

"THE LIGHT CAR and CYCLECAR," Friday, October 2, 1925.

The Light Car and Cyclecar

3^d

COMPLETE
REPORT of
The 200-Mile
RACE

FIRST
SHOW
NUMBER

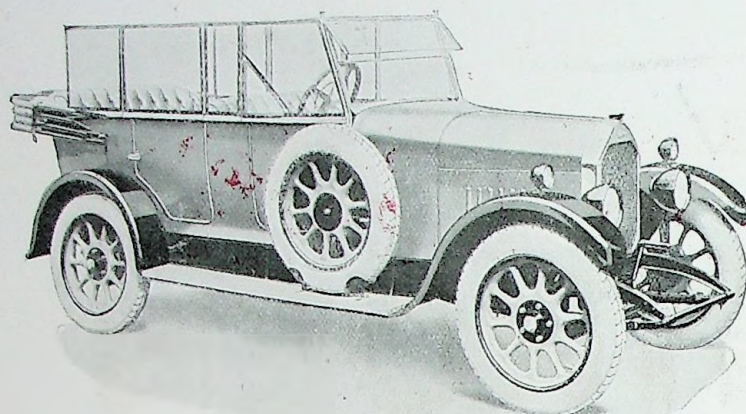


The Austin Seven

"PLEASURE
IN PENNIES."

STAND No. 211, OLYMPIA.

The AUSTIN MOTOR Co., Ltd.
LONGBRIDGE by BIRMINGHAM.
London: 479-483, OXFORD STREET, W.1.
(Near Marble Arch.)



A NEW LIGHT TOURING MODEL

In view of the growing demand for a high-class light touring four-seater Humber, of a larger type than the 8/18 h.p. Humber, a 9/20 h.p. car has been introduced, and this entirely displaces the 8/18 h.p. model. The chassis is on somewhat similar lines to those of the model it supersedes, but it possesses a longer wheelbase and a wider track, the wheelbase being increased to 8 ft. 6 in. and the track to 4 ft. 0 $\frac{3}{4}$ in. The ground clearance of 8 $\frac{1}{2}$ in. remains the same. The bore of the engine has been increased by two millimetres, so that the dimensions of the 9/20 h.p. engine are 58 mm. x 100 mm. (1056 c.c.), R.A.C. Rating 8.35 h.p., the tax being £9.

9/20 H.P. 2-3-seater (with dickey seat) £260
 9/20 H.P. 4-seater Touring Body - £260
 9/20 H.P. 4-seater Saloon - - £315

The two last named will be on
 View at Olympia, Oct. 9-17

STAND 213

*We cordially invite you to inspect them.
 Dunlop Tyres Standard.*

HUMBER LIMITED, COVENTRY.

LONDON—West End Showrooms: 94, New Bond Street, W.1. Export Branch Office: 32, Holborn Viaduct, E.C.1. Repair Works and Service Depot: Canterbury Road, Kilburn, N.W.6.
 Australasia: South British Building, O'Connell Street, Sydney, N.S.W.

Intending Purchasers from abroad when visiting London are invited to call at our Export Branch Office, 32, Holborn Viaduct, E.C.1, where they will obtain full information regarding shipment of models, etc., to all parts of the World.

Here it is!

CITROËN

New Season's

PROGRAMME & PRICES

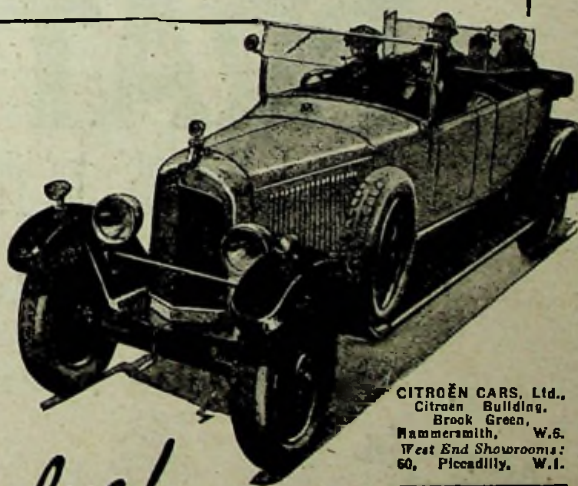
Effective 11th September, 1925.

7.5 h.p. 3-seater Clover- leaf - - - - -	£145	11.4 h.p. French Body 3-seater Occasional -	£165
7.5 h.p. Coupe - - -	£155	11.4 h.p. French Body 3-seater Cloverleaf -	£180
11.4 h.p. English Body 2-seater (with Dickey) -	£205	11.4 h.p. French Body Saloon (All Steel) - -	£245
11.4 h.p. English Body 4-seater - - - - -	£210	11.4 h.p. French Body Coupe 3-seater - - -	£275
11.4 h.p. English Body Coupe (with Dickey) -	£290	11.4 h.p. French Body Landaulette - - -	£295

11.4 h.p. English Body
4-seater.

£210

**Stand 29
OLYMPIA**



CITROËN CARS, Ltd.,
Citroën Building,
Brook Green,
W.6.
West End Showrooms:
60, Piccadilly, W.1.

Supreme Value!

Send for Citroën Book 18.



K300

Britain's World-Record Breakers

Photos by permission
of the "Autocar."



Capt. J. R. Duff.

Another

Great British Car Triumph

on

PRATTS

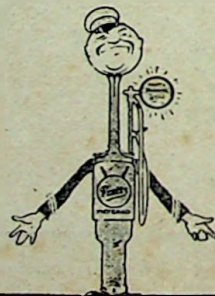
Capt. J. R. Duff with his companion
established a new 24 Hours' Speed
Record, Driving Capt. Duff's

3-Litre Bentley Car

using only Pratts at an average speed of

95 Miles Per Hour

*Best for
Bentley
and best
for You!*

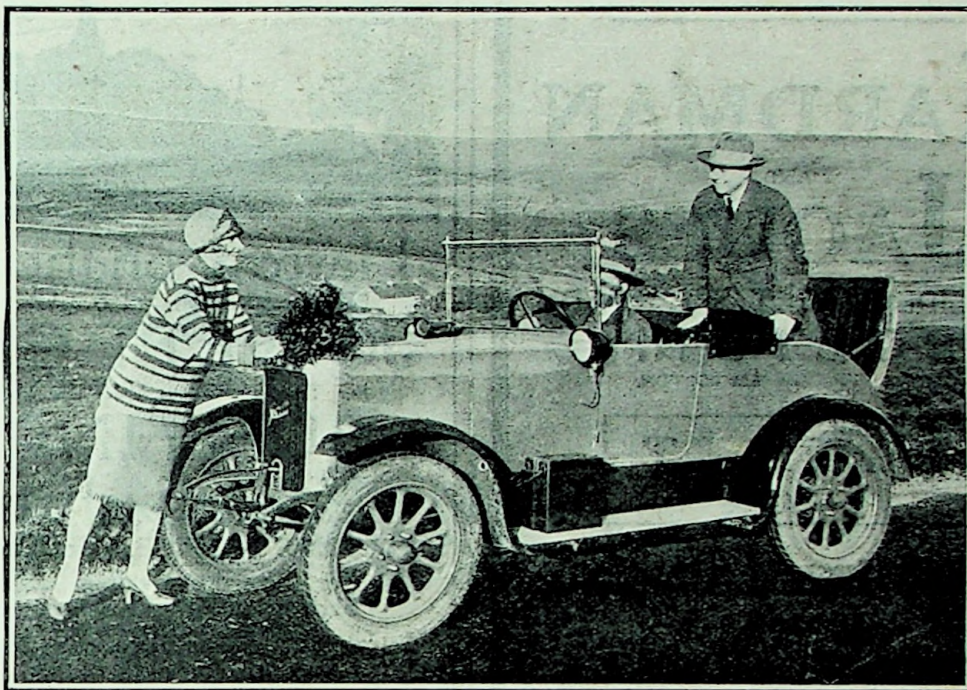


*Also
On Top in
all
Road Tests*

D.A. 591

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

HEATHER FOR LUCK, JOWETTS FOR JOY.



There's Joy in Jowett ownership
and luck as well.

Joy in life, for the Jowett brings
an added zest, and surely he who
is joyful is lucky.

Make sure of joy and good luck
for 1926. Buy a 7 h.p. Jowett.

Two-seater £150 Light Four £160
Full Four - £167 Saloon - £200
Complete with Starter and Balloons.
May we send you our Catalogue?

For Olympia Show,
Make a note of our Stand No. 98.

JOWETT CARS, IDLE, BRADFORD.

JOWETT
Agents

HARDMAN AND JAQUES

GARSDIE STREET, SPA ROAD,
BOLTON.

'PHONE 559 BOLTON.

JOWETT
Service

Our Representative at the
JOWETT STAND will give you full attention

1926 MODELS.
IMMEDIATE DELIVERY.

FAMED.



Harrow-on-the-Hill

For Its Natural Beauty, Its School, Its Eminence.

JOWETT CARS

For Their Marvellous Value and Long Life.

BUNTING'S

Motor Exchange,

MASON'S AVENUE, WEALDSTONE.

For Straight Dealing, Efficient
Service, and Easy Payment Terms.

Entrust your Jowett order with Bunting's and
be more than satisfied. 'Phone: Harrow 193.

The **Jowett** Car

is always on view and ready
for demonstration at our

PRESTON AGENTS



Telephone No. 1288 (3 lines)

who specialise in

**EXCHANGE DEALS
and HIRE PURCHASE**

*100 Cars actually in Stock.
New and Slightly Used.*

SEND FOR LISTS.

Scottish Buyers

Can Get Best Service

For Cash, Exchange, or by
DEFERRED PAYMENTS—at

ALEXANDER'S



*The Home
of the Jowett
in
Edinburgh.*

113-115, Lothian Road, Edinburgh.
339, Union Street, Aberdeen.

"The House of Good Service."

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

JOWETT CARS

with service unequalled
from
Sibson's Garage

Wellington Street
LEICESTER

MAIN DEALERS FOR DISTRICT.

BUY YOUR JOWETT
from the firm that specialises in this
REMARKABLE Car.

IT PAYS US TO
SPECIALISE—
AND IT PAYS
YOU, TOO!

OUR REPAIRS CHARGES ARE
EXTREMELY REASONABLE.
(e.g. Decarbonising £1 only.)

Hence:—

Buy the car that needs few repairs,
from the firm that serves you well.

Agents:
NORTH RIDING HAULAGE CO., LTD.,
CLARENCE ST. YORK.

JOWETT CARS IN OXFORD

An inspection of these famous cars
at our extensive showrooms will
give you a wider choice of selection
in the purchase of your car. :: ::

**DEFERRED PAYMENTS.
EXCHANGES.**

City Motor Co., Ltd.
Head Offices and Showrooms—
Gloucester Street, OXFORD.

Phone:
689.

Wires:
"Motors, Oxford."

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.

O. D. CARS, LIMITED, BELFAST.

THE OLDEST IRISH AGENTS FOR JOWETT LIGHT CARS.

We have fostered Jowett Sales in Belfast since the time when few people would credit the ability of a 7 h.p. to do more than an 11.9 h.p.

This fact is freely acknowledged to-day.
Then why buy a bigger car? Seven suffices.

OUR REPRESENTATIVE ON STAND 98
WILL BE PLEASED TO DESCRIBE ALL
JOWETT FEATURES AND ARRANGE A
DEMONSTRATION IMMEDIATELY YOU
RETURN TO THE BELFAST DISTRICT,
OR ANY OTHER PART OF N. IRELAND.

2-Seater,
£150

Light 4,
£160

Full 4,
£167

Saloon,
£200

All models complete with double Screen, Balloons and Starter.

O. D. CARS, LIMITED, BELFAST.

When visiting
Newcastle-on-Tyne
see all

Jowett

Models at

TRAVERS LTD
MOTOR SPECIALISTS

NEW MARKET STREET,
NEWCASTLE - ON - TYNE.

Grams: "Mocar." 'Phone, Central 612.

IF FIRST COST, ECONOMY AND RELIABILITY ARE ESSENTIAL
WE RECOMMEND JOWETT CARS.

JOWETT CARS



THE
AUTOMOBILE
SERVICE COMPANY, LTD.,

166, GT. PORTLAND ST., W.1.

TELEPHONE MUSEUM 6626

AFTER handling Jowett Cars for the past three years in the West End of London, we look forward with enthusiasm to the 1926 season, knowing we have the finest car to offer——and the price is right.

For Jowetts.

THE AUTOMOBILE SERVICE CO., LTD.

Service is 30% of our name, but 100% of our policy.

Jowett Cars

BUY DIRECT FROM

F.O.C.H.

All Models in Stock.

LONDON'S JOWETT DEPOT

PRIVATE SALES ANYWHERE IN GREAT BRITAIN.

Exchanges and Deferred Payments

(A Straight Deal is a GREAT DEAL)

FREE

Demonstrations.
Driving Lessons.
After-Sale-Service.

F.O.C.H. LTD

5, Heath Street, HAMPSTEAD, N.W.3.

*Phone: Hampstead 3752.

Hours 9-8.30. Sundays till 2.30.



Make your choice a

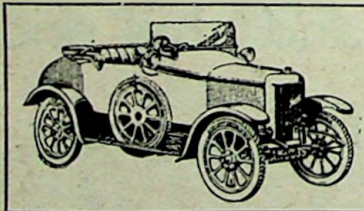
JOWETT CAR

7 H.P.

(Tax £7)

Inexpensive to Maintain. Ample Power for all Occasions.
:: Simple to Handle. :: :: Sturdy Construction. :::

2-Seater with Dickey	£150
Chummy (Light Four Seater) - - -	£160
4-Seater - - -	£167
4-Seater Saloon -	£200



All Models are equipped with Double Windscreen. Balloon Tyres, with Spare. Self-starter, Speedometer, Tool Kit, and All-weather Side Curtains on open cars.

EARLY DELIVERIES OF ALL MODELS.

Distributing Agents for Durham County and Lowestoft.

Ask for our
Representative on
Stand No. 98.

UNITED

Automobile Services
LTD

RAILWAY STREET,
BISHOP AUCKLAND.
Tel. 178. Co. DURHAM.

THE TRIANGLE
GARAGE, HIGH ST.,
Tel. 440. LOWESTOFT.



ARE YOU "ON THE MAP"?

IF you live on this map (or indeed anywhere nearer Birmingham than London) you should save your Olympia expenses by inspecting the new Jowett Models at Hyde's, the only place outside Olympia where you can see the *full range of 1926 Jowetts*.

Hyde's are the Sole
Jowett Distributors
for the area shown
on the map.

See all the 1926
JOWETT
MODELS at

Hyde's

TOURING.

2-seater - £150
Light Four - £160
Full Four - £167
Saloon - £200

COMMERCIAL.

Traveller's Car on 2-seater chassis - £155
" " " 4-seater chassis - £170
Light Delivery Van (4 cwt.) - £155
Large " " (5 cwt.) - £170

18, John Bright Street,
BIRMINGHAM.

Telephone: MIDLAND 793.

DEFERRED PAYMENTS

12-15-18 months.

U. Send for LIST C.

FREE TUITION.

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

SAXON JEFFERIS

The Original Agents, guarantee delivery of

Jowett Cars

FULL RANGE 1926 MODELS ACTUALLY IN STOCK

Manchester

253, DEANS GATE.
Telephone: 4978 Central.

27, LOWER MOSLEY ST.
Telegrams: "Saxjeffris."

JOWETT
Cars.

All Models
in
Stock.

—
Trial Runs.



JOWETT Main Agents and Specialists

with a

JOWETT SERVICE STATION

Garage
Repairs,
Overhauls,
Bodywork,
Spares.

—
Deferred
Payments.



2-seater - - £150
Light 4-seater £160
Full 4-seater £167
Saloon - - £200

Includes double windscreen,
s/starter and Balloon Tyres.
Detachable Saloon and
Coupe Heads from £15-15-0



Specialists for SALOON and COUPE DETACHABLE HEADS.

Sole Agents for HUNGERFORD EXTRA AIR VALVE, 10/6 Post Free.

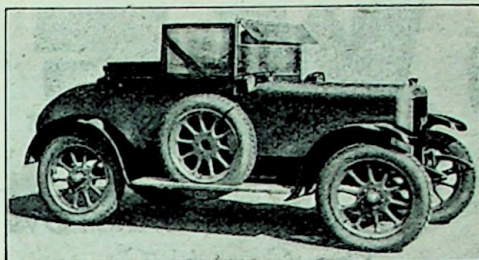
WESTMINSTER BRIDGE GARAGE

and Engineering Co., Ltd.,

5, Lambeth Palace Road, London, S.E.1.

(On South Side of Westminster Bridge)
Hop 5279.

"The little engine with the big pull."



2-Seaters.

4-Seaters.

Chummy
Bodies.

Saloons.

JOWETT CARS

Increased value for 1926 includes Balloon Tyres and Self-Starter.

Ask for our Representative at Stand 98, Olympia.

2-Seater, £150

4-Seater, £167

Sole Agents
for
Bournemouth
District.

PRIMAVESI MAULEVERER
____ & CO., ____

Sole Agents
for
Bournemouth
District.

204, Holdenhurst Road, Bournemouth.

HENRY BUTCHER, Ltd.

WELLINGBOROUGH ROAD,
ABINGTON PARK, _____

NORTHAMPTON

Main Agents and Specialists for
JOWETT CARS

*Latest Models
in Stock . . .*

*Trial Runs
Arranged .*

*Service After
Purchase . .*

*Full Range
of Spares .*

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

JOWETT



MR. FRED BARSTOW, of
The Central Garage,
LITTLEHAMPTON, a
WEST SUSSEX AGENT

Will be pleased to meet Sussex
Gentlefolk who are interested in
the "ECONOMY CAR" at the JOWETT
Stand No. 98, AV. L.M. at OLYMPIA.

NEW SEASON'S PRICES
from Sept. 1st, 1925.

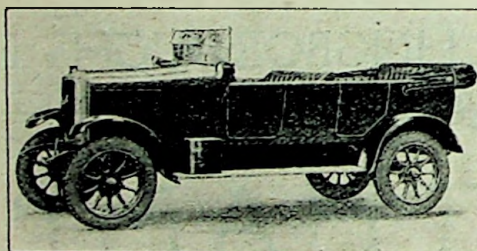
2-SEATER and DICKEY £150
LIGHT FOUR - - £160
FULL FOUR - - £167
SALOON - - £200

Fitted with Balloon Tyres and
Self-Starters.

CARS

JOWETT THE FIRST LIGHT CAR AND STILL UNEQUALLED

2-Seater - £150
"Chummy" £160



Saloon
4-Seater - £200

4-Seater—£167

ALL MODELS COMPLETE WITH STARTERS AND BALLOON TYRES.
You cannot motor for less than on a JOWETT.

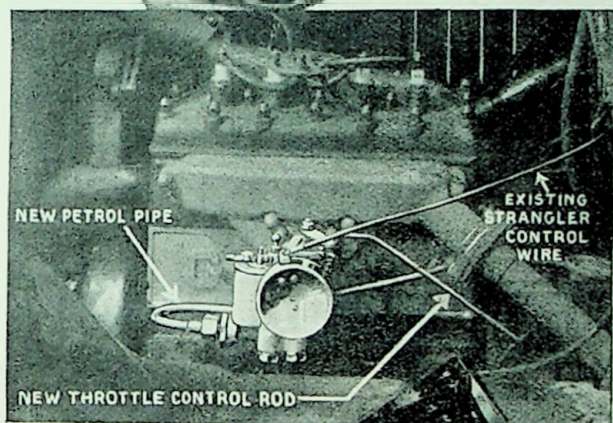
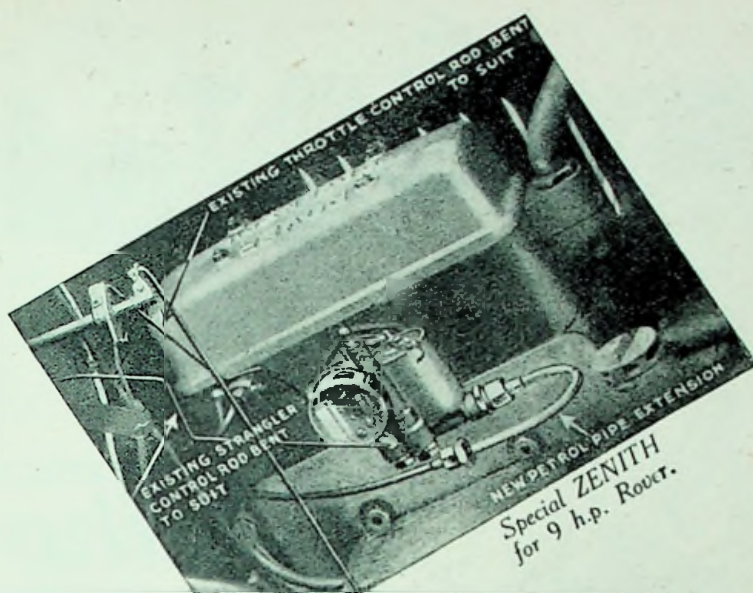
STAND No.
44
EDINBURGH.

See them on Stand Number 44 at the
SCOTTISH MOTOR EXHIBITION,
Industrial Hall—Edinburgh.

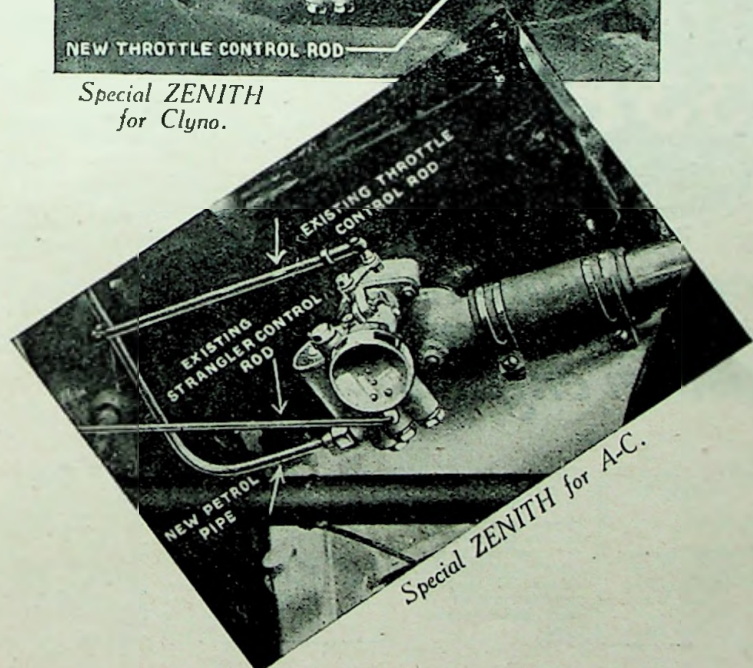
STAND No.
44
EDINBURGH.

D. McNEIL, Ltd., 144, Buchanan St., Glasgow, C.1

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



Special ZENITH for Clyno.



Light Car Owners

are assured of easy starting, lower petrol consumption, lower running costs, higher power and increased all - round efficiency by fitting a

ZENITH Carburetter

a special model or attachment of which is designed for practically every well-known make of Light Car.

Visit Stand 491

Olympia, Oct. 9—17

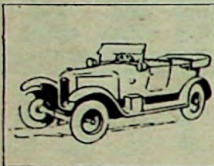
where the ZENITH is being practically demonstrated and where you can arrange to

have one on a month's trial

THE ZENITH CARBURETTER CO., LTD.,
40-44, Newman St., Oxford St., London, W.1.

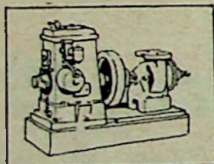
Telephone :
Museum 9106, 7/8/9.

Telegrams :
"Zenicarbur, Phone, London."



Light Cars

National Benzole Mixture is particularly suitable for light cars as it produces the greatest amount of power, greatest mileage and eliminates 'pinging'.



Stationary Engines

Minor engine troubles can be mainly overcome by the use of National Benzole Mixture and overheating deterred, more driving force is assured and greater economy effected.

**CALL AND SEE US AT
STAND**

NO

338

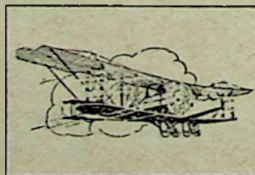
NEW HALL GALLERY

***The incomparable fuel
for all types of internal
combustion engines***



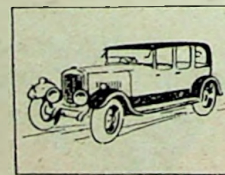
Tanks

Because great power is essential, National Benzole Mixture is used exclusively on the whole of the British Army Tanks.



'Planes

Benzole is now specified as a constituent of the aircraft fuel by the Air Ministry. National Benzole is supplied to meet two-thirds of their home requirements.



Cars

As has been conclusively proved by test on almost every type of car engine by individual users, National Benzole Mixture gives the greatest benefits of all fuels including more power, greater m.p.g., better hill-climbing, elimination of 'pinging', sweeter running and higher general efficiency.

NATIONAL BENZOLE COMPANY LIMITED

Telephone:
Victoria 9116
(6 lines)

Wellington House, Buckingham Gate,
LONDON, S.W. 1

Telegrams:
"Nahenzo, Sewest,
London."

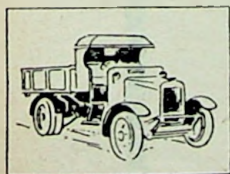
The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.

National Benzole Mixture

world's best motor spirit

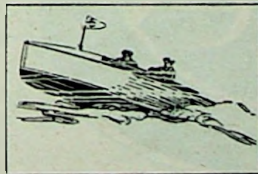
AT OLYMPIA

THIS year cars will be chosen with greater discrimination than ever. Having purchased a thoroughly reliable car National Benzole Mixture is logically the only fuel to use to maintain its highest efficiency. When the purchase of the car is completed, call at the National Benzole Company's Stand and learn more of the finest fuel of modern times — the factor that governs the standard of your car's performance.



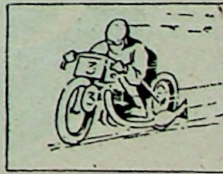
Lorries

Some of the largest users of Motor Transport in the country have found by practical test and comparison of figures that the best fuel is National Benzole Mixture and is consequently the most economical in the long run.



Motor boats

National Benzole Mixture is suitable for all types of Motor Boat engines and is being used with great success all around the coast.



Motor Cycles

For flexibility, power and speed nothing can compare with National Benzole Mixture. M.p.g. is increased, pinking eliminated and additional horsepower produced — unsurpassed for reliability and hill climbs where a dependable fuel is essential.

NATIONAL BENZOLE COMPANY LIMITED

Telephone:
Victoria 9116
(6 lines)

Wellington House, Buckingham Gate,
LONDON, S.W.1

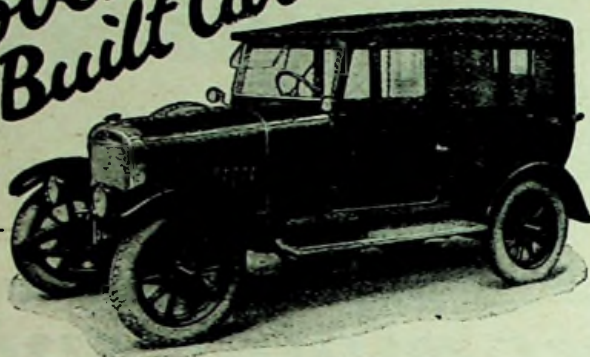
Telegrams:
"Nahenzo, Fewest,
London."

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

SEE THIS

*Famous
Coventry
Built Car*

FIRST



AT STAND 33

The name Cluley stands supreme for the quality of its engineering excellence. No better workmanship goes out of Coventry, the home of the British Motor Industry. That reputation is built into every Cluley Car and is YOUR surety of satisfaction on the road. It is a "preferred" car against the cheap appeal of "mass production." It has a quality and a clientele of its own.

It is made for those motorists who can appreciate quality. No doubt you are one of them.

MODELS and PRICES for 1926

10-20 h.p. All-weather, Two-seater £225

10-20 h.p. All-weather, Four-seater £235

Full particulars of Chassis and Body specification are given in our latest Catalogue. May we send you a copy, post free?

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

Established 1890.

**BUILT FOR
THOSE WHO**

**APPRECIATE
QUALITY**

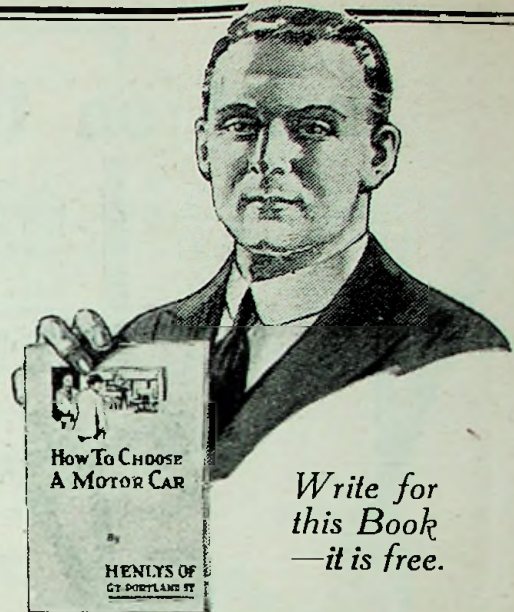


BRITISH—AND PROUD OF IT

H.B.

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

It will pay you to meet me at OLYMPIA



*Write for
this Book
—it is free.*

Here are Five Different Ways in which I can definitely help you :

Firstly. I am out to buy 500 used cars in part payment of new ones of any make. If therefore you have a used car to dispose of, be sure to see me or one of my salesmen if you want the highest price for it.

Secondly. I have again reduced 'Henlys Own' deferred payment charges. Financed entirely by Henlys, these terms enable you to purchase your car on the simplest and best plan yet introduced.

Thirdly. I have just produced a remarkable little book entitled "How to Choose a Motor Car." It contains much valuable information and it is sent free to all who care to ask for it.

Fourthly. There is Henlys unique Service - After - Purchase. Including a free quarterly inspection of your car, it definitely ensures the utmost economy of upkeep.

Fifthly. I invite you to choose any make of car and benefit by my unique terms and facilities. Stands Nos. 101 and 147 (Alvis and Swift) are my headquarters at Olympia. Here you will always find a Henlys man willing and ready to discuss any subject or problem—it will cost you nothing to get his views—and it may save you much time and more money—look for the badge 'Henlys' on the lapel of the coat.

That car you want—

Henlys have it

Write for list of 100 New and Second-hand cars in stock.

91 & 155 - - Great Portland Street - - W.1.

Telephone : Mayfair 4201 (Private Branch Exchange).

Super Garage and Service Depot - - - 7-13, Upper Gloucester Place.

ALVIS STAND No. 101

Remodelled and reduced in price the new Alvis has neither equal nor rival in its class. Capable of 5/70 miles per hour on top gear, it incorporates many remarkable patent features, and all models include overhead valve engines and 4-wheel brakes of exceptional power. A wide range of bodies is available and the prices range from £485 to £695 for the magnificent Saloon.

On no account miss the wonderful new Alvis on Stand No. 101.

SWIFT STAND No. 147

The 10 h.p. Swift has been greatly improved for 1926. It has more power, 4-wheel brakes, sloping screen, and in the case of the 4-seater, sliding front seats. As before, it is upholstered in real leather and painted by hand, and the price is only £235 for both 2 and 4-seaters.

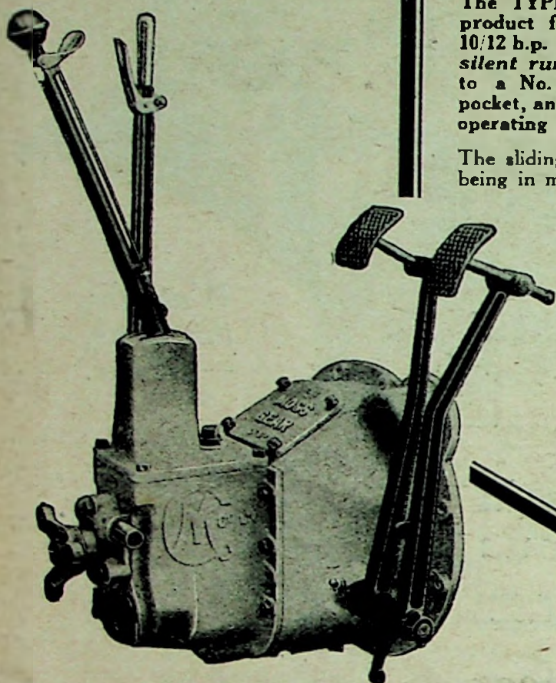
This new Swift will be one of the greatest centres of attraction at Olympia.

REMEMBER

Every Henlys' man at Olympia will wear a Henlys' badge on the lapel of his coat, and Henlys' headquarters are Stands Nos. 101 or 147.

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

Insist on this remarkable box



The TYPE R Three or Four-speed Box illustrated here is the latest product from the Moss factory and is eminently suitable for cars of 10/12 h.p. It is characterised by *extreme compactness, perfect rigidity, silent running and low weight*. Both Units are arranged to bolt up to a No. 4 or 5 S.A.E. standard engine end with or without starter pocket, and are supplied with clutch and brake pedals attached to clutch, operating suitable for any standard make of engine.

The sliding gears are locked and inter-locked in position to prevent two speeds being in mesh together, and operate on a ground splined shaft which corrects all torsional stress, etc., set up by hardening, and thus ensures a particularly silent box. Ball Bearings are fitted throughout except on the lay shaft, which is of the fixed type, the lay shaft gears running on renewable Phosphor-Bronze bushes. Both boxes are oil-tight, fitted with oil filler and drain plugs, and are arranged for positive speedometer drive by neatly enclosed spiral gears.

THE MOSS GEAR Co., Ltd.,
Aston Manor - Birmingham.

See our exhibit at the
CAR SHOW: Stand 270

See the

Hampton

BRITISH BUILT THROUGHOUT.

TWO-SEATER	- £290
FOUR-SEATER	- £310
COUPE - - -	- £345
4-DOOR SALOON	- £395
NEW DE LUXE	
FIVE-SEATER	- £325
4-WHEEL BRAKES STANDARD ON ALL MODELS.	

Full particulars from :-

STROUD MOTOR MFG.
CO., LTD.
Dudbridge, Stroud, GLOS.
LONDON SHOWROOMS:-

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

Telephone: Mayfair 5906.

Telegrams: "Aumarshano, Wesdo, London."

12 h.p. MODELS TAX £12

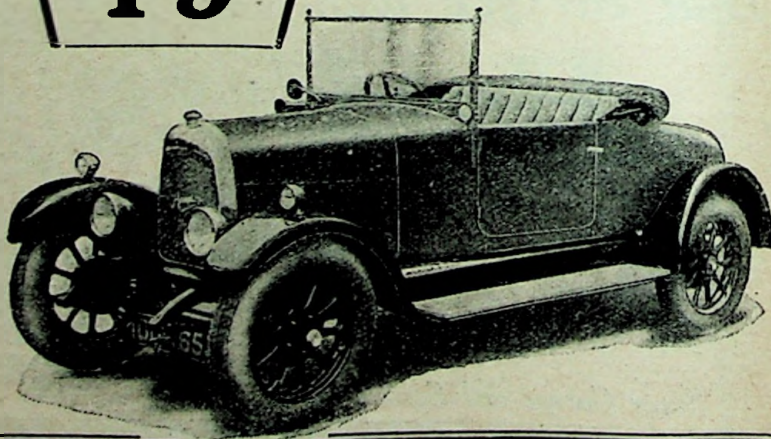
OLYMPIA
STAND

No.

19

*Cars of magnificent
performance, splendidly
equipped.*

Four speeds and reverse; right-hand control; Lucas electric starting and lighting; leather upholstery; 5 Dunlop Cord Balloon Tyres; pressed steel wheels; clock, speedometer, electric and bulb horns, screen wiper, driving mirror, jack, pump, to 15, etc.



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

G.W.K. Ltd.

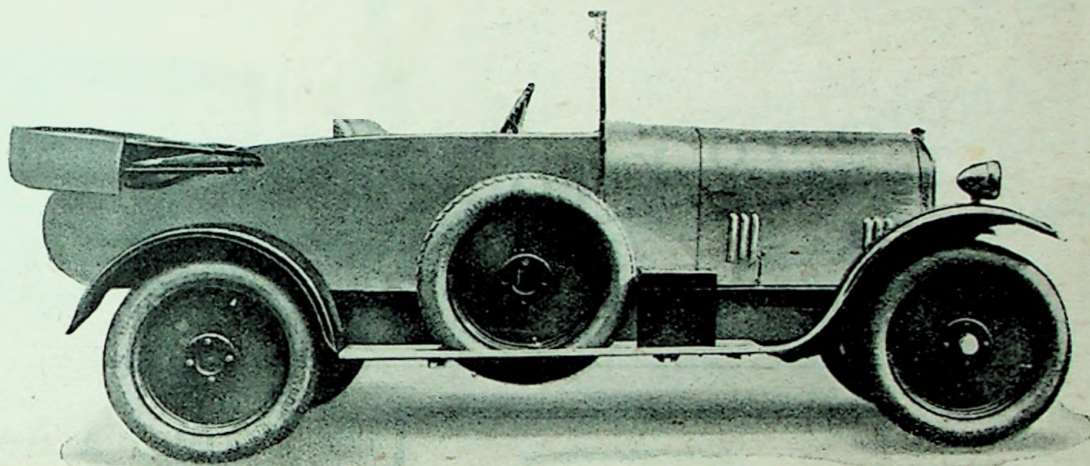
Cordwalles Works, Maidenhead

(Motor Car Manufacturers since 1911)

New 1926 Chummy Model

£159

Complete



Abbreviated Specification :

Engine—4-cyl., water-cooled, 10·8
Rating, 1,368 c.c.

Positive Gear Change four speed
forward and reverse.

Wheels—Disc.

Tyres—Low pressure 27 x 4·40.
Spare wheel and tyre.

Spring—Quarter elliptic, front and
rear.

Light - Electric, three lamps.

Starter—Electric, C.A.V.

Body—2-seater, with occasional
2-seater at rear, all-weather
fittings. Red, grey or brown
leather cloth outside finish and
black inside.

Family Car at a price below a Two-Seater

New models can be inspected at The Brompton Engineering
Co., 169, Fulham Road, London, S.W., during the Car Show.

|||||
Stand 52
|||||

Trial runs arranged for any
time during the 24 hours,
including week - ends.

Bayliss Thomas

IMPROVED COACHWORK ADDITIONAL EQUIPMENT and REDUCED PRICES for 1926

That Bayliss Thomas, the British "quality" cars, already offer wonderful value is an undisputed fact. This value has now been greatly enhanced by the reduction in prices—in one case as much as £34—and the all-round improvements to coachwork and equipment which characterise the 1926 models. We give below the range for next season.

*10/22 H.P. TOURING FOUR-SEATER	£235
*10/22 H.P. TWO-SEATER	£245
10/22 H.P. DE LUXE FOUR-SEATER	£265
*12/27 H.P. FOUR-FIVE SEATER	£295
*12/27 H.P. SALOON	£380

The four marked will be displayed on

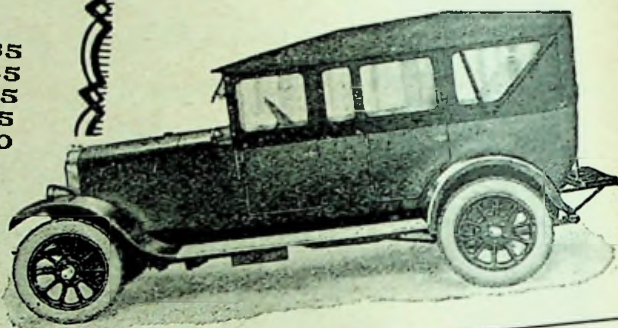
STAND No. 41 OLYMPIA
and you will be wise to take the opportunity of examining them
for you will find no better value anywhere.

BAYLISS, THOMAS & CO.

Proprietors:
THE EXCELSIOR MOTOR CO., LTD., Tyseley, BIRMINGHAM.
Telephones: 277-8 Acocks Green.
Telegrams: "Monarch, Haymills."

DISTRIBUTORS:

LONDON:
MEBES & MEBES.
144, Gt. Portland Street, W.1.



**COMFY ALWAYS
— ALL WAYS**

EASTING

CAST AWAY YOUR WRAPS

There is no longer any need to suffer the discomforts of an unprotected dickey-seat, when you can enjoy all the comfort of interior accommodation protected behind this Easting Dickey Seat Screen. Snug and warm, you will not feel the wind

whistling past you, or emerge blown about and dusty. No matter what distance you travel, your comfort will be complete. It is adjustable to a high or low position and is easily fitted to any make of car.

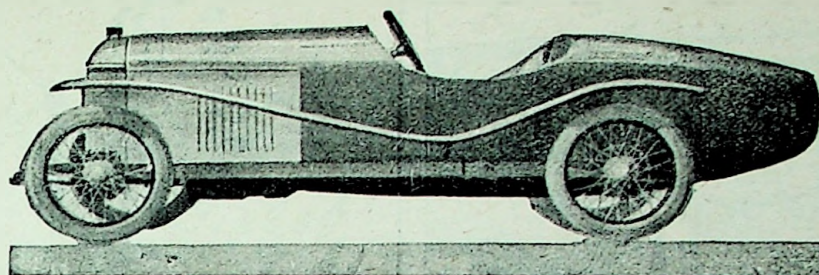
Write NOW for the special Dickey Seat Screen Leaflet giving full particulars. Obtainable through any Motor Agent or direct from **EASTING WINDSCREENS, LTD.,** COX ST., ST. PAUL'S SQUARE, BIRMINGHAM.
29, FOLEY ST., GT. PORTLAND ST., LONDON, W.1. All communications to be addressed to our Birmingham Office.

fit an **EASTING** **DICKEY SEAT
SCREEN**
3-15-0

H.P.

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

A22



Speed! Grace! Ease!

If it's a
SPORTS MODEL
it's an

AMILCAR

If it's an AMILCAR
it's

VERNON BALLS

That's the situation in a nutshell!

Orders for early delivery are now being booked up.
1926 Models, completely equipped in every respect,
can now be delivered in rotation fortnight after
ordering. : : : : Colour to choice.

WRITE OR CALL AT ONCE.

ALL MODELS MAY BE VIEWED AT

25, HIGH ST., FULHAM, S.W.6

Phone : Putney 1995

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

LITTLE STORIES OF SATISFACTION



"I'm glad I got a Singer"

"So long, Bill, and mind you see everything. But don't forget my Singer experience when you're deciding—9,000 miles in the last few weeks without the slightest mechanical fault or adjustment whatever.

"Petrol consumption works out at 35 m.p.g., and she'll cruise for ever with the speedometer at 35. Nippy as a cat on hills, she's a sheer joy in traffic—but you saw that for yourself coming here. And whenever you ask her she'll beat 50 m.p.h. on a good road.

"But take my tip and don't go *straight* to the Singer Stand. Look at some of the other cars first, and then compare the new Singer models at the Singer prices. That is the sort of test the Singer welcomes."

STAND 81 faces you as you enter Olympia



The Car that Looks After Itself

1926 MODELS and PRICES

(Including Four Wheel Brakes in every case)

10-26 H.P. SALOON
Limousine Body fully
enclosed with 4 doors
and 6 windows.

£280

Other Models:

"DeLuxe" 2-seater £225

"DeLuxe" 4-seater £225

Illustrated catalogue and
full specification sent on
request.

SINGER & CO., LTD., COVENTRY

London Showrooms: 202 GREAT PORTLAND STREET, W.1.

**Mazdas
are
dependable
all ways,
always.**

MAZDA
GASFILLED
BULBS



*Sold by all Garages
and Electricians*

2381

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

STIMULATE BRITISH TRADE BY BUYING A BRITISH CAR

ANNOUNCEMENT

THE Standard Motor Co., Ltd., will continue to manufacture the 11 h.p. range of machines which have been so eminently successful during the last three years. In addition, however, to vastly improved coachwork, equipment has been considerably added to and each machine will now be fitted with every accessory making for the comfort and convenience of the user. A choice of fawn, blue or crimson paintwork is offered with each machine. Excellence of finish and detail will be an outstanding feature. Prices as indicated below are considerably less than those of last year's models which they supersede.

11 h.p. Models:

Chassis	£185
"Coventry" 2-Seater	£225
"Knowle" 4-Seater	£225
"Piccadilly" Saloon	£255

Dunlop Cord Tyres (Balloon or Standard).

OLYMPIA, STAND 106

The All British
Standard

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



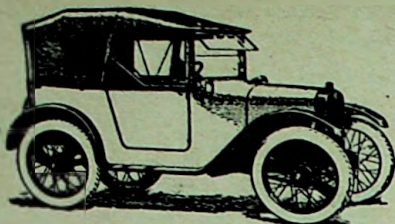
*Registered
 Trade Mark.*

"COUNT : THEM : ON : THE : ROAD"

A53.

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

A25



£31:4:0

secures delivery of a 1926
Model 7 h.p. Austin at

TAYLORS

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7
(ONE HUNDRED YARDS FROM SOUTH KENSINGTON STATION.)

There is no need to disturb your capital if you purchase upon our liberal

"ALL-IN" Policy Terms,

which includes Insurance, and any additional Accessories required. Here is an example which shows clearly how simply our plan operates.

7 h.p. AUSTIN	£149	0	0
Full Insurance Policy	7	0	0
		Total	£156	0	0
Deposit of 1/5th total (approx.)			£31	4	0
			£124	16	0
Interest on Balance only			6	4	10
		Total Balance	£131	0	10

Payable in 12 monthly instalments of £10 18 5
Special rebate allowed if paid in shorter period.

We are official contracting Agents for
all the most popular makes—including

AUSTIN STANDARD
CITROEN JOWETT
ROVER SINGER

ANY MAKE SUPPLIED

A postcard request will bring you our Buyers' Guide
showing our methods of business trading.

THIS WEEK'S SNIPS.

Morgan de 1923 8	Acetylene lighting, Cowey horn, rear-lamp, tools, pump, water-cooled, tax paid	£75
Salmon .. 1923 9.3	2-seater, electric starting, as per makers' catalogue. Taxed ..	£129
Albert .. 1921 11.9	Double Windscreen, glass side panels, 6 lamps, dinner, ash tray, mirror, 2 electric horns, bulb horn, spare wheel, 2 step insals, licence holder, special 2-seater body with dickey, tax paid ..	£110
Aero Morgan 1925 10	O.H.V., water-cooled, dynamo lighting, lamps, bulb horn, hood, six cushion, licence holder, Cowey speedometer, tax paid ..	£125

Easy Payments with pleasure—if it suits you best.

1925 BARGAINS

A good selection of 1925 demonstration cars in stock and attractively priced. Our terms are right, our prices are right, our services second to none, and our deliveries are immediate.

EXCHANGES

Liberal allowances made for cars or motorcycles taken in part exchange or accepted as a deposit.

TAYLORS for A.J.S. WIRELESS OUTFITS

Call and listen in at our showrooms—you will be amazed at the wonderful results from A.J.S. Sets. Prices to suit all purses. Write for Catalogue and particulars of Easy Payment Terms.

H. TAYLOR & Co., Ltd.

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.
One minute from South Kensington
Station, Met., and Piccadilly Railway.

Telephone:
Kensington 8558/9 & 5540.

Telegrams:
DYNAMETRO—SOUTHKENS.

WE ARE NOT EXHIBITING AT THE MOTOR SHOW

BUT CORDIALLY

INVITE YOU

TO OUR

SHOWROOMS:

84, FORE ST.

(Facing Basinghall St.)

LONDON,

E.C.2,

To

Inspect

OUR

IMPROVED

X-L-ALL

SPRING GAITERS

THE GAITER THAT

EXCELS ALL OTHERS.

EASIER THAN EVER TO FIT.

Ask for particulars from your Garage, or from:

JOHN LECKIE & CO., LTD.,

GOODALL STREET, WALSHALL.



25th Edition.
(690th Thousand.)

2/6 NET.

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

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.

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.

TEMPLE PRESS LTD.,

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

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

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

Something new to see at the Show

A new 10 h.p., not the old model improved with additions and gadgets, but an entire new model based on our 57 years' experience, incorporating four-wheel brakes, spoke wheels and unit construction of engine.

No motorist who has any regard for his security, his freedom from trouble, his ability to hold his own on the road, should fail to examine these new models which will be on view at Olympia, Oct. 9—17th, on Stand 149 and afterwards at our London Showrooms.

1926 PRICES.

10 h.p. 2-3 seater - £235

10 h.p. 4-seater - £235

Manufacturers:

SWIFT OF COVENTRY LTD.,
COVENTRY.

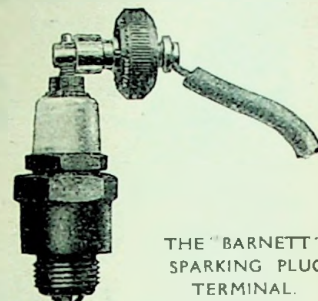
London Showrooms, Repair and Service Depot:

134-5, Long Acre, W.C.2 (one minute from Leicester Square Tube Station).

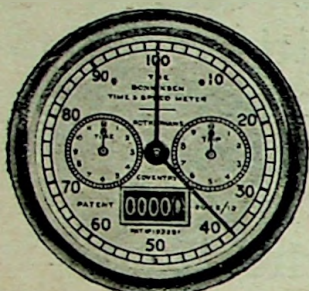
OLYMPIA, STAND NUMBER 149

DO NOT FAIL TO SEE

The "Barnett" Universal Sparking Plug Terminal
 The Adaptable "Ezyemptier"
 "Bonniksen" Time-Speedometer
 and
 Speedometers



THE "BARNETT"
 SPARKING PLUG
 TERMINAL.



THE "BONNIKSEN" TIME-
 SPEEDOMETER.

"Morris" Slow-Running Indicator

TOGETHER WITH A FULL RANGE OF HIGH-CLASS
 MOTOR FITTINGS AS STANDARDISED BY THE
 LEADING MANUFACTURERS OF THE COUNTRY

AT **STAND 474**

ROTHERHAM & SONS, LTD., COVENTRY.

Telephones—752 and 753.
 Telegrams—ROTHERHAMS, COVENTRY.

STOP at  **STAND 122**
 (AVENUE "L.")
MOTOR SHOW
 AND SEE
Carmoloid
CELLULOID ENAMEL
 (NON-INFLAMMABLE)

A CAR FINISH YOU CAN'T SOIL OR SCRATCH
 with ordinary wear and tear, neither can tar, mud or inclement
 weather injure it in any way. Time does not injuriously affect it—in
 fact, it improves with age. It is wonderful! You must make a point
 of seeing it.



Sole Concessionnaires for the
U.K. and British Dominions:

S.M.S., Ltd.,

17a, MOTCOMB STREET,
BELGRAVE SQUARE, LONDON, S.W.1.

Phone: SLOANE 4838.

Brooklands

— Sept. 26th —

200-MILES RACE

(1,100 c.c. CLASS)

(Subject to official confirmation)

Salmson Special

1st & 2nd

Winning for the
FOURTH YEAR IN SUCCESSION

AND FINISHING

3rd & 4th

IN THE 1,500 c.c. CLASS!!

AGAINST THE WORLD'S FASTEST LIGHT CARS

Make sure you call at Olympia,
Stand 219

Sole London Distributors:

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

Mayfair 2965/6.

Gordon Watney
& Co Limited
PART EXCHANGE HOUSE.

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

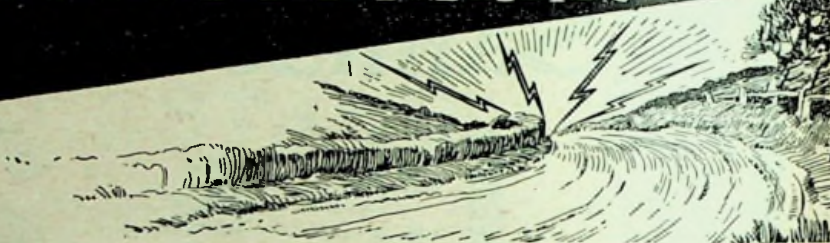
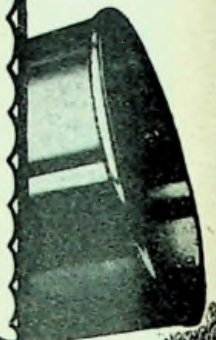
See them at the
Motor Exhibition
STAND 279
New Hall Gallery
OLYMPIA
OCTOBER 9th to 17th.



The New SPARTON SOS HORN

Never "drive on the horn," but make sure that your unseen approach will be truly signalled—"safety first" all round. Fit the new Sparton SOS Horn. Its very note seems to say "courtesy of the road."....*Illustration on left.*....Note simple mechanism—double diaphragm with simplest of make-and-break circuits.

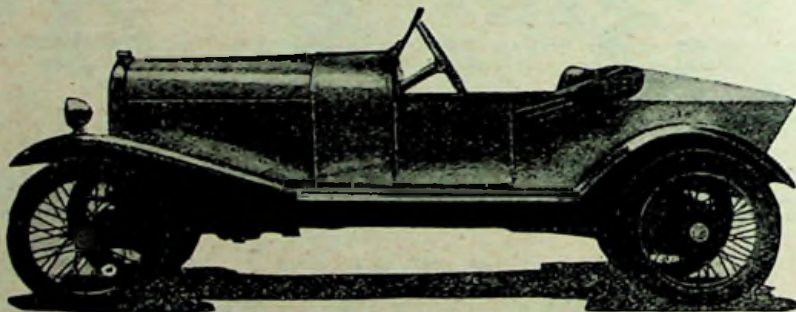
ALFRED GRAHAM & COMPANY (E. A. GRAHAM)
St. Andrew's Works, Crofton Park, London, S.E.4.
Phones: Sydenham 2820-1-2. Wires: "Navalrada, Catgreen, London."
Showrooms: 25-26 Savile Row, W.1, and 79-82 High St., Clapham, S.W.4
Scottish Depot: 101 St. Vincent Street, Glasgow.



—CARS OF HIGH PERFORMANCE— QUITE UNEQUALLED AT THEIR PRICE

1926 MODELS.

12/25 H.P. two-seater STANDARD MODEL ..	£235
12/35 H.P. two-seater FAST TOURING ..	£265
12/45 H.P. two-seater SPORTS MODEL ..	£295



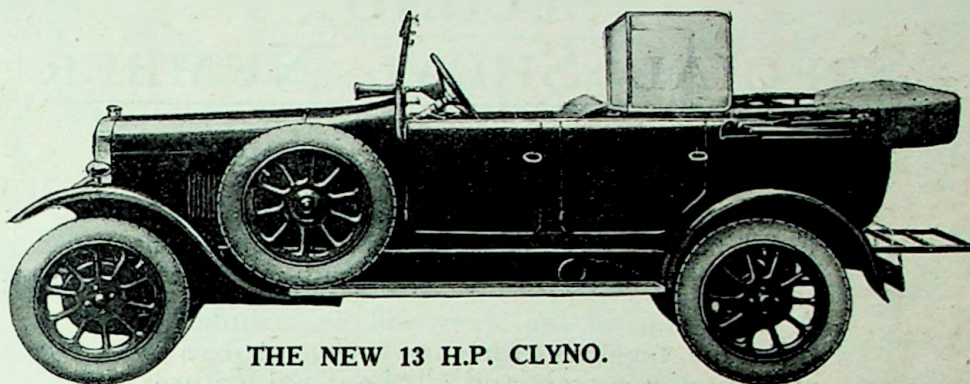
We are not exhibiting at Olympia since our 1926 Models embody only detail improvements, and because it is impossible to demonstrate there the outstandingly high performance which is their principal characteristic. A demonstration can be arranged anywhere in London, at a few minutes' notice, by telephoning to our works (Battersea 33), and cars can be seen at the Showrooms of our London Agents, Black & Finch, Ltd., 222, Great Portland Street, W.1.

SPARES FOR ALL MODELS—USED G.N.'s OF ALL TYPES

G.N. LTD., EAST HILL, WANDSWORTH, S.W.18.

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

The Motoring Sensation of the Year!



THE NEW 13 H.P. CLYNO.

ENTIRELY
NEW

13 H.P. CLYNO

AS the outcome of the unprecedented success of the world-famous 11 h.p. CLYNO, the Clyno Engineering Company have introduced a remarkably attractive, more powerful and entirely new car which is offered at the following extremely modest prices:—

13 h.p. 2-Seater	£245
13 h.p. 4-Seater	£260
13 h.p. Coupe (drop or fixed head)	£285
13 h.p. Saloon (4-door) ..	£298

Chassis only £172 : 10s.

The coachwork in deep maroon, with leather upholstery to match, is exceptionally pleasing in appearance, while every feature which has contributed to the unparalleled success of the 11 h.p. CLYNO—notably the extraordinarily light steering, easy gear changing, and wonderful suspension—is retained.

CLYNO PRICES AGAIN REDUCED on 11 h.p. Models.

SINCE the last reduction announced on Sept. 1st, it has been decided to increase the production of 11 h.p. Models for the 1926 Season and to give the public the benefit in the shape of still further price reductions:—

CLYNO PRICES 1925-26.

	1925	1st Sept.	1925 New Price.
11 h.p. Royal 2-Seater	£225	£220	£210
11 h.p. Royal 4-Seater	£235	£230	£215
11 h.p. 4-Door Saloon	£275	£265	£245

(The prices of the 2-Seater, Occasional Four, and 4-Seater remain as before.)

All above models include many refinements hitherto associated only with cars of considerably higher price.

The CLYNO ENGINEERING Co. (1922), Ltd. WOLVERHAMPTON.

STAND

99

OLYMPIA

London Showrooms and Export Dept.:
ROOTES LIMITED 141, New Bond Street, W.1.
Clyno Service Depot:
LODGE PLACE, ST. JOHN'S WOOD ROAD, N.W.8.
MANCHESTER: LOOKERS, LIMITED.

STAND

99

OLYMPIA

CASH REFUND

Inquire of any authorised CLYNO Agent re Cash refund of difference between the 11 h.p. prices announced September 1st and date of this announcement.

The Light Car & Cyclecar

SECOND SPECIAL SHOW NUMBER

NEXT FRIDAY—OCT. 9th

A comprehensive guide to all the Small Car Exhibits, and to the Accessories and Equipment likely to be of interest to the small car owner.

A large plan of the show will be included in this issue, together with many special articles by authoritative writers and all the usual features.

The number will appear in a special cover in full colour.

3rd SHOW No.—Friday, Oct. 16th

The Report Number. Containing many clearly written articles describing the various new features of the small car exhibits and tendencies in design. Engines, transmission, equipment, suspension, coachwork and accessories will be fully dealt with. The articles will be written on the spot and illustrated throughout.

'To avoid disappointment place a definite order with your newsagent now.'

PRICE AS USUAL

3^d

Offices: 7-15, ROSEBERY AVENUE, LONDON, E.C.1



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

You *CAN* have a new Car for 1926

**£50
DOWN**

Enjoy Life—
Buy your
car now
from
Newnhams.

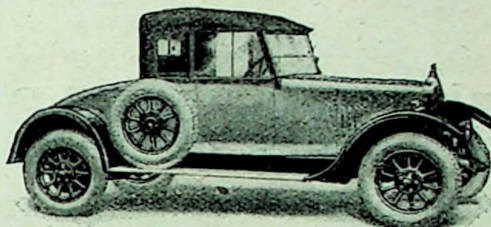
AGENCIES.

AUSTIN,
ROVER,
JOWETT,
SWIFT.

Any make supplied
to order.

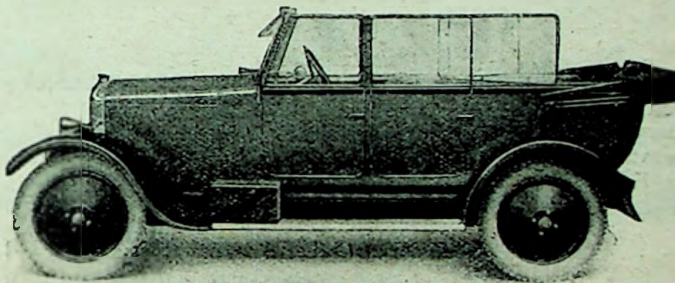
Over 40 good
Second-hand Cars
in stock for you
to see.

STANDARD



11 h.p. 2-Seater... .. £200
De Luxe Model £235

SINGER



10-26 h.p. 4-Seater De Luxe with F.W.B. .. £225

*Part
Exchanges*

Deferred
Terms
controlled
entirely by
ourselves.

AGENCIES.

SINGER,
STANDARD,
WOLSELEY.

Any make supplied
to order.

Over 30
1926 Model Cars
in stock for you
to see.

TO obtain the highest possible allowance for your old car in part payment for a new or other second-hand model, simply send us your written description of it and state the new model required, when we will make you a **GUARANTEED DEFINITE** exchange proposition by post to include **FREE DELIVERY** and **COLLECTION** to any address in the United

Kingdom. If you do not use your car in the winter we will pay you cash for it now and supply your new one in the Spring or when required. Our Deferred Payment facilities (controlled entirely by us) are fully described, together with other money saving arrangements, in our brochure, "Cars of Repute," a free copy of which we shall be happy to send you on request.

OUR LIST OF SHOP-SOILED, DEMONSTRATION AND USED CARS WOULD INTEREST YOU.

NEWNHAM
MOTOR COMPANY
243-245, HAMMERSMITH ROAD, LONDON, W.6
100 Yards from Hammersmith Broadway.

Telegrams:
"Newmoco, Hammer, London."

ESTABLISHED OVER 30 YEARS.

Telephone:
Riverside 3161 (3 lines).

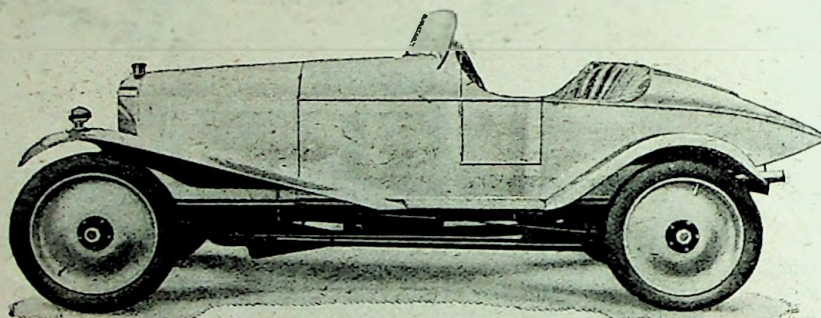
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.



“IT CERTAINLY EATS THE HILLS”

So states an Owner-Driver of the 12-40 Super Sports
— ABC. —

The New 12-40 h.p. Air-cooled “Super Sports”



12-40 H.P. ABC. “SUPER SPORTS.”

£275.

BUILT TO LAST.

WARD & Co.,
51, Upper Richmond Rd.,
Putney - - S.W.15.

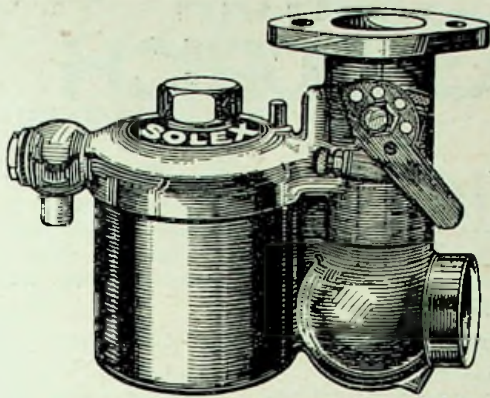
PUTNEY: 2818-2819.

*Several Second-hand ABC. Cars in Stock.
Specialists in Exchange and Deferred Payments*

DEMONSTRATOR AT OLYMPIA, 'Phone: Putney 2818.

WITHOUT doubt, for all-round average performance, one of the fastest cars on the road to-day. Will accelerate from a standing start up to 55 m.p.h. in 12 seconds, and guaranteed 75 m.p.h. on top. Will climb Brooklands Test Hill on top.

Specification includes:—Larger engine, with new design double-roller crankshaft, re-designed con. rods, Specialoid pistons, tubular push rods, cast-iron cylinders, and twin carburettors. Streamline aluminium body. V-screen and Sports type wings, plated fittings throughout, complete with speedometer, clock, switchboard, and 5-lamp set.



Insist on your new car being SOLEX equipped

Latest Solex SUCCESSSES

WORLD'S RECORDS.

The BENTLEY car which beat the World's Records for 24 hours at an average speed of 95.026 m.p.h. was "SOLEX" Equipped.

J.C.C. 260 Miles Race, Brooklands. Sept. 26th, 1925.

1,500 c.c. Class.—The DARRACO cars which finished FIRST and SECOND and the FRAZER-NASH car which finished THIRD were all "SOLEX" Equipped.

750 c.c. Class.—The AUSTIN cars which finished FIRST and SECOND were also "SOLEX" Equipped.

Note.—For the 5th year in succession the winning cars in the 1,500 c.c. Class in this annual race were equipped with "SOLEX"—the No-Trouble Carburettor.

*Be sure you obtain
full details of the
new 'M' type Solex
at our Stand 444
Gallery Olympia.*

SOLEX LTD (LICENCEES)

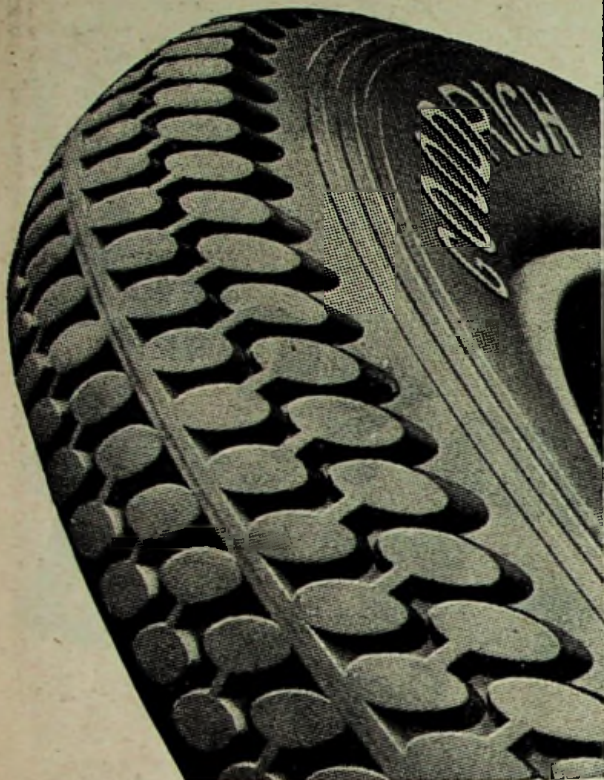
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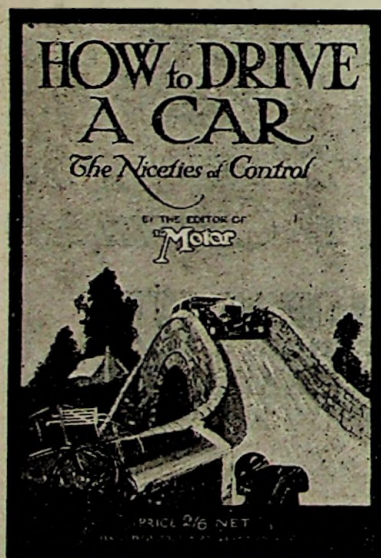
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TO THE READER—By mentioning "The Light Car and Cyclecar" when replying to
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Olympia, Two-Eleven— that's the Austin Seven

Features:—

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Electric starter.
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Two adjustable seats.
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Grease-gun system.
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Price complete,

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At Works.

