

To Buyers of 1926 Cars

THE 1926 models are on the road. Some present important changes in engine design, others are identical, or almost identical, with last year's production. Change in design may mean new lubrication needs which, if properly determined and supplied, will protect your car and add to the pleasure you will get from driving it.

The Board of Automotive Engineers of the Vacuum Oil Company, Ltd., has studied every new car specification and the abridged Chart on the right gives Correct Lubrication advice as determined by Automotive Lubrication Specialists.

TO OWNERS OF NEW MODELS.

Take particular care of lubrication for the first 1,000 miles.

For the first 500 miles, drive slowly—not over 20 miles per hour on top gear and 12 miles per hour on second.

Lubricate every moving part thoroughly and correctly.

If you start and continue with the correct grades of Mobiloil for your engine, gearbox and back axle, you will be assured of securing maximum efficiency with the minimum of repairs.

If your car is not shown in the abridged Chart on the right, send for a post-free copy of our booklet—"Correct Lubrication"—which deals thoroughly with the whole subject of lubrication and includes a complete chart of Mobiloil recommendations.

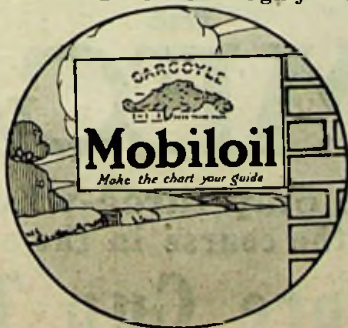


Chart of Recommendations

MOTOR CARS

The correct grades of Cargyle Mobilitec engine lubrication oil for motor cars are specified in the Chart below.

How to	E	means	Gargoyle	Mohibul	"E"
Read the	Aug	means	Gargoyle	Mohibul	Augu
Chart:	A	means	Gargoyle	Mohibul	"A"
	BB	means	Gargoyle	Mohibul	"BB"

Where different grades are recommended for summer and winter use, the winter recommendation should be followed during the entire year when freezing temperatures may be expected.

This Chart of Recommendations is compiled by the Board of Automotive Engineers of the Valvoline Oil Company, Ltd., and represents their professional advice on current automobile lubrication.

[illegible]

GEAR BOX and BACK AXLE
Correct Lubrication recommendations are shown
on the complete Chart exhibited in all dealers.

REMEMBER :

Ask for Mobiloil by the full title. It is not sufficient to say "Give me a gallon of 'A' or BB." Demand Mobiloil "A" or Mobiloil "BB," or whichever grade is specified for your commercial vehicle in the Chart of Recommendations.

HEAD OFFICE:

Caxton House, London, S.W.1

WORKS:

Birkenhead and Wandsworth.

VACUUM OIL COMPANY, LTD. · CAXTON HOUSE · LONDON · S.W.1.

Belfast Birmingham Bradford Bristol Cardiff Dublin Dundee Glasgow Hull Liverpool Manchester Newcastle-on-Tyne Sheffield

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

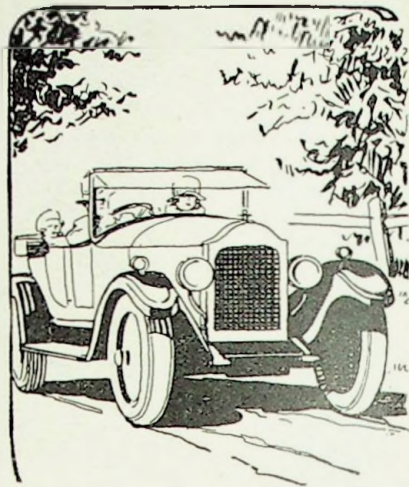


RAIN OR SHINE

If the car has a "Rexine" Hood and "Rexine" upholstery all will be well, for the heaviest downpour cannot get through "Rexine" Rubbercloth and the strongest sunlight cannot cause the upholstery to fade.

Soap and water cleans both—and both will retain their smart appearance throughout their very long lives.

The Leathercloth is made in many attractive colours and leather grains—the Rubbercloth is jet-black, leather grained.



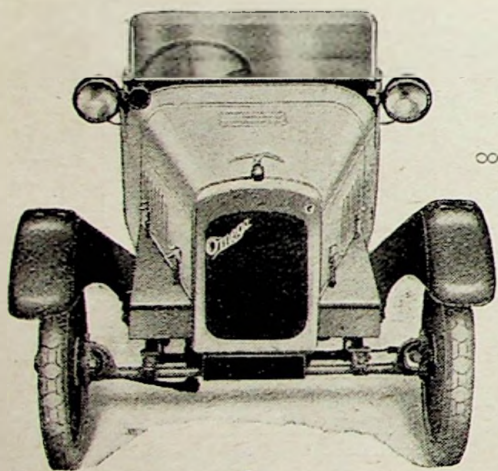
"Rexine" Leathercloth can be supplied in the form of Banding, Buttons, Studs and Valances to match the seating.

"Rexine"
LEATHERCLOTH
& RUBBERCLOTH

"Rexine" Rubbercloth is ideal for Hoods, Hood Envelopes, Spare Wheel and Tyre Covers, etc.

REXINE LTD., HYDE, Nr. MANCHESTER. LONDON: Rexine House, 42, Newgate Street, E.C.1.

MIP



PRICES FROM
£95

May we send you full particulars
of the three-wheeler which
HOLDS THE ROAD

*Always to the
Front*

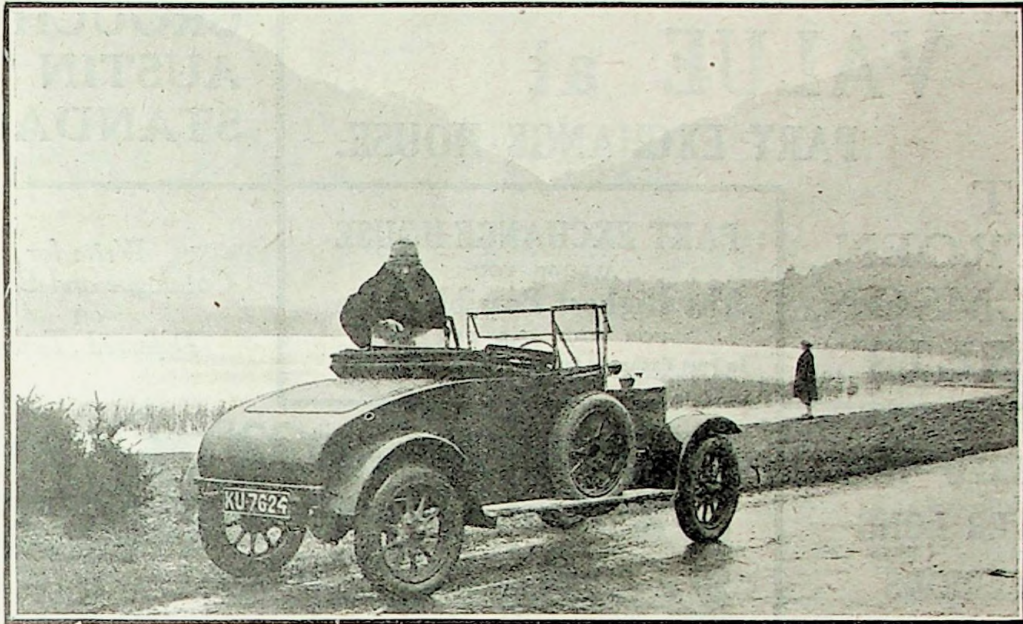
Do you know
THE
OMEGA

Was the only three-wheeler to
complete the course in the strenuous
Colmore Cup Trial

W. J. GREEN, Ltd.,
OMEGA WORKS,
COVENTRY.

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

ATMOSPHERE.



That indefinable something which makes an English home the envy of the world; that touch the artist strives for and, if obtained *may* bring fame, but not necessarily fortune.

There is Atmosphere about a Jowett Car.

Long experience *may* endow a car with such, yet no man knows how, otherwise would it not become universal—just air?

The Jowett has been built by enthusiasts for discerning motorists for two decades, and somewhere, or how, atmosphere has come.

This new, long chassis two-seater Jowett, has it in full measure. And it is a car of very real creature comforts, yet it costs no more than an ordinary car.

Price, with double screen, Dunlop Balloon Cord Tyres, 5 Lamps and Starter, £165

May we send catalogue of all models free?

JOWETT CARS, IDLE, BRADFORD.

CARS OF QUALITY AND VALUE at PART EXCHANGE HOUSE.

FIAT
CITROEN
SALMSON
JOWETT

PART EXCHANGE HOUSE
ALLOWS YOU
The Highest Possible Price
FOR YOUR OLD CAR
in Part Exchange for any MAKE of NEW CAR

SINGER
WOLSELEY
CROUCH
AUSTIN
STANDARD

*Write for
Catalogue and Booklet
on
Deferred Terms.*

DEFERRED TERMS
OVER LONG
PERIODS

For any Make of Car

Gordon Watney
& Co Limited
"Part Exchange House"

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

*Phone: Mayfair 2965.

The SILENT SERVICE that means so much — to YOU

The wheels of a car are like the strong right hand of a healthy man—they are "taken for granted." It is only in times of emergency that any test can be made; only in a crisis can the strong hand—the sturdy wheel—be appreciated.

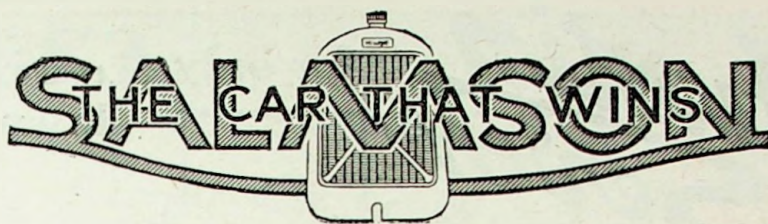
Sankey Pressed Steel Wheels have, since 1908, carried millions of people safely and silently through every phase of joy and danger. The catastrophes these unbreakable wheels have averted cannot be catalogued—but they can be borne in mind. When you see the word "Sankey," there also is the word "Safety."

Sankey WHEELS

Joseph Sankey & Sons Ltd., Wellington, Shropshire



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



Sole Concessionaires for
U.K. & British Dominions:

S.M.S. Ltd.,
17A, MOTCOMB STREET,
BELGRAVE SQ., S.W.1.

Sloane 4838.

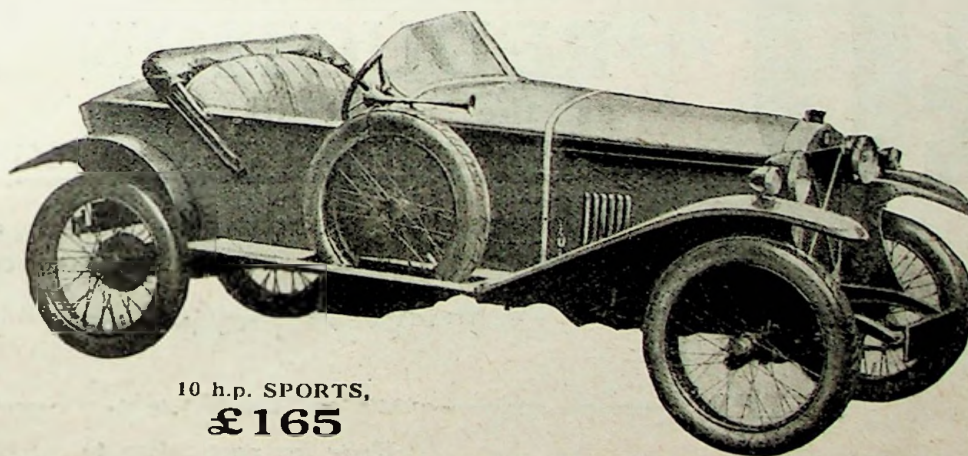
SPECIAL OFFER

FOR ONE WEEK ONLY.

DO NOT MISS
THIS
GOLDEN
OPPORTUNITY

The Manufacturers of the Salmson Car have—for one week only—given us a special concession enabling us to offer exceptionally good prices for used Salmson Cars in part exchange for any of the new Salmson Models.

A Special Display of the New Models is being held at our Showrooms.



10 h.p. SPORTS,
£165

Deferred
Terms
Over
Long
Periods.

31, BROOK ST.,
BOND ST.,
LONDON, W.1.
MAYFAIR 2965.

Gordon Watney
& Co. Limited
"Part Exchange House"

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.

Now!

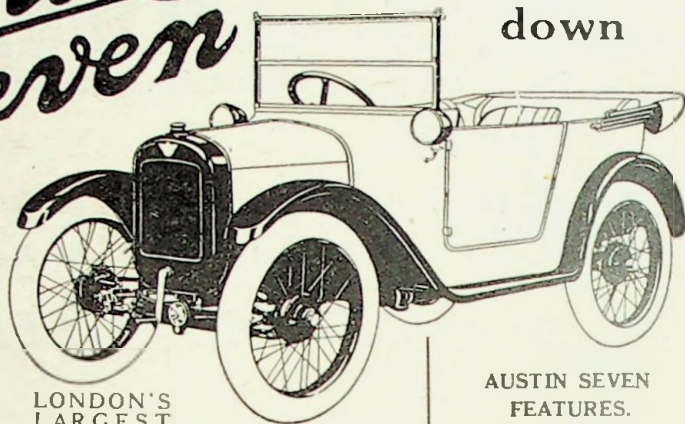
A new

**Austin
Seven**

for only

**£25
down**

HERE'S a splendid opportunity! A chance to buy the freedom of the road and real motoring enjoyment for £25 down. You can now get an Austin Seven—reliable and economical—for this sum, the balance being paid in monthly instalments. Get full details of this wonderful Pass and Joyce scheme now and have your Austin Seven for Easter.



LONDON'S
LARGEST
MOTOR
SHOWROOMS

**AUSTIN SEVEN
FEATURES.**

4-cylinder engine, electric starter, electric horn, speedometer, 4-wheel brakes, balloon tyres, a door for the driver, shock absorbers, two adjustable seats, automatic oiling, grease-gun system.

Pass and Joyce, Ltd.



373 - 375, EUSTON ROAD, LONDON, N.W.1

(Near Gt. Portland
Street Station)

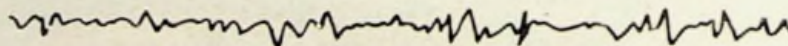
£149

Telephone: MUSEUM 8820 (6 lines).

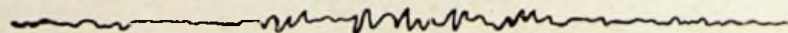
**40% SHOCK
REDUCTION**
as the result of fitting
NEVERSKID SHOCK ABSORBERS.

Vibrometer readings taken on the
same car on the same section of road.

BEFORE



AFTER



Write for particulars to



137, Victoria St., London, S.W.1

**Every Time You See
The White Line
Think of
The Right Lining—**

DON

BRAKE AND CLUTCH LININGS

Hard as nails—tough as steel.
"DON" grips like a vice.
Pulls you up—in safety.
Be prepared—fit "DON."

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

London Depot:	Glasgow:	Birmingham:	Belfast:	Bristol:	Liverpool:	Newcastle-on-
71, Southwark	8, Dixon	60, Steelhouse	7, Corporation	121, Cumberland	76, Regent	Tyne
Street, S.E.1.	Street.	Lane.	Street.	Road.	Road.	99, Percy Street,
Leeds: 4, Brunewick Street.		Sunderland: 33, St. Helen's Road.		Dublin: 7, Claude Road, Drumcondra.		

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.

"I'm glad I got a Singer"



"30,000 miles without the slightest trouble."

"Overhauled lately? Now, why d'you ask that?" "Well, you were telling me the other day you'd just passed the thirty thousand mark; and she still purrs like a kitten."

"She's never had a general overhaul yet, my lad. It sounds too good to be true—30,000 miles without the slightest trouble or expense; but here she is, large as life and twice as natural, 40 to the gallon on any old road, and 50 on the clock any day of the week. She's the eighth wonder of the world!"

Enthusiasm!—a poor word to describe a Singer owner's feeling about his car. Let us send you full particulars of the



The Car that Looks After Itself

All models fitted with four-wheel brakes, Dunlop reinforced balloon tyres, pneumatic upholstery, and all-comprehensive equipment.

SINGER & CO., LTD., COVENTRY

London Showrooms and Distributors:
202, GREAT PORTLAND STREET, W.1
Phone: Museum 3214.

10/26 h.p. LIMOUSINE SALOON,
four doors, four seats.

£280



10/26 h.p. "De Luxe"
2 or 4-seater.

£225

Prompt delivery now given of STEPNEY TYRES REINFORCED TYPE

in the following new sizes:

TWO
BRITISH
GRIPPERS

For Well-base or
Straight-side Rims.

27 x 4'40

29 x 4'40

28 x 4'95

30 x 5'25

31 x 5'25

For Beaded-edge
Rims.

715 x 115

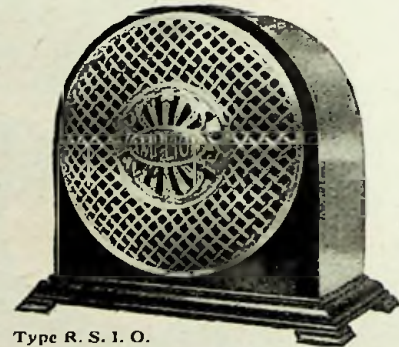
730 x 130

775 x 145



ASK FOR "STEPNEY TYRES."

STEPNEY TYRES LTD., Llanelly and Walthamstow, London, E.17



Type R. S. I. O.

Price £7-7-0.

