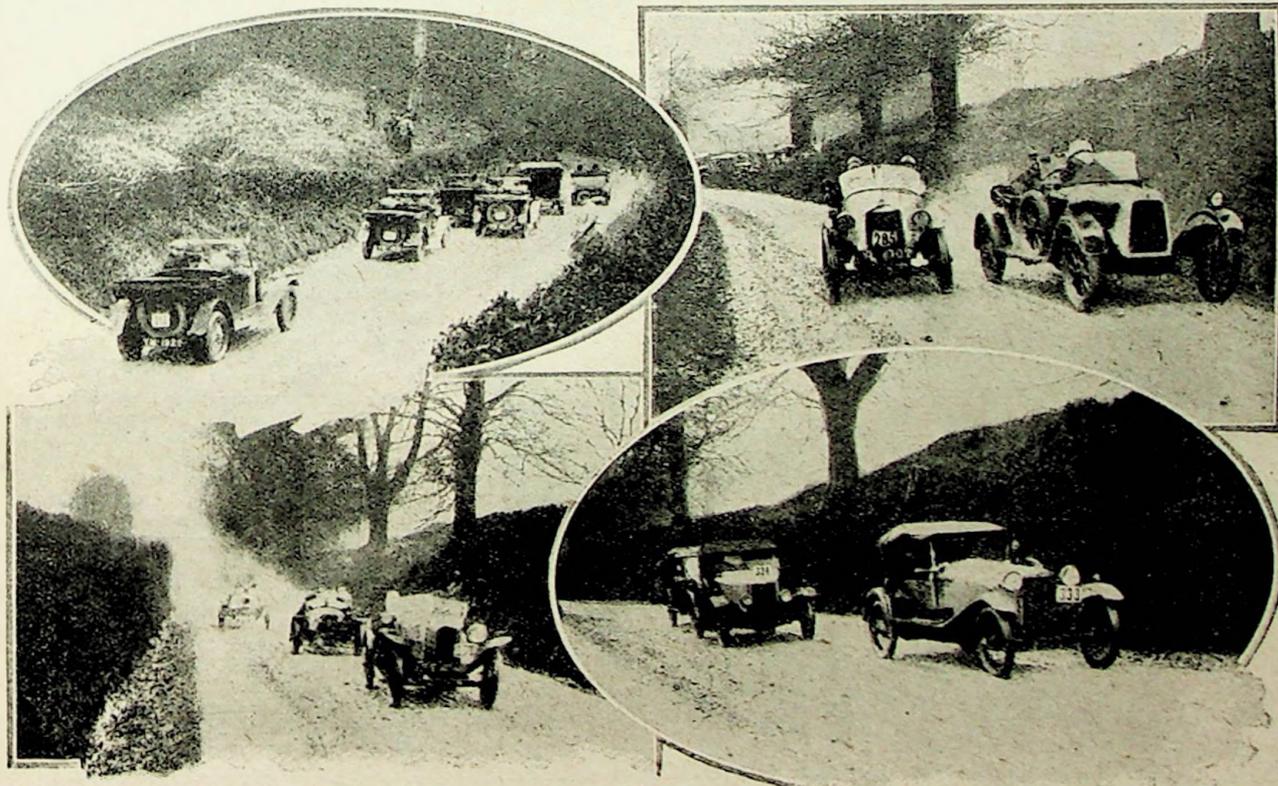
This year the time allowed for the Exeter breakfast halt was exceptionally generous—no less, in fact, than two hours and ten minutes.

The organization at the depot for replenishing tanks and sumps was first-rate, and the same might justly be said of the breakfast served at Deller's Café, to which the competitors were conveyed in omnibuses specially chartered for the purpose.

Over the Breakfast Table.

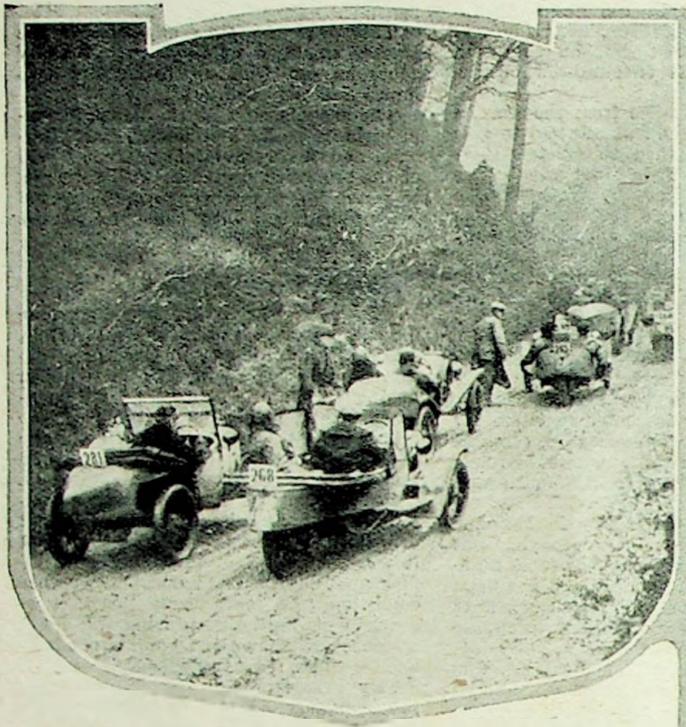
The conversation at breakfast-time hinged, naturally, upon the difficulties, real and imaginary, of the three observed hills which had to be climbed during the morning run. It was noteworthy that, although we discussed the hills with a dozen or more drivers, none had visited them for practising and none knew of any competitors who had.

Exeter was left by the first car competitors shortly after 9.30 in a slight drizzle and with every indication that it was to be a thoroughly wet and unpleasant day. Unfavourable weather conditions are more easily faced, however, in daylight than during the silent watches of the night, and in consequence there were few gloomy faces and nearly everyone was anticipating that the conquest of the test hills would prove a fairly easy matter. It is extraordinary how optimistic one can be after having disposed of a good and plentiful breakfast!



ON WHITE SHEET HILL.

(Top, left) Drawing up slowly to the restart. In the foreground are three 8.3 h.p. Renaults. (Top, right) P. D. Clegg (Senechal) swings round another car and has to take to the "rough" in so doing. (Bottom, left) An impression of speed on White Sheet, an Amilcar pursued by a fleet of Morgans. (Bottom, right) Sir John J. K. Shaw (Frazer-Nash) and P. C. Polhill (Deemster) taking it easy.



(Above) Awaiting their turn to restart on White Sheet Hill. The two drivers in the foreground are R. M. Brown (Austin Seven) and S. A. McCarthy (Morgan). (Right) I. J. Higgs (Salmon) in the act of restarting, and (below) L. Stevens (Gwynne) receiving assistance, both on the same hill. Many cars suffered from wheelspin.



The first place of any note encountered after leaving Exeter was Honiton, where a right-hand turn was taken for the hilly section. Sixteen miles from Exeter, Honiton was reached in splendid time by everybody, for there were few competitors who did not feel inclined to arrive there with a little time to spare

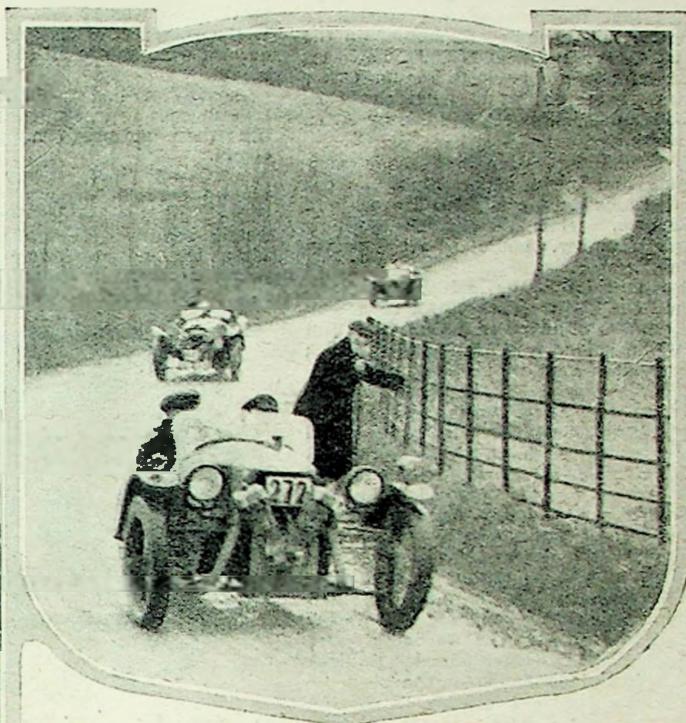
so that they could have a look round their engines and make any slight adjustments which might be needed. This, of course, was forbidden at the Exeter control. Last year these few minutes were spent in fixing non-skid chains, but this year their use was forbidden.

Marlpits, the first of the test hills, lies only 1½ miles to the south of Honiton, and, so far as our observations went, caused no failures amongst the cars. It is really too easy to be taken seriously. The route then continued to Sidmouth, along narrow, winding moorland roads, in the teeth of a gale of wind and through an unpleasant Scotch mist, which made it necessary to keep windscreen wipers going and was in evidence throughout the whole of the morning.

Arrived at Sidmouth, some 18 miles from Honiton, the competitors were faced with a timed (standing start) ascent of Salcombe Hill, which rises out of the village and is actually quite close to Peak Hill, which had been climbed before breakfast. The hill provided the competitors with an unexpected obstacle race. A drain was being laid down the centre of the road, and the work was only partially completed. The result was that there were two or three immense bumps over the loosely filled-in earth, while the roadway was restricted in three places to only a little over a car-width.

At the end of the inhabited portion of the hill stood Mr. Lionel Martin, clad as for salmon fishing in a poncho and what he humorously termed "Russian boots." He was armed with a huge red flag, borrowed from the drain-layers.

The restarting was exceptionally well carried out, and no one could possibly complain of being taken unawares. Half-minute intervals prevented any competitor catching the vehicle preceding him until after the narrow portion was passed.



(Left) All going well. E. S. Hutchence (A.C.), followed by P. W. White and H. N. Edwards (Lagondas). (Above) Approaching Maiden Newton, a Morgan trio headed by H. Beart. (Below) A busy scene at the Dorchester check, where competitors compared notes, the most difficult part of the run being over.

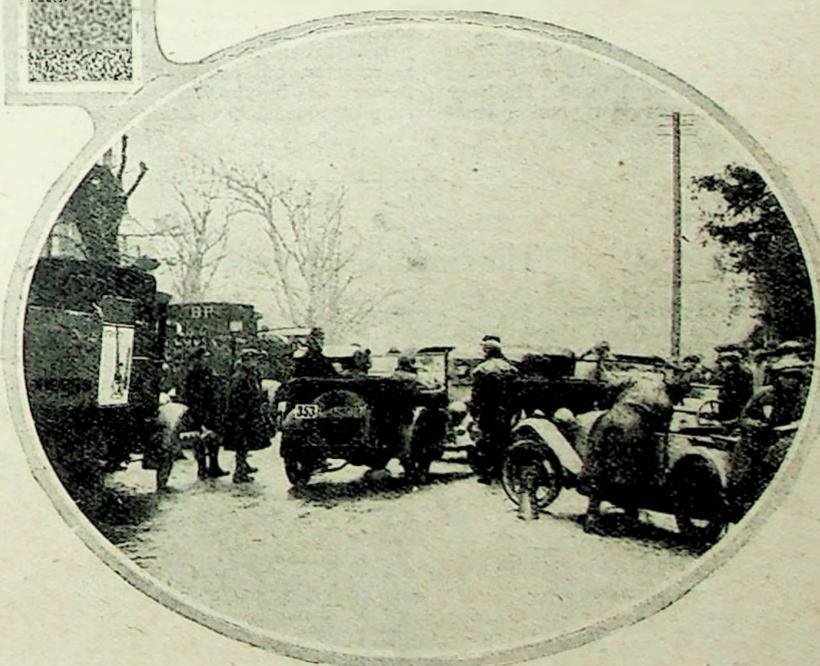
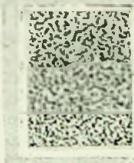
Some of the Morgans made the most lurid performances, because their enormous excess of power caused back wheels to spin and slither from side to side. The champion tail-wagger was C. J. Turner, who fairly shot up the gradient, scattering stones to the winds.

A newcomer to competition work was D. B. Ware, in a 7-17 h.p. Coventry-Victor runabout. This three-wheeler, which appeared well up to time, made a steady, although not sensational, ascent. A laughing maiden, picturesquely attired in an airman's Sidecot suit, lounged on the extreme tail of W. M. Couper's Aero-Morgan.

An Austin Seven, driven by R. M. Brown, was the first four-wheeler to appear, climbing steadily and without fuss; a chummy-bodied Sénéchal made a steady climb, whilst D. H. Noble's Rover four-seater showed that precipitous hills held no terrors for him.

A large number of sports Amilears were entered, and mostly made very good climbs, but their shrieking transmissions (unless it was engines "revving" at umpteen thousands per minute!) could be heard far down the hill.

How many people know that there is a geyser in South Devon? At any rate, there was a remarkable specimen—a 30-ft. column of steam and boiling water—on Salcombe Hill last Tuesday. T. H. W. Clarke started bravely on the hill in a sports Amilear. Half-way over the measured mile his car slowed down, until energetic onlookers pushed it up, the driver and passenger helping. Some hundred yards or so up the hill everyone was exhausted and the car came to rest.



It was quite five minutes later, when spectators had almost forgotten all about it, that somebody unscrewed the radiator cap to inspect the water level (if any!). There was a great roar, the ebonite cap was last seen far out at sea, and a great column of steam roared at terrific pressure from the orifice.

Startled onlookers fled from the "explosion," which lasted quite 20 seconds!

P. D. Clegg's Sénéchal had its front wheels leaning distinctly inwards at the top, giving it a knock-kneed appearance.

Those who know the slow-pulling capabilities of the Jowett were not at all anxious for the competitors who

made slow ascents on these cars, provided that they looked fast enough to average the scheduled 12 m.p.h. up the slope, C. W. Gallifant-Holmes, however, was unlucky, and came to a stop. Other Jowetts were quite fast, particularly the sports Jackson-Jowett handled by A. E. Jackson.

The S.3 h.p. Renaults made very steady and businesslike climbs, as did the various Austin Sevens, Rovers and Salmsons. Sam Wright, on the new small Humber, made a very pretty climb.

No much for the 1,100 c.c. class. When the 1½-litre cars began to ascend some faster climbs were seen. The first 1,500 c.c. saloon was Alan Hill's Rhode; this made a very nice, steady climb.

There seemed to be keen rivalry between the Lea-Francis and Frazer-Nash cars, of which there were several teams of three—both makes were fast.

R. C. Elwes (Rhode) was climbing well when he was balked by a car coming down, and, although he did not stop, he may have been slowed a little too much. Doubtless the observers will credit him with a baulk.

For once in his years of excellent driving Walsgrove has missed a gear change! However, he made a good climb. F. G. Jones (Straker-Squire) had a passenger sitting on the hood.

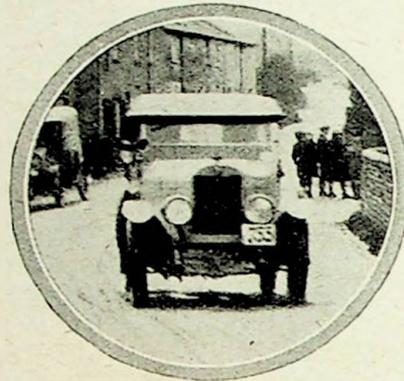
Perhaps the best display of driving skill was made by S. E. A. Watson (Surrey), who took the bank, amid loud cheers, to pass a slower car which at that time was abreast of a stationary vehicle.

From the top of the hill the route continued along extraordinarily narrow and muddy lanes to Colford and thence to Axminster, after leaving which lanes were again rejoined for Broadwindsor and Beaminster. Twenty-seven miles from Salcombe, White Sheet Hill leads out of Beaminster and has a gradient at the worst of about 1 in 4½. Halfway up, and on the steepest portion com-

petitors were stopped and had to restart and cover 10 yds. in 10 secs. It was a good test of driving skill and lost several competitors all chance of a gold medal.

Apart from had restarters, there were several cars which failed higher up the hill; these had previously failed on Salcombe.

The first place of any consequence passed through after climbing White Sheet Hill was Maiden Newton, thence a main road was followed to Dorchester. Here five minutes were allowed for petrol to be taken aboard, if necessary, and coffee was available for competitors



A. A. Mauleverer's Lea-Francis passing through Maiden Newton after having made a star ascent of White Sheet Hill

as the guests of Mr. W. G. Churchill, a prominent local motorist.

Then followed a long and wearisome trail of nearly 40 miles into Salisbury. The road, which is dead straight and undulating, tempts one to drive fast and passes through Blandford, 16 miles from Dorchester, but otherwise there are no places of importance. Competitors found it extremely difficult to keep their

speed down to the scheduled 20 m.p.h., and it was absolutely necessary to do so, as secret checks are often operated in London-Exeter runs along this section. This year we believe that the check was in Blandford, but the M.C.C. keep their secrets so well that one cannot say with certainty.

Salisbury was entered by the first of the car competitors at 3.30—rather late for lunch. It would be a good plan, we think, if in future years it were possible for tea to be taken at this control at option in place of lunch, as few competitors feel like a big meal so late in the afternoon, and a local fruit shop, in consequence, did a roaring trade.

After leaving Salisbury an hour later and, consequently, after lighting-up time, the competitors followed the main road back to Staines. Along this section of the route there were no incidents worthy of recording, the only difficulty experienced by the competitors being that of keeping awake. On M.C.C. runs the same driver must remain at the wheel throughout, and after 20 hours of it he may be excused for feeling somewhat sleepy.

At Staines a very large crowd had gathered to welcome the competitors home. Of the 107 starters with cars under 1,500 c.c. only eight failed to check in at the finish. The actual list of finishers and non-finishers with cars under 1,500 c.c. is given below.

SNIPPETS.

If one can believe the evidence of the scaremongers there was a secret check at "every place named with a time on the route card." Actually we believe that the only one was at Blandford.

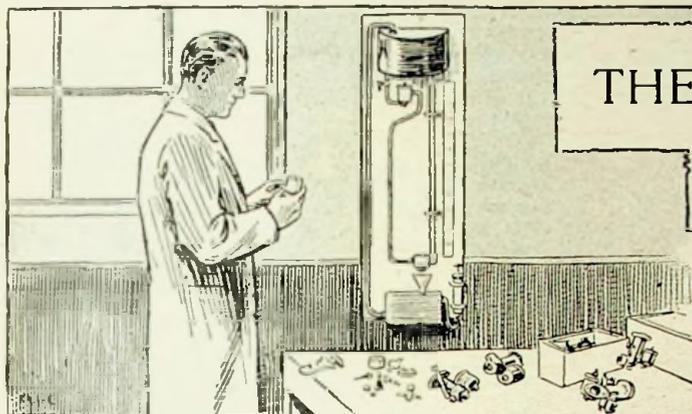
On their way to the start H. F. T. Porter (Amilear) and T. Henton (Sénéchal) collided, the Sénéchal being completely overturned. Fortunately, the crew of neither car was injured, but the cars were so badly damaged that they were unable to start.

The Small Car Finishers and Non-finishers.

- THREE-WHEELERS.**
- 259 'D. B. Ware, 7-17 h.p. Coventry-Victor runabout.
 - 260 C. J. Turner, 10 h.p. Morgan.
 - 261 D. F. Heybourn, 8 h.p. Morgan-Aero.
 - 262 B. H. F. Russell, 10 h.p. Morgan-Black-burac.
 - 263 J. W. Beare, 10 h.p. Morgan.
 - 264 W. M. Couper, 10 h.p. Morgan-Aero.
 - 265 W. G. Godley, 10 h.p. Morgan.
 - 266 A. C. Maskell, 10 h.p. Morgan-Black-burac.
 - 267 A. W. Wood, 10 h.p. Morgan.
 - 268 S. A. McCarthy, 8 h.p. Morgan.
 - 269 A. T. Clark, 8 h.p. Morgan.
 - 270 H. R. Taylor, 8 h.p. d Yrsan.
 - 272 H. Bark, 10 h.p. Morgan.
 - 273 A. B. Johnston, 10 h.p. Morgan.
 - 275 R. D. Smith, 8 h.p. Morgan Special.
- Not exceeding 1,100 c.c.**
- 276 'D. H. Noble, 9 h.p. Rover.
 - 278 S. E. Ellis, 9 h.p. Amilear.
 - 279 R. C. Porter, 8.9 h.p. Amilear.
 - 281 R. M. Brown, 7 h.p. Austin.
 - 282 S. H. Collier, 8.9 h.p. Talbot.
 - 284 C. M. Anthony, 8.2 h.p. Sénéchal.
 - 285 P. D. Clegg, 8.2 h.p. Sénéchal.
 - 286 C. M. G. Turner, 7.6 h.p. Gwynne.
 - 288 L. Stevens, 8 h.p. Gwynne.
 - 289 J. Eddy, 7 h.p. Austin Seven.
 - 290 J. Richardson, 7 h.p. Austin Sports.
 - 291 I. J. Higgs, 9.6 h.p. Salmson.
 - 292 C. D. Conradi, 9.5 h.p. Salmson Sports.
 - 293 J. J. Harper, 9 h.p. Rover Sports.
 - 294 C. Fort, 8.9 h.p. Rover.
 - 296 'H. J. Lovatt, 7 h.p. Jowett.
 - 297 F. C. Everett, 7 h.p. Jowett.
 - 298 C. W. Gallifant-Holmes, 7 h.p. Jowett.

- 299 C. L. Clayton, 8.7 h.p. Amilear.
 - 300 L. Martineau, 8 h.p. Gwynne Sports.
 - 301 G. H. Martineau, 10 h.p. Salmson Sports.
 - 302 R. N. Martineau, 10 h.p. Salmson Sports.
 - 304 S. Wright, 9.20 h.p. Humber.
 - 305 J. A. Drinkell, 9.5 h.p. D.F.P.
 - 308 H. C. Granger, 8.3 h.p. Renault.
 - 309 F. W. Taylor, 8.3 h.p. Renault.
 - 310 A. E. Jackson, 7 h.p. Jackson-Jowett.
 - 311 C. L. Brown, 7 h.p. Jowett.
 - 313 S. Cutts, 8.3 h.p. Renault.
 - 314 F. C. Harper, 8.3 h.p. Renault.
- Not exceeding 1,500 c.c.**
- 318 'B. Alan Hill, 10.8 h.p. Rhode.
 - 320 D. N. Letts, 12.60 h.p. Alvis.
 - 321 W. E. Bliss, 10-15 h.p. Fiat.
 - 322 F. Broomfield, 11.8 h.p. Palladium.
 - 323 A. G. Gripper, 10.8 h.p. Aston-Martin.
 - 324 P. C. Polhill, 11.9 h.p. Decmster.
 - 325 C. H. Kemp, 11.9 h.p. Palladium.
 - 327 E. S. Hutchence, 12 h.p. A.C.
 - 328 P. King, 12-24 h.p. Lagonda.
 - 329 P. W. White, 11.9 h.p. Lagonda.
 - 330 H. N. Edwards, 12 h.p. Lagonda.
 - 331 J. D. Dixon, 11.4 h.p. Standard.
 - 332 R. C. Elwes, 10.8 h.p. Rhode.
 - 333 Sir John J. K. Shaw, 12 h.p. Frazer-Nash.
 - 334 E. Hillary, 11.9 h.p. Frazer-Nash.
 - 335 H. Jeffries, 11.9 h.p. Frazer-Nash.
 - 336 E. Fairbrother, 10-15 h.p. Windsor.
 - 337 R. C. E. Glazier, 10.4 h.p. Windsor.
 - 338 A. F. Milne, 10-15 h.p. Windsor.
 - 339 'Richard Twitveltrae, 11.40 h.p. Riley.
 - 341 H. H. S. Keogh, 10.8 h.p. Riley.
 - 342 E. P. Paxman, 11.9 h.p. Frazer-Nash.
 - 344 E. Veendall, 11.9 h.p. Frazer-Nash.
 - 345 G. N. Norris, 10 h.p. Lea-Francis.
 - 347 L. T. Delaney, 12 h.p. Lea-Francis.