Send to-day for a copy
of Publication No. 508

Memorise that simple phrase in anticipation of your visit to the Show. For on Stand 211, from October 9th to 17th, you will be able to see "easily the best small car in the world," and learn from Austin experts exactly how and why the Austin Seven so far outstrips all rivals. If reliability, speed, comfort and economical running are your aim, and you seek to secure them at the smallest possible initial cost—well, ask any owner of an Austin Seven. They're all enthusiasts.

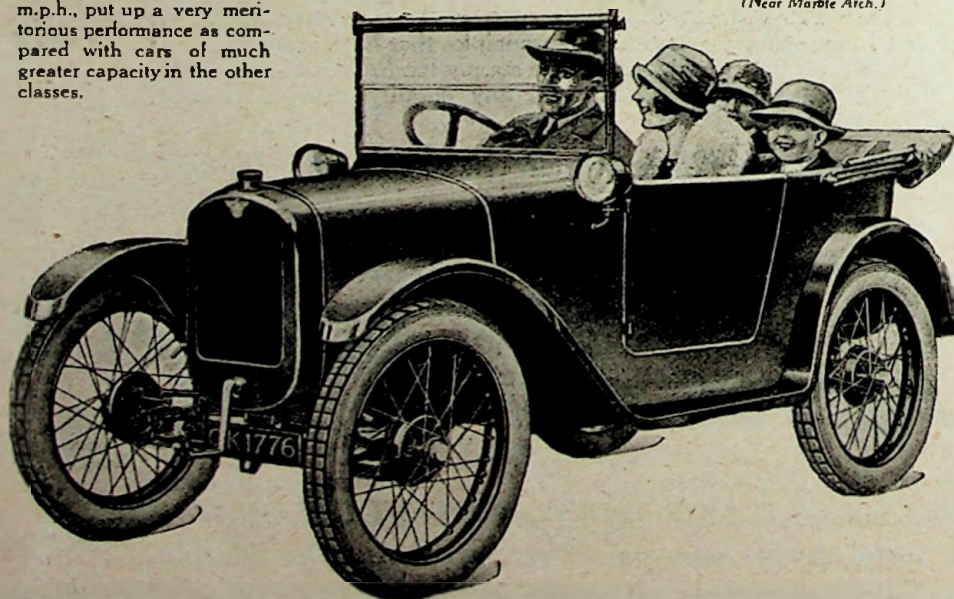
J.C.C. 200 Miles.

Brooklands. Sept. 26th, 1925.

The Austin Seven Special finished 1st, 2nd and 3rd in the 750 c.c. class, and, with an average speed of over 61 m.p.h., put up a very meritorious performance as compared with cars of much greater capacity in the other classes.

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

FIRST SPECIAL SHOW NUMBER.



WE make no apology for addressing a few words of welcome to the great number of new friends which we shall make with this issue—our first 1925 Olympia Show Number. *The Light Car and Cyclecar* enjoys the unique position of being the only journal in the world which caters exclusively for owners of light cars, the definition of which, as accepted by us and the leading motoring bodies, centres in a maximum engine capacity of 1,500 c.c., that is, $1\frac{1}{2}$ litres. The guide to light cars and cyclecars of 1926, which is a prominent feature of this issue, reveals at a glance the field which we cover, and that it is an ever-increasing field is obvious not only from the purely numerical aspect, but from the vast amount of interest which is being taken in economical motoring. Our aim week by week is to keep our readers au fait with everything of importance in the small car world, and No. 671. Vol. XXVI.

TO NEW READERS.

A few words about the only journal in the world devoted solely to the interests of small car owners.

with due modesty we may justly claim to have achieved that object for more than a dozen years. All prospective as well as present owners of small cars should become regular subscribers to *The Light Car and Cyclecar*. The first-named, if they study our pages, receive invaluable help and guidance in making their choice of a car, whilst the latter, if they follow the practical advice which we publish on touring, maintenance, tuning and driving, are able to extract the very best service from their cars and the utmost pleasure from their motoring. This issue is the first of our Special Show Numbers, and it also contains a graphic report of the 200-Mile Race. Readers will find that our two outstanding features—the race report and the guide to 1926 small cars—are dealt with accurately, comprehensively and concisely, whilst none of our usual features have been omitted.

NOTES, NEWS & GOSSIP of the WEEK

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, October 3, 1925.

London	7.3	Edinburgh	7.13
Newcastle	7.7	Liverpool	7.14
Birmingham	7.9	Bristol	7.13

On and after October 4th lighting-up times will be one hour earlier, owing to the return to "Winter"—i.e., Greenwich time.

Put Back the Clocks.

Summer Time ends, for all practical purposes, to-morrow (Saturday) night, when clocks should be put back one hour.

The 200-Mile Race.

Under practically ideal weather conditions and in the presence of a record crowd the fifth annual 200-Mile Race was run off at Brooklands on Saturday last. The Darracqs were successful in obtaining first and second places in the general classification, but the unexpected retirement of the third Darracq, driven by Conelli, in the first lap, caused a sensation. A fully illustrated report appears elsewhere in this issue.

The Hour Record.

Taking pride of place in the photograph on this page of the awards won by A.C.s is *The Light Car and Cyclecar Hour Record Challenge Cup*. In former years there has always existed the possibility of its changing hands, as it were, during the 200-Mile Race, but this year the inclusion of hair-pin bends in the circuit precluded it. There is, however, every possibility that the present holders will be challenged within the next few weeks.

This Week.

As in former years we have endeavoured in this issue to prepare the way for the man or woman who intends to visit the Show by including very carefully prepared specifications of every light car and cyclecar on the British market, irrespective of whether they will be on view, individually, at Olympia or not. Readers should file this copy after perusing it; as a means of reference it will prove invaluable for several months.



THE "HOUR RECORD" CUP.

A season's trophies won by A.C.s. In the centre is *The Light Car and Cyclecar Challenge Cup* for the Hour Record.

Entertaining 6,000 Children.

Under the National Children's Day movement no fewer than 6,000 children will be entertained by motorists. Further details appear under Club Items.

After the Race.

Motorists leaving Brooklands via Cobham on Saturday evening last after the 200-Mile Race became aware—some in a very interested, others in a disinterested, manner—of a police trap which was in operation along "the switchback." Incidentally, this stretch is becoming a favourite with the police.



LIGHT CAR LIMERICKS.—No. 40.

Wailed Norman, addressing the Moon,
"If I don't find a passenger soon
I shall take to strong drink."
Said the Moon, "I don't think—"

Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor and marked "Limerick No. 40" will be considered. A prize of One Guinea is offered for the most apt and original fifth line. If two or more such lines are received the prize will go to the sender of the first to be judged. No judging will be done before next Tuesday. For result of No. 39, see this week's "Around the Trade."

Parking Cars Near Olympia.

The usual facilities for parking cars near Olympia will be provided during the Show. This year authorized attendants will be in charge of the various car parks.

Stand No. 243.

The Light Car and Cyclecar stand at Olympia will be No. 243. Copies of this journal and other Temple Press weekly publications will be on sale, together with a selection of useful handbooks for motorists.

Illuminated Signposts.

In the effective regulation of traffic Birmingham bids fair to lead the way. Following white-coated and white-helmeted policemen, "illuminated" signposts are making their appearance. These, as can be seen by an accompanying photograph, reflect the light of the beam of a headlamp and show up as though they were illuminated from behind.



THE SIGN BY NIGHT.

Night driving has been made easier by the new self-illuminating signposts which Birmingham is adopting.

Next Week.

Our second Show Number, dated October 9th, will be obtainable at Olympia and will form a complete guide to the small car exhibits, stand to stand details of the actual models on view being included. This issue will also contain a ground-floor plan of the great exhibition halls in which the light car stands plainly will be identified. Accessories of 1926 will be described and illustrated, and, of course, a number of special articles will make their appearance. The price will be three-pence, as usual, but readers should order their copies in advance so as to avoid disappointment.

Coroner and Great West Road.

Mr. R. Kemp, the Isleworth coroner, is pressing for an investigation into the cause of the many accidents which are taking place on the Great West Road.

Hampstead on a Fine Day.

Motorists are being attracted in increasing numbers to the Horse Pond on Hampstead Heath on fine Sunday afternoons. The smooth sheet of water is surrounded by cars, which are used by owners and passengers as dress-circle seats, as it were, from which to view the model-yacht activities of the younger generation.

Champion of Brooklands.

Before the start of the 200-Mile Race last Saturday, J. G. P. Thomas was presented with the T. B. Andre Brooklands Championship Trophy, for having won the largest number of races at the track during the 1925 season. Most of Thomas's wins were in his Leyland, but the 1,500 c.c. Thomas Special scored a number of victories.



Mr. J. G. P. Thomas (right), with Mr. T. B. Andre (left). Thomas has won the Andre Championship trophy for 1925.

A Brooklands Meeting.

There must be hundreds of provincial enthusiasts who are "up in town" for the Show and who have never attended a Brooklands race meeting. The opportunity presents itself to-morrow, when the Essex Motor Club's event takes place. An interesting race will be the 50-Mile Handicap.

First Show Number of "The Motor."

Many interesting new cars to be seen at Olympia, which do not come within the scope of this journal, are described and illustrated in the first special Show Number of *The Motor*, which is now on sale. This is a greatly enlarged issue and contains a number of important special articles by authoritative writers. Among these appears a contribution by Sir George Beharrell on the rubber situation, while Mr. W. Rees Jeffreys writes on the topic of raiding the Road Fund.

Short Cuts to Olympia.

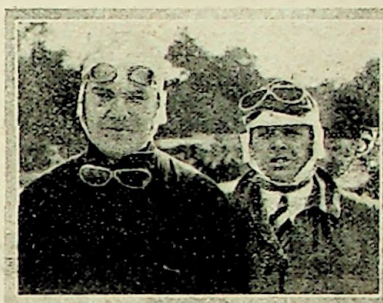
All roads lead to Olympia on Friday next, but do not forget that there are obvious short cuts which save time, tyres and temper. In the meantime the A.A. will give full directions to those in doubt.

Dangerous Eastbourne Road.

Particular care should be exercised on the Eastbourne road between Blindley Heath and New Chapel cross-roads. It is said that it is almost impossible to steer a car safely when the surface is wet, and accidents, in consequence, are frequent.

A Question in Geography.

Will the secretary of the Junior Car Club kindly inform us, writes a J.C.C. member, how a spot approximately 30 miles west of London, Aston-Clinton, to



Injured in the "200," H. W. Cook (left) with his mechanic, Harris, who was taken to Weybridge Cottage Hospital, but was well enough to leave on Monday.

wit, can be described as "north of London"? Forty-two miles by road from London, can it be regarded as having any connection at all with the Metropolis? As the venue for a gymkhana and dance intended to appeal primarily to North London members, it surely would have been difficult to discover any spot more unlikely to attract them.

Bugatti Price Reductions.

The 11.9 h.p. four-cylinder modified Brescia touring type Bugatti chassis, equipped with the latest type four-wheel brakes, has been reduced in price from £305 to £320. The chassis is fully equipped, including electric lighting and starting set, lamps, spare wheel and tool kit and is available in three lengths of wheelbase. A similar chassis, with the hand brake acting on the rear wheels, the foot brake on the transmission and no front-wheel brakes is listed at £290, while the Brescia sports model has been reduced from £420 to £355, or £325 without front-wheel brakes. Complete two or three-seater Bugatti cars with f.w.b. have been reduced from £520 to £440, or £410 without f.w.b. The latest complete four-seater with f.w.b. costs £470, and without f.w.b. £440. A Weymann saloon is now available at £650.

NEXT WEEK:
THE LIGHT CAR OWNER'S
GUIDE TO THE SHOW.

Greatly Enlarged.

Out on Friday—Price 3d.

Increase in Touring.

Figures supplied by the A.A. show that motor touring in Great Britain has increased this year by nearly 50 per cent. over last year. The aggregate mileage of itineraries supplied by the A.A. Touring Department for the four summer months this year was 76 million.



Lt. Grey (left) and his mechanic, Pares, both of whom were seriously injured in the "200." They are making good progress towards recovery.

French Rough-road Face.

This year the Circuit des Routes Pavées attracted 44 entries, the course including some very bad road surfaces. The 1,500 c.c. category was won by Ballard (Lierne), the 1,100 c.c. category by Dore (Sénéchal).

The Rubber Situation.

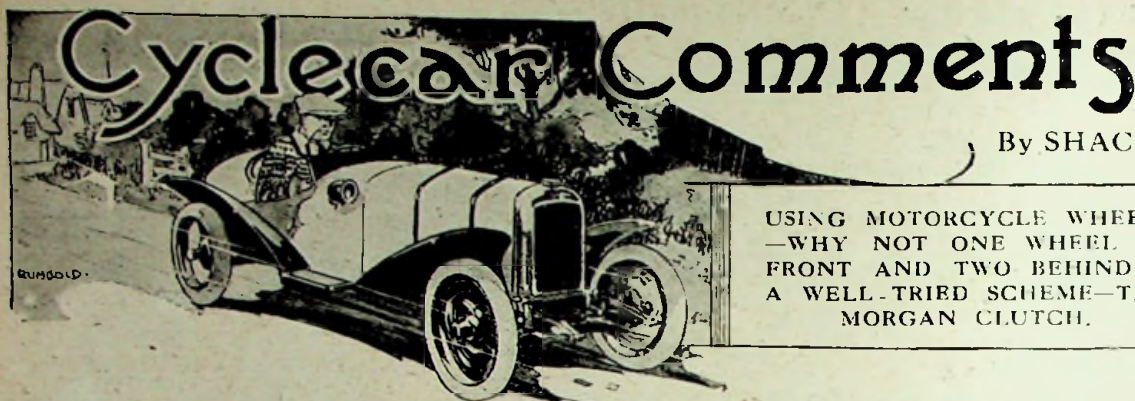
Quoting a New York authority, the Board of Trade Journal says: "Dependence of the United States upon foreign sources of supply has again been emphasized by the advance in the price of rubber. Investigations have been made into the rubber-producing possibilities of the Philippines and at home, while land has been leased from the Liberian Government for the purpose."

Carrying a Dog.

A Huntingdonshire reader sends in a solution to the dog query propounded recently by a correspondent. He says that a dog can be carried in safety in a car if it is tied up in a specially made sack of some soft cloth, only its head being left free. He has tried this with success. After its first manifestations of annoyance the animal settles down quite comfortably, and, in the particular case which he quotes, falls fast asleep.

Injured in the 200-Mile Race.

The accident to Cook's Aston-Martin resulted in a very lucky escape for the driver. His mechanic suffered from shock and superficial injuries, and was able to leave hospital on Monday. Lieut. Grey and his mechanic, J. Pares, were not so fortunate when their Austin overturned, and up to Tuesday the condition of Pares was very critical. Inquiries at Weybridge Cottage Hospital on Wednesday, however, elicited the good news that there is a marked improvement in both patients. We feel sure our readers will join us in wishing them a speedy recovery.



By SHACKLEPIN.

USING MOTORCYCLE WHEELS
—WHY NOT ONE WHEEL IN
FRONT AND TWO BEHIND?—
A WELL-TRIED SCHEME—THE
MORGAN CLUTCH.

ONE of the questions which I am asked most frequently by correspondents is how to use motorcycle road wheels for home-built cyclecars. In the case of the back wheel of a three-wheeler—if it happens to be one of the lighter order—there is, of course, no particular difficulty, but for four-wheelers or for the front wheels of three-wheelers, where, of course, the axle can be supported on only one side, motorcycle wheels are seldom of any use.

There is one type, however, which can be converted so as to make it suitable. I refer to the variety which is used on motorcycles with knock-out spindles. Wheels of this kind have a hollow shell, through which the knock-out spindle passes, and if this shell is removed it will be found that the bearing will accommodate quite a stout stub-axle spindle.

In my view, however, instead of making alterations to motorcycle wheels, it is a sounder plan to buy wheels specially built for cyclecar use, whilst ordinary light-car wheels are quite successful, except in the case of the very lightest type of cyclecar.

I mentioned last week that a particularly interesting three-wheeler is on the British market, but, unfortunately, it was not to be seen at Olympia. This machine is the Stanhope, a photograph of which was published in *The Light Car and Cyclecar* dated September 18th. This three-wheeler has the—to-day—unusual feature of having one wheel in front and two behind, but it differs from its most distinguished ancestor—the Wall tri-carriage—in that it is the front wheel and not those at the rear which is driven.

The Wall tri-carriage in the days before the war was a distinctly popular cyclecar, whilst it was reliable and reasonably speedy. Its principal drawback was that the transmission was on pukka light-car lines, which naturally made the vehicle rather too expensive.

n10

With modern methods of production, however, it should be possible to turn out a cyclecar on the lines of the Wall at a price which would allow it to compete with the other three-wheelers on the market, particularly as steering and front suspension may be effected with the aid of a motorcycle spring fork unit, which is much less costly than a car-type axle and which also gives very good results both from the point of view of steering and comfort.

The original Wall three-wheelers were steered by a long tiller extending from the steering head to the driving seat, but this, in my experience, had a tendency to "waggle," whilst, owing to its length, a very big movement of the lever was necessary to negotiate a sharp bend. A worm gear with a horizontal steering column and vertical wheel would be more in keeping with present-day ideas, whilst its cost would not be in any way prohibitive.

I have dwelt at some length on the subject of three-wheelers with two wheels behind and one in front deliberately, because the principle is peculiarly adaptable to home construction. With a light car back axle and torque tube, an engine, a gearbox and a motorcycle front fork, any amateur mechanic with reasonable skill can build up a road-worthy cyclecar of this type with much less trouble than if he attempts the more ambitious four-wheeler or the more conventional three-wheeler with two wheels in front and one behind.

A friend of mine who is the enthusiastic owner of an Aero Morgan was troubled recently with severe clutch slip, which adjustment of the springs would not cure.

Complete clutch overhaul, therefore, was indicated, and, on dismantling, it was found that an excess of lubricant on the cone and in the flywheel was the cause of the slip. The oil had, of course, been

thrown off the clutch thrust and spigot races which had been lubricated too frequently and too freely.

In my experience a few drops of thick oil on the races every 500 miles or so is enough, but I think it would be an advantage if the thrust race could be shrouded in some manner. This would keep out dirt and prevent excess oil from being thrown by centrifugal force on to the clutch lining.

In my friend's case the lining was worn rather badly, due, no doubt, to slip, and several of the screws which secure it to the cone were missing, although how they could have got out is something of a mystery.

Personally, and with all due respect to Mr. Morgan, I prefer to have a clutch lining secured with aluminium rivets. If these have the correct type of head, it is not necessary to cut the fabric with a countersink drill.

Furthermore, should the rivet heads come into contact with the flywheel cone, they will not set up chatter or fierceness, and as the taper of the heads is about equal to the thickness of the fabric, it will be obvious that they will retain their hold until the fabric is worn out.

The clutch on my friend's car has been treated in this way, the tapped holes in the bronze clutch ring being opened out to take the rivet shanks. On reassembly and adjustment it was found that the clutch was once more capable of transmitting the full power of the Blackburne engine.

There is a point in connection with the Morgan clutch adjustment which is well worth bearing in mind. If the nuts which control the tension of the clutch springs are screwed up too tightly, an undue pressure will be put upon the thrust races when the clutch is withdrawn and rapid wear is inevitable. Therefore never compress the springs more than is absolutely necessary to transmit the drive efficiently.

HOW THE LIGHT CAR SCORES.

UPKEEP COSTS AND INCIDENTAL EXPENSES FOR LIGHT CARS ARE CONSIDERABLY LOWER THAN THOSE OF LARGER VEHICLES. THIS ARTICLE EXPLAINS WHY.

TO those of moderate means there is always the question, "Shall I buy a light car, or a bigger one, the first cost of which comes within my price limit?" The purchase price is not everything by a very long way; the annual motoring expenditure is the real pith of the matter, and it is on this count that the light car scores. That the small car is cheaper to run than the higher-powered vehicle there is no doubt, but the reasons for its economy are not always fully understood.

Running costs naturally loom largest in the eyes of the user, and it is the individual items comprising them, namely, sums in respect of fuel, oil, tyres and maintenance, which merit attention in the first place.

Road surfaces and hills may be taken together, as the question of weight is of vital moment in connection with each of them. On good asphalt roads the resistance to movement of the vehicle is about 15 lb. per ton, whereas a bad surface of the same material causes a force of 29 lb. to be required to propel every ton weight of the vehicle. Ordinary macadam has a figure of 50 lb. to 60 lb., whilst sand roads range from 360 lb. to 560 lb. per ton of car weight. Thus it can be gathered that the weight of a car has a very decided effect upon its performance and running costs so far as fuel is concerned. This type of resistance naturally operates in a varying degree all the time the car is running.

which is necessary in this case to surmount the gradient. Now, if a 2-ton car tackles the same hill, its engine must produce 780 lb. tractive effort for the same job.

Having got the comparative efforts required, the next step is to follow the course of reasoning to ascertain the necessary horse-powers and the desired quantities of fuel. The lighter vehicle needs 18 h.p. to climb at 12 m.p.h., whereas the 2-ton car must have an engine giving 33 h.p. to achieve the same speed on a hill of 1 in 7.

Fuel Comparisons.

If both cars are using fuel containing 138,100 B.Th.U's per gallon, or 19,000 B.Th.U's per lb., we can compare the respective quantities required if the consumption rate is the usual figure of .55 lb. per horse-power-hour in each case.

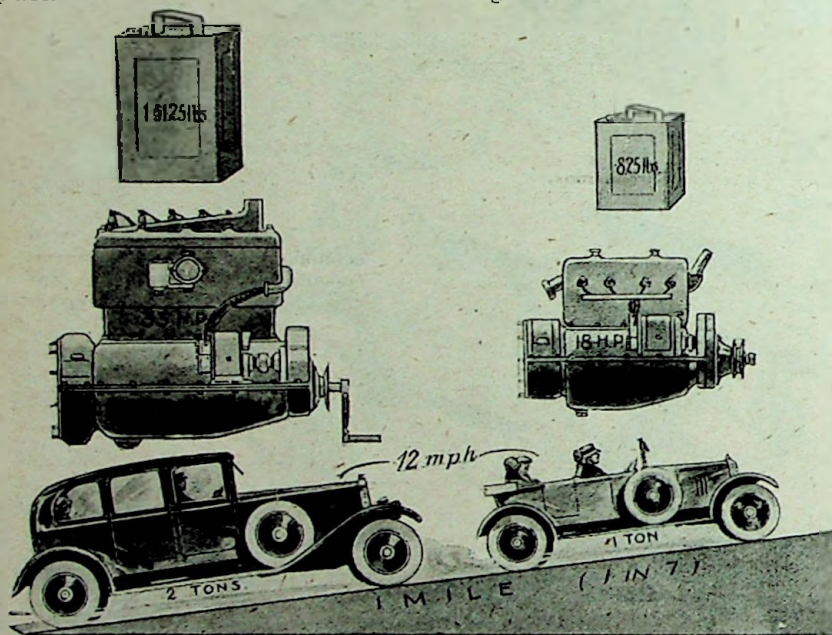
Climbing a hill of 1 in 7 at 12 m.p.h. will take five minutes if it is one mile in length. The 1-ton car will develop 18 h.p. for five minutes, which equals 1½ horse-power-hours and needs .825 lb. of fuel or 15,675 B.Th.U's. The quantity of fuel varies according to the quality, but the number of B.Th.U's has been chosen as an average.

On the same gradient and doing the same speed, the 2-ton vehicle has an engine which gives 33 h.p. at the same speed for five minutes, equaling 2½ horse-power-hours. The required amount of fuel for this power output is 1.5125 lb., or 28,737 B.Th.U's. Thus it will be seen that the consumption of the smaller car is very little over half that of the larger one, and the two cars maintain the same speed up the hill. In a like manner a car of 15 cwt. will need less petrol than the 1-ton model.

The oil used for engine lubrication is one of the smallest items to be met, as the modern light car does about 1,000 m.p.g. in the ordinary way. The total area of working surfaces in the light-car engine is smaller than that in the power unit of a bigger car, consequently the amount of lubricant necessary for maintaining adequate oil films will be less.

Cheap Tyres.

Tyres form a considerable part of the total running costs, and the light-car user is fortunate as the price of each cover is very much less for, say, 710 mm. by 90 mm. rims than for the 815 mm. by 105 mm. or larger size rims fitted to the more cumbersome vehicles. Low-pressure sizes compare in a similar manner as regards cost, and the rate of wear



Weight is the principal factor in hill-climbing: the lighter the car the less power required, hence a smaller quantity of fuel is used and the owner has a comparatively small bill to meet.

The quantity of fuel required depends upon the work the engine has to do, and the factors which affect this work are wind, road surfaces and hills. Dealing with wind first, this resistance increases as the square of the speed, not, as is so often imagined, in direct proportion to the rise in velocity. The light car scores in this direction as its overall width and height are much less than those of its price rivals among larger cars. It thus requires less fuel to enable the engine to propel the car against the resistance of the air.

Hills are the principal factors against which the engine must contend, and the importance of a car carrying no needless weight is emphasized by the fact that on a hill of 1 in 10 one-tenth of the weight of the loaded vehicle is tending to push it backwards.

Assuming road resistance to be 50 lb. per ton, that is, on an ordinary macadam road, and taking a hill of 1 in 7 as an example, the engine of a car weighing 1 ton must develop a tractive effort of 400 lb. Roughly speaking, tractive effort may be defined as the total driving force,

HOW THE LIGHT CAR SCORES
(contd.).

is approximately the same for large and small sizes by reason of the proportionate weight of the vehicles.

Maintenance is a broad heading and includes all repairs, small running supplies such as grease, spare parts, replacements and repainting.

small car sells freely when it comes to the time for disposal, but it is more difficult to get rid of higher-powered cars, therefore, the depreciation on the latter is generally more serious.

Incidental expenses are frequently forgotten and, in connection with them, the light-car user finds himself much better off than the man

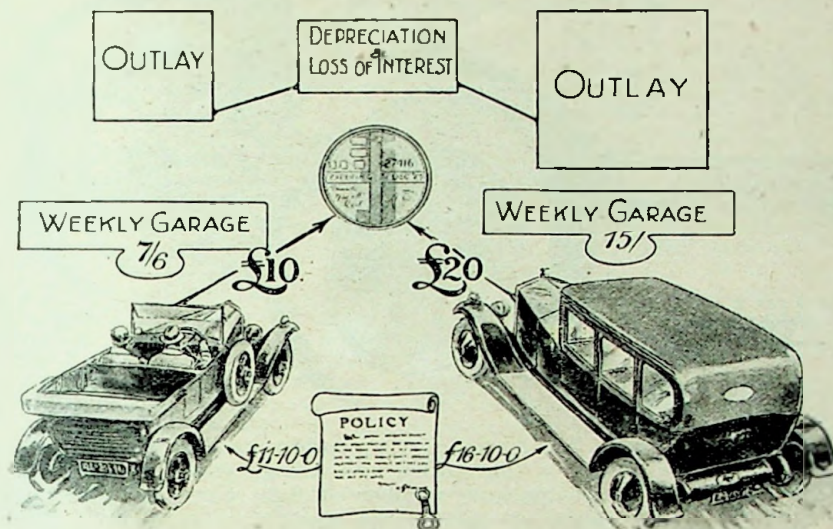
From the foregoing it can be gathered that the wisest course for a purchaser is to buy the type of car which he can honestly afford to run. It is folly to get the largest vehicle which the available capital will buy. Keep a reserve in hand and motoring will be a pleasure, as there will be no fear of an unexpected bill finding one without proper funds to meet it, as may be the case if a car is swallowing up a large amount in the direction of running costs and standing charges.

Those who have no experience of modern small cars sometimes try to persuade their friends that a light car offers cramped accommodation for passengers. That this is incorrect can best be proved by a trial run; even four-seater saloons of under 10 h.p. can offer plenty of leg-room and headroom for four 6-ft. occupants.

Judging Performance.

Low power is urged by some as a reason for poor performance. The real factor in this connection is not only power but power and weight combined. A car with an engine developing 40 h.p. and weighing 30 cwt. obviously has $1\frac{1}{3}$ h.p. per cwt., whereas a light car with an engine giving 30 h.p. and weighing 15 cwt. has 2 h.p. per cwt. Speed and hill-climbing capacity favour the car with the greater power per cwt.; engine power alone is no criterion of performance.

Whether it be on the count of economy, reliability, comfort or speed, the modern light car, by which is meant one having an en-



Standing charges are items which have to be paid irrespective of the use which is made of the car. The light car scores on account of its low initial cost, modest power rating and dimensions.

As a rule cars of, say, 20 h.p. generally involve bills some 25 per cent. greater than those charged for a 10 h.p. car for the same work, and the smaller parts used on the light car are much cheaper than those of its bigger brother.

whose car runs him into bills on account of its opulent appearance. When pulling up at restaurants, hotels or garages the owner of a large car is put down as a man of

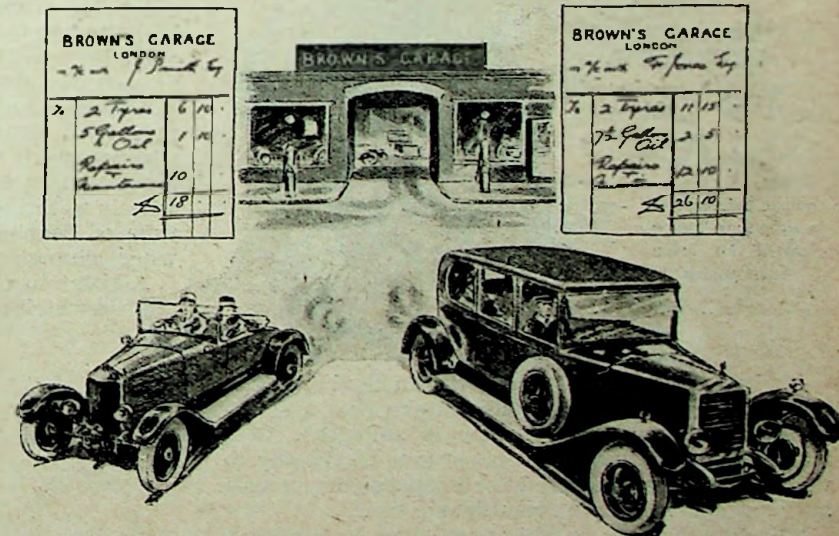
Inexpensive Garage.

Next, we turn to the items termed standing charges, which comprise garage, licences, insurance, depreciation and loss of interest. Running costs depend upon mileage, that is, work, but standing charges have to be met irrespective of the use of the car. The light car can be garaged quite cheaply; even in some of the expensive London districts a charge of only 7s. 6d. a week is made for a small four-seater, whilst big cars, by reason of their size, cost 15s. a week or more.

Licences and Insurance.

Licences at the rate of £1 per horse-power obviously show a very marked balance in favour of the light car, and insurance follows suit, the premiums being based on horse-power and value, both of which are less in the case of the popular small chassis.

Depreciation and loss of interest on capital, that is, the purchase price of the car, are much smaller than the sums which the large-car owner has to meet owing to the greater initial outlay. The modern



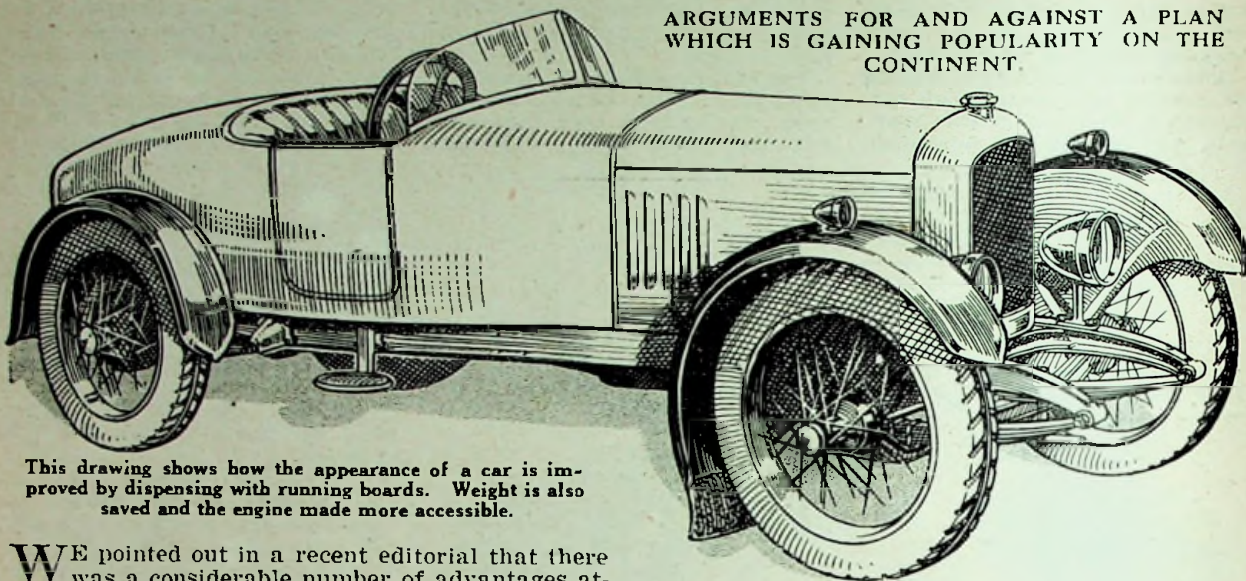
Tyres are a costly item, but the light car scores by reason of its low weight and consequent long tyre life. Oil and maintenance costs both show a marked balance in favour of the smaller car.

means by the staff, and up go the bills accordingly, but the motorist whose method of transport is of the economical and popular type need not fear such extortionate methods being practised upon him.

gine not exceeding 1,500 c.c., is capable of satisfying the most particular motorist. In recent years the standard of the light car has risen to a much greater degree than that of its bigger brother.

WHY NOT "CLOSE-UP" MUDGUARDS?

ARGUMENTS FOR AND AGAINST A PLAN WHICH IS GAINING POPULARITY ON THE CONTINENT.



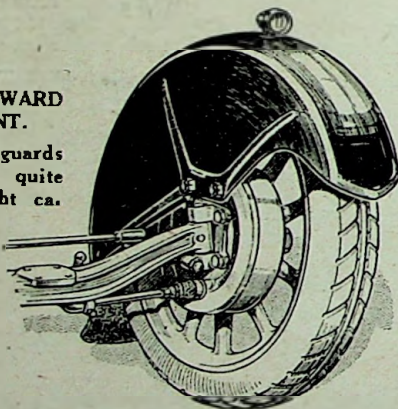
This drawing shows how the appearance of a car is improved by dispensing with running boards. Weight is also saved and the engine made more accessible.

WE pointed out in a recent editorial that there was a considerable number of advantages attached to the use of motorcycle-type mudguards in place of the conventional massive wings and running boards which are universal practice to-day.

Running boards, of course, are heavy, and so are their attendant valances, brackets, and so forth. In addition, they are unsightly, whilst they serve no particularly useful purpose, a fact which is evident in the case of many sports models which have running boards not more than a foot or so in length.

A STRAIGHTFORWARD ARRANGEMENT.

"Close-up" mudguards could be fitted quite easily to any light car with Alford and Alder front-wheel brakes, the valances being bolted to the back plates.



Mudguards secured to the axles instead of to the frame have the particular advantage that a clearance of two or three inches is sufficient, thus materially improving the appearance of the car to which they are fitted, whilst keeping them small and consequently free from drumming.

The illustrations on this page show how neat a light car looks when it is stripped of running boards, and when mudguards of the type which the writer advocates are fitted. The close-up drawing, showing how the front mudguards could be secured where front-wheel brakes are used, indicates clearly that there is no need for complication, whilst two large bolts would look after rigidity and allow the mudguards to be easily removed when occasion demanded.

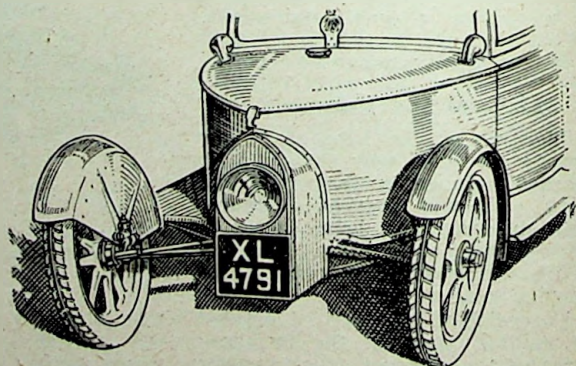
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The type of front-wheel brake shown in the drawing is the Alford and Alder, which is fitted to a considerable number of light cars, and the back plate of which lends itself very readily for mudguard attachment. Nearly every other type of front-wheel brake would be easy to adapt in the same manner.

So far as cars not provided with front-wheel brakes are concerned, it would be necessary to attach the mudguards to the stub axles, but this should not be particularly difficult if the stub forks were designed with that object in view.

For the rear wheels the mudguard attachments naturally would be even more simple. They could be bolted direct to the brake cover plates or stays could be provided and secured to a saddle clamped around the axle casing. In either case it would be necessary, of course, for sheet metal of stout gauge to be used, whilst added rigidity could be gained by ribs pressed in the manner shown. It would not be possible to provide stays on the outside of the wheels as these would not only call for some special type of bearing on the hub cap but would make wheel changing difficult.

A point in connection with these close-up mudguards which would make a special appeal to those



How "close-up" mudguards were fitted to the front axle of the North Lucas light car which had independent springing for each front wheel.

who are fond of tinkering with their engines, would be that, with the steering locked over, one could stand behind a front wheel when the engine would be particularly accessible. This feature of the arrangement would be specially attractive when adjustment had to be made by the roadside in wet weather, for with the conventional type of mud-guard and running board it is impossible to work on the engine without leaning over a dirty mud-

guard, ruining one's clothes and damaging the finish of the wing.

Close-up mudguards are coming into fairly wide use on the Continent, and they are a feature of a recently introduced but already famous British 3-litre sports car. So far as light cars are concerned they made their debut on the North Lucas which was introduced a few years ago, but which has never gone into production.

STANDARDIZED LIGHT-CAR CONTROLS.

A SUGGESTED IDEAL ARRANGEMENT—
THE URGENT NEED FOR UNIFORMITY—
DAMAGE CAUSED BY ABSENCE OF
STANDARDIZATION.

DURING the past few years the lot of the manufacturer has been vastly improved by standardization. To day, chains, wheel rims, nuts and bolts, and, in fact, nearly every detail of the make-up of a car has been standardized, but, whilst appreciating the advantage which they thus gain, manufacturers do not appear to make any attempt to improve matters so far as users are concerned by standardizing the controls of their products.

Their attitude would be easier to understand if there was any obvious justification for the varied types of control used, the differing methods of operating them, and the unusual positions in which they are so often to be found.

Starting with the facia-board, it is obvious that the instruments should be laid out with a view to giving maximum accessibility to the switchboard and an uninterrupted view of the speedometer; yet the switchboard, which the driver has usually to grope for in the dark, is nearly always fairly remote from the steering wheel, whilst the speedometer is frequently placed so that the driver can see it only by leaning right across the car.

It is suggested that the correct place for the speedometer is on the right-hand side of the facia-board, with the switchboard just to the left of the steering column, gauges for oil or air pressure next, and the clock on the extreme left.

Fortunately, there are only two alternative arrangements of the pedals, the clutch being always controlled by the left foot and the foot brake and accelerator by the right. On some cars, however, the accelerator lies between the clutch and brake, and on others at the right-hand side of the brake pedal. It would seem that there should be no great difficulty in deciding which is the better position for the accelerator and every manufacturer planning his car accordingly.

Coming to the gear change, it is found that, although this is the control which needs the greatest skill to operate it successfully, there are few, if any, cars having a gear lever in the same position relative to the steering wheel; reverse catches, where fitted, are differently arranged on nearly every make, whilst the positions of the various gears in the gate also differ widely.

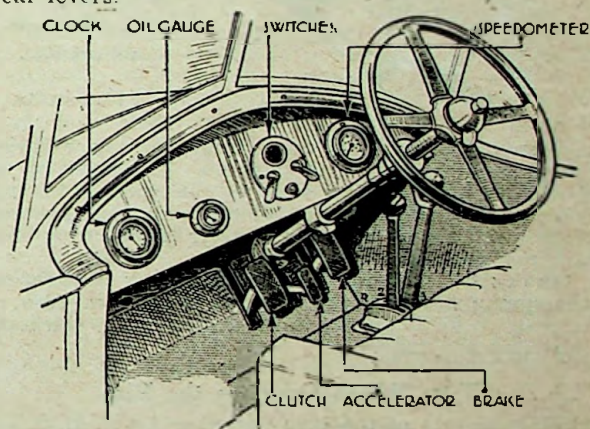
The writer recently drove four different makes of light car during the course of a single day. On the first of them first gear was inside back, second outside back, and top outside forward. On the second the first was inside forward, second outside forward, and top outside back. On the third, first was inside back, second outside forward, and top outside back. On the fourth, first was outside back, second inside forward, and top inside back. Each of the cars had an entirely different position of the gear lever for its

various ratios, and, as a result of this, all manner of foolish mistakes were made.

On one occasion, for example, momentarily forgetting the positions of the gears, the driver endeavoured to change from second into reverse, whilst on another an attempt to move from first to second produced a sickening crash from the top-gear dogs.

It is suggested that the gear gate sketched on this page might very well be standardized for all three-speed light cars. It could be placed either in the centre or on the right, and its adoption would lead to many fewer mangled gearboxes and worried drivers. In the case of a four-speed box, the lowest ratio could be in the position depicted for reverse, the reverse position being in the same slot of the gate but farther forward.

The most important thing about the hand-brake lever is that it shall be readily distinguishable from the gear lever, and for this reason it is believed that a ratchet release catch of the handle type should be fitted invariably to hand-brake levers and a button to gear levers.



It is suggested that the arrangement of controls shown in this sketch approaches closely to the ideal.

The positions of the hand throttle, starter button, strangler and advance and retard lever do not appear to need standardizing, as none of these is ever needed in an emergency. At the same time, if the manufacturers could get together and decide on a standard direction for the hand throttle to "open" and for the ignition control to "advance," a distinct step forward would be made. As it is, strangers to a car frequently bend the starter-motor shaft by trying to start on full advance, whilst many a battery has been ruined in an endeavour to start a car with the throttle nearly wide open, in the belief that actually it is almost closed.

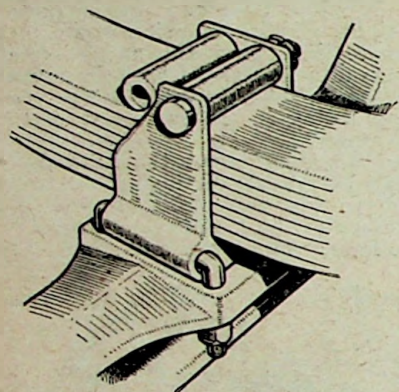
An important thing to remember in connection with the design of a hand throttle control is that it should be planned so that, whilst being sensitive and positive to allow a good dead setting, it should also allow the throttle to be fully opened. There are many drivers who find that keeping one foot on the accelerator on a long run is very fatiguing, but if they have not a hand throttle control which will give a wide opening, they can do nothing save put up with the fatigue and curse the manufacturer.

ACTIVITIES OF THE INVENTOR.

RECENT PATENTS DEALING WITH SPRINGS, TYRES, TWO-STROKE ENGINES, SPRING MOUNTINGS AND INFINITELY VARIABLE GEARS.

SPRING breakages are still far too common, particularly those of the master leaf, and a frequent cause of weakness is the drilling of the leaves for the centre bolt. A recent patent, under the names of G. A. Woodhead and T. H. Sanders, appears to overcome the trouble by abolishing the centre bolt.

The top or master leaf of one of the springs protected by this patent is in two portions, each of which is fixed to the U-shaped fixing bracket mounted on the axle. The ends are rolled to form eyes and have shacklepins passing through them and the sides of the U. When in position the twin sections of the



By means of fixing the master leaves of a road spring to shacklepins on the mounting bracket, the centre bolt is eliminated, with its attendant troubles.

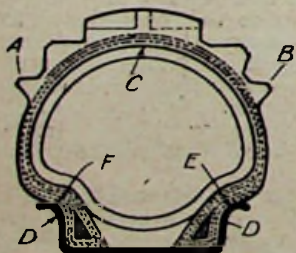
master leaf press hard down upon the lower spring plates and hold them in position. The ends of the second leaf are wrapped round the eyes of the top leaf; the familiar Woodhead rebound clips are employed and the ends of the shorter leaves are ribbed and recessed near their ends.

As can be seen in the accompanying illustration, the spring fits into the bracket, which, in turn, is held down by U bolts passing through the thickened base and the axle.

Tyre Which Overlaps the Rim.

THE objects of the tyre patented by E. B. Killen are to provide a low-pressure-type cover, which fits existing rims for high-pressure equipment without altering the gear ratio.

Protecting ribs (A and B) are formed on the cover, and the portions of the walls which overlap the rims (D) are thickened at F and E to withstand the strains. Either straight-sided or beaded-edge covers may be



In order to provide low-pressure equipment for existing wheels without altering gear ratios, this tyre overlaps the rim. Either straight-sided or beaded-edge construction is specified.

employed. In the latter case the cutting effect would seem to be a serious objection to the principle of the tyre being allowed to bear upon the sharp rim edges under load.

The inner tube (C) is reinforced, but, apparently, is not shaped to fit the cover. The great flexure

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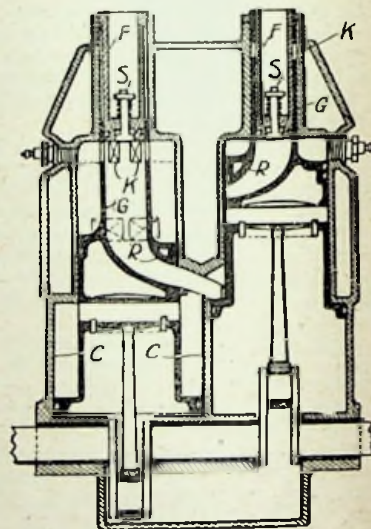
which must occur in the walls of the cover between the ribs and the beads seems to be the weakest point in the design, because both cover and tube will be squeezed out sideways when travelling under load and under-inflation would appear to be more than usually deleterious.

"Stratifying" Two-stroke Engine.

THE idea of using the lower portion of a double-diameter piston for pumping mixture to the cylinder of a two-stroke engine is not new, but the use of this principle in conjunction with a method of stratifying the charge in each combustion space is patented by E. Beadle.

Reference to the illustration shows the annular spaces (C) around the lower portion of the piston in the left-hand cylinder, into which the mixture is drawn. Turning to the piston in the right-hand cylinder, this is at the top of its stroke, having pushed the gas surrounding its lower part up the passage (R) and through the ports (K) into the combustion space of the left-hand cylinder.

In this two-stroke engine the cylinders are cross-connected, one piston forcing mixture to the combustion chamber of the other cylinder. A charge of air precedes the explosive mixture. Note the tubular extensions of each piston.



Imagine the right-hand piston descending: It can be seen that the valve (S) will open, admitting air into the passage (R) which has an extension (G). A charge of air will therefore remain in the passage, being forced into the right-hand combustion chamber in advance of the mixture from the pump portion of the other piston. In this way the charge will be stratified or in layers, which, according to various authorities, tends to increase efficiency.

Objections to the design appear to be the weight of the pistons and the large frictional areas involved. Whether these would have a detrimental effect on the engine performance remains to be seen in practice, but the gain in other directions will have to be marked to counteract the losses mentioned.

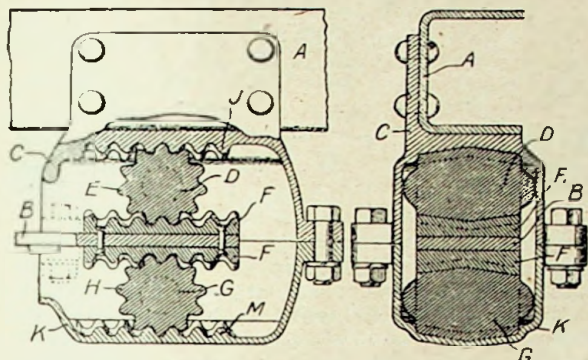
Spring Mounted on Gearwheels.

A NON-METALLIC mounting for the free end of a leaf spring is the subject of an interesting patent by W. W. Groves. Flexibility should be obtained without noise, but the durability of the device will have to be proved in practice.

Attached to the chassis frame (A) is the housing (C),

ACTIVITIES OF THE INVENTOR (contd.).

with the lower half (K) bolted to it. The racks (J and M) are formed in the housings, and the rubber rollers (D and G) bear between them the master spring leaf (B). Fixed to the leaf are racks (F), which are shaped to mate correctly with the truncated double conical rollers (D and G) bearing teeth (E and H). This tends to reduce side sway, and the sides



Corrugated rubber rollers mating with racks on the spring end and housing form the mounting depicted above. The rollers are of double conical form to prevent side sway.

of the rollers when compressed come into contact with the casings (C and K) as a further step in the same direction.

No lubrication would be required and the rubber rollers would add to the cushioning effect. It is important to note that the rollers are confined under compression; in other words, the spring end is nipped tightly between them.

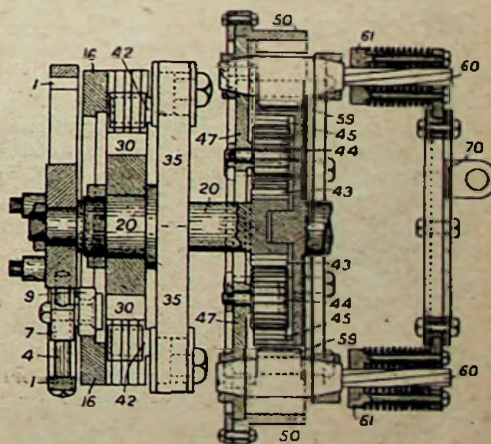
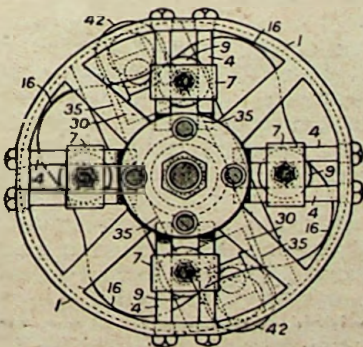
Another Infinitely Variable Gear.

CENTRIFUGAL force is the underlying principle of an automatic infinitely variable gear patented by M. L. Bevington. Many similar gears of recent date have embodied the same idea, but the present example utilizes an undulating cam track and rotating masses.

Roughly speaking, the gear, as depicted in the illustrations, comprises two parts—the "variable" section and the reverse section. The former is the wheel-like construction on the left and the latter the mechanism on the right-hand side of the picture.

Centrifugal masses (7) act upon the undulating cam (16) and slide on pairs of radial guides (4) upon the driving wheel (1). Actual contact with the cam track is made by the rollers (9). The cam (16) is centrally mounted loosely upon a driven shaft (20), and is connected to it by arms (35) which carry cranked discs (42) engaging with the radial slots (30) in the cam wheel.

The automatically variable speed of the shaft (20) may be reversed through a toothed train (43, 44, 45); this normally revolves as a solid mass for forward driving. Pawls (59) carried by the planet carrier (47) are moved inwards to engage the ring (45) for forward motion—to lock the gear train solid—and outwards to engage a fixed frame (50) when the carrier (47) is to be stopped for reversing purposes. These pawls (59) are operated by helical pins (60) engaged by nuts (61),



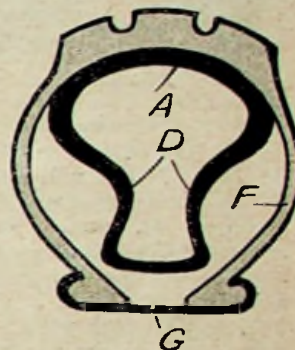
This infinitely variable gear employs centrifugal masses moving round a cam track as the basic principle. The device is claimed to be automatic in operation.

which are moved in and out by a sliding disc (70).

As the engine speed increases, the masses (7) are flung outwards with greater force, tending to remain in the hollows of the cam, thus dragging the cam track round. Varying loads affect speeds and thus oppose centrifugal force in the gear; the design is claimed to act as a balance between them, varying the ratio between engine and road wheels without action by the driver.

In order to resist wear, the rollers (9) will have to be substantially made, and it will be interesting to see whether the inventor's claims are borne out in practice. All the rollers bottom in the cam at once, which might give rise to jerkiness, especially at high road speeds.

The peculiarly shaped tube has re-entrant side walls and a base wider than its bed in the rim to keep the tube, when uninflated, out of the way of a tyre lever. There should thus be little chance of nipping.



Preventing Nipped Tubes.

APPARENTLY C. A. H. Brown, the patentee of the peculiarly shaped tube shown in the accompanying illustration, has been troubled by nipping. Although no reference is made to the matter in the patent specification, the question of trapping the tube with a tyre lever seems to be at the root of the design.

The tread of the tube (A) is thickened and the walls (D) curve inwards when not inflated. That portion of the tube which fits down into the rim bed (G) is wider than the space between the cover beads and the perimeter of the tube in section is less than the perimeter of the inside of the cover.

When the tube is placed in the tyre, it apparently beds down to the underside of the tread and remains clear of the beads until the air pressure forces it outwards. If a tyre lever be inserted under the bead

of the cover, the tube will be out of the way and the risk of trapping is therefore obviated. This does not apply if the tube is inflated.



RICH MIXTURE

LIGHT CAR
COMMENT
& ADVICE

by *Focus*

An Interesting Show.

THE Motorcycle Show had its crowds of enthusiasts, but it will not be able to compare in interest with the Car Show which opens a week to-day. In many respects the motorcycle is approaching finality—differences over previous years' models being discernible only in minor details.

How different with the Car Show! Here still more steps in the amazing development of the car of 1,500 c.c. and under will be strikingly revealed, and for every class of motorist there will be a feast indeed. To the man of moderate means the Car Show to-day is what the Motorcycle Show was three or four years ago, when the discoveries and lessons of the war were being packed into two and three-wheelers. That surge of interest has now been transferred to light cars, and such interest is quickened by the fact that, whereas the light cars of 1920 and 1921 were the prerogative of the richer classes, they are now well within the compass of the average purse.

Latest Developments.

PERHAPS the outstanding feature among the small car exhibits at Olympia will be the sudden acquisition of dumb-irons by a number of famous makes. Among these one may mention the Rover, Olynio and Rhode, each of which has adopted half-elliptic springing in order that front-wheel brakes may be used with safety and to their best advantage. The various front-wheel-brake designs which will be on view will be extremely interesting to the student of mechanical matters and the ordinary owner-driver alike, the one being interested in various very clever dodges which the makers have adopted, and the other in the easy-adjustability of the latest types and the complete absence of fiddling oilers and greasers.

Apart from f.w.b. designs, the principal development has been in regard to coachwork. Larger, more comfortable and more convenient bodies than last year will be found on almost every stand, whilst, in addition to the comfort which will be provided during 1926 by sheer padding and roominess, our lot is to be improved by still better means for keeping out the wind and weather.

The Modern Tendency.

THE specifications of all the light cars and cyclecars on the British market, which form a feature annually of *The Light Car and Cyclecar's* First Show Number, are really well worth studying. This year the number of makes offered to the

public is larger than ever, whilst, despite the reimposition of the McKenna Duties, there are more light cars of Continental origin in the list than there were last year, when no duty had to be paid.

I fancy that by next year the ranks of light car manufacturers will have been increased by the addition of several famous names, this development being the logical sequel to the now world-wide adoption of 1,500 c.c. for classic road and track races. Who knows that in the First Show Number next year there might not appear specifications of 1,500 c.c. Sunbeams, Vauxhalls, Delages, Duesenbergs and Bentleys? The tendency is certainly towards still smaller engines, and there seems no logical reason why the demand—at least, among buyers of expensive sports models—should not veer from the two-litres to the 1,500 c.c. class.

Making an Early Start

WISHING to make an early start from a provincial town, I ran my car into one of the biggest garages of the place and asked whether I could have it at 7.30 a.m. on the following day. The proprietor was full of apologies, regretted he did not open his premises before 8 a.m., but suggested that I might care to place it in the yard of the hotel opposite, where it would, at any rate, have a roof over its head and be available at any hour of the day or night.

I thereupon approached the proprietor of the hotel, who welcomed me cordially, personally superintended the placing of my car under the shelter, instructed the yardman to see that I had everything I wanted so far as his service would permit, told me I could open the gate at any time and walk in, and charged me only 1s. for the night. In the morning I hurried into the hotel yard, being a little late, and found that all I had to do was to start up and drive straight out, there being no obstruction whatever. After experiences which I have had in public garages, this was indeed refreshing.

The Good Samaritan.

GENERALLY, a light car is reckoned to bring pleasure only to those who are able to ride in it, but I heard recently of a case where a Jowett managed to complete the happiness of no fewer than 30 honest souls. The scene was laid in a remote Lincolnshire hamlet, boasting of a tiny dance hall, and one day, when things seemed to be particularly flat, the idea of a dance was mooted. This was at 7 p.m., and obviously a dance that

begins much after 8 p.m. is not going to be much of a "do." The proprietress of the hall lived three miles away and the pianist occupied a cottage in another direction equally distant. Just when things seemed to be fairly hopeless, the owner of the light car stepped into the breach and, treading hard on the gas, managed to fix things up with both the proprietress and the pianist, whilst his friend went round solemnly with a bell telling all and sundry that a dance would start in half an hour. Subsequently the little car brought no fewer than 15 of the dancers, most of whom lived several miles away, to the hall, taking them each to their beds long after midnight.

Mass Production and the Consequences.

A FRIEND of mine who owns a well-known mass-produced light car emerged from a hotel recently to discover that his car had been driven away by an absent-minded owner, whose car, of the same make, was left in its place. It was an honest mistake, but my friend had to kick his heels for 40 minutes until the absent-minded one returned full of apologies.

Little-known Laws.

WHEN a new-comer to motoring buys a car he is not presented with a copy of the original Motor Car Act, and it is not surprising, therefore, if, during his first season, he goes along blithely ignorant of some of its provisions. For instance, many motorists do not know that if the driver of a horse and cart puts up his hand the motorist, under penalty, must stop.

This is a relic of the days when horse-drawn vehicles predominated and equines had a habit of standing straight up on their hind legs whenever a motor appeared. One does not often see the regulation insisted upon these days, but I recently heard a choleric-looking gentleman driving a high-stepper threaten to bring down the law on a motorist who had ignored his signal.

Another requirement is that concerning audible warning of approach. Too few motorists know that to neglect to sound the horn at cross-roads,

corners, or any other spot where people should be made aware of their presence, is an offence. Even the fact that a traffic policeman is on duty and waves one on does not absolve a motorist from this duty, and I see that in some towns this regulation is being enforced.

Right of Arrest.

UNDER other Acts provisions exist which indirectly concern motorists. It is, for example, open to anyone to arrest drivers of vehicles whom they consider guilty of dangerous driving, and I believe that where arrest is impossible they can apply for a summons. A little point which should put motorists on their guard when rounding corners in horse-breeding or training districts is that when a man is riding a horse and leading another his correct side of the road is the right. Before to-day I have heard overtaking car-owners hooting such a man to cross over to the left.

Homely Literature.

HE who can introduce homely similes into his instruction book has gone a long way to make people read it and, furthermore, to get them to practise what they read. By means of conversational phraseology and the judicious use of a little slang the desired impression may be made upon the mind of the novice more easily than by strings of involved terms.

As an instance of simple guidance the description of the electrical system in the Jowett instruction book may be mentioned. Even the man who is not on speaking terms with amperes, distributors and so forth can soon learn from it what is necessary to make things work without racking his brains and pestering his friends with questions.

Careless Garage Hands.

IS there anything more exasperating or humiliating than a newly painted wing with a dent in it? Leaving my car to the tender mercies of a garage hand recently in a provincial town, I returned on the following morning to discover that the front



THE POPULARITY
OF RACING.

The number of spectators who went to Brooklands last Saturday to see the 200-Mile Race has been estimated at between 20,000 and 30,000. This photograph shows a part of only one of the principal car parks.

RICH MIXTURE (contd.).

near-side wing had been badly crumpled, and it was not until I pointed to the flakes of paint lying on the floor beneath the wing that I could prove to the satisfaction of the proprietor that it had been done on his premises. Being a reasonable fellow, he was full of apologies and even offered to make good the damage then and there. What a blessing it will be when fenders become standard on every car! They may be ugly, but they are certainly useful.

The "G.B." Type.

ANXIOUS to familiarize himself with details of a French car stored at his garage, a manager of my acquaintance extracted an instruction book from the locker and fell to perusing the contents. Unfortunately, it was all in French. This being unintelligible to him, he was endeavouring to follow the layout of the car with the aid of the diagrams when a young knut with a couple of flappers drove in for a minor adjustment. The car bore a "G.B." plate, and the driver, somewhat loudly, began to talk to the garage hands about his foreign travels. "Do you understand French?" asked the manager politely. "French?" echoed the knut. "I should jolly well think I do! Speak it like a native." "Well, would you oblige me by reading that?" said the manager, pointing to a page in the book. The other looked it down, knitted his brows, and then started a translation which to the garage manager was quite unintelligible. Finally, after many pauses, coughs, and obvious shots at a venture, the youth had to confess defeat. "Dash it all!" he ejaculated, "it's all engineering jargon. You couldn't expect me to know that!"

The garage hands grinned.

Overdoing It.

LIGHT coachwork is of special value for small chassis, and the use of fabric-covered bodies for light cars does not seem to have received much attention, except in the direction of saloons. Two and four-seater types need every bit as much care

in the elimination of superfluous weight as enclosed cars.

Quite a number of sports models consist of a more-or-less touring chassis with a bit of weight knocked off, and their performance is improved thereby. To my way of thinking the bulk of touring cars would be better if the avoirdupois were reduced; the advantages of sports model behaviour would be combined with the comfort of the more sedate body. Even an extra hundredweight is worth saving. I know many light cars which are fully 3 cwt. heavier than they should be, whilst several weigh nearly a ton. Such a load is bound to affect performance.

Those Suburban Lines.

WHEN I patronize the local line which conveys busy City workers in my district from their suburban dwellings to town I am always impressed by the snail-like progress which we make. A journey which takes over half an hour by train can be performed in 23 minutes by car without taking any risks. So-called "fast" trains are often a snare and a delusion. True, they tumble helter-skelter through intermediate stations, but out of consideration, no doubt, for the amusement of the passengers, they stop several times between stations, so that season-ticket holders can drink in the wonderful panorama of gasometers and chimney-pots. Glad am I to get back to my speedy little car!

Mr. Soakes Writes.

Dear Fokus,

That 'ere decarbonisin'. After yewd gorn the other Sunday, me'n the Missus gets busy, and a tidy howd you do it was and all. First we undoes all them nuts around the top of the black lumpy looking turn-out under the front, but it never come orf. Ho, I thinks, it wants 'ittin', do it, so I gets the coal 'ammer and sets about it, tappin, quite gentle like, when the spout bit in front comes orf—broke proper. Yewd never believe the water wot run out: gallons it seemed like to the Missus, who was layin' underneath, croonin'. After that lot we pushes it round to the garridge. I ain't no kop at plummin'.

W. SOAKES.

P.S.—Let weller lone, that's wot I says, and no interference.



ON THE
MANŒUVRES.
B20

The Citroën-Kegresse with a creeper track is invaluable for fast cross-country work. This one proved extremely useful during the recent Army manœuvres.

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The Light Car and Cyclecar

"THE LIGHT CAR AND CYCLECAR" WAS
FOUNDED IN 1912 TO CATER FOR THE
NEEDS OF USERS AND POTENTIAL
PURCHASERS OF LIGHT CARS AND
CYCLECARS, AND IT HAS 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. (11 LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL,
THAT CAPACITY BEING GENERALLY
RECOGNIZED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

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Better Value.

IN this issue appears our Annual complete guide to all the light cars and cyclecars on the British market, a feature which has proved extremely valuable in the past and which is assured of an equally good reception, not only on this occasion, but in the years to come. Students of design—and, in fact, all small car enthusiasts—will find with its aid that, as each year passes, the more economical types of car become cheaper, more reliable, more comfortable and more desirable. Since last year there have been few outstanding reductions in prices, but specifications have been improved upon in almost every case, and the value for money offered by small car manufacturers during 1926 will clearly be immeasurably superior to that which they have been able to give during 1925. On the score of reliability it will be noticed from the specifications which we print that no pains have been spared in the design of 1926 models to eliminate all the potential causes of wayside breakdown of which we ourselves, and all other small car users, have had cause to complain in the past. Underlying, for example, is not noticeable in a single specification, transmission systems of questionable strength and durability have been relegated to the limbo of forgotten things, and none save the best proprietary articles, such as magnetos, carburetors, dynamos and so forth, are being used even by the smallest manufacturers during the coming year.

Still More Comfort.

WE have remarked that the latest small cars are more comfortable than their prototypes, and this cannot possibly be denied. First and foremost comes the question of protection from the elements, and in solving the various problems connected with the production of sound, serviceable all-weather equipment the industry has put itself to no small amount of trouble and expense. The result has been the universal adoption of equipment for touring cars, which actually provides equivalent protection to that given by the fixed roof and glass windows of an expensive saloon, whilst the owner still enjoys the advantages of an open car when conditions permit. In addition to the comfort afforded by the latest means for keeping out the weather, the luxurious

tastes of the modern small car motorist are catered for with adjustable seats providing real comfort, adjustable pedals, four doors on four-seater bodies, floor-mats, windscreen wipers, two-panel fully adjustable front screens, rear screens, cubby-holes in the fascia board, pockets in the doors, eight-day clocks and any number of other fittings which were lacking from the specification of even the most costly small cars a few years ago. It is not until these minor, but nevertheless important, items are taken into consideration that a true idea is obtained of the wonderful value for money which will be offered by light car manufacturers at the forthcoming Olympia Show.

The Lesson of "The 200."

LAST Saturday thirteen 1½-litre light cars took part in the Junior Car Club's 200-Mile Race at Brooklands. Three of the competitors drove French cars and the remaining ten were of British manufacture. None of the British cars was placed in the general classification, French cars being first and second in the 1,500 c.c. class and first, second, third, fourth and sixth in the actual order of finishing. The cream of our 1,500 c.c. racing light cars were beaten fairly and squarely by French cars of only 1,100 c.c. capacity. It must not be thought, however, that this necessarily implies that the Continental manufacturers are producing better light cars than we can build in England, but the fact that their specially built racers are superior to our own cannot possibly be denied. The reason is to be found in the fact that French manufacturers are encouraged to maintain costly racing departments in their factories, there being plenty of events in all parts of the country at which their products may perform before the public, thus affording splendid publicity for the make of car in question.

In England conditions are entirely different. Road racing on the grand scale which typifies it in France is prohibited by law, sprint events and hill-climbs are barred, whilst even at Brooklands—our one and only racing track—there are irksome restrictions which discourage private enthusiasts and make racing most unprofitable for manufacturers. Is it surprising that the French racers are better than our own?

Topics of the Day

THE FIFTH INTERNATIONAL 200-MILE RACE

With Darracqs the first and second cars home in the 1,500 c.c. class and Salmsons first and second in the 1,100 c.c. class, the race this year was an overwhelming victory for France. Major H. O. D. Segrave scored his second 200-Mile Race success, having won with a Talbot-Darracq in 1921.