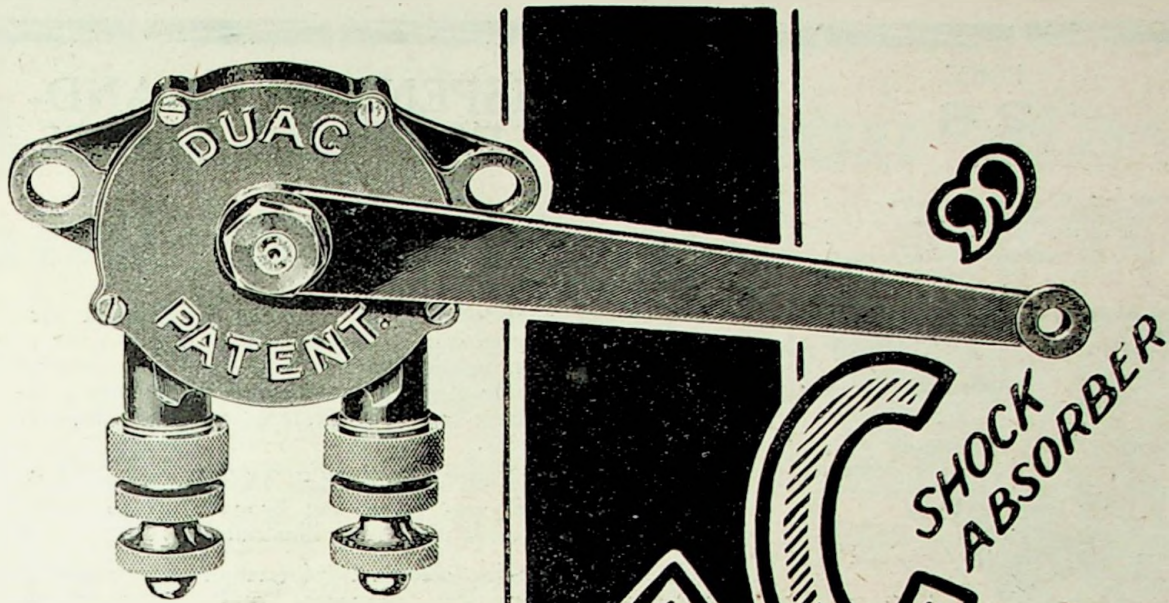
**Radiolux
AMPLION**

The Natural Tone
Loud Speaker

Obtainable from any
AMPLION Stockist, Radio Dealer or Stores.

Announcement of Alfred Graham & Co. (E. A. Graham), Crofton Park, S.E.4

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



Takes the jar
from the
Car.



*By the Makers
of the Carter
Gearcase, 1892.*

Reasons you should fit **DUACS**

British Patent, British Materials, and British Labour throughout. 12 Months' Guarantee.

Both Actions Independent and Independently Adjustable. Progressive in Action.

Write for Booklet to

F. HARRISON CARTER, LTD., DUNSTABLE.



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

PRICE
2/6
NET.

AN INDISPENSABLE HAND-BOOK FOR MOTORISTS.

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

Send for free Booklet giving particulars of many other books on motoring.

EASILY UNDERSTANDABLE.
OVER 100 ILLUSTRATIONS.



A compact encyclopædia of electrical information for motorists, clearly explaining the principles of all ignition systems, starting, lighting and road-warning equipment, which is practically standard on all cars to-day, and, in addition, describing and illustrating various modern auxiliary appliances.

This edition of "THE MOTOR ELECTRICAL MANUAL" has been entirely re-written and brought up to date, and contains upwards of 100 new illustrations.

It provides all the electrical information the motorist requires for practical purposes, and no previous knowledge of the subject is necessary to understand it.

TEMPLE PRESS LTD.,

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

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

The Overhauling Season

The new Laystall Illustrated Booklet on Special Motor Repairs will give you useful information with prices for various work

X
Send for it today

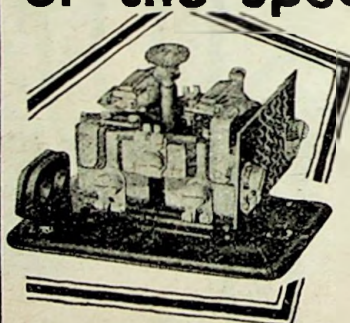
LAYSTALL
SPECIAL MOTOR REPAIRS

EWER ST., SOUTHWARK, LONDON, S.E.1.

Telephone HOP 6140 (7 lines)

and at 55, FONTENOY ST., LIVERPOOL. Telephone CENTRAL 5306

The unique advantages of the special M.C.L. CUT-OUT and CONTROLLER



This neat unit, exclusive to M.C.L. Equipment, prevents overcharge of the battery and gassing of the electrolyte.

It makes frequent attention unnecessary.

Should the battery cable break, or the connections become loose, the Controller immediately comes into action and prevents the lamps being burnt out.



MOTOR CAR ELECTRICAL EQUIPMENT

HART BATTERIES Standard.

MIDGLEY CAR LIGHTING Co. Ltd.

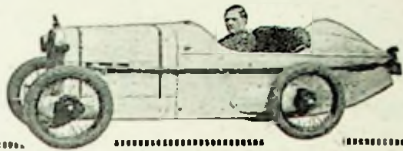
Registered Offices - - 17-19, COCKSPUR STREET, LONDON, S.W.1.

Works - - - - - Anchor and Hope Lane, CHARLTON, S.E.7.

London Service Depot - S. A. CUTTERS, LTD., 18, Berners Street, W.1.

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

A "pukka" Saloon—fast and silent for £210.



GORDON ENGLAND BROOKLANDS MODEL AUSTIN 7.

Fully stream-lined brushed aluminium body—
80 miles per hour—fierce acceleration—spare
wheel locker.

The hottest little bus on the road or track.

Price - £265



GORDON ENGLAND CUP MODEL.

Feather weight—comfortable, yet stream-
lined Sports Body on Austin 7 chassis.

Disappearing hood—large locker for spare
wheel and ample luggage.

Fast—sporty—silent.

Price £185

THE delightful finish of the Gordon England
patented coachbuilt body will intrigue
you immediately.

Plush cord covered, air sprung upholstery—
shock absorbers fore and aft—feather weight
drum proof, rattle proof, draught proof body.

Two really comfortable adjustable seats in front,
and room for two kiddies or one adult in the
rear seat.

The complete job weighs actually 28 lbs. less
than the standard Austin 7.

Here is silent, comfortable, trouble-free motor-
ing at less than 1d. a mile.

Does 50; romps up hills like a streak of light.

It nips in and out of traffic as handily as a
motorcycle, and can be stored in a minute
space.

It looks what it is, a sound, fully equipped man
size Saloon.

Trial runs on any Model gladly arranged
without obligation; or catalogue free on request.

We will purchase your old car and arrange
generous DEFERRED TERMS.

GORDON ENGLAND LTD.,

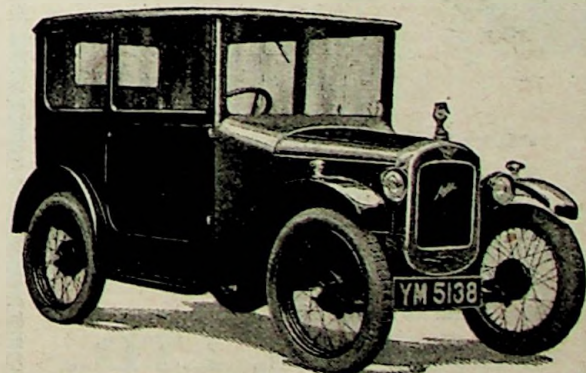
England's Corner,

South Molton Street,

LONDON, W.1.



Get your Standard
Austin 7. £149
from the Experts.



Woodwright.

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

LEA-FRANCIS

CARS BY DEFERRED PAYMENTS

BALANCE spread over one, two, or three years, to suit your convenience. Present car taken in part payment if desired.

from £25 down

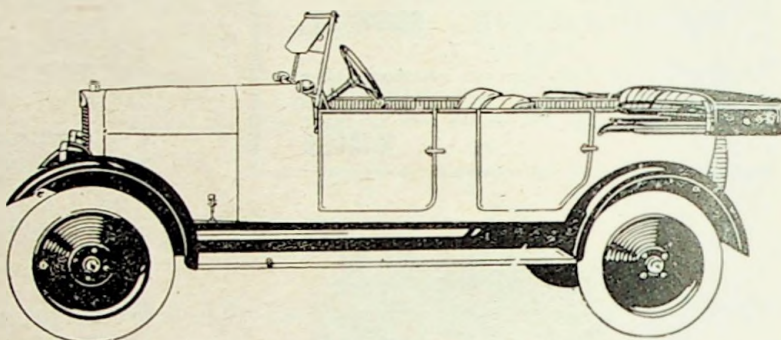
Cash Prices from £210

Awarded Royal Automobile Club Special Gold Medal.

Full particulars from—

LEA-FRANCIS CARS,
118, GREAT PORTLAND ST.,
LONDON, W.1

London Agents: C. B. Wardman & Co., Ltd.
Telephone—8720 M-u-r-m.



RIPOLIN



MOTOR PAINT

There's a special **RIPOLIN MOTOR PAINT** that gives the most perfect, hard, non-chipping surface. Test it on the wings of your car; there's enough for the purpose in a 1/- sample tin of **RIPOLIN MOTOR BLACK**.

Send for sample and full particulars to

RIPOLIN, LTD.,
3/9, Drury Lane—LONDON, W.C.

"WELLINGTON" LIQUID METAL POLISH

A
POLISH
THAT,
with a
minimum
of labour,
GIVES A
REAL
BURNISH
THAT
LASTS.



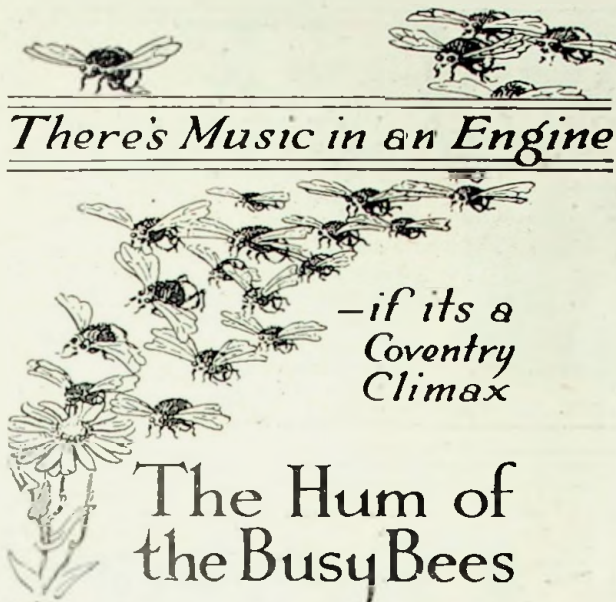
CLEANS
and
POLISHES
ALL
METALS
(including
Silver)
and
GLASS
(Windows,
Mirrors),
Motor-Screens
(Glass or
Celluloid).

TRY IT
and
PROVE IT.

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

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

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



There's Music in an Engine

—if its a
Coventry
Climax

The Hum of the Busy Bees

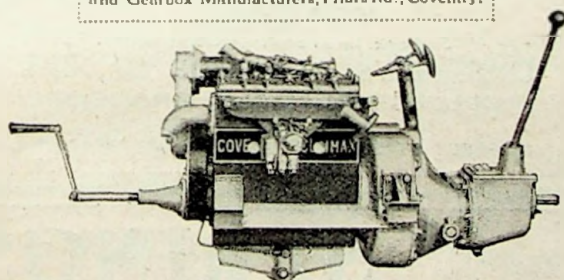
YOU have heard it on a warm June day, the persistent droning, always musical, never discordant—the hum of busy bees. It has come to mean everything that is tireless, industrious and efficient. Its unvarying note lulls all nature, even human nature, but still the bees go on—their work, even though all others sleep, must never halt.

A Coventry Climax engine possesses that same gentle hum of tireless efficiency and unfailing power which only comes with perfection. The man at the wheel, indeed, might well be lulled by its music—confident in the knowledge that the good work would go on—unbroken—for a Coventry Climax is a perfect engine.

*Is YOUR car fitted with a
Coventry Climax Engine?*

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in Four-cylinder and Six-cylinder types.

Full particulars and quotations upon request to COVENTRY CLIMAX ENGINES, LTD., Engine and Gearbox Manufacturers, Friars Rd., Coventry.



F Type 4-cylinder engine, with 3-speed gearbox unit construction.

Engines for every type of Light Car

**COVENTRY
CLIMAX
ENGINES** H.P.

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

The truth about British Tar and **ECONOMICAL** roads

The economy of British Tar combined with mineral aggregates is not properly understood. The truth is that such a road, when properly laid, will withstand the stress and strain of modern traffic conditions as long as any road yet discovered, while its cost of construction is considerably less per super yard to lay than other forms of road-making materials.

Further, maintenance expense for top dressing is greatly reduced because such a road has a permanent non-skid surface, which is safe in all weathers. For full information on this important subject, write to the address below.

**BRITISH
TAR**
for
**ECONOMICAL
NON-SKID ROADS**

The
BRITISH ROAD TAR ASSOCIATION,
VICTORIA STATION HOUSE, LONDON, S.W.1.



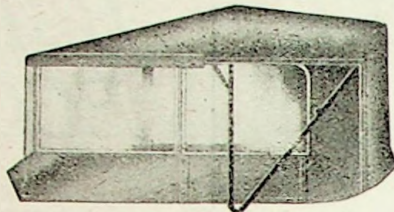
'Celastoid' offers perfect safety from Fire—is non-odorous—and is proof against decomposition to the extent of being practically permanent. It will not turn colour to a dark brown and will not spot in rain.

These properties make it a more efficient material for

Sole Manufacturers, BRITISH CELANESE, LTD., 8, Waterloo Place, London, S.W.1

'Celastoid'

The Safety Celluloid



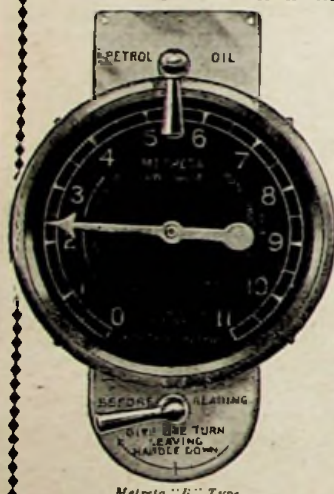
windcreens, side curtains, windows, back-lights and goggles—for windows and windcreens in aeroplanes and motor boats. 'Celastoid' is also obtainable in 16 permanent transparent colours for anti-dazzle and signalling devices.

This safety Celluloid is exempt from all C.C. Restrictions and Celluloid Acts.



The "Metreta" Level Gauge

THE ONLY DASHBOARD INSTRUMENT THAT GIVES AN INDICATION OF DEPTH OF BOTH PETROL IN TANK AND OIL IN SUMP.



Metreta "B" Type.

Adaptable for all cars except those with pressure feed. Simple to fit and simple to operate, it is just the instrument the motorist requires. Only one turn of the handle, whether running or stationary, and the reading is given. Can be supplied, if desired, to give indication of petrol only.

PRICES:

METRETA "A" (Petrol only)£2 2 0
METRETA "B" (Petrol and Oil)£2 5 0

Send for Illustrated Leaflet to the Sole Manufacturers.

ROTHERHAM & SONS, LTD.

COVENTRY.

Telephone: 752 & 763.

Telegrams: "Rotherhams, Coventry."

Chekko

Brake and Clutch Linings

The superiority of Chekko in immediate **reliability**—essential in all brakes—and its **long service** under the severest condition, is based on its purity. It is not only made from pure Asbestos (all Asbestos is pure) but is warranted to contain no cotton or other adulterant fibre. That is why Chekko cannot be destroyed or impaired by the frictional heat always generated in braking. That is why Chekko is safest, lasts longest, and is cheapest.

Motorists! Specify Chekko when relining, and realise what a difference a shilling or two extra outlay makes.

No false or exaggerated claim is made for Chekko.

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

CRESSWELL'S ASBESTOS CO., LTD.,
WELLINGTON MILLS, BRADFORD.

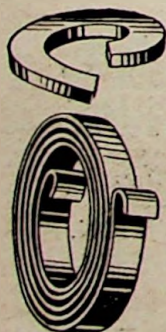
Stocks at London Stores:

27, PERCY STREET, TOTTENHAM COURT ROAD, W.1.

SPRINGS



SPRINGS



No matter what your requirements may be, you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer. Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock, 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

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

UNITED SPRING CO.
Hawthorn Street, West Smethwick.

B'ham Office:—14, Warwick Chambers, Corporation Street.
Telephone: ... Central 7650.

Scottish Agents: Wm. Greenlees & Co., 93, Hope Street, Glasgow.

Telephone: ... 118 Smethwick.

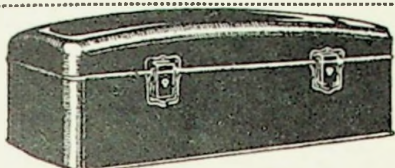
Telegrams: "Tension, Smethwick."

London Office:—14, Austin Friars, E.C.2.
Telephone: ... London Wall 5381.
Telephone: Central 4886



GAMAGES

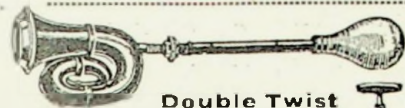
GREAT Anniversary SALE



METAL TOOL BOXES

for running board. British made from heavy gauge steel. Painted red, greatly adding to appearance. As illustrated, but fitted with 2 blinged catches and lock and key. Beautifully finished in best quality black enamel, with lock and catches nickel plated. Size 16 x 8 x 10 1/2 in. high. Car. 3/-.

15/6



Double Twist
Deep Note MOTOR HORNS
with lust grill. Black and nickel finish (as illustrated). Dash fitting. Wonderful Value. Post and packing 9d.

SALE PRICE 15/3



SCREEN WIPERS

Best quality Spring Top Pattern, with two squeezes and handle for operating. Heavily nickel plated. Fits either plain edge of mortal board type screen.

2/11

Post 4d.

OIL DRUM PUMPS

as illustrated above for extracting oil from a 5-gallon drum without trouble or mess. Best shielded make. Now fitted with improved tray and gauge for return oil. Post free.