- 348 W. G. B. McKechnie, 10.4 h.p. Windsor.
 - 349 P. W. Hubbard, 10.4 h.p. Windsor.
 - 350 D. De Burgh, 10.4 h.p. Windsor.
 - 351 J. Hobbs, 10.8 h.p. Riley Saloon.
 - 352 V. G. Wallgrove, 10.8 h.p. Riley.
 - 353 G. F. Smith, 10.8 h.p. Riley.
 - 354 J. P. Dingle, 12 h.p. Lea-Francis.
 - 355 A. A. Mauleverer, 12 h.p. Lea-Francis.
 - 356 F. Hallam, 11.9 h.p. Lea-Francis.
 - 358 F. G. Jones, 11-28 h.p. Straker-Squire.
 - 359 W. A. Schenke, 11-28 h.p. Straker-Squire.
 - 360 'C. H. Moss-Blundell, 11 h.p. Riley.
 - 361 S. H. Roe, 10.8 h.p. Riley.
 - 363 N. W. Jones, 12 h.p. S.S. Alvis.
 - 364 I. P. Macdonald, 12-50 h.p. Alvis.
 - 365 F. J. Chessum, 11.9 h.p. Alvis.
 - 366 J. Holt, 10.8 h.p. G.W.K.
 - 368 F. S. Duxat, 10.4 h.p. Windsor.
 - 369 S. E. A. Watson, 10 h.p. Surrey.
 - 371 C. H. Whitcroft, 10.8 h.p. Riley.
 - 372 J. A. Thorn, 11-40 h.p. Riley.
 - 373 R. Newitt, 10.8 h.p. Rhode.
 - 376 P. J. Watson, 10 h.p. Lea-Francis.
 - 376 W. P. G. Stephens, 11.9 h.p. A.C.
 - 377 C. R. M. Dickinson, 10.5 h.p. Wolsley.
 - 378 H. W. Harrington, 11.9 h.p. Clyno.
 - 379 W. H. Shephard, 10.8 h.p. Riley.
 - 380 W. G. Nicholl, 12-22 h.p. Lea-Francis.
 - 412 D. S. M. Scott Moncrieff, 10.4 h.p. Alvis.
- NON-FINISHERS.**
- 271 T. R. Wainwright, 8.5 h.p. d Yrsan.
 - 277 W. H. Chadwick, 9 h.p. Rover.
 - 287 A. H. Bartley, 8 h.p. Gwynne.
 - 306 J. F. S. Rendall, 8.9 h.p. A.V. Hcar.
 - 307 T. H. W. Clarke, 9 h.p. Amilear.
 - 316 D. J. Stone, 9.5 h.p. Stellite.
 - 342 H. J. Aldington, 11.9 h.p. Frazer-Nash.
 - 357 F. B. Robinson, 11.9 h.p. Frazer-Nash.



THE PRINCIPLES OF CARBURATION.

AN ARTICLE WHICH EXPLAINS IN SIMPLE LANGUAGE THE WHYS AND WHEREFORES OF A COMPLEX SUBJECT.

PETROL is a mixture of at least five different substances in varying proportions, and consequently its properties may vary in different samples. The weight of petrol may be anything from 6.8 lb. to 7.5 lb. per gallon. In this connection it may be of interest to note that the heavier petrol will normally give more miles to the gallon, but the lighter petrol gives easier starting, and for this reason the lighter variety is in more general demand.

All gases and vapours which will burn will also explode when mixed with air in suitable proportions, but if the mixture is too weak or too strong no explosion will take place. For example, air mixed with less than 1.5 per cent. or more than 5 per cent. of petrol vapour will not explode. The best explosive mixture depends upon the nature of the petrol, but it usually lies between 2 and 2.5 per cent.

The function of a carburetter is to deliver a mixture of petrol vapour and air in the correct proportion, and in a condition suitable for explosion in the engine cylinder. In considering this subject, it is necessary to realize that a carburetter may fail in either or both of these requirements.

An Elementary Carburetter.

In its simplest form, a carburetter consists of a float chamber so fitted as to keep the petrol at constant level, that level being the top of the jet, as depicted in a drawing on the next page. This jet is placed in a choke tube—that is, a constricted passage between the air intake and the induction pipe.

Now, as air is drawn through the choke tube (by the induction strokes of the engine) the air pressure will fall in the neighbourhood of the jet, and thus petrol will be withdrawn and pass along with the air current.

The rate at which petrol is supplied will depend upon the velocity of the air in the choke tube and the diameter of the jet opening. Hence, if a carburetter supplies a weak mixture to a given engine, it would call for a larger jet or a smaller choke tube.

It is a comparatively simple matter to adjust the relative dimensions of the choke tube, and arrange that the petrol supply is correct for one given engine speed, but if the engine speed is increased or decreased, the petrol supply should vary directly as the speed in order to keep the mixture correct. Unfortunately, no such simple relation exists.

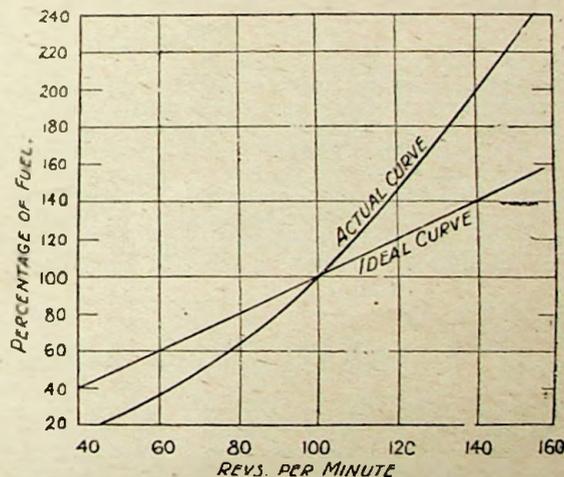
The accompanying chart shows graphically the ideal and the real relation between engine speed and the supply of petrol. To aid comparison on a percentage basis, the correct petrol supply is taken to be 100 when the engine revolutions per minute are represented by 100.

Now, if we increase the engine revolutions 50 per cent. (making the reference number 150), the petrol supply should be 150 also. This is shown on the straight line graph. The curve in this figure, however, shows the actual supply of petrol from a simple uncontrolled jet. From this we see that instead of the petrol supply

being 150 it is 225. On the other hand, we note that the curve falls *below* the straight line when the revolutions of the engine are reduced below the speed represented by 100.

Hence we see that, having adjusted a choke tube and jet to supply a correct mixture at a given engine speed, the combination will supply a strong mixture at a higher speed and a weak mixture at a lower speed.

These are serious faults, and a great variety of carburetter modifications has been made to remedy this state of affairs. While most of these are an improvement on the simple type illustrated, it may be stated at



This chart shows how engine speed and percentage of petrol required vary in theory and practice. The figures have no definite meaning and are given only as a basis of comparison

once that no arrangement known to the writer will give automatically a perfect mixture at all speeds. It is a question of compromise.

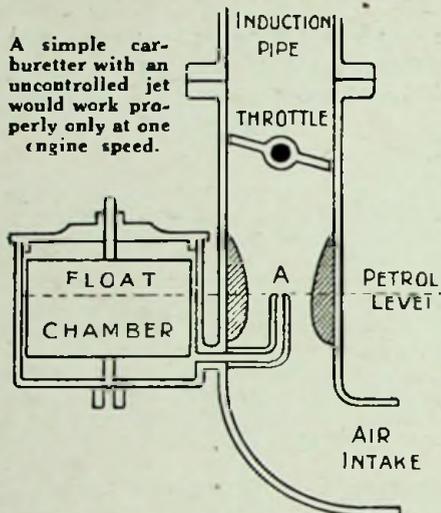
It may be a help to the understanding of the problem if we consider briefly one or two means which have been tried.

A weak mixture at low speeds, of course, makes starting difficult. The simplest, but, nevertheless, very efficient remedy for this is the strangler. This is a shutter which partially closes the air intake and thus reduces the pressure around the jet below that which it would otherwise be on an induction stroke. The rich mixture at high speeds can be diluted by having a hand-operated air valve between the carburetter and the induction pipe. The arrangements are not, of course, automatic, and require a certain amount of judgment in their use.

In some cases extra air is admitted by a spring-operated valve, which opens to the air when the suction reaches a certain intensity. In either case, how-

ever, the remedy is one which merely makes the defect less objectionable and is by no means perfect.

An automatic method which has been adopted is shown on the right in a simple diagrammatic form. Here two jets are used. A, the main jet, is connected directly to the float chamber in the usual way. Now, we know that this jet will tend to give a richer and richer mixture as the engine speed increases. It is therefore combined with another jet (B), which, in practice, is usually concentric with A—so arranged that it will give a weaker mixture as the speed rises.

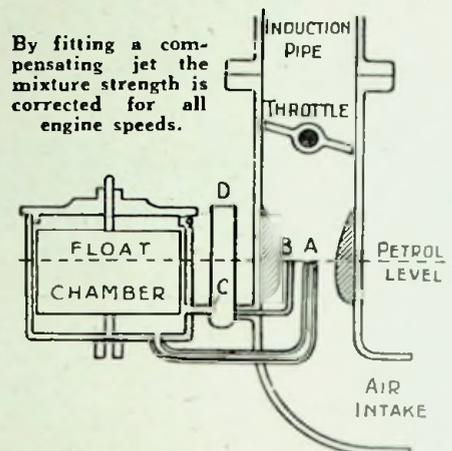


It is possible so to regulate the sizes of these two jets that the mixture is kept more nearly correct at all speeds. As we have already stated, the problem is not hereby perfectly solved, but the device is a great advance on the single-jet system.

It will be observed that the jet (B) is not connected directly to the float chamber, but to a well (D). Petrol is fed to the well through a small orifice (C). At low speeds the well will be kept supplied with petrol up to

the constant level of the float chamber, and the jet (B) will deliver petrol according to the normal law.

As the speed increases, however, the jet (B) will have petrol withdrawn from it at a rate greater than that at which it can pass through the orifice (C). The level



of petrol in the well, therefore, will fall and the jet (B) will be starved. Thus the excess of petrol delivered from the jet (A) will be compensated by the lower rate of delivery from B.

At higher engine speeds the well (D) may be drawn dry. The delivery from B will then be limited to the petrol which trickles through the orifice (C), whilst extra air will be drawn through D and will pass along with the petrol through B.

A comparatively large jet is sometimes placed in the well (D) and connected to the induction pipe by a bypass immediately above the throttle. Thus, when the throttle is nearly closed for starting the engine and the suction at the jets (A and B) is too small to supply the necessary mixture, the suction, always weak at starting, operates on a large jet in a small choke tube in D, and thus gives the engine the mixture necessary to start.

(To be concluded.)

MOTERING MATTERS IN PARLIAMENT.

ON the concluding day of the Session, last week, an important debate on the question of penalties for drunkenness while driving a motorcar took place in the House of Commons.

The matter arose on the consideration by the House of Commons of the amendment inserted in the Criminal Justice Bill by the Lords, when Earl Russell moved that a driver convicted of drunkenness should automatically have his licence suspended for 12 months. It was provided that he might apply to the justices who had made the order to reconsider it after three months or, with Court sanction, after a shorter period.

A New Amendment.

When the amendment came up for consideration in the Lower House, the Solicitor-General (Sir T. Inskip) moved that the House should disagree with it, so that he could move a new amendment. The Government's proposal was that a person should be disqualified for 12 months, and that particulars of the conviction should be endorsed on the licence; it also provided that any person who had had such a conviction recorded against him might apply to the Court, from time to time, and the Court

might order, as it thought proper, having regard to the character of the accused and his conduct after conviction, that the penalty should come to an end.

Sir Henry Cantley characterized the amendment as a reactionary departure from our criminal law, but Capt. Garro-Jones took the opposite view. He said there was no doubt about the feeling in the country, and the public was determined that a stop should be put to these drunken drivers. Statistics showed that the convictions had been increasing day by day. Professional drivers were able to inflict much greater damage, injury and even loss of life, than private ones. It was right that all who drove buses, taxis and so on should know that if they took too much alcohol they were liable to be thus punished. Alcohol unwarrantably increased the self-confidence of the driver and gave him less control over his vehicle.

Capt. Hacking said the amendment was introduced in the first place not in the interest of the drunken driver, but of the general public. Mr. March said that a man might be drunk in charge of a car and cause no damage to anyone.

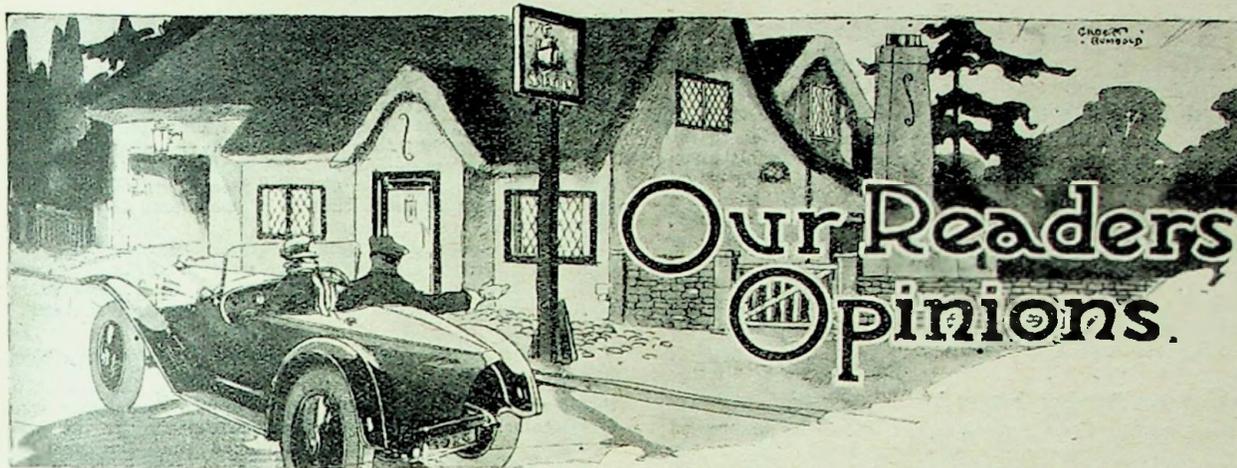
The Lords' amendment was disagreed with, and that moved by the Solicitor-

General substituted. Subsequently, the Lords agreed with the Commons' amendment, and the Bill received the Royal assent.

Col. Ashley told Mr. Clarry that the total costs of tests on road-surfacing materials carried out by the National Physical Laboratory in the last 12 months was, approximately, £100. This was covered by the fees charged. No experiments on concrete-surfaced roads had been carried out by the Laboratory.

Level Crossings.

The danger of railway level-crossings, to which attention was drawn in *The Light Car and Cyclecar* after the Fenny Stratford accident, was the subject of a question by Mr. Day, who suggested that the Minister should consider taking action with a view to abolishing crossings. Sir H. Barnston (for Col. Ashley) said that he would prefer not to make any statement, as inquiries were being made into the accident. Mr. Day asked if it would not be possible for the Minister to recommend that a tunnel should be made underneath this level-crossing, and Sir H. Barnston replied that he would make that representation to Col. Ashley.



We welcome at all times letters sent to us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. To ensure publication in the next issue, letters must reach this office not later than Monday morning. We reserve the right to make any alterations or deletions which we deem necessary.

POLICE TRAFFIC SIGNALS.

The Need for Uniformity.

The Duties of a Constable.

When a constable is stationed at a cross-roads, or other point, for the purpose of controlling traffic, his position, as a rule, is obvious to all drivers and, automatically, they look to him for guidance, which is a proper and correct procedure. There are, however, many cross-roads at which a constable is stationed, or is nearly always to be found, whose duties do not appear to have anything to do with traffic control.

Unguarded Cross-roads.

Usually such a constable is in a position to give very useful signals to approaching traffic, but more often than not he appears to have no interest in such matters, and drivers are left to fend for themselves.

One wonders what would be such a constable's position in the event of an accident which a signal from him might have averted. If he were not definitely on traffic duty, presumably he could not be censured.

J. BROWN.

Unique Case at Cross-roads.

No one appreciates the discussion which has arisen in your journal concerning confusing police signals more than I. It is fairly easy for a policeman to cover his confusion if he realizes that he is, to write quite candidly, making an ass of himself when on point duty; but it is not nearly so easy for a motorist to extract himself from the difficulties into which vague signals may have led him. Moreover, only too often to cover up his own ineptitude, the police constable bullies the motorist, who, regarding discretion as the better part of valour, refrains from retaliating, but goes on his way angry at the ill-merited censure he has received.

Recently I approached a fairly busy crossing in London and found myself in the embarrassing position of not knowing whether to obey the waving-on signal given by the constable on point duty or the stop signal by a sergeant who was chatting with him. Apparently neither realized that the other was giving a signal and the situation became really funny for everyone except me. I decided to obey the signal of the superior officer, however—a policy which in the end always pays in similar situations. In due course the sergeant signalled me across, and I left them both chatting quite happily. I feel sure they were in entire ignorance of the confusion they were causing.

J.F.

Opinions on the Police Force.

There is far too great a tendency in this country to cast aspersions on the methods adopted by the police force in whatever channel they direct their labours. This tendency is not confined to one section of the community, but is common to all, the form it takes depending upon the class of the individual's concerned. The poor grumble among themselves, the middle class write indignant and biased letters to the Press, while the aristocracy sneer and hold coldly aloof.

Class Attitude.

These remarks are called forth by a letter published in your correspondence columns last week under the heading "Traffic Control." I very strongly disagree with the writer of this letter, for in the course of many thousand miles of driving I have never been given anything but a clear and comprehensible signal from a constable on point duty. At all times I have found the police to be helpful and anxious to give assistance.

E. N. FENWICK.

Signals Should be Clear.

Your correspondent "E.A.D." may not be addicted to "rushing into print," but when he does he "gets there." I am one who suffers almost daily from the frequently unintelligible signals given by some police constables. My business is in London, and I realize the very great difficulties under which the point-duty policeman

Doubt Causes Delays.

works at some of our overloaded traffic crossings; but I submit that this is all the more reason why signals should be given in a manner which admits of no doubt as to what is intended.

An instance of this need occurred recently. I was stopped at a busy crossing and my car was leading the line of traffic. A moment later a taxi forced its way up on my near side, in the manner common to the breed, and pulled up level with my car. Almost at once the constable made a "come on" signal and I moved forward.

Imagine my surprise, then, when the taxi shot across my bows and wriggled its way through the traffic of the cross-street to every other driver's great confusion. My line of traffic remained held up and I received a black look from the policeman for not being clever enough to interpret his entirely misleading signal. It seems to me that taxi drivers have things too much their own way.

H.G.

B37

OUR READERS' OPINIONS (contd.).

Unseen Warnings—Sparkling Plugs.

Absurd Whip Signals.

I quite agree with "Focus," who draws attention to the absurdity, not to mention the danger, of whip signals given by the drivers of horse-drawn vehicles. When one's attention is concentrated on the road one often fails to observe that a whip is being waved high up above one's line of vision. A whip at the best of times is very inconspicuous, and as often as not it is the warning whistle of the driver which suddenly attracts one's attention to the probability of his changing his direction. I hope that you will urge for an official inquiry into this matter.

S. BIGLEY.

Touring or Racing Plugs?

I must confess astonishment at the difficulties, expressed on paper, of finding suitable sparking plugs: for, in my motoring experience of 17 years, I cannot remember having experienced any difficulty worthy of mention. In all the variety of touring engines I have used, I have found the ordinary touring plug, of no one particular type, quite satisfactory. Naturally, a plug designed to keep cool under severe heat conditions, such as in a racing engine, will give trouble in an oily touring engine at touring speeds, as the engine will not get hot enough to burn off the oil; but even here, if the engine be a "dry" one, I have found the racing plug to act satisfactorily.

No Freak Designs.

I notice that "A Manufacturer" refers to "freak plugs." If by this racing plugs were referred to, I consider the phrase

misused: for the only difference I have found between touring and racing plugs is that the racing plug has been designed with a view to coolness under the abnormally hot conditions of a racing engine, such as, for instance, a copper electrode in place of the more usual steel or nickel one. This and similar modifications cannot be considered to constitute freakishness.

It is my personal opinion that many of your correspondents' plug troubles would be non-existent if they correctly adjusted their carburetters and saw to the correct fitting of their piston rings.

A. G. WILLIAMS.

Sparkling-plug Position.

With reference to the letter from Mr. A. H. Stuart on the subject of sparking plug types, appearing in your issue of December 18th, may we offer our criticism? In the letter it is recommended that the sparking

The Effect of Turbulence. plugs should be chosen with such a length of reach that the spark will occur in the centre of the combustion chamber.

No doubt, when dealing with a gas which is not moving, this is the ideal position for the spark, but in a petrol engine, owing to the turbulence of the gas, it is not at all certain that this would be the best position for ignition; while the end of the plug projecting beyond the plug hole into the combustion chamber would probably get overheated and cause pre-ignition.

The best position for the spark gap, in nearly every petrol engine, is flush with the inside surface of the combustion chamber.

LODGE PLUGS, LTD.

How Low Temperature Affects Lubricants.

Effects of Cold on Oil.

The recent cold weather has brought us a number of complaints relating to the condition of lubricating oils (our own and other makes) after a period of use in a car engine. Sometimes the oil is much thinner than it should be, and in other cases the complaint relates to the formation of a pasty deposit in the filters. The explanation of these two occurrences lies in the fact that every engine permits a small quantity of exhaust gases and unburned fuel to get past the piston rings and into the crankcase. Under ideal conditions there would be no unburned fuel and the water vapour which always forms a large proportion of exhaust gases would not be condensed, owing to the heat of the crankcase, but would escape, in vapour form, through the breather.

Simple Tests.

In actual practice there is always some unburned fuel, because a slight excess of fuel in proportion to air has a "cushioning" effect on the explosion and considerably sweetens the running. Any fuel which gets into the crankcase should evaporate and escape through the breather, but in cold weather the under-draught keeps the crankcase so cold that both moisture and unburned fuel are condensed and retained by the lubricating oil.

The unburned fuel has a very marked thinning effect on the oil, and if no steps are taken to keep the crankcase warm, and perhaps to improve the ventilation, it becomes necessary to drain out the oil and replace by fresh at much more frequent intervals than usual. A more economical way out of the difficulty is to use an extra-heavy "make-up" oil, but then the ordinary user can never be certain whether the oil in his engine is too thin or too thick, and it is not always advisable for him to experiment unless he has a good knowledge of such matters or can obtain expert advice.

The effect of condensed water is to form a buttery emulsion with oil and soot particles. If such an obstruction is found in the strainers, its nature can readily be verified by heating a little over a gas ring. If water is present it will splutter violently—if not, it will remain quiet until hot enough to take fire. We are always glad to report, free of charge, on the character of used engine oil or deposits of any kind.

S. E. BOWERY, Technical Director,
For ALEXANDER DUCKHAM AND Co., LTD.

Compound Lubricants.

Reading the article on "Starting Up in Cold Weather" in a recent issue, we were, to say the least, much surprised to see your contributor advising that a pure mineral oil should be selected in preference to a lubricant containing vegetable constituents. Unfortunately he did not qualify his remarks and it may perhaps, inadvertently, give motorists the impression that our rich compound lubricants, such as Zero, Winter and Summer grades of Huile de Luxe and Motorines A, B, C and D should be avoided in cold weather.

Suitable in Winter.

Perhaps in condemning oils containing vegetable constituents he had in mind a grade much used for competition work, consisting very largely of castor oil. This oil certainly does lead to gumming up, particularly in cold weather. Surely, however, it is unfair to classify all compound lubricants as unsuitable for use in a motorcar engine during the winter months.