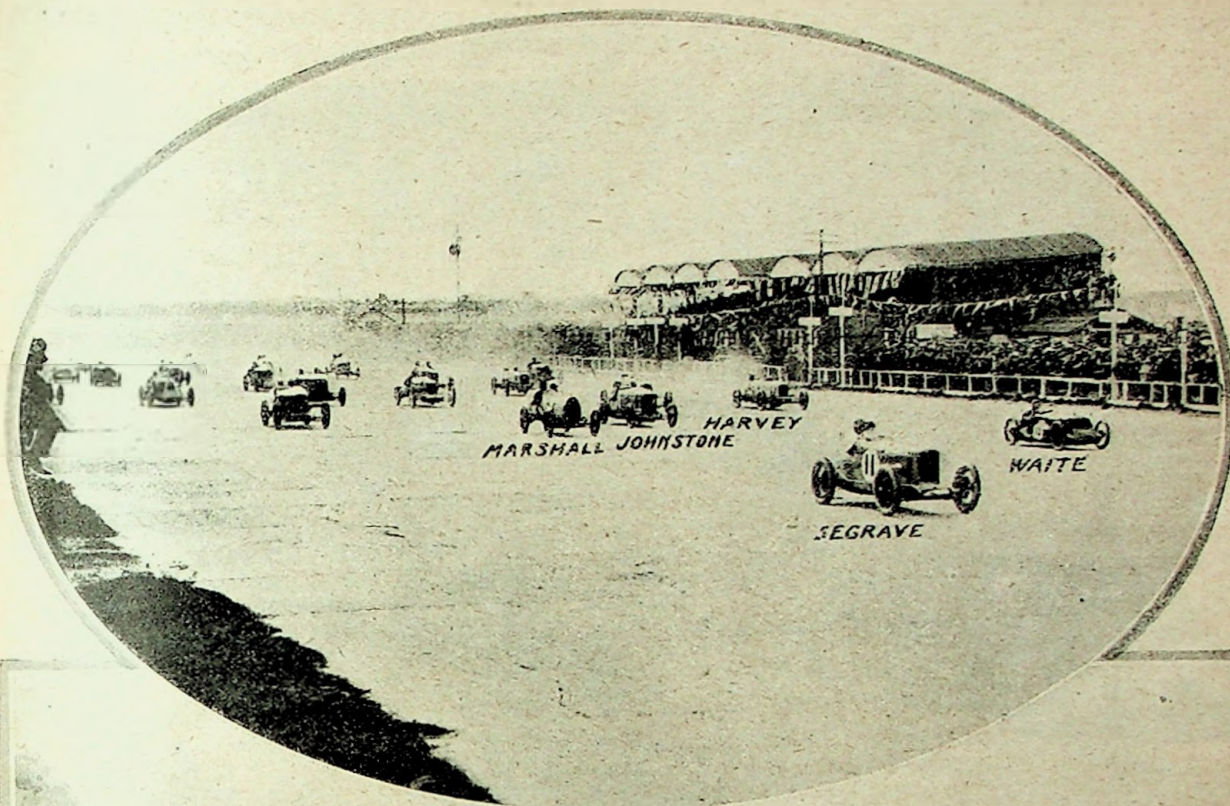
THE RESULTS AT A GLANCE. (All Cars are "Specials.")

1,500 c.c. Class.				General Classification.			
			m.p.h.				
1. H. O. D. Segrave	---	Darracq	78.89	1. H. O. D. Segrave	---	Darracq	
2. Count G. Masetti	---	Darracq	78.88	2. Count G. Masetti	---	Darracq	
3. C. W. Johnstone	---	Frazer-Nash	68.04	3. M. Goutte	---	Salmson	
1,100 c.c. Class.				4. M. de Marnier	---	Salmson	
1. M. Goutte...	---	Salmson	68.55	5. C. W. Johnstone	---	Frazer-Nash	
2. M. de Marnier	---	Salmson	65.78	6. R. Pettitt	---	Amilcar	
3. R. Pettitt...	---	Amilcar	62.04	7. F. B. Halford	---	A. M. Halford	
750 c.c. Class.				8. E. C. G. England	---	Austin	
1. E. C. Gordon England	---	Austin	61.16	9. G. Hendy	---	Austin	
2. G. Hendy	---	Austin	61.15	10. A. E. Depper	---	Austin	
3. A. E. Depper	---	Austin	60.29	H. O. D. Segrave's time was 2 hrs. 35 mins. 14½ secs.			

THE START OF THE CLASSIC STRUGGLE.

SEGRAVE'S ASTOUNDING ACCELERATION.

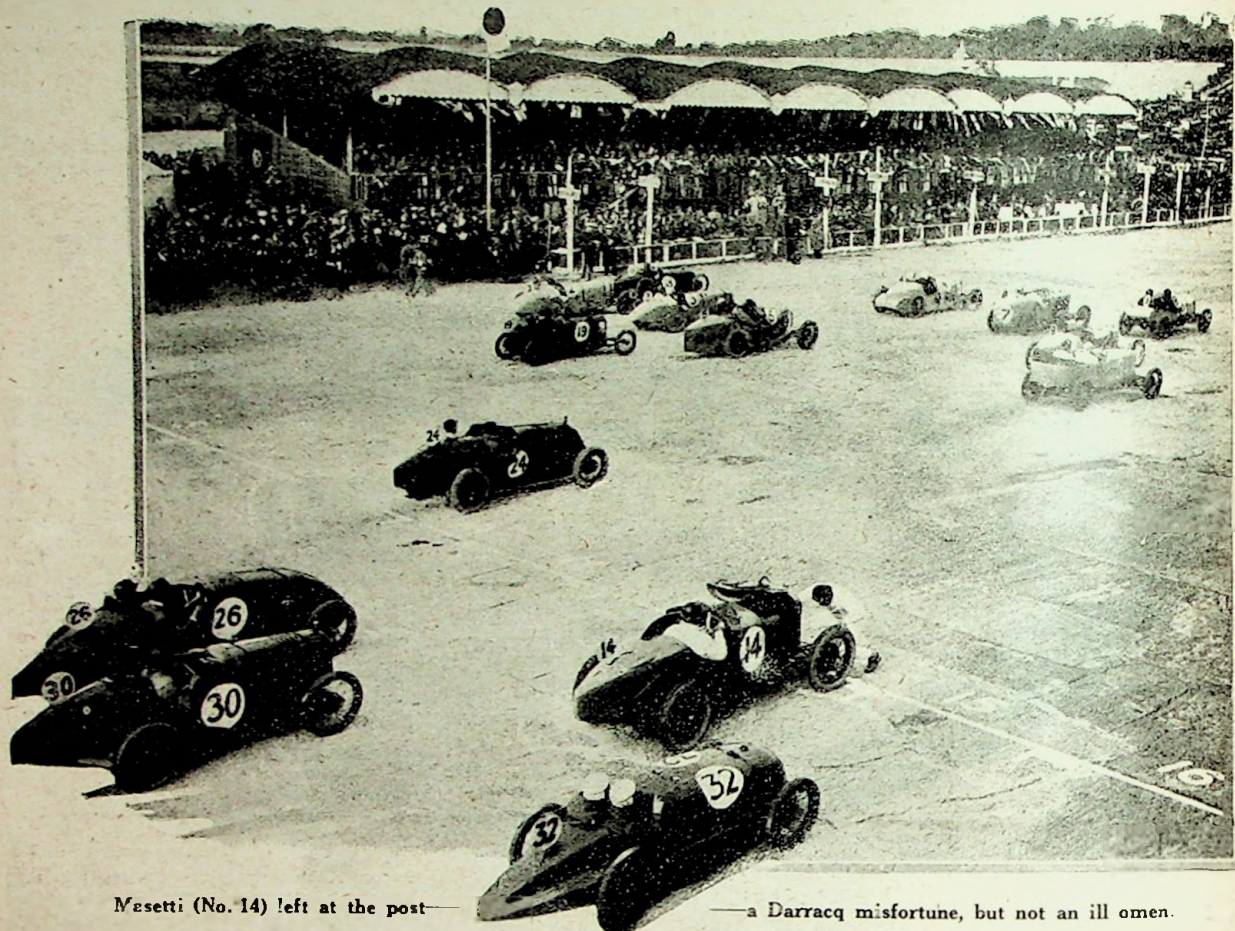
WAITE'S AUSTIN THE RUNNER-UP.



**SUPERIORITY
UNCHALLENGED.**

With one team-mate stranded at the post and the other very slow off the mark, Segrave had it all his own way from the outset. The upper photograph was taken 8 seconds after the start and the lower 10 seconds later.

THE BATTLE FOR THE ANDRE CUP.



Masetti (No. 14) left at the post—

—a Darracq misfortune, but not an ill omen.

FRENCH CARS 1st, 2nd, 3rd, 4th and 6th HOME.—DARRACQS FIRST AND SECOND AND FRAZER-NASH THIRD IN THE 1,500 c.c. CATEGORY.—ALMOST IDEAL WEATHER.—IMMENSE CROWDS OF SPECTATORS.— PERFECT ORGANIZATION.

THE bookmakers knew the result of the 200-Mile Race half an hour before the start, taking 6 to 4 on Segrave and giving 3 to 1 against Masetti, who was the second favourite. Bets could be laid against Conelli, who retired at the end of the first lap, at 5 to 1, whilst Harvey, who was robbed of third place by a broken push-rod, was backed freely at 4 to 1.

Everyone expected, somewhat naturally, that the 1½-litre cars would be much faster than the smaller-engined competitors in the two other classes, and the thirteen (!) 1,500 c.c. racers which came to the post were certainly a formidable array. Of the number only four were destined to finish within the allotted time, whilst one crashed and five retired with mechanical trouble.

Before the flag had fallen for the start of the race it was clear that the Darracqs were not due to enjoy the same good fortune which they had last year, for within thirty seconds of the start, and when every driver was on the qui vive, with first gear engaged and the engine revved up ready to

B24



T. B. Andre handing his magnificent cup to Segrave at the conclusion of the race.

bound from the mark, Masetti's engine stopped. He and his mechanic leaped from the car and were busy at work under the bonnet, whilst the rest of the field streaked off towards the home banking.

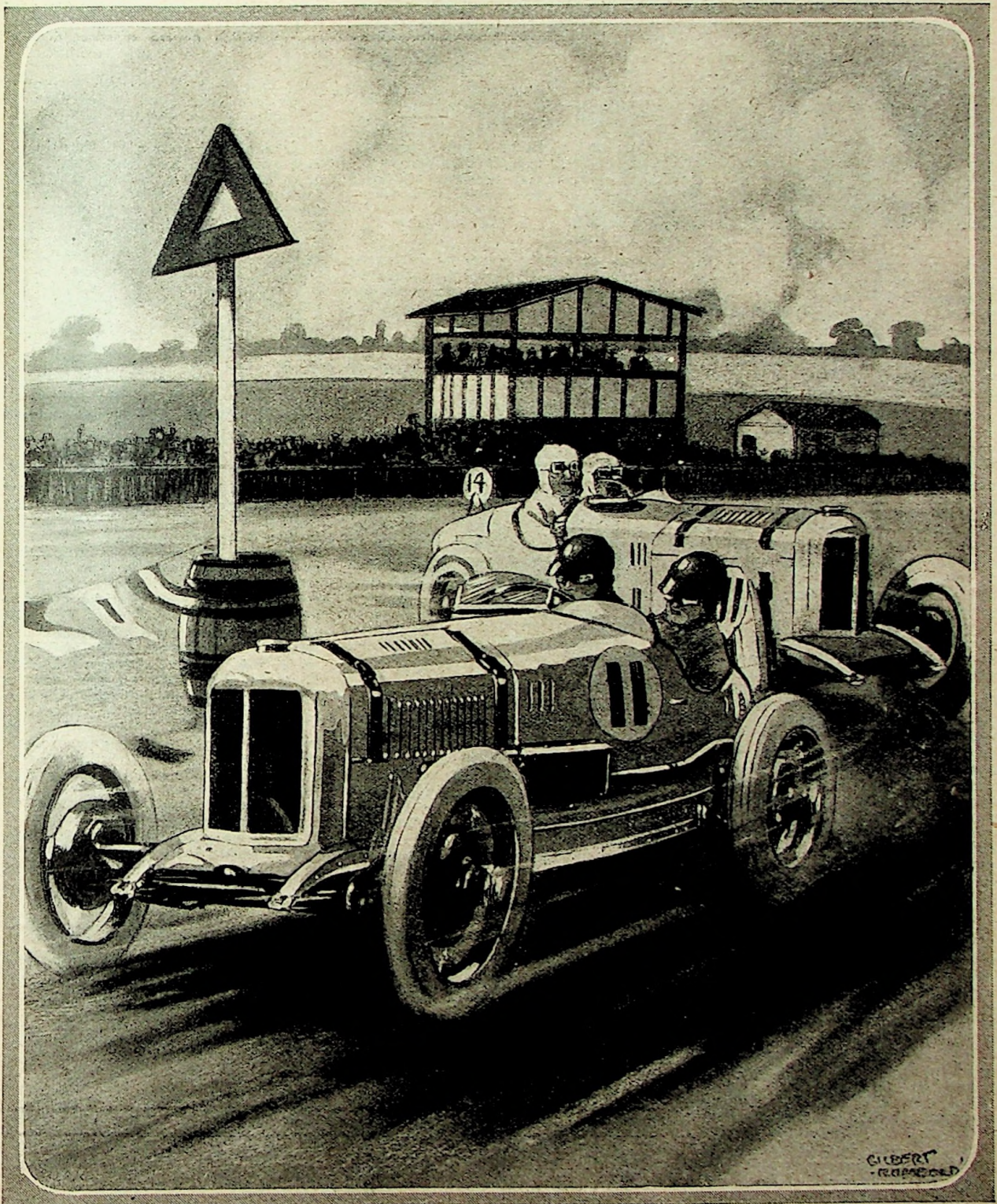
The cars were lined up in two rows at the starting point and every driver knew that there was a great advantage to be gained by leading the field at the outset, as it was obvious that the first few men round would have the easiest time at the corners.

Segrave made easily the best start, gaining a lead of 50 yards or so in the first two hundred. Next came Waite's Austin and then Marshall (Bugatti) and Johnstone (Frazer-Nash).

In 2½ mins. Segrave was round again, leading the field by 7 secs., and having completed his first lap from a standing start at an average speed of a shade over 80 m.p.h. Second came Harvey's Alvis and third Conelli's Darracq, which, to everyone's astonishment, ran into the pits, stopped and retired.

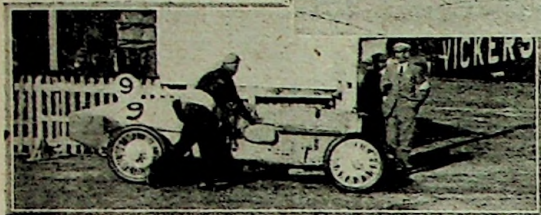
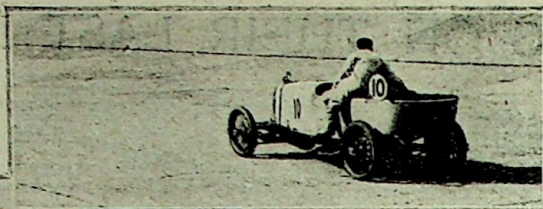
Next in order at the conclusion of the first lap was the Earl of Cottenham's

CORNERING ON THEIR LAST LAP.



Having covered the difficult course at an average speed of just under 80 m.p.h. the two Darracqs (Segrave leading) crossed the finishing line with only a few yards separating them. They are here shown rounding the first of the hair-pin bends on their last lap. Masetti previously had been leading, but allowed Segrave to pass so that the British driver might be first over the line. (Drawing by Gilbert Rumbold.)

(Right) Eaton (Aston-Martin) running into the pits with a broken valve spring—his mechanic ready to leap off.



(Left) Twice the A. M.-Halford was pushed in by its plucky driver and mechanic—first for water, then for petrol.

Alvis, followed by Mays (A.C.), Eyston (Aston-Martin), Morgan (Thomas Special), Marshall (Bugatti), Halford (A. M.-Halford) and Eaton (Aston-Martin). The 1,500 c.c. cars had established a very definite lead over those running in the other classes—owing, of course, to their much greater speed down the Railway Straight.

First Lap Crash.

H. W. Cook's Aston-Martin—one of the fastest cars in the race—came to grief before it had completed a lap. The nature of the accident was such that many spectators, who had only to keep their eyes straight ahead, were unaware of what had happened until they heard the crash of the car as it struck the railings.

Hurtling down the first leg of the finishing straight Cook applied his brakes and it appeared that his off-side wheel locked, causing the car to swerve to the right, dash through the central barrier of flags, slew round and hit the edge of the track broadside and on pointing towards the fork. The car heeled over on its side, partly demolishing the railings, and it was not until half a dozen assistants arrived that it could be dragged off the unfortunate driver and mechanic, who were pinned beneath it. Cook staggered to his feet practically unhurt, but very shaken and dazed; his mechanic, Harris, however, was injured about the head and body and was removed on a stretcher. He is now out of hospital.

Conelli's Bad Luck.

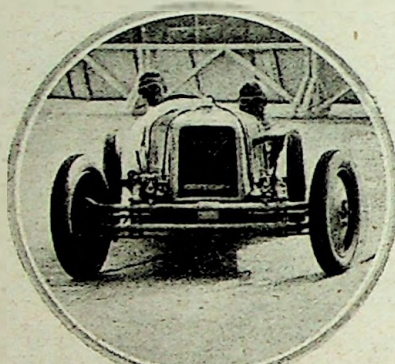
Once they had heard that Cook's crash had not been so serious as was at first believed the spectators were all agog to learn the news of Conelli's misfortune. It seemed astounding that a car which had managed to be third round on its first lap should then retire, but no information with regard to the reason for this retirement was given, so, presumably, as the engine would run and the car could be driven under its own power, it had suffered some such misfortune as a stripped top gear.

On his second lap, Mays made the first of a series of stops at his pit, losing several minutes whilst he changed his plugs.

Masetti, who had made such a very late start, lost more than half a lap at the very outset, but once under way he soon got into his stride and was lapping at about 80 m.p.h. It was clear before a quarter of an hour had elapsed that, provided they had no

serious trouble, Segrave and Masetti could hardly fail to win, with the two front-wheel-drive Alvis racers as the runners-up, and Halford in the A.M.-Halford as a serious rival.

At the end of his 10th lap, Segrave had a comfortable lead of nearly a lap on Harvey, Masetti, the Earl of



Harvey's Alvis head on. The car was handled with consummate skill.

Cottenham, and Halford, all of whom were battling for second place, with Harvey actually holding it. Masetti passed him, however, on the 13th lap and kept ahead of both the Alvis cars to the finish.

Mays meantime had lost a great deal of time due to further stops at the pits,

and after having covered 11 laps retired with a leaky cooling water system. B. S. Marshall also was obviously not enjoying his usual good luck. On his 11th lap he stopped and changed plugs, stopping for a further change two laps later, and discovering a broken valve spring, which caused a great deal of delay and entirely robbed him of a chance for a place.

At this stage of the race, spectators in the grand-stand had settled down to discussing the chances of the various drivers for third place. Segrave and Masetti seemed certain finishers in the first and second positions, but it was clear that there would be a hard fight for who should be third. The Earl of Cottenham, who is a newcomer to Brooklands, was handling his f.w.d. Alvis in magnificent style. Harvey was hampered, due to his brakes having lost much of their efficiency; the Thomas Special was going well, but it did not appear fast enough, whilst the same applied to Eyston's Aston-Martin. The A. M.-Halford seemed very formidable. It could lap at well over 70 m.p.h. and had remarkably good acceleration. Johnstone's Frazer-Nash could barely lap at 70, whilst Eyston's Aston-Martin was also too slow to be fancied.

After Twenty Laps.

The 20th lap positions were: Segrave and Masetti 20 laps, Harvey 18, Cottenham 17, Halford 17, Morgan 16, Eyston 16 and Johnstone 14. Harvey's engine was then noticed to be spitting, and on his 23rd lap he ran into the pits, to discover a broken valve push-rod, the replacement of which cost him nearly half an hour.

At the half-distance, Cottenham had fallen into fourth place, Halford being third and the two Darraeqs leading. Eyston's Aston-Martin was running fifth two laps behind the Earl of Cottenham's Alvis.

Eyston on his 32nd lap had trouble with the Aston-Martin clutch, tinkered with it for a while at the pits and then retired. Johnstone, also on his 32nd lap, called at his pit and changed both back wheels, replenishing his radiator and petrol tank at the same time.

Eaton meantime had been in trouble with a broken valve spring and took so much time replacing it that he lost all



(Left) The Earl of Cottenham and his mechanic. He drove his f.w.d. Alvis in splendid style, but retired with a run big-end.



(Right) Count Masetti and his mechanic at the conclusion of the race. Masetti's lurid cornering provided numerous thrills at the hair-pins.

chance of a place. His Aston-Martin had a four-seater body and a side-valve engine, which was supercharged by a special chain-driven blower.

After 44 laps, spectators in the grand-stands were astounded to see Masetti round before Segrave. These two had been keeping close together since early in the race, and the natural assumption was that Segrave had met with some misfortune. He soon came into sight, however, slowly rounding the second hair-pin bend, having burst a rear tyre on the first. Stopping at his pit he changed the burst tyre and also the other rear tyre as a precaution, and was away again, having lost only two minutes or so.

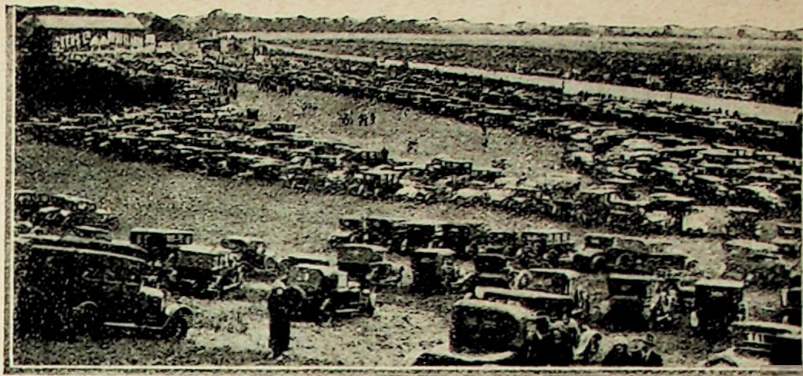
Halford Has Bad Luck.

The A. M. Halford was then running only three laps behind Segrave, but, just after his call at the pits, it came in sight round the bend with the driver and mechanic pushing it. They had run out of water and naturally lost a considerable amount of time allowing the engine to cool down to some extent before replenishing.

Whilst this car was at the pits it was announced that Eyston had finally retired after having done 33 laps, a big-end bearing having run. The A. M.-Halford's misfortune let Morgan (Thomas-Special) temporarily into third place before he retired with carburettor trouble on his 49th lap.

Segrave, following his call at the pits, had been busily overtaking Masetti, which necessitated lapping at over 80 m.p.h. He succeeded in doing this quite easily without any specially lurid work on the corners, his speed down the Railway Straight being considerably more than 100 m.p.h. By the 50th lap Segrave had overhauled Masetti, and it appeared to some of the spectators that the Darracqs were going to have a private race of their own—they had no need to be concerned about any of the other competitors, none of whom was within six laps of them.

The impression that there was a Segrave-Masetti duel in progress was dispelled, however, when on his 60th lap Segrave came round ahead with



FROM THE MEMBERS' HILL.

A fine view of the race was obtainable from the Members' Hill, where those with glasses could see almost the whole of the course.

Masetti following a few yards behind and obviously making no attempt to pass. The rest of the 1,500 c.c. competitors were then all more than 10 laps behind, Cook had crashed, Mays had retired, Halford was on his 51st lap—having had, for the second time, to push his car into the pits from the far hair-pin, where he ran out of petrol. Johnstone was then on his 47th lap, Morgan had retired on his 49th, Harvey had done 41 laps and was busy changing plugs at the pits, and Eyston and Eaton had retired. Marshall had been making vain efforts for a long time to start his Bugatti and had done only 29 laps.

When Segrave was on his 62nd lap Goutte and de Marnier (Salmsons), in the 1,100 c.c. class, were ahead of all the 1½-litre cars except the two Darracqs, and this position they held to the finish. Thus the first four cars home were all of French manufacture, whilst French cars naturally took the first and second positions in both of the principal categories.

Segrave's win at 78.89 m.p.h. would have been more popular had he had a harder fight for it; as it was his walk-over robbed him of much of the applause which his magnificent driving merited. Both he and Masetti drove a

splendid race, nursing their cars against the possibility of trouble and driving throughout to win. The Darracq equipment included Englebert tyres, K.L.G. plugs, Bosch magneto, and Hartford shock absorbers. The fuel used was B.P., and the oil, Wakefield's Castrol R.

Forty-five minutes after Segrave crossed the line the race was stopped in accordance with the regulations, Harvey's Alvis had then done 64 laps, Eaton's Aston-Martin 41 and Marshall's Bugatti 31.

Thus only four 1,500 c.c. cars finished on time, the placings in this class being:—

- 1.—Segrave (Darracq), 78.89 m.p.h.
- 2.—Masetti (Darracq), 78.88 m.p.h.
- 3.—Johnstone (Frazer-Nash), 63.04 m.p.h.
- 4.—Halford (A. M.-Halford), 61.80 m.p.h.

The actual order in which the cars finished—disregarding the classes—was:—1, Segrave (Darracq); 2, Masetti (Darracq); 3, Goutte (Salmson); 4, De Marnier (Salmson); 5, Johnstone (Frazer-Nash); 6, Pettitt (Amilcar); 7, Halford (A. M.-Halford); 8, England (Austin); 9, Hendy (Austin); 10, Depper (Austin).



THE CRUCIAL POINT.

A view of the first hair-pin bend. The cars (in order) are Eyston's Aston-Martin, Morgan's Thomas-Special, Marshall's Bugatti, Halford's A. M.-Halford, and Johnstone's Frazer-Nash. Passing at this part of the course frequently took place.

HIGH-SPEED WORK IN THE 1,100 c.c. CLASS.

WINNING SALMSON THIRD IN
GENERAL CLASSIFICATION—

WAITE'S FIGHT AGAINST ODDS
—EXCITING CORNERING.

Starters.	Betting.
M. de Marnier (Salmson) ...	2 to 1
M. Goutte (Salmson) ...	3 to 1
G. Newman (Salmson) ...	4 to 1
A. Waite (Austin) ...	5 to 1
E. Ringwood (Frazer-Nash) ...	5 to 1
V. S. Balls (Amilear) ...	6 to 1
R. Pettitt (Amilear) ...	7 to 1

GOUTTE, in his supercharged Salmson, won the 1,100 c.c. class in 2 hrs. 58 mins. 40 secs. at an average speed of 68.55 m.p.h. He was also third in the main category and made only one stop for replenishments. De Marnier (Salmson) gained second place, being fourth in the main category, and R. Pettitt (Amilear) third place in his class and sixth place in the main category. It was by no means a runaway win, however, for, in the earlier stages of the race, Waite's chances looked very good indeed, whilst de Marnier also occupied the premier position for some time.

The bulk of the cars which started were all more or less familiar to regular Brooklands habitués, but those who have not followed developments were unaware of the fact that Waite's supercharged Austin was, in fact, an Austin Seven engine bored out 1 mm. larger, so that its capacity was 775 c.c., bringing it, for all practical purposes, only just within the 1,100 c.c. class.

Old-stagers.

The winning Salmson, driven by Goutte, by way of contrast, had a capacity of 1,087 c.c.; thus one cannot help but admire the very game struggle made by Waite in the face of long odds.

Ringwood's two-cylinder Frazer-Nash has seen as much experience of 200-Mile Races as the three Salmsons. The Frazer-Nash looked very businesslike



THE WINNER.

M. Goutte (Salmson), who was also third in the general classification and made only one stop—for fuel—at the pits.

and speedy, the Salmsons, although well streamlined, being high off the ground and appearing to be slightly top-heavy. Their cornering, however, proved that appearances are deceptive, for they were commendably steady on both hair-pin bends.

Pettitt's Amilear well deserved the third place which it gained, for it was driven with extraordinary determination. We believe, however, that Pettitt would have been even faster had he taken the bends a little more cautiously.

To Vernon Balls must be given the credit for entering a practically standard Amilear. Having been disappointed by the Paris factory, he very sportingly drove to the starting line in a car which really did not stand the smallest chance of obtaining first place, and carried on with a degree of verve which won for him whole-hearted admiration.

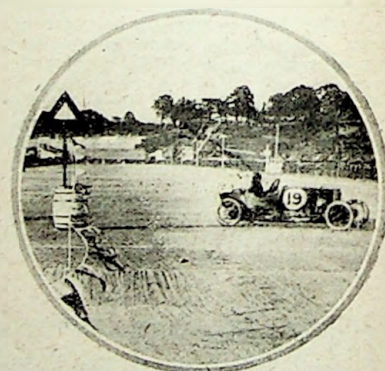
The outstanding feature of the get-away at 2.30 p.m., when the report of the first maroon echoed across the concrete, was the very fine acceleration of Balls' Amilear and Waite's Austin, the two arriving more or less together at the first hair-pin bend. As a test of acceleration from a standing start, this first lap of the race spoke volumes for the 1,100 c.c. machines, there being only nine competitors in front of them at the first hair-pin.

Sorting Themselves Out.

Again, Ringwood's Frazer-Nash and Pettitt's Amilear were only separated from Waite and Balls by one of the 1,500 c.c. machines, the Salmsons being more or less towards the rear. There was no wild scramble among the 1,100 c.c. cars for places in this first lap, and even the more adventurous spirits were considerably sobered by the sight of Cook's ill-fated Aston-Martin being pulled back on to its wheels after the crash described in our report of the 1,500 c.c. race.

The scene of the driver and mechanic being lifted to their feet and given first aid was witnessed by quite half the competitors who were coming down the first leg of the hair-pin.

On the second lap engines became warmed up thoroughly, and the choice of suitable lower-gear ratios began to play an important part in the race. It soon became obvious that Waite's most formidable rival was to be Goutte's Salm-



Ringwood's cornering with the two-cylinder Frazer-Nash was well judged and speedy.



ON THE
SECOND BEND.

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De Marnier (Salmson) hugs the tail of Halford (A.M.-Halford) as the two skid round the second hair-pin bend.

son, for the two went round in close company. Waite kept his lead mainly by excellent cornering, his car skimming round as though it were on rails. The Salmson was not so steady and, whereas Waite pursued the same tactics on every lap, perfecting the manner in which he took the difficult turns, Goutte was slightly more erratic and his car appeared more difficult to hold.

Vernon Balls made the first stop at the pits in the 1,100 c.c. class after covering 11 laps; it was a very brief call, for, having filled up with water, he went off in pursuit of his six rivals. Realizing that he had a lot of time to make up, he became very daring in his

cornering methods, but even he could not excel the almost hair-raising performance of Pettitt!

It seemed incredible that any car could stand the gruelling which Pettitt's Amilear was receiving. Sometimes the front off-side wheel lifted off the ground and locked, the near-side wheel looking as if it were on the point of collapsing; moreover, it seemed that even when the driver had successfully overcome this danger he must inevitably charge the sandbank.

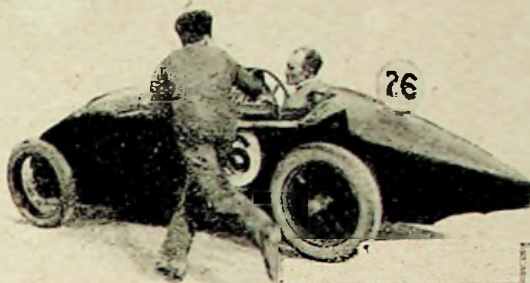
Pettitt's Terrific Skid.

Only once, however, did Pettitt approach anything near disaster, this being after the track had been wetted by a slight shower: hurtling up to the hair-pin at a high speed, it appeared that he had either miscalculated his distance or that his brakes had become less effective. With determination he locked over hard, the car seemed to hesitate, then, with a wild screech from the tyres, it swung round on the track as though pivoted in the middle of the chassis. During this evolution the engine stopped, but Pettitt and his mechanic leaped out, giving the necessary pull up to the starting handle, and were off down the course like lightning to the accompaniment of much cheering from the crowd.

Waite was then lapping consistently at 67 m.p.h., with de Marnier covering the three-mile circuit at a very slightly slower speed, and Goutte always in the picture. After 17 laps, however, misfortune overtook de Marnier, who had to call in at the pits to change the near-side back wheel. He seemed all the more determined, however, to make up for lost time, and increased his lap speed so that he was soon abreast of the leading cars.

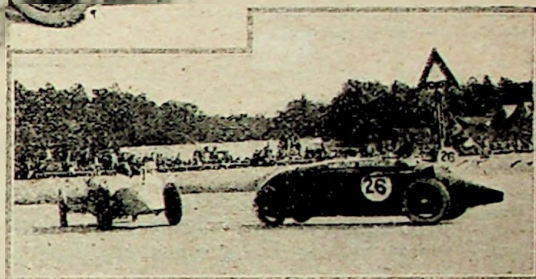
Vernon Balls was the next caller at the pits, this after he had covered 19 laps in dashing style. He filled up rapidly with petrol and oil, and when the radiator cap was unscrewed the steam which shot skywards plainly indicated also the need for water.

By then the hopes of a British victory were somewhat damped, for Goutte had also improved his position, taking Waite's place, who thus lay second to the Salmson. It was then Ringwood's turn to suffer misfortune in the shape, apparently, of a misfiring plug. He



(Left) Vernon Balls lost no time in getting away from the pits. His mechanic is seen in the act of leaping on board with the car in motion.

(Right) The Amilears gave daring exhibitions of cornering. Vernon Balls is seen following The Earl of Cottenham (Alvis).



Meantime, Ringwood (Frazer-Nash) was lapping consistently, cornering neatly and running with the utmost reliability. The positions were:—Waite leading Goutte on the same lap, Pettitt third, Ringwood fourth, with Vernon Balls, de Marnier, and Newman in the background. De Marnier, however, was driving hard, so much so that after ten more laps he had threaded his way through the field and was lying third.

called in at his pit, rapidly replaced the faulty plug, and also took the opportunity of filling up with petrol.

The trouble seemed to be infectious, spreading to Newman's Salmson, which also began to misfire. Newman wasted no time at the pits, and soon was away with a new set of plugs in position.

At 33 laps Goutte, Waite and de Marnier were within a few hundred yards of each other, with Pettitt lying fourth, Balls fifth, Ringwood sixth and

INCIDENTS AT THE PITS.

(Left) Ringwood (Frazer-Nash) and his mechanic make a rapid change of plugs. (Below) Newman (Salmson) is seen arriving at the pits (in oval), his mechanic having leaped out and started to unstrap the bonnet before the car stopped. The adjacent photo shows driver and mechanic rapidly changing plugs.



HIGH-SPEED WORK (contd.).

Newman seventh; but once again the order changed, for de Marnier, with his foot hard down, gradually closed on Goutte, and actually managed to lead him on the 43rd lap.

Then came an unwelcome visitor in the shape of a sharp storm of sleet, which drove across the track almost horizontally, to the great discomfort of the drivers, who felt at this stage of the race they could not afford to slow down. Whether it affected the positions of the leaders one cannot say definitely, but the fact remains that Goutte and de Marnier changed places, and that the imperturbable Pettitt, still threatening to crash every time he came round the hair-pin bend, forced his way magnificently into third place.

This step up in the world, however, was assisted materially by the fact that his rival, Waite, had been forced to make a brief stop at the pits for petrol. Just previous to this Waite had been handicapped because a strip of his bonnet came adrift at one end and began to flap about as the car hurtled round the track. During his stop at the pits he tore this off, and his lap speed went up quite an appreciable degree.

Vernon Balls was ultimately put out of the running definitely by gearbox trouble, whilst at about the same time Newman, in Salmson No. 3, also retired.

Barring accidents, it was then possible to forecast fairly accurately the order of finishing, for Goutte clung tenaciously to the lead, with de Marnier second on the same lap, Pettitt five laps behind them, Waite seven laps behind,

and Ringwood no fewer than fourteen laps in the rear. Ringwood had stopped several times to change plugs before he discovered that incessant misfiring was due to the formation of ice around his carburetter; otherwise he would have held a better place. When Goutte crossed the finishing line he was only 1½ secs. ahead of de Marnier, the third man home, Pettitt (Amilcar), arriving about a quarter of an hour later. Waite retired towards the finish with transmission trouble.

Thus of the seven starters in the class there were three finishers on time, three retirements and four runners when the race was stopped. The equipment of the winning car included Champion plugs, Englebert tyres, Zenith carburetter, Hartford shock absorbers, Shell oil and Shell petrol.

HOW THE AUSTINS FARED.

GORDON ENGLAND AGAIN WINS IN THE 750 c.c.
CLASS—PERFECT CORNER WORK—HENDY MAKES
A NON-STOP RUN.

AS in last year's race, the 750 c.c. class was made up wholly of Austin cars, five of these wonderful little machines lining up for the start. The two cars driven by E. C. Gordon England and R. E. O. Hall respectively were fitted with streamlined bodies which weighed only 45 lb. each.

A. E. Depper was the only driver in the 750 c.c. class whose engine was fitted with a supercharger, and it seemed at first that this would give him a great advantage in speed, as he led the field from the start and retained the leading position until the 29th lap.

Owing to the Austins being in the rear rank at the massed start England (31) was baulked by a refractory 1,500 c.c. car, and thus was slow in getting away. The positions at the end of the first lap were:—1, Depper; 2, Grey; 3, Hendy; 4, Hall; and 5, England.

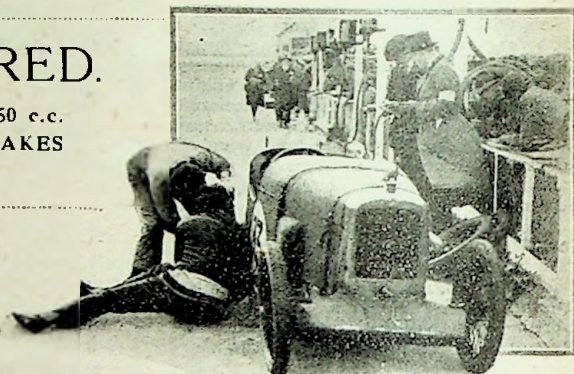
On the third lap, however, England had run up to second place, with Depper only a few yards in front. A keen observer on the hair-pin bends could not fail to appreciate the neat and skilful manner in which England and Hall handled their very low-built cars. Credit in this direction must be given also to the other Austin drivers, although Depper appeared to take the second hair-pin rather slowly.

Grey's ill-fated
Austin at the
pits early in the
race with tyre
trouble.

Bad luck visited Grey early in the race, a flat rear tyre causing him to come into his pit on the fourth lap. In



The winner—E. C. Gordon England—
and his mechanic.



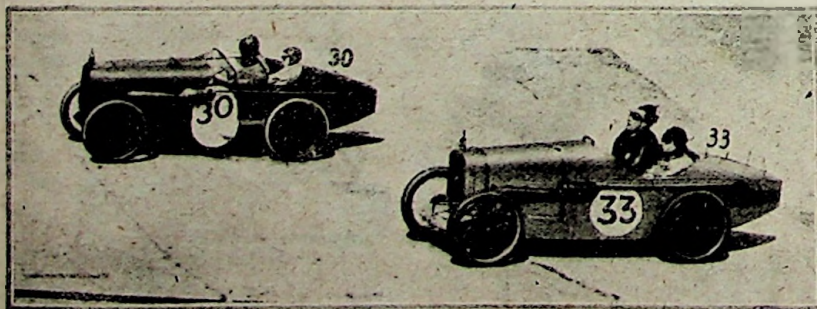
spite of a rapid change of wheels, he lost nearly a lap.

Depper continued to maintain his lead, which at the 11th lap had increased somewhat, the rest of the field being bunched together, with Grey struggling valiantly to make up his lost time, but this was not to be. On his 22nd lap he stopped for petrol, having only a small tank, and thus sacrificed a few more valuable seconds. Whilst gamely pursuing his course, disaster overtook him a few laps later, the bursting of a front tyre causing the car to turn over and crash into a ditch. Grey was rather badly injured, and his mechanic, J. Pares, was seriously hurt about the head.

The Injured.

Here, in parenthesis, it may be mentioned that both Grey and Pares were rather more badly injured than was at first supposed, Grey suffering from a broken arm in addition to scalp wounds. Enquiries at Weybridge Cottage Hospital on Wednesday have resulted in the good news that the injured were showing a marked improvement. As showing the value of immediate attention being given in cases of accidents it is interesting to note that Pares and Grey received first aid from a Harley Street doctor who was amongst the spectators. This probably saved Pares's life.

Some consternation was caused when England was seen to pull into his pit at about the 33rd lap. His stop, however, was only of a few seconds' duration whilst his mechanic filled up the radiator. When, on the next lap, Hall arrived at the pit pushing his car and calling loudly for water it seemed that



The above photo was taken a few seconds before Grey (33) overturned owing to a burst front tyre. He was travelling at 83 m.p.h.

boiling troubles might upset the calculations of the Austin team.

This supposition became stronger when Hall again stopped for water, and on his 39th lap was seen to undertake the removal of his cylinder head, overheating due to loss of cooling water having caused the gasket to blow out. Hall and his mechanic renewed the gasket and changed the plugs in less than half an hour—surely a very creditable performance.

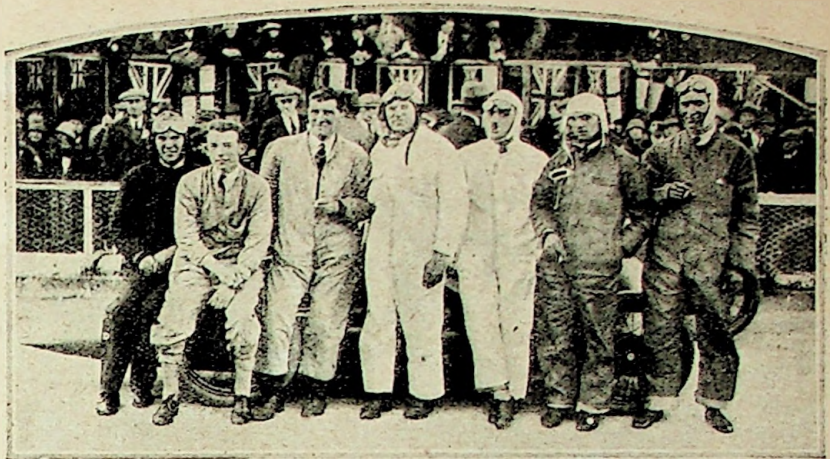
During the time that Hall was busy changes had taken place in the positions of the remaining Austins. England, who was running third on the 47th lap, taking the lead on the 48th.

A Non-stop Run.

Although Gordon Hendy did not get into the leading place during the race, to him must go the credit of being the only driver in his class to complete the course non-stop. Depper called at his pit late in the race with clutch trouble, but was not delayed long enough to put him out of the running for a place.

As the race drew to a close the positions were:—1, England; 2, Hendy; and 3, Depper, and there was a possibility that this would be the order of finishing, as indeed it was.

England's time for the race was 3 hrs. 20 mins. 14 secs., giving an average speed of 61.16 m.p.h. Hendy's time was 3 hrs. 20 mins. 16 secs.—61.15 m.p.h., whilst the third man, Depper, completed the course in 3 hrs. 23 mins. 8 secs. at a speed of 60.29 m.p.h. Thus it will be seen that a close and exciting finish resulted.



AUSTIN EXPONENTS.

On the extreme left is G. Hendy, third from left A. E. Depper, centre E. C. G. England, the winner, whilst sixth from the left is R. E. O. Hall. The Austin cars ran at an average speed of over 60 m.p.h. during the race.

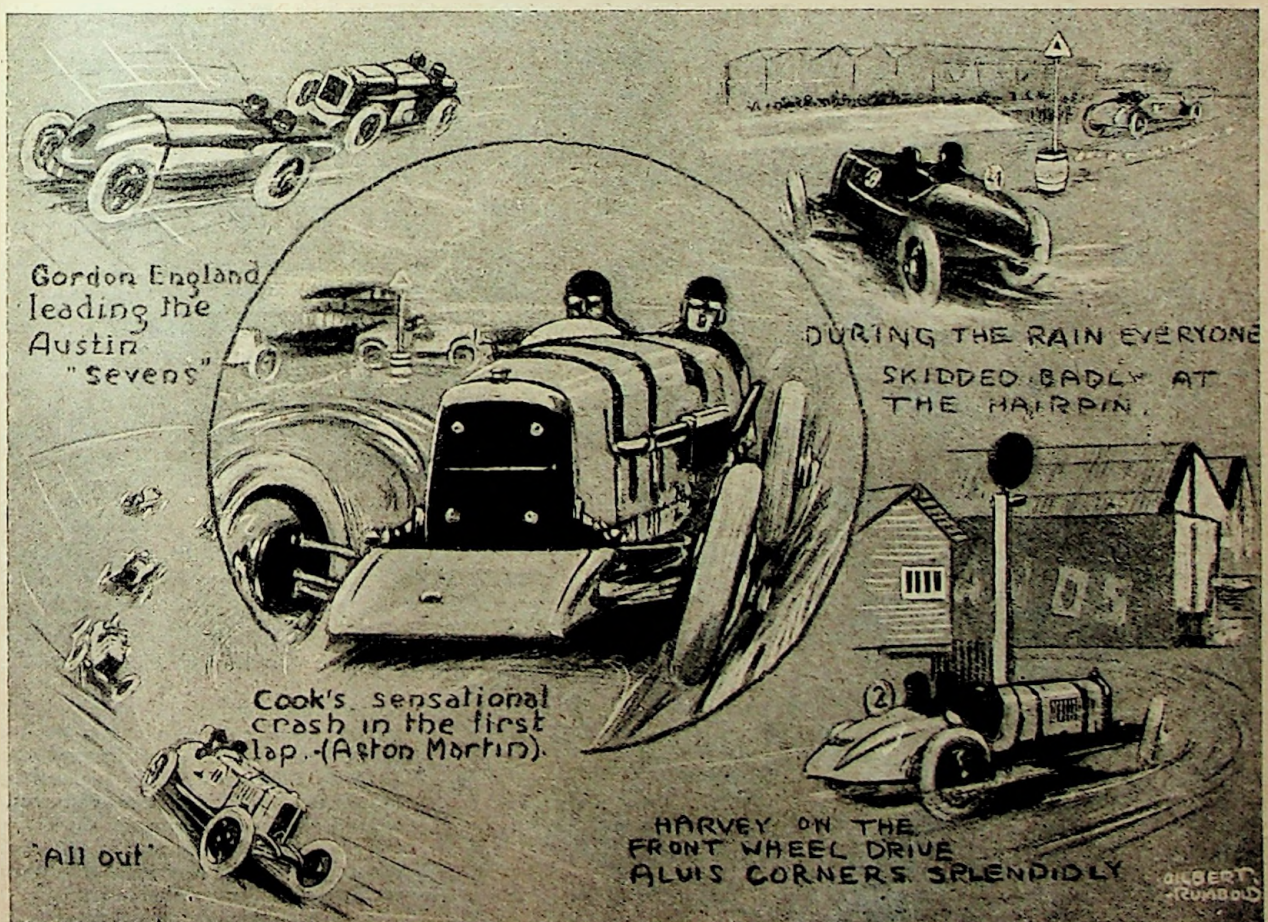
Hall, whose car was still suffering from boiling and loss of water, was on his 55th lap when the race was stopped in accordance with the rules. Excepting for the unfortunate accident to Grey and his mechanic, the 750 c.c. race must be regarded as very successful indeed.

Interviewed after the race, E. C. Gordon England said that, except for the tendency of his engine to boil, he had no worry or trouble of any kind. His car, and that of R. E. O. Hall, was fitted

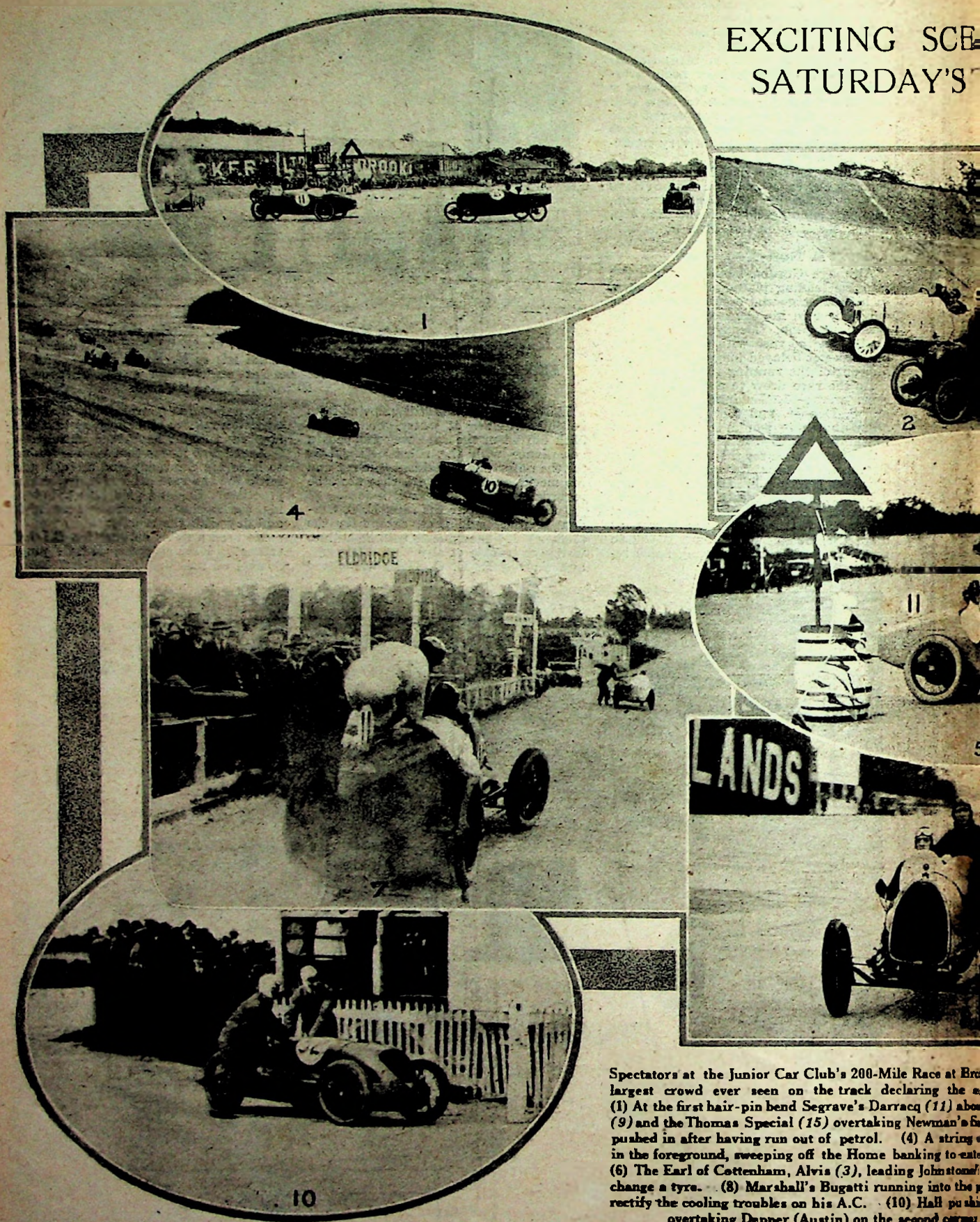
with a 9-gallon petrol tank, and both carried a reserve oil supply, so that non-stop runs might have been anticipated.

Asked how it was that he was enabled to have his car ready and in such good fettle for the race after crashing during practising, England paid high tribute to his works staff, who carried on night and day with the repairs.

He used a Solex carburettor, B.L.I.C. magneto, Dunlop tyres, K.L.G. plugs, Castrol oil and B.P. fuel.

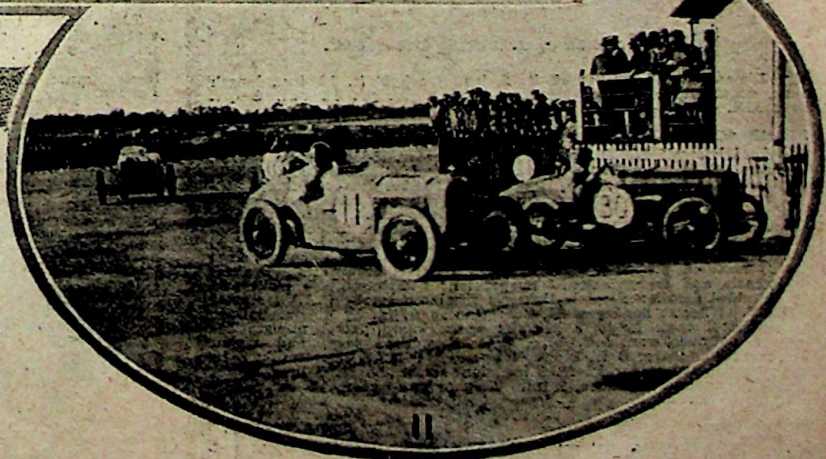
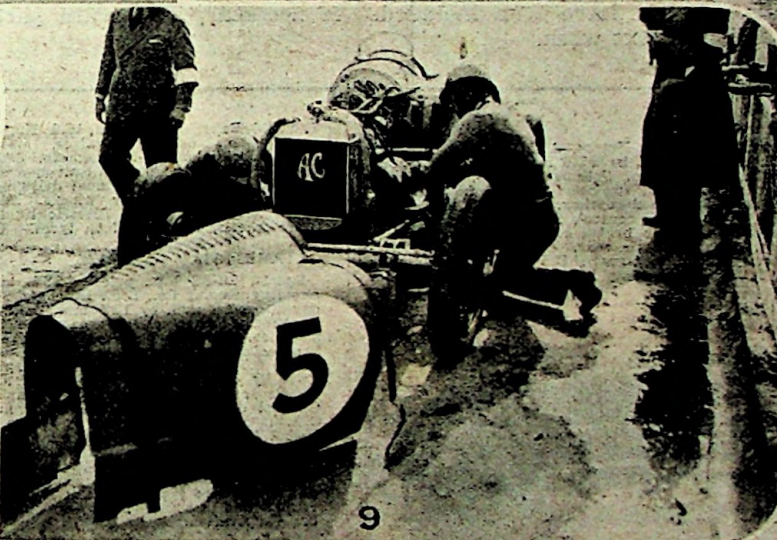
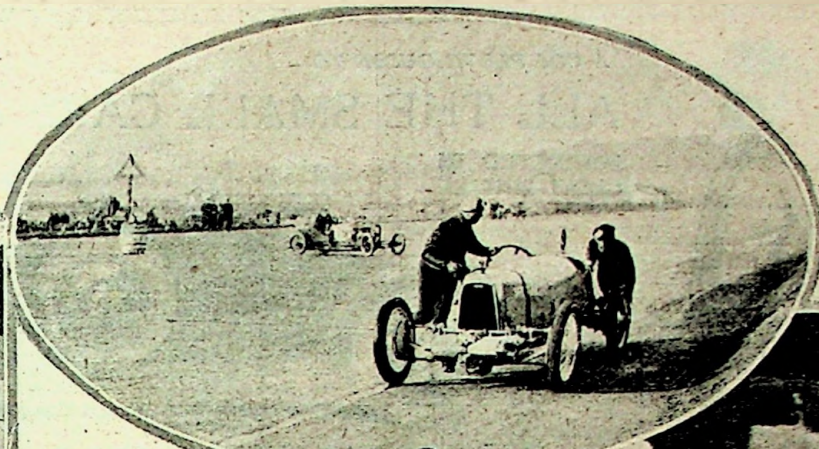
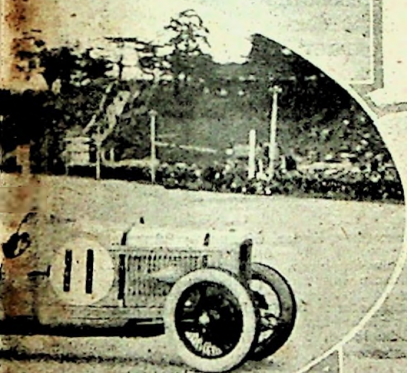
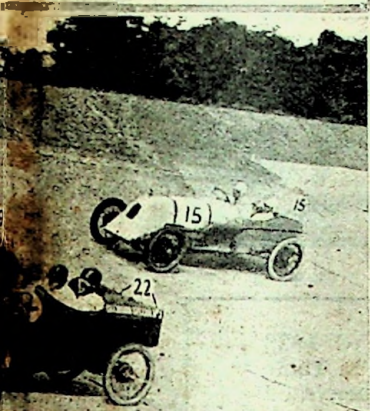


EXCITING SCENES SATURDAY'S



Spectators at the Junior Car Club's 200-Mile Race at Brooklands declaring the largest crowd ever seen on the track. (1) At the first hair-pin bend Segrave's Darracq (11) about (9) and the Thomas Special (15) overtaking Newman's Special (10) pushed in after having run out of petrol. (4) A string of cars in the foreground, sweeping off the Home banking to enter the straight. (6) The Earl of Cottenham, Alvis (3), leading Johnston's Special (10) change a tyre. (8) Marshall's Bugatti running into the pits to rectify the cooling troubles on his A.C. (10) Hall pushing over overtaking Depper (Austin) on the second corner.

SCENES AT LAST GREAT RACE.



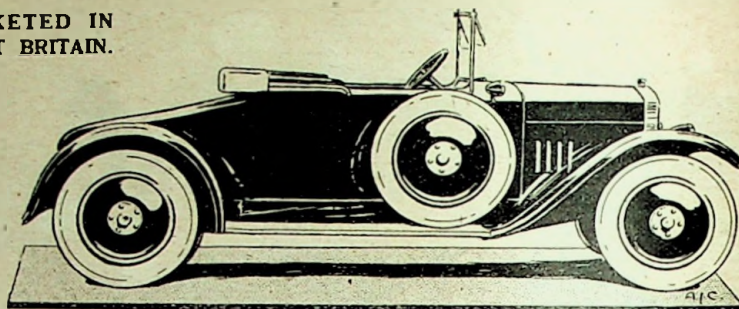
lands last Saturday witnessed many exciting scenes, the most to have been the most successful of the series. (1) Segrave overtaking two of the Austins. (2) The A. M.-Halford on the Byfleet banking. (3) The A. M.-Halford being overtaken, with Eaton (Aston-Martin) and England (Austin) in the straight. (5) Segrave cornering at the first bend. (7) Segrave's only stop, to change plugs. (9) Raymond Mays endeavouring to replenish his Austin to replenish the radiator. (11) Segrave with Masetti, also overtaking, in the background.



A COMPLETE GUIDE TO—

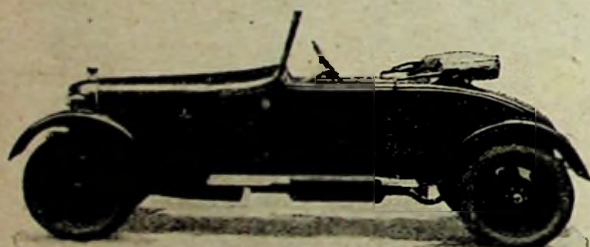
ALL THE SMALL CARS of 1926

MARKETED IN
GREAT BRITAIN.



A GLANCE through this complete guide to all the small cars of 1926 marketed in Great Britain shows that there is no diminution in their number; in fact, several concerns whose names, hitherto, have been associated only with large cars have now entered the light car field. For the benefit of new readers we must point out that no car with an engine capacity exceeding 1,500 c.c.—the acknowledged and universally accepted limit for a light car—is included in this guide. Every effort has been made to ensure accuracy in the specifications which we publish below and on the succeeding pages. It is possible, however, that certain last-minute alterations to prices and mechanical details may not have been included. If necessary an errata paragraph will be published next week.

A.B.C.
Super Sports. Manufacturers: A.B.C. Motors, A.B.C. Works, Walton.
Engine: Two-cylinder A.B.C., 96.16 mm. by 91.5 mm., 1,320 c.c., overhead valves, air-cooled, splash lubrication, Fellows magneto, Zenith carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: single-dry-plate clutch, four-speed gearbox, ratios 4.5, 6.5, 9.45, 13.77 to 1, reverse 18.36 to 1, central control, final drive by enclosed shaft to bevel and full differential. Both brakes on rear drums. Suspension, quarter-elliptic front, quarter-elliptic rear. Electric lighting, five-lamp set, by C.A.V.; starter by C.A.V. (optional). Disc wheels, 710 mm. by 90 mm. Petrol tank holds 7 gallons, sump holds 6 pints. Aluminium



The A.C. as an open touring two-seater.

body. Dimensions: Wheelbase 8 ft. 6 ins., track 3 ft. 11 ins., length 12 ft., width 5 ft., ground clearance 8½ ins. Weight 12 cwt. 3 qrs. New model.

STAND 176.

A.C.
Two-seater Royal, 12.24 h.p., £333; four-seater, £415; sports tourer, two-seater, £375; coupé, £430; Sovereign model, 12.24 h.p., £300. Manufacturers: A.C. Cars, Ltd., High Street, Thames Ditton, Surrey. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, forced lubrication, M.L. or Lucas magneto, Solex, Claudel-Hobson or Smith carburettor, detachable head, three-bearing crankshaft. Transmission: Single-plate clutch, three-speed gearbox, ratios 4.5, 8.2, 16.2 to 1, reverse 22.1 to 1, side control, final drive by enclosed propeller shaft to worm and full differential. Brakes: Rear wheels and transmission. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Wheels: Sankey steel disc; Dunlop 27-in. by 4.4-in. balloon tyres. Petrol tank holds 7 gallons; approximate petrol m.p.g., 35. Standard body colours, A.C. blue, dark blue, dove grey, and violet. Wheelbase: Two-seater 8 ft. 9 ins., four-seater 9 ft. 3 ins.; track, 3 ft. 9 ins.; length, two-seater 11 ft. 9 ins., four-seater 13 ft. 6 ins.; width, 4 ft. 9 ins.; ground clearance, 9 ins. Weight: Two-seater, 15 cwt.; four-seater, 16½ cwt.

STAND 226.

ALFA-ROMEO.
Body types and prices not yet fixed. Tax, £15. Manufacturers: Ing. Nicola Romeo and Co., Italy. Concessionaires: Alfa-Romeo British Sales, B34

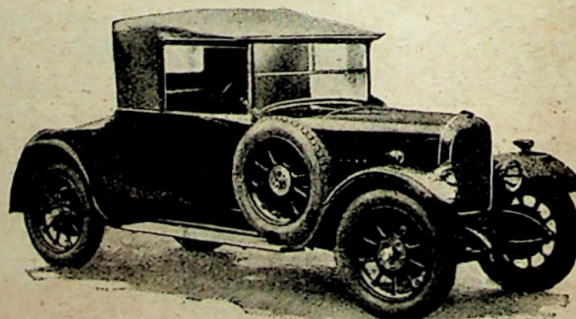
Ltd., 54, Baker St., London, W.1. Engine: Six-cylinder, 62 mm. by 82 mm., 1,487 c.c., overhead valves, water-cooled by pump circulation, force lubrication, h.t. magneto, detachable head, four-bearing crankshaft. Transmission: Multiple-disc clutch, four-speed unit construction gearbox, central control, final drive by enclosed shaft to full differential. Brakes front and rear wheels. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set, electric starter. Wire wheels, Pirelli balloon tyres. Wheelbase, 9 ft. 6 ins.

STAND 101.

ALVIS.
Sports, 12.50 h.p., price £535, tax £12. Manufacturers: Alvis Car and Engineering Co., Ltd., Hollyhead Road, Coventry. Engine: Four-cylinder Alvis, 68 mm. by 103 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. polar inductor magneto, Solex carburettor, detachable head, three-bearing crankshaft. Transmission: Single-plate disc clutch, four-speed separate gearbox, ratios 4.77, 7.3, 11 and 18.5 to 1, reverse 16.1 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels and rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Wire wheels, 21 ins. by 3½ ins. S.S.; Dunlop 29-in. by 4.4-in. tyres. Petrol tank holds 7 gallons, sump holds 10 pints; approximate petrol m.p.g., 30 to 35. Standard body colours, polished aluminium, or to choice. Wheelbase, 9 ft. 4½ ins.; track, 4 ft. 1 in.; length, 13 ft. 3 ins.; width, 4 ft. 9 ins.; ground clearance, 8½ ins. Weight, 19 cwt. Alterations from last year's models: Engine redesigned, new disc clutch, new engine and gearbox mounting on rubber, new frame, new method of brake operation.

AMILCAR.

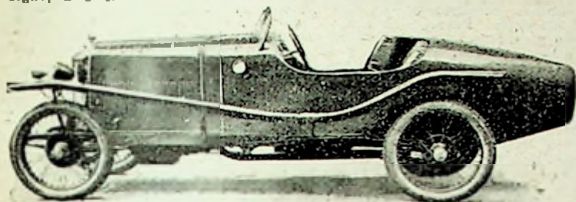
7 h.p. model, two-seater, £185, tax £8; 8.58 h.p. sports model, two-seater, £220; sports boat-type, £250; boat-type, three-seater, £260, tax £9; 9.50 h.p., two-seater, super-sports, £285; three-seater, £315, tax £9. Manufacturers: Ste. Nouvelle Pour L'Automobile Amilcar, St. Denis, France. Concessionaire, Vernon S. Balls, 25 High Street, Fulham, London.



One of the fastest light cars—the Alvis.

SMALL CARS (contd.)
Amilcar 7 h.p. Model.

Engine: Four-cylinder, 55 mm. by 95 mm., 902 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, Sagnamagneto, Solex carburettor, detachable head. Transmission: Plate clutch, three-speed unit construction gearbox, ratios 4.6, 6.9 and 12.8 to 1, reverse 16 to 1, central control, final drive by enclosed shaft to bevel and solid axle. Brakes on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set, manufactured by Bleriot, starter manufactured by Bleriot. Wire wheels, 700 mm. by 80 mm. Petrol tank holds 4 gallons; approximate petrol m.p.g., 55. Body colours to choice. Wheelbase, 7 ft. 7 ins.; track, 3 ft. 7 ins.; length, 10 ft.; width, 4 ft. 3 ins.; ground clearance, 8½ ins. Weight, 8 cwt.



The Sports Amilcar—a French car with an excellent reputation.

Amilcar—8-38 h.p. Sports.

Engine: Four-cylinder, 58 mm. by 95 mm., capacity 1,003 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, R.B. magneto, Solex carburettor, detachable head. Transmission: Plate clutch, three-speed unit construction gearbox, ratios 4.2, 6.8 and 12.8 to 1, reverse 16 to 1, central control, final drive by enclosed shaft to bevel solid axle. Brakes on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set, manufactured by Ducellier, starter manufactured by Ducellier. Wire wheels, 700 mm. by 80 mm. Petrol tank holds 5 gallons; approximate petrol m.p.g., 50. Body colours to choice. Wheelbase, 7 ft. 9 ins.; length, 12 ft. Weight, 8 cwt. 2 qrs.

Amilcar—9-50 h.p. Model.

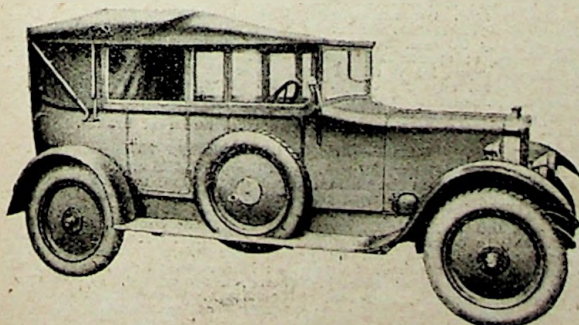
Engine: Four-cylinder, 60 mm. by 95 mm., 1,074 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, R.B. magneto, Solex carburettor, detachable head. Transmission: Plate clutch, three-speed unit construction gearbox, ratios 4.2, 6.8 and 12.8 to 1, reverse 16 to 1, central control, final drive by enclosed shaft to bevel and solid axle. Brakes front and rear wheels. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set, manufactured by Ducellier, starter manufactured by Ducellier. Wire wheels, 700 mm. by 80 mm. Petrol tank holds 6 gallons; approximate petrol m.p.g., 45. Body colours to choice. Wheelbase, 8 ft. Weight, 9 cwt. 2 qrs.