7/6

CLEANING BRUSHES.



TRIANGLE MOTORPOKE BRUSHES.
Best quality bristle. A fine serviceable brush. Post 3d.

4/3



ORDINARY SPOKE BRUSHES. Good quality. Well made, in a handy size, and very useful. Usual price 4/6. Post 4d.

1/10



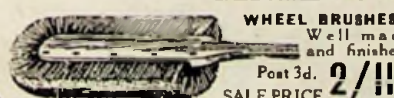
CLEANING BRUSH.
Specially suitable for cleaning wire wheels. Post 3d.

1/10



BENT SPOKE BRUSH.
Specially shaped for getting at awkward places. Best quality bristle. Car size. Post 3d.

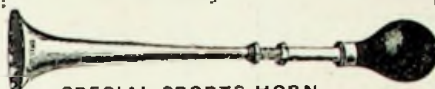
3/10



WHEEL BRUSHES.
Well made and finished. Post 3d.

2/11

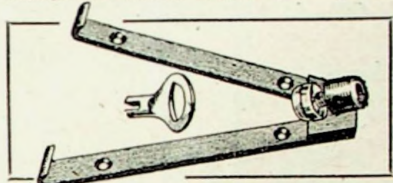
Car Accessories, "Gadgets," and Tyres at Gamage Sale Prices will draw keen motorists to Gamages New and Spacious Motor Showrooms during this Sale. Post Orders on Money-back Guarantee



SPECIAL SPORTS HORN

Through dash fitting. Gives a very uncommon and penetrating note. Usual price 12/6 Post 6d.

6/6



PETROL CAN CARRIERS.

Cast metal frame with four screw holes for fixing to footboard, and strong threaded screw lock. End of lock rubber-cased to save vibration. Detachable key. Finished black with brass lock. Post 4d.

4/9

Motorists in the City Proper will find Equal Facilities at

BENETFINKS

our well-known Cheapside House.
SALE NOW PROCEEDING IN ALL DEPTS.



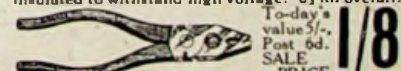
SOLID BRASS PETROL POURER. Post 3d.

Get one of these and do away with all mess and inconvenience. Complete with petrol gauze strainer. Fits any can. Saves time, trouble, petrol and money. Usually 1/9.

"HOLBORN" DASH LAMP.
Light can be reflected in any direction. Can be fitted WITHOUT DRILLING dashboard, as wire leads in base of lamp through groove in ferrule. Complete with bulb. Post 3d.

4/7

INSULATED COMBINATION PLIERS.
Fitted with three cutters and grip handle and insulated to withstand high voltage. 6 1/2 in. overall.



ADJUSTABLE WRENCHES.
Wonderful value. Length overall, 11 in. Usual price, 3/6

2/4



105 PRS.

105 PRS.

SILVER PLATED WINGS

Wonderful Sale Offer of a limited number of these silver plated wings for Boyce Motors. Small size for Gem Motors only. Usual Price 12/6. Post 6d.

6/9

LARGER SIZE 14/6

Order right away to secure—Stock is strictly limited to quantity stated.

VALUE!



Gamages "Scope" Mirror.
Nicely finished and of strong construction. Gives very large range of vision owing to the shape reflector. Post 6d.

7/9

FLEXIBLE PETROL POURERS

A great improvement on the old type. By means of this a 2-gallon can of Spirit is emptied and filtered in 45 seconds. Thousands already in use. Order one per return.

3/3

SALE PRICE. Post 6d.

CLEANING KIT.

All Cleaning Kit for the Car greatly reduced in price.



CLEANING CLOTH.

Splendid quality Cleaning Cloth. Nice and soft, and made up into 50-yard rolls. Far superior to Waste or Mutton Cloth. SALE PRICE per roll 6/6

Half Rolls, 3/6 Post extra.

CHAMOIS LEATHERS.



Fine quality soft yet long-wearing. Size about 21" x 22"

3 FOR 11/6 SPONGES

Fine quality Honeycomb Sponges.

4/3, 3/1 and 2/1

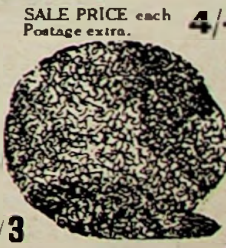
Extra large size, 7/-

Special line of Strong Sponges 1/3

for car washing.

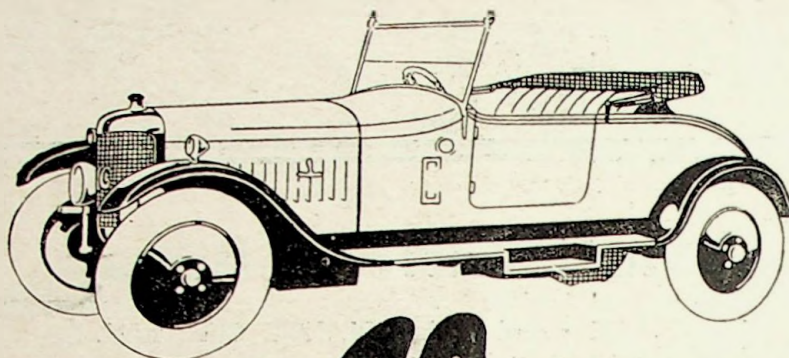
3 for 3/6. Post extra.

Extra large Honeycomb Sponges. Usual price 8/6. SALE PRICE 6/3



A. W. GAMAGE Ltd., HOLBORN, LONDON, E.C.1,
AND BENETFINK & CO., LTD., CHEAPSIDE, LONDON, E.C.2.

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



LOOK at the **AC**—*it stands alone!*

Graceful lines, evolved by artists and reproduced by engineers, resulting in a model light car *better than any.*

The beauty of the A-C is more than "skin deep"—the mechanism being as perfect as the body. Come and see them being made. *See inside.* Try them on the road—it will please and surprise you unless you have seen how Rolls-Royce cars are made.

S. J. E. H.

30, Hyde Park Gardens, W.2.
29th October, 1925.

The Hon. Mrs. Phillipson presents her compliments and thanks Mr. Johnston for his letter, also for having had her car attended to with such prompt attention. . . . Mrs. Phillipson had her A-C Six out yesterday. It is going splendidly and is one of the best.

PRICES FROM £250

WRITE FOR CATALOGUE.



THAMES DITTON, SURREY, ENGLAND.

CHASSIS—4 cyl. 12/24 and 12/40 h.p.

GUARANTEE—12 to 36 months.
Transferable.

PAYMENTS—12 to 36 months.

Second-hand A-C Cars for sale carrying
A-C Guarantee.

Full range of A-C Cars at A-C LONDON CONCESSIONAIRES, 55/56, PALL MALL, LONDON, S.W.1



TRAM FEVER AT COVENTRY.

Whilst several local authorities have decided, after years of experience and careful consideration to scrap their tramways, Coventry is actually extending its system—our photo showing rails being laid in Queen's Road. In this issue we deal editorially with one aspect of the tramways.

NOTES, NEWS & GOSSIP *of the* WEEK

Brooklands.

The track at Weybridge should be open again in about five weeks. The severe winter has greatly impeded the resurfacing operations.

One-way Roads.

Arising from our editorial article on "One-way Roads," a correspondent urges the adoption of the system in Heath Street, Hampstead, which he describes as "unnerving to experienced drivers and a potential source of accident to the inexperienced."

This Week.

Ignition—always a knotty problem for the amateur—is the subject of a very informative article this week. The writer discusses the principles and explains a number of, often, baffling conditions. How the Rhode saloon behaves on the road and how the various models are made at Tyseley, Birmingham, is described in a four-page article, whilst we also give a test-run report of the Coventry-Victor three-wheeler which, our readers will remember, made its first appearance at the last Motor Cycle Show at Olympia.

No. 692. Vol. XXVII.

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LIGHTING-UP TIMES (Rear Lamps for Saturday, February 27th).

London	6.03	Edinburgh	6.08
Newcastle	6.03	Liverpool	6.11
Birmingham	6.09	Bristol	6.19

Six Entries for Grand Prix.

With only six cars entered, the French Grand Prix looks like being a fiasco. We refer to the subject elsewhere in this issue.

Significant!

It is said that the Edinburgh Tramways Committee has recommended the purchase of 15 more motorbuses. In the meantime, Keighley has definitely abandoned trams in favour of motor omnibuses.

Next Week.

Special interest is always centred in the cheaper types of car, and for this reason we have no doubt that many readers will look forward to an article entitled "Round Surrey With an 11h.p. Clyno," which we shall publish next week. The behaviour of the car on freak hills is described. "What Inventors are Doing" will interest the student of design, whilst "Removing Rear-wheel Hubs" tells practical readers how they may get at their brake shoes for relining them or for examination.

"The Raid" Protest.

Has your local club addressed a protest against the contemplated raid of the Road Fund to the Chancellor of the Exchequer? Every motor club should follow the lead set by the Essex Motor Club, which, by the way, has received merely a formal acknowledgment of its protest.

Licence, Please!

Driving licence hold-ups were instituted in many local areas last week-end.

Married.

Heartily congratulations to the Hon. Victor Bruce on his marriage, which recently took place abroad.

No Water!

The "100 Miles of Flooded Roads" mentioned in a Sunday paper and referring to the course of the Essex Club's winter trial must have existed in the mind of the writer of the paragraph. There were no floods.

Prince and New Road.

The Prince of Wales is expected to open the new Sidecup-Ruxley arterial road at Easter. This links up the Lee-Sidecup and Ruxley-Farningham arterial road and will avoid Sidecup and Fooks Cray.

Council Demands Rear Lights.

Stafford Rural District Council has decided to forward to the Ministry of Transport a resolution that for the general safety of the public all cyclists be compelled to carry a red rear light or reflector at night.

Belsize-Bradshaw Instruction Book.

Owing to the difficulty experienced by a number of members of the Belsize-Bradshaw L.C.C. in obtaining the instruction book for the Belsize-Bradshaw car, the club has had the book reprinted. After supplying members' needs, a few surplus copies will be available. The price is 2s., postage 2d.

American Champion.

Peter de Paolo, one of the youngest of motor racing drivers, has been declared to be the 1925 champion by the contest board of the American A.A. Tommy Milton was the runner-up, followed by Harry Hartz, Bob McDonagh and Earl Cooper. Ralph de Palma is announced as the dirt track champion.



LIGHT CAR PROVERBS.—No. 9.

Does this picture suggest to you an old or original proverb? If so, write it on a postcard addressed to the Editor and marked Proverb No. 9 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

Extraordinary Case of "Obstruction."

Turning into Red Lion Square, London, recently we found practically the whole of one side of the square occupied by a huge stack of pipes, whilst vehicles parked in the remainder of the allotted space left not even a loophole for a light car. Three hours later the first-named "obstruction" had not been moved. Three days elapsed, three weeks have nearly gone by and three years may not be too long a period to anticipate before private cars once again have access to this approved parking space. A motorist was not allowed, prior to the arrival of the pipes, to leave his car for more than two hours on the space which they occupy!

Our Cover Picture.

A Grand Sport 3-seater Amilear figures this week in the photograph reproduced on our front cover.

Spring Business.

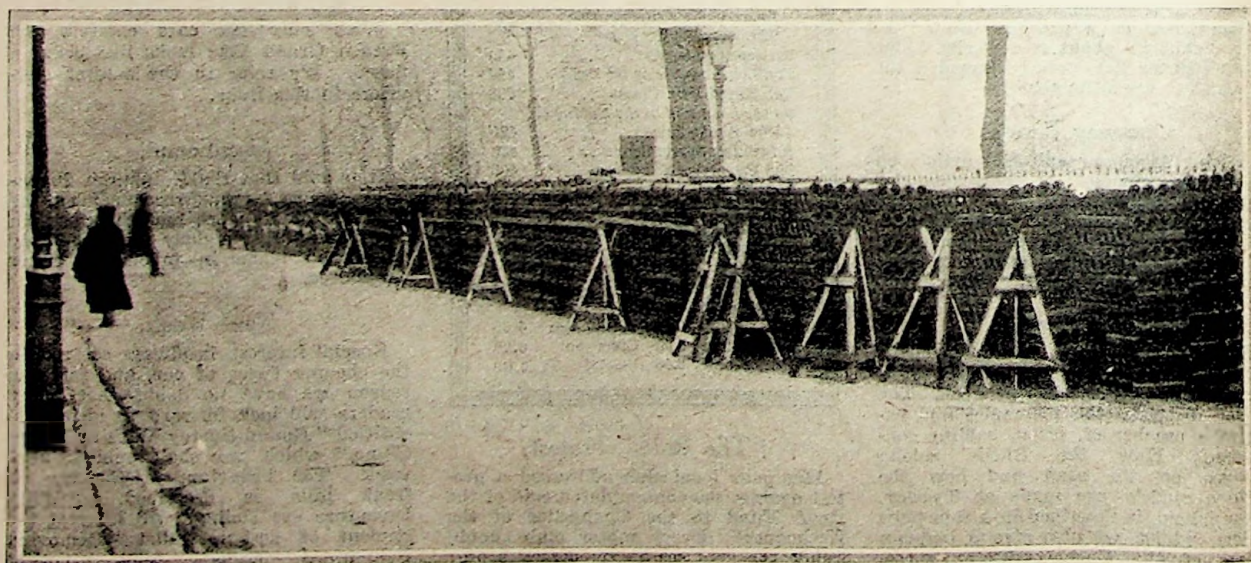
Good business in light cars is anticipated by agents for the forthcoming season. Second-hand cars are being snapped up at good prices. Many bargains are included in our small advertisements this week.

Twentieth Century Wonder.

Wonders will never cease. Summoned for exceeding the speed limit in Glasgow, a motorist was astounded to receive a visit from the police, who said that the summons would be withdrawn as an error in timing had been made. Commenting on the case, a Glasgow paper says, "What an example to some of the English police!"

Deputation to Mr. Churchill.

Sir Arthur Stanley, chairman of the Royal Automobile Club, introduced the deputation representing 21 motoring bodies which was received by the Chancellor of the Exchequer on Thursday, February 18th. Mr. Churchill opened his reply to the various views put forward by members of the deputation by saying: "It is not possible for me to deal with the problem fully without disclosing to you matters which, as I impressed upon the House of Commons last night, properly belong to the Budget statement of the year." He mentioned that he would consider, as he had long been considering, the point of view of motorists in all its aspects, but stood firm in the opinion that he was entitled to raid the Road Fund—which is not exactly as he expressed it. He promised to consider the views which had been put forward by the deputation with regard to a reversion to a petrol tax, but re-echoed the difficulties of such a scheme. Undoubtedly the deputation did its best, but, as anticipated, it did not get very far.



AN OFFICIAL
"PARKING PLACE."

Thousands of pipes are stacked in Red Lion Square, London. They occupy nearly the whole of one side of the square, which is an officially recognized parking place for motor cars.

The Up Grade.

A well-known American large car manufacturer has advanced the prices of three popular models. Several models of the Ford have also been increased in price.

Meeting of I.P.E.

A general meeting of the Institution of Production Engineers will be held in the Council Room of the S.M.M. and T., 83, Pall Mall, London, S.W.1, to-night (Friday), at 7.30 p.m.

Roads Improvement Association.

Major R. A. B. Smith, A.M.I.C.E., representing the British Portland Cement Association, has been elected a member of the National Council of the Roads Improvement Association.

New Clyde Bridge.

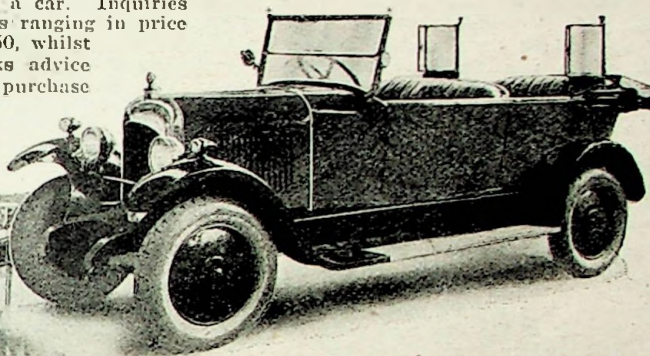
The Corporation of Glasgow is now considering the plans which have been prepared for a new bridge across the Clyde at Finnieston. The estimated cost is £1,000,000.

Buyers Seeking Advice.

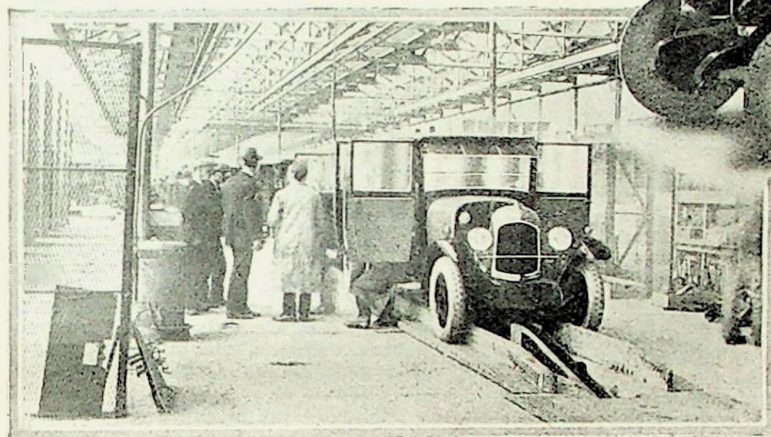
Up to the time of going to press no fewer than 83 readers had availed themselves of the offer we made in a footnote last week to give free advice on the purchase of a car. Inquiries relate to vehicles ranging in price from £30 to £550, whilst one reader seeks advice concerning the purchase of a motor-assisted tricycle.

Foreign Touring.

Anyone taking a car abroad after March 21st will be able to avail himself of a special scheme instituted by the Automobile Association, which materially reduces the cash deposit in connection with Customs which hitherto has had to be paid. Full particulars are obtainable from the secretary of the A.A., at the headquarters office, Fannum House, New Coventry Street, London, W.1.