We claim there is no finer oil than Zero Huile de Luxe for water-cooled engines during cold weather, and this in contradiction of your contributor's contention, contains a very high proportion of refined neutral fatty oil. The trouble with starting up, so far as oil is concerned, arises from two conditions. There is, in the first place, a tendency for all oil to increase in viscosity as the temperature is lowered. Also there is the tendency of certain oils to decompose into gummy constituents when exposed to heat in the cylinders of an internal-combustion engine. Some oils are troublesome under one heading, and some are troublesome under both headings.

The qualities of Zero Huile de Luxe can, in our opinion, be ascribed to the fact that it has an extraordinarily good ratio of viscosity. Although of good body when hot, it has no tendency to thicken on cooling. It retains its fluidity down to very low temperatures. Zero Huile de Luxe has the further advantage of being particularly free from any tendency to form gummy deposits on the piston or behind the piston rings. These valuable features can be traced to the higher proportion of fatty oil which it contains. The fatty oil contributes to the excellent ratio of viscosity and, moreover, promotes clean and efficient working.

J. W. G. BROOKEN,
PRICE'S PATENT CANDLE Co., LTD.

OUR READERS' OPINIONS (contd.).

St. Christopher.—A Cyclecar Compliment.

The Motorists' Patron Saint.

As the badge of St. Christopher is becoming popular on cars nowadays, a short account of this saint's life may be of interest. Many motorists are unaware that St. Christopher is the patron saint of travellers and do not know his legend. He was supposed to have lived in the land of Canaan during the third century and was known by his Pagan name of "Offerus." His ambition was to serve the most powerful man in the land, so he entered the emperor's service. One day, when out with the emperor, they met the Devil, and the emperor in fear crossed himself; Offerus, perceiving that this was someone mightier, quitted his service for that of the Devil.

All went well until one day they came to a crucifix, which the Devil refused to pass and trembled with fear. Thereupon Offerus, meeting a friend, asked him who was it who hung on the cross, and was told One who was all powerful and all mighty. He asked how could he get into His service and work for Him, and was told that he must begin by helping others, and so thereupon he enlisted under Christ, employing himself in carrying pilgrims across a deep stream (Jordan?).

One night during a heavy storm he saw on the opposite bank a Child who wished to cross. As he carried Him over the weight of the Child became heavier and heavier, until St. Christopher could hardly walk. On reaching the shore he put the Child down saying, "It felt as if I carried the

whole world on my back." The Child said, "Henceforth you shall be known as St. Christopher (i.e., the "Bearer of Christ")."
R. B. BIRCH.

Three-wheelers in "The Exeter."

Your contributor "Focus," in "Rich Mixture," recently considered the action of the M.C.C. with regard to Salcombe Hill, in the London-Exeter, as a "retrograde measure."

"Averaging 15 m.p.h.," he says (for 1,500 c.c. cars, 12 m.p.h. in the case of 1,100 c.c.), "is far from easy . . . for a car having only a three-speed gearbox and a second gear of 8 to 1." What then of the three-wheeler, which has to average 18 m.p.h. with a two-speed gearbox? Yet the M.C.C. cannot be accused of unfairly handicapping the three-wheeler, and certainly drivers of these cyclecars have not been deterred from entering—14 of one make were entered (none of them by the manufacturers), which is double the number of entries of any one make of four-wheeler. In point of fact this handicap of the three-wheeler is really a handsome compliment.

This is not the first time that its superior powers of speed and acceleration have been recognized. The three-wheeler was handicapped in the London-Land's End and the speed tests of the M.C.C. at Brooklands, but never until now by 50 per cent. I hope that when these lines appear in print it may have lived up to its reputation.

H. GEORGE MORGAN.

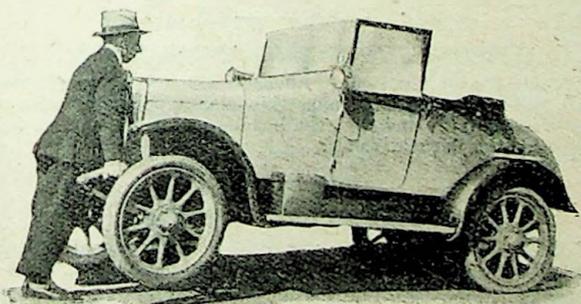
Light Cars in the Desert.

Mr. Neville B. Manson's letter in your issue of December 25th proved interesting reading, particularly as our cars have recently acquitted themselves very creditably in the Libyan

Proved Performance.

Desert, and we are anxious to learn as much as possible about the requirements of this form of touring, for which there is evidently a great vogue. Appreciating, as we do, the sterling qualities of the car he mentions and its ability (within limits) to negotiate country which the more-than-average motorist usually avoids if possible, we feel justified in pointing out to Mr. Manson certain facts concerning the Jowett which we think will be of interest to him as an old member of the Desert Touring Club.

1. The light wheel load of the Jowett prevents it sinking into soft sand. The wheel loading on a fully loaded four-seater is only 4 cwt., roughly two-thirds of other similarly loaded four-seaters.



That the heavy end of a Jowett may easily be lifted by a man of ordinary physique is shown in this photo.

2. A Jowett can be lifted bodily by four men—an important point if one is about 100 miles from civilization or the nearest assistance. We enclose a picture of a two-seater being lifted at the heavier end by one man—it does not require a Hercules either, the writer having done it scores of times, and he is physically somewhat of a "lame dog," due to an accident years ago.

3. The Jowett easily accomplishes 400 miles in the desert without adding water. This means that much less spare

water need be carried, and, incidentally, the whole cooling system holds only two gallons.

4. Petrol consumption rarely averages less than 30 m.p.g., which further lightens the dead load required for the trip.

5. The two-seater seat squab and cushion are removable and the car can be used as a sleeping tent for two people—again saving weight of kit. The four-seater can be converted similarly without structural alteration.

6. Although the following point is in part dealt with in (3) it is worthy of individual mention. The extraordinarily cool running of the Jowett engine is, we are informed, of inestimable advantage in that one can buzz along all day over very heavy going without the least sign of distress on the part of the engine, and this engenders a feeling of confidence in the driver, which is a very valuable asset.

7. Regarding the advantages of the epicyclic gearing for negotiating sand, it may interest Mr. Manson to hear that, on a previous tour by the club mentioned, a Jowett, being the leader, went merrily ahead, finding the course. The other four cars of the convoy (of the make to which he refers) failed to follow down a steep descent. The Jowett returned up it (1 in 3) to investigate the reason. It had to pull one of the other cars out of the sand where it had stuck coming down. The Jowett was the only car of the five which had not to be towed out of that or similar predicaments, and it was agreed by all the members of the club that the Jowett was a marvel.

8. There seems little reason, therefore, why your correspondent should say a certain other car is most suitable for this work. Obviously it is not, and we presume that Mr. Manson had already left Egypt before the Jowett proved itself the superior of the car mentioned.

Finally, in a recent trip, described in our booklet, *East from Siwa*, Mr. Moore and Major McMullen (whilst waiting for permission to proceed farther into the interior) took the Mamur of Siwa and some local sheiks for runs over the sand dunes, which they considered impossible for any mechanical vehicle to negotiate, and they knew the cars of the touring club mentioned by Mr. Manson, as they had been to Siwa several times previously. The Jowett won through and amazed the officials by the ease with which it surmounted the dunes. Even then official permission was refused from Alexandria and the drivers had to be satisfied with blazing a new trail back to Cairo via Baharia.

JOWETT CARS, LTD.

H. G. MITCHELL, General Manager.

OUR READERS' OPINIONS (contd.).

The Hampton "Cart"!

We enclose copy of a communication recently received from Austria and think that this may not be without interest to your readers. STROUD MOTOR MANUFACTURING CO., LTD.

[Copr.]

Hampton Cars. Stroud Motor Manufacturing Co., Ltd.,
Stroud.

I got your letter from 24/9th & J thank you for it. Please, give me an explanation of your machines system. J must have a description of your machine, his advantage, weight, length & width, if one can get Limousin or Sedan & all the conditions you could give me yours carts with every belongings, of course the price. J am waiting for your informations & J would like to make an examination of some of your carts. J think you could put in some picturebook.

Many regards,
from Yours

A Strange Trouble and—

No doubt some of your readers will be interested in the following little occurrence. A friend of mine, who owns a well-known horizontal twin-engined car, called me to his garage the other night. Although his engine had been running beautifully during the morning, it absolutely refused to give even a solitary explosion after its

—A Stranger Remedy.

few hours' rest. He admitted he was baffled. Assuming a wise expression, I went over the things that matter. There was a big, fat spark at each plug, the valves were O.K., all jets were perfectly clean, the timing was in order; in fact, apart from pure obstinacy, there was no reason why the engine should not start, yet five minutes' swinging produced no result.

Once again I took out the plugs, to discover that one was wet with petrol and the other was as dry as a bone. With my finger I discovered that the right cylinder was bathed in petrol and the other starved. Just when I was thinking of obstructions and valve troubles I noticed that the off-side front tyre was flat. Having an idea, I had this pumped up at once, replaced the plugs, and with a single swing the engine started.

Considering that the engine is in good order and the compression excellent, one would have thought the suction from the left-hand cylinder sufficient to have overcome—what? Gravity?
TWINNER.

The Future of the Fender.

We are provided with mudguards to protect our paint, and we now fit fenders to protect our mudguards. What are we going to fit next to protect our fenders? I ask this question not so much as a sneer at the use of fenders as to suggest that they must be radically altered before they can become popular on light cars.

Improvements Needed.

I have just seen a car with its front fender buckled at the end. It was an eyesore. True, the mudguard behind it would probably have been a worse eyesore had no fender been there. True, also, this particular fender seemed to me to extend on each side at least two inches more than necessary; and it is likely that some other (fenderless) car is going about with an unsightly mudguard as the result of a misunderstanding with the car I saw—unless the latter acquired its deformity by scraping a garage wall.

In any case, the owner of a car who is particular about the appearance of its mudguards will not fit fenders that are easily disfigured, either by being knocked out of shape or by having plating chipped off. Some types are unsightly in themselves. I do not believe this is merely because we are unused to them.

The average fender weighs too much for a light car, and

some of them are too dear. This complaint was made against shock absorbers when their use first became general, and it still applies. The answer sometimes given is that, simple though a shock absorber may appear, some fine machining is involved in many types. I do not think this an adequate explanation, but, at any rate, the same excuse cannot be offered for the high prices of fenders: yet a fender may cost nearly as much as a pair of shock absorbers. If the price of a car were proportionable to the price of these extras—well, there would be no traffic problem to solve.

On the new car I hope to buy next month I shall keep the luggage grid permanently extended as a rear bumper, and trust to luck and judgment for the front—until I find a fender that, to my mind, combines lightness, cheapness and comeliness with efficiency.
B. ASHTON.

Second-hand Car Sales.

With reference to the difficulties presented by the sale of second-hand cars and the complaints from both owners and traders as to the impossibility of "fixing" values, we should like, with your kind permission, to make a few observations. We have specialized in the sale of second-hand cars for nearly 20 years, and we believe that we are *au courant* with the many perplexities of this business.

May we state clearly and concisely that there can be no definite rule for fixing second-hand car values? Each case must be taken on its merits, for the simple reason that there are so many points to be taken into consideration.

It may prove helpful to your readers if we mention a few general points.

What we may term "unknown" cars must always prove a disappointment to their owners when they try to sell them, and with the "unknowns" we must include cars emanating from "doubtful" factories: that is to say, firms which more often than not are in difficulties.

American cars, however good they may be from a purely utility standpoint, command a very poor second-hand value. Cheap English cars suffer from the same trouble, although not to the same disheartening extent, and if their owners can keep them two years instead of the usual one, they will be better off.

High-class British cars, the products of the old-established concerns, should not show undue depreciation, but frequently they will do so if sold in the first year; but, as most owners of such cars keep them for at least three years, this difficulty does not often arise.

In our opinion, the second-hand car problem will be to a very great extent eliminated when one large house concentrates on the buying and selling of second-hand cars only; in other words, a second-hand car clearing-house.

Trusting that we have not unduly trespassed on your valuable space.

R. M. VIVIAN AND CO.

R. M. VIVIAN.

CONDENSED CORRESPONDENCE.

"Night Driver" writes to advocate the use of small gas-filled bulbs in the side lamps. He claims that they give a good driving light and that the headlamps are seldom needed except on the darkest roads.

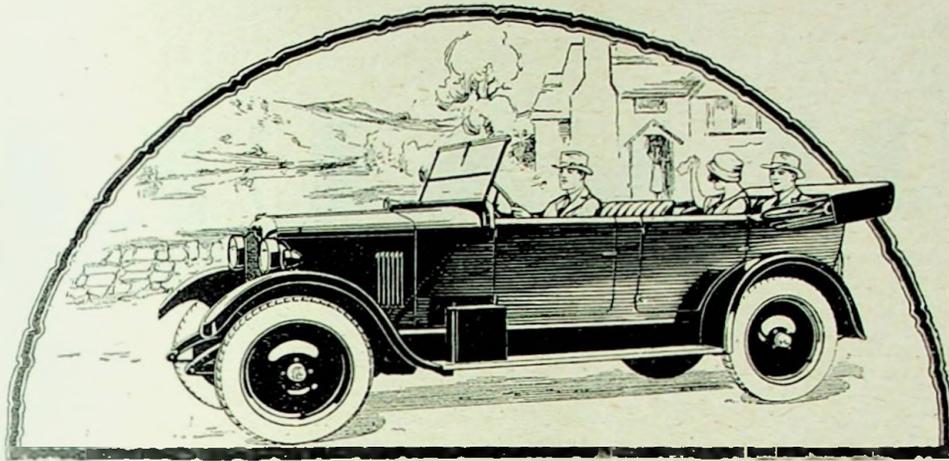
INFORMATION WANTED.

L.S.D.—The loan or sale of a 1923 model instruction book is requested.—J. Fletcher and Son, Plumbing Works, Yate.

ROVER EIGHT.—An instruction book dealing with the 1922 model will be welcome.—F. B. Whittle, Central Police Office, Gloucester.

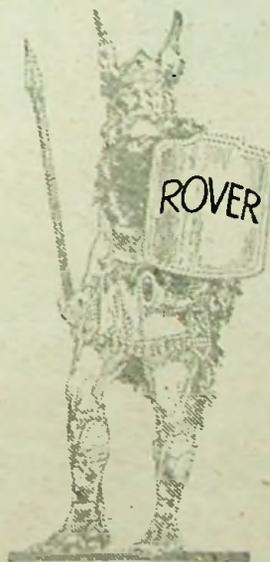


IS published every Friday, price 3d. Its object is to encourage the production of the smallest and most economical types of car and to help owner-drivers to get the best results from their cars and the maximum pleasure from their motoring.



A New Year's Resolution —and the 9/20 h.p. Rover

In spite of the disrepute into which New Year's resolutions have fallen, as evidenced by the cynicism with which they are received, we solemnly aver that, so far as Rover cars are concerned, our resolution to make them even better than ever before is one that is going to be kept for exactly twelve months from to-day. And we invite you to test this resolution at any time you like during the year. Remember the 9/20 h.p. Rover is



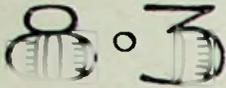
a light car far above the ordinary—its four-cylinder, overhead-valve engine gives it power and "pep" that make it a real joy to drive. It is one of the very handsomest cars on the road : reliable to the last degree and extremely economical to run. There are models from £185, the "Super" four-seater illustrated costing £225, lavishly equipped. Why not write for the catalogue *to-day*?

ROVER

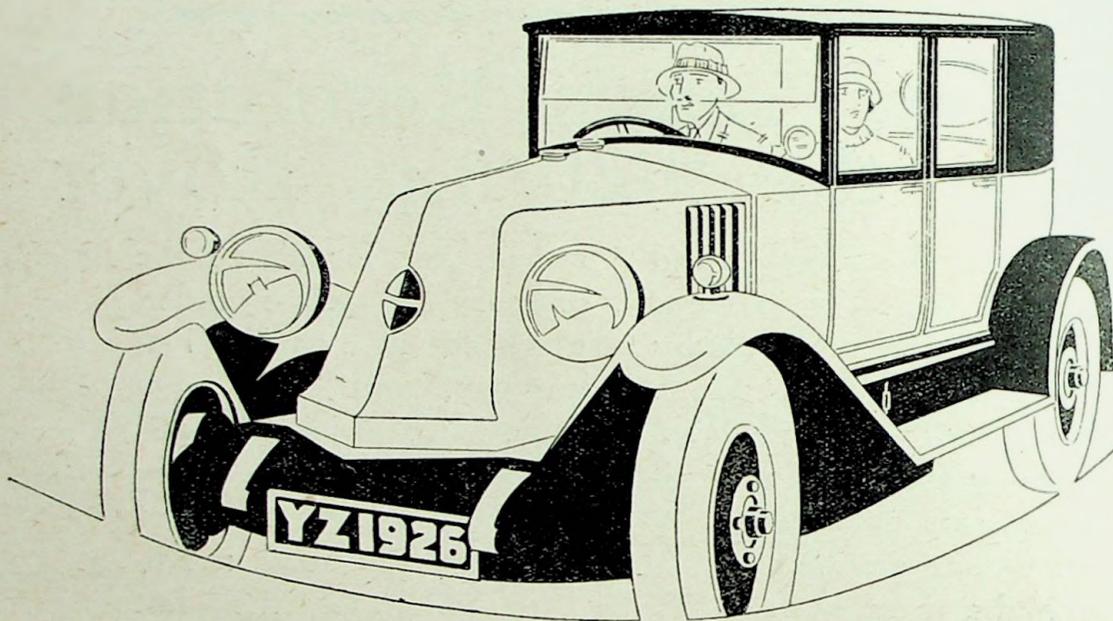
THE ROVER COMPANY LTD., 61, NEW BOND ST., W.1, AND COVENTRY

ROVER IS BRITISH ALL THROUGH

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



RENAULT



SALOON
£269
TOURER-£219

BUILT TO LAST

A LIFETIME

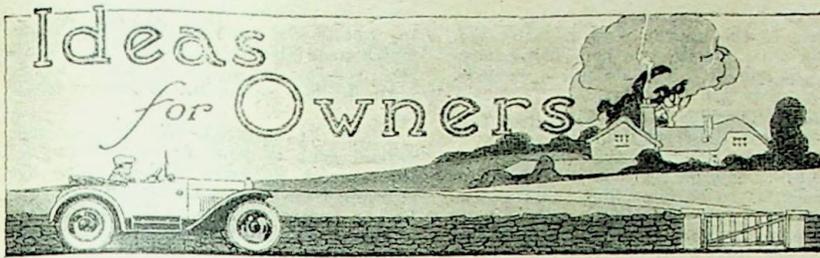
*Don't go without your Drive
because of the weather.*

The 8.3 h.p. Renault Saloon at £269 is a full four-seater, and every seat of the four is comfortable and warm in any weather. If you have ever tried the draughty discomfort of the average dickey seat you will appreciate the Renault Saloon.

And this car is so powerful and dependable—ready at any moment for a theatre trip—or a hard drive down to Cornwall. Safe in a press of town traffic with the cobble stones and tram lines all greasy; safe going down the inside of that last bend on Porlock Hill—as steep as a roof. Renault dependability has been known to generations of motorists. And as for economy—London to Brighton and back at an expense of no more than a shilling a head for petrol is surely cheap enough?

Descriptive literature on request.

RENAULT, LTD. Showrooms: 21, Pall Mall, S.W.1.
 Head Office and Works :: :: 14, Seagrave Road, West Brompton, S.W.6

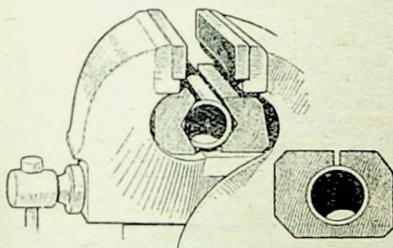


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

Holding Pipes in a Vice.

In the absence of proper clamps for holding pipes in a vice, a good substitute may be quickly made in the manner depicted in the illustration. The grip is not taken between the jaws but in the curves below, wood blocks being roughly sawn out to make an approximate fit in the vice and having V cuts to close round the pipe. Should the latter be very thin or soft, a better plan is to bore a hole of the requisite size in a block of wood and saw it through at one side. It will then make a continuous contact with the pipe and not tend to squeeze it more at one spot than another.

The advantage of using the hollows of the vice, instead of the flat jaws, is that the blocks will not slip and there will be no tendency to wrench the pipe up or down when one is engaged in screwing or cutting it.



A good way of holding pipes in a vice. The improvised wood clamps are supported in the curves below the jaws so that they will not slip. (Inset) A wood clamp for holding very thin piping.

Steadying the Foot.

An accelerator pedal which requires very little pressure to operate it is often troublesome owing to the driver being unable to keep his foot steady when travelling over rough roads. The result is that the car proceeds in a series of jerks, which are undesirable both for the car and its occupants. A way to cure the trouble is to fit a rest which will support the sole of the foot at a point near the instep. The position of the rest should be carefully chosen so that when the car is travelling at a normal touring speed the heel will remain on the floorboards. Slight variations in speed may be obtained by sliding the foot backwards and forwards: for rapid acceleration the heel may be raised and the toe pressed down.

The rest may be made of any suitable

hard material, while the form it takes will naturally depend on the car to which it is fitted. In every case, however, it should be firmly fixed and have a smooth, hard top which will allow the foot to slide easily. The strength of the accelerator pedal return spring plays an important part in aiding the driver to obtain smooth running.

Temporary Hub Cap.

It is very inadvisable to run a car with a missing hub cap, for not only will the lubricant work out but grit will find its way to the bearings, perhaps doing considerable damage. As the hub caps of different makes of car are not as a rule interchangeable it means that a new one has to be obtained from the makers of the car concerned, or their agents. This may entail the car being in "dry dock" for several days—a delay which a business man often cannot afford. A good temporary measure is to cut a circular piece of American cloth and secure it to the hub by copper wire. This will serve the purpose quite satisfactorily until the new part is obtained.

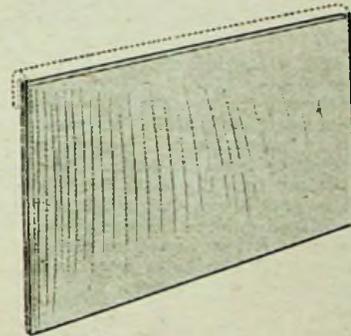
Cheap Dual-purpose Muff.

Ex-Army sheep or goatskin coats without sleeves may be bought for about 5s., and will be found very useful in cold weather for keeping the radiator warm when the car is standing, or for wrapping round the knees. For these purposes the shoulder seams should be

opened and the upper parts of the front of the coat cut off. A strap may be sewn on to the back of the neck in the form of a loop, so that it can be slipped over the radiator cap to hold the coat in position when it is used as a radiator muff. If it is required as a rug, it may be laid over the knees, the projecting side pieces (which originally formed the front of the coat) passing round the back of the legs. It will be an advantage to line the coat with some material of the tweed type.

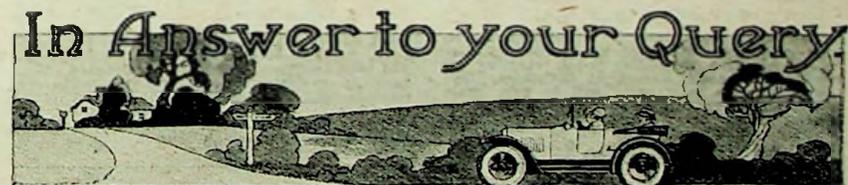
Cutting Thin Sheet Metal.

There is always a difficulty in cutting small pieces of thin sheet metal without buckling it. Neither a file nor a back-saw is of much use, while shears often produce distortion. The illustration shows a good method, which simply consists of folding the plate over, squeezing



When cutting very thin sheet metal it may be folded over as above and the part shown by the dotted lines filed off. This method prevents buckling.

it tightly in the vice (using soft clamps to prevent indentation) and then filing off the bent-round portion. This will completely sever the metal in a satisfactory manner. The position at which to make the bend is easily found, allowing, of course, a margin of final trimming.