STAND 51.
ARGYLL.

Two-seater, £415; four-seater, £425; coupé, £525; saloon, £575. Manufacturers: Argyll Motor Co. Ltd., Argyll Works, Bridgeton, Glasgow. Engine: Four-cylinder, 68 mm. by 103 mm., 1,496 c.c., sleeve valves, water-cooled by thermo-siphon circulation, force lubrication, M.L. magneto, Solex carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Single-disc Perodolined clutch, four-speed unit construction gearbox, ratios 3.74 to 1, 2.32 to 1, 1.61 to 1 and direct, reverse 5.1 to 1, right-hand control, final drive by open shaft to spiral bevel giving reduction of 4.5 to 1, full differential. Brakes: Front wheels optional and extra, otherwise in rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by Lucas, starter by Lucas, disc wheels, 28 mm. by 4.95 mm., Dunlop balloon tyres. Petrol tank holds 6½ gallons, sump holds 6 pints, approximate petrol m.p.g. 32. Standard body colours to choice. Wheelbase, 9 ft. 3 ins.; track, 4 ft.; length, 12 ft. 9 ins.; width, 5 ft.; ground clearance, 9 ins. Weight of chassis, 12 cwt.; weight of complete car, 20 cwt. No alterations from last year's models.

ARIEL.

Full four-seater, price, standard £225, de luxe £235, occasional four-seater, standard £198, de luxe £210; tax, £9. Manufacturers: Ariel Works, Ltd., Selly Oak, Birmingham. Engine: Four-cylinder, 60 mm. by 97 mm., 1,097 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, Lucas magneto, Smith carburettor, detachable head, three-bearing crankshaft. Transmission: Cone clutch, three-speed separate gearbox, ratios 4.82, 8.67, 15.61 to 1, reverse 11.1 to 1, side control, final drive by enclosed shaft to full differential. Brakes: Rear wheels. Suspension: Front quarter-elliptic, rear quarter-elliptic. General details: Electric lighting, five-lamp set by Lucas, starter by Lucas. Artillery wheels; full four-seater, Dunlop 27-in. by 4.4-in. tyres, occasional four-seater, 26-in. by 3-in. tyres. Petrol tank holds 4½ gallons; approximate petrol m.p.g., 50. Standard body colours: Four-seater, light grey; de luxe model, dark grey; occasional 4-seater, crimson lake or dark blue. Length, full four-seater 12 ft. 1 in., width 4 ft. 11 ins.; occasional four-seater, 10 ft. 10 ins., width 4 ft. 10 ins. Weight, full four-seater 15 cwt., occasional four-seater 11½ cwt.



With a sleeve-valve engine—the Argyll.

STAND 63.

8-10 h.p., four-seater and saloon, tax £9. Manufacturers: Automobile Aries, Courbevoie, Seine, France. Engine: Four-cylinder Aries, 66 mm. by 96 mm., 1,085 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto, Zenith carburettor, detachable head, two-bearing crankshaft. Transmission: Three-speed torque tube gearbox, central control, left-hand steering, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Drums on rear wheels, transmission brake formed by skew-driven enclosed drum on rear end of propeller shaft. General details: Electric lighting, five-lamp set by Ducellier, starter by Ducellier. Disc wheels, Michelin Comfort tyres. Petrol tank holds 6 gallons; approximate petrol m.p.g., 40.

ARIES.
ASHTON EVANS.

11-16 h.p., two-seater, Type E, £285, tax £11. Manufacturers: Ashton Engineering Co., Ltd., Floodgate Street, Birmingham. Engine: Four-cylinder, 66 mm. by 110 mm., 1,498 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, M.L. magneto, Cox Almas carburettor, Sphinx plugs, fixed head, two-bearing crankshaft. Transmission: Inverted-cone clutch, three-speed separate gearbox, ratios 4, 7.6 and 12.3 to 1, reverse 13.2 to 1, central control, final drive by open shaft to bevel and full differential. Brakes: Rear wheels internal-expanding and transmission. Suspension: Underslung transverse front and rear. General details: Electric lighting, five-lamp set, by Miller, starter by Miller. Artillery wheels, 26-in. by 3-in. Dunlop tyres. Petrol tank holds 5 gallons, sump holds 1 gallon, approximate petrol m.p.g. (guaranteed) 38 to 40. Standard body colours, blue and grey. Dimensions: Wheelbase, 8 ft.; track, 4 ft.; length, 11 ft. 6 ins.; width, 5 ft.; ground clearance, 9 ins. Weight, 10 cwt. 2 qrs. Alterations from last year's models: Improved coachwork, guaranteed petrol consumption, detail refinements to chassis.

ASTON-MARTIN.

Chassis, £625. Manufacturers: Bamford and Martin, Ltd., 55, Abingdon Road, Kensington, W.8. Engine: Four-cylinder, 66.5 mm. by 107 mm., 1,486 c.c., side valves, water-cooled by pump circulation, force lubrication, Watford magneto, S.U., Solex or Zenith carburettor, A.C. plugs, fixed head, three-bearing crankshaft. Transmission enclosed: Helix-Shaw clutch, four-speed torque-tube gearbox, ratios 4.0, 5.2, 7.4 and 14.1 to 1, side control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front and rear wheels, transmission. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by Lucas, starter by Lucas. Wire wheels, 710 mm. by 90 mm. Dunlop tyres. Petrol tank holds 9 gallons, sump holds 8 pints, approximate petrol m.p.g., 37-42. Dimensions: Wheelbase, 8 ft. 9 ins.; track, 4 ft. 2 ins.; length, 12 ft. 1 in.; width, 5 ft.; ground clearance, 6½ ins. Weight of chassis, 14 cwt. No alterations from last year's models.



The ever-popular Austin Seven—the rival of the sidecar.

AUREA.

10-20 h.p., two-seater, with double dicky, £295; four-seater, £310; saloon, £375; tax, £11. Concessionaire: A. Lall, 15, Dorset Mews North, Upper Gloucester Place, London.

Aurea—Model 500.

Engine: Four-cylinder, 65 mm. by 110 mm., 1,460 c.c., side valves, water-cooled, by thermo-siphon circulation, force lubrication, Marelli magneto, Solex carburettor. Transmission: Multiple-disc clutch, four-speed torque-tube gearbox, central control, final drive by enclosed shaft to bevel and full differential. Brakes: Front wheels optional, rear wheels internal-expanding. Suspension: Semi-elliptic front, underslung semi-elliptic rear. General details: Artillery wheels, 710 mm. by 90 mm. Dunlop tyres. Petrol tank holds 8 gallons. Dimensions: Wheelbase, 8 ft. 6 ins.; track, 4 ft.; ground clearance, 9 ins. Weight, 10 cwt.

Aurea—Model 4,000.

Engine: Four-cylinder, 65.8 mm. by 110 mm., 1,497 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Marelli magneto, Solex carburettor, detachable head, three-bearing crankshaft. Transmission: Multiple-disc clutch, four-speed torque-tube gearbox, central control, final drive by enclosed shaft to straight bevel and full differential. Brakes: Front wheels optional, rear wheels internal-expanding. Suspension: Semi-elliptic front, semi-elliptic rear. General details: Electric lighting, five-lamp set, by Westinghouse, starter by Westinghouse. Wire wheels, 710 or 760 mm. by 90 mm. tyres. Petrol tank holds 8 gallons. Approximate petrol m.p.g., 35. Dimensions: Wheelbase, 7 ft. 6 ins.; track, 4 ft.; ground clearance, 8 ins. Weight, 10 cwt. No alterations from last year's models.

STAND 211.
AUSTIN SEVEN.

Two-seater chummy, 7.8 h.p., price £149, tax, £8; coupé, 7.8 h.p., price £165, tax £8; sports, 7.8 h.p., price £159, tax £8; super sports, price £265, tax £8. Manufacturers: The Austin Motor Co., Ltd., Longbridge, near Birmingham. Engine: Four-cylinder, 56 mm. by 76 mm., 750 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto, Zenith carburettor, detachable head, two-bearing crankshaft. Transmission: Single-plate clutch, three-speed unit construction gearbox, ratios 16, 9 and 4.9 to 1, reverse 21 to 1, central control, final drive by shaft to helical bevel and full differential. Two shafts used in final drive. The rear shaft is enclosed in a torque tube. Brakes: Front wheels by lever, rear wheels by pedal. Suspension: Semi-elliptic transverse front, quarter-elliptic rear. General details: Electric lighting, three-lamp set, by C.A.V., starter by C.A.V. Wire wheels, Dunlop 26-in. by 3-in. tyres. Petrol tank holds 4 gallons, sump holds 3 pints, approximate petrol m.p.g., 45-50. Standard body colours, wheelbase, 6 ft. 3 ins.; track, 3 ft. 4 ins.; length, 9 ft. 2 ins.; width, 3 ft. 10 ins.; ground clearance, 8½ ins. Weight, 7½ cwt. No alterations from last year.

SMALL CARS (contd.)

STAND 41.

BAYLISS THOMAS.

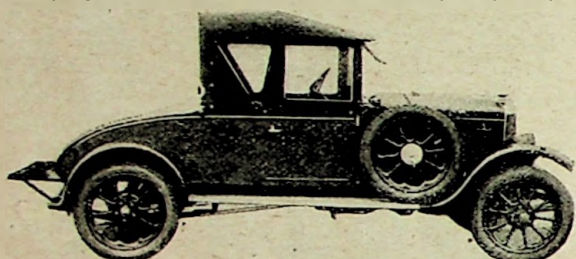
Two-seater, 10-22 h.p., price £245; four-seater, 10-22 h.p., touring, price £255; 10-22 h.p. de luxe, price £265; four-seater, 12-27 h.p., price £295; saloon, 12-27 h.p., four-door, price £380. Manufacturers: Bayliss Thomas and Co., King's Road, Tulseley, Birmingham.

Bayliss Thomas.—10-22 h.p. Two-seater and Four-seater Models.

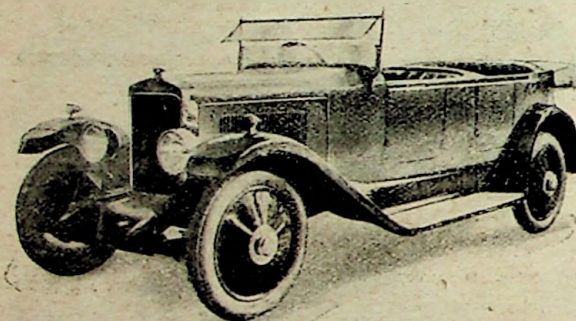
Engine: Four-cylinder, 65 mm. by 100 mm., 1,247 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto, Cox Atmos carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Inverted-cone clutch, three-speed unit-construction gearbox, ratios 4.5, 8.9 and 17.0 to 1, reverse 22.2 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels, internal-expanding, £20 extra; rear wheels, internal-expanding in 10-in. drums. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by Lucas; starter by Lucas. Artillery wheels suitable for 27-in. by 4.40-in. Dunlop cord balloon tyres. Petrol tank holds 5½ gallons, sump holds 8 pints; approximate petrol m.p.g., 40-45. Standard body colours, blue or maroon. Dimensions: Wheelbase, 9 ft.; track, 4 ft. 4 ins.; length, 13 ft.; width, 5 ft. 2 ins.; ground clearance, 8 ins. Weight, 15 cwt. 3 qrs. Alterations from last year: O.H.V. engine and balloon tyres incorporated as a standard fitment at no extra charge; improved coachwork.

Bayliss Thomas.—10-22 h.p. Four-seater De Luxe Model.

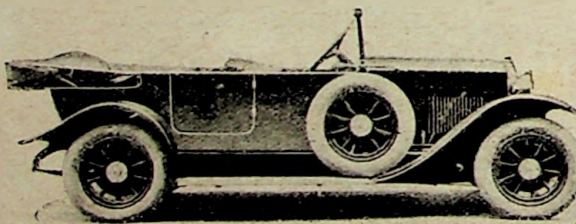
Engine: As above. Transmission: Inverted-cone clutch, three-speed unit-construction gearbox, ratios 5.0, 9.95 and 18.9 to 1, reverse 24.7 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels, internal-expanding 10-in. drums, Rubury pattern; rear wheels, internal-expanding 10-in. drums. Suspension, semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by Lucas; starter by Lucas. Artillery wheels, suitable for 27-in. by 4.40-in. Dunlop cord balloon tyres. Petrol tank holds 5½ gallons, sump holds 8 pints; approximate petrol m.p.g., 40-45. Standard body colours, Bayliss Thomas blue or maroon. Wheelbase, 9 ft.; track, 4 ft.



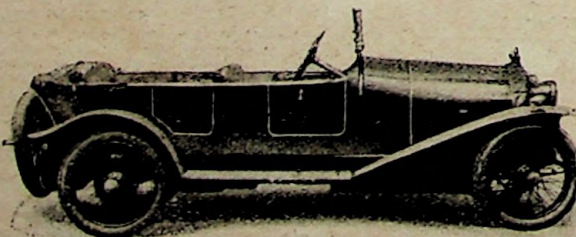
Inexpensive and Comfortable—the Bayliss Thomas.



An inexpensive French car—the Berliet.



The Bianchi—a newcomer to the ranks of light cars.



The 11.9 h.p. Bugatti as a touring four-seater.

4 ins.; length, 13 ft.; width, 5 ft. 2 ins.; ground clearance, 8 ins. Weight, 16 cwt. Alterations from last year's models: O.H.V. engine, balloon tyres, and front-wheel brakes incorporated as a standard fitment; improved coachwork and equipment.

Bayliss Thomas.—12-27 h.p. Four-five-seater and Saloon.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto, Cox Atmos carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Inverted-cone clutch, three-speed unit-construction gearbox, ratios 4.5, 8.9 and 17.0 to 1, reverse 22.2 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels, internal-expanding in 10-in. drums, operated by the pedal in conjunction with rear brakes; rear wheels, internal-expanding in 10-in. drums. Suspension, semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by Lucas; starter by Lucas. Artillery wheels suitable for 27-in. by 4.40-in. Dunlop cord balloon tyres. Petrol tank holds 5 gallons, sump holds 8 pints; approximate petrol m.p.g., 35. Wheelbase, 9 ft.; track, 4 ft. 4 ins.; ground clearance, 8 ins. Alterations from last year's models: F.W.B. incorporated as standard at no extra charge.

BENJAMIN.

Two-seater, four-seater and coupe, prices not stated. Tax, £8. Concessionaire: H. F. Pilling, 1, Charing Cross Road, London. Engine: Four-cylinder, 54 mm. by 82 mm., 750 c.c., water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto. Transmission: Plate clutch, three-speed rear axle gearbox, ratios 4.4, 6.8 and 13.9 to 1, side control, final drive by shaft to bevel and solid axle. Suspension: Transverse front, quarter-elliptic rear. General details: Electric lighting and starting. Petrol tank holds 4 gallons; 45 m.p.g.

STAND 24.

BERLIET.

Four-seater, £250; saloon, £350; 10-20 h.p. chassis, £215; tax, £10. Manufacturers: Automobiles M. Berliet, Richmond Bridge Works, Cambridge Road, Twickenham. Engine: Four-cylinder, 62 mm. by 96 mm., 1,159 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, S.E.V. magneto, Zenith triple-diffuser carburettor, detachable head, two-bearing crankshaft. Transmission: Single-plate clutch, four-speed unit-construction gearbox, ratios 21.1, 15.4, 8.9 and 5.9 to 1, reverse 21.1 to 1, central control, final drive by open shaft to bevel and full differential. Brakes: Front wheels, internal-expanding; rear wheels, internal-expanding. Suspension, semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by North East single-unit dynamo and starter. Disc wheels, 750 mm. by 130 mm. Michelin tyres. Petrol tank holds 6 gallons, sump holds 8 pints; approximate petrol m.p.g., 35. Standard body colours, blue, maroon, Havana brown. Wheelbase, 9 ft. 2½ ins.; track, 4 ft. 3¼ ins.; length, 12 ft. 10 ins.; width, 4 ft. 10½ ins.; ground clearance, 8 ins. Weight, 10 cwt.

STAND 214.

BIANCHI.

Four-seater, 10-15 h.p., £425; tax, £10. Manufacturers: Soc. An. Leonardo Bianchi, Milan, Italy. Concessionaires: Bianchi Motors, Ltd., 26, St. James's Street, London, S.W. 1. Engine: Four-cylinder, 64 mm. by 100 mm., 1,300 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Marelli magneto, Zenith carburettor, Pognon-Bianchi plugs, detachable head, three-bearing crankshaft. Transmission: Single-disc clutch, four-speed torque-tube gearbox, side control, final drive by enclosed shaft to helical bevel and full differential. Brakes: Front and rear wheels. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set, by Bianchi; starter by Marelli. Artillery wheels, 715 mm. by 115 mm. Pirelli tyres. Petrol tank holds 6 gallons, sump holds 8 pints; approximate petrol m.p.g., 35. Wheelbase, 9 ft. 1 in.; track, 4 ft. 3 ins.; length, 12 ft. 10 ins.; width, 5 ft. 1 in.; ground clearance, 7½ ins. Weight, 17 cwt. 2 qrs. New model.

BRITON.

9.8 h.p. two-seater standard, £2150; sports body, £2150; chassis, £2135; tax, £10. Manufacturers: Briton Motor Co., Ltd., Willenhall Road, Wolverhampton. 9.8 h.p. standard two-seater. Engine: Four-cylinder, 63 mm. by 110 mm., 1,373 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, Fellows magneto, Vici carburettor, A.C. Sphinx plugs, fixed head, two-bearing crankshaft. Transmission: Dry-plate clutch, three-speed unit-construction gearbox, ratios 4.4, 8.2 and 12.2 to 1, reverse 16.5 to 1, central control, final drive by open shaft to overhead worm and full differential. Brakes: Rear wheels and transmission. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by Brott, 12-volt starter, by Brott. Artillery wheels, 710 mm. by 90 mm. Dunlop tyres. Petrol tank holds 6 gallons, sump holds 16 pints; approximate petrol m.p.g., 35. Standard body colours, brown, green, grey, or blue. Wheelbase, 8 ft. 3 ins.; track, 3 ft. 11 ins.; length, 11 ft. 2½ ins.; width, 4 ft. 6 ins.; ground clearance, 8 ins. Weight (approximate), 16 cwt. No alterations since last year.

STAND 216.

BUGATTI.

Chassis, £320; two-seater, £440; three-seater, £440; four-seater, £470; saloon (Weymann), £650. All 11.9 h.p. modified Brescia type; tax, £12. Sports Brescia chassis, £355; tax, £12. Manufacturers: Ettore Bugatti, Molsheim, Alsace, France. Concessionaires: Charles Jarrott and Lotts, Ltd., 40, Conduit Street, W. 1.

Bugatti.—Modified Brescia (Types 22 and 23).

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by pump circulation, forced lubrication, S.E.V. magneto, Zenith carburettor, Gilardoni plugs, fixed head, three-bearing crankshaft. Transmission: Multiple-plate clutch, four-speed separate gearbox, ratios 3.4, 4.5, 6.5 and 9 to 1, reverse 11 to 1, side control, final drive by open shaft to bevel and full differential. Brakes: Front wheels, internal-expanding, cable operated by the pedal; rear wheels, internal-expanding, hand and foot controlled. Suspension: Half-elliptic front, quarter-elliptic rear. General details: Electric lighting, three-lamp set, by Marechal et Vaucasson; starter by Marechal et Vaucasson. Wire wheels, 710 mm. by 90 mm. Dunlop tyres. Petrol tank holds 7 gallons, sump holds 8 pints; approximate petrol m.p.g., 30. Body colours to choice. Wheelbase, Type 22 7 ft. 11 ins., Type 23 8 ft. 4 ins.; track, 3 ft. 9 ins.; length, Type 22 12 ft. 10 ins., Type 23 12 ft. 4 ins.; width, 5 ft. 1 in.; ground clearance, 9 ins. Weight (approximate), 10 cwt. Alterations from last year's models: Hand brake on transmission altered to back wheel brake; foot brake operates both front and rear brakes.

Bugatti.—Brescia Chassis (Type 13).

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by pump circulation, forced lubrication, two S.E.V. magnetos, Zenith carburettor, Gilardoni plugs, fixed head, three-bearing crankshaft. Transmission: Multiple-plate clutch, four-speed separate gearbox, ratios 3.4, 4.5, 6.5 and 9 to 1, reverse 11 to 1, side control, final drive by open shaft to bevel and full differential. Brakes: Front wheels, internal-expanding, cable operated by the pedal; rear wheels, internal-expanding, hand and foot controlled. Suspension: Half-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set, by Marechal et Vaucasson; starter by Marechal et Vaucasson. Wire wheels, 710 mm. by 90 mm. Dunlop tyres. Petrol tank holds 7 gallons, sump holds 8 pints; approximate petrol m.p.g., 30. Body colours to choice. Wheelbase, 6 ft. 5 ins.; track, 3 ft. 9 ins.; ground clearance and weight as above.

SMALL CARS (contd.)

STAND 105.

CALCOTT.
Two-seater, £255; four-seater, £265; 10-15 h.p., tax £11. Calcott Bros., Ltd., Coventry. Engine: Four-cylinder, 65 mm. by 110 mm., 1,456 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, h.t. magneto, Zenith carburettor, forward plugs, detachable head, three-bearing crankshaft. Transmission: Cone clutch, three-speed separate gearbox, ratios 14.5, 8.65 and 4.36 to 1, reverse 15 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Internal-expanding on rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by Lucas, starter by Lucas (dynamotor). Artillery wheels, 27-in. by 4.40-in. Dunlop tyres. Petrol tank holds 6 gallons, sump holds 6 pints, approximate petrol m.p.g., 34. Wheelbase, 8 ft. 6 ins.; track, 3 ft. 9 ins.; length, 11 ft. 6 ins.; width, 4 ft. 6 ins.; ground clearance, 9 ins. Weight, 15 cwt. 2 qrs.

STAND 31.

CALTHORPE.
10-20 h.p. models: Two-seater £200, four-seater £215, saloon £275, two-seater de luxe £209, four-seater de luxe £235, tax £11; 12-20 h.p. models: Two-seater £285, four-seater £295, tax £12. Manufacturers: Calthorpe Motor Co., Ltd., Cherry Wood Road, Bordesley Green, Birmingham.

Calthorpe—Four-seater 10-20 h.p.

Engine—Four-cylinder, 65 mm. by 100 mm., 1,328 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Solex carburettor, A.C. Sphinx plugs, fixed head, two-bearing crankshaft. Transmission: Cone clutch, three-speed unit-construction gearbox, ratios 4.7, 8.5 and 15.7 to 1, side control, final drive by enclosed shaft to bevel and full differential. Brakes: Rear wheels, expanding shoes. Suspension: Quarter-elliptic springs front and rear. General details: Electric lighting, five-lamp set, by Rotax, starter by Rotax. Disc wheels, Dunlop 28-in. by 4.95-in. balloon tyres. Petrol tank holds 5½ gallons, sump holds 6 pints, approximate petrol m.p.g., 35-40. Standard body colours, Royal blue, red, claret, grey, maroon, blue. Wheelbase, 8 ft. 10 ins.; track, 4 ft. 10 ins.; length, 11 ft. 8 ins.; width, 4 ft. 10 ins.; ground clearance, 9½ ins. Weight, 13 cwt. 2 qrs. Alterations from last year's models: Wheelbase increased from 8 ft. 7 ins. to 8 ft. 10 ins.; magneto ignition instead of battery and coil ignition; side gear change instead of central change.

Calthorpe—12-20 h.p. Four-seater.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by pump circulation, force lubrication, M.L. magneto, Zenith carburettor, A.C. Sphinx plugs, detachable head, two-bearing crankshaft. Transmission: Multiple clutch, four-speed unit-construction gearbox, ratios 4.8, 8.4, 11.1 and 18 to 1, side control, final drive by open shaft to bevel and full differential. Brakes: Internal-expanding on rear wheels. Suspension: Semi-elliptic springs front and rear. General details: Electric lighting, five-lamp set, by Lucas, starter by Lucas. Artillery wheels, steel-spoked, 29-in. by 4.95-in. Dunlop balloon tyres. Petrol tank holds 7 gallons, sump holds 8 pints; approximate petrol m.p.g., 30-35. Standard body colours, powder blue, blue, red, maroon, claret, grey. Royal blue. Wheelbase, 9 ft.; track, 4 ft. 10 ins.; length, 12 ft. 6 ins.; width, 5 ft. 4 ins.; ground clearance, 8 ins. Weight, 17 cwt. 2 qrs. Minor alterations only from last year's models.

STAND 34.

CEIRANO.
14 h.p.: Four-seater semi-sporting, £395; two-seater coupe, £495; saloon, four-door, £495; sports four-seater, £495. (Special saloon also made, £595, two-door.) Tax, £11. Manufacturers: Societa Ceirano Automobili, Torino. Concessionaires: Newton and Bennett, Ltd., 46, Knightsbridge, London, S.W. 1. Engine: Four-cylinder, 65 mm. by 110 mm., 1,460 c.c., overhead valves, water-cooled by pump circulation, force lubrication, Bosch magneto, Zenith carburettor, Bosch plugs, detachable head, three-bearing crankshaft. Transmission: Multi-disc dry clutch, four-speed unit-construction gearbox, ratios 4.45, 7.9, 11.4 and 20.42 to 1, reverse 20.42 to 1, central control, final drive by enclosed shaft to bevel and full differential. Brakes: Front wheels, internal-expanding Ceirano type; rear wheels, internal-expanding side-by-side. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set, by Bosch, starter by Bosch. Wire wheels, 765 mm. by 105 mm. Dunlop tyres. Petrol tank holds 8 gallons, sump holds 8 pints; approximate petrol m.p.g., 35. Standard body colours, blue (dark and light), cigar, light maroon, grey, green. Wheelbase, 8 ft. 6 ins.; track, 4 ft. 3 ins.; length, 13 ft. 6 ins.; width, 5 ft. 2 ins.; ground clearance, 9 ins. Weight (chassis), 12 cwt. No alterations from last year.

CHARRON.

8.3 h.p., T.D. type, two-seater, £215; four-seater, £220; coupe, £250; saloon, £270; tax, £9. 11 h.p. model, two-seater, £355; four-seater, £365; coupe, £395; saloon, £400; tax, £11. Manufacturers: Charron, Ltd., 7, Rue Ampere, Puteaux, France. Concessionaire: C. Joiner, 1, Thornton Place, Baker Street, London, W.1. Engine: Four-cylinder, 58 mm. by 100 mm., 1,057 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, Duccellier magneto, Zenith carburettor, Champion plugs, fixed head, two-bearing crankshaft. Transmission: Leather-cone clutch, three-speed torque tube gearbox, ratios 12.6, 8.5 and 4.5 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes on rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting set by Duccellier, electric starter by Duccellier. Disc wheels, 715 mm. by 115 mm., Michelin tyres. Petrol tank holds 7 gallons; approximate petrol m.p.g., 38.40. Standard body colours, grey, blue, green and maroon. Wheelbase, 8 ft. 4 ins.; track, 3 ft. 7½ ins.; length, 11 ft. 6 ins.; width, 4 ft. 5 ins.; ground clearance, 8½ ins. Weight, 13 cwt. approximately.

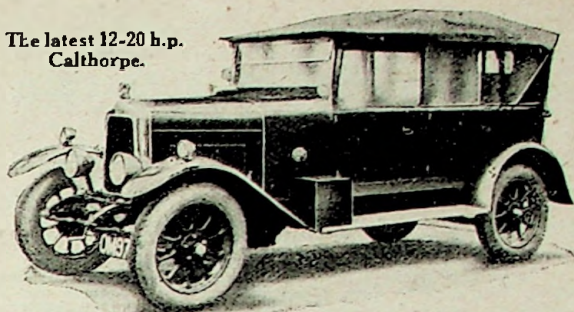
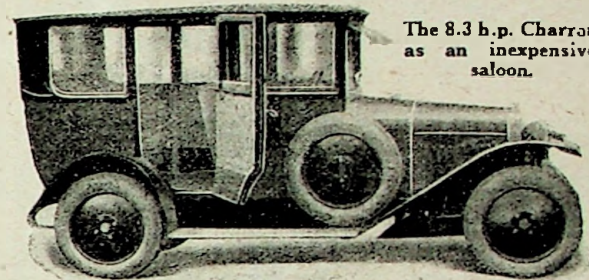
Charron—11 h.p. Model.

Engine: Four-cylinder, 66 mm. by 100 mm., 1,500 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, Duccellier magneto, Zenith carburettor, Champion plugs, detachable head, two-bearing crankshaft. Transmission: Single-disc clutch, four-speed unit construction gearbox, ratios 4.9, 6.75, 9.3 and 16.5 to 1, central control, final drive by enclosed shaft to spiral bevel and full differential. Brakes on front and rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by Duccellier, electric starter by Duccellier. Wire wheels, 750 mm. by 130 mm., Michelin tyres. Petrol tank holds 12 gallons; approximate petrol m.p.g., 32. Standard body colours, grey, blue, green and maroon. Wheelbase, 9 ft. 6½ ins.; track, 4 ft. 1½ ins.; length, 13 ft. 6 ins.; width, 5 ft. 2 ins.; ground clearance, 8 ins. Weight, 13 cwt. approximately. Alterations from last year's models, longer wheelbase and wider track.

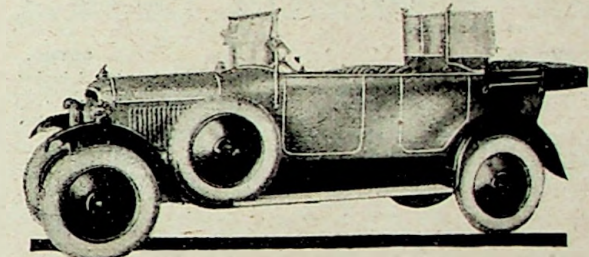
STAND 45.

CHENARD-WALCKER.

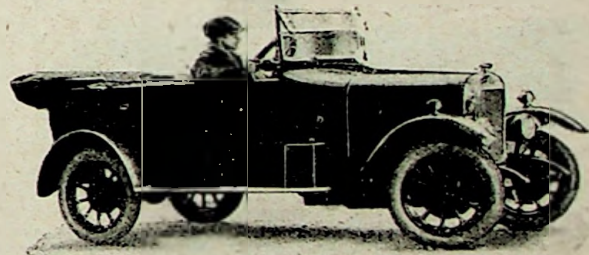
Saloon, 11-22 h.p., £395. Tax, £12. Manufacturers: Chenard et Walcker, Gennevilliers, Seine. Concessionaires: Archie Simons and Co., 94, St. Portland Street, London. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, Duccellier magneto, Solex carburettor, Champion plugs, detachable head, two-bearing crankshaft. Transmission: Ferodo disc clutch, three-speed torque-tube unit-construction gearbox, central

The latest 12-20 h.p.
Calthorpe.The 8.3 h.p. Charron
as an inexpensive
saloon.

The 11.4 h.p. English body Citroen.



Value for money—the 13 h.p. Clyno.



control, final drive by enclosed shaft to bevel and full differential. Brakes: Front wheels, Perrot type, Ferodo linings, and rear wheels. Suspension: Half-elliptic and Houdaille shock absorbers front and rear. General details: Electric lighting, five-lamp set, by Duccellier, starter by Gaumont. Disc or wire wheels, 750 mm. by 150 mm. Michelin tyres. Petrol tank holds 8 gallons; approximate petrol m.p.g., 35. Standard body colours, black and blue. Wheelbase, 9 ft. 3 ins.; track, 4 ft. 3 ins.; length, 12 ft. 8 ins.; width, 4 ft. 10 ins.; ground clearance, 9 ins. Weight, 12½ cwt.

STAND 29.

CITROEN.

7.5 h.p. models, three-seater cloverleaf, £145; coupé, £155; tax, £8. 11.4 h.p. models (English body), two-seater, £205; four-seater, £210; coupé, £290; (French body), three-seater, £165; cloverleaf, £180; saloon, £245; coupé, £275; landaulet, £295. Manufacturers: Citroen Cars, Ltd., Brook Green, Hammersmith, London.

7.5 h.p. Model.

Engine: Four-cylinder, 55 mm. by 90 mm., 855 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, R.B. magneto, Solex carburettor, detachable head, two-bearing crankshaft. Transmission: Disc clutch, three-speed unit construction gearbox, ratios 4.8, 8.6 and 15.4 to 1, central control, final drive by open shaft to bevel and full differential. Brakes on rear wheels and transmission. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set, electric starter. Disc wheels, 715 mm. by 115 mm., Michelin Comfort tyres. Petrol tank holds 3½ gallons; approximate petrol m.p.g., 45-50. Wheelbase, 7 ft. 4½ ins.; track, 3 ft. 10½ ins.; length, 10 ft. 6 ins.; width, 4 ft. 5 ins. Weight, 10 cwt. 2 qrs.

Citroen—11.4 h.p. Models.

Engine: Four-cylinder, 68 mm. by 110 mm., 1,453 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, R.B. magneto, Solex carburettor, detachable head and two-bearing crankshaft.

SMALL CARS (contd.)

Transmission: Plate clutch, three-speed unit-construction gearbox, ratios 4.4, 8.17 and 14.4 to 1, central control, final drive by open shaft to bevel and full differential. Brakes on rear wheels and transmission. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set, electric starter. Disc wheels, 730 mm. by 130 mm. Michelin Comfort tyres. Petrol tank holds 5½ gallons; approximate petrol m.p.g., 35 to 40. Wheelbase, 9 ft. 6 ins.; track, 3 ft. 11¼ ins.; length, 13 ft. 2 ins.; width, 4 ft. 10 ins.; ground clearance, 8 ins. Weight, 17 cwt. 1 qr. Alterations from last year: English body touring cars have aluminium pistons, larger brakes and larger diameter crankshafts.

STAND 33.

Two-seater, 10-20 h.p., £225; tax, £11. Four-seater, 10-20 h.p., £255; tax, £11. Manufacturers: Clarke, Clukey and Co., Globe Works, Coventry. Engine: Four-cylinder, 65 mm. by 110 mm., 1,460 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, M.L. magneto, Solox carburettor, fixed head, two-bearing crankshaft. Transmission: Cone Ferodo-lined clutch, three-speed unit-construction gearbox, ratios 15, 8 and 4.4 to 1, reverse 4.4 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Rear wheels. Suspension: Semi-elliptic front, semi-elliptic under-slung rear. General details: Electric lighting, five-lamp set, by Lucas, starter by Lucas. Artillery wheels, 19-in. by 5¼-in. Dunlop balloon tyres, 27-in. by 4.40-in. Petrol tank holds 5½ gallons; approximate petrol m.p.g., 30-35. Standard body colours, blue or grey. Wheelbase, 8 ft.; track, 3 ft. 9 ins.; length, 11 ft. 3 ins.; width, 4 ft. 8 ins.; ground clearance, 7½ ins. Minor alterations only from last year.

CLUKEY.

8 h.p., price not stated, tax £9. Manufacturers: Clyde Motor Co., Queen Street, Leicester. Engine: Two-cylinder, 82 mm. by 95 mm., 1,003 c.c., side valves, water-cooled by pump circulation, force lubrication, Zenith carburettor, fixed head, two-bearing crankshaft. Transmission: Cone clutch, three-speed separate gearbox, ratios, 4½, 8½ and 16 to 1, reverse 21.5 to 1, side control, final drive by enclosed shaft to bevel gear and full differential, Clyde special gearbox, all forward gears changed by sliding dog clutches. Brakes: On rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, three lamp set, manufactured by Lucas. Artillery wheels, 760 mm. by 90 mm. Dunlop tyres. Petrol tank holds 5½ gallons, sump holds six pints, approximate petrol m.p.g., 34. Standard body colours, blue and maroon. Wheelbase, 7 ft. 10 ins.; track, 4 ft.; length, 10 ft. 9 ins.; width, 4 ft. 10 ins.; ground clearance, 9 ins. Weight, 12 cwt. 1 qr. Alterations from last year: Forced lubrication, longer springs, wider seat, leather upholstery.

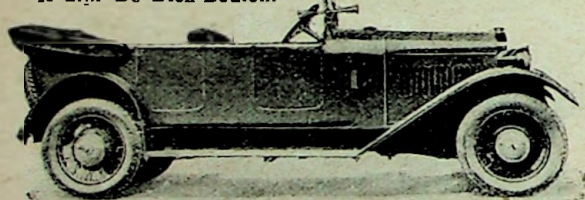
CLYDE.

STAND 59.

11 h.p. 2-seater, £162 10s.; 11 h.p. 2-seater with four-wheel brakes, £170; 11 h.p. occasional four-seater, £172 10s.; 11 h.p. occasional four-seater with four-wheel brakes, £180; 11 h.p. 4-seater, £182 10s.; 11 h.p. four-seater with four-wheel brakes, £190; 11 h.p. Royal two-seater with four-wheel brakes, £220; 11 h.p. Royal four-seater with four-wheel brakes, £230; 11 h.p. four-door saloon with four-wheel brakes, £265; tax on all models, £11. Manufacturers: The Clyno Engineering Co. (1922), Ltd., Pelham Street, Wolverhampton. Engine: Four-cylinder, 66 mm. by 100 mm., 1,368 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, E.I.C. magneto, Cox carburettor, detachable head, two-bearing crankshaft. Transmission: Cone clutch, three-speed torque-tube gearbox, ratios 4.55, 8.5 and

CLYNO.

With a famous name—the
10 h.p. De Dion-Bouton.



15.7 to 1, reverse 12.6 to 1, side control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front-wheel internal expanding by foot, rear wheels internal-expanding hand and foot. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Artillery wheels, 27-in. by 4.4-in. Dunlop tyres. Petrol tank holds 5 gallons, sump holds 5 pints, approximate petrol m.p.g., 40. Standard body colours: £162 10s., £172 10s., £180, £182 10s. and £190 models smoke grey. Royal models royal blue. Wheelbase, 8 ft. 9 ins.; track, 4 ft.; length, 12 ft. 10 ins.; width, 5 ft. 1 in.; ground clearance, 8½ ins. Alterations from last year: New design front axle, l.w.b., redesigned chassis frame and suspension.

Clyno.—13 h.p. Model.

13 h.p., two-seater with dickey, £245, tax £12; four-seater, £260; coupé, £285; saloon, £298. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, lubrication by plunger pump, high-tension magneto, three-bearing crankshaft. Transmission: Large-diameter fabric-lined internal-cone clutch, three-speed and reverse gearbox, spiral-bevel rear axle with full differential. Brakes: Act on all four wheels, internal-expanding shoes front and rear operated by pedal, hand lever operates separate set on rear. Suspension: Semi-elliptic front, single cantilever rear. General details: 12-volt electric lighting and starting set, Dunlop balloon tyres, 28 ins. by 4.95 ins., spring gaiters and very complete equipment. This is an entirely new model.

COVENTRY-VICTOR THREE-WHEELER.

7 h.p., two-seater with dickey, tax £4. Manufacturers: The Coventry-Victor Motor Co., Ltd., Cox Street, Coventry. Engine: Two-cylinder, 75 mm. by 78 mm., 688 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, M.L. magneto, Cox-Atmos carburettor, lodge plugs, fixed head, three-bearing crankshaft. Transmission: Single-plate clutch, two-speed separate gearbox, ratios 5.2 and 10.5 to 1, side control, final drive by open shaft to bevel and two chains to rear wheel. Brakes: Rear wheels and transmission. Suspension: Quarter-elliptics front and rear. General details: Electric lighting, three-lamp set by Lucas or C.A.V., starter by Lucas or C.A.V. Wire wheels, 710 mm. by 85 mm. tyres. Petrol tank holds 2½ gallons, sump holds ½ gallon, approximate petrol m.p.g., 65. Standard body colour red. Wheelbase, 7 ft.; track, 4 ft.; length, 10 ft. 6 ins.; width, 4 ft. 3 ins. Weight, 5 cwt. 2 qrs.

B38

CROUCH.

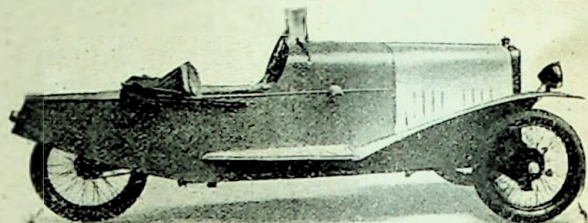
11.27 h.p. models: Two-seater £215, four-seater £239, semi-coupé £215, saloon £285, sports £245, tax £11. 12.30 h.p. models: Two-seater £295, four-seater £320, coupé £335, saloon £425, sports £295, tax £12. Manufacturers: Crouch Cars, Ltd., Tower Gate Works, Cook Street, Coventry. Can be seen at Gordon Watney and Co., Ltd., 51, Brook Street, London, W.

Climax Engine Model.

Engine: Four-cylinder, 66 mm. by 100 mm., 1,368 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, Blie or Fellows magneto, Cox Atmos carburettor, A.C. Sphinx plugs, detachable head, two-bearing crankshaft. Transmission: Inverted cone Ferodo-lined clutch, three-speed torque-tube gearbox, ratios 4.4, 7.75 and 14 to 1, reverse 16 to 1, central control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front and rear wheels. Suspension: Duplex quarter-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Wheels: 715 mm. by 115 mm. Clincher tyres. Petrol tank holds 5 gallons, sump holds 8 pints, approximate petrol m.p.g., 40. Standard body colours royal blue and Crouch maroon. Wheelbase, 10 ft.; track, 4 ft.; length, 14 ft.; width, 4 ft. 8 ins.; ground clearance, 8 ins. Weight, 15½ cwt. Above is entirely new model.

Crouch-Anzani Engine Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, Blie or Fellows magneto, Cox Atmos carburettor, A.C. Sphinx plugs, detachable head, three-bearing crankshaft. Transmission: Inverted cone Ferodo-lined clutch, three-speed torque-tube gearbox, ratios 4.4, 7.75 and 14 to 1, reverse 16 to 1, central control, final drive by enclosed shaft



With a car specification but only three wheels—the
French D'Yrsan.

to spiral bevel and full differential. Brakes: Front and rear wheels. Suspension: Duplex quarter-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set by Smith, starter by Smith. Wheels: 715 mm. by 115 mm. Clincher tyres. Petrol tank holds 5 gallons, sump holds 8 pints, approximate petrol m.p.g., 40. Standard body colours royal blue and Crouch maroon or to order £5 extra. Wheelbase, 10 ft.; track, 4 ft.; length, 14 ft.; width, 4 ft. 8 ins.; ground clearance, 8 ins. Weight, 15½ cwt. No alterations from last year.

STAND 215.

Four-seater 10-20 h.p. price £255, de luxe two or four-seater £350, coupé £395, tax £10. De Dion-Bouton, Ltd., 10, Great Marlborough Street, London, W.1. Engine details: Four-cylinder, 62 mm. by 110 mm., 1,328 c.c., side valves, water-cooled by thermo-siphon circulation, forced lubrication, Bosch magneto, Solox carburettor, detachable head, two-bearing crankshaft. Transmission: Dry plate clutch, four-speed unit gearbox, central control, final drive by enclosed shaft to full differential. Brakes: Front wheels and rear wheels. Suspension: Semi-elliptic front, cantilever rear. General details: Electric lighting, five-lamp set by Duccellier or C.A.V. starter by Duccellier. Wire wheels, Dunlop 715 mm. by 115 mm. tyres. Approximate petrol m.p.g., 40. Standard body colours blue or biscuit. Wheelbase, 9 ft. 2 ins.; track, 3 ft. 11¼ ins.; length, 11 ft. 7½ ins.; width, 4 ft. 7½ ins. Chassis weight 12 cwt.

DE DION-BOUTON.

DEREK.

9.20 h.p. models: Two-seater double dickey £175, four-seater £198, three-quarter coupé £245, tax £9. 10.25 h.p. models: Two-seater £225, four-seater £260, three-quarter coupé £295, saloon £325, sports £250, tax £10. Manufacturers: Derek Motors, Ltd., Invicta Works, London, S.E.27.

Standard 9-20 h.p.

Engine: Four-cylinder, 60 mm. by 90 mm., 1,027 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, high-tension magneto, Zenith carburettor, K.L.G. plugs, detachable head, two-bearing crankshaft. Transmission: Inverted cone clutch, three-speed unit construction gearbox, ratios 14½, 7½ and 4½ to 1, reverse 18 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels £10 extra, rear wheels two internal-expanding. Suspension: Quarter-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Disc wheel, 700 mm. by 80 mm. Avon tyres. Petrol tank holds 5 gallons, sump holds 4 pints, approximate petrol m.p.g., 45-50. Standard body colours Panhard red and electric blue. Wheelbase, 8 ft. 9 ins.; track 3 ft. 10 ins.; length, 11 ft. 9 ins.; width, 4 ft. 6 ins.; ground clearance, 8½ ins. Weight, 11 cwt. 2 qrs. No alteration from last year.

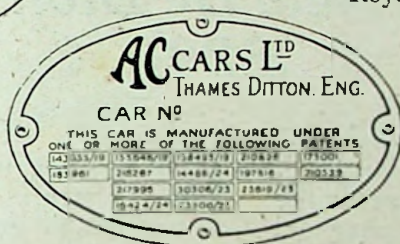
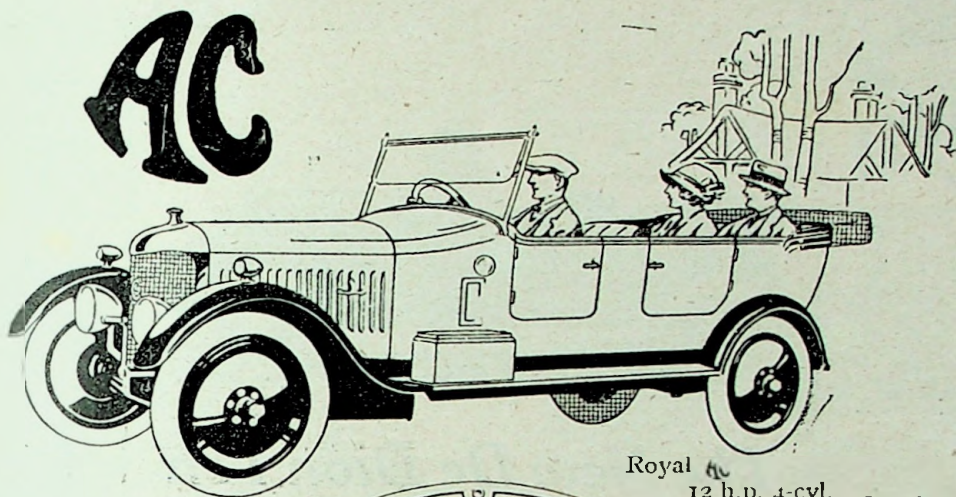
Derek.—10.25 h.p. De Luxe.

Engine: Four-cylinder, 65 mm. by 100 mm., 1,247 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Blie magneto, Cox Atmos or Zenith carburettor, K.L.G. plugs, detachable head, three-bearing crankshaft. Transmission: Inverted cone clutch, three-speed unit construction gearbox, ratios 14, 7½ and 4½ to 1, reverse 18 to 1, central or side control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front wheels £10 extra.

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Royal 12 h.p. 4-cyl.
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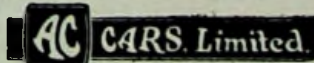
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OLYMPIA MOTOR SHOW—STAND No. 176

12 h.p. 4-cyl. 2-seaters from **£300** 12 h.p. 4-cyl. 4-seaters from **£295** (6 mths. guaranteed) or **£335** (3 years guaranteed).

All types of bodies. We are now prepared to supply a second door on open two-seater bodies at an extra charge of £5.

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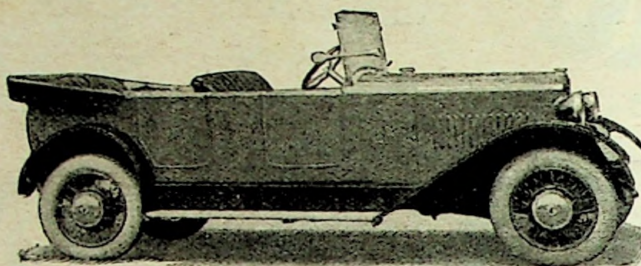
Space limits our Display at Olympia to five cars. To this we welcome all who are interested in De Dion Cars and for an inspection of the full range we cordially invite visitors to our Showrooms.

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See Stand 215



The New De Dion Ten £295.

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It is a car that will last, it is dependable, economical to run and maintain, and it is right in the forefront of design. It has four-wheel brakes, cantilever springs, a long wheelbase and a roomy body. It is easy to drive and control, is a sterling hill-climber, and capable of sustained high speeds.

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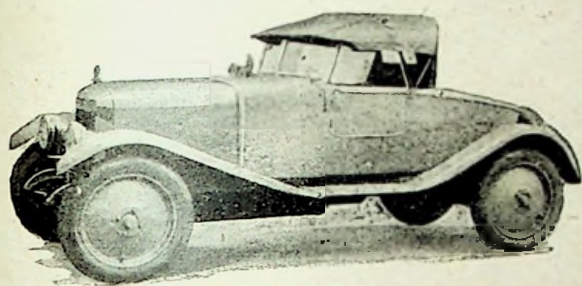
The Light Car
AND Cyclecar

SMALL CARS (contd.)

rear wheels two internal-expanding. Suspension: Quarter-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set, by C.A.V., starter by C.A.V., Disc wheels, 700 mm. by 80 mm. Avon tyres. Petrol tank holds 5 gallons, sump holds 6 pints, approximate petrol m.p.g. 45. Standard body colours Panhard red and azure-blue, sports model polished aluminium. Wheelbase: 8 ft. 10½ ins.; track, 4 ft. 6 ins.; length, 12 ft. 6 ins.; width, 4 ft. 9 ins.; ground clearance, 8½ ins. Weight, 13 cwt. Alterations from last year: Improved conchwork, five-lamp set, overhead-valve engine, optional right-hand control, optional balloon tyres.

D'YRSAN

Touring model £145, de luxe £175, sports £155, de luxe £183, racing £160, tax £4. Manufacturers: D'Yrsan Car Co., 33, Kinnerton Street, Knightsbridge, S.W.1. Engine: Four-cylinder Ruby sports model, 57 mm. by 95 mm., 972 c.c., touring model, 55 mm. by 95 mm., 904 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Ducellier or Saga magneto, Solex carburettor, detachable head, two-bearing crankshaft. Transmission: Disc clutch, three-speed unit-construction gearbox, ratios, top gear sports 4 to 1, touring 3.9 to 1, central control, final drive by enclosed shaft to bevel and chain. Brakes: Front and rear wheels. Suspension: Separate quarter-elliptic front, quarter-elliptic rear. General details: Electric lighting, three-lamp set, manufactured by Lucas or C.A.V., starter manufactured by Ducellier. Wheelbase, 700 mm. by 80 mm. Petrol tank holds 4 gallons, sump holds 6 pints, approximate petrol m.p.g. 50. Standard body colours aluminium, red and blue. Wheelbase: 8 ft.; track, 4 ft. 4 ins. Weight: Sports 7 cwt. 1 qr., touring 7 cwt. 2 qrs. Alterations from last year: Body and radiator lower in chassis.



The latest Eric-Campbell sports mode.

ENFIELD-ALLODAY.

Four-seater, 10 h.p., price £325; saloon, price £325; tax £10. Manufacturers: Alldays Motor Repairs, Ltd., Waverley Works, Small Heath, Birmingham. Engine: Four-cylinder, 63.5 mm. by 117.5 mm., 1488 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Zenith carburettor, fixed head. Transmission: Fabric clutch, three-speed separate gearbox, ratios 4.75, 7.9 and 15.7 to 1, reverse 22.5 to 1, side control, final drive by shaft to bevel and full differential. Brakes on rear wheels and transmission at rear of gearbox. Suspension: Half-elliptic front, cantilever rear. General details: Electric lighting, five-lamp set and electric starter. Artillery wheels, 30-in. by 3½-in. Goodyear tyres. Petrol tank holds 8 gallons, approximate petrol m.p.g. 35. Standard body colours, French grey and Oxford blue. Wheelbase: 9 ft.; track, 4 ft.; length, 12 ft.; width, 4 ft. 10 ins.; ground clearance, 9 ins.

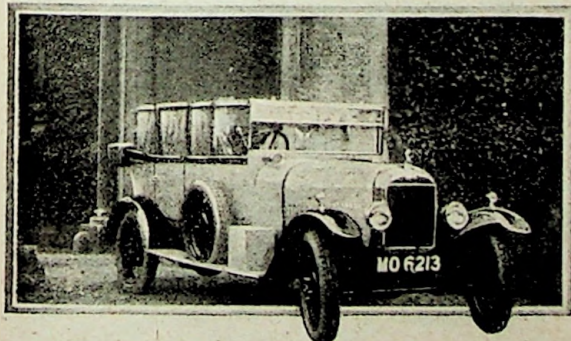
STAND 16.

ERIC-CAMPBELL.

12-30 h.p. two-seater sports, four-seater sports, coupé with dickey, types J, tax £12, prices not stated. Manufacturers: Vulcan Iron and Metal Works (1918), Ltd., Durdan Works, Southall, Middlesex.

Eric-Campbell.—Coupé.

Engine: Four-cylinder, 69 mm. by 100 mm., 1496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Zenith carburettor, Lodge plugs, detachable head, three-bearing crankshaft. Transmission: Ferodo-lined cone clutch, three-speed separate gearbox, ratios 4.15, 8 and 13 to 1, reverse 13 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Rear wheels operated by hand. Transmission operated by foot. Suspension: Offset semi-elliptic front, full cantilever rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Disc wheels, 750 mm. by 130 mm. Clincher tyres, petrol tank holds 4½ gallons, sump holds 6 pints, approximate petrol m.p.g. 30. Body colours to order. Wheelbase: 8 ft. 6 ins.; track, 3 ft. 7½ ins.; length, 12 ft.; width, 4 ft. 9 ins.; ground clearance, 9 ins. Weight, 15 cwt. 1 qr. New model, chassis details the same for all models.



An exponent of friction drive—the G.W.K.

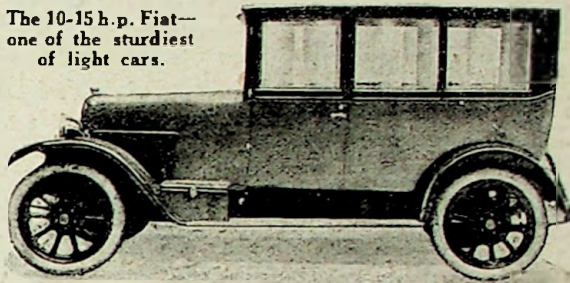
STAND 185/9. 14. 1 Reverse. FIAT.

7 h.p. models: Two-seater £225, four-seater £250, coupé £315, saloon £315, tax £8. 10-15 h.p. models 501, two-seater £315, four-seater £325, coupé £360, saloon £375, tax £11. 10-15 h.p. models 502, coupé £415, tax £11; front-wheel brakes £15 extra. Manufacturers: Fiat, Turin, Italy. Concessionaires: Fiat (England), Ltd., 43-44, Albemarle Street, London.

Fiat.—7 h.p. Models.

Engine: Four-cylinder, 57 mm. by 97 mm., 990 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, high-tension magneto, Fiat carburettor, detachable head, two-bearing crankshaft. Transmission: Single-plate clutch, three-speed and reverse unit construction gearbox. Central control, final drive by enclosed shaft to bevel and full differential. Brakes: Front wheels internal-expanding (Servo type), rear wheels internal-expanding. Suspension: Semi-elliptic springs front and rear. General details: Electric lighting, five-lamp set by Fiat, starter by Fiat. Steel artillery wheels, 715 mm. by 115 mm. Michelin Comfort tyres. Petrol tank holds 5½ gallons, sump holds 6 pints. Wheelbase: 8 ft. 4 ins.; track, 3 ft. 11½ ins.; length (chassis), 11 ft. 3.5-8 ins.; width (chassis), 4 ft. 6 ins.; ground clearance, 6.7-8 ins. Weight (chassis), 10½ cwt.

The 10-15 h.p. Fiat—
one of the sturdiest
of light cars.



Fiat.—10-15 h.p. (Types 501 and 502).

Engine: Four-cylinder, 65 mm. by 110 mm., 1460.23 c.c., side valves, water-cooled by pump circulation, force lubrication, Marelli high-tension magneto, Fiat carburettor, Champion plugs, detachable head, three-bearing crankshaft. Transmission: Multi-steel disc clutch, four-speed and reverse unit construction gearbox, ratios 22.65, 12.83, 8.94 and 4.11 to 1, reverse 17.33 to 1, side control, final drive by enclosed shaft to bevel and full differential. Brakes: Front wheels internal-expanding where fitted, rear wheels internal-expanding. Suspension: Semi-elliptic springs front and rear. General details: electric lighting, five-lamp set by Fiat, starter by Fiat. Steel artillery wheels: Model 501, 715 mm. by 115 mm. Michelin tyres; model 502, 765 mm. by 105 mm. Michelin tyres. Petrol tank holds (model 501) 9 gallons, (model 502) 6½ gallons, sump holds 6 pints. Model 501: Wheelbase, 9 ft. 8¼ ins.; track, 4 ft. 1¼ ins.; length (car), 12 ft. 9½ ins. (chassis), 11 ft. 11½ ins.; width (car), 4 ft. 10½ ins. (chassis), 4 ft. 10 ins.; ground clearance, 8½ ins. Weight (chassis), 12½ cwt. Model 502: Wheelbase, 9 ft. 1¼ ins.; track 4 ft. 7½ ins.; length (car), 12 ft. 4 ins. (chassis), 12 ft. 3 ins.; width (car), 5 ft. 4½ ins. (chassis), 5 ft. 2½ ins. Weight (chassis), 13½ cwt.

STAND 186.

F.N.

Two-seater, 11-30 h.p., £295; four-seater, 11-30 h.p., £400; saloon four-seater, 11-30 h.p., £485; semi-sporting four-seater, 11-30 h.p., £415. Tax, £11. Manufacturers: Fabrique Nationale d'Armes de Guerre, Belgium. Concessionaires: F.N. (England), Ltd., Kimberley Road, London, N.W.6. Engine: Four-cylinder, 65 mm. by 100 mm., 1500 c.c.,



A cyclecar with no
springs and a 3½ h.p.
engine—the Gnome.

overhead valves, water-cooled by thermo-siphon circulation, force lubrication, high-tension magneto, F.N. Solex carburettor, detachable head, three-bearing crankshaft. Transmission: Single-plate clutch, three-speed unit-construction gearbox, ratios 4.75, 9 and 16 to 1, reverse 17 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels internal-expanding, rear wheels internal-expanding. Suspension: Semi-elliptic springs front and rear. General details: Electric lighting, five-lamp set by Bosch, starter by Bosch. Artillery wheels: 750 mm. by 130 mm. Dunlop tyres. Petrol tank holds 10 gallons, sump holds 8 pints, approximate petrol m.p.g. 35. Standard body colour, fast maroon. Wheelbase, 9 ft.; track, 4 ft. 1½ ins.; length, 13 ft. 6 ins.; width, 5 ft.; ground clearance, 7½ ins. Weight of chassis, 13 cwt. No alteration from last year.

FRAZER-NASH.

Two-seater fast tourer, £299 5s.; three-seater fast tourer, £315; three-four-seater de luxe, £362 5s.; super sports two-seater, £346 10s.; super sports three-seater, £362 5s.; Boulogne speed-model chassis, £375. Tax, £12. Manufacturers: William G. Thomas and Frazer Nash, Ltd., London Road, Kingston-on-Thames. Can be seen at London Road, Kingston-on-Thames. Engine: Four-cylinder, 69 mm. by 100 mm., 1496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, M.L. magneto, Solex carburettor, A.C. plugs, detachable head, three-bearing crankshaft. Transmission: Ferodo-lined disc clutch.

SMALL CARS (contd.)

three speeds, ratios 3.8, 5.4, 11.6 to 1 or to order, reverse 13 to 1, side control, open propeller shaft, spiral bevel to cross-shaft thence by chains to solid back axle, gear change by sliding dogs on bevel shaft. Brakes: Front wheels £20 extra to all models, rear wheels internal expanding. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, three-lamp set by C.A.V. starter by C.A.V. Rudge-Whitworth wire wheels, 700 mm. by 80 mm. Petrol tank holds 5½ gallons, approximate petrol m.p.g. 40. Standard body finish, polished aluminium. Wheelbase, 8 ft. 9 ins.; track, 3 ft. 6 ins.; length, 11 ft. 9 ins.; width, 4 ft. 4 ins.; ground clearance, 7 ins. Weight, three-seater, 13 cwt. Alterations from last year's models: Boulogne model has special engine, 8-ft. 3-in. wheelbase, 710 mm. by 90 mm. tyres.

GIBBONS.

10 h.p. four-seater, £90 15s.; fully equipped, £99 15s.; tax £9. Manufacturers: Gibbons Cyclecar Co., Station Road, Chaffwell Heath, Essex. Engine: Two-cylinder, 85 mm. by 97 mm., 1,100 c.c., side valves, air-cooled, splash lubrication, M.L. magneto, Amac carburettor, Lodge plugs, fixed head, two-bearing crankshaft. Transmission: Multiple-disc clutch, three-speed separate Sturney-Archer gearbox, ratios 4.5, 6.6 and 13.2 to 1. Engine and gearbox on side of body enclosed in special housing, gear control on dashboard, all-chain drive to one rear wheel. Brakes: Internal expanding and external contracting on rear wheels. Suspension: Single helical spring front, C springs rear. General details: Acetylene lighting, three-lamp set by T.W.R. Fixed wire wheels, 26 ins. by 2½ ins.; Avon tyres. Petrol tank holds 2½ gallons, approximate petrol m.p.g. 60. Standard body colour, grey. Wheelbase, 8 ft. 8 ins.; track, 3 ft. 10 ins.; length, 11 ft. 4 ins.; width, 4 ft. 8 ins.; ground clearance, 9 ins. Weight, 4 cwt. Alterations from last year's models: 10 h.p. in place of 8 h.p. Blackburne engine.

G.N.

12-25 h.p. standard touring two-seater, £235; standard touring four-seater, £255; 12-35 h.p. fast touring two-seater, £265; fast touring four-seater, £285; 12-45 h.p. sports, £295; 12-50 h.p. super sports, £345. Tax, £12. Manufacturers: G.N. Ltd., 144, East Hill, Wandsworth, London, S.W.18. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, magneto ignition, Zenith or Solax carburettor, Lodge plugs, detachable head, three-bearing crankshaft. Transmission: Single dry-plate clutch, three speeds, ratios 4 to 1, 5.7 to 1 and 12.5 to 1, reverse 12.5 to 1, side control, shaft drive from engine to bevel shaft, thence by chain to solid back axle, giving direct drive on all gears. Brakes on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, three-lamp set by Miller, electric starter (Miller) £10 10s. extra. Wire wheels: 700 mm. by 80 mm., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 1 gallon (approximately), approximate petrol m.p.g. 40-45. Standard body finish, aluminium, black wings, nickel fittings. Wheelbase, 8 ft. 6 ins.; track, 3 ft. 7 ins.; length, 11 ft. 7 ins.; width, 4 ft. 4 ins.; ground clearance, 7 ins. Weight, 10 cwt. 1 qr. No alterations from last year.

GNOME.

3-8 h.p. two-seater, £82 10s.; de luxe two-seater, £95. Tax, £6. Manufacturers: Gnome Cars, 347a, New King's Road, London, S.W.6. Engine: Single-cylinder two-stroke, 79 mm. by 70 mm., 343 c.c., air-cooled by centrifugal blower, petrol lubrication, Villiers flywheel magneto (dual ignition 25s. extra), Mills carburettor, K.L.G. plugs, fixed head, two-bearing crankshaft. Transmission: Friction drive, ratios 6.2, 8.2, 11.5 and 19.4 to 1, side control, friction gear final chain drive to solid rear axle. Brakes: Internal expanding on rear wheels. Suspension by low-pressure tyres only. General details: Electric lighting, three-lamp set by Taw Mfg. Co., kick-starter operated from seat. Wire wheels: 27 ins. by 4.40 ins., balloon tyres. Petrol tank holds 2½ gallons, approximate petrol m.p.g. 55. Body colours, standard maroon, de luxe mauve. Wheelbase, 6 ft. 8 ins.; track, 3 ft. 5½ ins.; length, 9 ft. 5 ins.; width, 4 ft.; ground clearance 6 ins. Weight, standard 4 cwt. 1 qr., de luxe 4 cwt. 2 qrs. Alterations from last year: Improved starter mechanism, incorporating roller free wheel in place of ratchet.

STAND 52.

Two-seater 10 h.p. type H, £225; four-seater 10hp type H, £255; coupé 10 h.p. type H, £250; chummy 10 h.p. type HK, £175. Tax, £11. Manufacturers: G.W.K., Ltd., Cordwallis Works, Maidenhead.

G.W.K.—Type H.

(Note: The hand-controlled model is not fitted with front-wheel brakes.) Engine: Four-cylinder G.W.K. 66 mm. by 100 mm., 1,368 c.c., side

valves, water-cooled by thermo-siphon circulation, pump and splash lubrication, M.L. magneto, Cox Atmos carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Own patent friction drive, variable speed, ratios between 4.5 and 14 to 1, reverse 14 to 1, side control, final drive by open shafts to helical gears and full differential. Brakes: Front wheels internal expanding, rear wheels internal expanding, transmission contracting shoes. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V. starter by C.A.V. Wire wheels: 27 ins. by 4.40 ins., Dunlop tyres. Petrol tank holds 5 gallons, sump holds 6 pints, approximate petrol m.p.g. 35. Standard body colours, to choice. Wheelbase, 9 ft. 3 ins.; track, 4 ft.; length, four-seater 13 ft. 6 ins., two-seater 12 ft. 3 ins.; width, 4 ft. 9 ins.; ground clearance, 9 ins. Weight, four-seater 16 cwt., two-seater 15 cwt., coupé 15 cwt. 2 qrs. Alterations from last year's models: Four-wheel brakes standard, larger doors, rear screen, additional accessories.

G.W.K.—Type HK.

Engine: Four-cylinder G.W.K., 65 mm. by 100 mm., 1,368 c.c., side valves, water-cooled by thermo-siphon circulation, pump and splash lubrication, M.L. magneto, Cox Atmos carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Own patent friction drive, variable speed, ratios between 4.5 and 14 to 1, reverse 14 to 1, side control, final drive by open shafts to helical gears and full differential. Brakes: Rear wheels internal expanding, transmission contracting shoes. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, three-lamp set by C.A.V. starter by C.A.V. Disc wheels: 27 ins. by 4.40 ins., Dunlop tyres. Petrol tank holds 5 gallons, sump holds 6 pints, approximate petrol m.p.g. 38. Aluminium body. Wheelbase, 8 ft. 2 ins.; track, 4 ft.; length, 11 ft. 6 ins.; width, 4 ft. 10 ins.; ground clearance, 9 ins. Weight, 14 cwt. 2 crs. New model.

GWYNNE.