(Above) The latest 11.4 h.p. Citroën with f.w.b., semi-elliptic front springs and so on. (Left) An all-steel saloon in the finishing stages.



Important Citroën Developments.

ON February 18th, Monsieur André Citroën opened his new giant factory at Slough, Bucks, where Citroën cars for the British market will be built in future. The new works are notable for their vast size and the very up-to-date equipment which is installed.

In a speech to visitors who were present at the opening Monsieur Citroën remarked that he hoped to get the production up to 200 cars daily, and that an output of even 100 cars per day would create employment for 5,000 British workpeople.

Synchronizing with the opening of the works brief details of the proposed programme were given, and in this connection the announcement of greatest interest concerns the new prices. These are as follow:—7.5 h.p. three-seater cloverleaf, £145; coupé, £155; 11.4 h.p. all-steel four-seater, £190; all-steel four-door saloon, £245; three-seater coupé, £235. The 11.4 h.p. models are available with front-wheel brakes of the Alford and Alder pattern at an additional price of £20.

In order to accommodate the new f.w.b. front axles the chassis frame has been redesigned and half-elliptic springs are now used at the front.

In the new works chassis and body erection is being carried out on the latest moving-chain-track principle, chassis starting at one end of a long assembly track as bare frames and emerging at the far end as complete chassis.

Perhaps the most noteworthy of the new Citroën developments is the very moderate price at which cars with all-steel bodies are being listed. The method of construction adopted should ensure exceptional strength, rigidity and long life for the coachwork.

S.A. Dealers' Action.

South African motor dealers may decide to lower the average prices paid for second-hand cars taken in part payment for new ones. Increasingly keen competition is given as the reason for this move, but exactly how it applies is difficult to see.

More and More Motoring.

The rapid growth in popularity of motoring is strikingly illustrated by the records of Wallasey, Cheshire, which reveal an increase of 3,443 motor licences issued up to the end of 1925 since 1921, and an increase in returns from taxation during this period of £10,829.

New Zealand Motor Trade.

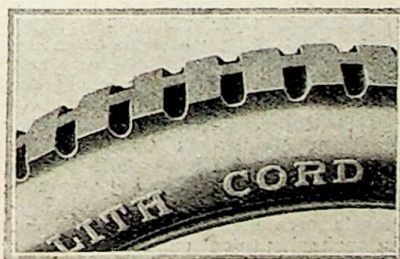
Mr. Albert Coates, Premier of New Zealand, in the course of a speech recently, urged British motor manufacturers to study the New Zealand market and, if possible, personally to visit the Dominion. They should aim at supplying cars which would give good service, he said.

Beggars' Roost.

An experienced driver who has just returned from a visit to Devonshire states that Beggars' Roost has never been so difficult to climb, owing to "resurfacing operations," whereby loose road metal has been strewn on the steepest part. There is no foundation for the rumour that the local authorities are waiting for "Land's End" competitors to roll it in.

Latest American Development.

American authorities are making extensive use of a new white-line marking machine, which, it is claimed, will paint a line 200 ft. long in one minute. One operator can do the work of 10 to 15 men using hand brushes, whilst paint consumption is reduced by about one-third.



The retreaded cover referred to by "Focus" in the first page of "Rich Mixture."

Fiat Price Reductions.

The following are the amended prices of the 10-15 h.p. Fiat which came into operation on February 18th:—Short wheelbase models: Chassis, £200; two-three-seater, £295; standard torpedo, £295; saloon, £350; coupé (fixed head), £345; all-weather, £360; coupé (English coachwork), £385. Long wheelbase: Chassis, £220; coupé de ville, £390; coupé (with English coachwork), £410.

Week-end Events.

TESTING RELIABILITY.

No Floods in Essex "One Day"—Sidecar Wins Manville Trophy.

Essex Club's Winter Trial.

DESPITE a comparatively poor Dentry, the Essex Motor Club decided to hold their one-day winter trial, which was fixed for Saturday last, and proved that, for an event of this description, success does not necessarily depend upon a big entry. Well organized and smiled upon by the Clerk of the Weather, the trial enabled those who took part in it to enjoy themselves and, for the most part, to get gold medals!

The first man away, a motorcyclist, left the Roebuck Hotel, Buckhurst Hill, the starting and finishing point of the trial, at a minute past nine, and the first test of the day took place on Low Hill, where competitors had to accelerate from a standing start, pull up exactly opposite a flag at 220 yards and restart and accelerate away again for another 220 yards. Anyone failing to complete the distance in 65 seconds lost ten marks.

J. P. Dingle (Lea-Francis), A. G. Gripper (Aston Martin) and V. G. Wallsgrove (Riley) were very good indeed, whilst the star turn was probably that of D. M. Letts (Alvis), who made a remarkably neat change down before the midway stopping point and got away without wasting a second.

The course led through some of the prettiest and narrowest of Essex lanes, and there was evidence that on the day before several of the roads had been under water, but the only real aquatic test was provided by the usual Harlow splash.

After lunch an ease-of-starting test was instituted, competitors being given eight seconds from the word "go." The time limit might well have been cut down to five seconds.

The afternoon course was the same as the morning, but a slow hill-climb was held on Mott Street Hill, which has a gradient of perhaps 1 in 8 at the steepest part. The competitors, from a standing start, had to cover the distance of 88 yards at a speed not exceeding 5 m.p.h. The cars climbed at anything between 3 m.p.h. and 4 m.p.h.

Judicious Clutch Slipping!

One of the best performances in this test was that of Humphreys (Amilcar), and we imagine that it was achieved by a little judicious clutch slipping. Equally good was A. G. Gripper.

The first man was due home at approximately 3.40 p.m. and by 4.40 p.m. the full results were posted up in the hall of the "Roebuck." The following were the small car (provisional) awards:—1st class awards: J. P. Dingle (Lea-Francis), A. G. Gripper (Aston-Martin), D. M. Letts (Alvis), V. G. Wallsgrove (Riley). 2nd class award: W. Humphreys (Amilcar). Non-starters: G. E. T. Eyston (Riley), W. Gillon (Riley) and S. Watson (Surrey).

B14

The Manville Trophy Trial.

STARTING from the Daimler Works in Coventry, the Coventry and Warwickshire Motor Club held its Manville Trophy Trial on Saturday, February 20th. Ten light cars faced the starter, an interesting entry being that of E. J. Neale, in the new Omega three-wheeler.

The first point of interest was the acceleration test at Priors Marston, which was held on similar lines to those adopted in the Colmore Cup Trial. Neale (Omega) covered the distance in 20½ secs. and pulled up in 2 ft. 8 ins. Humber Nines driven by S. Wright and A. Botwood made good performances with 22 secs. and 8 ft. and 21½ secs. and 5 ft. 4 ins. respectively.

Star Performers.

Two Rover Nines, driven by F. L. Liggins and W. H. Chadwick, performed very creditably, but were not able to better these times, and it fell to the Lea-Francis cars, driven by H. E. Tatlow and N. Norris, to put up what were easily the best performances of the day.

Tatlow, in an aluminium-bodied four-seater, misunderstood the regulations and omitted to pull up at the third tape, but, following satisfactory explanations, the officials very sportingly allowed him a second run, when he put up the excellent time of 17½ secs. and pulled up in 1 ft. 4 ins. Norris, in a two-seater, was one-fifth of a second slower.

The route then led to the Edge Hills, where a stop-and-restart test was held on the rough and greasy slopes of Bush Hill. Both the three-wheelers failed, but the Omega made a plucky attempt, and with a better rear tyre would have succeeded in getting away.

Both the Humber made excellent performances, their pilots, by skilful driving, preventing wheelspin from developing. Once again Tatlow and Norris (Lea-Francis) were easily the best.

With the exception of the water-splash at Kenilworth Castle, which troubled nobody, Holloway Hill was the last observed point. The hill was narrow, rutted and greasy, but both Lea-Francis cars made very fast climbs, Tatlow having to cut out in order to get round a gentle bend near the foot of the hill. The Humber and Rovers climbed well, but S. Wright (Humber) was badly hauled by a motorcycle failure.

With most commendable promptitude the results were worked out immediately after the conclusion of the trial and were published at the Queen's Hotel, Coventry, the same evening.

Results:—Silver cup for best performance by a car: H. E. Tatlow (Lea-Francis). Gold centre medals: N. Norris (Lea-Francis), A. Botwood (Humber). Club ash-trays: S. Wright (Humber), F. Liggins (Rover), W. H. Chadwick (Rover). The following completed the course:—E. J. Neale (Omega), F. G. Mann (Morgan).

Boulogne Week Regulations.

THE regulations for the great Boulogne Automobile Week, from August 26th to 29th, are now about to be issued. This event, it will be recalled, is run jointly by the Automobile Club du Nord and the Essex Motor Club, with the assistance of the French sporting newspaper, *L'Auto*.

Light car and cyclecar owners will be interested to note that the regulations for the light car race the Grand Prix International des Voiturettes et Voitures Légères, have now been brought fully up to date.

Voiturettes (cyclecars) of 500 c.c. to 750 c.c. must weigh 300 kilos, and the 1,100 c.c. class must weigh 350 kilos. Light cars must be of under 1,500 c.c. and must weigh at least 700 kilos (13½ cwt.), which must not be made up with ballast. There is no clause prohibiting the use of superchargers in this race, although such devices are not allowed in the Boillot Cup race.

The length of the race will be 12 laps of the Boulogne circuit, equal to approximately 280 miles.

The Boillot Cup race for cars in touring trim, has been increased in length, 16 laps having to be covered. The system of handicapping has been revised. The 750 c.c. class must weigh a minimum of 600 kilos and start at zero. The 1,100 c.c. class should weigh 715 kilos and start 15 minutes later. The 1,500 c.c. class start 2 minutes earlier than last year, and are allowed to weigh 10 kilos less, viz., they start 27 minutes after the 750 c.c. class and must weigh at least 850 kilos. Only the driver may be carried.

The speed trials, hill-climbs, etc., will take place on Thursday, August 26th, while the coachwork competition is to be held on the following day.

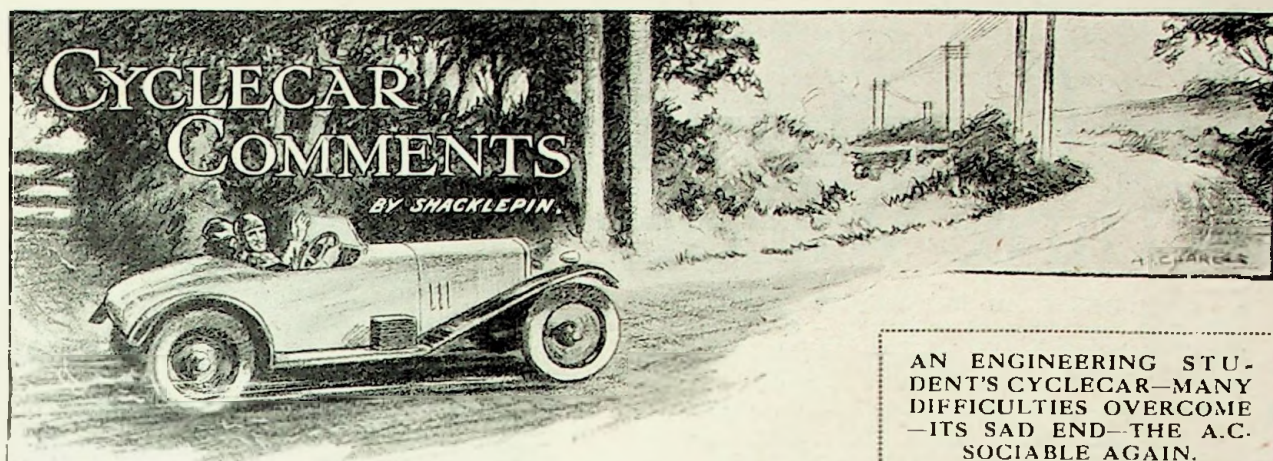
In Parliament.

A LONG debate on the Road Fund took place in the House of Commons last week, on the motion by Mr. Dixey, urging that no money from the Fund should be spent on purposes other than the construction, repair and maintenance of roads and bridges. An amendment was moved by Mr. G. Peto urging that a full statement of the Government's intentions should be awaited.

The Chancellor of the Exchequer, Mr. Churchill, said that, in the interests of the country, they had to look for a comprehensive solution. If they were to veto "raiding the Road Fund" that night, why should not they proceed to veto "raiding the Sinking Fund," or touching the duties on beer, tobacco, the death duties or any other source of revenue? To attempt to censure in advance an Administration, not on what they were doing, but on what they were credited with designing to do, was an outrageous and monstrous proposition, inherently repulsive to any fair-minded man.

How could he explain the policy of the Government until the Government had arrived at decisions in principle on that policy? The House ought not to commit itself or hamper the Government. When the Government's policy was announced there would be ample opportunity for discussion.

Eventually the discussion was closed and the motion and amendment talked out.



AN ENGINEERING STUDENT'S CYCLECAR—MANY DIFFICULTIES OVERCOME—ITS SAD END—THE A.C. SOCIABLE AGAIN.

THE experiences of an amateur who constructed a three-wheeled cyclecar on novel lines during his vacation workshop course at Birmingham University will be of interest to many of my readers.

It was decided to build up both chassis and body on the box-girder principle with ash struts and wire cross bracing. Two ash frame-members were used stiffened by cross bracing, the 10 h.p. V-twin Blackburne engine being located transversely immediately behind the front axle. Transmission was through a cone clutch copiously drilled for lightness and bolted to the standard Blackburne flywheel, the drive being taken through shafts to a three-speed-and-reverse gearbox of dubious origin to a worm-driven rear wheel of equally ancient vintage, said to have started life on a 5 h.p. single-cylinder-engined three-wheeler. An A.J.S.-pattern detachable rear wheel was adapted to this drive, a piece of 5-in. diameter steel steam-roller axle being turned into a double flange, the centre being 1½-in. diameter with a 1-in. hole.

This work was done on a treadle-operated 4-in. Drummond lathe without a back gear, and, as the metal in some places was so hard that nothing but air-hardening high-speed steel would touch it, some idea of the labour involved may be gathered. An ancient but excellent front axle was obtained complete with very excellent cable-operated front-wheel brakes, which proved highly efficient in action. They were operated by hand, a pedal controlling the transmission brake.

The strength of the chassis was carefully calculated to be ample for direct loading. Unfortunately, however, when complete, the back wheel would gracefully lie down on to its side if anyone sat on the chassis. The front springing was of the cantilever variety, and by stiffening this up and reinforcing the ash longerons with steel-angle members a reason-

able degree of torsional rigidity was obtained.

The body was built somewhat in the form of an aeroplane fuselage, having a long tapering tail, which caused considerable comment wherever the machine was seen. This eventually was covered with sheet-aluminium, whilst sheet-steel wings protected the occupants from some of the mud thrown up by the front wheels. The dummy radiator was finished off with shutters of the type used on aircraft radiators.

A number of wagers had been taken that the car would not be driven to a point 35 miles away before a certain date; but this, after a somewhat adventurous journey, with the vehicle in its chassis form, was successfully accomplished. Just after it had returned to the University grounds the worm wheel stripped and a complete new rear drive was built up, using straight bevels in a housing designed and cast in the University shops.

In its final form the car, which was known as the "Willche," from the name of its constructor and his assistant, completed about 250 miles. No rear-chassis spring was used, a 26-in. by 3-in. tyre being relied upon to have sufficient shock-absorbing qualities, but the body was supported on the chassis by transverse full-elliptic springs. Cable steering was used, and this proved satisfactory, although the car showed a tendency to wander about the road until the front axle was altered to give a certain amount of trail to the steering, after which the trouble ceased.

The chief difficulty proved to be that of starting, the effort required to swing a big-twin engine at a sufficient speed to obtain a good spark from the magneto being a decided drawback, not altogether, perhaps, confined to this particular car. The gearbox had been designed for a quadrant change, but a motorcycle type of gate similar to that used on Sunbeam, Matchless and other

machines was arranged, making it almost impossible to overshoot a gear.

Eventually, on its owner leaving the University for a post which left little time for experimenting, the car was sold and broken up. Its life was certainly short, but the experience obtained was, in its constructor's opinion, well worth the time and expense involved.

I receive many letters from correspondents urging the revival of the A.C. Sociable. With this idea I am in sympathy, but I would be more in favour of reviving it in the four-wheeled form in which two experimental cars were built by Auto Carriers, Ltd., in 1913.

These cars were identical in general layout with the original sociable, apart from the extra rear wheel and the fact that wheel steering instead of direct tiller steering was employed. There is no doubt that the slow-running single-cylinder engine, whether air or water cooled, is the most lasting type of power unit ever put into a motor vehicle. Witness the number of 6 h.p. and 8 h.p. De Dion cars of all dates from 1903 onwards which are still to be seen in daily use all over France. (Old cars are kept in use in France far longer than in England.)

With regard to the sterling qualities of the famous old A.C. Sociable, I had a fair amount of personal experience of these little machines, and a friend of mine, who purchased one in 1911, drove it about 11,000 miles. This distance included a trip from London to Barcelona.

Subsequently he purchased a small fleet of the parcel-delivery type Auto Carriers and ran them on contract. It is my own opinion that no present-day 5 h.p. vehicle in existence is capable of standing up to the hard usage which the A.C. would take as its natural treatment. The only time I was ever held up with my own A.C. Sociable was when it caught fire.

Road Tests of 1926 Models.