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.

L.B.H. (Dublin).—On no account fit a heavier gauge of fuse wire to overcome the constant "blowing" of fuses. Find the cause of the trouble and rectify it, after which the fuses will have a normal life.

J.J. (London, N.W.2).—Closer examination of the worm housing on the rear axle of your 9 h.p. Rover will reveal the fact that there is a packing gland situated at the front end which, if adjusted, will cure the oil leak from this point to which you refer. Doubtless it is hidden at the moment by the surplus oil and dirt.

J.H.M. (Gulashiels).—We doubt whether you could force the insurance company to meet the claim for personal injury to the passenger in question: As he is under 16 years of age he is excluded by the provision in your policy, and the fact that you were unaware of this stipulation has nothing to do with the matter.

S.S.H. (Bideford).—We see no reason why you should not be able to fit new wiring in the lighting and starting system of your 11.4 h.p. Citroen. New wires are listed in the spare parts book, and from this you can order all the material required. If you do not possess a wiring diagram, it would be advisable to obtain one before starting the job. So long as you remove and replace one wire at a time you should have little difficulty, and there will be no risk of confusion.

**IN ANSWER TO YOUR QUERY
(contd.).**

M.C.C. (Leicester).—Yes, oversize pistons are listed for your Citroen car. The standard size is 65 mm. and the oversize is 65.3 mm. Be careful when ordering to state whether two-ring or three-ring pistons are wanted.

S.M.C. (Liverpool).—Instead of raising the petrol tank in the scuttle-dash to give more room for the driver's feet on the pedals, why not fit a well in the floorboards and thus enable the toes of the boots to be kept clear of the underside of the tank? Fitting a well is much the cheaper proposition.

J.C.L. (London, S.W.1).—The moisture which you find on the plug points before the engine warms up is probably due to condensation. As the amount is so very small and the trouble arises infrequently, we do not think that the cylinder block or head is cracked and leaking.

C.B.K. (London, N.7).—The valve guides of your 10-26 h.p. Singer should be reamed out to make them circular, as they are certain to be somewhat oval after a much wear. Valves having larger stems than the normal type can be obtained from the local service depot close to your home, thus making up for the enlarged guides. The valves should be obtained before reaming the guides in order that the holes may be bored to the correct dimensions.

D.McD. (Aberdeen).—A possible cause of the uneven slow running you mention is the throttle vane being loose on its spindle. You do not appear to have suspected this part.

E.D. (Wealdstone).—Fitting spring bumpers to the front dumb-irons of your car in the case of the type you mention is quite easy, as there is no drilling of the frame to be done, but those at the rear have to be fitted by means of bolts through the chassis frame, and unless you possess a drill capable of dealing with 3-in. holes, the job will have to be entrusted to a garage.

H.G.B. (Warrington).—You are apparently confused between the objects of the slow-running device of the Zenith carburettor and the stop-screw on the throttle arm. The former regulates the quality of the mixture when the engine is ticking over, but the stop-screw sets the idling speed. Both these points should be adjusted together to obtain the best results.

M. McE. (Llanely).—The trouble which you have experienced with the acetylene lighting system of your cyclecar due to the excessive pressure of gas upon the small burner of the tail lamp may be overcome by fitting a gas bag in the pipe system, preferably at a junction point, leads being taken from it to the head lamps and tail lamp. The expansion and contraction of the rubber bag equalizes the pressure to a considerable extent, and will reduce the tendency for the tail lamp to go out.

B.D.K. (Maidenhead).—Water coming out of the exhaust pipe is nothing which need alarm you; it is a result of the process of combustion and is often noticed when the engine is started from cold.

L.M.M. (Watford).—So long as the second gear of your four-speed car is low enough no harm will be done by starting from rest in that gear. If you find it necessary to slip the clutch for a long time, however, before the drive is taken up sweetly it would be better to use first gear.

A.R. (Congleton).—It is quite an easy matter to fit an electric horn to your car. When ordering, state that you require a model for a 12-volt circuit of the double-wire type. Wiring up is simple; connect one terminal of the horn through the control button to a battery terminal and the other horn terminal to the other battery terminal or the equivalent switchboard connection.

E.S. (Oxford).—To trace the clutch drag which makes engagement of first speed difficult, you have apparently carried out all investigations with the floorboard removed. As everything is satisfactory thus far, we suggest that you replace the board and see whether the pedal fouls it when fully depressed. This may be the cause of the trouble, in which case the pedal requires setting to free the clutch at an earlier point in its travel, or the slot in the board must be cut to suit.

CLUB ITEMS AND SPORTING EVENTS.

BELSIZE-BRADSHAW L.C.C.

Members of the Belsize-Bradshaw Light Car Club are reminded that a dance will be held at the Bridge House Restaurant, London Bridge, London, S.E.1, on Tuesday next, January 5th, from 7.45 until midnight. Full particulars can be obtained from Mr. G. E. R. Nicholson, 35, Barrowgate Road, Chiswick, London, W.4.

CITY OF LONDON M.A.

On January 31st the City of London Motoring Association will hold its annual London-Stratford-London reliability trial, starting at Marble Arch and finishing at Stanmore. The course, for the most part, will be over main roads, and there will be only one secret check. Entries close on Thursday, January 28th. Members should note that the address of the hon. secretary, Mr. F. W. S. Osborne, is 27, East India Dock Road, London, E.35.

ULSTER AUTOMOBILE SPORTS CLUB.

The first social meeting in connection with the Ulster Automobile Sports Club was held in Thompson's Restaurant, Belfast, on Wednesday, December 16th, when the prizes won at the Ballybannon hill-climb were presented by Mrs. Mallon. The Right Hon. Thomas Moles, M.P., who was unable to attend through illness, wrote stating that the formation of the club was the realization of a project which he had long cherished. There was a need for it and much work lay ahead of it in various directions. With a good working committee and a loyal and united body of members all pulling together, its future success was abundantly assured.

Mr. D. A. Boyd, who presided, said the hill-climb had been a great success and the number of entries (64) indicated the enthusiasm which the event had aroused. He complimented the very capable band of club officials. Referring to the decision of the Down County Council not to give any further facilities for events on public roads, the chairman appealed to the councillors to rescind their decision. He remarked that none of them would like his golf, hunting or coursing stopped in that way, and they should not stop the sport of others because they were not interested in it. Mrs. Coulter, the only lady competitor, was awarded a special prize, and Mr. Simms also received a mark of appreciation for his services to the club. It is the intention of the officials to hold two speed events at Magilligan Strand next season.

B44

KENT AND SUSSEX L.C.C.

The annual general meeting of the Kent and Sussex Light Car Club will be held at the Club's headquarters, the Spa Hotel, Tunbridge Wells, on Saturday, January 9th, at 3 p.m. The business of the meeting will include the election of a new president, committee and other officials.

SOUTHERN JOWETT L.C.C.

The Southern Jowett L.C.C. will hold its next social evening on Thursday, January 14th, at Slater's Restaurant, 34-35, High Holborn, London, W.C.1, at 7 p.m. Amusements will take the form of whist and dancing. During the evening the second annual general meeting will be held. Members and others should note that the new address of the hon. secretary, Mr. E. A. Dudley-Ward, is 16, Albany Park Road, Kingston-on-Thames.

FORTHCOMING EVENTS.

Liverpool M.C. Regularity Trial.
January 2.
Belsize-Bradshaw L.C.C. Dance.
January 5.
Essex M.C. Annual Dinner and Dance.
January 8.
Kent and Sussex L.C.C. Annual General Meeting.
January 9.
Southport M.C. Race Meeting.
January 31.
City of London Motoring Association.
London-Stratford-London Trial.

LONDON-GLOUCESTER-LONDON RESULTS.

The provisional results of the London-Glooucester-London Trial are as follows:—
Cups: A. G. Grippner (Aston-Martin), F. J. Chestum (Alvis), H. H. Haywill (Jowett), V. G. Wallsgrove (Riley), J. Havers (Riley), S. B. Harris (Sunbeam), Wallis J. Milton (Austin Seven), R. C. Porter (Amical), S. E. Ellis (Amical), H. F. T. Porter (Amical), I. S. Fitch (Vulcan), A. H. Thomas (Vulcan), C. H. Lawford (Ariel Ten), F. King (Lagonda), S. E. Watson (Surrey), E. R. H. Hill (Riley), G. W. S. Bagshaw (Senechal), R. C. Hileroff (Alvis).
Bronze medals: H. N. Edwards (Lagonda), L. P. Driscoll (Senechal), C. H. Clark (Jowett), Miss A. Dupre (Merceda Twelve), F. H. Dupre (Darracq), E. J. Keohc (Senechal).

NEW R.A.C. LOCAL OFFICE.

The R.A.C. has taken premises at 45, Cliechester Street, Belfast, where the club will deal with touring and other matters including associate membership. The office will probably be opened at the beginning of February, when the work of appointing hotels and repairers will be put in hand. The "Get-You-Home" service will also be organized, guides appointed and a report of road conditions in Ulster compiled.

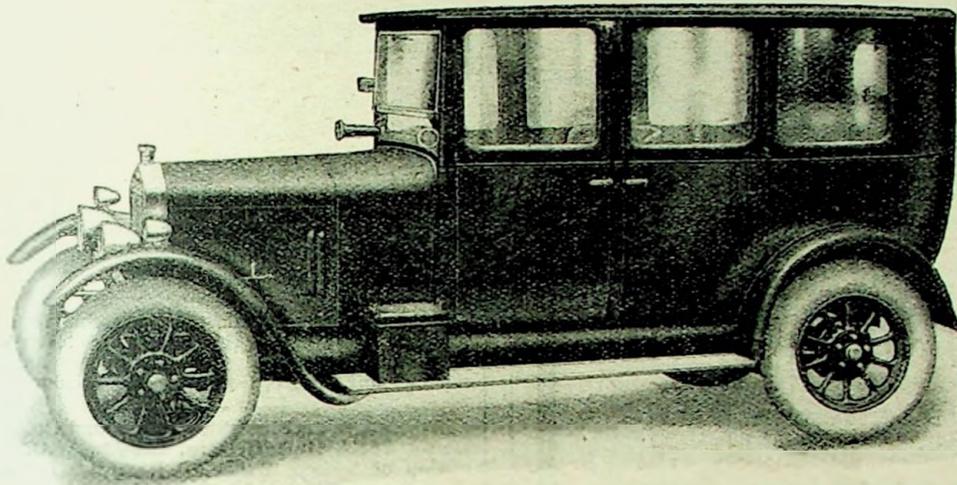
TO CLUB SECRETARIES.

Reports and announcements intended for inclusion in next Friday's issue of "The Light Car and Cyclecar" must reach us by the first post on Tuesday morning.

ROCHDALE CLUB'S DINNER.

Although the Rochdale and District Motor Club has been in existence for some years, the first annual dinner was not held until Thursday, December 17th, 1925. About 50 members and guests were present at the Flying Horse Hotel, Rochdale. An excellent dinner was provided, after which the toast of "The King" was proposed by the chairman, Mr. Menzies, followed by Dr. Fulton, who proposed "The R.A.C.," coupled with Mr. Armitage, the guest of the evening. Mr. Armitage suitably responded. In proposing "The A.C.U.," Mr. Thwaites pointed out the good work done in the past season by the N.W. Centre, and asked fellow-members to do all in their power to support the governing body and encourage the efforts of Mr. Arthur Taylor, the Centre chairman, and Mr. Norman Jackman, the hard-worked sports secretary. Mr. Arthur Taylor and Mr. Norman Jackman responded. The toast of "The Press" was proposed by Mr. Morley, and Mr. A. S. Morgan responded. The evening passed off with a general feeling of conviviality and unanimous thanks were given to Captain Giebrist, through whose efforts this excellent function was arranged.

*“ Built up to a standard
not down to a price.”*



“ Motor in comfort all the year round.”

For winter or summer motoring, no car could be more delightful than this 11/22 h.p. Saloon de luxe. Its coach-finished metal panels, contrasting finely with the black head and mudwings, give it a very smart appearance for town work, whilst its lightness of construction makes it ideal for touring.

The interior is very roomy and comfortable, the front seats being of the sliding bucket type, giving plenty of leg room. It is upholstered in leather to the window line, and above in Bedford Cord. Four doors are fitted. The finish is of the highest grade and the equipment is very comprehensive.

Wolseley 11/22 H.P.
Saloon de luxe
Price **£335**

Also supplied as Light Saloon, with leather cloth panels, and upholstered in Bedford Cord Price **£299**

Catalogues and full details sent with pleasure.

**WOLSELEY MOTORS, LTD.,
Adderley Park, BIRMINGHAM.**

London Showrooms: Wolseley House,
157, Piccadilly, W.

£40 DOWN—You can procure this Saloon de luxe, licensed and fully insured for a year, for £40 down and 24 monthly payments of £15 : 8 : 0

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



A Question of Repute

People buy Light Cars from LOVETTS for a variety of reasons which, in substance, resolve themselves into this all important one—they KNOW beyond doubt that they will be satisfied.

It is a question of REPUTE . . .

LOVETTS have been so long in business and have satisfied so many clients that the efficiency and courtesy of Lovetts service is widely known. If you are considering where to place your order the reputation of Lovetts should help you to decide.

C.C. At Lovetts you can **EXCHANGE** your present Light Car for practically any new 1926 model, or if you are "changing over" to a light car from a motorcycle, Lovetts will accept your machine at a liberal valuation.

DIVIDED PAYMENT.



LOVETTS offer you exclusive advantages if you wish to extend settlement for your new car over a period. The terms are convenient, no personal references are required, and as Lovetts finance the business themselves the transaction is quite private and devoid of irritating formalities. Particulars of the scheme and catalogues of any cars in which you are interested can be had upon request.

*Amongst a variety of **NEW CARS** in stock, **LOVETTS** have for immediate delivery:—*

**AUSTIN,
CITROEN,
ROVER,
SINGER
and
MORGANS.**

LOVETTS LIMITED

418, Romford Rd., Forest Gate, E.7

Phone—Crangewood 1234 (Private Branch Exchange).
Grams—"Egaraco, London."

and at

61, Holborn Viaduct, E.C.1.

AROUND THE TRADE.

The Welbeck Agency, 6, Harley Mews South, London, W.1, are the London concessionaires for the 10.2 h.p. Th. Schneider, two photographs of which were published last week.

An R.A.C. certificate of performance has been issued in connection with Craftsman Anti-glare Headlamps entered for trial by the Craftsman Lamp Co., Ltd., 21, Ironmonger Lane, London, E.C.2.

A new leaflet has just been issued by Never-skid Shock Absorber, Ltd., 137, Victoria Street, London, S.W.1, describing the Never-skid shock absorber and giving testimonials from users of the device.

Robert W. Coan, Ltd., are dispatching a souvenir in the form of a card box to their regular customers, and any who have not yet received their sample are asked to write to the company at 219, Goswell Road, London, E.C.1.

We are informed by Dillon, Marsh and Co., Ltd., of Napier House, 24-27, High Holborn, London, W.C.1, that the new edition of "Motor Technical Records" for 1926 has been published and that deliveries are already being made.

The North British Rubber Co., Ltd., announce that there is no truth in the statements that have been circulated of a pending fusion with the Dunlop interests. They inform us that no negotiations whatever have taken place or are likely to take place in the future.

Should any manufacturer wish to obtain an interest in an old-established light car concern having its own factory, we should be pleased to introduce him in the right quarter. Inquiries addressed to the Editor will be forwarded; they should be marked "Factory" in the top left-hand corner.

Following the retirement of Mr. F. Fisher, Mr. Alonzo Limb has been appointed to the position of manager of the motor department of C. C. Wakefield and Co., Ltd., manufacturers of Castrol lubricants. Mr. Limb was formerly connected with C. C. Wakefield and Co., Ltd., as chief manufacturers' representative.

The concession for Bugatti cars which has been held by Messrs. Charles Jarrott and Letts, Ltd., having terminated, M. Ettore Bugatti has decided to be represented direct in Great Britain, for which purpose extensive premises have been taken at the Brixton Garage, 1-3, Brixton Road, S.W.9, which will not only serve as the sales headquarters, but will include a thoroughly efficient repair and service depot. Lt.-Col. W. L. Sorel, D.S.O., has been appointed general manager of this branch, which will also control sales throughout the British Empire.

RESULTS OF LIMERICKS Nos. 51 and 52.

Owing to the earlier publication of last week's issue we were unable to include in it the result of Limerick No. 51. The winner, whose last line is italicized below, proved to be Mr. E. Chamberlain, 96, Forest Road, Torquay, Devon. The complete Limerick runs:—

When Reggie descended on Reading,
To act as best man at a wedding,
For a bachelor gay
'Twas a dangerous day
In "top gear" to his fate he's now heading.

The winner of last week's competition (No. 52) is Mr. F. C. Denham, 13, Cranbrook Park, Wood Green, London, N.22. His last line, together with the rest of the Limerick, appears below:—

An admirer of A. Frazer Nash
On the road found himself short of cash,
So he bartered his car
With a man from afar,
Vich vos "in-jew-dish-us-ly" rash.

Many Cars, One Magneto

The **BLIC**

Simple, robust,
small and light—
efficient, dustproof.

ANOTHER RECORD
Using a
BLIC MAGNETO
on November 12th a Frazer-Nash Car
broke the Brooklands Test Hill Record.
Time: 7.691 Secs.

IMPORTANT NOTICE.

THE BRITISH LIGHTING & IGNITION Co., Ltd., are able to supply Spares and repair BLIC and other Magnetos at their Birmingham Works or London Depot.

THE BRITISH LIGHTING and IGNITION CO., LTD.

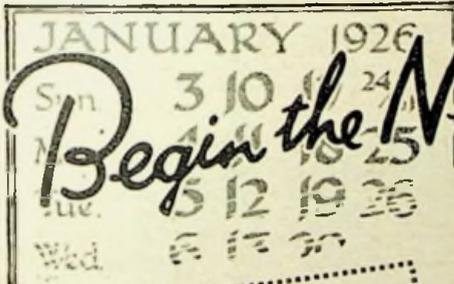
(Proprietors: Vickers Limited)

CHESTON ROAD, ASTON, BIRMINGHAM.

Telegrams: "Vickomag, Phone, Birmingham." Telephone: East 340 (6 lines), Birmingham.

London Depot: 2, GREYCOAT ST., WESTMINSTER, S.W. 1.

Telegrams: "Vickomag, Phone, London." Telephone: Victoria 8730 (2 lines), London.



Begin the New Year Well!

RESOLVE to enjoy a trouble-free year on the road. Study the factors that contribute to economical and efficient running. Foremost amongst these comes lubrication.

The use of the correct grades of Wakefield CASTROL Motor Oil for the engine, chassis and gearbox of your car will defer the necessity for repair or overhaul by prolonging the life of every moving part, besides minimising the consumption of both fuel and oil.

And with this economy comes improved performance—as is shown by the overwhelming success of CASTROL in every test of speed and reliability.

That is why over 200 Leading Motor Manufacturers use and recommend—

Over 120 M.P.H. for 10 Miles on a light car using Wakefield CASTROL!

On December 12th, at Monthery, Mr. E. A. D. Eldridge, driving his 1,500 c.c. Eldridge-Special, broke the following International 2,000 c.c. Records:—

5 Kms.	196.22 k.p.h.
5 Miles	121.76 m.p.h.
10 Kms.	196.01 k.p.h.
10 Miles	121.65 m.p.h.

—using, of course, a standard grade of Wakefield CASTROL!

C. C. WAKEFIELD & CO., LTD.,
All-British Firm,
Wakefield House, Cheapside,
LONDON, E.C.2.



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.

Chekko

Brake and Clutch Linings

DUE to heavy or prolonged application your brakes will at times become almost red hot. What happens then? If the Brake Lining fitted be not wholly pure Asbestos, but contains cotton mixed with Asbestos, it follows beyond dispute that this frictional heat must burn out the cotton. The Lining is then useless for braking. Insist on a Brake Lining guaranteed by the makers to be free from cotton or other adulterant fibre—and you will then obtain CHEKKO.

CHEKKO lasts longer. It is therefore by far the cheapest.

Send a p.c. for our enlightening Chekko Brochure.

CRESWELL'S ASBESTOS CO., LTD.,
WELLINGTON MILLS, BRADFORD.
 Birmingham Address: Empire House, Great Charles Street.
 London Stores: 27, Percy Street, Tottenham Court Road, W.1.

Manchester Stockists:
 Manchester Machinists Co., Ltd., 30, Queen Street, Deansgate.
 Phone: 3820 Central.
 S. E. Whiteley Ltd., Gartside Street. Phone: 7773 Central.

Quick Fit

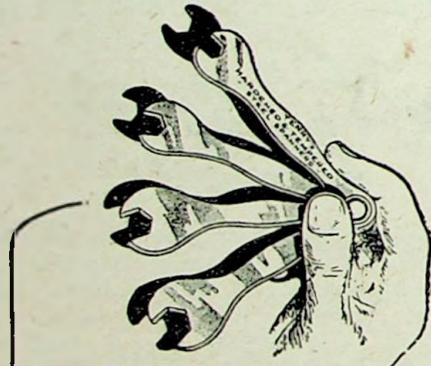
Gaiters

Pat. No. 162537/2a.

are still the leading protection for your springs
Oil or Grease Lubricating
 as
preferred
 write for
Illustrated Folder



W. DICKINS & CO. LTD.
 PATENTEES & MANUFACTURERS
CROSS CHEAPING COVENTRY
 TELEPHONE 176.



4 fold quality spanner sets.

4-task Spanner sets in ordinary compass and weight; jaws accurately cut, strongly shouldered, snug to the hand and as indifferent to wear and time as a high-grade hardened and tempered STEEL tool should be. From your Agent.

5/32 to 1/2 in. across flats	Blued, Plated.	9d.	1/3
3/4 to 7/16 in. "	"	1/6	2/6
1 to 7/16 in. Whitworth	"	2/6	5/-

If difficult to buy locally, order from us.

TERRY

Herbert Terry & Sons, Ltd.,
 Manufacturers,
 Redditch, Eng. Est. 1855.

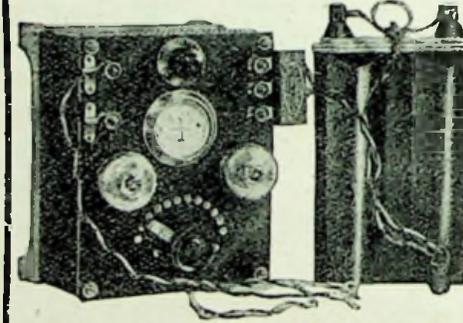


Charge Your Motor Car and Wireless Accumulators at Home

CHEAP, SIMPLE, RELIABLE, ECONOMICAL.
No other charger so efficient.

PRICE :
£5 : 15 : 0
 Carr. Paid.
 Deferred Payments Arranged.

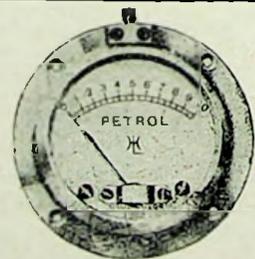
To charge a 6-volt accumulator with alternating current supply only costs 2 1/2d.



PATENT PETROL INDICATOR.

Can be fitted to any Car with a Gravity Feed Tank.

Supersedes Old-fashioned Glass Gauges.



PRICE :
 (Nickel-plated)
£1 : 10 : 0
 Carr. Paid.

THE MALUZOTO CO.,

9, Howland St., Tottenham Court Rd., W.1. Museum 6857.

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

A Special Garage at a Special Price

Thornbers are specialists in Portable Wooden Buildings and the garage shown is a thoroughly sound job at a keen cut price. It is a tenant's fixture, and can be moved at will.

THORNBER'S OWNER-DRIVER'S GARAGE

Size 15 ft. x 9 ft. **£15** CARRIAGE FORWARD.
x 7 ft. x 9½ ft.