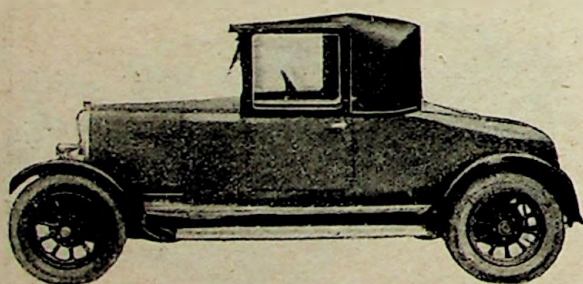
8 h.p. four-seater, price £225, tax £8. Manufacturers: N. G. Gwynne, Church Wharf, Chiswick, London, W. Engine: Four-cylinder, 55 mm. by 100 mm., 949 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Fellows magneto, S.U. carburettor, detachable head. Transmission: Leather cone clutch, three-speed separate gearbox, ratios 4.85, 9.15 and 14.25 to 1, reverse 14.25 to 1, central control, final drive by end shaft to bevel and full differential. Brakes on rear wheels. Suspension: Half-elliptic front and rear. General details: Artillery wheels, Dunlop balloon tyres. Petrol tank holds 4 gallons; approximate petrol m.p.g. 45. Wheelbase 7 ft. 3 ins.; track, 3 ft. 6 ins.; ground clearance, 8½ ins. Weight, 12 cwt.

STAND 19.

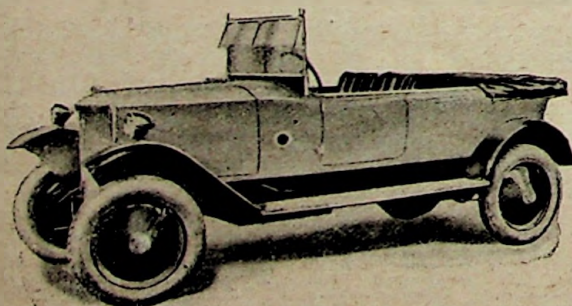
Two-seater, £290; four-seater, £310; coupé, £345; saloon, £395; five-seater de luxe, £325; all 12 h.p. Tax, £12. Manufacturers: Stroud Motor Manufacturing Co., Ltd., Stroud, Glos. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, high-tension magneto, Zenith carburettor, detachable head, three-bearing crankshaft, on de luxe model, two-bearing on others. Transmission: Plate clutch, four-speed unit-contruction gearbox, ratios 4.5, 6.86, 10.5 and 16.68 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Front and rear. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set, and starter. Artillery wheels, 28-in. by 4.95-in. Dunlop tyres. Petrol tank holds 7 gallons, sump holds 8 pints, approximate petrol m.p.g. 35. Standard body colours, red and blue, upholstery real leather, red or blue, plain or antique. Wheelbase 8 ft. 9 ins., de luxe model 9 ft. 2 ins.; track, 4 ft., de luxe model 4 ft. 2½ ins.; length, 12 ft., de luxe model 12 ft. 6 ins.; width, 5 ft., de luxe model 5 ft. 2 ins.; ground clearance, 9 ins., de luxe model 9½ ins. Alterations from last year's models: De luxe five-seater model is new.

HARPER RUNABOUT.

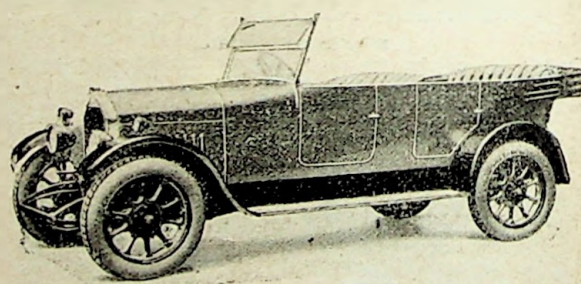
Single-seater, three-wheeler, with pillion, £80 17s., 2½ h.p.; tax, £4. Manufacturers: Harper Motors, Johnson Street, Old Trafford, Manchester. Engine: Single-cylinder, two-stroke, 70 mm. by 70 mm., 269 c.c., air-cooled, force lubrication, Villiers flywheel magneto, Zenith carburettor, fixed head. Transmission: Single-disc clutch, three speeds, side control, final drive by chains. Brakes: Independent hand and foot. Suspension: Quarter-elliptic front and rear. General details: Acetylene lighting, three-lamp set. Disc wheels, 18-in. by 2½-in., Dunlop tyres. Petrol tank holds 2 gallons, approximate petrol m.p.g. 80. Standard body colour, Royal blue. Wheelbase, 6 ft.; track, 2 ft. 9 ins.; length, 6 ft. 11 ins.; width, 3 ft. 1½ ins. Weight, 290 lb.



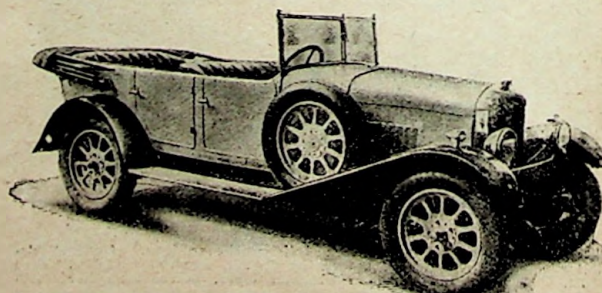
Built in the West Country—the Hampton.



Another West-country built car—the Horstman.

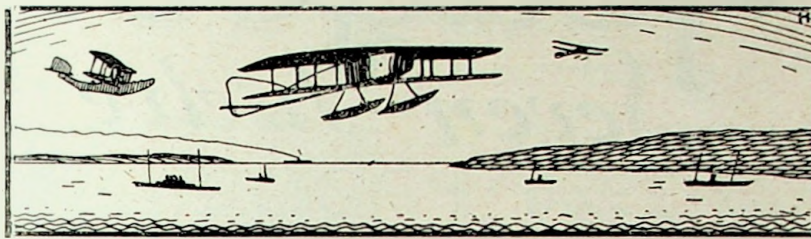


The latest Humber light car has a 9 h.p. engine.



The Imperia has an efficient slide-valve engine.

The "SHELL" MOTORISTS' CALENDAR



The Schneider Cup Race at Cowes, 1923, was won on Shell.*



SUN
Rises Sets

OCTOBER, 1925.

SUMMER TIME.

7.1 6.37

7.3 6.35

7.4 6.33

GREENWICH
MEAN TIME.

6.6 5.31

6.8 5.28

6.9 5.26

6.11 5.24

6.13 5.22

6.14 5.19

6.16 5.17

6.18 5.15

6.19 5.13

6.21 5.11

6.23 5.9

6.25 5.6

6.26 5.4

6.28 5.2

6.30 5.0

6.31 4.53

6.33 4.56

6.35 4.54

6.37 4.52

6.38 4.50

6.40 4.48

6.42 4.46

6.44 4.44

6.45 4.42

6.47 4.40

6.49 4.38

6.51 4.36

6.52 4.34

- 1 Th—Pheasant shooting begins.
Kennel Club Show, Alexandra Palace.
- 2 F—*Full Moon.*
- 3 S—Kent and Sussex L.C. Club Reliability Trial.
Brooklands Meeting, Essex Motor Club.
- 4 S—SUMMER TIME ENDS at 2 a.m. Greenwich mean time.
Italian Small Car Grand Prix at Monza.
- 5 M—Church Congress opens at Eastbourne.
- 6 Tu—When buying from pumps, be sure to look for the Shell Guarantee.
- 7 W—
- 8 Th—Tennis: London Covered Court Championships at Queen's Club.
- 9 F—International Automobile Exhibition opens at Olympia.
- 10 S—Brooklands Meeting, British Motor-Cycle Racing Club.
Open Scott Trial in Yorkshire.
- 11 S—Light up at 6.15 p.m. Tail-lights $\frac{1}{2}$ -hour earlier.
- 12 M—
- 13 Tu—
- 14 W—Racing: Cesarewitch Stakes, Newmarket.
- 15 Th—Duke of York at Centenary Banquet, Law Society, Guildhall, London.
- 16 F—H.R.H. The Prince of Wales due at Portsmouth from South America.
- 17 S—Motor-Cycling Club's 100 Mile High-Speed Reliability Trial at Brooklands.
Blackpool Speed Trials. *New Moon.*
- 18 S—Light up at 6.0 p.m. Tail-lights $\frac{1}{2}$ -hour earlier.
- 19 M—
- 20 Tu—Dairy Show opens, Agricultural Hall, Islington.
- 21 W—Trafalgar Day.
- 22 Th—
- 23 F—
- 24 S—*Schneider Cup Race, Baltimore, U.S.A.
Reliance Cup Trial, Cheshire Centre Auto-Cycle Union.
Association Football: Ireland v. England, at Belfast.
- 25 S—Light up at 5.46 p.m. Tail-lights $\frac{1}{2}$ -hour earlier.
- 26 M—
- 27 Tu—When buying in cans, be sure that the Shell seal is intact.
- 28 W—Racing: Cambridgeshire Stakes, Newmarket.
- 29 Th—International Commercial Motor Transport Exhibition opens at Olympia.
- 30 F—
- 31 S—British Empire Exhibition, Wembley, closes.
Autumn Trial, Sutton Coldfield & N. Birmingham Auto. Club.
Association Football: Wales v. Scotland, at Cardiff.



MOTOR SPIRIT **SHELL** LUBRICATING OILS

SHELL-MEX LTD., G.P.O. BOX 148 SHELL CORNER KINGSWAY W.C.2

The Dainty **Peugeot** *Seven-Twelve* 1925-1926 PROGRAMME (EFFECTIVE 1st OCTOBER, 1925)

Two-seater ALL-WEATHER, with dickey seat £155

Two-seater CABRIOLET, with dickey seat £185
(Equipment includes Clock and Speedometer)

Three-seater CLOVERLEAF - £185
(Equipment includes Clock and Speedometer)

ABRIDGED SPECIFICATION.

Engine 51 bore x 88 stroke (Treasury rating 6.4 h.p.)
S.S. valves; thermo-siphon water circulation; pump and
splash lubrication; R-B magneto; Zenith carburetter;
3 forward speeds, central change; single plate clutch;
worm final drive; internal expanding brakes on rear
wheels; Michelin disc wheels; Michelin Comfort tyres,
715 x 115; wheelbase 7 ft. 7 ins., track 3 ft. 1 3/4 ins.

TAX £7 PER ANNUM.

STAND 137 MOTOR SHOW

PEUGEOT (ENGLAND) LTD., 80, BROMPTON ROAD, LONDON, S.W.3

*High-grade products of a great
organisation operating 14 modern
factories.*

FAMOUS FOR OVER THIRTY YEARS.

Peugeot

*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.*

SMALL CARS (contd.)

STAND 42.

HERON.
Four-seater 11 h.p., £190. Tax, £11. Manufacturers: The Strode Engineering Works, Herne, Kent. Engine: Four-cylinder, 66 mm. by 100 mm., 1,368 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, B.T.H. magneto, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Cone clutch, three-speed unit-construction gearbox, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Internal expanding rear wheels. Suspension: Half-elliptic transverse front, half-elliptic rear. General details: Electric lighting, five-lamp set by Midgeley, starter by Midgeley. Disc wheels, 710 mm. by 90 mm. Petrol tank holds 6 gallons, sump holds 6 pints, approximate petrol m.p.g., 40. Body colours, optional. Wheelbase, 8 ft.; track, 4 ft.; length, 10 ft. 8 ins.; width, 4 ft. 8½ ins.; ground clearance, 10 ins. Weight, 8 cwt. 2 qrs. New model.



The Jowett as a roomy and inexpensive saloon.

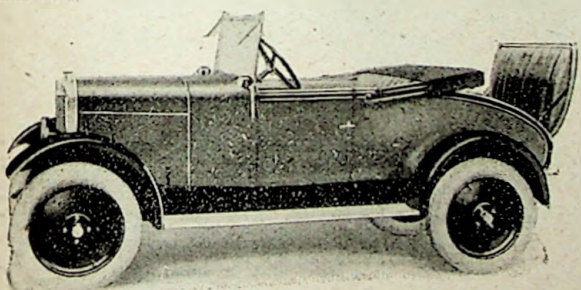
HORSTMAN.

12-30 h.p. Four-seater (four-door), £365; saloon (four-door), £450. Tax, £12. Manufacturers: Horstman, Ltd., Bath. Can be seen at 4, Blenheim Street, Bond Street, London, W. Engine: Four-cylinder, 69 mm. by 100 mm., 1,498 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, high-tension magneto, Solex or Cox Atmos carburetter, K.L.G. or I.G.N.A. plugs, detachable head, three-bearing crankshaft. Transmission: Single plate clutch, four-speed unit-construction gearbox, ratios 4.55, 5.8, 9.9 and 14.2 to 1, reverse 19 to 1, side control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Foot, hydraulically operated internal-expanding on all wheels; hand, internal-expanding on rear wheels. Suspension: Full cantilever front and rear. General details: Electric lighting, five-lamp set, electric starter. Disc wheels, 28-in. by 4.95-in. Dunlop tyres. Petrol tank holds 7 gallons, sump holds 8 pints; approximate petrol m.p.g., 35. Standard body colours: subtle grey, Royal blue, maroon. Wheelbase, 9 ft. 8 ins.; track, 5 ft. 6 ins.; length, 14 ft. 10 ins.; width, 6 ft. 5 ins.; ground clearance, 8½ ins. Weight, 17 cwt. Alterations from last year: Four-speed unit gearbox; Colonial track; improved dynamo drive; cellulose paint, three standard colours; steering instantly adjustable and can be raised to give access to driving seat.

STAND 213.

HUMBER.

Two-seater, 9-20 h.p., £260; four-seater, 9-20 h.p., £260; tax, £9. Manufacturers: Humber, Ltd., Coventry. Engine: Four-cylinder Humber, 58 mm. by 100 mm., 1,056 c.c., side exhaust and overhead inlet valves, water-cooled by thermo-siphon circulation, splash lubrication, Lucas magneto, Cox Atmos carburetter, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Cone clutch, three-speed unit-construction gearbox, ratios 16.6, 9.5 and 4.5 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Hand-operated contracting band on rear wheels, foot-operated contracting band on transmission. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set and starter, by Lucas dynamotor. Artillery wheels, 27-in. by 4.4-in. Dunlop tyres. Petrol tank holds 7 gallons, sump holds 3 pints; approximate petrol m.p.g., 36-38. Standard body colours, open cars, Humber mole, black wings. Wheelbase, 8 ft. 6 ins.; track, 4 ft. 0½ in.; length, 12 ft. 6 ins.; width, 4 ft. 9 ins.; ground clearance, 8½ ins. Weight, 14 cwt. 3 qrs. New model developed from 8-16 h.p. Humber. Autoram gear-gun chassis lubrication; rear tank Autovac feed; Lucas automatic screen wiper; semi-elliptic springs; new frame and brake-work.



Famed for competition successes—the Lea-Francis.

STAND 52.

IMPERIA.

Sports, 10 h.p., £450. Tax, £11. Manufacturers: G.W.K., Ltd., Cudwells Works, Maidenhead. Engine: Four-cylinder Imperia, 66 mm. by 80 mm., 1,094 c.c., side valves, water-cooled by Thermo-siphon circulation, pump and splash lubrication, Bosch magneto, Solex carburetter, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Single-plate clutch, four-speed unit-construction gearbox, ratios 5.1, 6.7, 10.2 and 20.4 to 1, reverse 18 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Expanding shoes on front and rear wheels; transmission, expanding shoes (serve action). Suspension: Half-elliptic front, half-elliptic rear. General details: Electric lighting, five-lamp set by Bosch, starter by Bosch. Wire wheels, 710 mm. by 90 mm. Dunlop tyres. Petrol tank holds 7 gallons, sump holds 6 pints; approximate petrol m.p.g., 35. Body colours to choice. Wheelbase, 8 ft. 10½ ins.; track, 4 ft. 2 ins.; length, 12 ft.; width, 4 ft. 10 ins.; ground clearance, 9 ins. Weight, 15 cwt. 2 qrs. No alterations from last year's models.

JAPPIC.

Two-seater racing car (see footnote). Manufacturers: Jarvis and Sons, Ltd., Grove Works, South Wimbledon, S.W.19. Engine: Single-cylinder, 74 mm. by 80 mm., 344 c.c., overhead valves, air-cooled, force lubrication, M.L. magneto, Amac carburetter, K.L.G. plugs, detachable head, two-bearing crankshaft. Transmission: Multi-plate clutch, three-speed separate gearbox, ratios 6.8 and 12 to 1, side control, all-chain drive to solid axle. Brakes: Internal-expanding on front and rear wheels. Suspension: Quarter-elliptic front, reversed quarter-elliptic rear. General details: Wire wheels, 650 mm. by 65 mm., Dunlop tyres. Petrol tank holds 3 gallons, oil tank 1 gallon; approximate petrol m.p.g., 60. Standard body finish: Aluminium, with red wheels and chassis. Wheelbase, 7 ft.; track, 3 ft. 6 ins.; length 10 ft.; width, 4 ft. 2 ins.; ground clearance, 4 ins. Weight, 4 cwt. Note.—This cyclecar is only made to order, and is intended for racing and record breaking. A 500 c.c. o.h.v. racing model can also be supplied.

JEWELL.

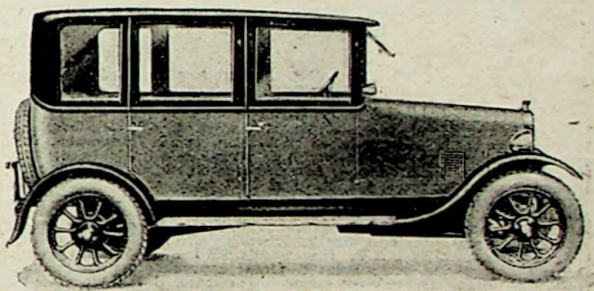
9.8 h.p. two-seater, £235; four-seater, £245; coupe (fixed or drop head), £275; saloon (three-door), £295; special 75 m.p.h. sports, £275; tax, £10. 11.9 h.p. two-seater, £240; four-seater, £250; coupe, £280; saloon, £300; special sports, £280; tax, £12. Manufacturers: John E. Wood, 4, Bowland Street, Bradford.

Jewell.—9.8 h.p. Model.

Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., overhead valves, water-cooled by thermo-siphon circulation, pump and trough lubrication, magneto ignition, Zenith carburetter, K.L.G. plugs, detachable head, two-bearing crankshaft. Transmission: Inverted cone clutch, three-speed unit construction gearbox, ratios 4 1-3, 7¼ and 14¼ to 1, reverse 18½ to 1, central control, final drive by open shaft to bevel and solid axle. Brakes: Front wheels £12 extra, rear wheels internal-expanding. Suspension: Quarter-elliptic front, double quarter-elliptic rear. General details: Electric lighting, five-lamp set by Lucas, starter by Lucas. Disc wheels, 700 mm. by 80 mm., Dunlop tyres. Petrol tank holds 6½ gallons, sump holds 6 pints. Approximate petrol m.p.g., 45. Body colours to choice. Wheelbase, 8 ft. 9 ins.; track, 4 ft.; length, 13 ft.; width, 5 ft.; ground clearance, 8 ins. Weight, 15 cwt. 2 qrs. Detail modifications to types of body which were fitted last year: no chassis alterations.

11.9 h.p. Model.

Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, pump and trough lubrication, magneto ignition, Zenith carburetter, K.L.G. plugs, detachable head, two-bearing crankshaft, otherwise same as 9.8 h.p. model.



The 12 h.p. Lagonda saloon in its latest form. The head is of the fixed type.

STAND 98.

JOWETT.

Two-seater, 7 h.p., £150; four-seater, 7 h.p., £167; saloon, 7 h.p., £200; light four-seater, 7 h.p., £160; tax, £7. Manufacturers: Jowett Cars, Ltd., Idle, Bradford.

Short Wheelbase Chassis (Two-seater and Light Four-seater).

Engine: Two-cylinder horizontally opposed Jowett, 75.4 mm. by 101.5 mm., 907.2 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, coil ignition, Zenith carburetter, A.C. Sphinx plugs, fixed heads, two-bearing crankshaft. Transmission: Brass-banded asbestos cone clutch, three-speed unit construction gearbox, ratios 4.66, 7.64 and 15.1 to 1, reverse 20.65 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Rear wheels, external contracting bands. Transmission: external contracting band. Suspension: Semi-elliptic front and rear. General details: Electric lighting, three-lamp set, manufactured by Lucas, five-lamp set on saloon, three-lamp set all other models, starter by Lucas. Artillery wheels, 26-in. by 3-in., Dunlop balloon tyres. Petrol tank holds 6 gallons, sump holds 3 pints. Approximate petrol m.p.g., 40. Standard body colours, deep Royal blue, deep biscuit. Dimensions of two-seater: wheelbase, 7 ft.; track, 3 ft. 9 ins.; length (two-seater), 10 ft.; width, 4 ft. 5 ins.; ground clearance, 8½ ins. Weight, 9 cwt. 3 qrs. 10 lb. Alterations from last year: All models have double windscreens. Two-seater and Light Four bodies have been redesigned, as has the two-seater hood; electric starter and balloon tyres are standard on all models.

Jowett Long-wheelbase Chassis (Four-seater and Saloon).

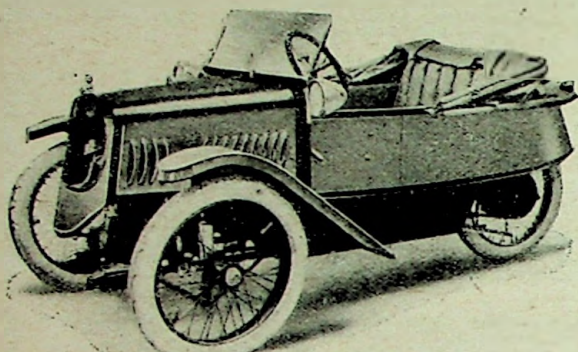
Engine: Two-cylinder horizontally opposed Jowett, 75.4 mm. by 101.5 mm., 907.2 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, coil ignition, Zenith carburetter, A.C. Sphinx plugs, fixed heads, two-bearing crankshaft. Transmission: Brass-banded asbestos cone clutch, three-speed unit construction gearbox, ratios 4.66, 7.64 and 15.1 to 1, reverse 20.65 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Rear wheels external contracting bands, transmission external contracting band. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set on saloon, three-lamp on four-seater, by Lucas, starter by Lucas. Artillery wheels, 26-in. by 3-in. Dunlop balloon tyres. Petrol tank holds 6 gallons, sump holds 3 pints; approximate petrol m.p.g., 36. Standard body colours, deep royal blue, deep biscuit four-seater; deep Royal blue, deep biscuit, Munich lake, saloon. Dimensions of four-seater: wheelbase, 8 ft. 6 ins.; track, 3 ft. 9 ins.; length (hood down), 12 ft.; (up) 11 ft. 6 ins.; width 4 ft. 6 ins.; ground clearance, 8½ ins. Weight, 10 cwt. 3 qrs (four-seater); 12 cwt. (saloon). Alterations from last year: Electric starter and balloon tyres are now standard. The saloon is an entirely new model so far as coachwork is concerned, the chassis following established Jowett practice.

SMALL CARS (contd.)

STAND 104.

LAGONDA.

Four-seater, 12-24 h.p., £295; tax, £12. Saloon, 12-24 h.p., £370; tax, £12. Manufacturers: Lagonda, Ltd., Staines, Middlesex. Engine: Four-cylinder Lagonda, 69 mm. by 95 mm., 1,420 c.c., overhead inlet valves, water-cooled by thermo-siphon circulation, force and splash lubrication, high-tension magneto, Zenith carburettor, fixed head, two-bearing crankshaft. Transmission: Single-dry-plate clutch, three-speed unit-construction gearbox, ratios (saloon) 5, 9.55 and 17.57 to 1, (four-seater) 4.7, 8.8, and 16.6 to 1, central control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front wheels, internal-expanding fabric-lined; rear wheels, internal-expanding fabric-lined. Suspension: Single transverse front, quarter-elliptic rear. General details: Electric lighting, five-lamp set, by C.A.V., starter by C.A.V. Artillery wheels, 28-in. by 4.95-in. Dunlop balloon tyres. Petrol tank holds 6 gallons, sump holds 7 pints; approximate petrol m.p.g., 35-40. Standard body colours, saloon blue, four-seater lawn. Wheelbase, 9 ft.; track, 4 ft. 1 1/2 ins.; length, 12 ft. 3 ins.; width, 5 ft. 1 in.; ground clearance, 8 1/2 ins. Weight, saloon 18 cwt. 3 qrs.; four-seater 16 cwt. Alterations from last year: Front-wheel brakes and balloon tyres fitted as standard.



The Morgan popular model, now priced at £95 with full equipment.

STAND 32.

LEA-FRANCIS.

Two-seater, G type, £210. Tax, £10. Numerous other models. Manufacturers: Lea and Francis, Ltd., Lower Ford Street, Coventry.

Lea-Francis—10 h.p. G Type, Sports (two-seater only).

Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, Blic magneto, Solex or Cox carburettor, A.C. plugs, detachable head, two-bearing crankshaft. Transmission: Inverted-cone clutch, three-speed unit-construction gearbox, ratios 4.7, 9.5 and 17.7 to 1, reverse 25.2 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Internal-expanding totally enclosed on rear wheels operated by pedal; transmission brake by hand. Suspension: Semi-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set, by C.A.V., 6-volt starter, by C.A.V. Disc wheels, 27 ins. by 4.4 ins. Petrol tank holds 5 1/2 gallons, sump holds 8 pints; approximate petrol m.p.g., 40. Standard body colour, sage blue. Wheelbase, 8 ft.; track, 3 ft. 9 ins.; length, 11 ft.; width, 4 ft. 8 1/2 ins.; ground clearance, 8 ins. Weight, 14 cwt. No alterations from last year.

Lea-Francis—10 h.p. K Type.

Two-seater, £262 10s.; four-seater, £273; tax, £10. Supplied as a two and four-seater only. Engine: Four-cylinder, 63 mm. by 100 mm., 1,247 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, Blic magneto, Solex or Cox carburettor, A.C. plugs, detachable head, two-bearing crankshaft. Transmission: Inverted-cone clutch, four-speed unit-construction gearbox, ratios 4.7, 7.36, 11.2 and 18.8 to 1, reverse 24.6 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Internal-expanding totally enclosed on all wheels operated by pedal; transmission brake by hand. Suspension: Semi-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set, by C.A.V., 12-volt starter by C.A.V. Disc wheels, 27-in. by 4.4-in. tyres. Petrol tank holds 5 1/2 gallons, sump holds 8 pints; approximate petrol m.p.g., 40. Standard body colours, crimson, sage blue and mole grey. Wheelbase, 8 ft. 9 ins.; track, 3 ft. 9 ins.; length, two-seater 11 ft. 6 ins., four-seater 12 ft.; width, 4 ft. 8 1/2 ins.; ground clearance, 8 ins. Weight, 16 cwt.

Lea-Francis—12-22 h.p. J Type.

Two-seater, £275; four-seater, £285; coupé, £295; saloon, £365; tax, £12. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, Blic magneto, Solex or Cox carburettor, A.C. plugs, detachable head, two-bearing crankshaft. Transmission: Inverted-cone clutch, four-speed unit-construction gearbox, ratios 4.7, 7.36, 11.2 and 18.8 to 1, reverse 24.6 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Internal-expanding totally enclosed on all wheels, operated by pedal; transmission brake by hand. Suspension: Semi-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set, by C.A.V., 12-volt starter by C.A.V. Disc wheels, 27-in. by 4.4-in. tyres. Petrol tank holds 5 1/2 gallons, sump holds 8 pints; approximate petrol m.p.g., 35. Standard body colours, crimson, sage blue and mole grey. Wheelbase, 8 ft. 9 ins.; track, 3 ft. 9 ins.; length, two-seater 11 ft. 6 ins., four-seater 12 ft. (hood down); width, 4 ft. 8 1/2 ins.; ground clearance, 8 ins. Weight, 16 cwt. 2 qrs.

Lea-Francis—12-40 h.p. L Type Sports.

Two-seater, £370; four-seater, £375; tax, £12. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Blic magneto, Solex or Cox carburettor, A.C. plugs, detachable head, three-bearing crankshaft. Transmission: Inverted-cone leather-lined clutch, four-speed unit-construction gearbox, ratios 4.7, 7.36, 11.2 and 18.8 to 1, reverse 24.6 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Foot brake on all wheels, hand brake on transmission. Suspension: semi-elliptic front, quarter-elliptic rear. General details: 12-volt electric lighting, five-lamp set, by C.A.V., starter by C.A.V. Wire wheels. Petrol tank holds 5 1/2 gallons, sump holds 8 pints; approximate petrol m.p.g., 33. Body polished aluminium. Wheelbase, 8 ft. 9 ins.; track, 3 ft. 9 ins.; length, 12 ft. 6 ins.; width, 4 ft. 6 1/2 ins.; ground clearance, 8 ins. Weight, four-seater, 16 cwt. 1 qr. Principal alteration from last year: New engine.

B46

MARENDAZ-SPECIAL.

12-40 h.p., two-seater, £350; four-seater, £375; tax, £12. Manufacturers: L. M. E. Marendaz, Ltd., 1-3, Brixton Road, London, S.W.9. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled, thermo-siphon circulation, force lubrication, B.T.H. magneto, Solex carburettor, detachable head. Transmission: Cone clutch, three or four-speed torque tube gearbox, central or side control, final drive by enclosed shaft to bevel and full differential. Brakes: Front and rear wheels. Suspension: Semi-elliptic front, full cantilever rear. General details: Electric lighting, five-lamp set, electric starter. Wire or artillery wheels. Petrol tank holds 7 gallons; approximate petrol m.p.g., 40-50. Body colour to choice.

STAND 221.

MATHIS.

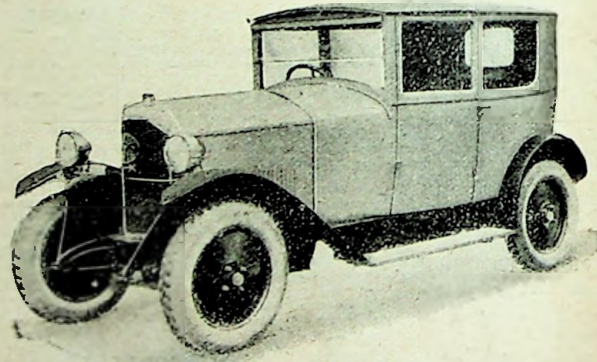
Four-seater, type P.S.E., 11.3 h.p., £295; saloon, type P.S., short wheelbase, 11.3 h.p., Weymann chummy, £295. Tax, £12. Manufacturers: Mathis S.A., 200, Route de Colmar, Strasbourg, France. Concessionaires: The Atom Motor Co., Ltd., Mill Lane, W. Hamstead, London. Engine: Six-cylinder, 55 mm. by 80 mm., 1,140 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, Matelli magneto, Solex carburettor, Eysa plug, fixed head, three-bearing crankshaft. Transmission: Multiple-disc clutch, four-speed unit-construction gearbox, ratios 20, 12, 8 and 5 to 1, reverse 14 to 1, central change-speed lever, side hand-brake control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels internal expanding, rear wheels internal expanding, two sets of shoes. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by Marchal Vaucanson, starter by Marchal Vaucanson. Disc wheels: 750 mm. by 130 mm., Michelin tyres. Petrol tank holds 6 gallons, approximate petrol m.p.g. 32. Wheelbase, open touring 9 ft. 5 ins., saloon 9 ft.; track, open touring 3 ft. 10 ins., saloon 3 ft. 7 1/2 ins.; length, open touring 13 ft. 1 in., saloon 11 ft. 6 ins.; width, open touring 4 ft. 9 ins., saloon 4 ft. 5 ins.; ground clearance, 9 ins.

MCKENZIE.

11 h.p. two-seater, £225; four-seater, £250; coupé, £355. Tax, £11. Manufacturers: McKenzie Motors, Ltd., Bath Passage, Birmingham. Engine: Four-cylinder 66 mm. by 109.5 mm., 1,498 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, magneto, ignition, fixed head, two-bearing crankshaft. Transmission: Cone clutch, three-speed unit-construction gearbox, ratios 4.64, 8 and 16.5 to 1, reverse 19.3 to 1, central control, final drive by open shaft to bevel, and full differential. Brakes: Internal-expanding on rear wheels. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set, electric starter. Disc wheels, 28-in. by 5 1/2-in., Dunlop tyres. Petrol tank holds 7 gallons, sump holds 7 pints; approximate petrol m.p.g., 35. Standard body colour, blue. Wheelbase, 8 ft. 6 ins.; track, 4 ft.; length, 12 ft.; width, 5 ft.; ground clearance, 9 ins. Weight, 15 cwt.

MORGAN.

Three-wheeled cyclecar, standard model, 8 h.p. J.A.P. engine, air-cooled, £95; de luxe model, air-cooled, £115; water-cooled, £125; family model, air-cooled, £116; water-cooled, £126; Grand Prix model, water-cooled, £123; Anzani o.h.v. engine, £5 extra. Aero model with J.A.P. engine, £130; with o.h.v. Anzani engine, £135; with 10-40 h.p. o.h.v. Blackburne engine, £142. Tax for all models, £4. Twin-cylinder engine, M.L. magneto. Transmission by fabric cone clutch and enclosed propeller shaft to bevel gear, final drive by chain, two-speed, ratios 4 1/2 and 8 to 1 or 5 and 10 to 1. Side control. Brakes on rear wheel. Suspension: Helical springs front and quarter-elliptic rear. General details: Electric lighting by Lucas three-lamp set, wire wheels, 700 mm. by 85 mm. tyres. Tank holds 3 gallons. Standard body colours, grey, red, blue, purple and green. Dimensions: Wheelbase, 6 ft.; length, 9 ft. 9 ins.; width, 4 ft. 8 ins. Chassis weight, 3 cwt.



With a six-cylinder engine—the Mathis saloon.

10-30 h.p. two-seater, £460; four-seater, £475; coupé, £495; O.M. Weymann saloon, £645. Tax, £12. Manufacturers: Società Anonima Officine Meccaniche, Brescia, Sebörga 8. Eustacchi. Concessionaires: L. C. Rawlence and Co., Ltd., 59, Sackville Street, London, W.1. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, coil ignition, Zenith carburettor, Bosch plugs, detachable head, three-bearing crankshaft. Transmission: Dry plate clutch, four-speed unit-construction gearbox; ratios, 17.35, 10.77, 7.20 and 5.2 to 1; reverse, 15.5 to 1; central control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Perrot system on front and rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by Bosch; gear starter by Bosch. Wire wheels, 765 mm. by 105 mm., Dunlop tyres. Petrol tank holds 12 gallons, sump holds 10 pints. Approximate petrol m.p.g., 28. Dimensions: Wheelbase, 9 ft. 2 ins.; track, 4 ft. 4 ins.; ground clearance, 8 ins. Weight, 13 cwt. 3 qrs. No alterations from last year's model.

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THE EVENING
THE 12 H.P.
LEA-FRANCIS.

12
NEW CARS ON THE ROAD:
BY JOHN PRIGOLEAU

MY trial of the new 12 H.P. 4-cylinder Lea-Francis, one of the most interesting I have held for some time, took rank as an offensive on Western Hill for cars which call themselves to be the first to face the new conditions, which I will describe later.

The Lea-Francis, which is now in the third year of production, but is not yet very widely known in England today in the way of withstanding foreign competition, does more than any other car I have yet driven: it is better done in every way, and its price protects it from the most fantastic plans of foreign works, by which I mean the setting up of works in this country by foreign firms to build their cars here, duty-free, and cut our own price.

The four-cylinder overhead-valve engine has a bore and stroke of 69 by 100 millimetres, the valve being operated by rockers and push-rod. The pistons are of cast-iron, and adjustment is unusually easily carried out, and the whole unit struck me as a well-thought-out piece of work. Both carburettor and magnetos are really accessible, the latter being mounted in the cross-position, which is the best.

The Car's Speed
A cone clutch carries the very noticeable four-speed gearbox with right-hand control, whence it goes to the rear axle through a tubular shaft with two flexible rubber in front and jointed elliptic to rear. The shaft being a quarter-elliptic in front and a quarter-elliptic in rear. The principal feature which struck me on the road engine of the Lea-Francis is the maximum speed of 45 miles an hour, on a very wet road, with the hood up and a blustering wind was easily attained that I am inclined to give full credit to the makers' claim (according to the demonstration) of well over 50. Maximum speed apart, the Lea-Francis is capable of maintaining 35 miles an hour with remarkable regularity, especially when one remembers that the balloon tyres are fitted and that the roads were very heavy.

Gear changing, after a few moments' practice, is easily and successfully accomplished, and I liked the comfortable position of the gear-lever on my right side. The steering is good, especially at high speeds, but it might be lighter on corners and at low speeds. I have, however, no

real fault to find with it. The suspension is also above the average, although I am not perfectly competent to judge it fairly, as the car I tried was fitted with shock-absorbers, which are not a standard fitting.

The engine runs with very little noise, but betrays a certain harshness at over 30 miles an hour. I was a little puzzled to find the reason of this, as the vibration is scarcely noticeable on either steering wheel or footboards, though I noticed several thousand miles, and certainly far less than the usual "pink" at any time. That deceleration was needed, though I have tried no tendency to "pink" at any time, and I have driven a great deal more money. It was, at all events, a really irritating car to drive, and I enjoyed every moment of the trial, despite the tropical downpour under which it was carried out.

As I said, I introduced the Lea-Francis to the new Western Hill route. Instead of attacking the hill from Western Hill town itself I now turn off to the left at the top of Tracy Hill, and, following the cross-roads which he across the ham hill at the really steep part. This means the beginning of the hill must be ten miles an hour, and certainly not more than the hill itself. That any car tackling not more than the hill itself, speed of certainly not more than the hill itself, hour. You must creep out on to the hill itself, left-handed, so blinded by hedges that you are not with safety open on the actually on the corner section. This is where power and proper balance show up.

In Third Speed.
I put the Lea-Francis into third speed as we rounded the corner and also finished the centre climb at a minimum speed of 23 miles an hour at the same gear (7.36 to 1). At times the speedometer showed as much as 25 miles in a thoroughly remarkable performance, considering the state of the road, and the fact that the engine is a four-cylinder.

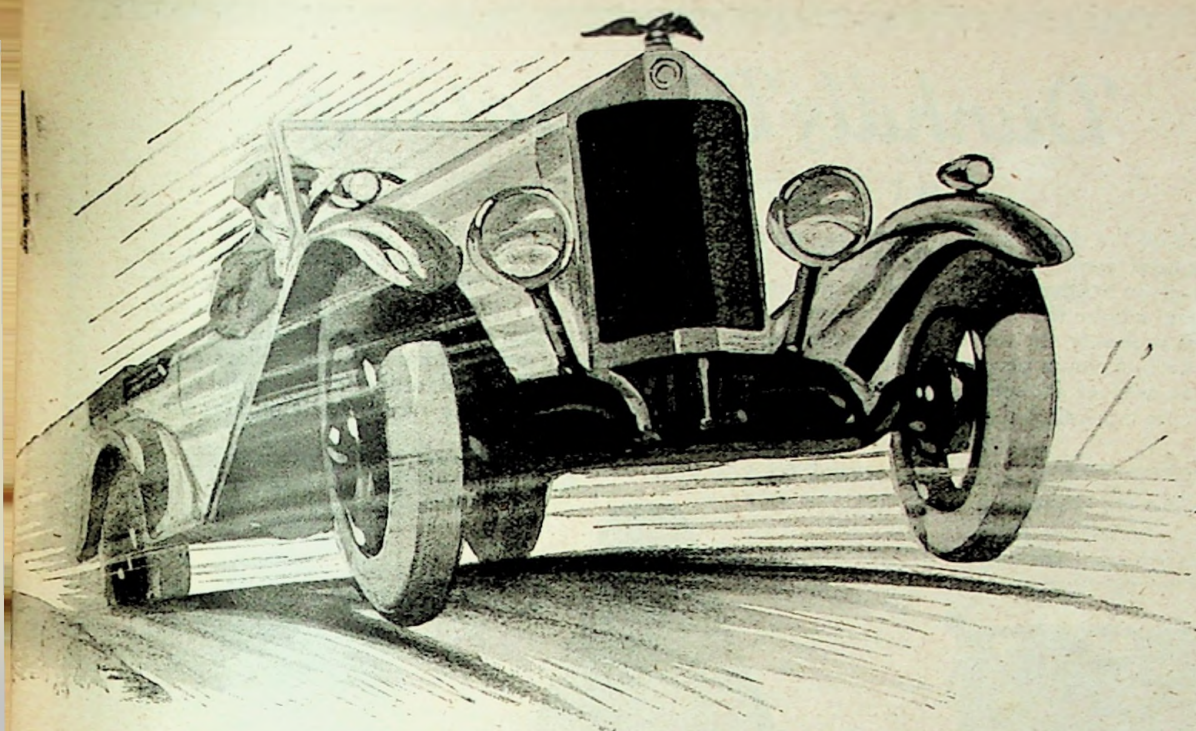
I call this a thoroughly remarkable performance, considering the state of the road, and the fact that the engine is a four-cylinder.

Both sets of brakes are really good. While the foot-operated set can be relied on for emergency stops, I was particularly pleased with the hand-operated set. A very slight and easy pull on the lever has an instantaneous and powerful effect on the speed of the car. Four-wheel brakes are not fitted, the pedal working a rear axle brake mounted on the rear and forward of the propeller shaft.

The car is very decently finished and carries the usual weather-beaten coachwork, but was evidently for two large-built travellers and the behind front seats are adjustable for leg-length. A particularly nice car in its way, and, at all events, a very sensible designed car, and, as some of our foreign friends.

CROSS-WORDS FOR THE HOLIDAYS.
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32

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The reproduction of the article by Mr. John Prioleau which appears on the opposite page is inserted without comment—to those who know this captious but capable critic it is a eulogy that speaks worlds of Lea-Francis design, materials and construction.

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B49

Dunhills Dissertations

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"Signing on the dotted line" will be the popular pastime next week when the flood-tide of car-buying sets in at Olympia. You will go, no doubt, to see and admire the car that suits your fancy, and buy, probably, the one that suits your purse. You may buy yours because the advertisements speak so well of it, because the wife thinks it looks more imposing than the Smythe-Brown's

car, or perhaps you liked the colour of the salesman's tie; but when you have finally made your choice, come to Dunhills Stand, 442, in the corner of the Gallery, and look at a set of seat covers to protect your new upholstery, trunks for your luggage, good rugs, radiator muffs that make starting easy and save petrol, and the wonderful range of Dunhill accessories never fitted as standard.

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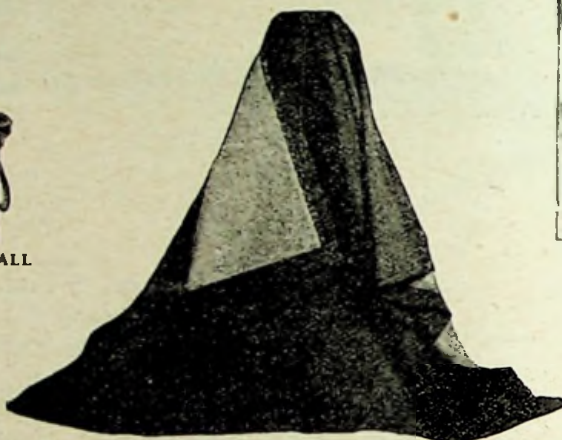


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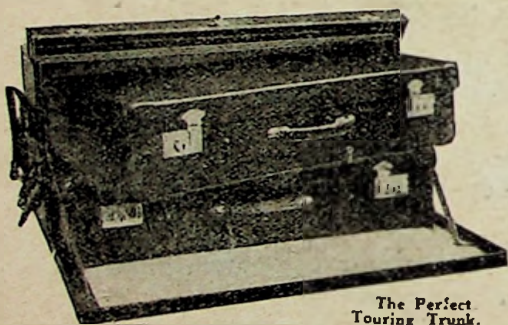
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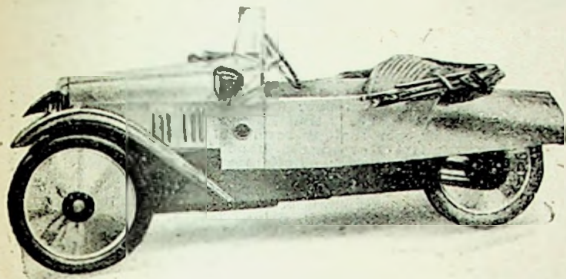
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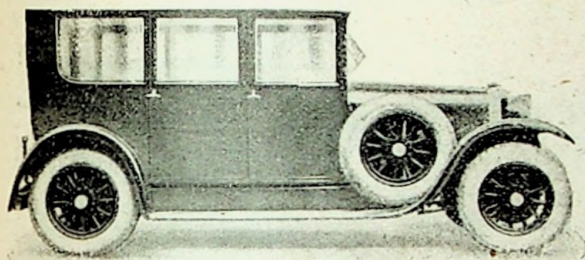
SMALL CARS (contd.)

OMEGA.

9 h.p. two-seater. Popular model, air-cooled, price £95, water-cooled, £105; de luxe, air-cooled, £110; water-cooled, £120; family model, air-cooled, £115; water-cooled, £125; tax, £4. Manufacturers: W. J. Green, Ltd., Omega Works, Swan Lane, Coventry. Engines: Two-cylinder J.A.P. 855 mm. by 85 mm., 980 c.c., side valves, air or water-cooled, splash lubrication, B.T.H. magneto, Binks carburettor, fixed head, two-bearing crankshaft. Transmission: Internal-cone clutch, two-speed gear, ratios, 4½ and 9 to 1, side control, final drive by enclosed shaft to bevel and chain. Brakes on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, three-lamp set. Wire wheels, 700 mm. by 85 mm. Petrol tank holds 3 gallons. Standard body colours, Royal blue, maroon, red and grey.



A new arrival in the cyclecar field—the Omega.



A roomy and luxurious saloon—the 11-15 h.p. Panhard.

STAND 142.

PANHARD.

Standard chassis alone, 11-15 h.p., £295; torpedo, £385; saloon, £450; sports chassis, 11-23 h.p., £350. Tax, £12. Same chassis and engine for both models. Manufacturers: Panhard and Levassor, 147, Great Portland Street. Engine: Four-cylinder, 67 mm. by 103 mm., 1480 c.c., sleeve valves, water-cooled by thermo-siphon circulation, splash lubrication, h.t. magneto, Panhard carburettor, Pignon plugs, detachable head, two-bearing crankshaft. Transmission: Fibre cone clutch, four-speed unit-contruction gearbox, 5½ to 1 on top gear, central control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front on all wheels, hand brake independent. Suspension: Semi-elliptic front, reversed quarter-elliptic rear. General details: Electric lighting, three-lamp set and starter, artillery wheels, 775 mm. by 145 mm. Michelin balloon tyres. Petrol tank holds 10 gallons. Approximate petrol m.p.g., 28. Body colours to choice. Wheelbase, 9 ft. 8 ins.; track, 4 ft. 5½ ins.; length, 13 ft.; width, 5 ft. 4 ins.; ground clearance, 8½ ins. Weight, 16 cwt. Alterations from last year: Larger bore, 67 mm., instead of 65 mm.; new sports chassis, with four-seater sports body.

STAND 137.

PEUGEOT.

7-12 h.p. Two-seater all-weather, £150; chummy, £185; cabriolet, £165; sports, £225. Tax, £7. Manufacturers: Société Anonyme des Automobiles et Cycles Peugeot, 80, Rue Danton, Levallois, Paris. Concessionaires: Peugeot (England), Ltd., 78-80, Brompton Road, S.W.3. Engine: Four-cylinder, 51 mm. by 88 mm., 719 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, R.B. magneto, Zenith carburettor, Equem plugs, fixed head, two-bearing crankshaft. Transmission: Single dry plate clutch, three-speed torque-tube gearbox, ratios, 5, 9 and 15 to 1; reverse, 20 to 1; central control, final drive by enclosed shaft to underslung worm and solid axle. Brakes: Both on rear wheels. Suspension: Transverse front, quarter-elliptic rear. General details: Electric lighting, three-lamp set, by Duccellier, starter by Duccellier. Disc wheels, 715 mm. by 115 mm., Michelin Comfort tyres. Petrol tank holds 4 gallons, sump holds 8 pints. Approximate petrol m.p.g., 55-60. Standard body colours: All-weather, crimson; cabriolet, crimson and blue. Wheelbase, 7 ft. 5½ ins.; track, 3 ft. 1½ ins.; length 10 ft. 6 ins.; width, 4 ft.; ground clearance, 9 ins. Weight, 10 cwt. No alterations from last year.

RALLY.

98 h.p. Models, four-seater, saloon; prices not stated. Tax, £10. 10-26 h.p. sports two-seater, £350. Tax, £11. Competition model, 9.2 h.p., price not stated. Tax, £10. Manufacturers: Automobiles Rally, Seine, France. Concessionaires: Jack Mills, Ltd., 189, Regent Street, London, W.1. Engine: Four-cylinder, 63 mm. by 97 mm., 1,209 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto, Solex carburettor, detachable head. Transmission: Fibre cone clutch, four-speed unit-contruction gearbox, central control, final drive by open shaft to bevel and full differential. Brakes: Front wheels, internal-expanding (Perrot type), transmission expanding shoes. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set by Bleriot. Wire wheels, 710 mm. by 90 mm. Body colours to choice. Wheelbase, 9 ft.; track, 3 ft. 9 ins.; length, 12 ft. 6 ins.; width, 4 ft.; ground clearance, 7 ins. Weight, 19 cwt.

Rally, 10-26 h.p. model.

Engine: Four-cylinder, 64 mm. by 93.5 mm., 1,203 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Solex carburettor, detachable head. Transmission: Fibre cone clutch, three-speed unit-contruction gearbox, ratios, 4, 7 and 10 to 1; reverse 10 to 1, central control, final drive by open shaft to bevel.

Brakes: Front wheels, expanding Perrot type; rear, expanding shoes. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set, manufactured by Sifam. Wire wheels, 700 mm. by 80 mm. Standard body colours, green and grey. Wheelbase, 9 ft.; track, 3 ft. 9 ins.; length, 12 ft. 6 ins.; width, 4 ft.; ground clearance, 7 ins.

Rally 9.2 h.p. model.

Engine: Four-cylinder, 62 mm. by 91 mm., 1,098 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Solex carburettor, detachable head. Transmission: Fibre cone clutch, three-speed unit-contruction gearbox, ratios, 4, 7 and 10 to 1; reverse, 10 to 1; central control, final drive by open shaft to bevel. Brakes: Front wheels, expanding Perrot type; rear wheels, expanding shoes. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set, manufactured by Sifam. Wire wheels, 700 mm. by 80 mm. Standard body colours, green or grey. Wheelbase, 9 ft.; track, 3 ft. 9 ins.; length, 12 ft. 6 ins.; width, 4 ft.; ground clearance, 7 ins.

STAND 174.

RENAULT.

The following prices are pre-duty, and are liable to alteration at any time: Two-seater, 8.3 h.p., £219; four-seater, 8.3 h.p., £219; coupe, all-weather, £275; saloon, 8.3 h.p., £269; landaulet, £285; coupe de ville, £295. Tax, £9. Manufacturers: Usines Renault, Billancourt, Seine, France. Concessionaires: Renault, Ltd., Seagrave Road, West Brompton, London, S.W.6. Engine: Four-cylinder, 58 mm. by 90 mm., 950 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, S.E.V. high-tension magneto, Renault dashpot carburettor, Renault plugs, detachable head, two-bearing crankshaft. Transmission: Leather cone clutch, three-speed torque-tube unit-contruction gearbox, ratios, long chassis 22½, 12½ and 6½ to 1, short chassis 19½, 10½ and 5½ to 1 central control, final drive by enclosed shaft to bevel and full differential. Brakes: Foot brake operates upon all four wheels simultaneously, hand brake acts on rear wheels only. Suspension: Semi-elliptic front, single transverse rear. General details: Electric lighting, five-lamp set by Lucas and Renault, starter by S.E.V. Disc wheels, 715 mm. by 115 mm., Michelin balloon tyres. Petrol tank holds 4½ gallons, sump holds 6 pints, approximate petrol m.p.g., 45. Standard body colours, blue and buff. Wheelbase, short 8 ft., long 8 ft. 8 ins.; track, 3 ft. 9 ins.; length, short 11 ft., long 11 ft. 8 ins.; width, 4 ft. 6 ins.; ground clearance, 8½ ins. Weight, 10 cwt. chassis only. No alterations from last year.

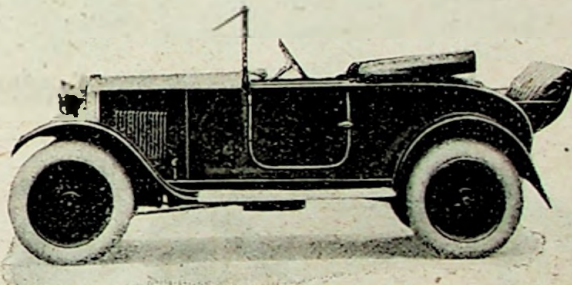
STAND 21.

RHODE.

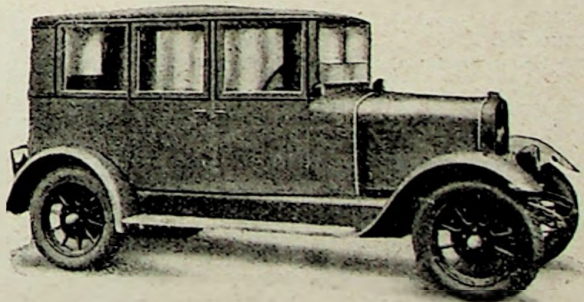
11-30 h.p. two-seater, £275; four-seater, £285; saloon, £330. Tax, £11.38 h.p. sports two-seater, £355; four-seater sportsman's, £375; 11 h.p. light four-seater, £225. Tax, £11. Manufacturers: The Rhode Motor Co., Tyseley, Birmingham.

Rhode—11.30 h.p. Models.

Engine: Four-cylinder, 66 mm. by 90 mm., 1,232 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, B.L.I.C. magneto, Cox carburettor, A.C. plugs, detachable head, two-bearing crankshaft. Transmission: Single-plate clutch, four-speed unit-contruction gearbox, ratios, 4.5, 8.1, 14.25 and 19.3 to 1, reverse 19.3 to 1, central control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front wheels internal expanding, rear wheels internal expanding. Suspension: Half-elliptic front, cantilever rear. General details: Electric lighting, three-lamp set by Miller, starter by Miller. Artillery wheels, 28 ins. by 4.90 ins., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 10 pints, approximate petrol m.p.g., 40-45. Standard body colours, blue, maroon. Wheelbase, 9 ft.; track, 4 ft. 3 ins.; ground clearance, 9½ ins. Alterations from last year: Completely redesigned chassis.



Made by the pioneer of miniatures—the 7 h.p. Peugeot.



The Rhode, which may be had with saloon coachwork.

strution gearbox, ratios 4.5, 8.1, 14.25 and 19.3 to 1, reverse 19.3 to 1, central control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front wheels internal expanding, rear wheels internal expanding. Suspension: Half-elliptic front, cantilever rear. General details: Electric lighting, three-lamp set by Miller, starter by Miller. Artillery wheels, 28 ins. by 4.90 ins., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 10 pints, approximate petrol m.p.g., 40-45. Standard body colours, blue, maroon. Wheelbase, 9 ft.; track, 4 ft. 3 ins.; ground clearance, 9½ ins. Alterations from last year: Completely redesigned chassis.

Rhode—11.38 h.p. Model.

Differs from 11-30 h.p. model in following respects:—Gear ratios 4.5, 6.7, 10.7 and 19.3 to 1, reverse 19.3 to 1. Electric lighting, five-lamp set by Miller. Wire wheels, 28-in. by 4.95-in. Dunlop tyres. Standard body colour, brown.

Rhode—11 h.p. Light Four.

Engine: Four-cylinder, 66 mm. by 90 mm., 1,232 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, B.L.I.C. magneto, Cox carburettor, A.C. plugs, detachable head, two-

SMALL CARS (contd.)

bearing crankshaft. Transmission: Single-plate clutch, three-speed unit-construction gearbox, ratios 4.5 to 1, 8.01 and 14.2 to 1, reverse 18.9 to 1, central control, final drive by enclosed shaft to bevel and full differential. Brakes: Rear wheels internal expanding, transmission external contracting. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, three-lamp set by Miller, starter by Miller. Disc wheels, 27 ins. by 4.40 ins. Dunlop tyres. Petrol tank holds 4½ gallons, sump holds 9 pints, approximate petrol m.p.g. 40. Wheelbase, 8 ft. 6 ins.; track, 4 ft.; length, 12 ft. 6 ins.; width, 4 ft. 10½ ins.; ground clearance, 8 ins.

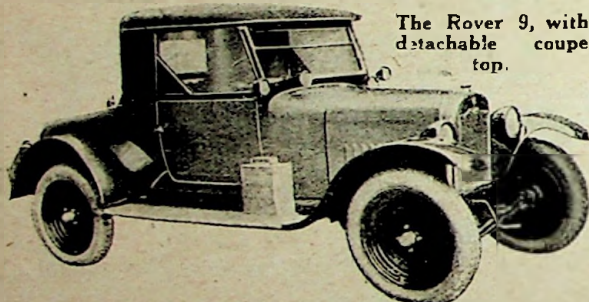


The Riley four-seater sports model—a very handsome car.

STAND 146.

RILEY.

11-40 h.p., two-seater sports, £2495; four-seater sports, £495; tax, £11. Manufacturers: Riley (Coventry), Ltd. Engine: Four-cylinder, 65.8 mm. by 110 mm., 1,498 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto, Zenith carburettor, K.L.G. plugs, detachable head, three-bearing crankshaft. Transmission: Cone clutch, four-speed separate gearbox, top gear 4.75 to 1, central control, final drive by open shaft to bevel and full differential. Brakes: Internal-expanding front wheels and rear wheels. Suspension: Half-elliptic front and rear. General details: 12-volt electric lighting, five-lamp set, by Rotax, starter by Rotax. Wire wheels, 27-in. by 4.40-in. Dunlop tyres. Petrol tank holds 7 gallons, sump holds 1½ gallons; approximate petrol m.p.g. 30. Body, polished aluminium. Wheelbase, 9 ft.; track, 4 ft. 4 ins.; length, 13 ft.; width, 5 ft. 6 ins.; ground clearance, 9½ ins. Weight, 17 cwt. 1 qr. No alterations from last year.



The Rover 9, with detachable coupe top.

STAND 107.

ROVER.

9-20 h.p., two-seater, standard £185, de luxe £200, super £220; four-seater, standard £190, de luxe £205, super £225; saloon, £285; sports, £220; tax, £9. Manufacturers: The Rover Co., Ltd., Coventry. London showrooms: 61, New Bond Street, W.1. Engine: four-cylinder, 60 mm. by 90 mm., 1,074 c.c., overhead valves, water-cooled by pump circulation, force lubrication, h.t. magneto, Smith carburettor, detachable head, two-bearing crankshaft. Transmission: Dry-plate clutch, three-speed unit construction gearbox, ratios 4.84, 9 and 16.4 to 1, reverse 19.5 to 1, central control, final drive by open shaft to worm and full differential. Brakes: Four wheels on super models, rear wheels on others. Suspension: Quarter-elliptic (half-elliptic on super) front, quarter-elliptic rear. General details: Electric lighting, three-lamp on standard, five-lamp on other models, by Lucas, starter by Lucas. Disc wheels, 27-in. by 4.4-in. Dunlop tyres. Petrol tank holds 5 gallons on standard and de luxe, 7 gallons on super, sump holds 8 pints; approximate petrol m.p.g. 40. Standard body colours, cinnamon on super models, red or blue on de luxe, olive brown on standard. Wheelbase, 8 ft. 3 ins. (8 ft. 8 ins. on super); track, 4 ft.; length, 12 ft. (13 ft. on super); width, 5 ft.; ground clearance, 8 ins. (8½ ins. on super); weight (four-seater), 14 cwt. 3 qrs., and 15½ cwt. for super.

STAND 219.

SALMON.

10 h.p., two-seater, French body, no dickey, £158; English body, double dickey, £175; four-seater, two doors, i.w.b., balloon tyres, £235; saloon, two doors, i.w.b., balloon tyres, £275; sports, two-seater, i.w.b., £122 extra, £165; Grand Prix, two-seater, i.w.b., £285; tax, £10. Manufacturers: Société des Moteurs Salmon, Billancourt, France. Concessionnaires: S.M.S. Ltd., 17a, Motcomb St., Belgrave Square, S.W.1. Engine: Four-cylinder, water-cooled, 62 mm. by 90 mm., 1,087 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, Salomon magneto, Zenith or Solex carburettor, detachable head, two-bearing crankshaft. Transmission: Ferodo-lined cone clutch, three-speed unit construction gearbox, ratios 16, 6½ and 4 to 1, reverse 16 to 1, central control, final drive by enclosed shaft to bevel gearing and solid axle. Brakes: Front wheels (certain models) on Perrot principle, rear wheels internal-expanding, foot controls all four, hand rear only. Suspension: Half-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set, by Ducllier or Bleriot, electric starter by Ducllier or Bleriot. Wire wheels, 710 mm. by 90 mm. Englebert tyres. Petrol tank holds 5 gallons; approximate petrol m.p.g. 40. Wheelbase, 8 ft. 2 ins.; track, 3 ft. 7 ins.; length, 10 ft. 10 ins.; ground clearance, 8½ ins.

B52

SEABROOK.

11.9 h.p. model, four-seater, £325; coupé, £395; saloon, £395; tax, £12. Can be seen at manufacturer: Seabrook Bros., 21, Phipp Street, London, E.C.2. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, B.T.H. magneto, Zenith carburettor, detachable head. Transmission: Cone clutch, three-speed unit construction gearbox, ratios 4.5, 8.3 and 16.5 to 1, side control, final drive by enclosed shaft to bevel and full differential. Brakes: Front and rear wheels. Suspension: Semi-elliptic front, cantilever rear. General details: Electric lighting, five-lamp set, by Lucas, starter by Lucas. Disc wheels, 715 mm. by 115 mm. Michelin tyres. Petrol tank holds 6 gallons, approximate petrol m.p.g. 40. Wheelbase, 8 ft. 9 ins.; track, 4 ft.; length, 11 ft. 9 ins.; width, 4 ft. 10 ins.; ground clearance, 9 ins. Weight, 16 cwt.

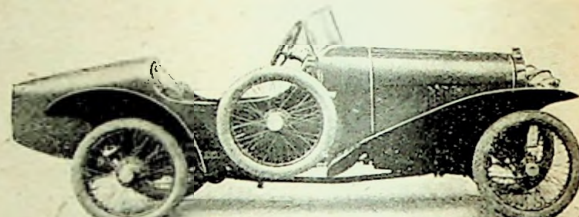
STAND 50.

SENECHAL.

8.2 h.p., sports two-seater, £240; three-seater, £245; l.w.b., £15 extra; tax, £9. Manufacturers: Chenard and Walcker, Seine, France. Concessionaires: Automobile Service Co., Ltd., 166, Great Portland Street, London, W.1. Engine: Four-cylinder, 59 mm. by 100 mm., 1,094 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, Solex magneto, Solex carburettor, detachable head, two-bearing crankshaft. Transmission: Cone clutch, three-speed unit construction gearbox, ratios 4.6, 7 and 12 to 1, reverse 14 to 1, central control, final drive by open shaft to bevel and solid axle. Brakes: Front wheels, £15 extra; foot rear wheels, hand transmission. Suspension: Transverse front, double-quarter elliptic rear. General details: Electric lighting, five-lamp set by Ducllier, starter by Ducllier. Rudge wire wheels, 700 mm. by 80 mm. tyres. Petrol tank holds 5 gallons, approximate petrol m.p.g. 40. Standard body colours cream, light blue, red. Wheelbase, 7 ft. 8 ins.; track, 3 ft. 6 ins.; length, 11 ft. 2 ins.; width, 4 ft. 1 in.; ground clearance, 8 ins. Weight, 900 lb.

SHERET.

7 h.p., four-seater family model, £115; tax, £7. Manufacturers: Arnott and Harrison, Ltd., 22, Hylhe Road, Willesden, N.W.10. Engine: Two-cylinder, two-stroke, 75 mm. by 80 mm., 707 c.c., air-cooled, Petrol lubrication, M.L. magneto, Zenith carburettor, K.L.G. plugs, fixed head, two-bearing crankshaft. Transmission: Single-plate dry clutch, three-speed chain gearing, ratios 4½ to 1, 7 to 1 and 13 to 1, reverse 12½



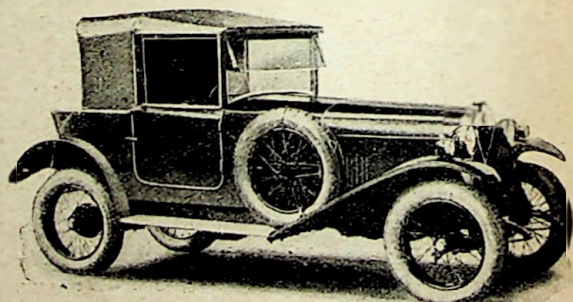
Built by Chenard and Walcker—the 70 m.p.h. Senechal.

to 1, side control to gears, drive throughout from countershaft to solid axle. Brakes on rear wheels. Suspension: Quarter-elliptic front and rear. General details: electric lighting, three-lamp set, by B.T.H. Disc wheels, 700 mm. by 80 mm. Michelin tyres. Petrol tank holds 4 gallons; dry sump; approximate petrol m.p.g. 55. Standard body colour maroon with black wings. Wheelbase, 7 ft. 6 ins.; track, 3 ft. 4 ins.; length 10 ft. 6 ins.; width, 4 ft.; ground clearance, 8 ins.; weight, 6 cwt. 2 qrs. Alterations from last year, fixed cylinder heads in place of detachable head.

STAND 181.

SINGER.

10-26 h.p., two-seater, £225; four-seater, £225; saloon, £280. Manufacturers: Singer and Co., Ltd., Canterbury Street, Coventry. Engine: Four-cylinder, 63 mm. by 105 mm., 1,338 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, B.T.H. magneto, Solex carburettor, detachable head, two-bearing crankshaft. Transmission: Single-plate clutch, three-speed unit construction gearbox, ratios 4.54, 8.44 and 15.6 to 1, reverse 20 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Internal-expanding



A speedy French coupe—the Salmson.

on front and rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set, by Rotax, 12-volt starter by Rotax. Disc wheels on models with open bodies; artillery wheels on saloon. 27-in. by 4.4-in. Dunlop tyres. Petrol tank holds 6 gallons, sump holds 6 pints; approximate petrol m.p.g. 35-40. Wheelbase, 8 ft. 7½ ins.; track, 4 ft.; length, 12 ft.; width, 5 ft. 4 ins.; ground clearance, 8½ ins. Weight, 16 cwt. with open body. Alterations from last year, addition of four-wheel brakes and detail modifications.

STANDARD.

11 h.p., two-seater with dickey, £225; four-seater, all-weather, £225; saloon, £255. Manufacturers: Standard Motor Co., Ltd., Canley, near Coventry. Engine: Four-cylinder, 68 mm. by 90 mm., 1,307 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, Lucas magneto, Zenith carburettor, Sphinx plugs, detachable head, two-bearing crankshaft. Transmission: Twin-plate clutch, three-

On choosing a car AT OLYMPIA

You naturally do not choose a car by its sparking plugs. All the same it is important to note what plugs **are** fitted, as a direct indication of the class of fitting provided by the makers.