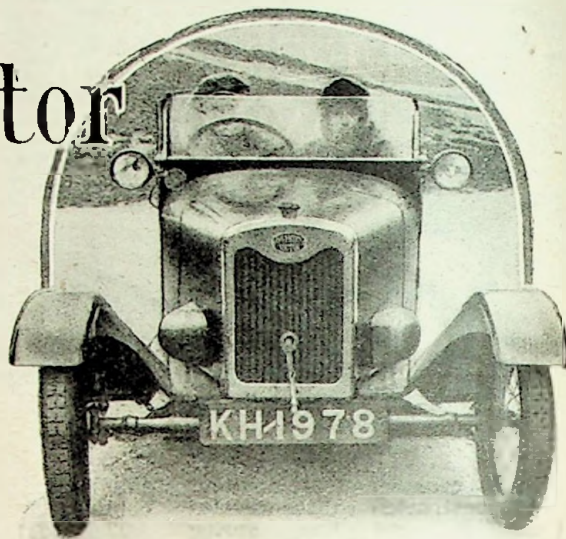
The Coventry Victor Three Wheeler

A WELL-DESIGNED RUNABOUT WITH SEVERAL NOVEL FEATURES — 688 c.c. ENGINE WITH MECHANICAL LUBRICATION—RACK-AND-PINION STEERING.

A COMPARATIVE newcomer to the ranks of three-wheelers, the 7 h.p. Coventry Victor follows conventional practice as regards engine and transmission layout, but exhibits many novel features in the detail construction and design. The framework of the chassis breaks away from the familiar tubular construction, being built up from channel-steel members, reinforced with tubular king-post bracing. The central post forms part of a transverse member built up from a light channel-steel girder. This member also carries the running boards.

Instead of the usual air or water-cooled V-twin design, a horizontally opposed two-cylinder engine is employed, having a bore and stroke of 75 mm. and 78 mm. respectively, giving a capacity of 688 c.c. The engine has side-by-side valves and is water-cooled by thermo-siphon circulation, whilst lubrication is effected by means of a motorcycle-type mechanical oil pump. Transmission is through a special design of single-plate clutch and by an open propeller shaft to a bevel-box beneath the seat, from which the rear wheel is driven through a selective dog clutch two-speed gear employing a roller chain on each side of the wheel.

Suspension is by splayed quarter-elliptic springs in front and parallel quarter-elliptics in the rear. The front axle is of tubular section. The hand brake operates in a drum on the rear wheel; that controlled by the usual pedal is located on the countershaft, a position which gives very powerful braking, but suffers from



Viewed from the front, the Coventry Victor presents an orthodox and very pleasing appearance. The starting handle engages with the camshaft.

the disadvantage that the car cannot be braked when the gear lever is in the neutral position. Starting is effected by a car-type handle, projecting through the gilled-tube radiator, and engaging with dogs on the end of the camshaft. A geared-up action is thus obtained, but the handle must be rotated in the opposite direction to that on an ordinary car.

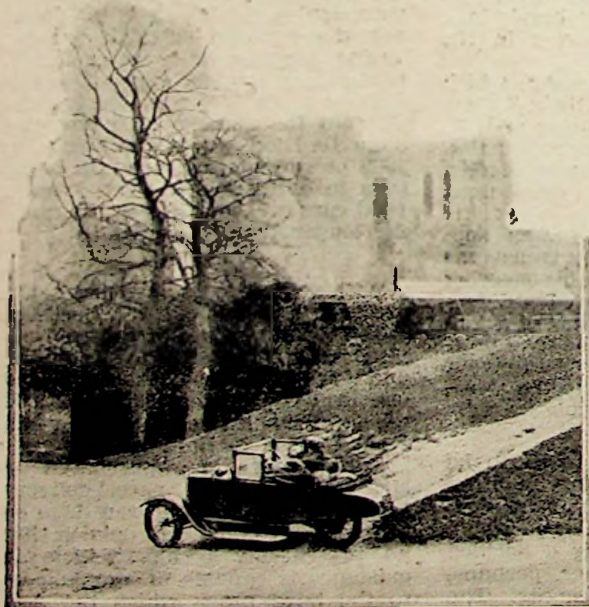
The specification includes a Cox Atmos or Solex carburettor, Lucas three-lamp lighting set and Dunlop 26-in. by 3.5-in. tyres. The weight in running trim is 5 cwt. 2 qrs.; the tanks hold 2½ gallons of petrol and half a gallon of oil. The car has a 7-ft. wheelbase and a 4-ft. track, with a 10-ft. 6-in. overall length and 4-ft. 4-in. overall width. The price of the standard model is 95 guineas.

Ample Seating Space.

On taking over the cyclecar several of its special features are at once apparent; thus, starting is a much simpler matter than is the case when a separate handle must be sought and fitted into place, whilst the arrangement of the controls follows standard car practice in that a conveniently situated accelerator pedal is found between those controlling the clutch and the brake. The body is particularly roomy for a vehicle of this type, and there is ample space for a driver and passenger of normal size to sit in comfort, complete with leather coats, rugs and other impedimenta. This generous body room obviates any necessity for cramping the foot controls and the Coventry Victor is a very pleasant machine to drive in this respect.

Those accustomed to the conventional type of three-wheeler will receive a pleasant surprise when sampling the steering of the Coventry Victor for the first time. Rack-and-pinion steering is employed and results in a steering control as light and pleasant as on any car, without being so low-geared that excessive wheel-twisting is called for. The suspension has been particularly well thought out and the springing is well above the average for cars of this type, whilst the road holding is as good as could be desired.

Throughout its speed range the 688 c.c. engine is particularly sweet and vibrationless, although, as is only to be expected, the performance is hardly comparable with that of cyclecars having considerably greater engine capacity. Nevertheless, the Coventry Victor is really very pleasant to drive at between 35 m.p.h. and 40 m.p.h., although 45 m.p.h. is about its maximum speed on the 5.2 to 1 top gear. On the bottom gear of



Ample accommodation and weather protection are provided in the Coventry Victor which is seen here near the ruins of Kenilworth Castle.

10.5 to 1, 25 m.p.h. was obtained, gear changing being quite easy and positive.

Both brakes are particularly powerful, so much so in fact, that a certain amount of care must be exercised in applying the hand brake to avoid locking the wheel. The foot brake, however, although just capable of locking the wheel when applied to its fullest extent, is admirably sweet for all ordinary work. It is suggested, however, that with so powerful a brake as that on the rear wheel the anchorage and ratchet might be improved with advantage, as it was sometimes rather difficult to disengage the brake in a hurry when pulling up on a greasy surface. Either brake will hold the car on any gradient where wheel grip can be obtained.

Hill-climbing Abilities.

During the test run a route was followed through Warwick to Warmington. The hill leading out of the latter village to the top of Edge Hill was climbed with ease on bottom gear, the small size of the engine and the fact that a full load (including passenger and luggage) was carried precluding a prolonged use of top gear. Near the summit the car was turned up the narrow and precipitous lane opposite Warmington Church, a severe test for any car, but one from which the Coventry-Victor emerged with flying colours. Edge Hill was then descended and tackled from a standing start at the foot, another clean climb resulting.

After lunch at Edge Hill tower a start was made for Sunrising Hill, with its acute corner and maximum gradient of 1 in 6. Turning at the foot of the hill, the really remarkable steering lock of the Coventry-Victor was much appreciated and the car climbed upward, breasting the first rise with ease. Road repairs on the corner, however, prevented this being taken fast, and after having negotiated the acute bend on the extreme inside a further baulk was caused by a steam wagon crawling slowly over the summit in a position which prevented safe passing.

To climb such a gradient with full load at 5 m.p.h. proved beyond the engine's capabilities, so, after waiting until the steamer had gained the summit, the car was relieved of the passenger's weight and a restart was made. This, thanks to the efficient single-plate clutch, was entirely successful, the engine holding its power well and accelerating steadily to the top of the hill. On returning, the actual turning circle was measured both to left and to right, the remarkably good figures of 29 ft. in the former case and 28 ft. 6 ins. in the latter being obtained.

The lubrication system, controlled by a needle valve on the mechanical pump, is admirably efficient, and is a great improvement on the hand-pump system, an opening of but two divisions sufficing.

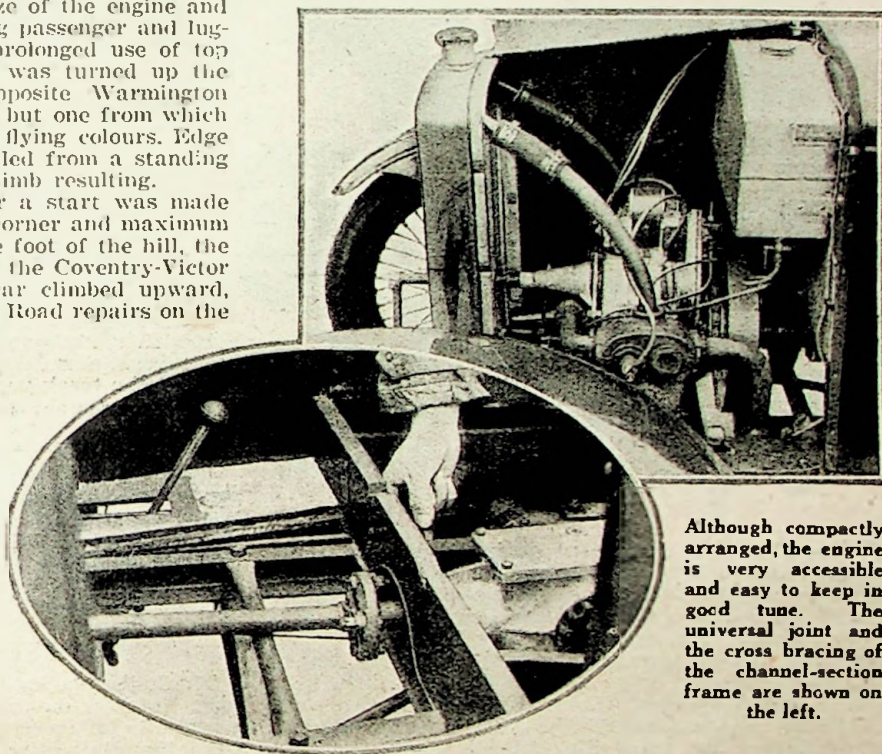
Hand Throttle Needed.

A Solex carburettor was fitted to the actual car tested, an instrument which gave excellent results, but suffered from the severe handicap that no hand control is provided for the throttle. It is essential, therefore, to set the slow-running adjustment in such a way that the engine is inclined to run unduly fast when warm, in order that it may continue to tick over when starting from cold. This lack of a slow-running control is by no means uncommon on other cars, and it is a point to which the attention of the manufacturers concerned may well be directed.

An effective hood and side curtains are included in the equipment, whilst a feature which will be appreciated is the accessibility of the chassis, the removal of a single large floorboard and the seat board laying bare all the working parts.

A point in which the Coventry-Victor three-wheeler stands pre-eminent is that of appearance, the lines of the body having been chosen in a particularly happy manner, so that it has more the appearance of a car than a cyclecar. Luggage, or in special cases a child, can be accommodated in the space behind the seat, an excellent point being that this compartment also is covered by the hood. The two-piece bonnet is hinged along its centre-line, and, when raised, exposes the engine and fuel tanks in a most accessible and convenient manner.

Summing up, the 7 h.p. Coventry-Victor three-wheeler is a very pleasant, roomy and comfortable little car for the tourist who is content with a steady 30 m.p.h. to 35 m.p.h. on level roads, and who does not require to climb hills steeper than those encountered in ordinary touring. Its outstanding features are the excellent steering, smart appearance, powerful braking and good suspension and road-holding ability. The makers'



Although compactly arranged, the engine is very accessible and easy to keep in good tune. The universal joint and the cross bracing of the channel-section frame are shown on the left.

address is: The Coventry-Victor Motor Co., Ltd., Cox Street, Coventry.

Hitherto, the company has concentrated on the production of horizontally opposed two-cylinder air-cooled engines for use in the Coventry-Victor motorcycle. Many of these engines are supplied also to other motorcycle manufacturers, and they have earned a good reputation in trials and competitions. With this amount of experience upon which to draw it is not surprising that the manufacturers have succeeded in producing the present very efficient cyclecar engine.

An interesting point in connection with Coventry-Victor engines is that the designer is not a great believer in the turbulence theory, and no special efforts are made to shape the cylinder heads with a view to creating turbulence. That the motorcycle engines have been used successfully on the track and that they are capable of high speeds is beyond question and proves that the design is sound.

The engine fitted to the three-wheeler is made also in unit with a three-speed-and-reverse gearbox, the assembly being available to anyone who may wish to use it in a cyclecar. Gear and brake levers and clutch pedal are mounted on the unit, which was described in *The Light Car and Cyclecar* of October 23rd, 1925.

London, and on this journey it showed itself capable of maintaining as high a speed as the average light car with a touring body. We anticipated, in view of the mileage that the car had covered, that there would be at least some body noises and rattles, but these were conspicuously absent—the running was, in fact, quite as quiet as one would expect from an absolutely new car.

Arrived in London we had few criticisms to offer except that the suspension needed shock absorbers to damp its rather unduly flexible action, and that the hand brake lever was too far away from the driver to be operated without leaning forward to a somewhat uncomfortable extent. Offset against these criticisms were the facts that the entire run had been accomplished without the need having once arisen for changing down from top, and that the brakes and steering had proved to be exceptionally good. The steering, however—probably because very large balloon tyres (28 ins. by 9.45 ins.) are used—is rather heavy at low speeds.

On the morning following our run from Birmingham, the Rhode saloon was taken for a long circular run round Kent and Surrey, embracing a number of hills which we frequently use for road tests. These the Rhode climbed quite easily with two up, and without our having to fall back upon bottom gear, the four-speed box providing a second speed which is low enough for climbing anything but very freak hills. The actual ratios are: Top 4.5, third 8.1, second 14.25, and bottom 19.3 to 1. The speeds obtainable on these ratios without revving the engine unduly are 46, 32, 20 and 12 m.p.h. respectively.

The car whilst running on the indirect ratios proved to be extremely quiet and noticeably free from vibration, but, in our opinion, an unduly long pause is necessary whilst changing up, and this prevents one from taking the fullest advantage of an extremely lively engine and a gearbox which is otherwise delightful.

The single-plate clutch, which operates in an oil-bath, gives a very sweet pick-up, can be mishandled to any extent without the likelihood of damage being done, and possesses the additional advantage that very little pressure is needed on the pedal.

A point which we noted during our run in Kent and Surrey was that the car would be improved if the position of the reverse catch on the gear lever were altered. Towards the end of a long day's run it begins to make its presence felt in a rather uncomfortable manner against the driver's left leg.

On the following day an accurate test was made of the petrol consumption of the car. It was found to be 38 m.p.g. at a speed of 30 m.p.h. on wet roads, 35 m.p.g. being the average figure for all the running which the car did whilst in our possession. This included a considerable amount of traffic work.

A very convincing feature of the Rhode is the manner in which the convenience of the owner has been studied, and this is reflected most forcibly by the clever design of the engine, which, immediately one lifts the bonnet, reveals the fact that no pains have been spared to make everything as accessible as possible.

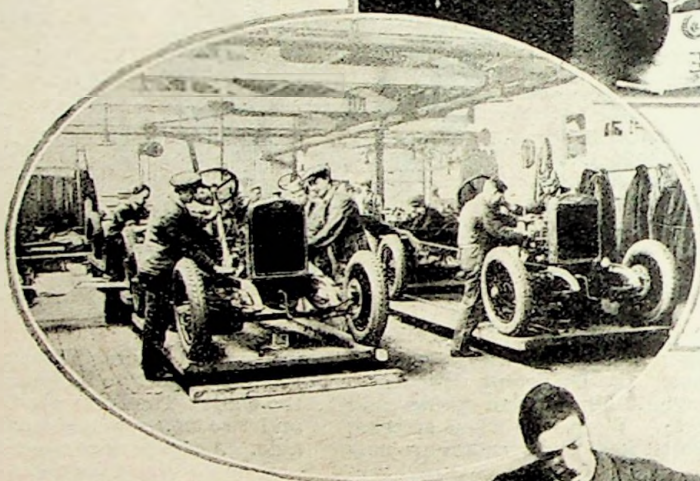
There is one point, however, which the makers have apparently overlooked—the petrol-tank filler and oil-level indicator should be under the same side of the bonnet instead of on opposite sides.

In addition to the engine itself and its various auxiliaries, such as the magneto, dynamo and carburetter, the chassis as a whole is so planned that everything

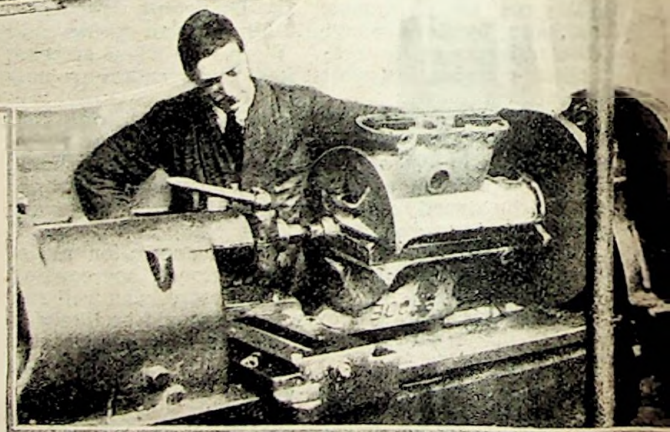
which needs occasional attention is very easy to get at, special care clearly having been given to reducing to an absolute minimum the amount of time which has to be spent on maintenance.

A rather clever idea, but one the need for which is not particularly obvious, is the carrying of the jack and tyre pump in a locker formed behind the foot ramp of the front seats; the rest of the tools are stored in lockers beneath the front-seat cushions.

Before concluding our remarks on the behaviour of the car, we should mention that the Miller electrical equipment behaved extremely well, the starter and bat-



(Above) Bedding the big bearings. (Left) The assembly tracks from which the chassis emerge ready for a road test. (Below) Two cylinder blocks mounted together in readiness for machining the ends.