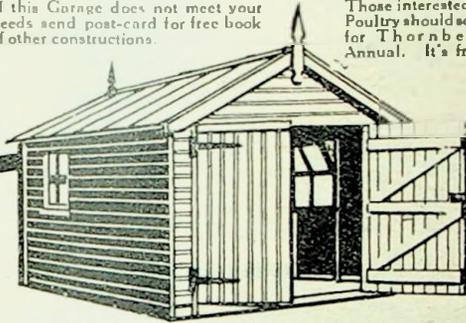
Wood Floor £4 extra

Thornbers Locjoint weatherboards defy all weather, and are used for the sides and ends. This Locjoint boarding (3 in. thick) is on 3 in. x 1½ in. frame. 3 in. T. and G. Boards, on 3 in. x 1½ purlins form the roof. Best Ruberoid Felt, battens, barge boards and finials are sent loose for safe transit. Doors are strongly battened, securely held by bands, gudgeons, bar bolts, lock and key provided. Well framed window at each side, with 21 oz. clear glass. Top half to open. All bolt holes are bored and bolts supplied.

THORNBER BROS., 11, Mytholmroyd, Yorks.

If this Garage does not meet your needs send post-card for free book of other constructions.

Those interested in Poultry should send for Thornbers' Annual. It's free.



SEAMLESS STEEL

SEAMLESS STEEL

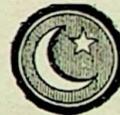


Oriental Tubes have always led the way for quality and precision, but the unique equipment of the rebuilt factory will offer you an even finer product—which is saying a good deal.

Always send a copy of the enquiry to ORIENTAL.

The ORIENTAL TUBE Co., Ltd., WEST BROMWICH.

TELEGRAMS: "Tubes, West Bromwich."



TELEPHONE: West Bromwich 44 and 45.



SNOW, ICE and TYRES?

It's a problem, but it must be faced, and the best way to face it is to—Fit "GUTTA PERCHA"



FORE and AFT and ALWAYS.

"Gutta Percha" Tyres are manufactured by a British firm established in Canada over forty years ago. This means that every tyre produced is built by experts to overcome the extraordinarily severe snow and ice conditions for which Canada is famous.

Try these Super-Standard Tyres and ensure the maximum RELIABILITY, SAFETY and COMFORT in your winter motoring.

GUTTA PERCHA & RUBBER (London) LTD., Pneumatic Tyre Dept.,

30, 31, 32, Bolsover St., Gt. Portland St., W.1.

Telegrams: "Guttaruber, Eusroad, London." Telephone: Museum 5335.

Apply for Price List and Special Trial Offer.

Charles Letts's



MOTORIST'S DIARY

with Coupon Insurance covering Accidents of Travel and whilst Motoring.

Published conjointly with The Automobile Association.

Contains: Week to an opening Diary, Pages for Personal Memoranda, Notes, Cash Account, Engagements, Things Lent, Maintenance, Tours Record, Journeys Record, Tyre Runs, Monthly Mileage Register, all about A.A. Service and Facilities, Motor Law, Speed Limits and Prohibition Orders, Steep Hills in Great Britain, Index Marks, Tyre Equivalents, Inflation Tables, Hints and Tips, Speed Table, Brooklands Records, Signals, etc., etc.

A handsome Pocket Diary, size 4½" x 3½". In Art Cloth with Pencil, 2/- . Also in Refillable Calf Case with Pockets and Pencil, 5/-

AT ALL STATIONERS AND BOOKSELLERS

—but you must say **Charles Letts's**



R11

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

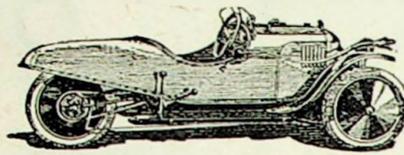
PROMPT DELIVERIES. EXCHANGES OR DEFERRED TERMS.

AUSTIN "7"



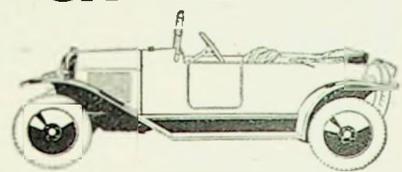
Family Model £149
Sports Model £159

MORGAN



Tax £4 per annum.
Prices from £95. Dynamo Lighting inclusive.

CITROËN 7.5



3-seater Cloverleaf, £145

HOMAC'S
MOTOR AGENTS

FREE TUITION AND AFTER SALES SERVICE.

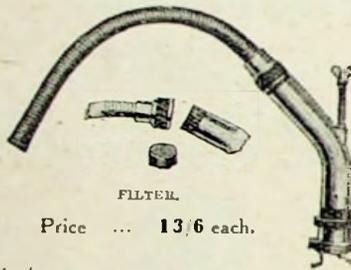
243/247, Lower Clapton Road, London, N.E.

Works: 46, London Road.

'Phone: Clissold 2408

The Adaptable "Ezyemptier."

Saves Time, Temper, Paint and Petrol. Essential for every Garage and Owner.



Price ... 13/6 each.

Adaptable to any make of car. Fitted in 5 seconds. Empties 2-gallon can under a minute.

Sole Manufacturers—**ROTHERHAM & SONS, LTD., COVENTRY.**
Telephone: 752 and 753. Telegrams: "Rotherham, Coventry."

The Wallis Cigarette & Ash Box



PRICE 10/6
POST PAID

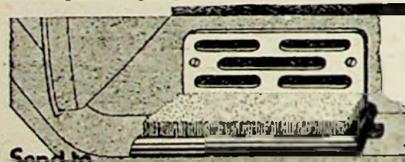
Highly polished nickel plated finish. Contains Cigarette Box, space for Matches, and Pipe Rack. Ash can be tipped into box by raising one side of the tray, and box can be taken out to empty. Note simple method of removing cigarette.

WALLIS PATENT WIND SCREEN CO. LTD.
21, HOBSON STREET, CAMBRIDGE

MOTOR MATS Best British Fibre
Made to fit any Car

A good-looking Motor Mat is a necessity for every owner who takes pride in his car. Have the best! We make Mats of best fibre, stout and very durable—to your own pattern, at only 3/- per sq. ft. overall Carriage Paid. Mark "top side" on your pattern.

- CLYNO, 2-seater ... 27/8
- 4-seater Front 27/8. 4-seater Rear 13/6 (Please state model.)
- HUMBER, 8-18 Chummy, Front .. 25/- Rear .. 9/-
- SINGER, 10 h.p. 2-seater ... 22/6
- 4-seater Front. 21/- 4-seater Rear 14/-
- ROVER, 9-26 2-seater ... 27/6
- 4-seater Front 21/-
- 4-seater Rear 12/-
- WOLSELEY 11-22 2 and 4-seater 19/- Carriage Paid.



Send to **Thorogoods Ltd., Baldock, Herts.** (Dept. L.C.)

STEP MATS with polished aluminium holder. 11 in. x 7 1/2 in. 8/- each. Valance Protector... 5/6

HOW TO DRIVE A CAR
The Necessities of Control



9th Edition.

Re-written and revised.

The beginner to motoring will find this handbook a complete guide to the efficient and safe driving and handling of a car.

2/6 NET.

Of all principal Booksellers and Bookstalls or direct from the publishers 2/3 post free.

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

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

SPRINGS 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.

Send details of your requirements. We quote by return. REPAIRS AND REPLACEMENTS A SPECIALITY.

Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock, 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

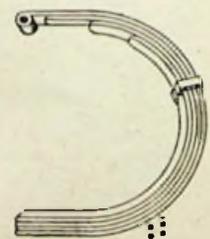
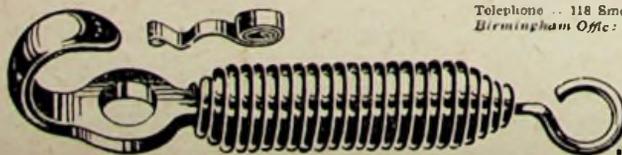
UNITED SPRING CO
Hawthorn Street, West Smethwick.

Telephone ... 118 Smethwick.
Birmingham Office:

Telegrams ... "Tension, Smethwick."

11, Warwick Chambers, Corporation Street.
Telephone ... Central 2550.
London Office ... 14, Abchurch Lane, E.C.4.
Telephone ... London Wall 5331.

Scottish Agents: Wm. Greenless & Co.,
93, Hope Street, Glasgow
Telephone: Central 4886.



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

Wonderful Gift for NINE DAYS MORE!!!

A Guaranteed Car, Taxed from January 1st, AT THE LOWEST POSSIBLE PRICE.

You Can't Do Better!! Compare for Yourself.

SEND A DEPOSIT NOW to reserve your selection.

Call for a trial without obligation. **TERMS. EXCHANGES.**

KIRK & CO.

22, PRAED ST., PADDINGTON, W.2.

*Phone: Paddington 6049.

CITROEN, 5-seater tourer, 1924/25, English body, all-weather rear screen, beautiful condition, splendidly equipped, taxed, extremely nice .. £122 10

CITROEN, 1924 7.5 h.p., 3-seater, starter and lighting, all-weather equipment, superb condition, insured .. £86

CITROEN, 1922, 7.5 h.p., 2-seater, starter and lighting, spare wheel, good tyres, excellent condition and appearance .. £58

CLYNO, 1924, 11 h.p., light 4-seater, dynamo lighting and starter, clock, speedometer, electric horn, etc., taxed, a smart and thoroughly reliable car, £96

MORGAN, Grand Prix, 1924, 8 h.p., J.A.P., dynamo lighting, speedometer, electric horn, almost new tyres, very smart, faultless condition, taxed .. £78

MORGAN, de Luxe, 1922 model, M.A.C., water-cooled, dynamo lighting, taxed .. £57 10

MORGAN, 1922, 8 h.p., M.A.C. dynamo lighting, spot light, speedometer, very carefully used, smart and mechanically sound .. £54

BELSIZE - BRADSHAW, 1923, 4-seater, all-weather, dynamo lighting and starting, clock, speedometer, electric and bulb horns, splendidly coachfinished, taxed .. £75

BELSIZE - BRADSHAW, 1923, 2-seater and dickey, starter and lighting, full dash, almost new tyres .. £62

ALBERT, 1921, 4-seater, starter and lighting, speedometer, completely overhauled, re-coach-painted, taxed .. £69

A.B.C., late 1923, 2-seater sports, dynamo lighting and starting, full lamps, extremely smart and sporty .. £68

A.B.C., 1922, 2-seater and double dickey, dynamo lighting, clock, speedometer, mechanically sound, splendid condition, beautifully finished, taxed .. £54

Another £49

CALCOTT, 2-seater coupe, double sunken dickey, dynamo lighting, splendid body, first-class condition, taxed .. £50

ROVER, 8 h.p. We have several in stock, 2 and 4-seaters from £35

G.W.K., 10 h.p., 4-seater, dynamo lighting, completely overhauled, re-coachpainted, splendidly finished, only requires seeing .. £46

MORRIS - OXFORD, 2-seater with dickey, good tyres, very sound, re-coachpainted, taxed, £32

G.N., 1921, 2-seater, dynamo lighting, speedometer, good tyres, exceptionally smart .. £30

A Few Examples from To-day's Stock.

- 1923 Amilcar, 2-str. ... £89
- 1922 Amilcar Sports (4) ... £68
- * 1922 A.B.C. Chummy ... £68
- 1922 A.B.C. Regent ... £68
- 1921 A.B.C. Sports ... £58
- 1921 A.B.C., 2-str., de Luxe ... £68
- 1922 A.B.C. Sports (2) ... £68
- * 1921 A.C. 2-str. (4) ... £95
- 1923 Ariel, Chummy ... £88
- 1923 Austin "7," Chummy ... £88
- * 1923 Bayliss Thomas, 2-str. ... £95
- 1922 Belsize-Bradshaw, 2-str. ... £88
- * 1923 Belsize-Bradshaw, 4-str. ... £88
- * 1922 Calthorpe, 2-str. ... £78
- * 1921 Citroen, 2-str. (2) ... £58
- * 1921 Citroen, 4-str. (3) ... £69
- * 1922 Citroen "7," 2-str. ... £85
- * 1922 Citroen, 4-str. ... £85
- * 1923 Clyno, 4-str. ... £98
- 1922 Coventry Premier (2) ... £55
- * 1923 Gwynne "8," Chummy (2) ... £98
- * 1922 Hands, 2-str. ... £66
- 1922 Jowett, 2-str. (3) ... £78
- * 1923 Rhode Chummy (4) ... £75
- 1922 Rhode Chummy, 4-str. ... £68
- 1921 Rover "8," 2-str. (2) ... £48
- 1923 Rover "8," 2-str. (3) ... £68
- 1923 Rover Chummy, 4-str. ... £75
- * 1923 Rover "8," Chummy ... £75
- 1924 Rover "8," 4-str. ... £88
- 1923 Salmson, 2-str. (3) ... £88
- 1922 Salmson, 2-str. (3) ... £88
- 1925 Senechal Semi-Sports ... £98
- * 1923 Singer, 4-str. (C.P. Model) (2) ... £88
- * 1923 Singer, 2 str. ... £95
- * 1922 Singer, 2-str. ... £78
- * 1923 Swift, 4-str. ... £98
- 1923 Talbot (2) ... £98
- 1923 Wolseley "7" (2) ... £78
- * 1921 Wolseley "10," 2-str. ... £85

We also always have a few bargains just over £100, including—

- * 1924 Citroen Coupe ... £105
- * 1924 Standard, 11'4", 2-str. ... £118

Many others, always over 80 odd in stock.

* Cars marked thus have starters.

YOU ARE

SENTENCED

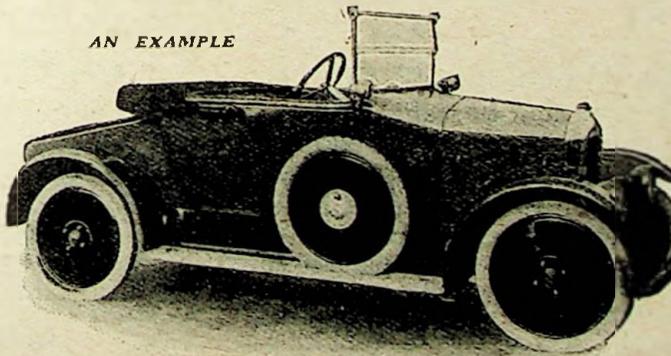
TO TWELVE MONTHS—WITHOUT OPTION

SO BUY A GOOD USED CAR—AND ENJOY IT

BACKED BY OUR

GUARANTEE

AN EXAMPLE



1923 SINGER 2-Seater De Luxe .. £95

This, or any other, YOURS for

ONE-TENTH of the Purchase Price DOWN

Get our Lists and Terms without obligation to purchase. Our everchanging stock demands fresh lists every two days.

THE CLEARING HOUSE FOR SMALL CARS.

Benmotors,

30/32, High Street

WANDSWORTH, S.W.18.
BATTERSEA 1509.

TERMS.

From ONE-TENTH down and 10 equal payments to 1/3rd down and 18 monthly payments. Just state the sum you wish to deposit, we do the rest.

Any new Cars. Immediate deliveries of almost any make.

Our experience in the Used Car Market permits our giving the very best allowance against any new car.

EXCHANGE.

Definite Allowance per return for your present car or motorcycle on receipt of full particulars, including collection and delivery charged at £2 - 10 - 0 extra to any distance. Let us forward lists and terms; you will be pleased and surprised to see how easily and pleasantly the whole transaction can be completed. Right to your very door, no matter what distance.

SPECIAL NOTE.

We do not deal in all types from 40-50 Saloons to Motorcycles. WE SPECIALISE IN SMALL CARS UNDER £100 and UNDER 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class.

All cars guaranteed good mechanically, and open to A.A. and R.A.C. examination willingly.

Hours 8.30 a.m. to 7 p.m. Except Sundays.

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



For
NEW
LIGHT CARS
for
SECOND-HAND
LIGHT CARS
for
EXCHANGES
for
REALLY
CONVENIENT
TERMS

—No one quite like ALLEN-BENNETT'S, of CROYDON—the House that has always been noted as *the* Specialists in ECONOMY MOTORING; where the problems of those who wish to buy “out of Income” have been the subject of most careful, exhaustive study. The House that introduced the fair and equitable method of extended payment purchase—where full provision for emergencies has always been made. You need have no fear of “the unexpected” if you buy from ALLEN-BENNETT'S.

ALLEN - BENNETT
MOTOR CO., LIMITED,

8-9-10-11, Royal Parade,

.. WEST CROYDON ..

Croydon 2450-1, 968.

Always in
Stock
AUSTIN,
CLYNO,
HUMBER,
LEA-FRANCIS,
RILEY,
ROVER,
SINGER,
STANDARD,
also
MORGANS,
and
OVER FIFTY
REAL BARGAINS
IN SECOND-HAND
LIGHT CARS.

Open till 7 p.m.
every day—
incl. Saturdays.

Quarter mile
from West
Croydon Station.

A dozen bus
routes pass by
or near.

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

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

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

DISPLAYED ADVERTISEMENTS. Scale of charges, with reduction for series, sent on application. Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS

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

Advertisements received too late for insertion in the issue then closing for press will unless accompanied by express instructions to the contrary be inserted in the following issue. In the case of definite contracts, copy must be supplied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relate to advertisers' own goods or services, and the space may not be sublet or disposed of in any way. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy; nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box" c/o "The Light Car and Cyclecar," count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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

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 Monday.

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. 'Phone, repairs manager, Esler 540 and 541. Repairs, conversions and renovations to A.B.C. cars carried out by experts at the factory. A.B.C. owners should write for catalogue of improvements. zzz-609

A.B.C. 1923-4 4-seater, car like new throughout and complete, £70; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 684-152

A.B.C., 1921, 'Surbiton model, 2-seater, sunk dickey, 4-speed, disc wheels, dynamo lighting, tyres-excellent (3 cord), spare wheel and tyre, hood, side curtains, windscreen, Smith's trip speedometer, 5 lamp, horn, aluminium and rubber step mats, etc., £117s. 3d. insurance policy to August 27th, 1926, 38 guineas; another, 1923, Regent model, 65 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 684-202

A.B.C., 1926, super sports model, in stock, absolutely a revelation; any make of car taken in part exchange. Below.

A.B.C., 1923, sports, overhauled and repainted, dynamo lighting, many extras, as new, 65 guineas; or exchange motorcycle and cash. Below.

A.B.C., 1922 sports, overhauled and repainted, dynamo lighting, in good condition throughout, 56 guineas, or exchange motorcycle and cash. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. Putney 2818-19. 684-x45

A.B.C. H. F. Edwards offer 1924 4-seater, completely equipped, excellent condition, 75 guineas. Below.

A.B.C., 1921, Regent 2-seater, sunk dickey, fully equipped, cast-iron cylinders, excellent condition, 50 guineas. Exchanges or deferred. D. 175 Gt. Portland St., W.1. Mayfair 6977. 684-249

A.B.C., 1922 (April), Regent model, dynamo lighting, new crankshaft, connecting rods, accumulator, Enols grease-gun, £50, no offers. Box No. 5345, c/o "The Light Car and Cyclecar." 684-h552

A.B.C.s, choice of 2, special super sports, also special water-cooled, 4-cylinder, both excellent condition, deferred payments, exchange. D. Hall-ton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 684-265

A.B.C.s See page 25. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 684-212

A.B.C.s. See our wonderful nine days' offer on page 25. Kirk and Co., 22 Praed St., Paddington, W.2. 684-239

A.B.C., 1922, 2-seater, manue, tyres good, excellent order throughout, £50; exchanges or deferred payments. Queen's Gate Garage, Queen's Gate Mews, Gloucester Rd. Ken. 7111. 684-h405

A.B.C., 1922, Regent, 2-seater and dickey, electric lighting and starting, good condition, £45. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 684-305

A.B.C., sports 2-seater, £65; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. 'Phone, Richmond 5295. 684-304

A.B.C., 1922, 10hp, Regent, 2-seater and double dickey, dynamo lighting, reconditioned, tyres sound, exceptionally nice order, £42; another at £45. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 684-311

A.B.C. Sprosen, Ltd., West End agents for A.B.C. Exchanges; deferred payments. 1926 new super-sports model in stock. 1923 2-seater, 2 doors, sunken dickey, many extras, absolutely as new, 62 guineas. 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 684-325

A.B.C., 1922, 2-seater and dickey, £55; fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 684-349

A.B.C., 10hp, sports, 2-seater, registered May, 1924, £65; or exchange motorcycle, 6 Penwortham Rd., Streatham. 'Phone 5159. 684-x55

A.C., 1923, Royal 2-seater and dickey, 11.9hp, all-weather equipment, many other extras, balloon tyres, paint and upholstery and mechanical condition equal to new, taxed to end of year, £156 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel. 2191 Cent. zzz-438

A.C. cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone, 2623. zzz-17

A.C., £160, late 1924 Empire any-weather 2-seater, painted grey, right side curtains and full equipment, in perfect condition. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 684-137

A.C. 1921 2-seater, colour grey, plating re-nickelled, whole car in exceptionally nice condition, £80. H. Beasley (late Rey) (Established 1900), 374 Euston Rd. Museum 7600. 684-143

A.C. H. F. Edwards offer 1923 Royal 2-seater, completely equipped, leather upholstery, excellent condition, 125 guineas. Below.

A.C. 1920 11.9 2-seater, completely equipped, starter, excellent condition, 70 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-250

A.C. 1922 11.9hp coupe, tax paid, balloon tyres, excellent condition, £140; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 684-247

A.C.s. See page 25. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 684-214

A.C., 1922, Royal model, 2-seater, double dickey, antique leather upholstery, painted blue, starter and lighting, side curtains, complete, taxed, numerous extras, very nice order throughout, £98, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 'Phone, Museum 5591. 684-536

A.C., 1923 (very late), 2-seater and double dickey, complete equipment throughout, in beautiful mechanical condition, tyres as new, a bargain, £130. Below.