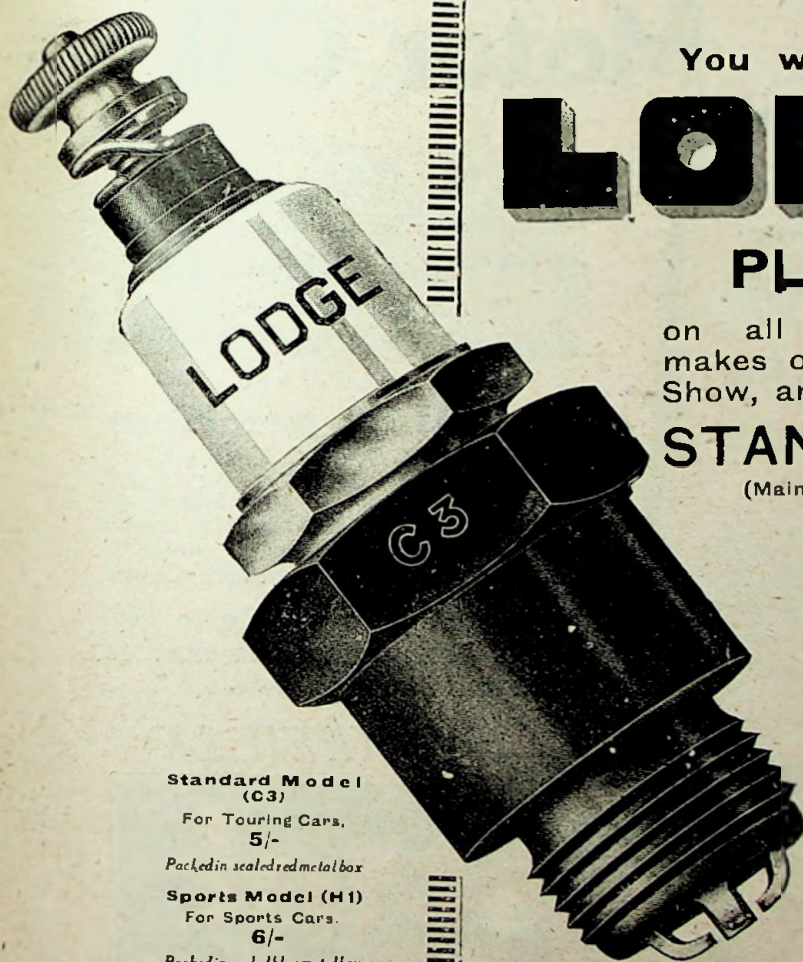
You will find

LODGE PLUGS

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STAND 434

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Standard Model (C3)

For Touring Cars,
5/-

Packed in sealed red metal box

Sports Model (H1)

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Packed in sealed blue metal box

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World's records broken at Brooklands

(18th Sept., 1925),

by Mr. H. Beart on his Morgan
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Class H2.

50 miles. 90.87 m.p.h.

100 miles. 91.54 m.p.h.

1 hour. 91.48 m.p.h.

(Subject to usual official confirmation)

using **LODGE** plugs.

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Castrol
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Won at 78.89 m.p.h.

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Won at 61.16 m.p.h.

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In 1922, 1923 and 1924, 1st, 2nd and 3rd places in the 1500 c.c. Class were also won on Wakefield Castrol—an unequalled record of consistency!

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All-British Firm.
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ON Sept. 21st and 22nd, at Montlhery Track, Paris, Capt. J. F. Duff, aided by Mr. Woolf Barnato, broke this coveted World's Record, driving an all-British

3-Litre BENTLEY

which covered nearly

2,300 MILES

at a speed of over

95 MILES per Hour

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This achievement of tremendous and sustained speed is a remarkable tribute to the all-British Lubricant chosen, a standard grade of Wakefield Castrol.

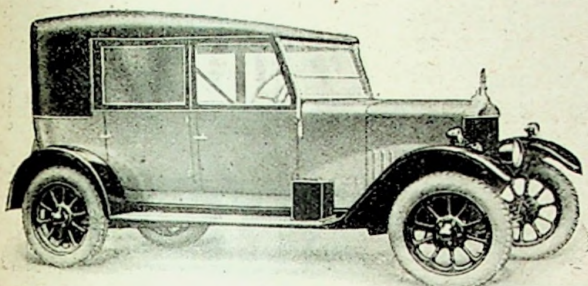
To enable your engine to give of its best, follow the experts' lead and insist on—

WAKEFIELD

Castrol Regd.
MOTOR OIL

SMALL CARS (contd.)

speed torque tube gearbox, ratios 4.6, 8.7 and 20 to 1, side control, final drive by enclosed shaft to worm and full differential. Brakes: Internal-expanding on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set by Lucas, electric starter by Lucas. Artillery wheels, 27-in. by 4.4-in., Dunlop tyres. Petrol tank holds 5½ gallons, sump holds 9 pints; approximate petrol m.p.g., 33 to 38. Standard body colours, fawn, blue and crimson. Wheelbase 8 ft. 9 ins.; track 4 ft. 3 ins.; length, 12 ft. 2 ins.; width, 5 ft. 1 in.; ground clearance, 8½ ins. Alterations from last year's models, improved body design.



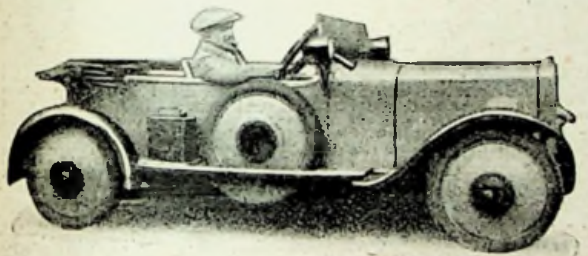
The Standard four-seater with improved bodywork.

STANHOPE.

10 h.p., four-seater (four-wheeler), £250, tax £9; 10 h.p. special three-wheeler, £200, tax £4; 10 h.p. standard three-wheeler, £165, tax £4. Manufacturers: Stanhope Bros., 119, Bury Road, Leeds.

Stanhope—10 h.p. Four-wheeler.

Engine: Two-cylinder, 85 mm. by 97 mm., 1,096 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, M.L. magneto, Solex carburettor, ledge plugs, detachable heads, two-bearing crankshaft. Transmission: Single-plate clutch, three-speed unit construction.



The front-wheel-drive Stanhope, also sold as a 3-wheeler.

direction gearbox, ratios 11, 7 and 4.5 to 1, reverse 13 to 1, side control. The engine, gearbox and differential housings are bolted up to form a unit, the final drive being by side chains from the end of the differential shafts to front wheels. Brakes on front and rear wheels. Suspension: Transverse front, splayed cantilever rear. General details: Electric lighting, three-lamp set by Lucas. Disc wheels, 710 mm. by 90 mm. tyres. Petrol tank holds 4 gallons, oil tank holds 6 pints. Approximate petrol m.p.g., 50. Standard body colour, grey. Wheelbase, 8 ft.; track, 4 ft. 8 ins.; length, 11 ft. 6 ins.; width, 5 ft. 6 ins.; ground clearance, 8 ins. Weight, 11 cwt. No alterations from last year.

Stanhope Special Three-wheeler.

Engine: Four-cylinder, 1,096 c.c., side valves, water-cooled, M.L. magneto, Solex carburettor. Transmission: Dry multi-plate clutch, four-speed gearbox, ratios 4½, 6½, 9 and 11 to 1, reverse 11 to 1, final drive by shaft and bevel to front wheel. Brakes: Internal-expanding on rear wheels. Suspension: Special cantilever front, splayed cantilever rear. General details: Electric lighting, three-lamp set by Lucas. Disc wheels, 710 mm. by 90 mm. tyres. Petrol tank holds 4 gallons; approximate petrol m.p.g., 50. Body colours to choice. Wheelbase, 8 ft. 6 ins.; track, 4 ft. 8 ins.; length, 11 ft.; width, 5 ft. 6 ins.; ground clearance, 7 ins. Weight, 7 cwt. 3 qrs.

Stanhope Standard Three-wheeler.

Differs from special model three-wheeler in following respects—Engine: 10 h.p. two-cylinder air-cooled Blackburne, 85 mm. by 97 mm., 1,097 c.c. Transmission: Single-plate clutch, three-speed gearbox, ratios 4½, 7 and 11 to 1, reverse 13 to 1, final drive by roller chain to front wheel. Wheelbase, 7 ft. 6 ins. Petrol tank holds 3 gallons, oil tank holds 4 pints; approximate petrol m.p.g., 55. Body colour, grey.

STAND 14.

STEYR.

14-35 h.p., four-seater; saloon 4 door Weymann. Prices not yet fixed; tax, £14. Factory representative: Arthur Bray, 79 Davies Street, London, W.1. Engine: Six-cylinder, 60 mm. by 88 mm., 1,493 c.c., overhead valves, water-cooled by pump circulation, force lubrication, Bosch or Scintilla magneto, Pallas carburettor, Bosch plugs, detachable head, three-bearing crankshaft. Transmission: Special multiple-disc clutch, four-speed unit construction gearbox, top-gear ratio 5.1 to 1, central control, final drive by enclosed shaft to spiral bevel and full differential. Bevel and differential housing anchored to large cross-member, outside torque rods. Driving axles encased with enclosed universal joints on their inboard side allowing for independent movement of each road wheel. Transverse spring hangers to extension of differential housing in centre and to extension of torque members on each side. Brakes: Front wheels Perrot semi-active, rear wheels expanding, separate hand brake. Suspension: Underlung half-elliptic front, transverse rear. General details: Electric lighting, five-lamp set by Bosch, Scintilla or Bosch

starter. Disc wheels; 775 mm. by 145 mm. tyres. Petrol tank holds 8 gallons, sump holds 9 pints, approximate petrol m.p.g., 26. Standard body colours grey, green, maroon, brown. Wheelbase, 9 ft. 10 ins.; track, 4 ft. 2½ ins.; length, 13 ft. 8 ins.; width, 5 ft.; ground clearance, 8 ins. Weight, 21 cwt. This is an entirely new model.

STRAKER-SQUIRE.

11.28 h.p., chassis, C type, £300; two-seater, £350; four-seater, £350; coupe, £400; saloon, £465; sports, £365. Manufacturers: Straker-Squire, Ltd., Angel Rd., Edmonton, London, N.18. Can be seen at showrooms: 175-179, Oxford Street, London, W.1. Engine: Four-cylinder, 65 mm. by 110 mm., 1,460 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Solex carburettor, ledge plugs, detachable head, three-bearing crankshaft. Transmission: Cone clutch, four-speed unit construction gearbox, ratios 16.8, 10.2, 7.2 and 4.5 to 1, reverse 20.3 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels operated by pedal, rear wheels operated by pedal and lever. Suspension: Semi-elliptic front, underlung semi-elliptic rear. General details: Electric lighting, five-lamp set, by Smith, starter by Smith. Artillery wheels, 28 ins. by 4.95 ins. Dunlop tyres. Petrol tank holds 6 gallons, sump holds 1 gallon, approximate petrol m.p.g., 35. Standard body colours grey, blue, dark red. Wheelbase, 9 ft.; track, 4 ft. 1½ ins.; length, 12 ft. 6 ins.; width, 4 ft. 9 ins.; ground clearance, 7¼ ins. Weight, 18 cwt. Above is new model.

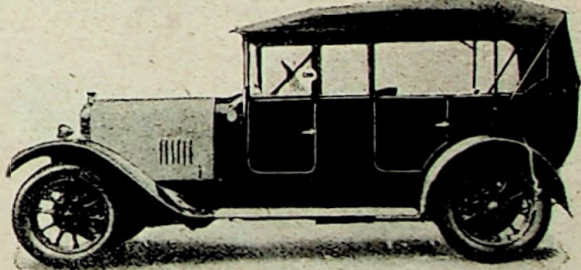
STAND 149.

SWIFT.

10 h.p., two-seater, prices not stated; tax, £9. Manufacturers: Swift, of Coventry, Ltd., Coventry. Engine: Four-cylinder, 60 mm. by 97 mm., 1,097 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, h.t. magneto, detachable head, three-bearing crankshaft. Transmission: Fabric-faced single-plate clutch, three-speed unit construction gearbox, ratios 5, 8.5 and 18.0 to 1, reverse 18.0 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Swift pattern, 10-in. diameter detachable drums on front and rear wheels, operated by foot and hand. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set. Artillery wheels, 27 ins. by 4.4 ins. Dunlop tyres. Approximate petrol m.p.g., 35-38. Standard body colours clarendon grey, maroon and royal blue. Wheelbase, 8 ft. 3 ins.; track, 3 ft. 10 ins.; ground clearance, 8 ins. Weight (four-seater complete), 16 cwt. Alterations from last year, unit construction, aluminium pistons, artillery wheels, centralized tubular propeller shaft, adjustable pedals, detachable brake drums, four-wheel brakes, controls on steering column, dynamo and magneto on same drive, larger radiator with cooling block, larger silencer, adjustable headlamp brackets.

SURREY.

11.9 h.p., two-seater, £199; four-seater, £215; coupe, £235; saloon, £270; tax, £12. Manufacturers: Surrey Service, Ltd., Premier Place, High Street, Putney, London, S.W.15. Concessionaire: J. W. Ewen, Golders Green Garage, Golders Green. Engine: Four-cylinder, 66 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, B.L.F.C. magneto, Zenith carburettor, K.L.G. plugs, detachable head, two-bearing crankshaft. Transmission: Perodo cone clutch, three-speed unit construction gearbox, ratios 16.7½ and 4.1-3 to 1, reverse 18 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes: Front wheels optional, four brakes on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, three-lamp set by C.A.V., electric starter by C.A.V. Disc wheels, 700 mm. by 80 mm., Avon tyres. Petrol tank holds 6 gallons, sump holds 2 pints; approximate petrol m.p.g., 55-65. Body colours to choice. Wheelbase, 8 ft. 6 ins.; track, 4 ft.; length, 12 ft. 6 ins.; width, 4 ft. 8 ins.; ground clearance, 8¼ ins. Weight, 15 cwt. Alterations from last year, improved steering and springing.



A newcomer—the 11-28 h.p. Straker-Squire.

STAND 147.

TALBOT.

10-23 h.p., two-seater saloon; 10-23 h.p., four-seater; 10-23 h.p. coupe, tax £9; 8-18 h.p. coupe, tax, £8. Prices not stated. Manufacturers: Clement Talbot, Ltd., Barby Road, Ladbroke Grove.

Talbot—8-18 h.p. Model.

Engine: Four-cylinder, 57 mm. by 95 mm., 969 c.c., overhead valves, water-cooled by pump circulation, force lubrication, ignition by coil, Claudel-Hobson carburettor, K.L.G. plugs, detachable head, three-bearing crankshaft. Transmission: Single-disc clutch, three-speed gearbox, ratios 15.65, 8.25 and 4.5 to 1, reverse 16.65 to 1, central control, final drive by enclosed shaft to bevel and solid axle. Brakes: Internal-expanding on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set by Rotax. Artillery wheels, 700 mm. by 80 mm., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 5 pints; approximate petrol m.p.g., 40. Standard body colours, blue, grey, wine. Wheelbase, 8 ft. 1 in.; track, 3 ft. 11¼ ins.; length, 10 ft. 3 ins.; width, 4 ft. 6 ins.; ground clearance, 6 ins. Weight, 7 cwt. 2 qrs. (chassis).

Talbot 10-23 h.p. Models.

Engine: Four-cylinder, 60 mm. by 95 mm., 1,073 c.c., overhead valves, water-cooled by pump circulation, force lubrication, ignition by coil, Claudel-Hobson carburettor, K.L.G. plugs, detachable head, three-bearing crankshaft. Transmission: Single-disc clutch, three-speed unit construction gearbox, ratios 19.42 to 1, 9.35 to 1 and 5.1 to 1, reverse 19.42 to 1, central control, final drive by enclosed shaft to bevel and full differential. Brakes: Internal-expanding on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-

SMALL CARS (contd.)

lamp set by Rotax, starter by Rotax. Steel artillery wheels, 28-in. by 4.9-in., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 5 pints; approximate petrol m.p.g., 35. Standard body colours, blue, dark grey, wine. Wheelbase, 9 ft. 4½ ins.; track, 3 ft. 11½ ins.; length, 11 ft. 8 ins.; width, 4 ft. 6 ins.; ground clearance, 7½ ins. Weight, 8 cwt. Alterations since last year, plated upholstery and rigid side curtains.



A luxury light car—the 10-3 h.p. Talbot coupé.

TAMPLIN.

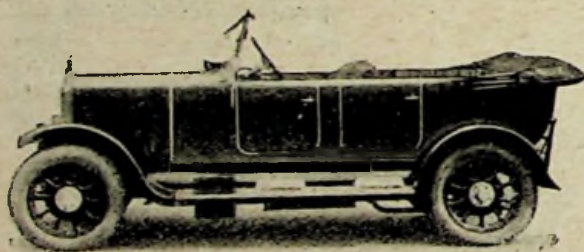
8.9 h.p., two-seater, £120; sports, two-seater, £130; tax, £9. Manufacturers: Tamplin Motors, 68, Malden Road, Cheam. Engine: Two-cylinder, 85 mm. by 85 mm., 980 c.c., side valves, air-cooled, splash lubrication, h.t. magneto, Amac carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: Chain to clutch, three-speed separate gearbox, ratios 4.5, 7.5 and 12 to 1, reverse 22 to 1, central control, final drive by single chain to solid axle. Brakes on rear wheels. Suspension: Quarter-elliptic front and rear. General details: Own electric lighting, three-lamp set, kick-starter. Wire wheels, 26-in. by 2½-in., Avon tyres. Petrol tank holds 4½ gallons, sump holds 6 pints; approximate petrol m.p.g., 70. Standard body colour, grey with black wings. Wheelbase, 7 ft.; track, 3 ft. 6 ins.; length, 9 ft. 6 ins.; width, 4 ft. 1 in. Weight, 5 cwt.

Sports Model.

Engine: Two-cylinder, 85 mm. by 88 mm., 1,000 c.c. Length of car, 10 ft.; weight, 4 cwt. 2 qrs. Standard body finish, polished aluminium. Specification otherwise same as touring model.

TURNER.

12-20 h.p., two-seater, £357; four-seater, £357; coupé, £395; saloon, £495; tax, £12. Manufacturers: Turners Motor Manufacturing Co., Ltd., Wulfruna Works, Lever Street, Wolverhampton. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Zenith carburettor, K.L.G. plugs, detachable head, three-bearing crankshaft. Transmission: Dry-plate clutch, three-speed unit construction gearbox, ratios 4.36, 7.03 and 14.96 to 1, reverse 19.6 to 1, central or side control, final drive by open shaft to bevel and full differential. Brakes: Internal-expanding on rear wheels. Suspension: Half-elliptic front, quarter-elliptic rear. General details: Electric lighting, five-lamp set by Smith, starter by Smith. Artillery wheels, 710 mm. by 90 mm., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 1½ gallons; approximate petrol m.p.g., 58. Body colours to choice. Wheelbase, 9 ft.; track, 4 ft.; length, 12 ft. 3 ins.; width, 5 ft.; ground clearance, 8 ins. Weight, 12 cwt. Alterations since last year, details only.



The 12 h.p. Vulcan as a comfortable touring four-seater.

VICTORY.

12-30 h.p., four-seater, £345; saloon, £380; tax, £12. Manufacturers: Surrey Service, Ltd., 1, Premier Place, High Street, Putney, London, S.W.15. Concessionaire: J. W. Ewen, Golders Green Garage, Golders Green, London. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, B.L.I.C. magneto, Zenith carburettor, K.L.G. plugs, detachable head, two-bearing crankshaft. Transmission: Cone clutch, four-speed unit construction gearbox, ratios 4.13, 7, 12 and 15 to 1, reverse 18 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes on front and rear wheels, transmission on cardan shaft. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Disc wheels, 760 mm. by 90 mm., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 8 pints; approximate petrol m.p.g., 30-45. Body colours to choice. Wheelbase, 9 ft. 6 ins.; track, 4 ft.; length, 13 ft.; width, 4 ft. 8 ins.; ground clearance, 8½ ins. Weight, 17 cwt.

STAND 145.

M.V. type 12 h.p., two-seater, £295; four-seater, £295; saloon, £395; tax, £12. Manufacturers: The Vulcan Motor and Engineering Co. (1906), Ltd., Southport. Engine: Four-cylinder, 69 mm. by 100 mm., 1,495 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Zenith carburettor, A.C. plugs, detachable head, three-bearing crankshaft. Transmission: Dry-plate clutch, four-speed unit construction gearbox, ratios 5.2, 8.7, 11.3 and 19 to 1, reverse 24.8 to 1, side control, final drive by enclosed shaft to overhead worm and full differential. Brakes: Internal-expanding (12-in. drums) on front and rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V.

VULCAN.

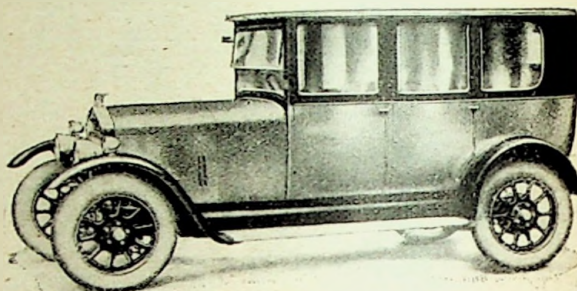
M.V. type 12 h.p., two-seater, £295; four-seater, £295; saloon, £395; tax, £12. Manufacturers: The Vulcan Motor and Engineering Co. (1906), Ltd., Southport. Engine: Four-cylinder, 69 mm. by 100 mm., 1,495 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Zenith carburettor, A.C. plugs, detachable head, three-bearing crankshaft. Transmission: Dry-plate clutch, four-speed unit construction gearbox, ratios 5.2, 8.7, 11.3 and 19 to 1, reverse 24.8 to 1, side control, final drive by enclosed shaft to overhead worm and full differential. Brakes: Internal-expanding (12-in. drums) on front and rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V.

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starter by C.A.V. Artillery wheels, 28-in. by 4.95-in., Dunlop tyres. Petrol tank holds 6 gallons, sump holds 8 pints; approximate petrol m.p.g., 30. Standard body colours, azure blue, maroon, nutria. Wheelbase, 8 ft. 9 ins.; track, 3 ft. 10 ins.; length, 11 ft. 10 ins.; width, 4 ft. 10½ ins.; ground clearance, 9½ ins. Weight (touring car), 19 cwt. Alterations from last year's models, four-wheel brakes, larger radiator, improved bodywork, shock absorbers, improved steering.

WAVERLEY.

11 h.p. T type, two-seater, £325; tax, £11. Manufacturers: Waverley Cars, Ltd., Trenmar Gardens, Willersden, London N.W.10. Engine: Four-cylinder, 66 mm. by 100 mm., 1,369 c.c., side valves, water-cooled by thermo-siphon circulation, splash lubrication, magneto ignition, Zenith carburettor, Sphinx plugs, detachable head, two-bearing crankshaft. Transmission: Cone clutch, three-speed separate gearbox, ratios 4.8, 8.2 and 15.5 to 1, reverse 21.2 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes on all four wheels. Suspension: Half-elliptic front and rear. General details: Electric lighting, five-lamp set by Smith, starter by Smith. Artillery wheels, 730 mm. by 130 mm., Michelin tyres. Petrol tank holds 6 gallons, sump holds 6 pints; approximate petrol m.p.g., 38. Standard body colour, dark red. Wheelbase, 8 ft. 3 ins.; track, 4 ft.; length, 11 ft. 6 ins.; width, 5 ft. Weight, 16 cwt. No alteration from last year.



A big car in miniature—the 11-2 h.p. Wolseley saloon.

STAND 42.

12 h.p. chassis, model C, £300; 12 h.p., four-seater, £370; tax, £12. Manufacturers: The Stodge Engineering Works, Here, Kent. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, force lubrication, B.T.H. magneto, Zenith carburettor, Lodge plugs, detachable head, three-bearing crankshaft. Transmission: Single-plate clutch, four-speed unit construction gearbox, top gear ratio 4.33 to 1, central control, final drive by open shaft to spiral bevel and full differential. Brakes: Internal-expanding on front and rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V., electric starter by C.A.V. Artillery wheels, 760 mm. by 90 mm. tyres. Petrol tank holds 10 gallons, sump holds 8 pints; approximate petrol m.p.g., 35-40. Body colours optional. Wheelbase, 9 ft.; track, 4 ft.; length, 12 ft. 6 ins.; width, 4 ft. 9 ins.; ground clearance, 10½ ins. Weight, 12 cwt.

WHITLOCK.

Two-seater, £425; four-seater, £425; saloon, £550; tax, £12. Manufacturers: Lawton-Goodman, Ltd., 28, Brook St., W.1. Engine: Four-cylinder, 69 mm. by 100 mm., 1,496 c.c., side valves, water-cooled by thermo-siphon circulation, forced lubrication, Fellows magneto, Zenith carburettor, Lodge plugs, detachable head, three-bearing crankshaft. Transmission: Disc clutch, four-speed unit construction gearbox, ratios 17.32, 11.21, 7.45 and 4.33 to 1, reverse 22.25 to 1, side control, final drive by enclosed shaft to spiral bevel and full differential. Brakes: Front wheels, Rubury; rear wheels, internal-expanding. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Artillery wheels, 28-in. by 4.95-in., Dunlop tyres. Petrol tank holds 8 gallons; approximate petrol m.p.g., 33. Body colours to choice. Wheelbase, 9 ft. 6 ins.; track, 4 ft. 2 ins.; length, 13 ft. 6 ins.; width, 5 ft. 2 ins. Weight, 12 cwt.

STAND 44.

10-15 h.p., two-seater, £345; four-seater, £345; coupé, £465; saloon, £465; sports, £395; tax, £11. Manufacturers: Jns. Bartle and Co., Ltd., Windsor Car Works, Lancaster Road, London, W.11. Engine: Four-cylinder, 65 mm. by 102 mm., 1,350 c.c., overhead valves, water-cooled by thermo-siphon circulation, force lubrication, B.L.I.C. magneto, Solex carburettor, Champion plugs, detachable head, two-bearing crankshaft. Transmission: Single dry-plate clutch, four-speed unit construction gearbox, ratios 17.7 to 1, 10.4 to 1, 7.5 to 1 and 4.4 to 1, reverse 17.7 to 1, side control, final drive by open shaft to spiral bevel and full differential. Brakes on front and rear wheels. Suspension: Semi-elliptic front and rear. General details: Electric lighting, five-lamp set by C.A.V., starter by C.A.V. Artillery wheels, high-pressure 710 mm. by 90 mm. or low-pressure 715 mm. by 115 mm., Clincher tyres. Petrol tank holds 6 gallons, 1 gallon in reserve, saloon 9 gallons, sump holds 1½ gallons. Approximate petrol m.p.g., 37, standard body colours Carnarvon blue, Kenilworth royal blue, Windsor green, Carisbrook red, Warwick red, Arundel fawn. Wheelbase, 9 ft.; track, 4 ft.; length, four-seater, 13 ft. 2 ins.; two-seater and coupé, 12 ft. 5 ins.; saloon, 12 ft. 8 ins.; width, 4 ft. 11 ins.; ground clearance, 8½ ins.; weight, four-seater, 18 cwt.; two-seater, 17½ cwt. Alterations from last year, force-feed lubrication in engine to all bearings.

STAND 138.

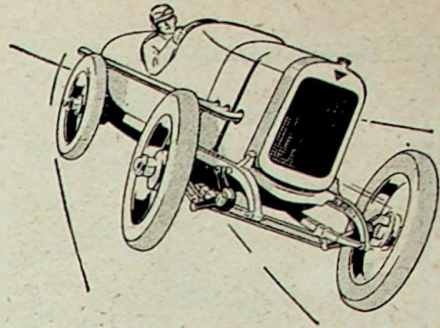
11-22 h.p., two-seater, £235 (de luxe £265); four-seater, £235 (de luxe £275); saloon, £325; £11 tax. Manufacturers: Wolseley Motors, Ltd., Adderley Park, Birmingham. Engine: four-cylinder, 65 mm. by 95 mm., 1,267 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, B.L.I.C. magneto, Solex carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: multi-disc clutch, three-speed rear-axle gearbox, ratios 17.4, 8.8 and 5.25 to 1, reverse 14 to 1, side control, final drive by enclosed shaft to worm and full differential. Brakes: Front wheels (extra £12.10s.). Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set by Lucas, starter by Lucas. Artillery wheels, 28-in. by 4.95-in., Dunlop tyres. Petrol tank holds 5 gallons, sump holds 4½ pints. Approximate petrol m.p.g., 35. Standard body colour cinnamon. Wheelbase, 8 ft. 9 ins.; track, 4 ft. 2 ins.; length, 11 ft. 1 in.; width, 5 ft.; ground clearance, 6½ ins.; weight (four-seater), 17 cwt. 1 qr. Only detail alterations from last year's models.

WOLSELEY.

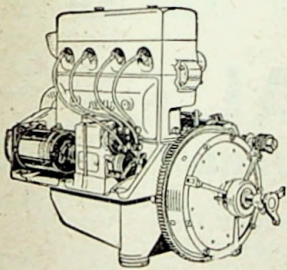
11-22 h.p., two-seater, £235 (de luxe £265); four-seater, £235 (de luxe £275); saloon, £325; £11 tax. Manufacturers: Wolseley Motors, Ltd., Adderley Park, Birmingham. Engine: four-cylinder, 65 mm. by 95 mm., 1,267 c.c., overhead valves, water-cooled by thermo-siphon circulation, splash lubrication, B.L.I.C. magneto, Solex carburettor, Lodge plugs, detachable head, two-bearing crankshaft. Transmission: multi-disc clutch, three-speed rear-axle gearbox, ratios 17.4, 8.8 and 5.25 to 1, reverse 14 to 1, side control, final drive by enclosed shaft to worm and full differential. Brakes: Front wheels (extra £12.10s.). Suspension: Quarter-elliptic front and rear. General details: Electric lighting, five-lamp set by Lucas, starter by Lucas. Artillery wheels, 28-in. by 4.95-in., Dunlop tyres. Petrol tank holds 5 gallons, sump holds 4½ pints. Approximate petrol m.p.g., 35. Standard body colour cinnamon. Wheelbase, 8 ft. 9 ins.; track, 4 ft. 2 ins.; length, 11 ft. 1 in.; width, 5 ft.; ground clearance, 6½ ins.; weight (four-seater), 17 cwt. 1 qr. Only detail alterations from last year's models.

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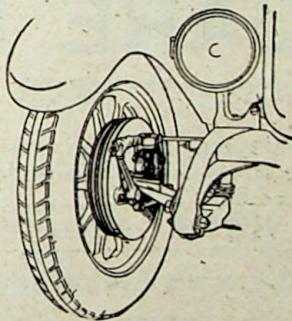


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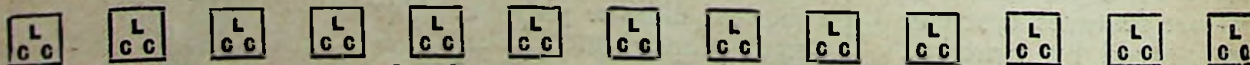
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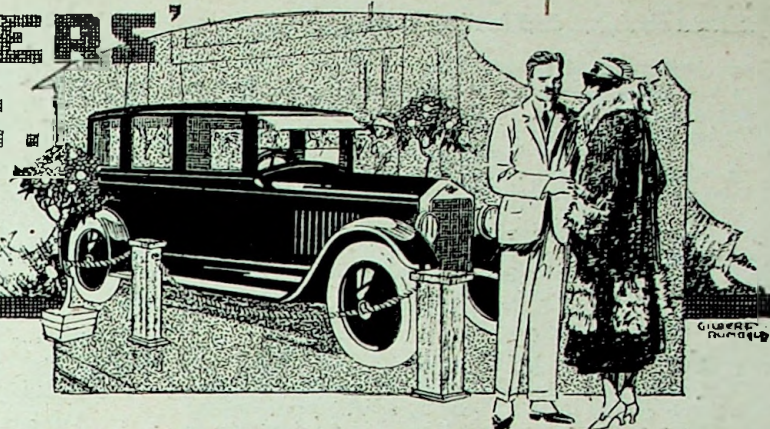
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OUR READERS' OPINIONS.



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ECHOES OF THE "200."

The Betting—The Train Service—and The Future!

Brooklands Betting Prices.

Apropos your recent "Notes of the Week" paragraph, "200-Mile Odds," may I take the opportunity to ventilate a "grouse" that, judging by oral evidence, many other Brook-

lands habitués share with me? Most of us like to have a trifle "on" our favourite car or driver, but the odds offered by the layers are always ridiculously short and would certainly not be tolerated on a race-course. Analysing the "200-Mile" (1,500 c.c. class) odds, we find the ten most fancied cars quoted at an average price of 5.2 to 1. The obvious odds against any one is nine to one! Verb. sap.

At B.A.R.C. meetings "Long Tom's" prices compare very favourably with those of layers outside the paddock. I cannot quote actual figures, but one has always the impression that in a field of, say, twelve, one or two are absolutely barred, and the average price of the remainder is in the neighbourhood of "fours"! Has anyone ever been given more than "tens" in such a field, even with the favourite at "evens"? When will Brooklands give us a "Pari-Mutuel"?

TEHERANI.

Roadway and Railway.

I should like to congratulate the J.C.C. upon the efficient manner in which the 200-Mile Race was organized. This event appears to attract more spectators to Brooklands than any other meeting throughout the season.

Judging by the number of private cars in the various enclosures, the majority of the visitors come by road. Why does not the Southern Railway Co. run a special service of trains to and from Weybridge for those who are unable to travel by road? Then a still larger "gate" would be attracted.

STRAPHANGER.

The Weybridge Train Service.

I am convinced that I am voicing the opinions of a large number of your readers in commenting on the utter inadequacy of the train service between London and Weybridge on such occasions as that of the 200-

A Justifiable Mile Race, and other meetings which are Lament. likely to attract a very large number of spectators. On arriving at Weybridge

Station shortly after noon last Saturday, having been obliged to stand most of the way, I noted that for the convenience of visitors to Brooklands a special fast train would be run from Weybridge to London at the absurd time of 5.50 p.m.—actually before the conclusion of the race, for this was, in fact, the time at which Mr. Gordon England won the 750 c.c. class.

Consequently, only those who did not remain after the winning Darracqs, and possibly the first Salomonson, had finished the course, were able to make use of this train, and the great majority of those who had not brought their cars were obliged to depend upon the ordinary trains, which at this time of the afternoon run at irregular intervals of about 35 minutes.

If the J.C.C., the B.A.R.C., or whatever club may be organizing any particular meeting, were to inform the Southern Railway Co. how many passengers were likely to be travelling to Weybridge, and at what time the meeting would probably conclude, I feel sure that an adequate number of extra trains could be run to and from Weybridge at the correct time.

ROYPO.

Three-wheelers and the "200."

We must apologize for not having joined Mr. Morgan in his regrets regarding the barring of three-wheelers from the "200" at an earlier date than this; but, nevertheless, we

A Forecast for think that a great injustice has been done to the three-wheelers, and, as Mr. Morgan points out, the one and only accident to Mr. Ware is not a reasonable

basis for the J.C.C.'s decision, as it should remember that there have been many accidents to four-wheel cars at Brooklands. If the J.C.C. is going to bar one car after another through accidents, we can see the "200" being held as a cycle race in the not-far-distant future. Every sport has a certain amount of danger, and motor racing is no exception to the rule.

Whilst writing, we should like to reply to Mr. Morgan's recent comments regarding reverse gears and other fittings on three-wheelers. It is true that reversing in a crowded street is not always easy, but there are other times when a reverse is not only convenient, but is necessary, and even in a crowded street a reverse can be of great use, as at times it is easier to reverse than to turn round.

We admit that Mr. Carr replaced a wheel in the International Trial with the loss of only one mark, but we would ask Mr. Morgan to remember that everybody has not the knowledge of the Morgan back wheel that Mr. Carr possesses.

In conclusion, may we point out that we have managed to include all the advantages which Mr. Morgan mentions and at the same time to retain the £4 tax, and although, as Mr. Morgan points out, conditions of manufacture in France and the rate of exchange are perhaps in our favour, may we ask Mr. Morgan to bear in mind that we have a very heavy import duty to pay.

D'YRSAN, LTD.,

CHAS. E. LAFF, Sales Manager.

B59

OUR READERS' OPINIONS. (contd.).

Worm Differential Gear.

Will you please permit me to point out an error, due to my bad draughtsmanship, in the illustration of my worm differential gear appearing in your issue of September 18th.

There is shown, looking at it from the front, a left-hand thread on the right side and a right-hand thread on the left. These should be reversed. As shown, the worms would separate, whereas that they should butt on to one another is the essential idea of the device. This is quite clear in the text, but as the illustration will probably be studied most, unless pointed out, it might cause confusion.

HENRY MILES.

Large Cars in the J.C.C.

As a regular reader of your journal and an old and enthusiastic member of the J.C.C., I must agree with your editorial note under a recent letter, that there was no justification for the Yorkshire Centre to depart from the 1,500 c.c. limit and allow "anybody" to compete in the trial of September 19th last. Everyone is aware that the J.C.C. is proud of being the pioneer of the light car movement and has always adhered to a limit of 1,500 c.c., thus it becomes utterly absurd to break away from its convictions just to "oblige."

In any case, London headquarters would not sanction such ideas in any events they organize, even though a fair percentage of the members own cars over the limit. I would advise centre committees to observe the limit carefully in future and not put the club into an invidious position; there is no need for it.

LARGE CAR MEMBER.

Scoring Over the Sidecar.

I have been waiting anxiously to hear more about the £100 cyclecar which Mr. S. Collings mentioned recently, and I trust that he will make an effort to market it, as I am sure the demand would be considerable.

If Mr. Collings is not inclined to do so, surely there are plenty of men in the motor trade who would be willing to go ahead if full particulars of the design could be given.

Such a cyclecar is exactly the kind of vehicle for which many of us are looking, because the sidecar combination at its best is only a fair-weather mount, and in any case a four cylinder-engined cyclecar would be sweeter and quieter than any twin-cylinder motorcycle.

I have been studying what machine I can get for the price which I can afford, and I require something with a quiet-running engine and a body which has a hood and other weather protection. All light cars with such fittings are priced at considerably more than £100. Some French light cars are priced at figures which I could afford, but one would prefer to help the industry of one's own country.

May we hope, in the near future, to have such a cyclecar as that proposed by Mr. Collings?

MM1047.

Points for the Manufacturer.

It is good to note that a manufacturer will at least answer the open letter to manufacturers, as Mr. S. F. Edge has done in your issue of September 18th. The special untarnishable plating which Mr. Edge is testing should become universal if it is all that it is claimed to be. Mr. Edge mentions also the electric system, and I should very much like to know if he has reverted to the single-wire earth return system, as many manufacturers have, for the sake of cheapness. Personally, I would always think twice about buying a car with earth return. All the cars I have had with this system have given endless trouble with the lighting.

A reverse catch is very useful, but it should not be too far away, or it is troublesome. No efficient driver should fall foul of the "getting into reverse error" if he has any experience at all.

Has the A.C. car still the metal universal joint at the end of the clutch shaft which needs a lot of attention? I have had experience of an A.C. where the owner had neglected this joint, and it was completely worn out.

B60

Can the oil filter be removed without draining the sump? This is a big point, to my mind, as also is the possibility of being able to drain the sump without being an acrobat.

I wonder if the dynamo still is belt driven? On my 1923 model it was most inaccessible, and unless the pulleys were in perfect alignment the belt would persist in coming off.

The other points mentioned in Mr. Edge's letter are splendid, and on the whole the A.C. is a wonderful little car.

Just one last point: Is the rear of engine still close up to the dash? It was a nightmare to remove the valve spring and grind in the last valve. I speak, of course, from an owner-driver's point of view.

NORTHERNER.

The North Wales Passes.

Being one who knows the district around the passes of North Wales, may I say how much I appreciated Mr. Alan Phillip's recent article and its excellent illustrations? This mountain area is much more traversable by car than its rival, the Lake District, because of its much larger scale. The gradients on the main roads seldom are severe, although some of them are very long. Not only may a car be left at the summit of Llanberis Pass, but the tourist may put up at that spot in a most comfortable hotel, known as the "Gorphwysfa" (resting place), which is much frequented by climbers. It is a wonderful place in which to stay a day or two in fine weather and there is good garage accommodation.

With due respect to Mr. Phillip, Aberglaslyn although commonly so called, is not a pass but a gorge. A mountain pass connotes a summit level and a watershed between two river systems. It is impossible for a river to flow through a pass from end to end. There is a low pass, through which the railway runs from Beddgelert to Carnarvon, but Aberglaslyn is a gorge on the River Glaslyn below Beddgelert. Similarly, Gwynant is a valley, not a pass, properly speaking.

I wonder if other readers besides myself have noticed the difficulty, when motoring in a mountainous region like Snowdonia, of estimating the gradient by the eye. The mountains seem to flatten it out, and make it look much less than it really is, whether one is going up hill or down hill. Two years ago I was going up the Gwynant valley towards Pen-y-Grwyd on a motorcycle combination, and changed up to top gear three times under the belief that we had reached level ground, only to have to change down again immediately.

H. LANGFORD LEWIS.

Three-wheeler Design.

With so much attention being centred around the shortcomings in design, and so forth, of the average three-wheeler, I am at a loss to understand why more people do not interest themselves in the Scott Sociable. I have been running one of these little cars for about twelve months now and have proved that although in appearance the Scott is, to say the least of it, unorthodox, the general layout and technical design, coupled with a remarkable road performance, fully justify its makers' description—"A car on three wheels."

Just a few of its "fortes" are, a smooth-running engine with torque equivalent practically to that of a four-cylinder unit, economical petrol consumption (50 m.p.g. *always*), orthodox three-speed gearbox, totally enclosed shaft drive to rear wheel, quickly detachable and interchangeable wheels, roomy and comfortable body with dickey seat for one or two extra passengers.

A touring speed of 30 m.p.h. can be maintained over practically any distance, whilst if the throttle is fully opened, giving roughly 45-50 m.p.h., the whole body does not flap about and strewn nuts and bolts all over the road. In addition, the Scott possesses what is, in my opinion, a virtue not met with in any other trier, i.e., silence. Although, I may add, should the "sporty lad" wish to attract his full quota of attention, he can remove the tail pipe from the silencer and give the rest of his immediate world the impression that he is testing a new racer.

Needless to say I have no connection with the firm who manufacture these machines, nor with the trade in any of its branches, but with so much talk about the deficiencies and inefficiencies of other three-wheelers, I feel prompted to ask—"What is wrong with the Scott Sociable?"

SOSCHE.



Safety first!

Clean your side curtains with Brasso and thus ensure clear vision. The best results are obtained by applying Brasso freely and rubbing with a circular motion; continue the rubbing until the polish appears and then finish off with a clean cloth.

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

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Many Cars, One Magneto

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SUPREME ON
ROAD AND TRACK

ENGLEBERT

"CHEVRON CORD" TYRES.



200 MILES RACE — BROOKLANDS
Sept. 26, 1925.

1,500 c.c. Class (13 started, 4 finished in time limit).

1ST Major H. O. D. SEGRAVE (Darracq)
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both on 29 x 4'40 Englebert Balloon Tyres.

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

OUR READERS' OPINIONS (contd.).

A Salmson Club Proposed.

Several of my friends, who are owners of Salmson cars, have suggested that I should endeavour to form a Salmson car club. I shall be glad, therefore, if owners of these cars will be good enough to let me know if they would be prepared to become members, and should a sufficient potential entry be forthcoming I should be only too pleased to carry out the suggestion.

A. J. G. SPENCER.

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

The Dazzle Problem Again.

The return to normal sun-time and early lighting-up brings once more the bugbear of dazzle headlights and the old question "to dim or not to dim?" arises again. As this question of dimming is of particular

importance to owners of light cars,
Advised, which are often fitted with one pair of lamps only, it may interest your

readers to know of the results I have obtained by the use of anti-dazzle lenses.

With normal headlights one feels obliged to dim for an oncoming driver, particularly if he dims first, but dimming with one pair of headlights on a light car is often very dangerous, particularly when there are so many cyclists who do not think their lives worth a tail light.

I find that the anti-dazzle lenses I use not only save the necessity for dimming, but they diffuse the light nearer the car than ordinary lenses, and thus it is possible to see the edge of the road when passing other headlights. In addition to this I find that it is much easier to drive through the banks of mist which one finds on low-lying country roads than with ordinary lenses.

There might be some slight loss of forward illumination, but it is not appreciable when driving at 30 miles an hour, which I feel is quite fast enough for safety in the dark, but on this point I may be eccentric.

The lenses are made by Pougher's Patents, Ltd., 30, Stonegate, York, and, I believe, obtainable direct. I should add that I have no interest whatever in the firm or the sale of the lenses, but I think my experience with them may be useful to other light car owners who wish to drive at night in safety.

G. C. HESELTINE.

CONDENSED CORRESPONDENCE.

Mr. A. Stewart, whose inquiry regarding Belsize-Bradshaw light cars was published recently in our "Information Wanted" column, writes to point out that his address is at Oak House, John Street, Hanley, Staffordshire, and not Henley as published.

Mr. R. Davies writes in appreciation of the treatment which he received from the British Lighting and Ignition Co., Ltd., manufacturers of the B.L.I.C. magnetos. Although the guarantee period on his magneto had expired by three months the instrument was completely overhauled by the makers, the only charge being 10s. 10d. for new ball races. Whilst Mr. Davies's magneto was being repaired the B.L.I.C. Co. loaned him another magneto free of all charge.

INFORMATION WANTED.

BELSIZE-BRADSHAW.—I should be glad if owners of Belsize-Bradshaw cars will let me know what is the average oil consumption, as my engine requires about one gallon every 230 miles. Information with regard to improving the consumption will be greatly appreciated.—O. B. HOBBS, 18, Tithe Barn Road, Stafford.

LOST.

STARTING HANDLE.—If any reader picked up a plated starting handle which I lost last Thursday, September 24th, between Woolwich and Tonbridge, via Sidecup, St. Mary Cray and Riverhead, I shall be much obliged by its return.—W. H. WHITRICK, 36, Oakley Park Drive, Leigh-on-Sea, Essex.

CLUB ITEMS AND SPORTING EVENTS.**NORTH LONDON MOTOR CYCLING CLUB.**

A speed trial, organized by the North London Motor Cycling Club, will be held on Saturday, October 10th, on a private course in South Essex. There will be classes for three-wheelers and light cars. Further particulars may be obtained from the hon. secretary of the organizing club, Mr. Alan W. Day, Claremont, Ballards Lane, Finchley, London, N.3. (Phone, Finchley 175.)

CORK AND DISTRICT M.C.

An open reliability trial was held by the Cork and District Motor Club on Saturday, September 19th, over a 180-mile course in the county in rather unfavourable weather. After the lunch interval competitors had to restart their engines within 5 seconds, and it is a tribute to the fine tuning of the cars that all but one competitor succeeded. An open check was taken during the trial, and there was also a brake and acceleration test.

The car for the best performance was won by C. O'Sullivan (10 h.p. Singer), who also secured a first-class award, having lost no marks. Light car winners of second-class awards were: J. R. Ross (Austin), Miss K. Cross (Fiat) and W. Williamson.

CHILDREN'S DAY.

National Children's Day this year was held under the auspices of the R.A.C., the actual detailed organization of each outing being in the hands of the motor and motorcycle clubs in various parts of the country. The largest single outing was that organized at Coventry, where approximately 1,500 children were given a day in the country. The total number of children who have been or who are to be entertained will amount to about 6,000. The following clubs were responsible for arrangements in their respective districts:—

Bucks County A.C., Calford and District M.C.C., Wyke Valley M.C. and L.C.C., Huddersfield M.C. and L.C.C., Bristol M.C. and L.C.C., Leeds Motor Union, Taunton and District M.C. and L.C.C., Spen Valley M.C. and L.C.C., Derby and D. M.C., Midland Centre A.C.U., Wetherby and D. M.C., Workshop and D. M.C., Westmorland M.C., Pontefract and D. M.C., Tavistock and D. M.C. and L.C.C., Sheffield and Hallamshire M.C. and C.C., Doncaster and D. L.C., Harrow and D. M.C., Newcastle and Northern M.C., Scarborough, and D. M.C.C., North Western Centre A.C.U., Middlesex County A.C. and Essex County and Southend-on-Sea A.C.

CLAPHAM AND DISTRICT M.C.

In the Clapham and District Motor Club's Captain's Run held recently, G. Yeung (11 h.p. Standard), who won a silver medal, was the only car entrant to gain an award, the trial being of a very strenuous nature.

FORTHCOMING EVENTS.**October 3.**

Brighton and Hove M.C. Speed Trials, Lewes.

M.C.C. One-day Sporting Trial.

Essex M.C. Brooklands Meeting.

Bristol M.C. and L.C.C. Inter-club Trial.

Oxford M.C. End-of-season Trial.

A.C.U. (Midland Centre). Alec Ross Reliability Trial.

Disabled Drivers' M.C. Closing Rally.

J.C.C. (Yorkshire Centre). Paper-chase.

Belsize-Bradshaw L.C.C. Closing Rally of the Season.

October 9-17.

Olympia Motor Show.

October 10.

B.M.C.R.C. Championship Meeting (Postponed from September 19th).

Worcestershire M.C. One-day Trial.

North London M.C.C. Speed Trial.

October 10-11.

Public Schools' M.C. Week-end Run.

October 11.

Morgan Club. Dame Cup Trial.

October 17.

M.C.C. 100-Mile High-speed Trial.

Brooklands.

YORKSHIRE CENTRE J.C.C.

To-morrow (October 3rd), the Yorkshire Centre of the Junior Car Club will hold a paper-chase, starting at Bramhope. Members will meet at 2.15 p.m., and the first competitor will leave at 2.35 p.m., others following at one-minute intervals. The event is the last of the summer programme of the Yorkshire Centre. Entries should be sent to the hon. secretary, Mr. R. J. Smith, Torridon Lodge, Headingley Lane, Leeds.

ULSTER AUTOMOBILE SPORTS CLUB.

A new body has been formed in Belfast under the name of the Ulster Automobile Sports Club, and although it is now little over a fortnight old the officials have already organized a hill-climb, which will be held to-morrow (October 3rd) under a permit of the R.I.A.C., at Ballybannon, near Castlewellan. The road has been closed for the event by the County Council.

There will be eight events in the programme, some of which will be for light cars. In the open scratch events the cars will be run up the hill in pairs, and some fine racing should be witnessed.

MORGAN CLUB'S TRIAL.

The Dame Cup trial will be held by the Morgan Club on October 11th, starting from "The Black Horse," Wood Street, High Barnet, at 10 a.m. The outward route will include Tring and Thame, the return being made via Princes Risboro and Dunsstable to St. Albans, the total distance being about 100 miles. There will be an easy starting and a stop and restarting test. The Dame Cup will be awarded for the best performance of the day, while a special cup, presented by Mr. H. F. S. Morgan, is offered to the driver of a machine manufactured before October 1st, 1922, who gains the highest number of marks, and also qualifies for a silver or bronze medal. Entries close on October 3rd, and should be sent to the hon. trials secretary, Mr. J. Yule, Kirkney, High Road, Whetstone, N.20.

B.M.C.R.C. MEETINGS.

Owing to the unfavourable weather on September 19th, the British Motor Cycling Racing Club's Championship Meeting had to be postponed. It will take place on Saturday, October 10th and will commence at 12 noon (winter time). The programme will remain the same and no extra entries will be accepted.

The programme previously fixed for October 10th will be carried out on Saturday, October 24th, commencing at 1.30 p.m. This includes the "All-owners' Consolation Handicap" for members who, during the 1925 season, have not competed or have not been placed in the first three in any event, a three-lap handicap for passenger machines up to 1,100 c.c. and a three-lap private owners' handicap for any class of machine. Entries for this meeting close on Wednesday, October 14th.

The annual dinner and presentation of prizes will take place on Saturday, November 7th, at the Cafe Royal, Regent Street, London, W.

IDEAS FOR OWNERS

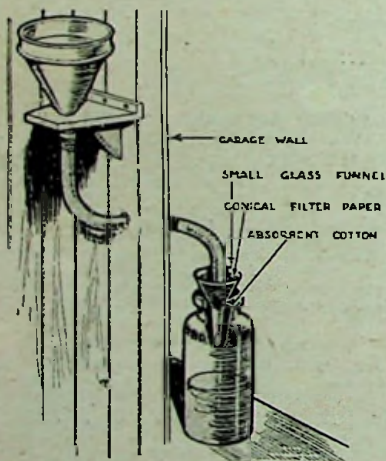
We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

Obtaining Water for the Battery.

The accompanying sketch shows how it is possible to obtain a supply of rain water in the garage for the battery.

The apparatus consists of a large glass funnel, mounted on a bracket on the wall outside the garage and suitably placed to collect rain water. To the spout of the funnel is attached a rubber tube, which is led into the garage. The end of this tube is clamped above a second funnel, which has a number of filter papers in it; these may be obtained from any chemist. The funnel should be placed in the mouth of a large glass bottle.

Clean rain water is thereby caught and thoroughly filtered, thus insuring a constant supply for the battery.



A method of collecting and filtering rain water for replenishing the battery; although a large quantity of water cannot be caught in this way, sufficient for a car lighting system may be obtained.

Care of the Lighting System.

Inefficient lights on new or repainted cars often can be traced to poor connections caused by paint or varnish, which acts as an insulator. If this trouble is experienced all terminals and connections should be examined, and any foreign matter scraped off the metal.

It is not advisable to charge batteries in series at such a high rate that they begin to gas immediately, for this is liable to damage the battery. The proper charging rate is about one ampere per positive plate per cell; thus an 11-plate battery should be charged at five amperes.

B64

When replenishing the electrolyte of the battery be careful not to fill above the correct level. Overfilling leaves no gassing space in the cell above the plates, and this, when the temperature of the electrolyte is increased, causes the acid to exude from the vents in the filler caps on the top of the battery, resulting in corroded terminals. The proper level for electrolyte is $\frac{1}{4}$ in. above the plates.

Never try to test a battery immediately after filling it with water, as the hydrometer will then register a partially discharged or dead battery. Allow some time for the added water to mix thoroughly with the electrolyte before testing.

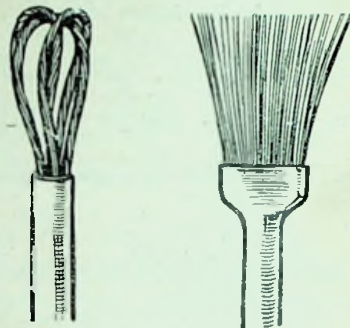
Readily Made Wire Brush.

Every owner-driver knows how useful it is to have a wire brush in the garage, for with its aid many tedious operations may be greatly simplified. A useful wire brush may be made in a few minutes from an old length of Bowden cable and a piece of copper tube. The Bowden cable is threaded back and forward through the tube, leaving three or four loops protruding from one end. The end of the tube is then gripped in a vice, flattening it so that it holds the cable securely. The ends of the loops may then be cut off and the strands of the cable untwisted, leaving a useful wire brush as shown in the illustration.

Another Use for the Radiator Cosy.

After washing a car difficulty is sometimes experienced in starting up the engine, due to water being splashed through the radiator and the louvres of the bonnet on to the engine. This applies particularly to cars on which the carburettor and magneto are placed in an exposed position.

A convenient way to prevent this trouble is to place the radiator cosy



Wire brushes are very useful to the owner-driver and can be easily made from a short length of Bowden cable and a piece of copper tube as shown above.

in position before commencing operations. The hose can then be used as liberally as desired without danger to the ignition system or the carburettor.

It will, of course, be necessary to wash the bonnet afterwards, but this may be done without the hose; a bucket of water and a sponge should be used instead, care being taken not to splash the water unduly.



R.E.C. (Beaconsfield).—You need have no fear that the dynamo on your Jowett car is charging below its proper rate if the ammeter shows a reading of 3 at 15 m.p.h. or $7\frac{1}{2}$ at 25 m.p.h.

C.J.D. (Eccles).—The hole which has appeared in the piston crown is almost certainly due to a blow-hole in the casting. As the car is a new one, we should recommend your applying to the makers for replacement of the part under guarantee.

A.A.T. (Bedford).—On no account should you attempt to plug up the brass tube on the gearbox lid of your Jowett car to prevent oil being thrown out. The brass tube is an air vent and, in all probability, the trouble arises from an excessive supply of oil; the oil level should be 2 ins. when measured with a dip-stick.

E.K.P. (Kew).—The starting difficulty you describe seems to be due to an air leak. Did you take care to notice that the washers between the ends of the inlet manifold and the cylinder block were of equal thickness when re-assembling the parts after overhaul? Unequal washers will prevent the manifold "bedding down" evenly, and thus give rise to leaks.

F.D.D. (Penzance).—As the inner tube in question leaks persistently without any evidence of a puncture, we suggest that the nut which holds the valve in place is loose.

S.L. (Oxford).—Your informant was incorrect. Lincolnshire is not "all fenland and as flat as a billiards table." The wolds present a series of local hills, several of which call for second-gear work. Hair-pin bends certainly abound, but not one should call for the use of reverse with a light car.

C.O.P. (Hull).—The idea of tightening a loose valve guide with a piece of packing such as brass foil is quite practicable, but in the case of the inlet valve we think that leaks might be set up, causing unsatisfactory running. A new valve guide should be obtained and fitted; bear in mind that the longer the engine runs in its present condition the greater will be the difficulty of fitting a new guide.

Enclose stamped envelope, please, for reply by post. We do not answer queries over the telephone.

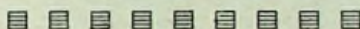
**SPECIAL
FREE OFFER
TO ALL READERS OF**



The
Light Car
and
Cyclecar



The man who goes to
Part Exchange House
with his old car is the man who
obtains the **HIGHEST POSSIBLE
PRICE** for it in part exchange for
ANY MAKE OF NEW CAR.



**People often
say to us :—**

"I'm sorry I bought that car, it has been more trouble to me than it's worth." In all probability if they had asked somebody that "knew" before buying they would never have had anything to be sorry about. Are you **sure** that your choice is right? *Part Exchange House* offers you the use of its Technical Service Department—free, it makes just the difference between your purchase being one of lasting satisfaction or lasting regrets. We cannot do more than invite you to make use of this offer, without obligation to purchase. Our expert awaits you on Stand No. 219 at Olympia. Why not ask for him? He may be able to save you pounds.

OUR REPRESENTATIVES on

STAND NO. 219 OLYMPIA

and the following stands
will make you

A DEFINITE OFFER

for your old car
and quote you
the very best

DEFERRED TERMS

for the purchase
of a new one.

**JOWETT, SALMSON, STANDARD, CITROEN,
A - C, AUSTIN, WOLSELEY, CROUCH.**

Gordon Watney
& Co Limited
PART EXCHANGE HOUSE.

31, BROOK ST.,
Bond Street,
LONDON, W.1.

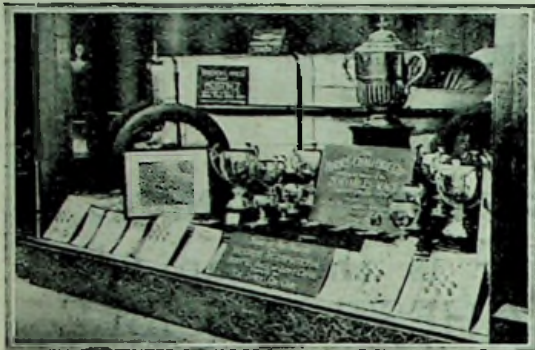
Phone: Mayfair 2965-6.

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

AROUND THE TRADE.

Wakefield Castrol Oil was used by the winners of every race at the Brooklands autumn meeting.

Captain John Duff's recent 24-hour world's record, accomplished at the Monthéry track, was achieved in a car equipped with Dunlop tyres.



The 200-Mile Race trophies, including the T. B. Andre Cup, were recently displayed in the window of the Service Company's premises, High Holborn, London. The exhibits also included a Brooklands model Austin Seven.

We learn that Coventry Simplex engines are now being manufactured by Reliance (Coventry), Ltd., Nelson Foundry, Trafalgar Street, Coventry. In addition to the "OE" type a four-cylinder 8.9 h.p. water-cooled engine is being built in o.h.v. and s.v. types, and a two-cylinder water-cooled model of 85 mm. bore and 92 mm. stroke.

Imperial Motor Industries advise us that they will not be exhibiting at Olympia this year, but that they are having a display of accessories at their showrooms, 11, Denmark Street, Charing Cross Road, London, W.2.

We are informed that F.O.C.H., Ltd., 5, Heath Street, Hampstead, London, N.W.3, are again the wholesale and retail distributors of Jowett cars for the N. and N.W. London postal areas. Their representatives will also be in attendance on the Austin, Clyno, Renault and Singer stands at the Olympia Motor Show.

The National Sales Corporation, Ltd., the London offices of which are at 155-157, Great Portland Street, W.1, has issued two booklets setting out arguments in favour of its purchase-out-of-income scheme. One booklet entitled "When Your Ship Comes Home or Now?" is addressed to the motorcar purchaser, while the other is for traders.

A clear indication of the popularity of Mixtrol oil for upper cylinder lubrication is afforded by a letter which we have received from the Mixtrol Oil Co., 43, Berners Street, London, W.1, pointing out that, apart from the British market, very large quantities of their lubricant are used abroad. The company states that their agents in Canada, for example, who started with six 8-oz. tins for trial, now place regular orders for two tons at a time in bulk, two tons of Mixtrol being sufficient to treat 153,600 gallons of petrol.

RESULT OF LIMERICK No 39.

The winner of last week's Limerick Competition is Mr. Alec Taylor, 64, Baskerville Road, Northwood Park, Hanley, Stoke-on-Trent. His winning line appears below:—

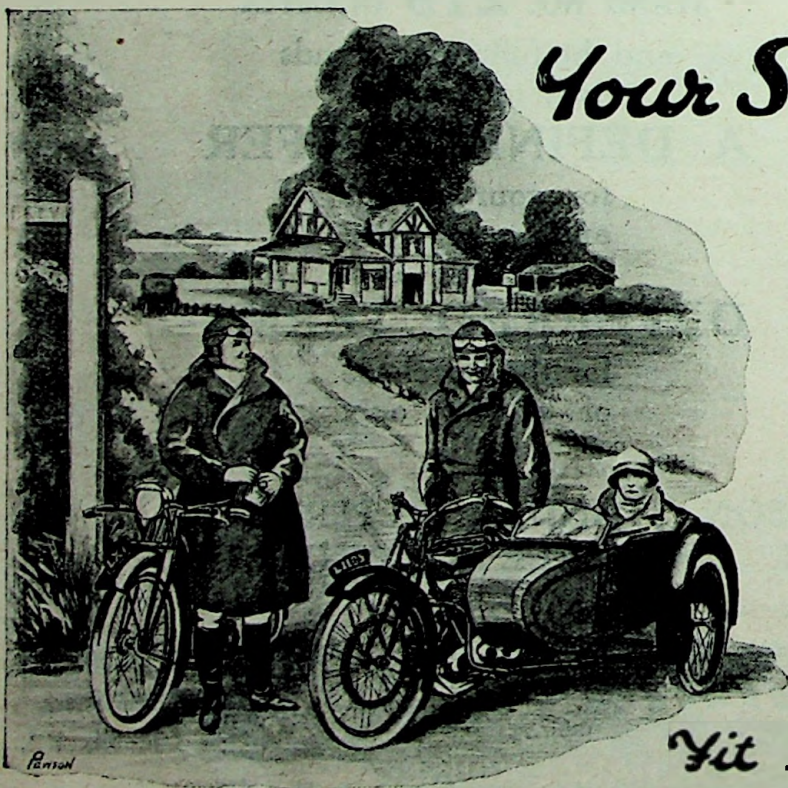
Said Horatio Oldhand, "Ha! Ha!

"I perceive that this second-hand car

"Isn't quite what I thought—"

Then a deaf'ning report,

Made his bargain less "gain" and more "bar."



Your Sight needs Protection

—not only from the elements but from the many other dangers.

If your screen or goggles are of ordinary glass you are inviting trouble, therefore, always insist on *Triplex*—the only safe glass.

Triplex safety glass spectacles and goggles may be had from all Opticians, Garages, Stores, etc. Spectacles, 10/6 to 21/-. Goggles, 8/6 to 42/-. Anti-glare and anti-dazzle tints, 1/- per pair extra. Write for illustrated list, mentioning "The Light Car and Cyclecar."

Stand 25 Olympia, October 9-17.

Get Triplex and be Safe

THE TRIPLEX SAFETY GLASS CO. LTD., 1, Albemarle St., Piccadilly, London, W.1

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

Don't Scratch



THE
IRON ARM

IDEAL
FOR
CAR WASHING
Sprays Always

DON'T SCRATCH

the bodywork of your car by washing with a sponge. An "IRON-ARM" Spray Pump removes dirt and mud without the slightest damage. IT IS IDEAL FOR CAR WASHING.

The patent "SPRAYS-ALL - WAYS" Nozzle reaches inaccessible parts of the chassis with ease. Moreover, you obtain a SOLID JET OF WATER OR A FINE MISTY SPRAY FROM THE SAME NOZZLE BY A SIMPLE TURN OF THE TAP.

"IT FITS ANY BUCKET."

Satisfaction guaranteed or money refunded.

Send for illustrated leaflet on "HOW TO WASH A CAR."

PRICES from

37/6

Milwards
REDDITCH
ENGLAND

Telephone: REDDITCH.60
Telegrams: MILWARD, REDDITCH.

PARS on CARS

There's wisdom in getting yours at Godfrey's

See
us
at
Olympia!

*Our Representatives
will be on the Stands of*

**AUSTIN
CITROËN
CLYNO
RHODE**

They will be there to give you any assistance or advice you may require—ready to explain in detail the specifications and equipment of 1926 models. Old customers of Godfreys know and appreciate the service we always render *before* and *after* they make their choice of a car. The service Godfreys give makes a customer so satisfied that he will always come to us for future advice and help. Let us demonstrate to you the advantages of Godfreys service—you have only to ask for our representative at any of the above Stands. No obligation is incurred—he will be there to help make your visit a pleasure.

Illustrated Catalogues Free on Request.

GODFREY'S
LIMITED
for Cars
and satisfaction

366368 Euston Road
London, N.W.1

Telephone:
MUSEUM 3401
(3 Lines).

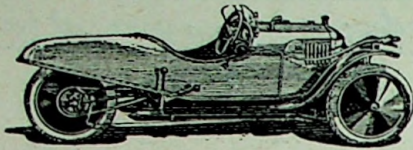
Any make
supplied
without delay
Free Tuition
Part
Exchanges
Deferred
Payments

(COPYRIGHT)

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

A35

IMMEDIATE DELIVERIES, EXCHANGES, CASH OR DEFERRED TERMS.
MORGAN

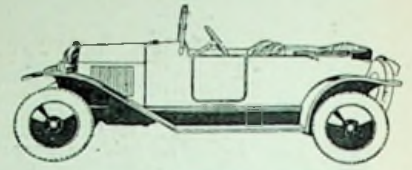


Tax £4 per annum.
 Prices from £105. Dynamo Lighting inclusive.

SINGER

ROVER

CITROËN 7·5



3-seater Cloverleaf, £145

FREE TUITION AND AFTER SALES SERVICE.

HOMAC'S
 MOTOR AGENTS

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

Works: 46, London Road.

'Phone: Clissold 2408.

**FILTRATE WORKS
 LEEDS.**
"Filtrate"
 FOR
 MOTOR
 LUBRICATION

**NEVER
 VARIES**

PRICE
21/-
 COMPLETE

*The THORN
 AUTOMATIC
 WINDSHIELD
 WIPER
 WILL—*

Keep Your Vision Clear

Stocked by all
 the Leading
 Garages.

Sole Agents—
Fredk POLLARD & CO. (Bearings) LTD.
 AGENTS FOR BALL AND ROLLER BEARINGS.
 LEICESTER, ENGLAND.

'THORN'S—THE ARC OF SAFETY.'