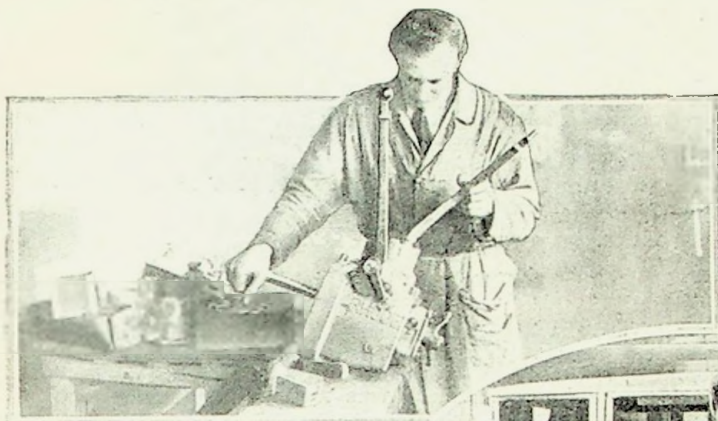


tery being so well up to their work, even after 15,000 miles on a demonstration car, that the starting handle had not once to be used. Good points in connection with the electrical equipment are that the headlamps can be easily and accurately adjusted for focus and angle, whilst the fuse is conveniently placed on the instrument board. The side lamps give sufficient light for safety along streets where the headlamps cannot be used.

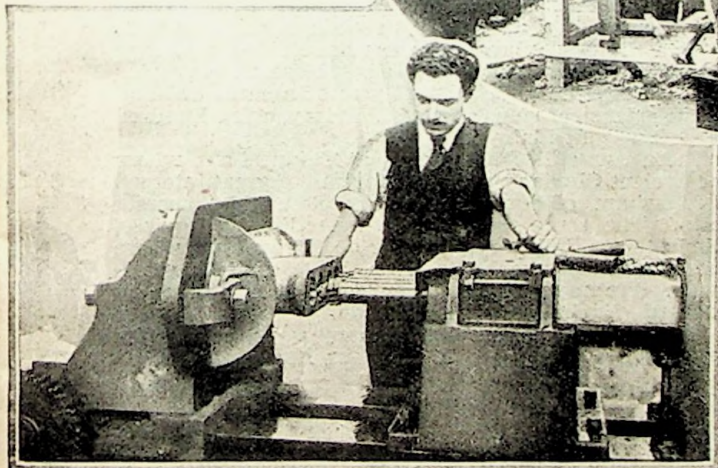
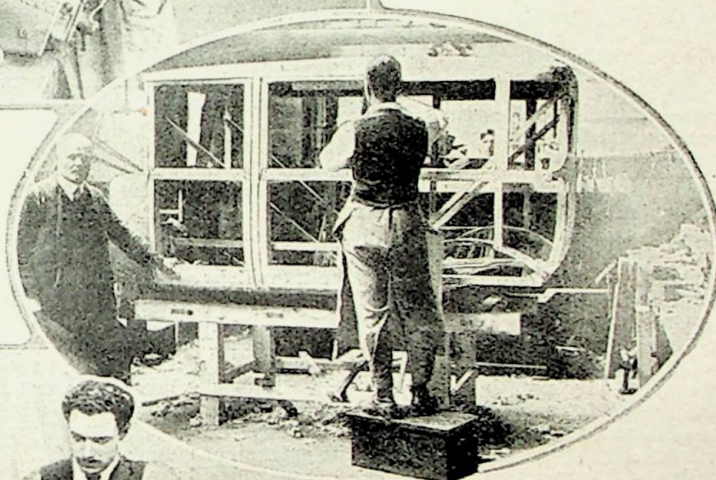
To a critical eye the Rhode is a particularly interesting car and one which clearly has character and a marked individuality of design. These qualities are the result of the car being built "all under one roof,"

the designers not having been faced with the task of accommodating somebody's proprietary engine, somebody's proprietary gearbox and somebody's proprietary axle in their chassis. They manufacture every component and thus are in a position to avoid compromises and carry out their ideas without being hampered by any consideration other than that of cost.

The Rhode is, therefore, something of the idealists' car, and the idealists in question seem to be very practical people. One of them, Mr. H. B. Denley, whom we have already mentioned, welcomed us on our arrival at the works with the suggestion that we should explore in any direction which our fancy dictated, ask as many questions as we could think of, and spend as much time as we had to spare.



(Above) Testing the meshing and selector mechanism of an almost completed gearbox. (Right) The framework of the body before the steel panels are put in place. It is all ash. (Below) Boring a cylinder block.



The first shop which we visited was that in which the cars are assembled on tracks, of which there are two side by side, each arranged so that the bare frame starts at one end and emerges at the other as a complete chassis. These tracks are very cleverly arranged, the first section of each being high off the ground, the second lower, the third still lower, and so forth, so that the various parts on which the mechanics are working are always at a convenient height. Actually there are four distinct stages in the assembly, and the car moves ahead to a lower "platform" after each stage has been completed.

Stage one consists of assembling the springs, axles

and wheels on to the frame. At stage two the engine and gearbox unit is lowered on the frame, slipped backwards to engage with the forward end of the propeller shaft and secured firmly in place. At stage three the valances, running boards, mudguards, brake gear and so forth are mounted and all necessary adjustments made, whilst the chassis erection is concluded at stage four by the fitting of the radiator and the coupling up of connections.

Leaving the assembly shop, we entered a near-by shop in which the engines and gearboxes are built, and this, owing to the very ingenious design of the Rhode car, proved to be extremely interesting. The Rhode, of course, is not a mass-produced car, and in the engine-fitting shop one finds, not the Robot type of worker who spends his entire life fitting one small part, but real mechanics, each of whom would, if necessary, be capable of building a complete engine himself. These mechanics do not merely put the parts together, but they fit each individual part, and no work leaves a man's hands until he has made a perfect job of it.

The first operation in the erection of an engine consists of inverting the cylinder block, fixing in place the crankshaft main bearings and then getting the crankshaft well and truly bedded. Next the camshaft bevel gears are fitted; the big-ends, which have previously been reamed, are then scraped in by hand until they are a perfect fit, the flywheel and clutch are put in place, and so gradually the unit begins to take form.

We were particularly impressed by the fact that all the men at work, not only in this shop, but throughout the works, seemed to be exceptionally keen on their jobs and obviously took great care to ensure that every part was as nearly perfect as possible.

As with the engine, the gearbox assembling is carried out by highly skilled mechanics, who fit each part individually and do not deliver a finished box for attachment to an engine until it appears to be perfect. Once attached to the engine, the box passes with it to the engine-testing

shop, and the whole unit is driven by belting for 12 hours. After this initial running-in period each engine is run under its own power for half a day and then tested for b.h.p. The minimum figures are 20 b.h.p. at 1,950 r.p.m. and 30 b.h.p. at 3,600 r.p.m.

Having watched the whole evolution of an engine-gearbox unit, we passed to the axle-erecting shop, and were duly impressed with the most ingenious design of this assembly.

The axle casing itself consists of two central "hemispherical" castings, provided with bosses into which the steel axle-shaft sleeves are carefully fitted before being pinned and brazed. The orifice in the forward end of the central part of the housing is screw-cut, and into this the torque-tube assembly containing the propeller shaft with the bevel pinions and its roller bearings and thrust race is screwed, the arrangement lying such that bodily rotation of the torque tube provides an accurate means for adjusting the mesh of the spiral-bevel pinion with the crown wheel.

Features in this shop which particularly impressed us were the immense strength and rugged construction of the differential and the axle-drive shafts and the extreme ease of assembly which the design permits. We gathered the impression that any enthusiastic Rhode owner could easily strip down and reassemble his rear axle with very little trouble and without the possibility of making a mistake.

En route for the body-building shops we passed on to the machine shops, where can be seen all the various parts of the car in the course of manufacture. The only machining work in the Rhode car which is not done on the spot is the gear-cutting, this work being left to a firm of specialists. To ensure silence the constant-mesh wheels and the second and third-speed pinions in the gearbox are ground after hardening.

Perhaps the most interesting operation in the machine shops at the Rhode works is the cylinder boring, which is done on a machine designed to bore all four cylinders in one operation. It takes just ten minutes to do this. After the first boring operation the cylinder barrels are ground one by one to a fine limit of accuracy.

A clever operation is the machining of the back and front faces of the cylinder-barrel block. As one of the photographs on the preceding page shows, two blocks are mounted in a lathe together, and this method ensures, amongst other things, the ultimate dead-true alignment of the clutch shaft.

After spending a few moments watching crankshafts being balanced and petrol tanks made, we entered the body-building shop to examine the methods employed

in the construction of the saloon bodies. No more need be said than that real coachbuilders are employed for this work and that ash is used throughout.

The design of the framework clearly aims at obtaining maximum strength, whilst the extreme care taken in the fitting of joints can be described only as impressive.

In the paintshops the bodies receive two priming coats, three coats of colour and two coats of varnish, whilst in an adjacent shop the wings, brake rods, hood irons, steering column, luggage grids and so forth are stove-enamelled.

Before the bodies are fitted to the chassis the latter are taken for a 25-mile road test, and each complete car is subsequently driven round a special course by the chief tester himself before it is passed for delivery.

Our impressions of the Rhode saloon gained from our experiences with it on the road, and a complete day spent watching the processes employed in its manufacture, leave us with the opinion that at £350 it is far from expensive, and that those who invest their money in one of these cars will have a possession which should give them reliable service for many years.

The manufacturers are: The Rhode Motor Co., Tyseley, Birmingham.

TOURING COMPETITION—IN THE WEST COUNTRY.

In the following short article there is a number of deliberate mistakes. Underline them, make a note in the margin of the number you have spotted, and enclose this page in an envelope addressed to the Editor, *The Light Car and Cyclecar*, 7-15, Rosebery Avenue, London, E.C.1, and marked "Touring Competition." A guinea will be sent to the sender of the first correct solution to be judged. No judging before March 8th, on which date entries close.

RAIN fell when the car toured quietly out from Winchester bound for a week-end run in the West Country. Having little time to waste, a rapid run was made to Moreton Hampstead, where we just had time for a peep at St. Nicholas Priory, founded by William Rufus, and went on due west to Crewkerne.

A quiet run through green by-ways led to the reaches of Dartmoor. The going was fast across it and the countryside level, no hills whatever of any note being encountered. Emerging at Buckfastleigh, a western extremity of the moors, we hurried on in the cool of evening en route for Tavistock, having time before dinner to inspect the ivy-clad ruins of Berry Pomeroy Castle.

Moving out at a very early hour in the morning, it was decided to make for Holsworthy, on the Cornish seaboard, and, having taken a few photographs of the Valley of Rocks, we pushed on to Slapton, some ten miles north, near Hartland Point, and then toured quietly into Bideford, that historical old city claiming to be built on the site of the ancient Artavia.

In warm sunshine the car trekked on to another old-world city in Barnstaple, and the lure of the fine old

Gothic bridge, with its 24 arches, was such that we paused to photograph it from several positions. This, of course, is the finest bridge of its type in Devon.

At Ilfracombe the camera was again brought into use for photographing the dancing waters of Watersmeet Falls—what an intriguing name, by the way! After a hurried lunch there was very little time left for inspecting the scenic glories of Porlock, and, as we wished to work due north for Glastonbury on the morrow, we pushed on to Watchet, the centre of a stag-hunting district.

With only one day left, an immediate trek was made in the morning east to Simonsbath, and we reached 40 miles an hour in making for Glastonbury, first pausing to admire the quaint village and church at Portesham.

In the old-world town of Glastonbury we inspected the famous Pilgrim's Inn (now the George Hotel), walked the mossy lawns of the ruined abbey and then toured on a few miles to Wells. Here the eye was delighted by the architectural gem of a cathedral and by the somnolent ruins of the Old Priory, a few hundred yards away at Halesowen.

There was still time to peep at Chippenham, where the ancient Clunian Priory is a feature of great interest. Chippenham, of course, is a very old-world Somerset town. The route from here led us through Devizes, Ilminster to Salisbury, familiar as Sarum, and where the junction of the Wilts Avon, Wyle and Bourne is made. We inspected the Vixen Tor, and then drove on back to Winchester via Aberdeen.

Thus ended a unique and, in many ways, extraordinary trip.

A. STANLEY BLICQ, F.R.G.S.

MAKING A FLOOR MAT.

ALTHOUGH pyramid rubber matting forms a fairly satisfactory covering for the floorboards of a car, it has several disadvantages, not the least of which is its tendency to trap and retain mud and grit.

An easily removable mat of softer and more decorative material may easily be made by any owner-driver with the help of his womenfolk. A piece of hair carpet of suitable colour is excellent for the purpose; it may be obtained from any furnishing store and is by no means expensive.

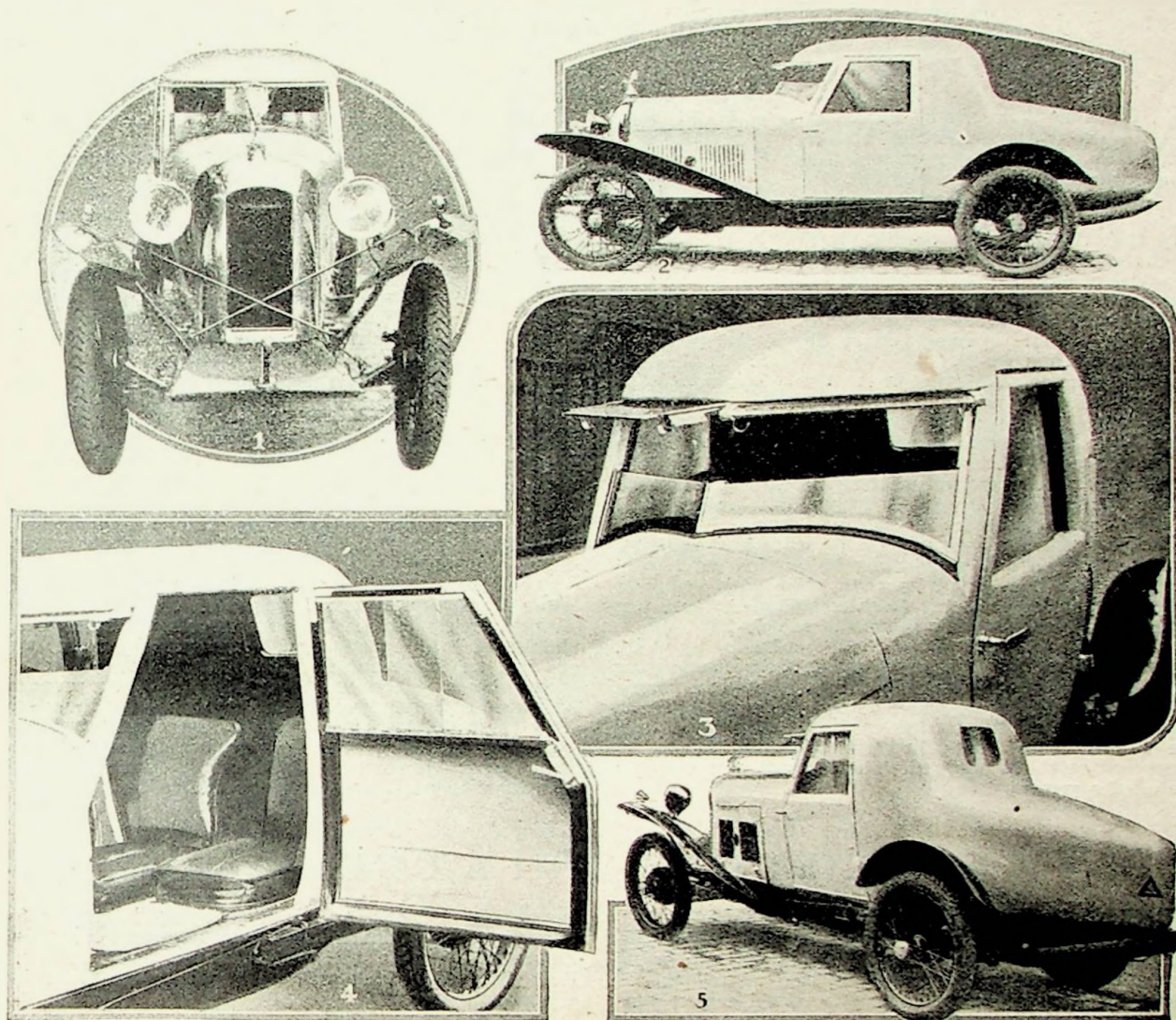
The width and length required should first be ascertained by actual measurement of the floor space, care being taken to make due allowance for any curves or alterations in the angles of the body sides where they

meet the floor. Having obtained the carpet, the next step is to cut out a paper pattern or template of the actual shape required. This will include pedal slots and a hole for the gear and brake levers.

The mat may then be cut to the shape of the pattern and its edges bound with carpet binding or with thin leather, slots and holes also being bound to prevent fraying. Any tendency for the mat to move or cockle up when in position may be prevented by securing it to the floorboards by press-buttons, one at each corner. These buttons may be obtained, on a card, from any furnishing ironmonger. One part of the button is arranged for tacking with brads to the floorboards and the other for sewing to the carpet.

A STRIKING SPORTS COUPE.

70 M.P.H. FRENCH LIGHT CAR—AN EXAMPLE OF THE PANEL-BEATER'S ART.



(1) Every line conveys a vivid impression of speed. (2) The body proportions are well chosen and the spare wheel is not obtrusive. (3) With both upper windscreen panels raised the driver has an unobstructed view. (4) Wide doors, staggered seats and sliding window panels are important comfort features. (5) The Amilcar coupe is not unlike a submarine on wheels.

MOUNTED on a 9-50 h.p. Grand Sport Amilcar chassis, the sporting coupe body shown in the accompanying photographs indicates very clearly the advances which have been made in this particular class of work by French bodybuilders. We have been able to examine one of these cars at close quarters, thanks to the courtesy of Mr. S. V. Balls, a prominent agent for Amilcars in this country.

Smooth curves are the chief feature of the outline of the body, the tail, sides and roof having the appearance of being cast in one piece. Looked at from the front, one might be excused for doubting its capacity as a two-seater, but it holds two with ease by reason of its staggered seats, which, by the way, are folding and detachable.