A.C., 1924, 2-seater, fitted with many extras, double dickey, double windscreen, 5 lamps, in beautiful condition throughout, £155; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammer-smith Rd., W.6. 684-291

A.C., 1924, de luxe, 2-seater and double dickey, mileage 4,000 only, in new condition throughout, £145; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553 (Fourth turn right from Marble Arch.) Always open. 684-301

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).**

- A.C.**, 1924, all-weather 2-seater, been carefully used, 2 spare wheels, will give any trial, any time, £150. 51a Hydehorpe Rd., Balham. Phone, Streatham 5440. 684-418
- A.C.** Harold Simons. See "Miscellaneous Cars." 684-x56
- A.C.**, 1920, 2-seater, dynamo lighting, all-weather equipment, magnificent condition, £65; exchanges, deferred. 63 Solon Rd., Brixton. 684-1434
- A.C.** coupe; terms: £15, and 10 payments of £15, or cash £150. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 684-1439
- ALBERT** 1921 2-seater, sunken dickey, starter, taxed, excellent condition and appearance, £55; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 684-428
- ALVIS**, 1921, 10-40hp, semi-sports 2-seater, 65 m.p.h., in perfect condition throughout, taxed to end of year, £110 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-437
- ALVIS**, 1924, 12-50, super-sports 4-seater, £350; deferred payments, exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 684-267
- ALVIS**, £100, 1922, 2-seater and dickey, starter, very complete and ready for immediate use; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 684-298
- AMILCARS.**
Vernon Balls. Phone, 1995 Putney.
- AMILCAR** spares.
Vernon Balls. London.
- AMILCAR** service.
Vernon Balls,
25 High St., Fulham. zzz-30
- AMILCAR** sports, 1924, in perfect condition, any trial, photo, if required, mahogany body, bargain, £110. Box No. 3339, c/o "The Light Car and Cyclecar." 684-191
- AMILCARS.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-215
- AMILCAR.**
Boon and
Porter, Ltd.,
Sole concessionaires,
Offer the following guaranteed used models:—
1925 sports 2-seater, taxed, small mileage, £145.
1925 G. sports 3-seater, good condition, specially equipped, £220.
1925 sports 2-seater, finished blue, new condition, guaranteed, £180.
159-161 Castelnau, Barnes, S.W.15. (Close Hammersmith Broadway.) 684-542
- ARIEL 10.** H. F. Edwards offer 1925 4-cylinder 4-seater, completely equipped, starter, speedometer, all-weather curtains, superb condition, 130 gns. Below. 684-542
- ARIEL 9,** 1924, chummy, completely equipped, all-weather curtains, superb condition, 75 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-251
- ARIELS.** Sprosen, Ltd., for Ariels. Exchanges, deferred payments.
- ARIEL 10,** 1925 (July), full 4-seater, as new in every way, tonneau cover, rigid curtains, balloons, cost £245, negligible mileage, £145. 111 Gt. Portland St., W.1. Phone, Langham 1212. 684-320
- ARIEL 9,** 1924, chummy 3-seater, mileage 7,000, excellent condition, £85, would exchange 1925 Jowett full 4. Fletcher, 11 Calcott Rd., Kilburn, N.W.6. 684-1390
- AUSTIN 7,** 1926, 1 month old, 250 miles only, £135; exchanges, easy terms, etc. Cummings, 101 Fulham Rd., South Kensington, S.W. 684-150
- AUSTIN,** 7hp, 1925, small mileage, step mats, speedometer, mirror, £115. Ratcliffe Bros., 200 Gt. Portland St., W.1. 684-192
- AUSTIN,** 7hp, 1924 sports model, taxed, good condition, £110. Ratcliffe Bros., 200 Gt. Portland St., W.1. 684-195
- AUSTIN 7,** 1925, first-class condition throughout, new side screens and tyres, £70. 51 Upper Richmond Rd., East Putney. 684-x50
- AUSTIN 7,** 1924, self-starter, clock, speedometer, all-weather equipment, luggage grid, shock absorbers, in new condition, £100, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 684-x46
- AUSTIN 7,** chummy, new March, 1924, real good order, for quick sale £85. Eastgate Garage, Lewes. 685-b549
- AUSTIN 7,** 1925, chummy 4-seater, as new, £80; deferred payments, exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 684-263
- AUSTINS.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-215
- AUSTIN,** 7hp, 1925, chummy, starter and lighting, all-weather equipment, spare wheel, shock absorbers, tyres almost new, finished peacock blue, £117 10s. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 684-313
- AUSTIN 7,** 1926, chummy, blue, many extras, including spot light, automatic screen wiper, dashlamp, step mats, etc., practically new, £150; also several 1924 and 1925 models, as new, prices from £105. Pickworth and Hull, Austin Specialists, 107 Gt. Portland St., W.1. Langham 1998. 684-286
- AUSTIN 7,** 1925, very small mileage, almost new condition, £120. South Ealing Garage, Ealing 2985. 684-352
- AUSTIN 7,** 1925, few weeks' use, otherwise brand new, £120. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4453. 684-375
- AUSTIN 7,** 1925 (late), splendid condition and appearance, £65; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 684-425

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

- AUSTIN 7,** 1924, chummy, self-starter, shock absorbers, speedometer, all-weather screens, splendid condition, £95; another, £98; exchanges, terms. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4588. 684-433
- AUSTIN 7,** 1924, positively as new, low mileage, tyres perfect, speedometer, headlights, sacrifice 98 guineas. 106 Sydney Rd., West Wimbledon. 684-436
- AUSTIN,** 7hp, 1924, chummy, self-starter, fully equipped, new condition, guaranteed, £95. Wilkins, Simpson, opposite Olympia, London. 684-417
- A.V.** 1922, 2-seater, fine sporting little car, 8hp J.A.P., disc wheels, lighting set, New Year's gift, 29 guineas; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 684-272
- BAYLISS THOMAS,** 1924, 4-seater, excellent condition, tax paid, £95, George Newman and Co., 369 Luston Rd., London. 684-246
- BAYLISS THOMAS** 1925 10hp 4-seater de luxe, starter and lighting, paintwork and upholstery as new, tyres excellent, special price, £75, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone Wimbledon 2041. 684-314
- BELSIZE-BRADSHAW,** 1925, 2-seater and dickey, £60, fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 684-351
- BELSIZE-BRADSHAW.** Cummings and Simpson have a selection of cars, including the following:—
- BELSIZE-BRADSHAW** late 1925 2-seater, balloon tyres, self-starter, almost new, £50.
- BELSIZE-BRADSHAW** late 1925 4-seater, starter, first-class condition, £55.
- BELSIZE-BRADSHAW** late 1925 4-seater, starter, all on and good order throughout, £60.
Exchanges and extended payments arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 684-299
- BELSIZE BRADSHAW** 1925 coupe, taxed, new tyres all round, balloons on rear, condition mechanically and externally absolutely as new, 67 guineas. 51 Upper Richmond Rd., East Putney. 684-x49
- BELSIZE-BRADSHAW** 1925 9hp 2-seater, dynamo, dickey, excellent condition, £65; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 684-190
- BELSIZE-BRADSHAWs.** See our wonderful nine days' offer on page 55. Kirk and Co., 22 Praed St., Paddington, W.2. 684-237
- BELSIZE-BRADSHAW.** Harold Simons. See "Miscellaneous Cars."
- BLERIOT-WHIPPLETS.** Large number for immediate disposal, £16 to £30. Andrews Motor Mart, 151 White Hart Lane, Barnes. 684-395
- BUGATTI** 11.9 16-valve 2-3-seater, 1923 model, finished green with black wings, electric lighting and starting, is capable of high speeds, just repainted and in very good mechanical condition, £125. John Pollitt and Son, 37 Renshaw St., Liverpool. Tel., No. 2944 5 Royal. 685-197
- CALCOTT,** 1924, 10hp, semi-coupe, excellent condition, £145, exchange considered. Jack Pruen, Weston-super-Mare. zzz-324
- CALCOTT.** See our wonderful nine days' offer on page 25. Kirk and Co., 22 Praed St., Paddington, W.2. 684-241
- CALCOTT** 1924 10.5hp 2-seater, self-starter, all-weather equipment, petrol gauge, dash lamp, petrol can carrier, screen wiper, aluminium plates, indistinguishable from new, guaranteed, £125. Wilkins, Simpson, opposite Olympia, London. 684-h409
- CALCOTT,** £94 10s., 1925 10hp 2-seater, double dickey, starter, lighting, all-weather, special bargain, cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 684-h419
- CALCOTT** Service Depot. Calcott spares. Trade supplied. Any Calcott repairs, overhauls, exchanges, deferred payments, bargains in second-hand Calcott cars, also 1926 models in stock. 11 Hammersmith Rd., opposite Olympia, London. 684-h425
- CALTHORPE,** 1922, 10hp, de luxe 2-seater, dynamo, starter, dickey, excellent condition, £87 10s.; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 684-189
- CALTHORPE** Specialist. Exchanges, deferred payments. 1922 de luxe 4-seater, all-weather equipment, starter, good condition £79. Exceptionally nice 1923-24 semi-coupe, all-weather 2-seater, dickey, lighting, starter, 4 speeds, £95; 1925 ditto, £88; 1920-21 4-seater, £69. Seabridge, 35 Mansler Rd., East Dulwich. Sydenham 2452. 684-196
- CALTHORPE** de luxe, 1922, 4-seater, taxed, many extras, well equipped and attractive car, £65; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 684-427
- CARDENS.** Cardens. Thoroughly overhauled 2-seaters, side-by-side seating, 7hp engine, 2 speeds, £20 to £30, deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 684-394
- CHARRON-LAYCOCK,** 1921, 2-3-seater and large dickey, 2 spare wheels, tyres as new, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 686-136
- CITROEN,** 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E.18. Phone, Wanstead 2393. zzz-770
- CITROEN,** 10.4hp, 4-seater, terms £7 10s. and 10 payments of £7 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 685-h203
- CITROEN.** F.O.C.H., Ltd., offer 1923-24 coupe, 7.4, new condition, bargain, £90. 5 Heath St., Hampstead (Tube Station). 684-161
- CITROEN** specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. Phone, Hendon 1023. 696-h259
- CITROEN** 1925 model, as brand new, £105. Deleford, North Row, Marble Arch. 684-172
- CITROENS.** See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-216

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

CITROEN. Mobes and Mobes (Est. 1895) have to offer a very smart 11.4hp 1925 model 4-seater, fitted with English body, grey, dynamo starter, speedometer, clock, mirror, Boyco thermometer, dash lamp, rear screen, hood envelope, balloon tyres and other extras, in excellent condition and open to examination by R.A.C., A.A., etc., offered at the low figure of £155; deferred terms and exchanges. 144 Gt. Portland St., W.1. Museum 4244. 684-250

CITROENS. See our wonderful nine days' offer on page 25. Kirk and Co., 22 Praed St., Paddington, W.2. 684-255

CITROEN. 1925, 7hp, 2-seater, self-starter, balloons, speedometer, etc., as new, spare tyre unused, smart, economical, accept £87 10s., part exchange considered. Call Saturday before 4 p.m. or write. Herbert, 29 Oval Place, S.W.8 (behind Osborne Terrace, Clapham Rd.). 684-h356

CITROEN. 1923, 11.4hp, English 4-seater, in very nice condition throughout, fully equipped, £95. Below.

CITROEN. 1923, 11.4 English 2-seater, rigid curtains, excellent order, £90. Chester Michell, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 684-502

CITROEN. 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3295. 684-508

CITROEN. 1923, 7.5hp, 2-seater, starter and lighting, very smart, guaranteed mechanically perfect, £67. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 684-315

CITROENS. Sprosen, Ltd., for Citroens. Exchanges, deferred payments. 1924 (July). 7hp, 2-seater, taxed, balloons, perfect condition, £75. 111 Gt. Portland St., W.1. Phone, Langham 1212. 684-325

CITROEN. 1922, 11.4hp, 4-seater, self-starter, lighting, clock, speedometer, rear screen, etc., as new, mechanically perfect, taxed, repainted blue, £75; exchanges, deferred payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. 684-290

CITROEN. 7.5hp, 1923 model, 2-seater, excellent condition, small mileage, £65. Below.

CITROEN. 7.5hp, 1924, 2-seater, £75. South Ealing Garage. Ealing 2985. 684-529

CITROEN. 1925, 2-seater, as new, £100; 1920 coupe, £50; all fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 684-550

CITROEN. 4-seater, 10.4hp, terms £7 10s. and 10 payments of £7 10s. or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 684-h441

CITROEN. 4-seater, 11.4hp, excellent condition, terms, £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. Others: £90, £95, £105 and £110. 684-h440

CITROEN. £179 15s.; late 1925, 11.4hp English body, unused, brand new, very slightly soiled, fully guaranteed, cannot be repeated. Cash or easy payments. Exchanges. Wilkins Simpson, opposite Olympia, London. Phone, Riverside 258. 684-h422

CITROEN. 11.4, 1924, 4-seater English body, starter, rear and side screens, beautiful condition, £110, exchanges, terms. Allier Garage, Thornsett Rd., Earlsfield, S.W. Latchmore 4588. 684-450

CITROEN. £105, 1925, 7hp, 2-seater, balloon tyres. Arthur Stuart and Co., 16 Little Portland St., W.1. 684-422

CLULEY. H. F. Edwards offer 1922 10hp 2-seater, sunk dickey, starter, speedometer, leather upholstery, excellent condition, 65 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-252

CLYNO. H. F. Edwards offer 1925 11hp 4-door saloon, completely equipped, balloons, excellent condition, 175 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-265

CLYNOS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-217

CLYNO. 1924, 10.8hp, de luxe 2-seater, sunk double dickey, dynamo lighting, starter, grease-gun lubrication, Dunlop oord and Clincher cord tyres (5 excellent 1 new), spare wheel and tyre, hood, side curtains, windscreen, Smith's trip speedometer, Smith's clock, 5 lamps, horn, cigarette holder, matchbox, petrol-can carrier and mat, 85 guineas; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead 684-205

CLYNO. See our wonderful nine days' offer on page 25. Kirk and Co., 22 Praed St., Paddington, W.2. 684-240

CLYNO occasional 4-seater, as new, terms £10 and 10 payments of £10, or cash £100. Another at £80. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 684-h442

CLYNO 1924-25 2-seater, balloon tyres, condition and appearance as new, £97 10s.; exchanges, deferred. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone 3265. 684-424

COVENTRY-PREMIER. 1922, 2-seater, 8hp, 3 speeds and reverse, dynamo lighting, speedometer, spare wheel, tool kit, etc., all tyres as new, splendid appearance, perfect running order, £35. Teddington Garage, 160 High St., Teddington. Kingston 2562. 684-h595

COVENTRY-PREMIER 1922 8hp 2-seater and dickey, dynamo, in guaranteed mechanical condition, £35; another, similar, £43; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield S.W.18. Phone, Wimbledon 2041. 684-316

COVENTRY-PREMIER. 1922, 8hp, dickey, good running condition, taxed until June, £32. 53 South Side, Clapham Common. 684-h450

COVENTRY-PREMIER. 1922, 2-seater, double dickey, dynamo, 3 speeds, reverse, balloon tyres, nice model, £55; another at £50; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 684-395

CROUCH. H. F. Edwards offer 1923 10hp 4-cylinder, 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 85 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-254

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

CROUCH 1923 2-seater, all-weather, double dickey, lighting and starting, speedometer, excellent condition, Anzani 4-cylinder engine, £90. Isons, Ltd., Ashby-de-la-Zouch. 684-h429

DOUGLAS. £29, exchanges, deferred payments; 1920 Douglas 2-seater, dickey, 10hp, lighting, starter, spare wheel, originally cost £500. Beabridge, 35 Hanster Rd., East Dulwich. Sydenham 2452. 684-200

ERIC-CAMPBELL. 1924, 10hp, 4-cylinder 1496 c.c. Coventry-Simplex engine (not to be confused with the 8hp chummy Eric-Campbell). A powerful de luxe model with clock, speedometer, electric lighting and starting, spring gaiters and combined boot and hood cover, in excellent condition, does 50 m.p.h. easily, 40 m.p.g. in country.

ERIC-CAMPBELL (above). Room for 2 adults and child in front seat, also has a roomy dickey for two, starts easily and gets away in second gear on the flat; top gear car in the country.

ERIC-CAMPBELL (above), lately been repainted and re-upholstered, well worth examination, private or trade, £155 or near offer. Box No. 2924, c/o "The Light Car and Cyclecar," or phone Finchley 3367 after 7 p.m. zzz-775

ERIC-CAMPBELL 1921 sports 2-seater, radiator damaged and dumb-irons, £20; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 684-264

ERIC-CAMPBELL. H. F. Edwards offer immediate delivery of brand-new 1926 8-20, chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 139 guineas. Below.

ERIC-CAMPBELL. 1925 model, 8-20, chummy, completely equipped, superb condition, 98 guineas. Below.

ERIC-CAMPBELL. 1923, 10-22, 2-seater, with sunk double dickey, completely equipped, starter, clock, speedometer, double windscreen, all-weather equipment, leather upholstery, Rudge wheels, superb condition, 95 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-255

ERIC-CAMPBELL. 1924, chummy, dynamo and starter, £95; 1923 sports 2-seater, aluminium body, red wings and wheels, perfect condition, £80; both fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 684-552

FIAT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-18

FIAT, luxurious English saloon, 10-15hp, big balloon tyres, splendid condition, pneumatic seating, Sorbo under carpets, folding table and best accessories, £295. The Depository, Arundel Terrace, S.W.15. 684-295

FRAZER-NASH. sports, 1925 2-seater, aluminium body, Anzani engine, very small mileage, £195, used 6 months only. Hatton's Garage, South port. Tel. 1137. zzz-271

FRAZER-NASH. Sprosen, Ltd., for sports cars. Exchanges, deferred payments.

FRAZER-NASH. 1925, 2-seater, guaranteed 75 m.p.h., in perfect condition, taxed, £235.

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G.N. H. R. Godfrey, the original designer and manufacturer, for the best G.N.'s Below.

G.N. Before deciding to purchase a G.N. write for particulars of rebuilt G.N.'s in guaranteed condition. Below.

G.N. Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone, 3024. zzz-572

G.N., 1921, dynamo lighting, very fine order, just thoroughly overhauled, £35. South Ealing Garage. Ealing 2985. 684-330

G.N.s with 3 months' written guarantee from Vadum Co., the premier specialists.

G.N., late 1922, dickey, dynamo, oversize tyres, taxed, £35.

G.N., 1922 sports, polished aluminium bonnet, very good tyres, £38.

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G.N.s the best in London, cash or deferred, from Vadum Co., 37 Beaconsfield Rd. (near L.G.O.C. garage), Willesden Green, N.W.10. Phone, Willesden 692. G.N.'s bought, overhauled and sold.

G.N.s. Good second-hand cars always in stock. Overhauls. Conversions. Rebuilding. Special tuning. All spares stocked. Expert guaranteed work only. Bring your car to the southern agents and service, The Eastgate Garage, Lewes. 690-886

G.N., 1921, dynamo, speedometer, Klaxon, spare wheel, tyre, good condition, bargain, £30, offer. 67 Peel Rd., Wealdstone. 684-2803

G.N. 1921 2-seater, £24. Elce, Ltd., 11-15 Bishopsgate Ave, Cannon St., E.C.5. Phone, Avenue 5548. 684-185

"THE MOTOR." *The National Motor Journal presents everything of practical value or interest to the motorist. Its contributors include the best authorities on motoring subjects and the finest illustrators. Many remarkable bargains in larger cars are to be found in the sale section of "The Motor." Published every Tuesday. Price 4d. Write for a specimen copy to Temple Press Ltd., 7-15, Rosebery Avenue, E.C.1.*

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

G.N. £29; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 684-197

G.N.s. Go to Earls and secure a bargain for the spring.

G.N., 1922-23, coupe model, dynamo lighting, 8-day clock, 2 dash lamps, special pistons, engine overhauled, safety hub caps, tyres very good, nicely repainted, extra fast, real bargain, £37.

G.N., 1921, dynamo lighting, 5 detachable wheels, engine overhauled, electric horn, tyres good, £20.

G.N., 1922, standard touring model, side screens, dynamo, electric horn, tyres very good, nicely repainted, £35.

G.N., 1922, o.h.v. Frazer-Nash engine, a very fast machine, will climb anything, £49.

G.N.s. We have many others, all equally attractive, and we are willing to take older models in part exchange.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. Book to Hampstead Tube Station. Open till 9 Friday and Saturday. 684-243

G.N. Several 2-seaters, dynamo lighting, spare wheels, hoods, screens, speedometers, runs splendidly, 29 guineas to 39 guineas; exchange motorcycles, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 684-273

G.N. "Kim II." The famous racing G.N. Rebuilt and reconditioned, very fine order, still world record holder, £135. Eastgate Garage, Lewes. 686-h350

G.N., 1922, clock, speedometer, hood cover, good order, £33; or exchange motorcycle. Below.

G.N., 1921, 2-seater, dynamo lighting, requires little attention, £20; or exchange motorcycle. Below. Ward and Co., 51 Upper Richmond Rd., East Putney. 684-x47

G.N., 1921, lighting, speedometer, excellent condition, £20; exchange motorcycle. Ealing Car Mart, Spring Bridge, Ealing Broadway. Phone, 3265. 684-426

G.N., 1921, 2-seater, dickey, dynamo lighting, repainted, excellent condition, 20 guineas. Clark's, 225 Hammersmith Rd., W.6. 684-414

G.N. FRAZER-NASH, 1924-25, sports twin, live axle, mahogany panelled furl, wide concealed seat, practically new car; part exchanges; deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Reg. 926. 684-405

G.N. Very special sports model G.N., streamlined body, with staggered seats, sports screen, painted red, blue wings, very attractive, £35; other G.N.s from £25; deferred terms and exchanges. Andrew's Motor Mart, 161 White Hart Lane, Barnes. 684-396

C.W.K. See our wonderful nine days' offer on page 25. Kirk and Co., 22 Praed St., Paddington, W.2. 684-242

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone Western 3568. zzz-929

HANDS, 1925, 2-seater, new double windscreen and hood, good condition, mileage under 9,000, £65, or near offer; spares available. Apply, 19 Bedford Gdns., W.8. 684-h397

HILLMAN, 9hp, dynamo lighting, excellent condition; 35 guineas. 53 Cambridge Rd., S.W.20. Phone, Wimbledon 2724. 684-h375

HILLMAN, 2-seater; terms, £7, and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 684-h445

HORSTMAN genuine 200-Mila racing car, fitted for road use, real bargain, £85; exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 684-155

HUMBER saloon, 8.18, new September last, cost £290, small mileage, cash offers. English, Ironmonger, Newark. 684-h348

HUMBER, 8hp, water-cooled, spare wheel, electric lighting, exceptionally good condition, £26. Fairweather Motors, Sanderstead Rd., Croydon. Purley 2270. 684-x64

JOWETT, 1923, 4-seater, starter, new tyres, electric horn, licensed, excellent condition, £95. Paulton's Garage, Wolverhampton. Phone 1335. zzz-963

JOWETT Service Station (London), main agents and specialists. All models, trial runs; reliable use cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-93

JOWETT, R. G. Gamble, Crystal Palace, authorized agent, specializes in the Jowett. Many testimonials from satisfied customers.

JOWETT, new and guaranteed second-hand cars. Exchanges, deferred payments.

JOWETT, repairs, spares, improvements and special accessories. Write for list.

JOWETT Service Depot, 16 and 22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. zzz-124

JOWETT, F.O.C.H., Ltd., the London Depot and Service Station for new and second-hand Jowetts. 5 Heath St., Hampstead (Tube Station). 684-158

JOWETT 4 seater, 1925, blue, balloons, used few demonstrations only, bargain, £138. Wilkinson, Motor Agent, Workington. 684-h284

JOWETTS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-218

JOWETT, For sale, 1924 2-seater, self-starter, perfect running order, only driven by owner, price £90. Major Hall, Mill House, Holbfeld, Ashford, Kent. 684-h369

JOWETT, 1922 (June), 2-seater, dickey, in very good order, £55, near offer. Maynard, 368 Hornsey Rd., N.19. Phone, Moutview 3294. 684-h402

JOWETT, late 1924, 2-seater, balloon tyres, one owner since new, bargain, £85; exchanges and deferred. 529 Lordship Lane, S.E. 684-h398

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

JOWETT, late 1925, 2-seater, double dickey seat, self-starter, balloon tyres, spare unused, low mileage, condition in every respect as new, for quick sale accept 100 guineas. 7 St. Mark's Mansions, Finsbury Park, N.4. 684-h403

JOWETT, 4-seater, 1924, balloon tyres, clock, gaiters, automatic screen wiper, any trial, our guarantee, £110. Lovat's, 105 Streatham Rd., Mitcham. 684-379

KINGSBURY JUNIOR, chummy, dynamo lighting, electric horn, speedometer, 5 detachable wheels, £35 or offer. Debenham, 86 Queen's Rd., Wimbledon. Telephone, 745 Wimbledon. 684-h431

LAGONDA, £59, exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 684-201

LAGONDA, H. F. Edwards offer 1924 12hp 4-door all-weather, completely equipped, pneumatic upholstery, winding windows, excellent condition, 165 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-256

LAGONDA coupe, 1921, starter and lighting, good condition, owner going abroad, £45. R. Cuming, 1a St. John's Park, Blackheath, S.E.5. 684-h449

LAGONDA 1924 all-weather 4-seater, £145; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone Museum 3081. 684-548

LAGONDA coupe de luxe, registered 1921, C.A.V. lighting and starting; this car has been carefully maintained and (room being wanted for larger car) is offered at 39 guineas, immediate sale. 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 684-284

LAGONDA, £65, 1923, coupe, double sunk dickey, starter, repainted; deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 684-404

MARSEAL, 1925, 10hp, sports 2-seater, starter and lighting, all-aluminium body, tyres sound, in very nice condition, £49, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. 684-319

MATCHLESS 1925 4-seater touring car, Lucas dynamo lighting, 4-wheel brakes, speedometer, all-weather equipment, rigid axle and rear screen, has only done 3,000 miles and is absolutely like brand new, will welcome any trial or expert examination, accept good solo or combination in part exchange, sell £85. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 305. 684-373

MATHIS sports, 9hp, 1926, shop-soled only, real bargain, £120, lighting, starter and completely equipped; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 684-151

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E. 5. Clissold 2408. zzz-840

MORGANS, new and second-hand; cash exchange, deferred. We buy Morgans, Olympia, Wakefield. 684-a52

MORGANS, James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

MORGAN, 1925 fitted latest J.A.P. dynamo lighting, speedometer, taxed, low mileage, indistinguishable from new, £78. K.J. Motors, Bromley. 684-455

MORGAN, F.O.C.H., Ltd., have several bargains. 5 Heath St., Hampstead (Tube Station). 684-160

MORGANS, Elcc, Ltd., offer the following second-hand machines, overhauled and guaranteed—Grand Prix, 1924, M.A.G. engine, dynamo lighting, £82 10s.; another, similar, with sports M.A.G. engine, specially tuned, £85. Grand Prix, 1923, M.A.G. engine, speedometer, £64. Aero model, 1920, J.A.P. engine, lighting set, £48; exchanges, deferred terms. 11-15 Bishopsgate Avenue, Camomile St., E.C. 3. Phone, Avenue 5548. 684-185

MORGAN, 1924, De Luxe, J.A.P., water-cooled, speedometer, dynamo lighting, £90. Below.