M·A·P STEPMATS

MADE ABSOLUTELY PERFECT
 AND GUARANTEED

0000000000

**DISTINCTIVE STEPMATS
 FOR ANY MAKE OF CAR.**

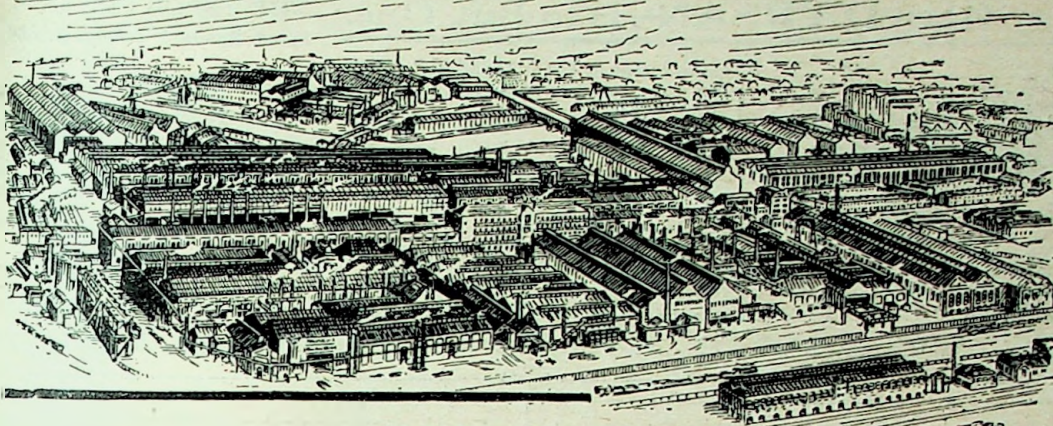
These stepmats have highly
 polished frames of aluminium,
 and are a distinct improve-
 ment to any car.

We can supply these with
 Kicker strip in one piece or
 separately. Bar or Pyramid
 type rubbers.

Prices: 7/6, 9/6 and 11/6

Send for Illustrated List.

M.A.P Co. (Dept. K.D.2) GT. LISTER ST.,
 BIRMINGHAM.

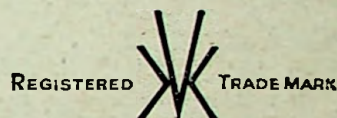


The River Don Works.

TOOL STEELS.

The Vickers Company manufacture many standard brands of Tool and Magnet Steels in addition to special grades for specified purposes which are known and appreciated throughout the world.

The selection of the correct Steel for any given application is a matter requiring considerable experience and the Company is always ready to advise in such matters.



VICKERS LIMITED
River Don Works, SHEFFIELD

Head Offices:
VICKERS HOUSE,
BROADWAY,
LONDON, S.W.1.

Quo Vadis?

"Where are you going to?"

NAYLORS SHOW

of Guaranteed Light Cars.
50 IN STOCK.

A.B.C.	1921, 2-Seater and Double Dickey ..	£56	CITROEN.	1923, 2-Seater, Starter ..	£65
	1922, 2-Seater, Starter ..	£65		1923, 2-Seater, Starter ..	£68
	1922, 2-Seater ..	£60	ROVER.	1923, 2-Seater, Starter ..	£65
COVENTRY	1922, 4-Wheeler, 2-Seater and Double			1923, 2-Seater ..	£62
PREMIER.	Dickey ..	£53		1923, Chummy ..	£75
SINGER.	1924, 4-Seater, Starter. Taxed. As New.	£109		1923, Chummy ..	£78
UNIT.	1922, 2-Seater, Water-cooled, Dynamo		PERRY.	1918, 2-Seater ..	£43
	Lighting ..	£39	CASTLE	1921, 2-Seater and Sunken Dickey,	
SCOTT SOCIABLE.	1923 (Guaranteed) ..	£44	NEWHEY.	Dynamo ..	£45

EASIEST OF
EASY
TERMS.

NAYLORS

12 minutes from Waterloo by train.

45 & 406, GARRATT LANE,
EARLSFIELD, S.W.18.

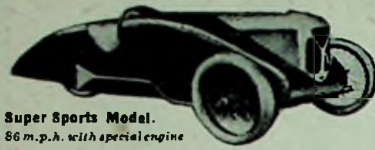
Open 9 a.m. to 8 p.m. and Sunday Mornings
10 a.m. to 2 p.m.

Trams Nos. 82, 30, 12, and Buses No. 77 pass the door.

EXCHANGES
A
SPECIALITY

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

To Try One—D'YRSAN—is to Buy One.



Super Sports Model.
86 m.p.h. with special engine

PRICES: Super Sports £190
Sports Shell £160

The Victorics of the D'YRSAN CAR, 1925

PARIS-NICE. 1st, Gold Medal and 3 Cups.
ENDURANCE TEST (U.M.F.). The only car finishing the race and being qualified for Coupe de France (Tourisme).
CHATEAU THIERRY HILL CLIMB. Emergency brake test on a kilometre on a gradient of 10 1/2%.

The D'YRSAN had excellent results; during the last timed 100 metres of braking the extraordinary short period of 6 1/2 secs. was registered, this represents at this point of the climb a speed of 34 miles per hour before stopping.

Sports de Luxe With Duxellier £183
Touring " Starter & Lighting £173

The above prices include Wind Screen, Spare Wheel and Hood. Special Racing Model Price on application.

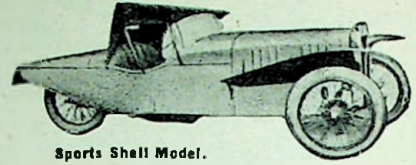
London Office and
Service Station:

D'YRSAN CAR CO., 33, Kinnerton St., Knightsbridge, S. W. 1.

Telephone:
Franklin 6525

THE SPORTSMAN'S CAR.

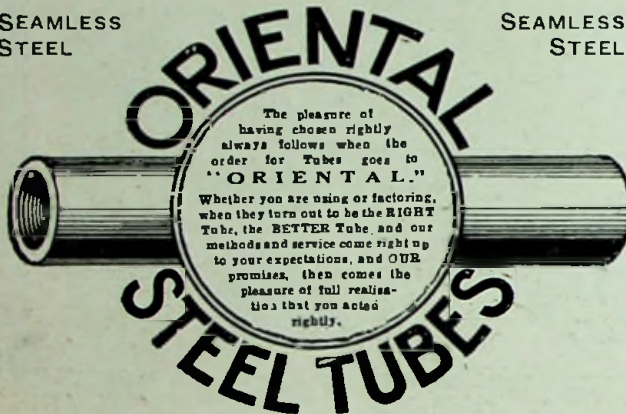
Speed. Comfort. Safety. Tax £4 per year.



Sports Shell Model.
70 m.p.h. 50 m.p.g. Petrol.

Sports £165
Touring £145
Lucas Lighting Set extra on Sports and Touring.

SEAMLESS
STEEL



SEAMLESS
STEEL

And you're saved all future
question as to where the
next order shall go.

Never buy Tubes without
asking "ORIENTAL."

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

TELEGRAMS:
"Tubes, West
Bromwich."



TELEPHONE:
West Bromwich
44 and 45.

At the
MOTOR SHOW
OLYMPIA.

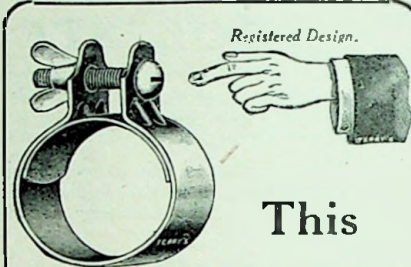
**The J & S Reseater,
P.O. Box. 87, LEICESTER.**



Be sure to call at
STAND No. 387
and see how easy
it is to true up
**VALVES and
SEATS** with
the

**"J & S"
RESEATER**

One
for
every
car.



Registered Design.

This

**"Terry" Hoseclip
has 4 ribs**

NOTE them, at the bottom
of the uprights. They
prevent sag, and ensure
a direct parallel pull
which ensures a perfectly firm
and leakless joint. High
grade quality nickel plated
finish. Buy from your agent.

1" 1 1/8" 1 1/4" 1 1/2" 1 3/4" 1 7/8" 1 3/4" 1 7/8" 2" 2 1/8"
5/3 5/6 5/9 6/- 6/3 6/6 6/9 7/- 7/6 8/- per doz.
Other sizes: 3/8" up to 3" rising by 1/8". Prices on request.



You should write for the "Terry" list.

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

MOTOR MATS Best British Fibre

Made to fit any Car

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

CLYNO, 2-seater 27/6
4-seater Front 27/6, 4-seater Rear 13/6
(Please state model.)
HUMBER, 8-to 10-hp., Front .. 25/- Rear .. 9/-
BINGER, 10 h.p. 2-seater .. 22/6
4-seater Front .. 21/- 4-seater Rear 14/-
ROVER, 2-26 2-seater 27/6



4-seater Front 21/-
4-seater Rear 12/-
WOLSELEY 11-22
2 and 4-seater 19/-
Carriage Paid.

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

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

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

FIRST SHOW NUMBER

of



SURVEY of New Models, New Features, and 1926 Design.

Many Authoritative Articles, including:

THE RUBBER SITUATION: Past, Present and Future.
By Sir GEORGE BEHARRELL, D.S.O.

THE FUTURE OF THE ROAD FUND.
By W. REES JEFFREYS, first secretary of the late Road Board.

TRANSFORMING PETROL INTO POWER.
What happens to the fuel used in an internal combustion engine.

BODY LINES AND OPTICAL ILLUSIONS.
By H. J. BUTLER, the author of "Motor Bodywork."

KERBSIDE TINKERERS.

And a number of Special News Features.

Now on Sale.

2nd NUMBER—NEXT TUES., OCT. 6th.

Complete list of 1926 Car Prices—all makes—all models.

3rd SHOW NUMBER—TUES., OCT. 13th.

The only Complete Report of Olympia published in one number.

Order early. So great is the demand for the Complete Report Number that to avoid disappointment a definite order should be placed at least a week in advance. The price of each of these greatly enlarged Show Numbers will be 6d.

Offices of
The Motor

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

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

Personal Pars about Piston Rings

☞ The material from which a piston ring is made is extremely important. The British Piston Ring Company has its own centrifugal foundry, and analyses and tests the material daily. Every BRICO Ring is made from this centrifugal iron, which has a high degree of elasticity.

☞ BRICO Rings are right in every respect. They give perfect results under all conditions, and will maintain your engine in that high state of efficiency which is essential to consistently good performance.

☞ See that your engine is fitted with BRICO Rings and get the best results. Sold by all Agents, Dealers and Carages.

THE BRITISH PISTON RING CO., LTD.,
COVENTRY.



H.P.



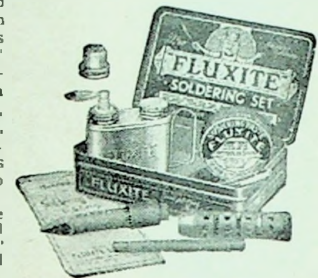
ALWAYS ON DUTY.

FLUXITE never "lets you down." All you have to do is to see you have it in your toolbag when you start on the run. Then, should anything go wrong, FLUXITE is on duty, ready to put it right.

ALL MOTORISTS SHOULD HAVE THE FLUXITE SOLDERING SET

It is perfectly simple to use and will last for years in constant use. It contains a special "small space" Soldering Iron, with non-heating metal handle, a Pocket Blow Lamp, FLUXITE, Solder, etc., and full instructions. Price 7/6. Write to us should you be unable to obtain it.

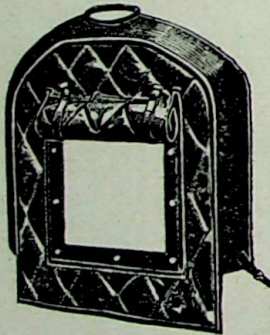
Fluxite itself can also be obtained in tins from all Hardware and Ironmongers' Stores. Price 8d., 1/4, and 2/8. Get a tin to-day.



FLUXITE SIMPLIFIES SOLDERING

Another use for Fluxite: Hardening Tools and Case Hardening. Ask for Leaflet on improved methods.
FLUXITE, LTD. (Dept. 420), West Lane Works, Rotherhithe, S.E.16.

IN AUTUMN & WINTER



TRADE MARK
BAR-KINS
PROTECTION

to get the most out of your car you should use a BAR-KINS RADIATOR MUFF. On a chilly Autumn evening, when your car is standing, you just drop the roll front and you will get easy starting. On a cold Winter night a BAR-KINS RADIATOR MUFF will keep the frost from your radiator.

PRICES:

Up to 12 h.p. . . . 18/-
Over 12 h.p. . . . 22/-

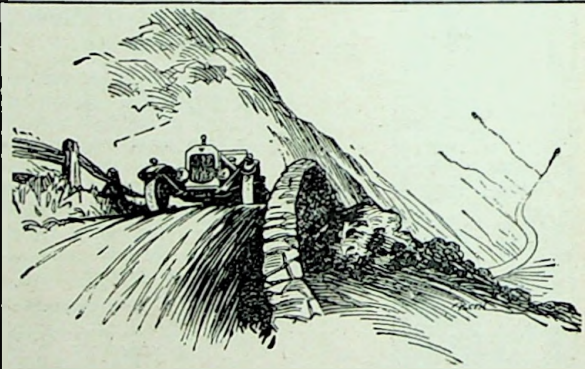
Our leaflet will be sent on receipt of a postcard.

HUGHES & CO.,
224, Sherlock Street, Birmingham.

*Phone: Mid. 3053.

*Grams: "Catequico."

London Depot: C. H. Sowerby, 22, Ely Place,
Holborn Circus, LONDON, E.C.1.



Have you the road to yourself?

The irresistible temptation to "speed" on quiet country roads affects others as well as yourself. Imagine two cars meeting at the point illustrated—it would mean pretty smart brake work to avoid accident!

If your brakes are fitted with Ferodo Friction Linings you can be sure they will not let you down—these linings act so surely and sweetly that they give you perfect confidence in any emergency.

FERODO
FRICTION LININGS

The linings that make motoring SAFE.
FERODO LTD., CHAPEL-EN-LE-FRITH.

Depots and Agencies—London, Birmingham, Leeds, Manchester, Bristol, Belfast, Coventry, Newcastle, Liverpool, Glasgow, Aberdeen, Cardiff, and Brighton. A 715.

BUY SAFE NEW

SOLVES ITS OWN PROBLEM WITH THE MANUFACTURER'S GUARANTEE

OR
**UNDER
£100**

SECOND-HAND

It is just as safe, if not safer, as a used car has not the appalling depreciation of a new car.

(WITH BENMOTORS GUARANTEE.)

To allow the price paid against another used car, should it not give satisfaction within 7 days of purchase, or to allow fair market value at any later date should you desire an exchange.

**WHAT BETTER GUARANTEE
WAS EVER OFFERED.**

Get our Lists and Terms without obligation to purchase.

Our ever-changing stock demands **FRESH LISTS EVERY TWO DAYS.**
THE CLEARING HOUSE FOR SMALL CARS.

Benmotors, 30/32, High St., Wandsworth, S.W.18.
BATTERSEA 1509.

A Few Examples from To-day's Stock.

1921 A.B.C. Sports	£58
1922 A.B.C. Sports	£68
1922 A.B.C. Regent	£78
1921 A.C. 2-str.	£98
1923 Austin "7" Chummy	£88
1924 Austin "7"	£98
1923 Baylis Thomas, 2-str.	£95
1922 Belsize-Bradshaw, 2-str.	£88
1923 Belsize-Bradshaw, 4-str.	£85
1922 Callihope, 2-str.	£88
1921 Citroen, 2-str.	£68
1921 Citroen, 4-str.	£75
1922 Citroen "7" 2-str.	£75
1923 Citroen, 2-str.	£85
1922 Citroen, 4-str.	£85
1925 Citroen, 3-str.	£98
1922 Coventry Premier de Luxe, 2-str.	£58
1922 Rhode Chummy, 4-str.	£75
1923 Rhode Chummy	£95
1923 Rhode Sports	£98
1921 Rover "8" 2-str.	£48
1922 Rover "8" 2-str.	£58
1923 Rover "8" 2-str. dickey	£75
1923 Rover Chummy, 4-str.	£78
1924 Rover "8" 4-str.	£98
1925 Senechal Semi-Sports	£98
1923 Singer, 4-str. (C.P. Model)	£98
1922 Salmon, 2-str.	£78
1923 Salmon, 2-str.	£88
1923 Standard 2-str.	£98
1920/1 Standard, 2-str.	£78
1921/2 Standard, 2-str.	£88
1922 Talbot-Darracq, 2-str.	£88
1923 Wolseley "7"	£85
1921 Wolseley, 2-str.	£98

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

1922 A.C. 2-str.	£115
1925 Aries Sports	£115
Riley Sports, 2-str.	£135
1923 Singer "10" de Luxe, 2-str.	£115
1923 Talbot	£115
Many others, always over 60 odd in stock.	

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 a low-price 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.

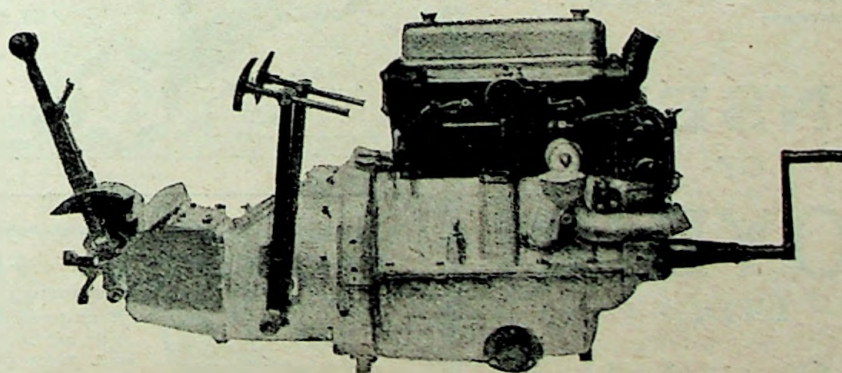
All cars guaranteed good mechanically, and open to A.A. and R.A.C. examination willingly.

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

Meadows O.H.V. Engines and Gearboxes

A full range of 10 h.p. to 50 h.p. Four and Six-Cylinder Engines and Three-Speed and Four-Speed Gearboxes

WILL BE ON OUR Stand No. 60 (NEW HALL, GROUND FLOOR) at OLYMPIA OCTOBER 9th to 17th



Special Sports. New Model. 1½ Litre.

69 mm. x 100 mm. 1497 c.c. 11'9 R.A.C. rating. 35 B.H.P. Aluminium Crankcase. Overhead Valves. Machined Combustion Chambers. Duralumin Connecting Rods. Three Bearing Crankshaft. Forced Feed Lubrication throughout. Aluminium Pistons.

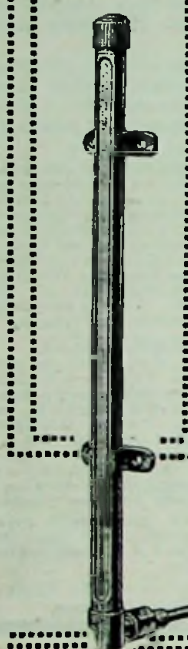
HENRY MEADOWS, LTD., Fallings Park, WOLVERHAMPTON.

Telegrams: "Output, Wolverhampton."

Telephones: 1641/2 (2 lines).

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

Replace
'DOUBT'
with
'CERTAINTY'



"Enots"

PETROL LEVEL GAUGE

can be fitted in 10 minutes.

Know at a glance the exact quantity of petrol in your tank.

Simple and practical in design, the Enots Petrol Gauge is an accurate indicator.

It can be used on most cars with dashboard tanks; and—complete with adaptor, small tap, copper pipe and screws for fixing—can be fitted in ten minutes.

**WHY BE STRANDED
WITH AN EMPTY
TANK?**

We shall be pleased to demonstrate the above at our STAND NO. 417, GALLERY, OLYMPIA.

BENTON & STONE Ltd.

(Dept. L),

BIRMINGHAM.

London Depot:

173, Great Portland Street, W. 1.

Telephone: Mayfair 6414-6415.

PRICE

10/6

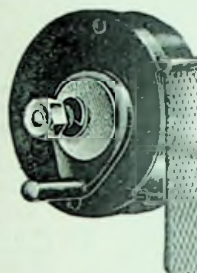
Each.

'GABRIEL' SNUBBERS

Rebound Shock Absorbers.

AT THE MOTOR SHOW

We should like to have the opportunity of talking Snubbers with you, to make it abundantly clear why Gabriels are so successful. Come along and see us.



Brown Brothers
Limited

at

OLYMPIA

Stand No. 441

Thomson and
Brown Brothers
Limited

at

OLYMPIA

Stand No. 266

Brown Brothers Limited

— Allied Companies —
THOMSON AND BROWN BROTHERS LTD.
BROWN BROTHERS (IRELAND) LTD.

Wholesale only. Head Offices and Warehouses:

GREAT EASTERN STREET, LONDON, E.C. 2

126, GEORGE STREET, EDINBURGH,

and branches.

**JOWETT
THE CAR**

KINSEYS

OF

CROYDON

LTD.

The Specialists

Park Street, Croydon.

New and Used Cars. Deferred Payments.

REPAIRS.

Telephone - 2023

NO
DRILLING
OF THE
FRAME



EASY
TO
FIT

B&D

STABILIZERS

THE BEST TYPE
OF SHOCK ABSORBER
AND
THE EASIEST
TO FIT.

Per Axle:
Up to 12 h.p. 63/-
12 h.p. to 16 h.p. 72/-
Over 16 h.p. 84/-

BENTLEY & DRAPER LTD.
4 Fenchurch Ave. London E.C. 3.

The Bowden CARBURETTER FLOODER

OLYMPIA
Stand
480



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

INDISPENSABLE to all up-to-date motorists. Despite air stranglers, shutters, etc., most drivers flood the carburetter to provide an easy start. The Bowden flooder is operated from the dash and obviates lifting the bonnet, besides preventing soiled hands and clothes. Can be used on any carburetter having a float.

Price complete, 6/-

Bowden Wire Ltd.
LONDON N.W. 10

We can offer the following
Used Cars at Bargain Prices.

BELSIZE - BRADSHAW, 1922,
dynamo lighting, electric horn,
speedometer, good tyres, splendidly
finished royal blue .. £62
Another .. £59

ROVER, 8 h.p., 2-seater, 1921-22,
dynamo lighting, extra condition
£49
Another .. £45

TALBOT, 8/18 h.p., 1922, 2-seater
and double dickey, starter and light-
ing, speedometer, splendid condition,
reupholstered, exceptional offer £97

MORGAN, 1922, model-de-luxe, air
cooled J.A.P., 2 new tyres, taxed
December .. £50
Another .. £48

MORGAN, 1923, model-de-luxe,
thoroughly overhauled, repainted,
dynamo lighting, electric horn,
taxed December, very smart £69

G.W.K., 1921, 4-seater, dynamo
lighting, very good tyres, splendid
mechanical condition, beautifully
finished saxe blue .. £45

STANDARD, 2-seater 1920, 9.5 h.p.,
long wheelbase model, dynamo
lighting, self-starter, double dickey,
a thoroughly reliable car .. £64

SINGER, coupe, 2-seater, dynamo
lighting, dickey seat, taxed Dec. £45

COVENTRY-PRÉMIER, 1922, 2-
seater and double dickey, dynamo
lighting, speedometer, spare wheel,
splendid mechanical condition, re-
coachpainted, taxed .. £58
Another .. £54

All used Cars are carefully
examined before being offered
for Sale.

KIRK & CO.

22, PRAED ST., PADDINGTON, W.2

Phone: Paddington 8049.

1 minute from Edgware Road and Padding on Station.

Buses No. 7, 107, 15, 27, 127, 36 and 136 pass the door.

LIGHT CAR SPECIALISTS

*New Cars of any make supplied
at shortest notice.*

We are this week in a position
to offer a wide range of Used
Light Cars, all thoroughly re-
liable, at the lowest possible
prices.

Exchanges can be effected, making our highest
allowance for your present Car or Motor-
cycle, and Easy Payments arranged to suit
you. Open until 8 p.m. every night and on
Sundays to 1 o'clock.

Our Prices are the most
favourable in London. You
can't quite equal Kirk's Offers

ROVER, 8 h.p., 1921, 2-seater,
dynamolighting, speedometer, almost
new, cord tyres, splendid condition,
taxed .. £48
Another .. £45

ROVER, 8 h.p., 2-seater, 1922,
dynamo lighting, taxed December,
very good tyres .. £52 10s.
Several other Rovers in stock at
bargain prices.

STANDARD, 4-seater, 11.6 h.p., 1921,
all-weather, starter and lighting,
leather upholstery, double front
screen, beautifully finished, taxed
December, exceptional bargain £89

CITROEN, 1924, 7 h.p., 3-seater,
almost new balloon tyres, mileage
under 4,000, first-class appearance
and condition throughout .. £105
Another .. £98

ROVER, 8 h.p., chummy model,
1923, all-weather equipment, com-
plete, speedometer, good Dunlop
cord tyres, exceptionally smart £74
Another .. £69

CITROEN, 11 h.p., 1924, 4/5-seater,
English body, dynamo lighting and
starting clock, speedometer, dash
light, balloon tyres, Auster rear
screen, all-weather curtains, com-
plete .. £128

G.N., 1922, 2-seater, dynamolighting,
speedometer, good tyres, first class
mechanical condition, recoach-
painted, taxed December .. £45
Another .. £42

Kirk & Co. invite inspection.



200 MILE RACE

FRAZER NASH SPECIAL

Boulogne Model, privately
owned and driven by
C. W. Johnstone.

3RD

IN 1,500 C.C. CLASS.

FIRST BRITISH CAR TO FINISH.

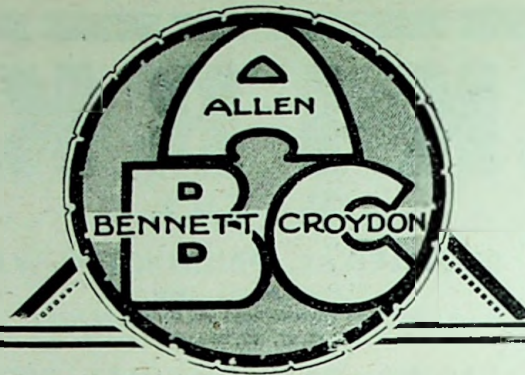
*During Show Week our cars
can be seen and tried at*

BLACK & FINCH, 222, Great Portland Street.

Telephone:
Mus. 2211.

W. G. THOMAS & FRAZER NASH, Ltd., London Rd. Works, Kingston-on-Thames

Telephone: 3610.



Looking Ahead!



There will appear very shortly in *The Light Car and Cyclecar* an announcement of considerable interest to Economy Motorists, relating to the activities of the ALLEN-BENNETT MOTOR CO., LTD., for the 1926 Season. It will at once be apparent that the leadership which Allen-Bennett's have gained in the Light Car field will be still further developed. And these developments will mean that the BIG STOCKS for which Allen-Bennett's have always been noted will be still bigger; PROMPT DELIVERIES will be even more expeditious; and the unique facilities and "Lasting Service" that have established Allen-Bennett's as one of the most successful enterprises of its kind in the country, will even more thoroughly commend themselves to the ever-growing numbers of their customers.

EXCHANGES.

Nowhere are the facilities for EXCHANGING your Car so generous as they are at Allen-Bennett's. If you like, A.-B's will take over your present Car NOW, paying an agreed proportion of its value in cash, retaining the rest as deposit on a new 1926 model whenever you may want it.

EXTENDED PAYMENTS.

As "Pioneers of REALLY CONVENIENT TERMS" Allen-Bennett's offer you arrangements that essentially appeal to business men. Their essential basis is a reasonable preliminary deposit, and the balance spread over a period so adjusted that the monthly payments are comparatively light, leaving you a margin to ENJOY your Car whilst paying for it.

Always in Stock for 1926:

AUSTIN, CLYNO, HUMBER,
LAGONDA, MORGAN, RILEY,
ROVER, SINGER, STANDARD.

Almost any make of Car Supplied or Exchanged.

Special Note!

Always an unequalled selection of SECOND-HAND LIGHT CARS—amazing bargains at all times. No better place to buy Second-hand than at Allen-Bennett's.

**Allen-Bennett
Motor Co., Ltd.**
8-9-10-11, Royal Parade,
WEST CROYDON.

Croydon 2450-1 & 968.

"Track, Croydon."

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

Buses 12a, 19a, 34,
49a, 58, 59, 75, 134,
158, 159, etc., pass
by or near.

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

SECOND-HAND AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

Uowing 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, Escher 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., 1922, just repainted, in good order, £60 or offer. North London Garage, Corsica St., N.7. 676-w813

A.B.C., 1922 Regent 2-seater and dickey, in exceptionally nice condition throughout, very fast, £75, exchange or terms. Chester Mighall, Stonerliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 671-46

A.B.C. and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-70

A.B.C., 1922, Sports, new tyres, overhauled, repainted, £68. Below.

A.B.C., 1923, Regent, 2 doors, dickey, in first-class order, £80. Below.

A.B.C., 1923, 3-seater, special car, self-starter, Trip'lex screens, etc., £85. Below.

A.B.C., 1926 model, Super Sports, in a class by itself, £275. Below.

Also several others and a wide choice of light cars. Cash, deferred, exchange. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. 'Phone, Putney 2818-19. 671-z573

A.B.C., 1921, Regent, fully equipped, side screens, 2 spare wheels, splendid running order, fast, any trial, Deal district, £62 or near offer. Write, Box No. 2676, c/o "The Light Car and Cyclecar." 671-z571

A.B.C., Surbiton model, 2 doors, dickey, self-starter, £75. Bartlett's, 93 Gt. Portland St. 671-143

A.B.C., 4-seater, starter, mottled aluminium body, extremely nice condition, £60; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 671-134

A.C. cars.

Calthness and Co., Ltd., the A.C. specialists, have for disposal several bargains in shop-soiled and slightly used A.C.s. Write for full particulars. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 671-876

A.C., 1923 model, 2-seater and dickey, painted grey, fully equipped and in first-class condition throughout, price £145. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 671-877

A.C., 1919, first registered 1921, 2-seater, dynamo lighting, etc., re-coachpainted maroon, taxed, little used, perfect condition, any trial, private owner, £75. 'Phone, Mountriew 3043. 672-w970

A.C. Sociable, 1914, 2-seater, really good tyres and spare, engine perfect, very reliable, taxed, £9 10s. K.J. Motors, Bromley. 672-59

A.C. 1921 2-seater with double dickey, painted royal blue, every accessory, splendid car, £85; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1827. 671-17

A.C. 1924 2-seater, dickey, painted blue, A.W. curtains, perfect condition, tax paid, £175. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 671-998

A.C., 1924, 2-seater English body, perfect condition, £190. Smith and Hunter, 90 Gt. Portland St. 671-957

A.C.s and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-69

A.C. 1925 12hp Royal 2-seater, as recently listed at £375; only run very few miles as demonstrator and guaranteed equal to new, £285. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 671-109

A.C., 1923 (July), 12hp 4-seater, very small mileage, £190. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 671-114

A.C. Edwards offer 1920 2-seater, starter, clock, speedometer, excellent condition, 80 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-117

AMILCAR.

Sole British concessionaire for Amilcar spares and cars,

Vernon Balls,

25 High St., Fulham, S.W. 6.

xxx-834

AMILCAR, 1926, Grand Sport, only few weeks old, oil pump lubrication, 4-wheel brakes, grey, hood, many extras, taxed end of year, better than new, unscratched, 50 miles per gallon petrol, 80 m.p.h., cost over £300, accept £260, absolute bargain. Box No. 2674, c/o "The Light Car and Cyclecar." 671-z530

AMILCAR. Boon and Porter, Ltd.,

The Amilcar specialists.

1925 latest model Super Sports 2-seater, finished cream, fully equipped, taxed, very small mileage, complete with hood and V-type screen, fully guaranteed, £195; several others; exchanges and deferred. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 671-35

AMILCAR, special 2-seater, leather body, Hartford, very fast, £135; G.N. part payment. Earls, Ltd., The Vale of Health, Hampstead. 671-116

AMILCAR, 1924, beautiful inlaid wooden boat-shaped sports body, car in splendid condition, £150. Shillan, 150 Southampton Row, London, W.C.1. 671-z689

ARIEL, June, 1923, 9hp occasional four, very little used, private, £70. Baker, 7 Beatrice Ave., Norbury, S.W.16. 671-z650

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).

ARIEL 9, 1924, 3-seater, fully equipped, balloons, excellent condition, as new, £87 10s. Loyues, Eastfield, Comberton, Kildermans. 671-2626

ARIEL 1923 occasional 4-seater, starter, etc., as new, £72 10s. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 671-971

AUSTIN 7, 1924, good condition, speedometer, licensed, mileage 4,600, any trial, £105. Jack Pruett, Weston-super-Mare. 222-186

AUSTIN 7, 1924, electric starter and full equipment, speedy engine, superb condition throughout, any trial, £105. Fryer, Dovo Walk, Uttroter. Phone 112. 673-847

AUSTIN 7, Finchley Motors offer 1924, just repainted, excellent condition, year's tax, £95. 132 High Rd., E. Finchley. Phone 2338. 671-917

AUSTIN, 1925, 7hp, taxed, insured, unusual extras, small mileage, like new, £130. Owner, 15 Leamore St., Hammersmith, W. 6. 671-922

AUSTIN 7, 1924, starter, perfect order, careful owner, 100 guineas. Simpson, Bocking, St. Peter's Avenue, Caversham. 671-2543

AUSTIN, 7hp, 1924, small mileage, tax paid, speedometer, £110. Ratcliffe Bros., 200 Gt. Portland St., W.1. 671-981

AUSTIN 7, 1924, 7hp, chummy model, in new condition, taxed year, clock, speedometer, etc., 107 guineas. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 671-972

AUSTIN 7, 1923, chummy model, taxed year, all-weather equipment, fully equipped, nice order throughout, £82 10s.; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 671-969

AUSTIN 7, late 1923, insured May, 1926, fine order and appearance, Dunlop cord oversize tyres, speedometer, £80. 133 Russell Ave., Wood Green. 671-2598

AUSTIN 7, 1924, e.l. and starter, taxed, good condition, £110. Homecroft, Cheyne Walk, E. Croydon. 671-2594

AUSTIN 7, late 1924, chummy, large body, electric starter, clock, speedometer, shock absorbers, spring gaiters, 5 lamps, dashlamp, Klaxon, pneumatic upholstered seats and many other extras, perfect condition, year's tax, £115 net. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 671-999

AUSTIN 7, 1925 sports 2-seater, electric lighting, starting, balloon tyres, as new, £125. 58 Woodfield Rd., Ealing. 671-2631

AUSTIN 7, 1925 sports 2-seater electric lighting, starting, painted crimson, very smart and fast, £115; terms or exchange. Chester Mill, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 671-45

AUSTIN 7, 1924, speedometer, starter, excellent order, £100. Rice, 41 Egham Rd., Lee. 671-2585

AUSTIN 7, 1924, chummy, electric starter, good tyres, speedometer, taxed, repainted, as new, £102 10s.; exchanges and deferred terms. Below. 671-71

AUSTIN 7, 1923, chummy, fully equipped, oversize tyres, £85. Allber Garage, Thornehill Rd., Earlsfield, S.W. Latchmere 4388. 671-960

AUSTINS and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Bennetors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-71

AUSTIN 7, 1925, complete, as new, licence December, £120. Longney, Oswestry. 671-2553

AUSTIN 7, 1924, in most perfect order, starter, etc., fully licensed, price £98. Welford, St. James St., Brighton. 671-864

AUSTIN 7, 1924, late, electric starter, shock absorbers, excellent condition, only run 5,000 miles, £105. 56 Lenham Rd., Sutton, Surrey. 671-2478

AUSTIN 7, 1924, sports, starter, taxed, very fast, perfect condition, £105; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 671-135

AUSTIN 7, 1924, £100; payments from 10 per cent. down; exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8553. 671-2686

AUSTIN, £190, 1925, Brooklands, specially tuned, as new. 40 Aynhoe Rd., W.14. 671-2683

A.V. monacar, 6hp, painted red with copper discs, £20. A. V. Motors.

A.V. monacars, 6hp and 8hp, lamps, etc., £22. A. V. Motors.

A.V. monacar, aluminium body, copper discs, electric lights, speedometer, etc., £35. A. V. Motors.

A.V. bicar, 8hp J.A.P., in good condition, £28. A. V. Motors.

A.V. runabout, fitted lamps, £30. A. V. Motors.

A.V. bicar, fitted lamps, £30. A. V. Motors.

A.V. runabout, dynamo lighting, speedometer, Hartford shock absorbers, specially fast and sporting, £47. A. V. Motors.

A.V. Motors will take your old car or motorcycle in part exchange for any of the above machines. Deferred terms arranged to suit clients' requirements. Call or write for full list of cars. A. V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 671-872

BAYLISS-THOMAS, 10hp, October, 1923 (new engine and back axle fitted April, 1924), 4-seater body, excellent condition, self-starter and electric lighting, several extras, including luggage carrier, Michelin balloon tyres on rear and Dunlop cords on front 5 wheels 2 spare tyres, engine just overhauled by makers, licensed to June 1925, price £150. Box No. 278, care of "The Light Car and Cyclecar," 16 Bennett's Hill, Birmingham 222-332

BELSIZE-BRADSHAW, 1923, taxed, in good condition, exceptionally fast, 2-seater, £75. Ratcliffe Bros., 200 Gt. Portland St., W.1. 671-979

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

BELSIZE-BRADSHAW and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Bennetors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-72

BELSIZE-BRADSHAW, 1923-1924, 9hp, coupe de luxe, dickey, in tip-top mechanical condition and of very smart appearance, painted chocolate, black wings, taxed December, self-starter, dynamo lighting, speedometer and various extras, leather upholstery, a fine little all-the-year-round car, open to R.A.C.-A.A. examination, £95; deferred if required, Harold Simons. Below.

BELSIZE-BRADSHAW, 1923 (August), 9hp, 2-seater, dickey, taxed December, smart appearance, self-starter, dynamo lighting, clock, speedometer, all-weather equipment and various extras, open to R.A.C.-A.A. examination, £70; deferred if required. Harold Simons, 201 Maro St., Hackney, E.9. Clissold 5018. Always open. 671-707

BELSIZE-BRADSHAW, Edwards offer 1924, 9hp, 2-seater, sunk dickey, starter, clock, speedometer, Hartford, exceptional condition, 80 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-131

BLERIOT-WHIPPLETS. Several 1923 2-seaters, fully equipped with electric lighting, spare wheel, 8hp Blackburne engine, etc., £35; deferred terms and exchanges. Andrews's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 671-18

BLERIOT-WHIPPET, 2-seater, 1920-21, 9hp Blackburne engine, spare wheel, electric lamps, perfect running order, £14 10s.; another 1921 model at £16 10s. Teddington Garage, 100 High St., Teddington, Kingston 2562. 671-2652

B.S.A., 1922-23, 10hp 2-seater, dickey, dynamo, self-starter, clock, speedometer, etc., magnificent condition, £68; exchanges, deferred, 63 Solon Rd., Brixton. 671-2627

BUGATTI, 1923, 16-valve model, 3-seater body, repainted green with black wings, dynamo lighting, speedometer, gradient meter, car is capable of high speeds, price £180. John Pollitt and Son, 37-41 Renshaw St., Liverpool. 671-62

BUGATTI, genuine 1922 Le Mans, self-starter, dynamo, very complete with numerous extras, special sports all-aluminium 2-seater, guaranteed speed given, £175; exchanges, etc. 5 Putney Bridge Rd., Wandsworth, Putney 2728. 671-86

BUCKINGHAM, £35; exchanges, deferred payments. 1922-23 Buckingham 2-seater, dickey, dynamo, detachable wheels, good condition. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 671-93

CARDENIS! Cardenis!! Do you want a genuine bargain in one of these nice little 2-seaters? Fully equipped and overhauled, from £18 to £30; deferred payments and exchanges. Andrews's Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 671-19

CARDEN, £38; 1924, 4-seater, taxed, equipped, mileage 700; also 1923 4-seater, £35; choice of six others. Exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 303. 671-48

CALCOTT 1923 10.5hp 2-seater, double dickey, dynamo lighting, starter, all-weather equipment, splendid condition, taxed for year £99 10s. Wilkins, Simpson, opposite Olympia, London. 671-2665

CALTHORPE 1922 4-seater, starter, curtains, repainted as new, any trial, £85. 43 Green Lane, Penge, Sydenham 604. 671-983

CALTHORPE, 1923, 10-20, drop-head coupe, dickey seat, starting and lighting, taxed to December, £115, cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 671-905

CALTHORPE, 1921, 2-seater, special Mulliner sports, excellent condition and tyres, nearest £78. Davies, 11 Harle St., Neath. 672-2535

CALTHORPE specialist. Exchanges. Deferred payments. 1920 all-weather 4-seater, starter, £69; 1921 all-weather 4-seater, starter, £75. Magnificent 1922-23 Vee-front 4-seater all-weather saloon, £110; 1923 Calthorpe de luxe all-weather 2-seater, dickey, 4 speeds, £99. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 671-91

CALTHORPE, 1919, 4-seater, 10hp, smart appearance, excellent order throughout. Exchange motorcycle with some cash. Newham's Showrooms, Heath Rd., Twickenham, London. 671-63

CALTHORPE, 1923, semi-coupe 2-seater, roomy dickey, dark blue, excellent condition, taxed, £125; exchange cheaper car. Newham's Showrooms, Heath Rd., Twickenham, London. 671-62

CALTHORPE, 1922 10hp, 2-seater, excellent condition and smart appearance, fitted Hartfords and many extras, £75 or offer. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 671-36

CALTHORPE, Edwards offer 1924 12-20 2-seater, sunk dickey, starter, speedometer, leather upholstery, all-weather equipment, excellent order, 120 guineas. Below.

CALTHORPE, 1922, 10-15 all-weather coupe, 2-seater, sunk double dickey, starter, speedometer, superb condition, 89 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-128

CALTHORPE. Another bargain! 100 guineas! 1923 (June), 10hp Calthorpe de luxe 4-seater, taxed December, very smart appearance, and in fine mechanical condition, open to R.A.C.-A.A. examination, upholstered in red antique leather, self-starter, dynamo lighting, clock, speedometer, electric and bulb horns, double deflector screen, rigid side curtains, etc., 100 guineas; deferred if required. Harold Simons, 201 Maro St., Hackney, E.9. Clissold 5018. Always open. 671-2705

CHARRON, 9hp, 2-seater, dickey, dynamo lighting, 4 new Dunlops, just overhauled at a cost of £35, any trial or examination, taxed year, £40; exchanges, deferred. Ealing Car Agency, Boileau Rd., Ealing 3265. (Opposite North Ealing Underground.) 671-99

CITROEN 7, 1925, 2-seater, condition perfect, £100. 40a Meadow Rd., Shortlands. 671-2537

CITROEN, 1924 (July), 7.5, 2-seater, fully equipped, taxed, perfect, £83. James, 4 Elm Grove, Cricklewood. 671-2609

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C. 1.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

CITROEN, 1925, 7hp, clover-leaf 3-seater, as new, little used, taxed and insured, £129. Rowe Bros., 95 Lower Addiscombe Rd., Croydon. 671-607

CITROEN, £48, 1920, 10.4hp, 2-seater, dynamo, new hood, taxed, trial, 406 York Rd., Wandsworth. 671-2603

CITROEN 7, 1925, clover-leaf 3-seater, clock, speedometer, balloons, as brand new, £112. Below.

CITROEN, 11.4, 1923, English body, 2-seater, double dickey, starter, taxed, excellent condition, £92; exchanges and deferred terms. Alhbor Garage, Thornaxett Rd., Earlsford, S.W. Latchmere 4388. 671-969

CITROEN, 1924, 7hp, 2-seater, starting, lighting, 5,600 miles, perfect, taxed, £90. Girdlestone, Darham, Petersfield. 671-z589

CITROENS and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-73

CITROEN, 11.4hp, 1923, English 2-seater, painted green, tyres sound, insured, excellent mechanical condition, car has been very carefully used, any trial, £135. Kingsley, 46 Aldborough Rd., Seven Kings, Ilford. 671-z488

CITROEN, 1925, 7hp, 3-seater, starter, all accessories, as new, £120. Box No. 2668, c.o. "The Light Car and Cyclecar." 671-z444

CITROEN, exceptional bargain, 11hp, English body, 4-seater, new but slightly shop-soiled, £185, cannot be repeated. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 671-2668

CITROEN, 1925, 7hp, cloverleaf model, very little used, small mileage, absolutely like new, fully guaranteed, balloon tyres, self-starter, brand new last month, £125. Wilkins, Simpson, opposite Olympia, London. 671-2673

CITROEN, £95, 1924 4-seater, starter, tax paid for the year, really good order, bargain. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 671-85

CITROEN, 7hp, 1925, 3-seater clover-leaf, dynamo lighting, self-starter, all-weather equipment, insured to March, 1926, absolutely as new throughout, £110. 83 Penshurst Rd., Thornton Heath. Phone 1572. 671-88

CITROEN 7hp late 1924 2-seater, starter, electric horn, lighting, balloon tyres, excellent condition throughout, tax paid, bargain, £80. Wilkins, Simpson, opposite Olympia, London. 671-2674

CITROEN, cloverleaf 7.5, 1925, as new, £110. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 671-161

CITROEN, 1924, 11.4hp, 4-seater, balloon tyres, all-weather equipment, in fine condition, £122 10s.; deferred terms. Bartlett, 93 Gt. Portland St. 671-143

CITROEN, Edwards offer 1924 11.4 de luxe English 4-seater, fully equipped, rear screen, excellent condition, 135 guineas. Below.

CITROEN, 1924 model 11.4 English de luxe 2-seater and dickey, fully equipped, excellent condition, 115 guineas. Below.

CITROEN, 1925 7.5 cloverleaf 3-seater, fully equipped, speedometer, superb condition, 115 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 671-118

CITROEN, 4-seater, 10hp, new condition; terms, £7, and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 671-2696

CITROEN, 1925, £110, 3-seater, 7hp, starter, taxed, small mileage. Standard Garage, New-inn-ball St., Oxford. 671-z689

CITROEN 7, 1925, £75; payments from 10 per cent. down; exchanges. D. Ralston and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 671-2687

CITROEN 7, 2-seater, taxed, speedometer, extremely good condition, £65; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 671-132

CITROEN, 1924, 7hp, 2-seater, lighting, starting, very nice condition throughout, overhauled, £85; exchange or terms. Below.

CITROEN, 1923, late, 11.4hp, English body, 4-seater, rigid A.W. curtains, excellent order throughout, taxed to December, £105; terms or exchange. Below.

CITROEN, 1923, 11.4hp, English body, 2-seater and double dickey, electric lighting, starting, very nice order, taxed, £100; terms or exchange. Chester Mighall, Stourcliffe St., Edware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 671-43

CITROEN, 1925, 2-seater, 7hp, mileage 2,000, new condition; exchange cheaper car, motorcycle, offers wanted. Newnham's Showrooms, Heath Rd., Twickenham, London. 671-61

CITROEN, 1925, English body, 4-seater, mileage 1,200, new condition, £178; exchange cheaper car, motorcycle. Newnham's Showrooms, Heath Rd., Twickenham, London. 671-60

CITROEN, 1925, 7.5hp, 2-seater, fitted with every conceivable accessory, as brand new throughout, £105. Below.

CITROEN, 1922, 11.4hp, 4-seater, self-starter, lighting, clock, speedometer, rear screen, etc., paintwork and tyres as new, mechanically perfect, taxed, £77. Below.

CITROEN, slightly showroom soiled, 11.4, English body, complete makers' specification, guarantee, 190 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 671-39

CITROEN, late 1924, 11.4, English 4-seater, lighting, starter, all-weather equipment, etc., done 5,000 miles only, £135; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 671-26

CITROEN, 4-seater, lighting and starting, overhauled throughout, guaranteed perfect condition, tyres good, first-class family car, £75. Goodland, East St., Tonbridge. 672-z635

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

CITROEN, 1920, 10hp, 2-seater, dynamo, self-starter, excellent condition, £45; exchanges, deferred. 63 Solon Rd., Brixton. 671-z630

CLULEY, small 4-seater, last year's cost £290, mileage 3,500, condition as new, £155, taxed. Field's Garage, Parkstone, Dorset. 672-z36

CLULEY, latest model, 2-seater, fullest equipment, shop soiled only, £200. Smith and Hunter, 90 Gt. Portland St., W. 1. 671-956

CLULEY, 1923, 11.4hp, 2-seater and dickey, dynamo and starter, excellent order, fully equipped, licensed and guaranteed, £125; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-934

CLULEY, Edwards offer 1922 10hp 2-seater, sunk dickey, starter, speedometer, leather upholstery, excellent condition, 75 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 671-129

CLYDE, 8hp, 2-3-seater, White-Poppe twin w.c. engine, Lucas dynamo lighting, used few trials, otherwise as new, £95. Exchanges arranged. Wait and Co., Ltd., Leicester. 671-881

CLYDE, 8hp twin, new hood, new back tyres, guaranteed perfect order, reliable little car, £25. Wait and Co., Ltd., Leicester. 671-883

CLYNO, 1924, 4-seater, starter and lighting, all-weather equipment, fully equipped, original condition throughout, taxed, £115; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 'Phone, Museum 5391. 671-968

CLYNO, Edwards offer 1924 4-seater, fully equipped, starter, clock, speedometer, all-weather equipment, excellent condition, 115 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 671-119

COVENTRY-PREMIER, 1922, 8hp, tax paid, dynamo lighting, speedometer, spare wheel, water-cooled engine, 3 speeds, reverse, recently had renovation to extent of £60 by late owner, our price £50; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 'Phone, Putney 1827. 671-20

COVENTRY-PREMIER, 1921, electric lighting, 2 speeds and reverse, single dickey, tax paid, spare wheel, most perfectly kept car, honestly like new, £50; cash, instalments. Saunders Motors, Golders Green. 671-29

COVENTRY-PREMIER, 3-wheeler, in splendid condition, very smart appearance, 3 speeds, reverse, electric lighting, speedometer, dickey, £48 (worth considerably more). Knight, Stockens Green, Knebworth, Herts. 671-z476

COVENTRY-PREMIER, Edwards offer 1922 8hp 2-seater, double dickey, dynamo, speedometer, double windscreen, good order, 42 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 671-120

CROUCH, Edwards offer 1923 11.9 all-weather coupe, 2-seater, dickey, 4-cylinder engine, starter, excellent condition, 99 gns.; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 671-121

DAY-LEEDS, 1921, 10hp, 2-seater, central controls, detachable wheels, dynamo lighting, insured December, any trial, £40. Laws, 13 Glenely Rd., Brixton, S.W.2. 671-987

DERBY, 1922-23, 2-seater, 8hp, 4 cylinders, dynamo lighting, 2 spare wheel, excellent condition, £40; exchanges, deferred. 63 Solon Rd., Brixton. 671-z628

D'YRSAN, 1925, late May, special sports body, 12-volt lighting and starter, owner purchasing super sports; call after 7 p.m., or write. 70 Manville Rd., Balham. 671-z643

ENFIELD-ALLDAYS, 1923 model de luxe, 2-seater with double dickey seat, dynamo and starter, new balloon tyres, etc. This car is a real beauty and in splendid order and condition, bargain, £125; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 671-28

ERIC-CAMPBELL, 1924, chummy model, dynamo lighting, excellent condition, fully equipped, licensed and guaranteed, £105; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-935

ERIC-CAMPBELL, 1924, de luxe, 10hp, 2-seater, double dickey, electric lighting and starting, clock, speedometer, spring gaiters, boot cover, just repainted and reupholstered, 55 m.p.h., 40 m.p.h., convincing trial run gladly given, £160 or offer. Box No. 2135, c.o. "The Light Car and Cyclecar." 222-305

ERIC-CAMPBELL, 1921, all-aluminium sports 2-seater, small mileage, taxed December, 50 guineas. Upways, Roundwood Park, Harpenden. 671-z638

FRAZER-NASH, 1925, fast tourer, 3-seater, Hartfords all round, clock, rev. indicator and good tyres, only done 5,800 miles, aluminium body, as new, price £245. William G. Thomas and Frazer-Nash, Ltd., London Rd., Kingston-on-Thames. Telephone, Kingston 3610. 676-794

G.N.s. Vadium Co., the G.N. specialists, offer the following carefully selected cars:—

G.N., Superb Vitesse model, overhead camshafts, beautifully streamlined polished aluminium body, Hartfords all round, phenomenally fast, ideal for enthusiast who wishes to combine fast touring with competition work, £95.

G.N., late 1922, Frazer-Nash, o.h.v., beautiful polished aluminium body, very fast and flexible, many extras, taxed 1926, £56.

G.N., 1922 (December), excellent paintwork and upholstery, dickey seat, fully equipped, £42.

G.N., 1922, standard touring, dickey, £45.

G.N., late 1921, really good, splendid tyres, £28.

G.N., 1921, reg., excellent order, £29; another, £27.

G.N. Others in stock; deferred terms; spares or o.h.v. sets for any cars above. Open Saturdays. 'Phone, Willesden 692. Vadium Co., 37 Beaconsfield Rd. (near L.G.O.C. Garage), Willesden Green, N.W. 10. 671-914

G.N.s. F.O.C.H., Ltd., have several. Bargains. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30, Sundays till 2.30. 671-937

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- G.N., late 1922, dynamo lighting, speedometer, mechanical oiling, new hood, windscreen wiper, new tyres, very good mechanical condition, excellent appearance. 24 Brackley Rd., Beckenham. Ravensbourne 1737. 671-2549
- G.N., 1921, repainted, overhauled, electric light, spare wheel. £30. Blackwell, Lansdowne Rd., Croydon. Phone 338. 671-2540
- G.N., 1922, 2-seater, dickey, £50, 5 interchangeable wheels, disc, speedometer, dynamo, etc., fast, annual trial and examination invited. T. H. B., 106 Carlingford Rd., West Green, N.15. 671-2544
- G.N.s. Earle, Ltd. Below are a few of our bargains.
- G.N., 1921 French model, staggered seats, fully equipped, £24.
- G.N., 1922, yellow body, aluminium bonnet, taxed, £42.
- G.N., 1921 (late), domed wings, dickey seat, £30.
- G.N., 1922, Frazer-Nash o.h.v., electric horn, dickey, £55.
- G.N., 1922, dynamo, dickey, grey finish, perfect, £48
- G.N., 1922, blue finish, dynamo, dickey, etc., £42.
- G.N.s. Earle, Ltd., The Vale of Health, Hampstead. Phone, Hampstead 3287. Open till 9 p.m. Friday, 1 p.m. Saturday. Book to Hampstead Tube Station. 671-116
- G.N., 1923, 4-cylinder 9hp, £60, excellent condition, taxed, dynamo, all-weather, speedometer, dickey, a bargain. 6 Worcester Place, Oxford. 671-2692
- G.N. Edwards offer 1922 8hp 2-seater, dickey, dynamo, clock, speedometer, excellent condition, 39 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-122
- G.N., a bargain, £39, 1922 (late), G.N. 2-seater and dickey, dynamo lighting, speedometer, electric horn, and various extras, any trial with pleasure, £39. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 671-2706
- G.N., 1921, 2-seater, in wonderful condition, polished aluminium body, dynamo, speedometer, spare wheel, tyres as new (oversize) £45; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 671-21
- G.N. Before deciding to purchase an ordinary second-hand G.N., write for particulars of rebuilt ones in guaranteed condition. Godfrey Motors, Manor Rd., Richmond. Phone 5024. 671-10
- G.N., 1922 Legere, aluminium body, specially fast, £47 10s. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 671-973
- G.N., 1923, 9hp, o.h.v. 4-cylinder, 2-seater coupe, dynamo lighting and starter, Bosch electric horn, newly painted, excellent order, £80. 122 Havestock Hill, N.W.3. Hampstead 1928. 672-2620
- G.N., 1921, dynamo lighting, etc., in good condition, £40. A.V. Motors. 671-873
- G.N., in good condition but not overhauled, £25. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 671-873
- G.N., 1921, painted blue with red wheels, polished aluminium dashboard, tyres excellent, hood, windscreen, spare wheel, 4 lamps, dashboard lamp, Watford trip speedometer, horn, etc., 25 gns.; another same price. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 671-891
- G.N., 1920, dynamo lighting, speedometer, spare wheel, 4 new tyres, excellent condition, fast, £25. 18 St. Edmund's Terrace. St. John's Wood. 671-2475
- G.N., £35; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, shock absorbers, repainted sage blue, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 671-96
- G.N. special 2-seater, o.h.v., very fast, £42 10s.; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 671-87
- G.N., 1920, 2-seater, electric lighting, good order; exchange motorcycle and small cash adjustment. Newnham's Showrooms, Heath Rd., Twickenham, London. 671-64
- G.N., 1920, first registered 1921, dynamo lighting, 6 wheels and tyres, speedometer, taxed, recent £10 engine overhaul, first £20. 64 Clayton Rd., Hayes, Middlesex. 671-2632
- G.W.K., must be sold, room wanted. 1921 4-cylinder chassis, dynamo lighting, £20; another, with box van, £22 10s.; also quantity spares, cheap. W.J.C. Motors, 5 Addison Avenue, Holland Park, W.11. Park 2071. zzz-851
- G.W.K., 1921, 2-seater, dickey, 10.8hp engine, recently overhauled, £32. 166 Station Rd., Hendon. 671-2550
- G.W.K., 1925, one of the smartest G.W.K. cars on the road, 2-seater and dickey, dynamo, starter, double windscreen, speedometer, clock, balloon tyres, spare never used, dark blue colour, beautiful condition, £150 or near. 20 Gramere Rd., Muswell Hill, N. 671-2618
- G.W.K., 1920-21 2-seater, dickey, 4-cylinder, new appearance, fast, any trial, £45. 43 Green Lane, Penge. Syd. 604. 671-984
- G.W.K. Messrs. G.W.K., Ltd., Cordwallis Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 671-899
- G.W.K., 1921, 4-seater, perfect mechanical condition, taxed, £35; exchanges, deferred. Ealing Car Agency, Bolleau Rd. Ealing 3265 (opposite North Ealing Underground). 671-98
- G.W.K., 1921, 2-seater and double dickey, 10.5hp, 4 speeds and reverse, C.A.V. dynamo lighting, spare wheel, Cowey speedometer, usual equipment, an exceptional bargain at £32. Teddington Garage, 160 High St., Teddington. Kingston 2562. 671-2650
- G.WYNNE S. second-hand cars, all models, overhauled and guaranteed, from £100. Chinery, Wynne Specialist, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-929

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- G.WYNNE, 8hp, sporting 2-seater, late 1923, perfect condition, £95; exchange chummy. Comerford's Motor Exchange, Portlancuth Rd., Thames Ditton. 671-2615
- G.WYNNE, 1923, chummy, starter, Hartfords, all-weather, tyres renewed, car perfect, taxed, insured, £95; others. 18 Chepstow Rd., New-
port. 671-2600
- G.WYNNE. London Service Depot for all overhauls, bodywork and spares, also for Albert cars. Advice and estimates free. Second-hand Gwynno cars bought and sold. Nevill G. Gwynne, Church Wharf, Chiswick. Phone, 1780 Chiswick. 671-713
- G.WYNNE, 1925, chummy, 4-seater demonstration model, practically new, reduced price £165, taxed and guaranteed; also second-hand models; deferred terms. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 671-159
- G.WYNNE, 1923, chummy, fast, taxed, spare wheel, many extras, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 671-162
- HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94, Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 704-g326
- HILLMAN, 9hp, 2-seater, dickey, taxed year, perfect condition throughout, 5 wheels, electric light, Bosch magneto, £40. Taylor, 36 Hogarth Rd., Earl's Court. 671-2601
- HORSTMAN, £62; exchanges, deferred payments; 1920 Horstman 4-seater, 11hp, lighting, starter, spare wheel, speedometer, rear screen, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 671-94
- HORSTMAN, £85, genuine bargain, registered 1922, 200-Mile racing, 4-speed and reverse, front-wheel brakes and complete, guaranteed speed will be given; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 671-85
- HORSTMAN, £70; 10hp saloon 4-seater, dynamo, speedometer, clock, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 671-160
- HORSTMAN, 1921, 10.5hp, 2-seater, good condition, £40. 185 Greenvale Rd., Eitham, S.E.9. 671-2645
- HUMBERETTE, water-cooled, electric lighting, spare wheel, exceptional condition, taxed, £25. 17 Garden Ave., Mitcham, S.W. 671-2718
- HUMBERETTE, 9hp, 2-seater, dickey, lighting set, complete, £30. 73 St. Andrew's Drive, Skegness. 671-596
- HUMBER, 1924, chummy model, dynamo and starter, fully licensed and guaranteed, £125; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-932
- JOWETT specialists. Main agents. Immediate delivery new and second-hand cars, spare parts, overhauls, bodywork, etc. Westminster Bridge Garage, Jowett Service Station, 5 Lambeth Palace Rd., S.E.1. Phone, Hop 5279. zzz-345
- JOWETT, 2-seater, 1923, £85. Paulton's Garage. Telephone, 1335 Wolverhampton. zzz-398
- JOWETT, 1924, 2-seater, etc., starter, price £98, condition perfect, tax paid. Welford, St. James St., Brighton. 671-865
- JOWETT, 1923, full 4-seater, blue, electric starter, additional large headlights, 700 by 80 tyres, 1925 type induction and lighting systems, exceptionally sound mechanical condition, tax paid 1925, 90 guineas. 1924 2-seater Jowett, grey, with dickey, electric starter, 2 spare wheels, in first-class condition, recently repainted, £100, or nearest offer. James Parker and Son, Motor Specialists, Kewdale. 671-2445
- JOWETT, 1924, 2-seater, oversize tyres, price £85, tax paid. Welford, St. James St., Brighton. 671-866
- JOWETT, 1924, new balloons, dickey, screen, electric horn, dash, perfect, £118. Box No. 2678, c/o "The Light Car and Cyclecar." 671-2538
- JOWETTS. F.O.O.H., Ltd., the London Depot and Service Station, hold a large stock of new and second-hand Jowetts, 5 Heath St., Hampstead. (Near Tube.) Weekdays 9 till 8.30. Sundays till 2.30. 671-938
- JOWETT, 1925, 2-seater with dickey, starter, oversize tyres, speedometer, insured March, 1926, taxed December, low mileage, and in perfect condition, £120. Offord and Sons, Ltd., 94 Gloucester Road, S.W. 671-156
- JOWETT, R. G. Gamble, authorized agent and specialist. New and reliable second-hand Jowetts; numerous testimonials from satisfied customers. Below.
- JOWETT, R. G. Gamble, South-east London Service Depot. When in trouble consult the specialists. Below.
- JOWETT, R. G. Gamble offers 1924 2-seater, dickey, mileage 5,500, specially good throughout, £95. 16 and 22 Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 671-30
- JOWETT, 69 guineas, 1922, 7hp, 2-seater, dickey, dynamo, new tyres, just overhauled; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 671-51
- JOWETT, 1925, 7hp, 2-seater and dickey, starter, balloon tyres, speedometer, etc., taxed 1925, as brand new, £130; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 671-38
- JOWETT, 1925, 7hp, 2-seater and dickey, balloon tyres, guaranteed equal to new, £128. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 671-110
- JOWETT 4-seater, latest type, on balloons, cost £190, our price £120; payments from 10 per cent. down; exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 671-2688
- LAGONDA, 1921 coupe, starter, very smart and running perfectly, any trial, £70. 43 Green Lane, Penge. Syd. 604. 671-982

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2s. net. 2s. 3d. post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

LACONDA saloon, 1925, in beautiful condition, licensed, scarcely used, £290. Below.

LACONDA coupe, 1925, small mileage, many extras, taxed, perfect throughout, £245. Smith and Hunter, 90 Gt. Portland St. 671-954

LACONDA, 12-24hp saloon, painted dark blue, upholstered Bedford cord, fitted with front-wheel brakes and balloon tyres, C.A.V. lighting and starting set, clock, speedometer and driving mirror, in excellent condition, small mileage, £280.