The overall height is very little, and the domed roof, four-piece V-screen and racing tail all add to the impression of speed. In addition, the dove-grey body, flared wings finished in carnation, the apron over the

front dumb-irons, and the plated radiator cowl give a distinctive air to the car. There are no running-boards, but entry is easy, owing largely to the ample width of the doors. Metal valances bolted to the chassis members hide much of the under-carriage and prevent the car looking too high from the ground.

In the tail is a large luggage locker, reached by tipping the seats forward; the spare wheel is slung below the tail. Inside the body the rails are highly polished and the head, locker door and panels are lined with fawn cloth.

In each door the forward part of the window is fixed, but the rear section slides and can be locked in any position by means of a spring-held pawl engaging with a rack.

The body is a standard French type and the car sells in England for £395. A speed of no less than 70 m.p.h. is said to be obtainable, the clean body lines offering little wind resistance.

ADJUSTING FOUR-WHEEL BRAKES.

HOW TO ENSURE THAT EQUAL BRAKING IS APPLIED TO EACH WHEEL WITHOUT THE NEED FOR USING MORE THAN ONE JACK.

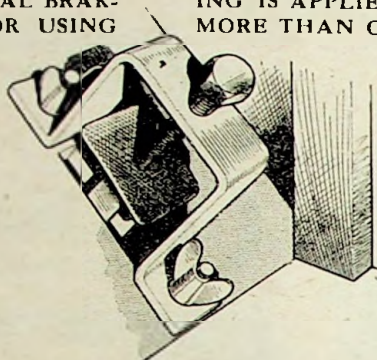
ING IS APPLIED TO EACH WHEEL WITHOUT MORE THAN ONE JACK.

NOW that there are so many cars in use with four-wheel brakes, there must be many owners who find adjusting them a somewhat perplexing task. Most of the text-books and manufacturers' instruction books say that the correct procedure is to jack up all four wheels, obtain the services of an assistant to depress the brake pedal and then adjust each brake-operating rod so that a proportionately equal braking effort is exerted on each wheel.

This scheme, however, is rather difficult to carry out. In the first place, very few owner-drivers possess four jacks or sufficient packing-up material to make one jack suffice, and consequently the accuracy of the adjustments would depend entirely upon the assistant maintaining an even pressure upon the brake pedal, whilst the wheels were jacked up in turn.

A plan which allows a very accurate brake setting to be obtained, and which may be carried out single-handed, has been tried by the writer with complete success, and, as it is far from complicated, there are numbers of readers who doubtless will find it helpful.

Obtain in the first place a piece of 1-in. by $\frac{1}{4}$ -in. iron, and bend and fit it as shown in the accompanying sketch. The central bolt allows one to apply as much pressure to the brake pedal as one desires, whilst, as the pressure on the pedal is constant, each wheel may be jacked up and tested in turn. The need, of course, does not exist for more than one wheel at a time to be off the ground.



One method of securing the brake pedal whilst adjustments are being made.

The method of attachment of the iron bridging piece to the floorboards can take the form of a couple of fly-nuts run on to carriage bolts which are fixed permanently in place, or it may be fixed down with wood screws.

Before beginning to adjust the brakes the pedal should be depressed to the extent of about half its travel, and, whilst it is in that position, the various adjustments should be so set that every wheel can just be pulled round by hand.

The need for the iron bridge piece for depressing the pedal can be overcome by using a piece of wood, one

end of which can rest on the pedal and the other against the underside of the rim of the steering wheel, but with this arrangement there is always the likelihood of the prop slipping whilst the adjustments are being carried out. Obviously, also, a less delicate adjustment would be obtainable by this rather rough-and-ready means.

The idea of using an iron bridging piece or a prop should prove useful to owners of cars which have brakes acting only on the rear wheels, for even distribution of braking effort with rear-wheel brakes only is just as important as when the brakes act on all four wheels. There are those who say that a properly designed compensating mechanism overcomes the necessity for adjusting each brake independently, but it is generally agreed that the perfect compensator—at the price which present-day light car manufacturers are prepared to pay—has yet to be evolved.

WINTER DAYS WITH A CAMERA.

THE tourist by car who really finds a happy charm in the highways, byways and backwaters of the picturesque countryside of this dear old Britain in all probability possesses a greatly prized snap-book replete with scores of bright, life-reminiscent photographs taken at intervals over the years from all points of the summer countryside. He may not have realized the original and wholly delightful treasures that are to be gleaned from the nooks, crannies and corners, even in the height of winter.

The remarkably wide scope that is offered to car and camera is not at once appreciated; but how much cannot be detailed in a brief article. Snow—silent, white, gleaming—adds beauty even to a very moderate setting. It has been abundant this year, and there may be still more of it. Woods invariably offer charming opportunities. A bridge, too, will produce magical effects with snow upon it.

To obtain the best results of even so prosaic a thing as a large modern bridge it is advisable to sneak out early and make your exposure before pedestrians have marred the sublime whiteness of it all. Thatched cottages and churches, old-world inns, villages, abbey ruins, waterfalls—all offer boundless opportunities. It does not require great imagination to conjure up all that a fall of snow offers. The keen motorist will readily discover a subject to please himself.

I am addressing myself, in relation to the matters of exposure, to the big army of motorists who use a modest camera, with a single or simple R.P. lens. The expert will need no guidance. Without sunshine it is

impossible to obtain the "contrasty" results of summer; but it is at the same time comparatively simple to procure pictures that are sharp, full of definition and which will be a source of satisfying congratulation.

Snow scenes readily lend themselves to the camera. Use a tripod, or some form of rest, and if taking a photograph of snow in a wood, use the "time" or "bulb" setting. Stop down to the smallest stop in the camera (this will ensure sharpness) and give three seconds if the light is moderately good, or from four seconds to a minute if it is poor. Experience will soon determine the accurate exposure.

It is a good policy in winter always to use a tripod and the smallest stop (or f/32 on a camera equipped with f/7.7 lens). In this way time exposures in the open air can be made effectively from the following guide. In sunshine, open and close the shutter at once; when there are light clouds give from one to three seconds; when there are heavy clouds give four to eight seconds. Naturally, more or less shade will vary the length of exposures.

Water scenes are at their best in winter, and canals and rivers afford chances for delightful pictures. There are no glimpses of the muddy banks and murky lower levels so prevalent in summer pictures when the streams are dry. The turmoil of the seas is another subject, and floods often provide many novel and sometimes extraordinary situations.

England is a country of tradition and the winter will afford the ardent tourist ample opportunity for

unearthing echoes of the days that were. An avenue of trees, stark, cold and ghostly in morning sunshine, will make an unusual picture.

There are many rustic scenes that present a piquant contrast to summer. I need not enlarge. The all-the-year-round motorist who wishes his album to represent the full extent of his activity a wheel will soon find the subject he wants.

Do not try to crowd too much into your negative. Nothing is gained by attempting a vast panorama: such efforts are invariably disappointing. It is the little things that please.

If a camera is purchased do not buy one demanding a large negative. That means a costly process. An excellent size is of 3½ by 2½. With anastigmat lens f/7.7 the cost would be about £4 or so, with R.R. lens about 30s., and as little as 10s. with Meniscus lens. (And quite good work can be done with the latter,

particularly if the foregoing advice to stop down is carried out.)

The man who wants rather larger pictures could invest in quarter plate (3½ by 4½), or some similar size, but not larger. It is well to remember that a sharp negative of diminutive proportions will enlarge to quite a useful size without losing anything in definition or effect. Enlarging is not the difficult matter it appears.

Roll-film cameras are most popular, largely because of ease of loading in daylight, but the writer always uses film packs, with a camera of 3½ by 2½ equipped with f/4.5 lens, and he enlarges everything.

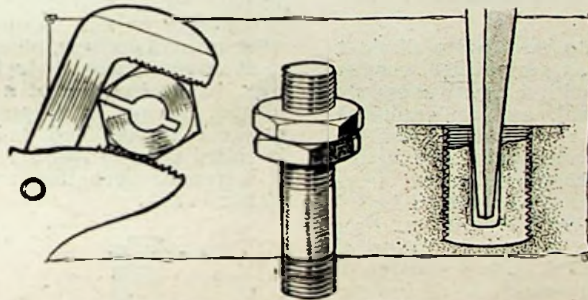
Plates, of course, would be cheaper than the film packs, but they are bulky to carry and are always liable to get broken. Those with plenty of money to spend can obtain a camera that will take roll films, plates and, with an adapter, film packs. A.S.B.

REMOVING SEIZED OR BROKEN STUDS.

MANY an enthusiastic motorist has been brought to a state of despair by an obstinate stud which defied all efforts to remove it. There are several good ways of tackling the job, the most suitable for any particular case depending on the tools available and whether or not it is necessary to remove the stud without damaging it. Of course, if the stud is already broken, the latter consideration does not enter into the question. Dealing first with the removal of a sound stud which has to be extracted to permit of some adjustment or repair and which will be required again for replacement when the work is completed, a simple method of unscrewing it is by the use of two nuts. These should both be screwed on to the projecting thread and tightened against each other, after the manner of a lock-nut. It should then be possible to unscrew the stud by means of an ordinary spanner applied to the lower nut.

If the stud has rusted in its thread and it is not possible to turn it by this method, the effect of applying a mixture of petrol and paraffin should be tried. Time must, of course, be allowed for the mixture to find its way into the thread, after which another attempt should prove successful. Ordinary household vinegar is also very effective in freeing a rusted-up thread.

A second method of gripping the stud is provided by the use of a split nut, as shown in the illustration on



Three ways of removing studs. One of the two methods in which nuts are employed should be used if the stud is undamaged, while the third is suitable for extracting broken pieces.

the left. An ordinary nut of the correct size may be used, one side being cut completely through with a hacksaw while the opposite side is partly cut through. When this nut is screwed on to the stud and held tightly with a pair of pipe grips, it will tend to close up, thus tightly gripping the stud and allowing it to be unscrewed. In the case of a stud which has broken, the ways of removal just described may be employed, providing a sufficient length of thread projects to accommodate a nut.

If it has broken off flush with the surface into which it is screwed, however, the matter presents more difficulty, as drilling a hole down the centre of the stud is necessary. This hole should be about half the diameter of the stud and should be dead central.

A piece of tapered steel of triangular or square section should then be driven into the hole (the tang of a discarded file is admirable for the purpose) and turned with a pair of pliers, thus unscrewing the broken piece of the stud.

Special tools for extracting broken studs may be purchased from accessory

dealers, these having a tapered left-hand thread of coarse pitch, which is inserted in a hole drilled in the centre of the stud. The other end of the extractor has a square head, on which a tap wrench or large spanner may be used.

When the extractor is turned in an anti-clockwise direction it screws itself into the stud until it obtains a good grip, when further turning unscrews the stud.

QUARTER-ELLIPTIC SPRINGS AND F.W.B.

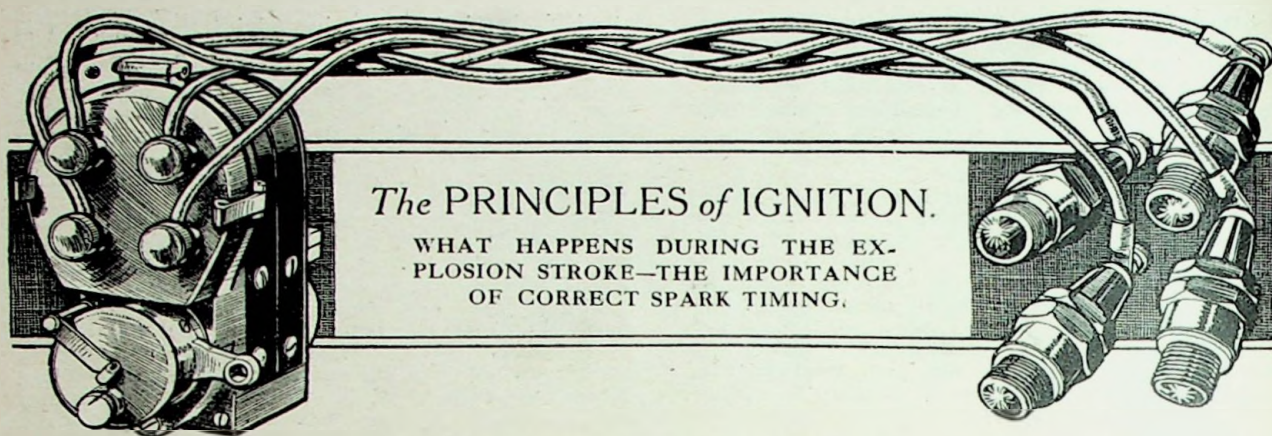
SO much ink has flowed on the subject of front-wheel brakes fitted to cars with quarter-elliptic front springs that it is interesting to record our experiences over 16,000 miles with a sports Rhode car so equipped.

Although adjusted to give maximum stopping power, the brakes, of Alford and Alder manufacture, have always been perfectly smooth in operation, even when suddenly applied at speeds of 60 m.p.h. or more. There has never been any "dither" when braking, while the pulling-up distances very closely approach the best results theoretically obtainable. On corners, also, braking is as safe as when pursuing a straight course.

These satisfactory results can, no doubt, be traced to two things. In the first place, the axle beam is down-

swept to a considerable extent, so that the brake reaction is, as it were, resisted "end on" by the springs. The second factor is the resistance to brake torque afforded by the small radius members situated immediately below the springs and clipped to the latter, about 7 ins. behind the axle, by two U-bolts. When the brakes are applied these radius members press against the under side of the springs, where there are about four or five leaves and only a slight degree of flexing is possible.

After 12,000 miles the springs settled to some extent, thereby increasing the castor action of the steering, with the result that wheel wobble developed at certain speeds. The braking, however, remained quite unaffected by these conditions.



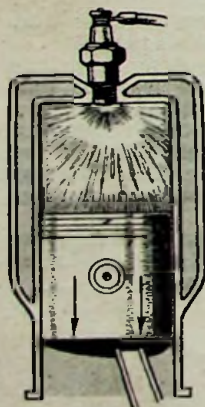
The PRINCIPLES of IGNITION.

WHAT HAPPENS DURING THE EXPLOSION STROKE—THE IMPORTANCE OF CORRECT SPARK TIMING.

MOST cars are fitted with a hand control whereby the ignition timing may be advanced or retarded at will, and probably no other control receives more misuse. If the ignition is correctly timed for any given set of conditions the engine will give considerably more power than would be the case with the ignition occurring either before or after this correct point, but when the conditions are changed the ignition must be adjusted to the new conditions if maximum efficiency is to be maintained.

In order to use an ignition control intelligently it is necessary to have at least a general idea of the sequence of events which occur in a cylinder towards the end of the compression stroke.

Explosions can be divided into two quite distinct classes. Some explosives, such as gunpowder, consist of a combustible material mixed with a plentiful supply of an oxygen-producing compound, and an explosion with this is merely a case of very rapid burning and the consequent sudden, but not instantaneous, production of large quantities of gas. Other explosives (e.g., Trinitrotoluol, the T.N.T. of the war) are called "high" explosives because, under suitable provocation, they undergo a constitutional change, a sort of "musical chairs" effect within the molecules with a change of volume which, if it is not instantaneous, is of immeasurably short duration. The explosion in an engine cylinder is of the former type.



Late ignition causes overheating due to flames impinging for too long on the cylinder walls.

Some explosives produce products of combustion the volume of which is greatly in excess of that of the substance before explosion. This is not the case with petrol vapour. If a chemically correct mixture of petrol vapour and air is exploded and the volume before and after explosion is measured at the same temperature and pressure (the temperature being high enough to keep water in a state of vapour) the increase in volume on explosion will be found to be only 5 per cent.—a quite inappreciable amount.

It is clear, therefore, that the pressure developed in an engine cylinder as the result of an explosion is due almost entirely to the rise of temperature. That being so, we must aim at making this

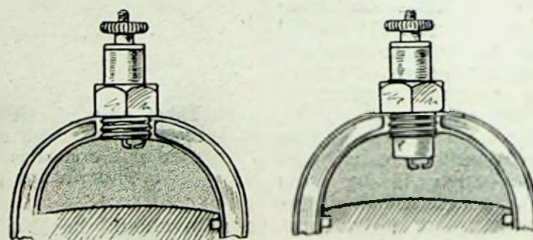
rise as high as the conditions permit.

In order to ignite a mixture of a combustible vapour and air it is necessary to raise a portion of it to a certain critical temperature below which the explosion will not commence. An electric spark is very hot, and its effect is to raise the temperature of the particles of gas in its immediate neighbourhood to a temperature

sufficiently high to start the process of combustion. The burning of these particles produces heat which raises the temperature of their neighbours, which in turn burn and hand on heat. Thus the flame passes through the entire mixture, leaving the products of combustion very hot and therefore at a much higher pressure than that of the initial conditions.

Of course this process is very rapid, but its duration is readily measurable, being of the order of a few thousandths of a second. How rapid it is will depend upon circumstances.

In order to see the advantages of a rapid flame propagation it will be convenient to consider the disadvantages of *not* having it. It is well known that, when administering a blow to an adversary, it is difficult to do oneself justice if he is running away. In the same way, if the burning of a charge in a cylinder is prolonged, the piston is moving down the cylinder again before it is completed, and the pressure of the explosion is called upon to run after the piston, so to speak, and it is readily seen that much of the vim of the power stroke is lost.



Theoretically, the spark should occur in the centre of the combustion space. Long-reach plugs are sometimes an advantage.

Again, towards the end of the explosion the flame is licking along the walls of the combustion chamber, which are cooled with water or by radiating fins. We must make this process as short as possible and confine the flames to as small an area as possible, otherwise we are cooling the gases, the very thing we wish to avoid. Further, if an explosion is of long enough duration to be continued after top dead centre, the flames will follow the piston down the cylinder walls and be submitted to further cooling, which will have the effect of causing grave loss of power and serious overheating of the engine, a boiling radiator being an early symptom of the trouble.