MORGAN, 1923, De Luxe, water-cooled, M.A.G., electric lighting, speedometer, finished purple, £85. Below.

MORGAN, 1921, De Luxe, water-cooled, M.A.G., electric lighting, speedometer, £58. Below.

MORGAN, 1925, Family model, 10hp M.A.G., water-cooled, speedometer, tax paid, £85. Below.

MORGAN, 1925, De Luxe, water-cooled M.A.G. Lucas starter and lighting set, speedometer, small mileage, £125. Below. Maudes' Motor Mart. Lists continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676. 684-128

MORGAN, £59; exchanges, deferred payments; 1922 de luxe J.A.P., w.-c., dynamo lighting, speedometer, fast, very good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 684-199

MORGANS. See our wonderful nine days' offer on page 25. Kirk and Co., 22 Praed St., Paddington, W.2. 684-236

MORGAN 1923 de luxe, water-cooled, M.A.G. dynamo, discs, taxed, £57. 6 Penwortham Rd., Streatham. Phone, 5159. 684-x51

MORGAN, late 1923, 10hp, de luxe, water-cooled Blackburne, lighting, side curtains, very fast, excellent condition, £62. 10s., cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 684-h410

MORGAN, 1923, J.A.P., water-cooled, family model, dynamo lighting, electric and bulb horns, petrol can and carrier, excellent condition, guaranteed, bargain, £65, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 684-h412

MORGAN, £82, 1924, G.P., s.-v. Blackburne, dynamo, many extras, 120 Marlborough Flats, Walton St., Chelsea, S.W. 3. 684-h430

MORGAN, 1924, de luxe, w.-c. J.A.P., new Rapson, almost new condition, £85. South Ealing Garage, Ealing 2983. 684-331

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
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LIGHT CARS AND CYCLECARS FOR SALE**
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MORGAN, 1924, de luxe, Blackburne, dynamo lighting, speedometer, exceptional condition, very small mileage, £90. Longman Bros., 17 Bond St., Ealing, Telephone, Ealing 689. 684-281

MORGAN, 1923, Aero, 10hp Anzani, dynamo lighting, special hood, splayed wings, Vee screen, mechanical oiling, almost new tyres, inside ratchet brake, condition indistinguishable from brand new, £79. Below.

MORGAN, 1922, de luxe, 8hp w.c. J.A.P., paintwork and upholstery in good condition, tyres excellent, splendid mechanically, a snip, £47. Below.

MORGAN, 1923, de luxe, 8hp w.c. M.A.G., fully equipped, tyres excellent, paintwork good, sound mechanical order, £65. Below.

MORGAN, 1921, de luxe, 8hp, w.c., dynamo lighting, tyres sound, beautiful condition throughout, a snip, £49.

MORGAN specialists, Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 684-512

MORGANS, Sprosen Ltd., for Morgans. Exchanges, deferred payments. 1924 de luxe w.c. J.A.P., 8hp, dynamo, taxed, in perfect condition, £82 10s. 111 Gt. Portland St., W. 1. Phone, Langham 1212. 684-322

MORGAN Aero, 8hp J.A.P., 1925 (July), fitted oversize wheels and tyres, Aero hood, dark red, as new, £95. Hall, 91 St. Peter's St., St. Albans. 684-294

MORGAN de luxe, 8hp J.A.P., w.c., 1922, overhauled by makers this year, repainted, new hood, dynamo lighting, speedometer, £55. Hall, 91 St. Peter's St., St. Albans. 684-295

MORGAN, G.P., 8hp J.A.P., 1920, overhauled and repainted, in excellent order, £46. Hall, 91 St. Peter's St., St. Albans. 684-296

MORGAN Aero, 1924, 8hp, Anzani, light blue, red wings and chassis, as new throughout and very fast, £110; exchanges and deferred payments. Queen's Gate Garage, Queen's Gate Mews, Gloucester Rd., Ken. 7111. 684-h404

MORGAN, Aero, in exceptional condition, painted silver and red, water-cooled J.A.P. engine, aluminium pistons, electric lighting, good tyres, flared wings, hood, etc., very sporting and fast, £48 10s. 1 Childsbury Rd., Balham, Streatham 3651. 684-h453

MORGAN, G.P., 1924 (late), Anzani engine, dynamo, speedometer, beautiful condition, £85. Below.

MORGAN, 1924, standard 8hp J.A.P., speedometer, fully equipped, little used, new condition, £55; exchanges, terms. Allber Garage, Thorusert Rd., Earlsfield, S.W. Latchmere 4588. 684-454

MORGAN, 1924, G.P., M.A.G., dynamo, 5 lamps, Bonniksen, clock, many special features, new condition, £75; exchanges. Norringtons, 116 Hampstead Rd., N.W. 1. Museum 9078. 684-406

MORGAN, 1921, de luxe model, small mileage, M.A.G. water-cooled, accumulator lighting, excellent condition, very good tyres, £48. Lovatt's, 105 Streatham Rd., Mitcham. 684-377

MORGAN, 1921, water-cooled, dynamo lighting, overhauled and new leather hood fitted, tax paid, all accessories, £45. Empire Motor Co., Withington, Manchester. 684-385

MORGANS, Homac's have for disposal the following guaranteed Morgans: 1925 Family, w.c. M.A.G., straight-sided tyres, speedometer, side screens, £110.

1924 de luxe, w.c. J.A.P., dynamo, speedometer, unsold, £95.

1924 de luxe, w.c. J.A.P., dynamo, perfect condition, £90.

1924 de luxe, Anzani, dynamo, speedometer, £85.

1924 de luxe, w.c. J.A.P., dynamo, speedometer, £80.

1923 de luxe, w.c. J.A.P., hood, screen, etc., £60.

1918 Grand Prix, w.c. J.A.P., lamps, hood, etc., overhauled, £45.

1919 sporting 10hp w.c. M.A.G., hood, screen, etc., £35.

Any of the above machines can be supplied on deferred terms. Homac's, Official Agents, 247 Lower Clapton Rd., E.5. Phone, Chisold 2408. 684-455

NEW CARDENS Hall a dozen 1924 Family models in stock, in condition absolutely equal to new, 7hp engine, 2 speeds, electric lighting, starter, oversize tyres, £40 to £60; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 684-398

RENAULT, 1924, 8.5hp, cloverleaf, 4 wheel brakes, excellent condition, £135; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 684-244

RENAULT, 1925 model, 8.3hp, long chassis, 2-seater coupe, excellent condition, £235; deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 684-248

RENAULT, 1923, 8.5hp, 2-seater and dickey, fully equipped and in exceptional condition, £75. K.J. Motors, Bromley. 686-274

RENAULT 1923 8hp 3-seater, balloon tyres, glass wings to screen, recently overhauled and repainted, £100 or near offer. Brook Garage, Chatham, Phone, Chatham 589. 684-354

RENAULTS, Sprosen, Ltd., for Renaults; exchanges, deferred payments. 1924 2-seater, sunken dickey, balloons, taxed, small mileage, many extras, 95 guineas. 111 Gt. Portland St., W. 1. Phone, Langham 1212. 684-324

RHODE, Mebes and Mebes (Est. 1893), second-hand RHODE specialists, have to offer an exceptionally smart 11hp 1924 Light Four full 4-seater with differential, painted maroon and fitted with dynamo starter, speedometer, clock, windscreen wiper, mirror, step mats, spare petrol can and carrier; the condition is excellent and the car open to examination by R.A.C., A.A., etc.; the low price of £125 will secure; deferred terms and exchanges. 144 Gt. Portland St., W. 1. Museum 4244. 684-231

RHODE, 1923, light 4-seater, dynamo lighting, all-weather equipment, tyres, paintwork, upholstery and mechanical condition excellent, £58. 67 Fernlea Rd., Balham. 684-419

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSONS. We have 2 in stock. 8hp, dickey seat, good order, £22 and £24; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 684-397

RILEY, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

ROVER, 1925, 9hp, de luxe, 4-seater model, slightly used condition, almost equal to new, mechanical condition guaranteed, £155. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-91

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

ROVER, 1923, 8hp, 2-seater de luxe coupe, d. l. and s., leather upholstery, speedometer, clock, condition throughout as new, taxed December, £85, or exchange. A. Green, Water St. (back of No. 9 Blackfriars St.), Balford. Tel., 2191 Cent. zzz-436

ROVER, 1924, 8hp, 4-seater, finished Nile blue, black wings, upholstered in leather, self-starter, speedometer, clock, dashlight, in excellent condition, £85. John Pollitt and Son, 37-41 Renshaw St., Liverpool. Tel., No. 2944-5 Royal. 684-798

ROVER 8, 1924, de luxe 4-seater, lighting, starter, all-weather equipment, etc., splendid condition, £75; exchanges, easy terms, etc. Cummings, 101 Fulham Rd., South Kensington, S.W. 7. 684-148

ROVER, 9-20, 1925 de luxe 4-seater, lighting, starter, etc., splendid condition throughout, £125; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 7. 684-154

ROVER 8, 1924 (July), navy blue, de luxe 2-seater, double dickey, many extras, perfect condition, mileage about 7,000, new tyres, £85; any trial, 9 Seven Kings Rd., Ilford. 684-b9

ROVER 8, 1923, 2-seater, nice order, £52. Below.

ROVER 8, chummy body, speedometer, etc., £45. Elce Ltd., 11-15 Bishopsgate Avenue, Canonville St., E.C. 3. Phone, Avenue 5548. 684-184

ROVER 8, 1924, dickey, starter, lighting, full equipment, £48. 40 Ayshoe Rd., W. 14. 684-177

ROVER 8, February, 1925, 3-5-seater, little used and perfect, £100. Deloirds, North Row, Marble Arch. 684-174

ROVER, 1925, 8hp, 4-seater, Lucas lighting, speedometer, dash lamp, small mileage, as new, £110. Mauds', 100 Gt. Portland St., London, W. 1. 684-129

ROVERS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 684-219

ROVER 1922 8hp 2-seater, dynamo lighting, a-w. curtains, condition excellent throughout, quiet running, smart appearance, £37 10s. or near, consider motorcycle part. Call Saturday before 4 p.m. or write, Herbert, 29 Oval Pl., S.W. 8 (behind Osborne Terrace). 684-b353

ROVER 8, 1922, de luxe, self-starter, dickey seat, excellent order, £50, 51 Upper Richmond Rd., East Putney. 684-448

ROVERS. See our wonderful nine days' offer on page 25. Kirk and Co., 22 Praed St., Paddington, W. 2. 684-238

ROVER 8, 1922, exceptionally smart appearance and good condition, taxed, £52, or exchange motorcycle. 6 Penwortham Rd., Streatham, Phone 5159. 684-352

ROVER 8, November, 1922, dynamo, speedometer, etc., splendid condition, exceptional bargain, £35. Below.

ROVER 8, 1923, dynamo, side screens, etc., magnificent condition, real opportunity, £38. 65 Solon Rd., Brixton. 684-h335

ROVER 1925 9-20hp 2-seater, double dickey, starter, balloon tyres, new and unregistered, makers' guarantee, special reduced price. Isons, Ltd., Ashby-de-la-Zouch. 684-h428

ROVER, £42 10s., late 1921, 8hp, 2-seater, dickey, lighting, side screens, speedometer, mirror, aluminium plates, screen wiper, etc., very good condition, exceptional bargain. Wilkins, Simpson, opposite Olympia, London. 684-h415

ROVER, £62, late 1923, 8hp, 2-seater, lighting, new tyres, excellent condition, bargain, guaranteed; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 684-h416

ROVER 8hp 1924 4-seater, dynamo lighting, all-weather curtains, finished maroon, like new, bargain, guaranteed, £76 10s. Wilkins, Simpson, opposite Olympia, London. 684-h421

ROVER 4-seater, 1924, 8hp terms, £9 and 10 payments of £9, or cash £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 684-h444

ROVER 2-seater, 8hp, £5 and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 684-h445

ROVER 1922 8hp 2-seater, £45; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 684-347

ROVER 8s, 1923 2-seaters, really exceptional condition, choice of 2, £50. Below.

ROVER 8, 1923 saloon coupe, starter, very small mileage, £80. Below.

ROVER 8s, 1924, 4-seaters, starter, new tyres, choice of 2, £90. South Ealing Garage, 2 mins. South Ealing Dist. Ealing 2983. 684-328

ROVER, 1925, 9hp, Weymann 4-seater saloon, absolutely unblemished and in faultless condition mechanically, a really charming little car which will do over 40 m.p.g. £175, more than £100 below list price, a really genuine bargain. Scott, 57 Birdhurst Rise, Croydon. Phone 560. 684-280

ROVER, 1924, 8hp, brand-new 4-seater Weymann saloon body, sliding windows in doors, self-starter and lighting, Bedford cord upholstery, clock and speedometer, makers' full guarantee, special price £115.

ROVER 1924 8hp 4-seater, starter and lighting, speedometer, all-weather equipment, almost new tyres, spare wheel, finished Nile blue, guaranteed in perfect condition, £75.

ROVER 1925 9hp 4-seater, starter and lighting, clock, speedometer, all-weather equipment, almost new tyres, absolutely as new throughout, £105.

ROVER 1925 9hp de luxe, 2-seater and double sunken dickey, starter and lighting, 5-lamp set, mileage approximately 4,000, finished Nile blue, positively new condition, £125.

ROVER 1923 8hp chummy, dynamo lighting, tyres as new, spare wheel, in exceptional order, very smart, £57; choke of 5.

ROVER 1922 8hp 2-seater, dynamo lighting, spare wheel, comprehensively equipped, sound tyres, mechanically guaranteed, £39.

ROVER 1921 8hp 2-seater, dynamo lighting, good tyres, absolutely sound mechanically, £32.

ROVER specialists. Exchanges, cash, deferred. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 684-310

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

ROVER 8 2-seaters, several 1921-3 models, cheap; exchange motorcycles, balances deferred. Newnams, Heath Rd., Twickenham. Phone, Richmond 3295. 684-305

ROVER, £65, 1924, 8hp, full 4-seater, ready for immediate use and in good condition. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 684-297

ROVER 8, £32 10s., late 1921 2-seater, new tyres, improved lubrication, extra air, etc., upholstery, paint and hood all very good and original, an exceedingly roadworthy car. Seen 368 Hornsey Rd., N.19. Phone, Mountview 3294. 684-h401

ROVER 8, Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, taxed, only one owner, superb condition, bargain, £80. 132 High Rd., E. Finchley. Phone, 2358. 684-392

ROVER 8, 1924, 2-seater, rear screen, clock, speedometer, tax paid and fully equipped, completely overhauled and offered with a 3-months' guarantee, any trial, £90. Empire Motor Co., Withington, Manchester. 684-381

ROVER 8, 1922, taxed, good tyres, dynamo, all-weather, good paintwork and upholstery, splendid mechanically, £42, choice of several; also 1923 models, £52; exchanges, deferred. Makin and Harrison, 327 High Rd., Chiswick. Phone 558. 684-376

ROVER 8, 1923, 2-seater de luxe, dynamo, speedometer, clock, leather upholstery, spare wheel, practically new tyres, very good appearance and condition, £58; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 684-399

ROVER 8, 1923, chummy, fully equipped, excellent condition, 65 guineas; exchanges or deferred. Clark, 223 Hammersmith Rd., W.6. 684-411

ROVER 8, 1921, 2-seater, taxed, all in very good order, paintwork rough, will deliver 60 miles, £32. 31a Hydehorpe Rd., Balham. 684-417

ROVER 8, 1922, 2-seater and double dickey, dynamo lighting and spare wheel, ready for road, genuine bargain, £36. 31a Hydehorpe Rd., Balham. 684-420

ROVER 8 1921 2-seater, dickey, good tyres, repainted, splendid condition, £59. Allbar Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 684-431

ROVER 8, £35, 1922, 2-seater, dynamo lighting, exceptionally good order and appearance, bargain. 406 York Rd., Wandsworth. 684-h451

ROVER. The Liverpool Rover agents, John Pollitt and Son, of 37-41 Renshaw St., have several 8hp and 5hp 2 and 4-seater cars always on hand for disposal at prices from £60 to £150; cash or extended payments. 685-196

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-285

SALMSON. K.J. Motors, Bromley, offer 1925 sports, painted blue, shock absorbers, fully equipped, taxed, £95; also 1924 3-seater, fitted special all-weather sidescrims and lavishly equipped with accessories, taxed, £98. 684-43

SALMSON, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured and taxed, £275. K.J. Motors, Bromley. 686-135

SALMSON, 1924, 3-seater, splendid order, £82 10s. Elcc. Ltd., 11-15 Bishopsgate Avenue, Canonville St., E.C.3. Phone, Avenue 5548. 684-182

SALMSON, sports, 1924, splendid order and condition, bargain, £75; exchanges, easy terms, etc. Cumplings, 101 Fulham Rd., South Kensington, S.W. 684-149

SALMSON, late 1923, Grand Prix, fitted with beautiful mottled aluminium 2-seater body and dickey, V windscreen, hood, disc wheels, starting and lighting, fully equipped, very fast, an exceptional car, £145. K.J. Motors, Bromley. 686-278

SALMSON. H. F. Edwards offer 1924 10hp, de luxe English body, 2-seater, sunk double dickey, completely equipped, excellent condition, 88 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-257

SALMSONS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-222

SALMSON 1924 sports with comfortable seat in tail, Hartfords, starter, tax, £80. Denman, 4 Denman Pl., Piccadilly Circus. Reg. 986. 684-405

SALMSON, 1924, English 2-seater body, starter and lighting, excellent condition, 88 guineas; exchanges or deferred. Clark's, 223 Hammersmith Rd., W.6. 684-412

SALMSON 2-seater, dickey, excellent condition; terms, £7 10s. and 10 payments of £7 10s., or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 684-h458

SALMSON, 1924, Grande Sports, special model, 2 overhead camshafts, high-compression pistons, Wex carburettor, special gears, 2 Triplex windcreens, 8-day clock, 75 m.p.h. speedometer, extra large headlights, painted light blue and scarlet flared wings, guaranteed perfect, £130 cash, exchange 1926 Blackburne Morgan Aero. Lowe, 31 Latham Rd., Twickenham. 685-h432

SALMSONS. Sorensen, Ltd., for Salmsons. Exchanges, deferred payments, 1922 delivered 1925 2-seater, dynamo lighting, clock, speedometer, in excellent condition, £65. 111 Gt. Portland St., W.1. Phone, Langham 1212. 684-321

SALMSON, 1923, 10hp, semi-sports 4-seater, starter and lighting, English body, all-weather equipment, clock, speedometer, recently overhauled, £78, cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 684-317

SALMSON, 1925, 2-seater, new condition, £110; exchanges, balance deferred. Newnams, Heath Rd., Twickenham. Phone, Richmond 3295. 684-306

SALMSON, 1925, 10hp, 2-seater, Royal blue, all equipment, small mileage, absolutely as new, £100; exchange Citroen and cash, 164 Revelstoke Rd., Wimbledon Park, S.W.18. Phone, Wimbledon 1185. 684-h391

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

SINGER 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition, guaranteed, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-787

SINGER, 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Ttjen and Hillier, 110 Woodvale, Honor Oak, S.E.25. zzz-944

SINGER, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £135; exchanges, deferred payments. Parkers, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 684-188

SINGER. H. F. Edwards offer 1920 10hp sports 2-seater, dynamo lighting, starter, speedometer, excellent condition, 35 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-262

SINGER 1923 de luxe 4-seater, as new, £95; deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 684-266

SINGERS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-220

SINGER coupe, 1922, separate gearbox, overhauled, repainted, new batteries, tyres equal to new, starter and every equipment, £85. Empire Motor Co., Withington, Manchester. 684-382

SINGER 1923 4-seater, all-weather equipment, good order throughout, £78; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 684-407

SINGER, 1924-25, de luxe, all-weather 4-seater, everything in nice order, balloon tyres, £98. 31a Hydehorpe Rd., Balham. Phone, Streatham 5440. 684-421

SINGER, £112 10s., 1924, 2-seater, de luxe, lighting, starter, all-weather, excellent condition, guaranteed, cash, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 684-h414

SINGER, £179 15s., latest 1925 improved model de luxe, 10hp, 4-seater, used only few times, brand new in August, mileage 1,000, indistinguishable from new, fully guaranteed, amazing bargain, first cash offers. Wilkins, Simpson, opposite Olympia, London. 684-h415

SINGER, £47 10s., 1920-21, 2-seater, dickey, lighting, starter, double screen, speedometer, tyres nearly new, exceptional bargain. Wilkins, Simpson, opposite Olympia, London. 684-h418

SINGER 1921 2-seater, sunken dickey, self-starter, shock absorbers, clock, step mat, side curtains, petrol-can carrier, spare wheel and tyre, overhauled throughout, like new, guaranteed, £49 10s. Wilkins, Simpson, opposite Olympia, London. 684-h420

SINGER, £189 15s., 1925, latest improved model de luxe, 4-seater, maroon, unused, unscratched, show-room-soiled only, fully guaranteed, exceptional offer, cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 684-h423

SINGER 2-seater, 1921, 10hp, terms £5 10s. and 10 payments of £5 10s., or cash £55. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 684-h446

SINGER 1921 10hp 2-seater, dickey, dynamo lighting, self-starter, speedometer, new tyres, recently overhauled, repainted, perfect condition, bargain, £57. Stribley, The Cottage, Thames St., Staines. 684-h435

SINGER. Safety First! Ernest Grimaldi, Ltd., authorized Singer agents, offer one only 1925 Singer 4-seater de luxe, shop-soiled only, £195, offer cannot be repeated. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 684-335

SINGER, 110 guineas, 1924, 10hp, 4-seater, fully equipped, splendid condition throughout. Vivian, 33 Sponser St., Victoria St., S.W.1 Vic. 8677. 684-282

SINGER, 1925, 10-26hp, 4-seater de luxe, pneumatic upholstery, Triplex screen, luggage grid, small mileage, practically new, £175. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 684-287

SINGER 1925 10hp 4-seater, small mileage, revarnished, £150. Sumner Bros., Barrack Square, Coventry. zzz-327

SINGER 1924 de luxe 4-seater, starter, rigid side screens, £110; exchanges, balance deferred. Newnams, Heath Rd., Twickenham. Phone, Richmond 3295. 684-307

STANDARD, 1924, 11.4hp, 4-seater, in really good condition, £129. Tankard and Smith, 252 High Rd., Tottenham. 685-795

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-19

STANDARD, 1923, 11.4, 2-seater, in very nice condition, £87 10s.; extended terms, H. Beasley, late Rey (Established 1500), 574 Euston Rd., Museum 7600. 684-141

STANDARD, 1924, 4-seater, all-weather, in absolutely faultless condition, any trial or examination, price 100 guineas. Auto Galleries, 378-80 Euston Rd., N.W.1. Phone, Museum 6140. 684-146

STANDARD. Cass's Motor Mart, Ltd. (Established 1911), 1925 shop-soiled 11.4hp saloon, blue, terms, exchanges, bargain, £220. 243 Brompton Rd., S.W.3. Sloano 2344. 684-180

STANDARD, 3-5-seater, as brand new, lovely car, £98. Delofords, North Row, Marble Arch. 684-175

STANDARD, 1924, 11.4, de luxe, 3-5-seater, in splendid condition throughout, £110. Delofords, North Row, Marble Arch. 684-175

STANDARD, 11.4hp, 1924 Canley 2-seater, buff colour, black wings, dynamo starter, speedometer, mechanical windscreen wiper, electric and bulb horns, taxed for year, £125. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 684-234

STANDARD, £120; 1924, 11.4hp, 4-seater, lighting, starter, all-weather, excellent condition; cash or easy payments; exchanges. Wilkins Simpson, opposite Olympia, London. 684-h424

STANDARD 1925 11hp Piccadilly saloon, balloon tyres, perfect condition, £195. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 684-288

STANDARD, new (shop-soiled), Piccadilly saloon, £215; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 684-354

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

STANDARD, 1924, 11.4hp, all-weather 4-seater, dynamo and starter, £100; fully equipped, licensed and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. 'Phone, Museum 3081. 684-353

STANDARD, Harold Simons. See "Miscellaneous Cars." 684-x58

STANDARD, Hydethorpe Motors, of 31a Hydethorpe Rd., Balham, offer the following Standards for sale or exchange; deferred terms. 'Phone, Streatham 3440.