LACONDA, 12-24hp, all-weather saloon, painted jade green, upholstered real antique leather to match, fitted with front-wheel brakes and balloon tyres and complete standard equipment, in first-class condition, £285. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., W.6. 671-902

LACONDA, 1924, 4-seater, dynamo and starter, excellent order, £165; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-933

LACONDA, 1921, 11hp, coupe and dickey, starter, etc., £77 10s. Bartlett's, 93 Gt. Portland St. 671-144

LECOY, 9hp Blackburne engine, 2-seater, dynamo lighting, well-shod, a very fast and reliable runabout, £32 10s.; deferred terms and exchange a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 671-2

L.S.D., 3-wheeler, 1923, 8hp J.A.P. engine, interchangeable wheels and spare, 2 speeds and reverse, D.A. lighting, £58. Rivers, St. Elliotts, Crowborough, Sussex. 671-z276

MARSEAL, 1923, 2-seater, double dickey, aluminium body, starter, dynamo, spare wheel, taxed, insured, £69. W. T. Holmes, Officers' Mess, R.A.F., Eastchurch. 671-z534

MATHIS, 1923, first registered 1925, 8hp, 2-seater, starter, condition and tyres good, £75. 355 Richmond Rd., East Twickenham. 671-w324

MORGANS, James and Co. (Sheffield), Ltd., 261-7 Eccleall 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-441

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

MORGAN Service Depot, North Yorkshire. Officially appointed repairers by Morgan Motor Co. Spare stockists. New and second-hand models. North Riding Haulage Co., Ltd., Clarence St., York. zzz-187

MORGAN, 10hp, o.h.v., Grand Prix engine, had makers' overhaul, oversize tyres, perfect running order, £50. Phone, Clissold 1666. 37 Walford Rd., N. 16. 672-w950

MORGAN, 1923, de luxe, 8hp, water-cooled, speedometer, tax paid year, £75. On view, Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-498

MORGAN, Aero, 1925, 10hp o.h.v., water-cooled, dynamo lighting, oversize tyres, speedometer, very small mileage, as new, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-462

MORGAN, 1925, de luxe, J.A.P., dynamo lighting, speedometer, taxed, insured, low mileage, indistinguishable from new, £85. K.J. Motors, Bromley. 672-60

MORGAN, G.P., 1921, M.A.G., w.c., new hood, side screen, etc., well equipped, splendid condition, £52 10s. 13 School Lane, Addlestone, Weybridge, Surrey. 672-w998

MORGAN, Family, 1925, new Juno, J.A.P., air-cooled, good condition, £90. 16 Norfolk Rd., Barking. 671-z443

MORGAN, Aero, J.A.P., new Juno, i.w. brakes, speedometer, hood, perfect, guaranteed 60 m.p.h. and 60 m.p.g., £120. Earlsdon, Queen's Rd., High Wycombe. 671-z181

MORGANS. Homac's have for disposal the following guaranteed Morgans:-

1924 De Luxe, w.c. J.A.P., dynamo, unused this year, £97 10s.

1924 Grand Prix, o.h.v. w.c. Blackburne, new tyres, £110.

1924 De Luxe (October), w.c. J.A.P., dynamo, speedometer, etc., £105.

1922 Grand Prix, M.A.G., dynamo, hood, tax paid, £67 10s.

1918 Grand Prix, 8hp J.A.P., w.c., fully equipped, £47 10s.

1922 Popular, a.c. M.A.G., fully equipped, just overhauled and repainted, perfect, £42 10s.

Exchanges or deferred terms arranged on any of the above. Homac's, Official Morgan Service Depot, 243-247 Lower Clapton Rd., E. 5. Phone, Clissold 2408. 671-962

MORGAN, Family, 1923 M.A.G., w.c., maroon, dynamo light and horn, front starting, quite first class mechanically and in appearance, £100. 17 Mulrick Rd., Catford, S.E. 6. 671-z587

MORGAN, 1925, Family model, perfect condition, trial, £110. Dayken Grant, Olenfold, Leicester. 671-z616

MORGAN, 1921, J.A.P., w.c., G.P. model, gas and electric, good tyres, fast, taxed, insured July, 1926, £48. Down, 10 Glebe Rd., Bromley, Kent. 671-z612

MORGAN, de luxe, M.A.G. engine, good condition, £40. 4 Old Park Villas, Palmers Green. Phone, 939 Palmers Green. 671-z611

MORGAN, G.P., w.c., aluminium body, electric lighting, fast, £35. 32 Olidden Rd., Clapton. 671-z610

MORGAN, 1921, G.P., J.A.P., dynamo lighting, repainted, overhauled, perfect condition, any trial, £65. Stevens, 11 Lonsler Mews, Bayswater. 671-z608

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, De Luxe, 1924, w.c. J.A.P., dynamo lighting, smoke blue, small mileage, good as new, £88. Hopkins, 35 Harcombe Rd., Stoke Newington, N. 16. 671-z604

MORGAN, Aero, J.A.P., April, 1925, under 5,000, excellent condition, £110. 15 Windsor Rd., Holloway. 671-z593

MORGAN, Anzani, w.c., 1925, De Luxe, Olympia Show model, cost £150, many extras; particulars on application, any trial, £105. 254 St. John St., E.C. 1. 671-z593

MORGAN, 1920 de luxe, M.A.G. engine, taxed and fully insured, any trial, £36. 19 Valney St., Tooting. 671-909

MORGAN, 1922, G.P. M.A.G. engine, dynamo lighting, electric and bulb horns, as new, £78 10s.; 1923-4 G.P. Anzani, dynamo lighting, speedometer, exceptionally fast, as new, £85; cash, deferred or exchange. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 671-908

MORGAN, 1925, Aero, straight-sided cords, Cowey, hood, mileage 2,000, absolutely unsoiled, £125, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 671-z574

MORGAN, J.A.P., 1924, G.P., new front tyres, springs, sliding axles, chains, taxed, electric horn, speedometer, £85. 133 Fawnbrake Ave., S.E. 24. 671-z542

MORGANS, several in stock; motorcycles accepted part payment; list on request. Newnham Showrooms, Heath Rd., Twickenham, London. 671-65

MORGAN, late 1924, o.h.v., Blackburne, Lucas dynamo lighting, ventilation cowls, 80 m.p.h. speedometer, aluminium discs, tyres unmarked, mileage 1,600, perfect condition, £95; exchanges. 67 First Avenue, Mortlake. 671-z658

MORGAN, Blackburne, 1924, standard, roomy body, taxed December, low mileage, splendid condition, buying car, £70. Moon, 3 St. Albans Villas, Highgate Rd. Monview 5286. 671-z657

MORGAN Popular, late 1922, 10hp M.A.G., small mileage, unused 2 years, splendid condition, new tyres, taxed, £52 10s. 76 Higher Drive, Purley. 671-z656

MORGAN 1925 Aero Anzani, painted red, flared wings, hood, speedometer, s.s. tyres, straight-through exhausts, air cushions, insured, low mileage and in perfect condition, £130. 64 Archfield Rd., Redland, Bristol. 671-z654

MORGAN, family, Anzani engine, speedometer, like new, any trials, nearest £100. Tinson, A.V.T.C., Catterick Camp. 671-z644

MORGAN, 1923, air-cooled 10hp Blackburne engine, oversized tyres, tax paid December, 1925, fast, good condition, £68. Batley, Bilton, Bristol. 671-z639

MORGAN, Grand Prix, 1922, J.A.P., mechanically perfect, little used, fast, reliable, tyres new, clock, speedometer, tax paid, bargain, £69. 6 Jedburgh St., Clapham Common. 671-z634

MORGANS. Best second-hand show anywhere. We specialize in exchanges. This week:-

1921 special Show model Grand Prix M.A.G., elegant old rose and nickel finish, clock, speedometer, bonnet louvers, etc., £52.

1922 purple and black Grand Prix J.A.P., Ace discs, many extras, December licence, £56.

1922 Popular J.A.P., new tyres, electric, fine condition, £42.

1921 M.A.G., de luxe, purple, December licence, £43 10s.

1922-3 special water-cooled J.A.P., de luxe, discs, December licence, just reconditioned throughout by service agents, grand condition, £59 10s.

1922 grey Grand Prix J.A.P., Lucas dynamo, speedometer, December licence, etc., £58 10s., and others.

Call with your exchange proposition. We are unbeatable for value. Maynard's, 368 Hornsey Rd., N.19. Phone, Monview 3294. 671-z678

MORGAN, late 1921, Grand Prix M.A.G., Lucas dynamo lighting, clock, speedometer, spotlight, etc., oversize tyres, guaranteed in first-rate condition, bargain, £55. Flat 7, 56 Tollington Park, N.19. 671-z679

MORGANS, exchanges, deferred payments. 1920 G.P. J.A.P., 2-seater, hood, screen, lamps, fast, smart, £45; 1922 G.P., water-cooled, 6 lamps, speedometer, taxed, smart, fast, £65. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 671-92

MORGAN, Grand Prix, 1923, water-cooled 10hp Blackburne, lighting, side screens, tax paid, excellent condition throughout, £77 10s. Wilkins, Simpson, opposite Olympia, London. 761-z672

MORGAN, Aero, 10hp o.h.v. M.A.G., 1924, electric and bulb horn, oversize tyres, special hood, new chains, insured to April, 1926, taxed, any trial, in perfect condition, good reason for selling, £100. 10 Ravenswood, Bristol. 671-z682

MORGAN 1924 de luxe, special steering wheel, Binks carburettor, speedometer, full kit of tools, dynamo lighting, hood envelope, starting handle in front, taxed 1926, accept small bargain, £95; deferred terms or exchanges. South Ealing Garage (2 minutes South Ealing District Station). Ealing 2983. 671-137

"THE PETROL ENGINE." A concise, complete, and well-illustrated explanation. 2s. net. 2s. 3d. post free.

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control. 2s. 6d. net. 2s. 9d. post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- MORGAN**, 1924 model, G.P., Anzani engine, dynamo, taxed, £75; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 671-133
- MORGANS**, 1924, de luxe J.A.P. water-cooled, speedometer, dynamo lighting, red finished, £100. Below.
- MORGAN**, 1925, de luxe, water-cooled, M.A.G. engine, electric lighting, speedometer, finished purple, £85. Below.
- MORGAN**, 1921 de luxe, water-cooled, M.A.G. electric lighting, speedometer, £70. Below.
- MORGAN**, 1924, 8hp, de luxe, Blackburne engine, water-cooled, Lucas dynamo lighting, finished grey, £105. Below.
- MAUDES' MOTOR MART** for second-hand Morgans. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W. Museum 7676. 671-140
- MORGAN**, Edwards offer 1924 model w.c. Blackburne, dynamo, speedometer, special wide body, excellent condition, 90 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6566. 671-123
- MORRIS-OXFORD**, £32 10s., 8-9hp, 2-seater, well shod, and in good running order, deferred terms and exchanges a speciality. South Ealing Garage, 2 mans. South Ealing Dist. Station. Ealing 2983. 671-3
- NEW GARDENS**, 1924, 2-seater, 7hp, electric lighting, in condition equal to new, £60; other models in stock from £40; deferred terms to suit your pocket. These cars accommodate 2 adults and 2 or 3 children under same hood. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 671-22
- NEW HUDSON**, 3-wheeler, electric lights, 10hp water-cooled M.A.G. engine, spare wheel and interchangeable, licensed December, 65 guineas. V. H. A. Brewster, Sparhawk St., Bury St. Edmunds. 671-2597
- PEUGEOT**, 7hp, fitted with lamps, etc., £29, in good condition. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 671-875
- RENAULT**, 1923-4, 8.5hp, 2-3-seater, very small mileage, lighting, starting, rigid a.w. curtains, excellent order throughout, £120. Terms or exchange. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 671-44
- RENAULT**, late 1924, 2-seater with dickey seat, 8.5 h.p., lighting, starter, balloon tyres, all-weather equipment, £140; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 671-24
- RENAULT** demonstrator, 1925, 8.5hp occasional four, almost new, £180. The Albany Motor Co., 160 Cottrell Rd., Cardiff. 671-553
- RENAULT**, 1925, 8.5hp, occasional 4-seater, all-weather side screens, front-wheel brakes, balloon tyres, speedometer, very small mileage, £170. Coe's Garage, Ipswich. 672-916
- RHODE**, 1923, 10hp, 4-seater, all-weather, starter, etc., tax paid, exceptional condition, £100. Exchanges, deferred payments. Ashbys, 162 Grosvenor Rd., Vauxhall Bridge, S.W.1. Telephone, Victoria 5276-7. 671-2642
- RHODE**, chummy, 1922, splendid condition, taxed December, insured March, every accessory, all-weather, 70 guineas. 105 Churchill Rd., Oroydon. 671-591
- RHODES** and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 671-75
- RHODE**, 1922 model, 9.5hp, occasional 4-seater, repainted 1924, taxed, 60 guineas. 17 Courtney Rd., Waterloo, Liverpool. 671-2532
- RHODE**, Edwards offer 1923 all-weather saloon, starter, clock, speedometer, aluminium body, 2 spare wheels, excellent order, 115 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-124
- RHODE** car, 4-seater, 1922, dynamo lighting, fully equipped, all-weather, owner-driven since new, had very little use, £85, bargain. 671-2677
- RICHARDSON** Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881
- RICHARDSON**, 1921, 2-seater and dickey, 8hp J.A.P. engine, 4 speeds and reverse, electric lamps, usual equipment, overhauled and repainted, perfect throughout, £17; another at £20. Teddington Garage, 160 High St., Teddington. Kingston 2562. 671-651
- RILEY**, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162
- RILEY**, 1925, saloon, on special sports chassis, fitted with F.W.B. pistol-type spotlight, petrol gauge, luggage grid, dimmer switch, internal light, stepmats all round, mechanical and external condition as new, total mileage 2,200, any trial or inspection, £380. 51 Upper Richmond Rd., East Putney. 671-2572
- ROVER**, 1922, de luxe, 2-seater, dickey, speedometer, clock, all-weather equipment, mileage 8,972, perfect condition guaranteed, £65. 4 Kinner Rd. North, Sydenham. 671-w319
- ROVER**, 8hp, de luxe, 2-seater, electric windscreen wiper, etc., still under makers' guarantee, insured and licensed till end of year, owner purchasing larger car, £155; may be seen in Coventry. Apply, Box No. 2670, c/o "The Light Car and Cyclecar." 671-x552
- ROVER**, 8, 1921, 2-seater and dickey, dynamo lighting, good order, £50. Longney, Oswestry. 671-x554
- ROVER**, 9-20hp, 4-seater, blue, 1925 (now August), tax paid, mileage only 2,108, various accessories, including luggage grid and hood envelope, absolutely as new, any inspection or trial, £167 10s. Harvey, Hudson and Co. (next George Hotel), South Woodford, E. 18. Phone No., Wandsworth 2393. zzz-889
- ROVER**, 8hp, dynamo lighting, speedometer, special side screens, etc., price £55. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 671-874

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- ROVER**, 1921, tax paid, exceptionally good on tyres, price £50. Welford, St. James St., Brighton. 671-868
- ROVER**, 1923, tax paid and most exceptional condition, price £75. Welford, St. James St., Brighton. 671-869
- ROVER**, 1925, starter, etc., chummy model, as new throughout, tax paid, price £125. Welford, St. James St., Brighton. 671-867
- ROVER**, 1921, overhauled by makers, 2-seater and dickey, dark blue, Rapson tyres and spares, licensed December, insured March, detachable coupe head, sliding glass sides, also folding hood, with R.O. side screens, smart and perfect condition throughout, £55. 81 Vicarage Rd., Leyton. 671-2277
- ROVER**, 1921-22, 4 new cord tyres, taxed December, just repainted Royal blue, spring gutters, speedometer, mileage 8,500, absolutely perfect, £50. 44 London Rd., Stevenage. 671-x185
- ROVER**, 1925, 9-20hp, 4-door, blue, fully covered end of year, 3,000 miles, perfect, £155 or offer. Cottle, Sydney Mews, Bath. 671-z177
- ROVER** Eights, two, very good condition; motorcycles accepted part payment. List on request. Newham's Showrooms, Heath Rd., Twickenham, London. 671-66
- ROVER**, 8, 58 gns.; 1923 chummy, 4 new tyres, smart appearance, splendid mechanically; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 671-50
- ROVER**, 8, 49 gns.; 1922, 2-seater, new tyres, good hood and upholstery, superb condition, choice of 7 others. Empire Motors, 325 High Rd., Chiswick. Phone 503. 671-49
- ROVER**, 1923, £60; self-starter, dickey, wonderful bargain, taxed December, very smart and mechanically sound. 16 Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 671-31
- ROVER**, 9-20, late 1924, 4-seater, lighting, starter and full outfit, beautiful condition throughout, £125; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W.3. 671-25
- ROVER**, 8, 1924 (August), 4-seater, little used, perfect condition, licensed December, 1925, insured September, 1926, any trial, £70. Spencer, London Rd., Knebworth. 671-2660
- ROVER**, 8, 1924, de luxe, magnificent condition, good tyres, taxed, £75; exchange considered. 113 Edra Rd., Wimbledon. Phone 1439. 671-2655
- ROVER**, 8, 1922, 2-seater, all-weather hood, spares, splendid condition, inspection invited, £80. Yeates, Charnwood, Ilwaco Rd., Lincoln. 671-z648
- ROVER**, 8, 1924, de luxe, 2-seater, double dickey, starter, lavishly equipped, shock absorbers, balloons, spotless condition, £86; another, similar, £79; exchanges and deferred terms. Allier Garage, Thorncroft Rd., Earlsfield, S.W. Latchmere 4588. 671-558
- ROVER**, 8hp, 1922, 2-seater, sloping mahogany dash, with light special steering wheel, extra air, paintwork (blue), nicked, engine excellent order, any trial, £60. Eckerton, 12 Paragon, Blackheath, Lee Green 2366. 671-2584
- ROVER**, 1921, 2-seater, exceptional condition throughout, 45 guineas. Clark's, 223 Hammersmith Rd., W. 6. 671-964
- ROVERS** and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 671-74
- ROVER**, bargain, 1923 (late) model, 8hp chummy model, complete with self-starter, been carefully used and really is in condition as newly new, mileage small, and this car is a real genuine bargain in every way, full electric lighting equipment, £65 for quick sale. E. W. Jackson and Son, Ltd., French Gate, Doncaster. 672-903
- ROVER**, 1921-2, taxed to December, new tyres, repainted, £50.
- ROVER**, 1920-1, taxed to December, dickey seat, £42 10s.; cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 671-907
- ROVER**, 1922 2-seater, dynamo and starter, £75; 1922 2-seater, £60; all fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-931
- ROVER**, 8hp, late 1922, extra large dynamo and battery, electric horn, speedometer, windscreen cleaner, engine and gearbox perfect, bodywork good, £42 10s. or near offer, or would exchange for solo motorcycle and £30 cash. Hulbert, 81 Brownlow Rd., New Southgate, N.11. Phone, Holborn 6177. 671-834
- ROVER**, 8, Finchley Motors offer 1922 de luxe, clock, speedometer, leather upholstery, excellent condition, £55. 132 High Rd., E. Finchley. Phone 2338. 671-919
- ROVER**, 2-seater, about 1922, dynamo lighting, first cash £47 10s. Olympia Motor Show, Wakefield. Phone 735. 671-2548
- ROVER**, 8hp, 1924, 4-seater de luxe, L.C. 93901, starter, shock absorbers, speedometer, clock, mirror and screen wiper, excellent condition and appearance, one ownership, £87 10s. Delancey St. Garage, Camden Town, N.W.1. Hampstead 2012. 671-2546
- ROVER**, 8, 1921, 2-seater, dickey, completely overhauled, repainted maroon, good tyres, dynamo lighting, £47 10s. 31 Lily Rd., Leyton, E.17. 671-2545
- ROVER**, 8hp de luxe, 2-seater and dickey, late 1922, upholstered in leather, rigid screens all round, leather hood, 4 new tyres, spare wheel and tyre, speedometer, clock, extra air valve, steel mat, electric and bulb horns, electric lighting, excellent condition, £80. Box No. 2682, care of "The Light Car and Cyclecar." 671-167
- ROVER**, 1924, de luxe 2-seater, double dickey, dynamo lighting, speedometer, clock, self-starter, all-weather curtains, spare wheel, taxed, insured, bargain, £100. 2 Linden Gardens, High Rd., Chiswick, W.4. 671-2619

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

ROVER 8, 1924, de luxe, 4-seater, dark blue, self-starter, speedometer, clock, petrol gauge, etc., excellent condition, tax, insurance paid, £115. A., 2 Mitchelldever Rd., Lee, S.E.12. 671-z624

ROVER 8, 1924, all-weather, 4-seater, starter, speedometer, clock, low mileage, excellent tyres, taxed, £90. K.J. Motors, Bromley. 673-974

ROVER, 1922, late, 8hp, dynamo lighting, tyres as new, taxed year, perfect condition throughout, bargain, £42 10s.; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 671-978

ROVER, 8hp, 1923, de luxe model, fitted with self-starter, £77 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. 671-980

ROVER, 8hp, saloon coupe, starting and lighting, in good running order, and in nice condition throughout, an ideal all-weather car, £87 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 671-4

ROVER 8, £89 10s., 1924, 4-seater, in A.1 condition. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 671-5

ROVER 8, 1924, 2-seater, dickey, splendid condition, taxed, £70. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 671-16

ROVER, 1923, 8hp, chummy, disc wheels and spare, tyres as new, Lucas dynamo electric lighting, self-starter, recently overhauled, paintwork dark maroon, excellent, complete with all tools, accessories, mat, etc., viewed any evening after 7, no dealers, price £75. Apply, Mann, 48 Normanton Ave., Wimbledon Park, S.W.19. 671-z592

ROVER 8, 1921, 2-seater, in very good order throughout, £46. Below.

ROVER 8, 1923, 2-seater, dickey, numerous extras, £58. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. 'Phone 2818-19. 671-z576

ROVER, Edwards offer the following bargains. 1923, 8hp, de luxe, 2-seater, dickey, starter, clock, speedometer, leather upholstery, superb order, 89 guineas. Below.

1923, 8hp, chummy, fully equipped, excellent condition, 70 guineas. Below.

1923 model 8hp, 2-seater, fully equipped, clock, etc., 59 guineas. Below. 1922 model 8hp, 2-seater, fully equipped, excellent condition, 57 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-130

ROVER 1924 8hp 4-seater; terms £9 and 10 payments of £9, or cash £80. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 671-z700

ROVER, 8hp, 2-seater, £5, and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 671-z699

ROVER, 1922, 8hp, 2-seater, £6 10s., and 10 payments of £6 10s., or cash £65. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 671-z697

ROVER 9, 1924, 4-seater, £135; Rover 8, £38; payments from 10 per cent. down; exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 671-z685

ROVER, 1921, 8hp, 2-seater and dickey, dynamo lighting, speedometer, side curtains, mirror, aluminium plates, screen wiper, engine overhauled by makers, coachwork and upholstery like new, tax paid, bargain! £52 10s. Wilkins, Simpson, opposite Olympia, London. 671-z663

ROVER 8, 1924, chummy de luxe, under 8,000 miles, one ownership, leather upholstery, speedometer, clock, Lucas dynamo lighting, electric horn, mirror, petrol gauge, excellent condition, £85. D. Colonnade House, S.E.5. 671-z676

SALMONSON, 1925, 10hp sports 2-seater, fitted with Hartford shock absorbers, driving mirror, etc., tax paid end of year, splendid condition, very fast, £129. Taylors, 49-53 Sussex Place, South Kensington. zzz-108

SALMONSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmonson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London. W.1. 'Phone, Mayfair 2966. zzz-283

SALMONSON, 1924, 3-seater clover-leaf body, excellent order, starter and lighting, £98; exchanges or deferred. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. 671-47

SALMONSON, 1924, 3-seater, better than new, very fast, £98. Longmans, Exhibition Rd., Kensington. 'Phone 9949. 671-z647

SALMONSON, 1923, 2-seater, dickey, good condition, £68. Hartley, Bolton Lodge, Bolton, Bradford. 671-z646

SALMONSON, 1924, English 2-seater body, starter and lighting, excellent condition, 95 guineas; exchanges or deferred. Clark's, 225 Hammersmith Rd., W.6. 671-965

SALMONSON, November, 1923, 2-seater, dickey, dynamo lighting, spotlight, electric and bulb horns, all-weather curtains, tyres, hood, curtains, sound condition, £90. 94 High Rd., Leyton, Maryland 1945. 671-z590

SALMONSONS and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 671-77

SALMONSON 2-seater, dickey, 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. 671-z698

SALMONSON, Edwards offer 1925 model, 10-15, 4-door saloon, fully equipped, every fitting, f.w.b., balloon tyres, superb condition, cost nearly £400, our price 285 guineas. Below.

SALMONSON, 1923, 10hp sports, 2-seater, starter, clock, speedometer, excellent condition, 87 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-126

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SALMONSON, £87 10s., 1923, 2-seater, recently repainted and overhauled, and in first-class order throughout. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 671-6

SALMONSON, 1924-25, sports 2-seater, lighting, starting, balloon tyres, really fast and very complete throughout, 100 gns.; exchanges, etc., arranged. 5 Putney Bridge, Wandsworth. Putney 2728. 671-84

SCOTT SOCIABLE, 1923, excellent condition, dynamo, tilting steering wheel, tools, spare wheel, dickey, £49. Apply, Tickle's Garage, Old Brompton, Chatham. 671-w176

SENECHAL, super sports, mileage under 2,500, shock absorbers, excellent condition, almost as new, £195. Bateman, 31 High St., Aldershot. 671-w975

SENECHAL and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 671-76

SENECHAL, September, 1925, super sports, 2-seater, light blue body, red wings, 70 m.p.h., splendid all-round performance, Bosch, hooter, speedometer, clock, self-starter, etc., only been 700 miles, just run in, better than new, £210. Box No. 2679, care of "The Light Car and Cyclecar." 671-z606

SENECHAL, 3-seater, just delivered from agents, complete with shock absorbers, seat covers, accessories, to-day's price £255, will sell for £170 immediate cash. 57 Atherton Rd., Forest Gate, Essex. 671-z681

SINGER, 1925, 2-seater demonstration car, small mileage, £170. Sumner Bros., Barrack Sq., Coventry. zzz-192

SINGER, 1925, de luxe, 4-seater, excellent condition, £190. A. Davis and Co., 22 Tooting Bec Rd. 671-z491

SINGER, 10hp, 2-seater, fully equipped, splendid condition, £30. Daysh, 56 Manor Rd., Enfield, Middlesex. 671-z586

SINGER, 10hp, coupe, 2-seater, dynamo lighting, 5 detachable wheels, all tyres as new, splendid running order, £28. Photograph and particulars, Brookier, King's Lynn, Norfolk. 671-z641

SINGER, 1920-21, drop-head coupe, dynamo, self-starter, magnificent condition, £50; exchanges, deferred. 63 Sion Rd., Brixton. 671-z629

SINGER, 1924, de luxe models, several 4-seaters in stock; list on request; motorcycles, cars accepted part payment. Newham's Showrooms, Heath Rd., Twickenham, London. 671-67

SINGERS and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 671-80

SINGER, 1924, 2-seater, exceptionally nice order, any inspection or trial, £120. Harvey, Hudson and Co. (Next George Hotel), South Woodford, E.18. 'Phone No., Wanstead 2393. zzz-890

SINGER, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £145; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 671-888

SINGER, 10hp, 2-seater, dynamo lighting, £35. Wait and Co., Ltd., Leicester. 671-882

SINGERS, F.O.C.H., Ltd., have several 4-seater, excellent condition, bargains. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30. Sundays till 2.30. 671-939

SINGER, 1923, 10hp, 4-seater, dynamo and starter, excellent condition, £95, fully equipped, licensed and guaranteed. Exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-929

SINGER, 1924 model, 10hp, 2-seater, like new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 671-921

SINGER, 2-seater, dynamo lighting, like new, £45 or exchange solo. Olympia Motor Show, Wakefield. 'Phone 755. 671-z547

SINGER de luxe, 1920-21, 10hp, 2-seater, dickey, dynamo lighting, starter, electric horn, speedometer, double screen, hood, side curtains, leather upholstery, fully taxed, splendid condition, bargain, 49 guineas; exchange motorcycle. 76 Neate St., Albany Rd., Camberwell. 671-z558

SINGER, 1924, 10hp, de luxe 4-seater, £125; also 1924 2-seater, £125; 1923, 10hp, de luxe 4-seater, £95; deferred payments. Bartlett's, 93 Gt. Portland St. 671-147

SINGER, 1925, 10hp, de luxe, 4-seater, balloon tyres, etc., bargain, £175; deferred terms. Bartlett's, 93 Gt. Portland St. 671-145

SINGER, 1924, 4-seater de luxe, mileage 3,000, exceptional condition, year's tax, £145. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 671-995

SINGER, £35, 2-seater, dickey, dynamo lighting, overhauled, splendid condition, bargain. 24 Wellington Rd, Wimbledon Park. 671-z623

SINGER, 1916, 2-seater, £30, payments from 10 per cent. down; exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 671-z684

SINGER. Edwards offer 1924 10hp 4-seater, fully equipped, balloon tyres, excellent condition, 117 gns. Below.

SINGER, 1924, 10hp de luxe 2-seater and dickey, fully equipped, dickey seat, screen, excellent condition, 105 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-125

SINGER. Reliability and smart appearance. 1922 Singer, 10hp, all-weather coupe, double dickey, de luxe model, with leather upholstery, sliding windows, etc., chassis has just been completely overhauled at cost of £250, and paintwork, hood, etc., is unmarked, self-starter, dynamo lighting, clock, speedometer, etc., tax paid, any trial with pleasure, £78, deferred if required, a genuine little bargain and a very smart car. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 671-z704

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER second-hand bargains at Newnham's.
1925 10-26hp saloon, excellent order, £225.
1925 10-26hp 4-seater de luxe, very special, £185.
1925 10-26hp 4-seater de luxe, nice condition, choice of two, £170.
1924 10hp 4-seater de luxe, exceptional order, £140.
1924 10hp 4-seater de luxe, in first-class condition, £130.
Another similar to above, £125.
1924 10hp 2-seater de luxe, in particularly good condition, £120.
1923 10hp 2-seater de luxe, painted blue, good order, £95.
Full list of these and other second-hand bargains sent on request.
Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 671-111

SINGER, 1925, latest model 4-seater de luxe, only used few times, small mileage, absolutely like new, fully guaranteed, brand new in July, £179 15s. Wilkins, Simpson, opposite Olympia, London. 671-2662

SINGER de luxe, 1924, 2-seater, dickey, dynamo lighting, starter, excellent condition, tax paid, £112 10s. Wilkins, Simpson, opposite Olympia, London. 671-2666

SINGER, 1925, exceptional bargain, latest model, 4-seater de luxe, fully guaranteed, new but slightly shop-soiled, £195; cannot be repeated. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 671-2671

SINGER, late 1921, 2-seater, sunken dickey, dynamo lighting, self-starter, good running order and condition, £37 10s. 85 Penshurst Rd., Thornton Heath. Phone 1572. 671-89

SINGER, 1920-21, 2-seater, dickey, dynamo lighting, self-starter, speedometer, nearly new tyres, tax paid, bargain, £52 10s. Wilkins, Simpson, opposite Olympia, London. 671-2680

STANDARD. Moores, Presto, Croydon agents for Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

STANDARD, 1925, 4-seater, £235 model, almost new, taxed, £190. Below.

STANDARD, 1924, 11.4hp, 2-seater, balloon tyres, perfect condition. Smith and Hunter, 90 Gt. Portland St., W.1. 671-955

STANDARDS and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-81

STANDARD, 1924, 11.4hp, 2-seater, dickey, in excellent condition, £135; deferred terms. Bartlett, 93 Gt. Portland St. 671-146

STANDARD, 1924, 11.4, de luxe, balloons, in perfect mechanical condition, open to any trial or inspection, £125. 19 Valney St., Tooting. 671-910

STANDARD, 1924, 11.4, 4-seater, de luxe, very smart and mechanically perfect, genuine bargain, £115. 31a Hydethorpe Rd., Balham, Streatham 3440. 671-911

STANDARD, 1923, 11.4, 4-seater de luxe, mileage 7,400, paint and upholstery like new, £98 for quick sale. 31a Hydethorpe Rd., Balham, Streatham 3440. 671-912

STANDARD, 11.4hp, 1924, Canley 2-seater, buff colour, dickey, black wings, dynamo starter, speedometer, mechanical windscreen wiper, electric and bulb horn, spare petrol can and carrier, all-weather curtains, taxed for year, £160. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W. Museum 4244. 671-915

STANDARD, 1924, 11.4hp, all-weather 4-seater, £150; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-930

STANDARD, 1921, 9.5, 2-seater and dickey seat, starter and lighting, repainted, taxed, £70; cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 671-906

STANDARD. Safety first! Ernest Grimaldi, Ltd., offer late 1924 11.4hp Standard 4-seater, condition and appearance indistinguishable from new, mileage only 6,000, £155; also 1924 11.4hp 2-seater, £140. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 671-12

STANDARD 1925 11hp Piccadilly saloon, balloon tyres, perfect condition, taxed December, £215. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 671-1

STANDARD, 9.5hp, 2-seater, long wheelbase; terms, £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 671-2701

STANDARD, 1924, 4-seater, 11.4hp, excellent condition throughout, all-weather equipment, tax paid for year, £145. Exchanges, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 671-2661

STELLITE. £10 down and 10s. weekly for 20 weeks; good order; trial. 325 High Rd., Chiswick. 671-52

STONELEIGH (Armstrong Siddeley), 1924, 9hp, chummy, starter, speedometer, just overhauled, taxed December, insured April next, any trial, £95. Carney, 49 Gower Place, W.C.1. 671-2622

SWIFT. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

SWIFT, smart little 2-seater, water-cooled, hood, screen, electric lighting, spare wheel, speedometer, very cheap, 29 guineas; motorcycle part; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 671-14

SWIFT, 1922, 2-seater, dickey, self-starter, repainted and absolutely in new condition, £95, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 671-2577

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SWIFT, 1924, 10hp, 2-seater, tax paid, several extras, nice order, £120. Newnham Motor Co., 243-5 Hammersmith Rd., W.5. Phone, Riverside 3161. 671-112

SWIFT, £39; exchanges, deferred payments. 1915 Swift, 2-seater, dickey, 10hp, dynamo lighting, spare wheel, good appearance, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 671-95

TALBOT, 1923, 8-18hp, De Luxe model, rigid side curtains, exceptionally nice mechanical order, £120; exchange or terms. Chester Maghail, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 671-42

TALBOT, 1924 (late), 10-23hp, 4-seater, long chassis model, starting, lighting, clock, speedometer, rear screen, tonneau cover, etc., excellent condition, taxed, £215; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Riverside 2230. 671-40

TALBOTS and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-79

TALBOT 1923 8-18 2-seater, taxed, dickey, good mechanical condition, £105; exchanges. Norringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 671-136

TALBOT-DARRACQ, 1922, 8-18, 2-seater, starter, equipped, good condition, £75; exchanges and terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 671-961

TAMPLIN, 1924, 2-seater, sports, aluminium body, clock, speedometer, fast, £32, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 671-2575

T.B. 3-wheeler, spare wheel, well equipped, £39 10s.; deferred terms and exchanges a speciality. South Faling Garage (2 minutes South Faling District Station). Ealing 2983. 671-8

TEMPERINO, 1922-3, 9-10hp, just overhauled by well-known Kentish motor firm, £40. Belmont, Avenue Rd., Herne Bay. 671-2599

WOLSELEY cars. Moores Presto, Croydon agents. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-500

WOLSELEY, 10hp, 2-seater, starter, all-weather equipment, taxed year, small mileage, £115; or exchange 4-seater. Plater, 376 High Rd., Streatham. Phone, Streatham 488. 671-82

WOLSELEY, late 1924, 11hp, 2-seater with double dickey seat, lighting, starter, balloon tyres, all-weather fittings, splendid order throughout, bargain, £130; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 671-27

WOLSELEYS and some 60 odd others on terms from one-tenth down; exchanges. See our display, page 61. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 671-78

WOLSELEY, 11.9hp, 2-seater de luxe, perfect order, starter, lighting, new tyres, any trial, £135. Torr, Shoreham-by-Sea. 671-2182

WOLSELEY, de luxe, 10hp 2-seater and dickey, painted maroon, equal to new, £127 10s. for quick sale. George and Jobling, Hexham-on-Tyne. 671-2477

WOLSELEY, 1925, 4-seater, 2,000 miles, taxed, perfect, makers' guarantee, £189. Bridge, Florist, Finchley 3458. 671-2470

WOLSELEY. Edwards offer 1924, 11hp, 2-seater and dickey, fully equipped, excellent condition, 125 guineas. Below.

WOLSELEY, 1923, 10hp, 2-seater, dickey, fully equipped, clock, speedometer, excellent condition 109 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 671-127

WOLSELEY, 1925, 4-seater, dynamo and starter, balloon tyres, fully equipped, licensed and guaranteed, £185; exchanges or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 671-936

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., Kingway, W.C.2. Holborn 5972. 671-923

WOLSELEY, £135; 1924 10hp 2-seater, taxed, one owner only, Arthur Stuart and Co., 16 Little Portland St., W.1. 671-920

WOLSELEY 10, 1922-23, 2-seater, dickey, de luxe model, starter and lighting, taxed year, exceptional condition throughout, £98. Below.

WOLSELEY 10, 1923 (late), de luxe model, 2-seater, dickey, starter and lighting, side curtains, taxed year, fully equipped, first-class order throughout, £110. Below.

WOLSELEY 10, 1924 (late), 2-seater, dickey, starter and lighting, taxed year, all-weather equipment, complete with every accessory, nice order throughout, £125; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 671-967

WOLSELEY, 100 guineas, 1923 10hp 2-seater de luxe, dickey, full equipment, tax, beautiful condition throughout. Vivian, 33 Spencer St., Victoria St., S.W.1. Vic. 8677. 671-9

XTRA car, 3-wheeler, brand new and unregistered, equipped lamps, hood, windscreen, horn, plated fittings, £25. G., 6 Longley Rd., Tooting, S.W. 671-2614

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ELEPHANT MOTORS, LTD., are the actual Deemster manufacturers, and can supply owners and garages with all parts from stock at lower than Deemster official prices, with the guarantee that all goods are genuine to Deemster standards, made by Deemster specialists, and passed by our Deemster technical inspection department.—Many Deemster improvements are now available. Elephant Motors, Ltd. Below.

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ELEPHANT replacement service for Singer, Calthorpe, Calcott, Alldays-Enfield, Marsell, Meteorite, Mercury, A.C., G.N., Duplex, etc., etc., Elephant Motors, Ltd. Below.

ELEPHANT service for lamps, horns, dynamos, accumulators, magnetos, carburetors, Perodo, Whittle belting, wings, spare wheels, tyres, etc., at lower prices than elsewhere.

ELEPHANT MOTORS, LTD., Elephant House, 97-101 Newington Causeway, London, S.E.1 (1 minute Elephant Tube Station). Telephone, Hop 3161-2. 671-141

D.F.P. spares and repairs. Sole concessionaires and specialists. B. S. Marshall, Ltd., 17a Hanover Sq. Mayfair 5906-7. zzz-938

DISMANTLING Buckingham, all parts for sale cheap. Whitt, 22 Bramcote St., Nottingham. 671-z552

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

G.W.K. London Service Depot, 107 King's Rd., Chelsea, S.W.3. Phone, Kensington 410. Spares and repairs. 673-155

KINGSBURY JUNIOR and Rob Roy spares in stock. Kennedy Motor Co., 32 Bishops Rd., Glasgow, W.2. 679-190

L.S.D. spares. Any part supplied. The One-Tree Motorcycle Co., Huddersfield. Phone 1920. 682-848

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MAUDS' for Morgan spares. All spares in stock. Trade supplied. Repairs a speciality. Maude's, 100 Gt. Portland St., London. zzz-808

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SCOTT SOCIABLES. Scott Sociables. We are the only expert repairers and spare parts stockists in the South. Satisfaction guaranteed. Welford St., St. James St., Brighton. 682-771

ZEBRE. All spares can be obtained from Knight, 10 Vico St., Regent St., London, W. zzz-580

LE ZEBRE. All spares stocked. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 671-37

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A.B.C. cars. A.B.C. Motors, Ltd., Walton-on-Thames, Surrey. zzz-209

A.C. Gordon Walney and Co., Ltd. (West End Agents.) All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-659

A.C. Jackson's Garage, Guildford. Immediate delivery of 12hp Royal and Sovereign models. Phone 345. zzz-151

A.C. Manchester sole agents, Graham Bros., 13-15 Peter St. Wide range of models in stock. 676-746

A.C. cars. Buy your A.C. from the A.C. specialists and obtain quick delivery, expert service and tuition, extended payments to suit your convenience (over three years if required), and the best price for your present A.C. or any other make of car in part payment. Immediate delivery of the new royal 2-seater at the reduced price of £535. Calhoun and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 671-878

ALVIS. See Henly's advertisement on page 17 regarding Olympia and the 1926 Alvis. Henly's, Sole London Distributors, Gt. Portland St., W.1. Mayfair 4201-3. Alvis Service Depot, Henly's Garage, Upper Gloucester Pl., N.W. Padd. 2900-1. 671-975

AMILCAR. Sole British concessionaire for Amilcar spares and cars. Vernon Bailey, 25 Iligh St., Fulham, S.W.6. zzz-835

NEW LIGHT CARS AND CYCLECARS

(continued.)

AMILCAR. Boon and Porter, Ltd.

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Immediate delivery, super sports 2-seater, latest improved model, 65 m.p.h., fully equipped, £220; Grand Sports models from £285. All models available for trial. Exchanges and deferred terms. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 671-33

AUSTIN. Rootes, Ltd., distributors and specialists, 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Dorking. 672-606

AUSTIN 7. Immediate delivery of 1925 models; deferred payments, free tuition. Authorized agents, Godfrey, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-478

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For immediate delivery.

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, 7hp, latest model all-weather, £149, immediate delivery; exchanges and deferred payments arranged. Taylor's, Ltd., 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-200

AUSTIN. Western Motor Works, Chislehurst. Authorized agents. Delivery from stock; distance no object; exchanges, cash or purchased on deposit system is desired. Sidcup 160. zzz-875

AUSTIN, 7hp. Immediate delivery 1925 models. Jackson's Garage, Guildford. Phone, 345. zzz-132

AUSTIN. Expert advice; easy deferred terms; second-hand cars and motorcycles taken in exchange. Youngs, Ltd., The Parade, Kilburn, N.W.6. zzz-137

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 7s for very early delivery. Accredited London agents. Part exchange and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., Leicester Sq. zzz-767

AUSTIN. Ratcliffe Bros. Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-985

AUSTIN. Boon and Porter, Ltd.

7hp models from £149, immediate deliveries. Expert service. Liberal deferred terms. Second-hand cars and motorcycles taken in exchange. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 671-32

AUSTIN 7, 1926, chummy, £149, immediate delivery, cheaper car, motorcycle accepted part payment, balance deferred. Old cars, motorcycles accepted now; part cash now, balance credit towards purchase new chummy Austin 7 for delivery later. Newham's Showrooms, Heath Rd., Twickenham, London. 671-54

AUSTIN, £149. Wilkins, Simpson and Co. £149. Austin 7hp, just arrived, immediate delivery. Cash or easiest of payments. Exchanges or easy payments arranged anywhere. Highest price for your motorcycle or car. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 258. 671-2664

AUSTIN cars in stock for instant delivery. Second-hand cars accepted at highest prices in part payment for any Austin model. Deferred terms if desired. Newham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 671-101

AUSTIN. In stock. 1926 7hp, electric starter, speedometer, £149; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 671-885

AUSTIN, 7hp, Burghley model, sports, immediate delivery, supplied solely by Wilson Motors, Austin agents, 7 Eccleston St., S.W.1 Tel., Victoria 1566. Call and view, or write for illustrated pamphlet. 675-913

AUSTIN. F.O.C.H., Ltd. Immediate delivery. Exchange and deferred payments. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30; Sundays, 9 till 2.30. 671-940

CALCOTTS at Saxon Jeffries, Manchester. 2-seater £255, 4-seater de luxe £275, 2-seater semi-coupe, £275; in stock. 255 Deansgate, and 27 Lower Mosley St. Phone, 4978 Central. "Grams," "Saxjefrie." zzz-755

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CITROEN. Purchase from Godfrey's and ensure good service. Deferred payments. Exchanges (specially motorcycles). 366 Euston Rd., N.W.1. Phone, Museum 3401-2-3. zzz-596

CITROEN. Moberly and Co., Ltd., for deferred payments, exchanges. Reliance Motor Works, 405 King St., Hammersmith. Riverside 740. See our showrooms. zzz-538

CITROEN. Immediate delivery of 11hp cloverleaf, price £180. Jackson's Garage, Guildford. Phone 345. zzz-133

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

NEW LIGHT CARS AND CYCLECARS

(continued).

CITROEN cars. Mears and Bishop 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, 225a and 227 Hammersmith Rd., London, W.6. Three minutes from Hammersmith Broadway. 'Phone, Riverside 2230. 671-41

CITROEN. Boon and Porter, Ltd. Immediate delivery 7hp Cloverleaf, £145. Expert service. Liberal deferred and exchange terms. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. Always open. 671-34

CITROEN, clover-leaf 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. Walkins, Simpson, opposite Olympia, London. 'Phone, Riverside 238. 671-2670

CITROEN, 7.5, 3-seater, delivered on payment of £9 5s. 3d. down and 17 monthly payments of £9 5s. 3d. 11.4 4-seater, delivered on payment of £13 8s. 4d. down and 17 monthly payments of £13 8s. 4d.

All other models on pro-rata terms. Any other terms by arrangement. McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. Clissold 6628. 671-x559

CITROEN, F.O.C.H., Ltd. Immediate delivery. Exchanges and deferred terms. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30; Sundays, 9 till 2.30. 671-941

CLYNO cars. New and second-hand models in stock; inquiries invited. Dabake Garage, Queen Victoria Rd., Coventry. zzz-618

CLYNO cars. Smith and Hunter. Fully authorized agents. 1926 models now available. Prices from £162 10s. Saloons £245. 90 Gt. Portland St. Museum 8136. 671-953

CLYNO 1926 models now available; 2-seater, with front-wheel brakes, £170; exchange cars, motorcycles, balance deferred; 1925-type new 4-seater, reduced £169; old cars, motorcycles, accepted now; part cash now, balance credit towards purchase new Clyno for delivery later. Newham's Showrooms, Heath Rd., Twickenham, London. 671-55

CLYNO cars, 1926, immediate delivery, prices from £162 10s. front-wheel brakes; part exchange, deferred terms. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 671-157

CLYNO, F.O.C.H., Ltd., noted for exchanges, service, deferred terms. 6 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30; Sundays, 9 till 2.30. 671-949

COVENTRY-VICTOR. The attraction of the motorcycle show. West London distributors and service station, South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. Write or call for particulars. 671-7

DEREK cars, 9-20hp, £168-£245; 10-20hp, £225-£400. Luxurious coachwork on wonderful chassis. Invicta Works, S.E.27. 683-921

D'YRSAN, the sports car; 70 m.p.h. tax £4. Service station and spares, 33 Kinnerton St., S.W.1. Franklin 6525. 689-563

FIATS, 1926 models. Old cars, motorcycles accepted now, part cash now, balance credit towards purchase new Fiats for delivery later. Newham's Showrooms, Heath Rd., Twickenham. 671-56

FRAZER-NASH. We are sole Yorkshire agents for this famous car, which gives the performance of a £1,000 sports car with the utmost docility and economy; an ideal car for the professional man. Trade inquiries welcomed. The Hedgesley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 671-652

FRAZER-NASH cars are manufactured by William G. Thomas and Frazer Nash, Ltd., who will be pleased to supply full particulars, trial runs, catalogues, etc., on request to London Rd., Kingston-on-Thames. Telephone, Kingston 3610. 681-793

FRAZER-NASH. The fastest tourer or sports car made. Easy to drive. Guaranteed speed over 70 m.p.h. Prices from £275. Ask for a trial run. British Tractors, Ltd., 66-68 Bridge St. and 255 Deansgate, Manchester. 682-766

GWYNNE. Mentry and Co., Ltd., for deferred payments, exchanges. Reliance Motor Works, 405 King St., Hammersmith. Riverside 740. See our showrooms. zzz-637

GWYNNE s. Earliest deliveries of 1926 models can be obtained from Chinery, Gwynne specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. 'Phone, Western 3508. zzz-564

HUMBER. Official agent, Burt, of Trinity Rd., Balham. Deferred 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

JOWETT. Gordon Watney and Co., Ltd. (West End Agents). All models in stock. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. 'Phone, Mayfair 2965-2966. zzz-661

JOWETT cars at Saxon Jeffries, Manchester. 2-seater £150, chummy £160, 4-seater £170, actually in stock. Also full range with balloon tyres and starters in stock. Cash or deferred. 6, 12 or 18 months, Saxon Jeffries, 253 Deansgate. 4978 Cent. 'Grams, "Saxjefria." zzz-314

NEW LIGHT CARS AND CYCLECARS

(continued).

JOWETT cars in the Midlands. Hydes, 18 John Bright St., Birmingham, Midland distributors. Telephone, Midland 793. Every model Jowett car can be inspected in our showroom. The 2-seater, with self-starter, balloon tyres, £150; Light 4, £160; full 4-seater, £167; 2-seater, with box body (traveller's car), £155; light van up to 4 cwt., £155; large van up to 5 cwt., £170. Deferred payments to suit customers' convenience spread over 12 or 18 months. Tuition free. Send for the catalogue. zzz-570

JOWETT main agents and specialists. Immediate delivery; new prices. 2-seater, £150; light 4-seater, £160; full 4-seater, £167. All models fitted with self-starter, balloon tyres and double windscreen. Visit our Jowett Service Station, Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-527

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.S.C., 166 Gt. Portland St., W.1. zzz-526

JOWETT. Kinseys of Croydon. Years of experience must count. Our customers say: "For best repair service, Kinseys of Croydon are unequalled." New and used cars. Largest stock of spare parts in the south. Park St., Croydon. 'Phone 2023. zzz-641

JOWETT. Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

JOWETT 1926 improved models available at reduced prices for immediate delivery; full particulars on request; exchanges and deferred terms arranged in any part of the country. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 671-115

JOWETT, Lovatts for Jowetts. Why go elsewhere? Jowett Cars, Ltd., say the next best thing to bringing a car to their works is to take it to Lovatts, of Mitcham. Sales and Service, Lovatt, Jowett House, Streatham Rd., Mitcham 1597. 671-150

JOWETT, F.O.C.H., Ltd., have several shop-soiled 1925 Jowetts in stock. Below. F.O.C.H., Ltd., London Jowett depot. 1926 models in stock, reduced prices.

F.O.C.H., Ltd., for easy payments, exchanges and after-sale service. F.O.C.H., Ltd., supply retail to all parts. Demonstrations. Tuition free.

F.O.C.H., Ltd., 5 Heath St., Hampstead (near Tube Station). 'Phone, Hampstead 3752. Weekdays, 9 till 8.30; Sundays, 9 till 2.30. 671-942

LACONDA. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. 'Phone 345. zzz-134

LACONDA cars. Smith and Hunter. Fully authorized agents. All models can be delivered at shortest notice. Two and 4-seaters, £295; saloons, £365. 90 Gt. Portland St. Museum 8136. 671-951

LEA-FRANCIS at Saxon Jeffries, Manchester. 4-speed models, 2-seater, 250 guineas; 4-seater, 260 guineas, in stock; cash or deferred. 253 Deansgate and 27 Lower Mosley St. 'Phone, 4978 Central. 'Grams, "Saxjefria." zzz-126

LEA-FRANCIS. Sole agents for Bournemouth and district. Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-7

LEA-FRANCIS. Kinseys of Croydon, main agents. Specialized repairs. Park St., Croydon. 'Phone 2023. zzz-858

LEA-FRANCIS, 10hp, 2-seater, 3 speeds, £210; 10hp 2-seater, 4-speed gearbox, long wheelbase, front-wheel brakes, £262 10s.; 4-seater, £273. 12-22hp 2-seater, long wheelbase, front-wheel brakes, £275; 4-seater, £285.

12-22hp saloon, £365; 12-40hp sports models from £370. Specialists in hire purchase and part exchange.

C. B. Wardman and Co., Ltd., 118 Gt. Portland St., W.1. Telephone, Museum 8720-3. zzz-785

MORGANS. Sole agents for Bournemouth and district. Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-9

MORGANS. Clark's give immediate delivery all models, exchanges or deferred. Official agents in West London. 223 Hammersmith Rd., W.6. 'Phone, Riverside 3327. 671-966

MORGANS. King and Harper, Bridge St., Cambridge, specialize in this famous runabout. Your old Morgan, motorcycle, taken in exchange; deferred payments. 671-151

MORGAN. H. F. Edwards and Co. Morgan agents and specialists, offer immediate delivery any model, at both depots; exchanges or deferred payments. 175 Gt. Portland St., W.1 (Mayfair 6977), and 223 Hammersmith Rd., W.6. Riverside 3327. 671-163

MORGANS. Purchase your Morgans from the largest agents. Best deliveries and terms. Below.

MORGANS. Maudes' Motor Mart, the largest Morgan agents and distributors. Most models in stock for immediate delivery. Below.

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PEUGEOT 7. The most economical light car, 60 m.p.g., balloon tyres, self-starter, etc., £150. Cheapest deferred terms. Most generous allowance for old car. South Eastern Motors, Ltd., 81 Page St., Westminster. Tel., Franklin 6236. 671-901

RENAULT, 8hp. Sole agents for Bournemouth and district. Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-10

RENAULT. Mentry and Co., Ltd., for deferred payments, exchanges. Reliance Motor Works, 405 King St., Hammersmith. Riverside 740. See our showrooms. zzz-536

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning. 2s. net. 2s. 3d. post free.

NEW LIGHT CARS AND CYCLECARS

(continued).

RENAULTS, 1926 models. Old cars, motorcycles accepted now, part cash now, balance credit towards purchase new Renault for delivery later. Newham's Showrooms, Heath Rd., Twickenham, London. 671-57

RENAULT cars from £20 down. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 671-158

RENAULT, F.O.C.H., Ltd. Noted for exchanges, service, deferred terms. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30; Sundays, 9 till 2.30. 671-943

RHODE, Godfrey's, Ltd., sole distributors for the London area for this truly remarkable car, prices from £198. Full range of models in stock. Call for demonstration or write for catalogue. Deferred payments, exchanges, free tuition. 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). 671-479

ROVER. Immediate delivery of the Popular 8hp and the new 9-20hp models; deferred payments, exchanges, free tuition. Authorized agents: Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). 671-480

ROVER. Immediate delivery from stock of all 8hp and 9-20hp Rover models; prices from £139; exchanges, easy terms, etc., arranged. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Phone Kensington 3698. 678-123

ROVER. Jackson's Garage, Guildford. Immediate delivery 8hp and 9-20hp models, including new sports models at £210. Phone 345. 671-135

ROVER. Ratcliffe Bros. Rover 9hp models for immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. 671-990

ROVERS, 1926 models. Old cars, motorcycles accepted now, part cash now, balance credit towards purchase new Rover for delivery later. Newham's Showrooms, Heath Rd., Twickenham, London. 671-58

ROVER 1926 9hp models in stock for immediate delivery; exchanges arranged in any part of the country and highest prices allowed; deferred terms if desired. Newham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 671-102

ROVER cars. King and Harper, Bridge St., Cambridge. Agents for this popular make. Exchanges, etc. 671-153

SALMON. Gordon Watney and Co., Ltd. (London Distributors). All models in stock from £158 and special service after sale. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. 671-662

SALMONS. Northern distributors, the Salmon specialists, Holgate, Legat and Co., Accrington. 690-915

SALMON cars. King and Harper, Bridge St., Cambridge. Agents for this popular car. Cars and motorcycles taken in exchange. 671-152

SALMONS. Edwards, specialists and sole Great Portland St. agents for these remarkable cars, offer best delivery of any model; exchanges or deferred payments. 175 Gt. Portland St., W.1. Mayfair 6977. 671-164

SENECHAL cars. We are the sole English concessionaires. Super-sports, £210; 3-seater, with balloon tyres, £195; both models have dynamo lighting and starting, clock and speedometer, trial runs; exchanges, spares, service. Tel., Museum 6626. A.S.C., Ltd., 166 Gt. Portland St., London, W.1. 671-290

SINGER. Eagles and Co., authorized agents. Early deliveries of 1926 models, your old car taken in exchange at full value; deferred terms. 275 High St., Acton. Telephone, 556 Chiswick. 671-913

SINGER. Ratcliffe Bros. Singer 10hp, any model supplied for cash or exchange; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. 671-989

SINGER. Ernest Grimaldi, Ltd., authorized Singer agents. Immediate delivery of Singer de luxe 4-seater, painted maroon, £225; liberal allowance for your present car in part exchange. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 5931. 671-11

SINGERS, 1926 models; old cars, motorcycles accepted now; part cash now, balance credit note towards purchase new Singer for delivery later. Newham's Showrooms, Heath Rd., Twickenham, London. 671-59

SINGERS, latest models, immediate delivery. In stock, 4-seater de luxe, £225; cash or easy payments; exchanges. Wilkins, Shubson, opposite Olympia, London. Phone Riverside 238. 671-2667

SINGER, 1926 models, noted with 4-wheel brakes, for very early delivery. We will buy your old car now at today's market value and supply a new Singer as soon as deliveries commence. Exchanges arranged in any part of the country. Newham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 671-107

SINGER, F.O.C.H., Ltd. Noted for exchanges, service, deferred terms. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30; Sundays, 9 till 2.30. 671-944

STANDARD. Moores Presto, Croydon agents Standard cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 671-753

STANDARD. The Light Car Co., official agents, can give best deliveries, and will take your old car at full value, balance on easy deferred terms if desired. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. 671-141

"PROFILE ROAD BOOK." A guide to the main roads and gradients throughout England and Wales. 2s. net. 2s. 1½d. post free.

NEW LIGHT CARS AND CYCLECARS

(continued).

STANDARD. Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. 671-663

STANDARD. B. S. Marshall, Ltd., accredited agents for Standards; earliest deliveries; exchanges and deferred terms. Phone up for a trial run. B. S. Marshall, Ltd., 17a Hanover Sq. Mayfair 5906-7. 671-228

STANDARD light cars. The latest model 11hp Standard light cars may be seen at the Company's London Showrooms, full particulars, price, etc., being obtainable on application to The Standard Motor Co., Ltd., 49 Pall Mall, S.W.1. 671-996

STANDARD. Earliest deliveries of 1925 models, prices from £200; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). 671-481

STANDARD. Moberly and Co., Ltd., for deferred payments, exchanges. Reliance Motor Works, 405 King St., Hammersmith. Riverside 740. See our showrooms. 671-535

STANDARD, official agent. Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. 671-931

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. 671-815

STANDARD. The Service Co., 273-4 High Holborn, are authorized agents for Standards. Efficient service, easiest deferred terms. Est. 1889. Phone, Holborn 666. 671-239

STANDARD cars. Smith and Hunter, Agents. Immediate delivery. 90 Gt. Portland St. 671-952

STANDARD. Ratcliffe Bros. Standard 11hp 1926 models for early delivery; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. 671-991

STANDARD cars. All models supplied. Exchanges and deferred payments. Newham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3151. 671-103

SWIFT. See Henry's advertisement on page 17 regarding Olympia and the new Swift. Henry's, Chief London Distributors, Gt. Portland St., W. Mayfair 4201-3. 671-976

SWIFT. In stock. 10hp 2-seater, £235; 4-seater, £255; 10hp coupe, £275. Shop-soiled at reduced price. Exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 671-887

SWIFT. Moores Presto, Croydon Agents Swift cars, promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 671-752

TALBOT. In stock. 10-23hp 2 and 4-seater, £350. Exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 671-886

SWIFT light cars. Get in touch with Sam. E. Clapham, 27 Stockwell St., Greenwich, S.E. 10. 671-862

WOLSELEY cars. Moores Presto, Croydon agents. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from; deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 671-501

WOLSELEY 1926 11-22hp 2 and 4-seaters in stock for immediate delivery; exchanges arranged in any part of the country and highest prices allowed for second-hand cars in part payment. Deferred terms if desired. Newham Motor Co., 243-245 Hammersmith Rd., London, W.6. Phone, Riverside 3161. 671-108

WOLSELEY, 11-22hp, de luxe, latest model, 4-seater, 4 doors, £235; in stock. Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Phone, Holborn 5972. 671-924

MISCELLANEOUS LIGHTCARS AND CYCLECARS

I BUY motorcars for cash.

I SELL motorcars for cash or easy payments.

I EXCHANGE motorcars.

DROP me a line or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Kensington 3698. 671-111

MISCELLANEOUS NEW CARS.

BATCHELOR AND CO., 135 London Rd., Kingston, for 1926 cars. Agents for Singer, A.C., Rovers, Citroens, Clyno, Jowett cars; can supply any make easiest of easy terms. Let us quote you for cash, exchanges or deferred before fixing up. Batchelor's, 135 London Rd., Kingston-on-Thames. Phone 2966. 671-904

WANTED—Cars.

H.F. EDWARDS AND CO.,

175 GT. PORTLAND ST., W., are cash buyers for any make of light car, especially Austin 7s., Citroens and Morgans. Highest prices given. Distance no object. Call, write or phone, Mayfair 6977, or 223 Hammersmith Rd., W.6. Phone, Riverside 3327. 671-282

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control. 2s. 6d. net. 2s. 9d. post free.

A55

WANTED—Cars (continued).

WANTED immediately, good second-hand light cars of well-known makes. Standards, A.C.s, Rovers, etc., 2 or 4-seater open cars; large or small. We buy for cash or make good allowance in part exchange for any make of car no waiting for your money, cash on first inspection. Representative sent to any part of the country. Send fullest particulars; immediate action taken. Write, phone or wire the second-hand car specialists, Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2072. zzz-596

C.N.s wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 671-892

CASH on sight for cars, light cars and cyclecars, any make, age or condition. Write, phone or call. Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2362 and 2363 zzz-749

WANTED, Morgans and Rover Eights. Best prices. Maude's, 100 Gt. Portland St., London. zzz-521

ARCHIE SIMONS AND CO. have private purchasers waiting for your car, therefore we are cash buyers for any amount and any make. Write, phone or call. 6-7 Warren St., W.1. Museum 2578-9. zzz-554

MORGANS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 671-893

8hp ROVER, 2 and 4-seater cars, must be in good condition, wanted in part exchange for any make of new car. John Pollitt and Sons, 37-41 Renshaw St., Liverpool. 671-953

LIGHT cars of post-war date urgently wanted; best cash prices given. Service Co., 273 High Holborn, London. zzz-325

WE want your old car or motorcycle in part exchange for a new car. 26 High St., Saffron Walden. zzz-206

GWYNNE 8 cars wanted for cash or in part exchange for new cars of any make. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-458

ROWLAND SMITH will pay cash on sight for Rovers, Singers, Calcotts, Talbots, Citroens, A.C.s, Standards, A.B.C.s, Salmsons, G.N.s, Hillmans, Morgans, or any other modern cars. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 671-894

AUSTIN wanted, 7hp, 1925, state lowest price for cash. Fryer, Dove Walk, Uttroeter. 693-452

TANKARD AND SMITH, LTD., will pay cash for any make of car. 252 High Rd., South Tottenham, N.16. 672-534

CASH for Morgans, Jowett's, or exchanged for new. Olympia Garage, Wakefield. Phone 735. 682-657

WE are cash buyers of modern sports cars. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 671-895

H. BEASLEY, late A. P. Rey (Established 1900). Cash on sight for your present car or taken in part payment for Ariel, Austin, Citroen, Cigno, Lea-Francis, Renault, Rover, Rhode, Singer, Standard, Wolseley, Swift, etc. 374 Euston Rd., London, N.W. Museum 7600. 671-871

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K AND CO., large buyers of modern light cars. Phone, Paddington 6049. 22 Praed St., Paddington. zzz-63

SPORTS A.C., sports Hillman, sports Riley, sports Alvis and other modern sports cars wanted; spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 671-896

PICKWORTH AND HULL buy for cash 1925 models of the following makes: Austin, Standard, Rover 9, Talbot, Singer, Wolseley. 107 Gt. Portland St., W.1. Langham 1998. 671-996

WANTED, late model Austin 7; immediate cash. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 671-997

CASH buyers, Morgans, Rovers, A.B.C.s, Lagondas, G.N.s, Horstmanns, Belsize-Bradshaws, Cardens, Salmsons, T.B.s, Ariels; bring to-day. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 671-16

CASS'S MOTOR MART, LTD. (Established 1911), will purchase for cash 7hp Austins, 7hp Citroen 3-seaters, 10-15hp Flats, 10hp Singers, 11.4hp Standards, 10-23hp Talbots and 10hp Wolseley. Distance no object. Send chassis number and fullest particulars. Above models taken in part exchange for any new car. 5 Warren St., W.1 (Museum 623); 243 Brompton Rd., S.W.3. Sloane 2344. 671-13

WANTED, A.B.C., Rover 8, Morgan, Austin 7, Citroen 7, or similar for spot cash; also motorcycles, any make; top price given. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 671-970

100 LIGHT cars wanted for cash or weekly auction sale. Palmer's Garage, Tooting. 671-155

FINCHLEY MOTORS. Cash or exchange. Write, call or phone. Finchley 2338. 132 High Rd., E. Finchley. 671-918

THE LIGHT CAR CO. give best prices for second-hand cars of any make. 404, 410-414 Euston Rd., London, N.W. Phone, Museum 3081. 671-925

F.O.C.H., LTD., pay highest prices on sight. Exchanges arranged. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Week days 9 till 8.30. Sundays 9 till 2.30. 671-946

CARDENS, Bleriot's, Tamplins, Richardsons, G.N.s, etc. Top prices given. Get our offer before disposing elsewhere. Teddington Garage, 160 High St., Teddington. Kingston 2562. 671-2653

WANTED, 2-seater (or small 4), any popular make, not earlier 1921. Box No. 2680, c.o. "The Light Car and Cyclecar." 671-2637

WANTED, Austin 7 or Rover. Box No. 2681, c.o. "The Light Car and Cyclecar." 671-2636

CARS FOR HIRE.

DRIVE yourself. Two and 4-seaters, by the week or month; reasonable terms. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. zzz-594

DRIVE yourself. 1924 2 and 4-seaters, 25s. a day, £7 a week. 14 Doricote Rd., Wandsworth Common. 673-p263

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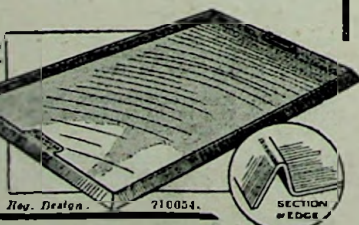
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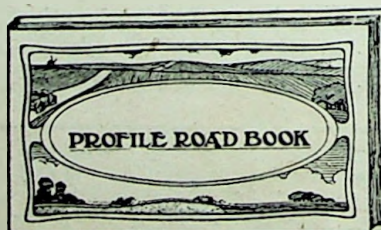
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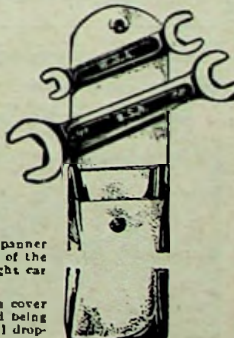
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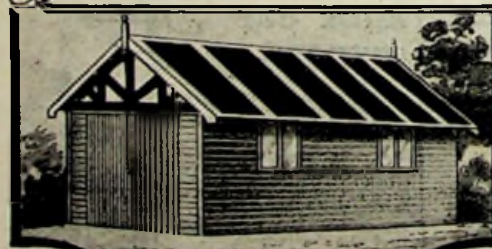


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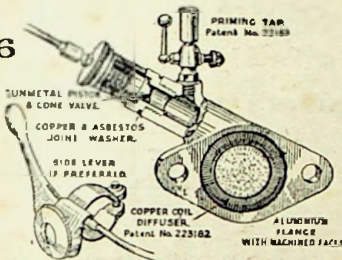
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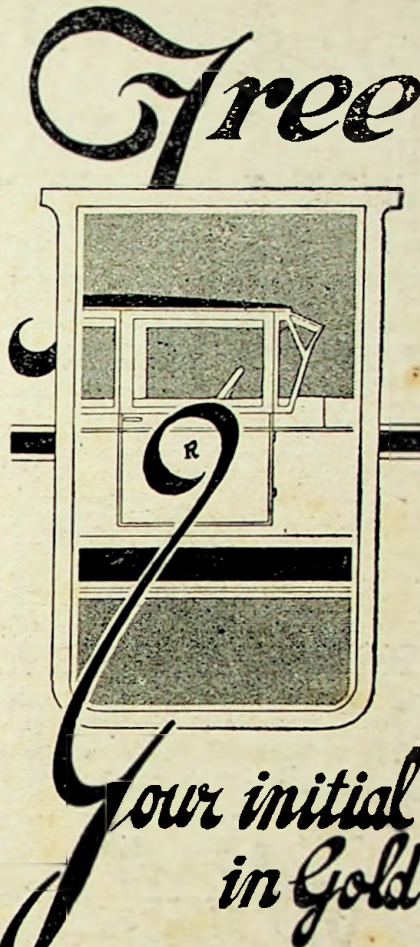
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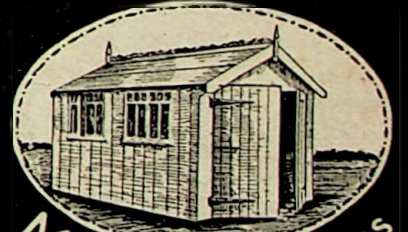
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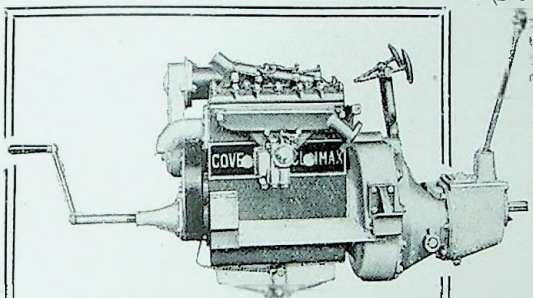
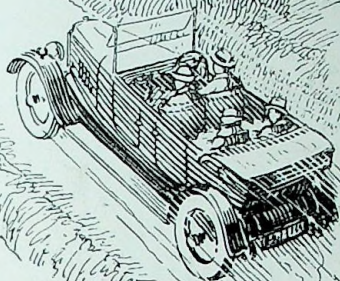
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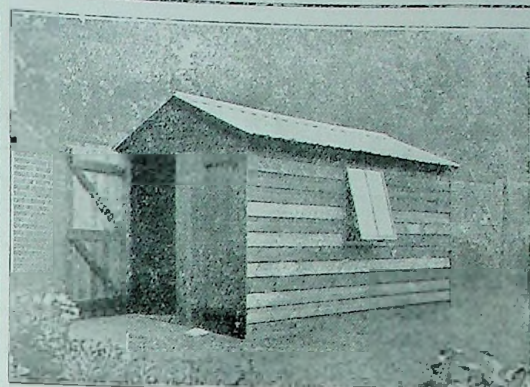
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