STANDARD, 1924, 2-seater de luxe, blue, in excellent order, £98

STANDARD, 1923 (October), 4-seater all-weather, 11.4, paintwork, tyres, upholstery perfect, £84. 684-416

STANDARD, 11.4, 1924, 2-seater, double dickey, starter, all-weather screen, clock, speedometer, beautiful condition, £98; exchanges, terms. Alber Garage, Thornhill Rd., Earlsfield, S.W. Latchmere 4388. 684-432

STONELEIGH 3-seater, 1925-24, dynamo lighting, really good condition, any trial, £38. Lavatts, 105 Streatham Rd., Mitcham. 684-378

SWIFT, 1925, 10hp, 2-seater, excellent order, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. 'Phone, Wanstead 2593. zzz-172

SWIFT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2625. zzz-20

SWIFT, 1921, 10hp, 2-seater, double dickey, starter, lighting, speedometer, hardly used, guaranteed condition, £90. Maudes', 100 Gt. Portland St., London, W.1. 684-130

SWIFT 10. 3-5-seater, perfect, guaranteed, £95. Delofords, North Row, Marble Arch. 684-176

SWIFTS, F.O.C.H., Ltd., have several from £20. 5 Heath St., Hampstead (Tube Station). 684-159

SWIFT 1921, De Luxe, 2-seater, dynamo lighting, etc., perfect condition, £42 10s. H. Beasley, Lime Hey (Established 1900), 374 Euston Rd., Museum 7600. 684-142

SWIFT, 1925-24, 10hp, chummy, lighting and starting, all-weather equipment, in tip-top condition externally and mechanically, 80 guineas, 51 Upper Richmond Rd., East Putney. 684-x44

SWIFTS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-221

SWIFT, 1921, 10hp, 2-seater and double dickey, starter and lighting, almost new tyres, exceptional condition, any trial, genuine bargain, £55, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 684-518

SWIFT, 2-seater, 1914, 7.9hp, 3 speeds and reverse, electric lighting, side screens, usual equipment, in exceptionally good order throughout, £14 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 684-h394

TALBOT 1925 10-23hp (£9 tax) 2-seater and sunk-in dickey, condition throughout equal to new, taxed, £166 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-439

TALBOTS. See page 25. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 684-225

TALBOT, H. F. Edwards offer 1924 10-25, 4-door saloon, completely equipped, painted maroon with cord upholstery, exceptional condition, 250 guineas. Below.

TALBOT 1925 10-25 4-seater, completely equipped, rigid all-weather equipment, excellent condition, 120 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-261

TALBOT, £95, 1925, 8hp, 2-seater, sound order. Arthur Stuart and Co., 16 Little Portland St., W.1. 684-425

TALBOT, 1925, 10-25, 2-seater, magnificent little car, hardly used, cost £350, sale price £225. London Car Exchange, 27 Queen's Mews, Queen's Rd., Bayswater (rear Whiteley's). Park 924. 684-410

TALBOT-DARRACQ, £79 15s., late 1922, 8-18hp, 2-seater, dickey, lighting, starter, 5 lamps, all-weather, insured till May, 1926, exceptional bargain, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 684-b41d

WOLSELEY, 1924, 4-seater, like new throughout and complete, real bargain, £120; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 684-153

WOLSELEY, 10.5, 2-seater, dynamo lighting and starting, late model, excellent condition, any trial, price £75. Auto Galleries, 378-80, Euston Rd., N.W.1. 'Phone, Museum 6140. 684-147

WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2625. zzz-21

WOLSELEY, 11-22hp, 1924, 2-seater de luxe, condition as new, taxed, £145. Ratcliffe Bros., 200 Gt. Portland St., W.1. 684-193

WOLSELEY, 1921, 10hp, 2-seater, tax paid, excellent condition, £80, deferred or part exchange. George Newman and Co., 369 Euston Rd., London. 684-245

WOLSELEY, H. F. Edwards offer 1924 10hp de luxe 2-seater and dickey, completely equipped, leather upholstery, superb condition, 125 gns. Below.

WOLSELEY, 1923, 10hp 2-seater, sunk dickey completely equipped, starter, clock, speedometer, excellent condition, 104 gns. Below.

WOLSELEY, 1923, 7hp 2-seater, completely equipped, starter, excellent condition, 72 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-258

WOLSELEY, £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details, "Motoring Out of Income." Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 384-587

WOLSELEY. Harold Simons. See "Miscellaneous Cars." 684-x59

WOLSELEY 7, May, 1925, excellent condition mechanically, body, tyres, starter, electric light, wide 2-3-seater, £68, no offers; London. Box No. 3352, care of "The Light Car and Cyclecar." 634-h396

WOLSELEY-STELLITE, 10hp, attractive 2-seater, perfect, 29 guineas, Shearn, 16 Perrymead St., Fulham. 684-h392

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1921 ERIC-CAMPBELL, 1921 Rover 8 breaking up, all parts for sale. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 684-269

G.N. spares. Every part in stock, trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 'Phone, Headingley 480. Wire, "Trubie, Leeds." zzz-497

KINGSBURY JUNIOR and Rob Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W.2. 692-480

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A.C., 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum zzz-308 7741.

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A.C. cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. 'Phone 2623. zzz-12

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AUSTIN 7s. Moss's Agencies for Austin 7s. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-775

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NEW LIGHT CARS AND CYCLECARS

(continued).

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Normand Garage, Ltd., will arrange part exchange; deferred payments. Write for our service guarantee. Normand Garage, Ltd., Authorized Agents, 92 Gloucester Rd., S.W.7 (5 doors from station). Phone, Kensington 8940. zzz-804

AUSTIN distributors for West Hants and East Dorset. Imperial Motors, Ltd., 187 Old Christchurch Rd., Bournemouth. zzz-651

AUSTIN. Car Mart, Ltd., are London Distributors and can give earliest deliveries of all Austin 7 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 1620. Museum 2000. zzz-814

AUSTIN. Ratcliffe Bros. Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-985

AUSTIN 7. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-461

AUSTIN. Jackson's Garage, Guildford. Phone 345. Immediate delivery from stock 1926 models. zzz-452

AUSTIN 7. Immediate delivery 1926 models, blue or grey. Crow Bros., Guildford. Phone 434. 687-823

AUSTIN. F.O.C.I., Ltd. Immediate delivery; exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station.) 684-162

AUSTIN 7, immediate delivery, family model, new 1926 improved type, electric starter, speedometer, balloon tyres, shock absorbers, colour blue or grey £149; sports 2-seater, £159; any motorcycle or sidecar taken part exchange, balance cash or deferred; distance immaterial. Buy from the city where the Austin is made. Colmore Depot, 51 Colmore Row, Birmingham. 684-159

AUSTIN 7s. Immediate delivery; cash, exchange, or easy payments. Maudes', 100 Gt. Portland St., London, W.1. 684-125

AUSTIN car, purchased from Mebes and Mebes (Established 1893), the authorized agents, is a sound investment, and any model can be supplied on deferred terms to suit individual requirements over a period of 1, 2 or 3 years. If you are the owner of a car at present, let us quote you for this in part exchange. Most models on view. 144 Gt. Portland St., W.1. Museum 4244. 684-225

AUSTIN, in stock, 1926, 7hp, electric starter, speedometer, £149; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 684-186

AUSTIN 7hp Burgley sports model 2-seater. The prettiest sports car on the road. Call or write for pamphlet to Wilson Motors, Austin Agents, 7 Eccleston St., S.W.1. Victoria 1366. 688-133

AUSTIN. Boon and Porter, Ltd. 1926 models in stock for immediate delivery. Improved family model, 7hp, £149. Exchanges and deferred terms to suit your convenience. Within 5 mins. of Olympia. 159-161 Castelnau, Barnes, S.W.13. 684-338

AUSTIN. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 684-355

AUSTIN 7. Finchley Motors, authorized agents. Exchanges, deferred payments. 132 High Rd., E. Finchley. Phone 2338. 684-391

CALTHURPE. Jackson's of Croydon, main agents. Specialized repairs. Park St., Croydon. Phone 2023. zzz-836

CALTHORPE. Mebes and Mebes (Established 1893), sole distributors London and 25 miles radius, have on view and for immediate delivery—10-20hp, 2-seater, £215; 10-20hp, saloon, 4 doors, £275; early delivery of all other models. Always on hand, few demonstration and second-hand models at greatly reduced prices. The car that the connoisseur seeks. Deferred terms and exchanges. 144 Gt. Portland St., W.1. Museum 4244. 684-227

CITROEN. Expert advice; easy deferred terms. Second-hand cars and motorcycles taken in exchange. Young's, Ltd., The Parade, Kilburn, N.W.6. zzz-138

CITROEN. Ratcliffe Bros Citroen 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-987

CITROEN. Immediate delivery 1926 models. Jackson's Garage, Guildford. Phone 345. zzz-453

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CITROEN, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum zzz-831

CITROEN. Cloverleaf model, 7hp, just arrived from works, immediate delivery, £145, cash or easy payments; any motorcycle or car part exchange; highest price allowed, delivery and collection anywhere. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 684-408

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11hp 4-seater, delivered on payment of £13 8s. 4d. down and 17 monthly payments of £13 8s. 4d.
11.4hp saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d.
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McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. Clissold 6628. 684-447

CITROEN cars. Mears and Bishop, Ltd., specialize in these good cars, being large direct contracting agents. Immediate delivery from stock of 11.4hp and 7hp models. Exchanges arranged in any part of the country, delivery and collection by us at our expense. Let us know your requirements. Deferred terms if desired. Mears and Bishop, Ltd., 226a and 227 Hammersmith Rd., London, W.6. Three minutes from Hammersmith Broadway. Phone, Riverside 2250. 684-292

NEW LIGHT CARS AND CYCLECARS

(continued).

CITROEN. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 684-356

CLYNO cars. South London. Titjen and Hillier, authorized agents, 110 Woodvale, Honor Oak, S.E.23, Sydenham 2432. 1926 cars from £162 10s. Repairs and service after purchase; exchanges and deferred terms. Call and inspect the latest models. zzz-170

CLYNO. 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum zzz-832
Restall Garage, authorized agents. Immediate delivery and genuine service. 241 Lower Clapton Rd., E.5. Clissold 3162. 723-150

CLYNO. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-463

CLYNO cars. North-east London.

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CLYNO. Sole city agents, Elce, Ltd., 11-15 Bishopsgate Ave., Cammelide St., E.C.3. Phone, Avenue 5548. zzz-498

CLYNO. P.O.C.H., Ltd. Immediate delivery; exchanges, easy payments, 5 Heath St., Hampstead. (Tube Station.) 684-163

CLYNO, ex stock, cash, exchange, or easy payments. Maudes', 100 Gt. Portland St., London, W.1. Also Exeter and Cardiff. 684-126

CLYNO car purchased from Mebes and Mebes (Established 1893), the Clyno specialists, is a sound investment, and any model can be supplied on deferred terms to suit your own individual requirements. Most models on view for immediate delivery, including the 11hp 4-door saloon, £245. If you are at present the owner of a car let us quote you for this in part exchange. 144 Gt. Portland St., W.1. Museum 4244. 684-226

CLYNO cars. For trial car, phone Reg. 986. Deferred terms, part exchanges. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, Reg. 986. 684-402

CLYNO 11hp 2-seater, delivered on payment of £10 17s. 3d. down and 17 monthly payments of £10 17s. 3d.
11hp, Royal 4-seater, delivered on payment of £13 14s. 9d. down and 17 monthly payments of £13 14s. 9d.
11hp saloon, delivered on payment of £15 13s. 1d. down and 17 monthly payments of £15 13s. 1d.
All with front-wheel brakes.
Other models on pro rata terms.

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CLYNO. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 684-357

CLYNO. In stock, 1926 model, 11hp, 2-seater, f.w.b., balloon tyres, £170. W. G. Nicholl, Ltd., 50 Whitcomb St., Leicester Square. Reg. 3116-7. 684-300

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ERIC-CAMPBELL. J. F. Edwards offer immediate delivery brand-new 1926 model 8-20 chummy, fully equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, 139 gns.; finest value ever offered. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 684-260

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FIAT, 7hp. Early delivery, deferred payments. Corbushley and Son, Station Garage, Macclesfield. Tel. 349. zzz-610

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FRAZER-NASH cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Outley Rd., Leeds. 690-526

FRAZER-NASH. Cleverlys, Ltd., West End distributors. 1926 models in stock, immediate delivery. 175 Cleveland St., W.1. (by Gt. Portland St. Station) Museum 4232 684-429

G.W.K. Sole London concessionaires. Try the new £159 model. Deferred terms, part exchanges. Brompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel., Kens. 7274); Service Depot, 107 King's Rd., Chelsea (Tel., Kens. 410). 696-178

GWYNNE 8. Earliest deliveries of 1926 models can be obtained from Chinery, Gwynne specialist, Olympia Motor Co., 1 Hammermith Rd., Kensington. Phone, Western 3568. zzz-564

GWYNNE 9, 1926, 4-seater, in stock, £225; luxurious model. The finest light car ever built. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Reg. 986. 684-401

HUMBER. Official agent, Burt, of Trinity Rd., Balham. Preferred terms and exchanges. T.N., Battersea 1528. zzz-930

HUMBER. Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 9-20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-816

HUMBER. Ratcliffe Bros. Humber 9hp 2-seater and 4-seater models, £260, early delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-986

HUMBER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum zzz-834

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NEW LIGHT CARS AND CYCLECARS

(continued).

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HUMBER. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 684-359

JOWETT cars, 1926 models and prices. 2-seater, £150; chummy, £160; full 4, £167; saloon, £200. All models have starters and balloon tyres. Main agents. Tele. Museum 6626. A.B.O., 166 Gt. Portland St., W.1. zzz-526

JOWETT. Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

JOWETT Service Station (London). Main agents and specialists. All models, trial runs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-92

JOWETT. Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialists in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, zzz-846 2965-6.

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LACONDA. Jackson's Garage, Guildford. Phone 345. Immediate delivery 1926 models from stock. zzz-454

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LACONDA. T. H. Wright, The Leading Lagonda Agents. All models actually in our showrooms for immediate delivery; deferred payments and part exchanges gladly arranged. T. H. Wright, Ltd., The London Agents, 12 Upper Saint Martin's Lane, W.C.2. Phone, Regent 5070-1. 684-386

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NEW LIGHT CARS AND CYCLECARS

(continued).

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MORGANS at Clark's. All model Morgans in stock for immediate delivery; exchanges or deferred. Official agents in West London, 225 Hammermith Rd., W.6. Phone, Riverside 3327. 684-415

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RENAULT, 1926 cars; exchanges and deferred terms. East Cheshire Agents, Corbishley and Son, Station Garage, Macclesfield. Tel 349. zzz-809

RENAULT. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 684-364

RENAULT. F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station.) 684-164

RHODE. Godfrey's, Ltd., sole distributors for the London area, invariably have full range of models in stock for immediate delivery. Call for demonstration or write for catalogue. Deferred payments, exchanges, free tuition. 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-464

RHODE cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 690-527

RHODE. Full value allowed for your car. Balance to suit you. The Light Car Co., 404 Euston Rd., N.W. Museum 3081. 684-365

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ROVER. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-465

ROVER. Jackson's Garage, Guildford (Phone 345), can give immediate delivery 1926 models from stock, including Sports model with dickey. zzz-455

ROVER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-836

ROVER. Immediate delivery from stock of all models, 9-20hp, prices from £185; exchanges, easy terms, etc., arranged. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Phone, Kensington 3698. 692-751

ROVER. Boon and Porter, Ltd., For best deliveries. Exchanges and deferred terms. 159-161 Castelnau, Barnes, S.W.13. 684-340

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SALMSONS. Northern distributors, the Salmson specialists, Holgate, Legat and Co., Accrington. 690-915

SALMSON, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-837

SALMSON. Gordon Watney and Co., Ltd., sole London distributors, all models in stock, specialists in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-847

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SENECHAL, 1926 models, 2-seater sports £240, 3-seater sports £245. Exchanges. Deferred terms. Cars always on view at the showrooms of the sole concessionaires for Great Britain. A.S.C., 166 Gt. Portland St., London, W.1. zzz-927

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SINGER cars. The new London showrooms always have on view a complete range of all models. Any make of car taken in exchange. Special deferred-payment arrangements. Write for brochure. Sole London distributors to the trade. H. B. Cook, Ltd., 202 Gt. Portland St., W. Museum 8666. zzz-310

SINGER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-838

SINGER. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-466

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NEW LIGHT CARS AND CYCLECARS

(continued).

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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 1620. Museum 2000. zzz-815

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STANDARD car purchased from Mebes and Mebes (Established 1893), the authorized agents, is a sound investment, and it can be supplied on deferred terms to suit your own pocket. If you are at present the owner of a car, let us quote you for this in part exchange. Early delivery at the present time assured. 144 Gt. Portland St., W.1. Museum 4244. 684-229

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SWIFT light cars. Get in touch with Sam. E. Clapham, 27 Stockwell St., Greenwich, S.E. 10. zzz-862

SWIFT cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-15

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TALBOT cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 690-525

WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-16

WOLSELEY, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum zzz-839 7741.

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MISCELLANEOUS LIGHT CARS AND CYCLECARS

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MISCELLANEOUS LIGHT CARS AND CYCLECARS

(continued).

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I EXCHANGE motorcars.

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SMALL 2-seater Bon-V-Car, sound condition. 10hp twin fan-cooled Precision, 4-speed gearbox, short chain drive, 5 disc wheels, accessories, etc., any trial, bargain, £28. C.F.B., 17 Beckwith Rd., Dulwich, S.E.24. 684-801

F.O.C.H., LTD., for new and reliable second-hand cars; exchanges and deferred payments. 5 Heath St., Hampstead (Tube Station). Weekdays 9 till 8.30; Sundays till 2.50. Phone, Hampstead 5752. 684-171

THREE bargains. Bebo Peugeot, 1916, £25; Stellate, 1914, 2-seater, dynamo lighting, £25; Lecov-Blackburne cyclecar, new Dunlop cords, wire wheels, 1922, hardly used, £50. South Ealing Garage, 2 min. South Ealing Dist. Ealing 2985. 684-555

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BARGAIN-TIME at Downham road.

HAROLD SIMONS has removed to larger and very accessible premises at 29 Downham Rd., Dalston, N.1 (opposite Kingsland Fire Station), Clissold 7061, and offers the following as a special advertisement of the new premises. Each car is open to expert test and examination, and is of very smart appearance:—

LATE 1921 Wolseley 10 de luxe model 4-seater, self-starter, dynamo lighting, clock, speedometer, all-weather equipment, extra air spring gaiters, screen wiper, oversize tyres, electric and bulb horns, etc., various extras, taxed, leather upholstery, £78, deferred.

1922-1923 **WOLSELEY 10,** 2-seater, double-sunk dickey, de luxe model, self-starter, dynamo lighting, speedometer, all-weather equipment, screen wiper, electric and bulb horns, oversize tyres, etc., various extras, taxed, £88; deferred.

LATE 1921 A.C., 4-seater, self-starter, dynamo lighting, clock, speedometer, rear screen, screen wiper, oversize tyres, spring gaiters, electric and bulb horns, revolution counter, temperature gauge on dash, 2 spare wheels and tyres, etc., £92 10s.; deferred.

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1923 **ROVER 8,** 2-seater, full equipment, £45.

1920 **SINGER** 2-seater, dickey, self-starter, etc., £45.

1924 **BELSIZE-BRADSHAW,** 2-seater, dickey, self-starter, etc., £78.

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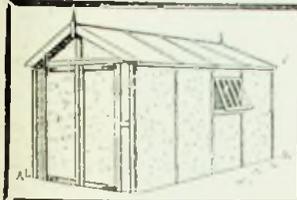
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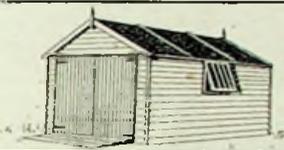
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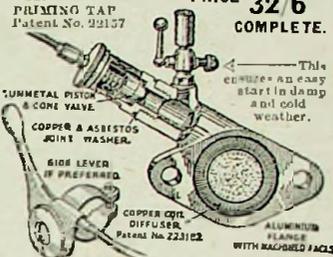
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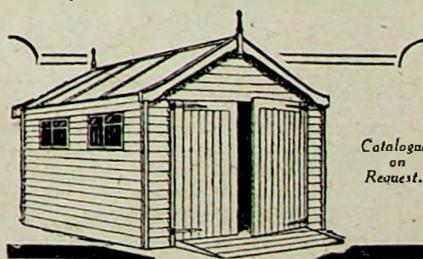
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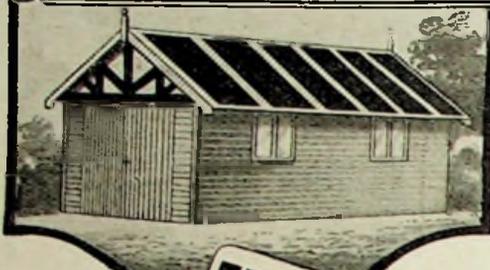
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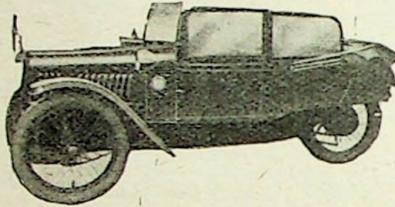
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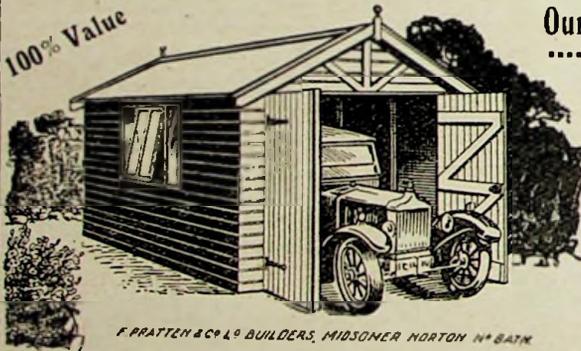
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