Admitting, therefore, the necessity for rapid flame propagation, let us consider the conditions which will produce it.

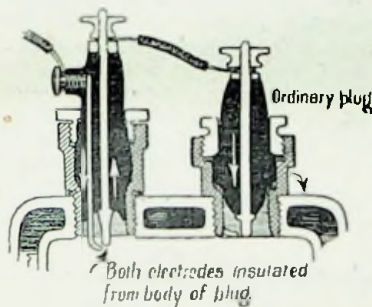
First a correct mixture is necessary. The following table gives the results of an experiment carried out in a fixed cylinder showing how the time of explosion varied with the mixture strength.

Volume per cent. of petrol vapour.	Time of explosion. Sec.
1.79	0.109
1.96	.091
2.17	.082
2.44	.060
2.63	.058
2.78	.058
3.03	.066
3.23	.067
3.45	.100

It will be observed that duration of the explosion was approximately halved by having a correct mixture and that the effects of too rich a mixture are much the same as those associated with a weak mixture.

The Ideal Combustion Chamber.

The explosion flame emanates from a point (the sparking point) and proceeds outwards in all directions until it reaches the confines of the combustion chamber. In order that the period may be as short as possible it is necessary that the path from the point to the boundary of the chamber should be the same in all directions. The ideal is a sphere with the sparking point at the centre. Engine design makes this difficult to arrange, but a near approach is made to it in the overhead-valve engine, which from the point of view of efficiency is admittedly an advance on the side-valve engine. In parenthesis it may be added that in a motor-car engine there are other points than efficiency which call for consideration and there is still much that may be said in favour of a side-valve engine. In any case, placing a sparking point in anything resembling a pocket should be rigidly avoided.



By using a special type of plug two-point ignition is possible with an ordinary magneto and a slight increase in power may be expected.

To find the effects to be expected by removing the sparking point from a central position an experiment was conducted in a fixed cylinder 10 ins. in diameter and 18 ins. long. Using the same fuel, mixture strength, and compression on each occasion, the time taken for the complete explosion was noted with the sparking point at various depths along the axis of the cylinder. Here are the results.

Depth of ignition point. In.	Time of explosion. Sec.
0	0.160
3	.141
6	.127
9	.105
12	.123
15	.140
18	.145

There is no room for doubt here about the advantages of a centrally disposed sparking point.

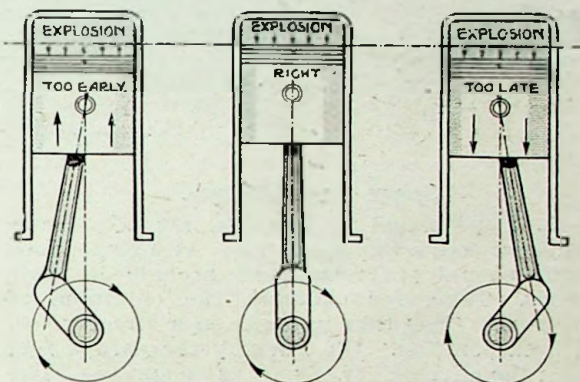
It is easily seen that if the mixture were ignited *simultaneously* at two points, suitably disposed, the two explosion waves produced would accomplish the complete combustion in less time than one acting alone. Prof. W. Watson tried the effect of this under actual working conditions. The time of explosion using one plug was found to be 0.0055 sec.; with two plugs it was 0.0037 sec.

There are two methods of exciting double plugs. One is to use two independent magnetos. This method in-

troduces the necessity of exact timing to obtain the two sparks simultaneously, but it has the advantage that the engine will carry on, with somewhat less power, however, if one magneto fails.

Another method in which only one magneto is used is to lead the high-tension wire from the magneto to a special plug having two terminals, both of which are insulated, the second terminal being connected to the insulated terminal of the second plug, which is of normal type.

It will be noted that the time taken to complete the explosion in an actual engine is very much less than



These diagrams show clearly the meaning of early or late ignition timing. For normal running the spark should occur at or about dead centre.

where a fixed cylinder was used. This is due to the violent agitation of the gaseous mixture in the cylinder of an engine, and this is a very important factor in deciding the rate of flame propagation. Fortunately it is produced without any special provision; indeed, it would be impossible to avoid it. The point to be remembered, however, is that the advantages of turbulence, which are given to us *gratis*, so to speak, do not prevent us from using any other means of speeding up the explosion.

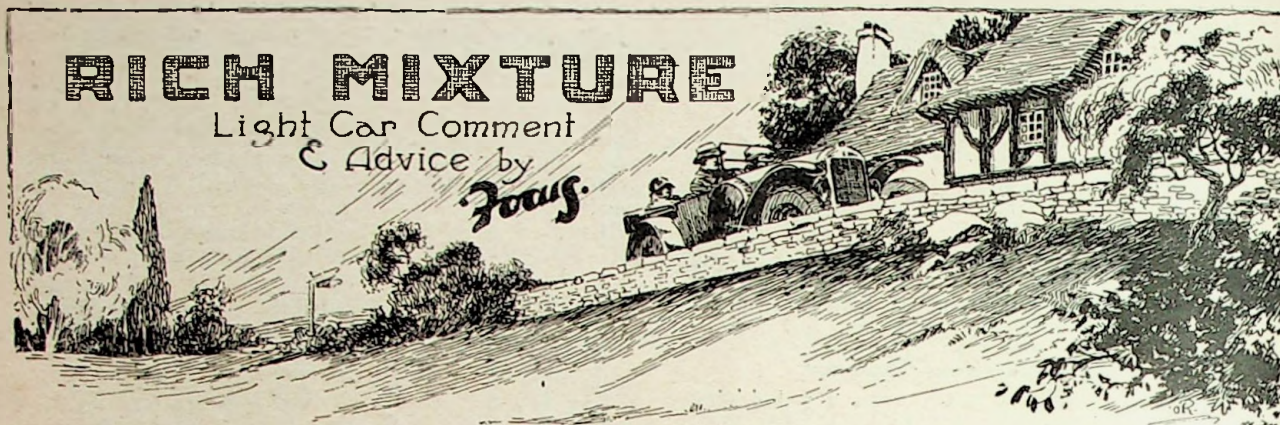
The Ideal Timing.

When all the conditions just mentioned are fixed, the duration of the explosion is a definite measurable quantity. The ignition system should be so arranged that the spark occurs at such an interval before top dead centre that the explosion is complete and maximum pressure reached just as the piston commences the power stroke.

Let us suppose that we have everything correctly fixed for a given engine speed. If the speed is now increased (other things remaining practically constant) the spark must be advanced because although the time taken by the explosion remains unchanged, the piston is moving more quickly and the ignition must take place when the piston is further from top dead centre on the compression stroke in order to keep the time interval constant. Conversely a reduction in the engine speed would call for a retarded spark.

If the ignition is advanced too far for a given set of conditions the result will be that maximum pressure is attained before the piston reaches top dead centre on the compression stroke. This places an undue stress on the engine, which is usually indicated by a "knock." In extreme cases the downward force exerted on the piston while it is still travelling upwards will be sufficient to stop the engine.

It is this consideration which suggests a retarded spark when starting the engine. An advanced spark when starting may cause a pressure to be reached before top dead centre sufficient to reverse the direction of rotation of the engine for half a revolution. If this occurs when one has a firm grasp of the starting crank, a broken arm is probably the result.



Spare Parts Delays.

IT is a perpetual mystery to me why some garages, old-established and enjoying good custom, should yet remain so archaic in their methods. Take, for example, the obtaining of spare parts. You take in a car on a Monday for, say, decarbonizing. On Tuesday the garage folk suggest the advisability of new valve springs. The order is sent off that night, and on Thursday comes a pro forma invoice. A cheque is despatched. The makers receive it on Friday and, if one is lucky, the parts arrive on Saturday. It may then be too late to finish the job in time for the week-end.

I am not exaggerating. This is the experience of a friend of mine with a big garage in a provincial city; but we have all been victims of the system, and it continues to exist simply because no one makes any effort to replace it with one more efficient.

Brakeless Cars for Learners.

IF I were planning the ideal motoring school I should have no four-wheel brakes on the car my pupils first used, and they should have at least one lesson on a car with no brakes at all. A private track or open space would naturally be necessary, and I fancy that an hour spent in avoiding dummy obstacles and stopping at stated points with a brakeless car on such a track would go far towards turning out the sort of driver who imbues his passengers, as well as other road users, with a sense of safety.

It is to be feared that the highly efficient brakes of good modern cars are not tending to improve the skill of motorists. A good driver, while knowing how to apply his brakes forcefully when the need arises, normally uses them in a very sparing manner.

Making Covers Last Longer.

THE life of the best tyre is limited, but frequently it goes to one's heart to scrap a tyre merely because the tread is worn down, and it is worth remembering in these days of comparatively high prices that retreading generally pays. I say "generally" because unless the walls are in good condition the process is not worth while.

I have just had a 710 mm. by 90 mm. high-pressure cover retreaded by the Leicester Tyre Repair Co., Granby Place, Leicester, and the result is very gratifying. It looks more like a new than a repaired job, and the new tread has a really

well-defined pattern. The cost, of course, is far below that of a new cover, and I am confident that the additional mileage will pay for the initial outlay over and over again. Retreading fell into disrepute when new covers were cheap, but the process is being revived and promises once again to become very popular.

A Veteran Car.

THE name of R. Barton Adamson will be familiar to the pioneers of the small car movement, for he was a pioneer himself. A day or two ago he showed me his latest gadget in the shape of a simple arrangement for dipping headlamps. Adamson told me he had just parted with an old friend in the shape of the original Adamson car built in 1912, exhibited at Olympia in 1913, and now with a mileage of well over 100,000 to its credit. This car has a four-cylinder water-cooled Alpha engine, three-speed gearbox and final drive by twin belts of 1½-in. section running over 14-in. pulleys.

Shock Tactics.

I WAS a witness of a very amusing incident the other day. Approaching a road intersection, I pulled up to allow a herd of cattle to pass across. They were hefty animals, with formidable horns, and all seemed unusually wild. Just as they passed, one animal eluded the drover and came dashing back. At the same moment a car that had been following the herd reached the corner, and the bullock, lowering its head, made as if to charge it. The startled driver sounded his horn, but this was of no avail, and then, for some reason, he attempted to change gear. The clash was horrible; so horrible, indeed, that the bullock stopped dead in its tracks, turned, and fled in panic! "Shock-tactics," with a vengeance!

Look to Your Valve Springs.

IF there is one detail about a car on which an owner can be penny wise and pound foolish, it is in connection with valve springs. Here is an item costing only a few pence, easily procurable and easily fitted, yet I know many owners who go on using the same springs for thousands of miles. It is a tribute to the workmanship put into the modern spring that it will continue to function for season after season, but a spring should not only function, but function efficiently. Any falling off materially affects power output and fuel con-

sumption. It is advisable to fit new springs periodically, and not to wait until serious lack of power reveals the necessity for renewal.

Continental Touring.

I AM always surprised that more small car owners do not tour on the Continent during their summer holiday, particularly as it is now quite as cheap as touring in Great Britain. One of the snags to foreign touring which must have deterred thousands from tasting the joys and sorrows of France's pot-holed roads has been the 64 per cent. cash deposit on the value of the car which has had to be left in this country with the A.A. or R.A.C. before taking the car abroad, but I learn from the A.A. that this difficulty has now been largely overcome, and I feel sure that it will give a great impetus to touring abroad. I have never forgotten my first motor tour on the Continent, which was not only exceedingly enjoyable but also in the nature of a thrilling adventure from start to finish.

A Costly Aid to Easy Changes.

A CORRESPONDENT of an inventive turn of mind asks why revolution counters cannot be utilized for facilitating quiet gear changing. He suggests that two instruments should be used, each being coupled to a shaft in the gearbox, but that their dials should be combined in one with independent needles one above the other. When the needles coincided in position the gear lever could be snicked over. He opines that there is a snag in the idea or it would have been adopted already. Certainly, such an aid to quick changing, if practicable, would be very useful, but as the operation itself is only a matter of practice the gadget would soon become superfluous.

Almost Submerged.

DARKEST Africa seems to be very much in the limelight nowadays, thanks to end-to-end motor journeys, which bid fair to become a craze. Not many parts of the world now remain to be conquered by the motor vehicle, and now that a snow-motor has been invented we can expect some adventurous soul to utilize it for a dash to the Pole!

Meanwhile, one need not go outside England for thrills. An acquaintance of mine, driving along a street in a Midland town a few days ago, suddenly found himself sinking into the earth. Hurriedly alighting, he discovered that his back wheels had sunk up to the hubs in the roadway. The traffic was stopped, and the car gingerly hauled out, when investigation disclosed that, beneath the granite setts, there was a subsidence big enough to engulf the entire car! Had the car been heavier it would probably have gone right through. For their sins motorists are said to merit many forms of punishment, but surely the Biblical fate of Korah, Dathan and Abiram is not one of them!

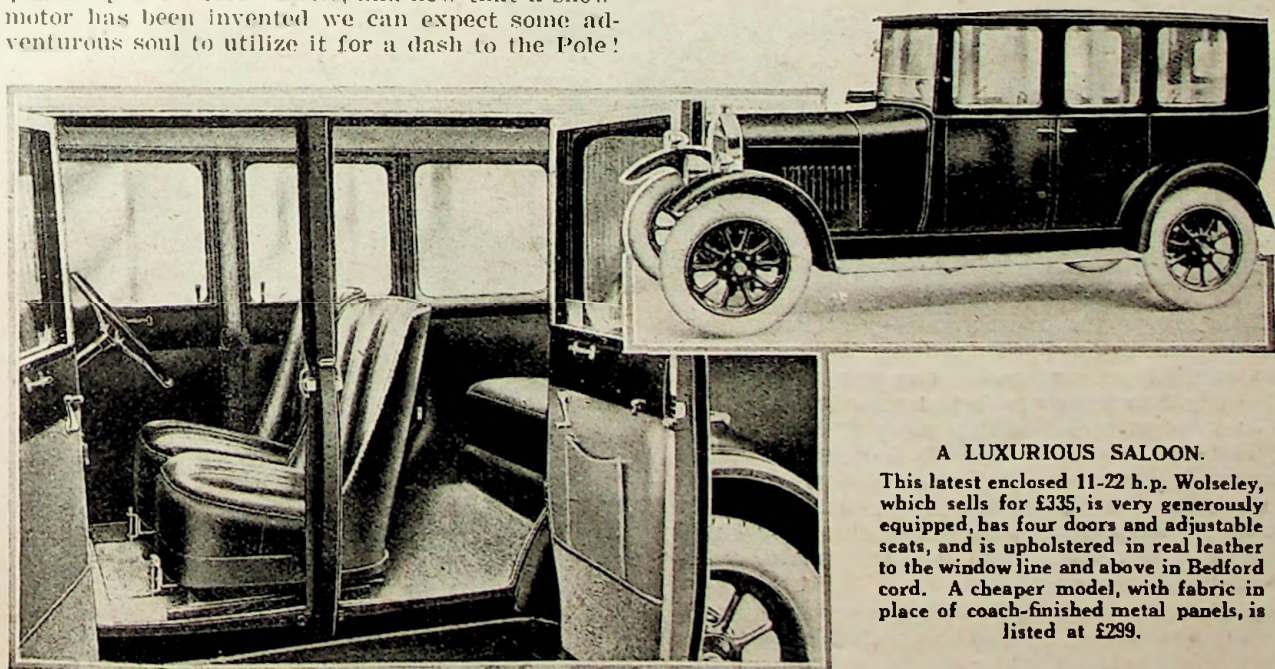
Balloons and Broken Springs.

I ASKED not long ago whether any reader had suffered a broken spring leaf on a car equipped with balloon tyres, and have had only one letter in reply. The writer owns a 1923 Humber and fitted balloon tyres to the rear wheels only, when the car was two years old. Since then the master leaf of the near-side spring has broken, and all the leaves of the off-side spring. Can anyone explain?

New Lamps for Old.

THERE may be something very alluring about nickel-plating when a car is new, but modern nickel-plating is very often something far thinner than the proverbial "skin depth." If a man takes a pride in his car, it is very disheartening to discover after a few months that the more he polishes the bright fittings the more the nickel vanishes. He finds, too, that the brass beneath begins to obtrude its very unwelcome presence.

There is a lot to be said for black-enamelled lamps, but they are a trifle funereal. I have just seen a couple of side lamps which have been treated in an original way by the Standard Plating and Kupron Works, Ltd., 62, Rosebery Avenue, Clerkenwell, London. The "fronts" have been replated and the bodies enamelled to match the colour of the bodywork. The effect is very striking and the cost was only a few shillings.



A LUXURIOUS SALOON.

This latest enclosed 11-22 h.p. Wolseley, which sells for £335, is very generously equipped, has four doors and adjustable seats, and is upholstered in real leather to the window line and above in Bedford cord. A cheaper model, with fabric in place of coach-finished metal panels, is listed at £239.

Makeshift Garages.

WHEN a man says, "I'll just stroll round to the news," one does not nowadays think he is going to groom a horse; one knows he probably intends to grease his car. All sorts of sheds and stables are now being bought up by enterprising folk and converted into garages. The conversion may consist merely in painting a name on the door with the appellation "Garage Proprietor," or it may include concreting the floor and fitting electric light. The proprietor then lets standing room to three or four motorists, gives each a key, and retires until the rent is due.

The "absentee landlord" is the weak spot in this arrangement. Although one's car may sometimes be mishandled or knocked about even in a properly appointed garage, the fact that some responsible person is there in charge gives the owner a certain confidence. The converted stable will do well enough if one knows and trusts one's stable companions. But otherwise it is rather disquieting to realize that several other people can get in and out at will, leave their cars in your way, scrape your wings with their running boards, satisfy their curiosity about your own car's controls and equipment, forget to lock the door when they go, or commit other more or less heinous offences with nobody any the wiser.

Converted Sheds.

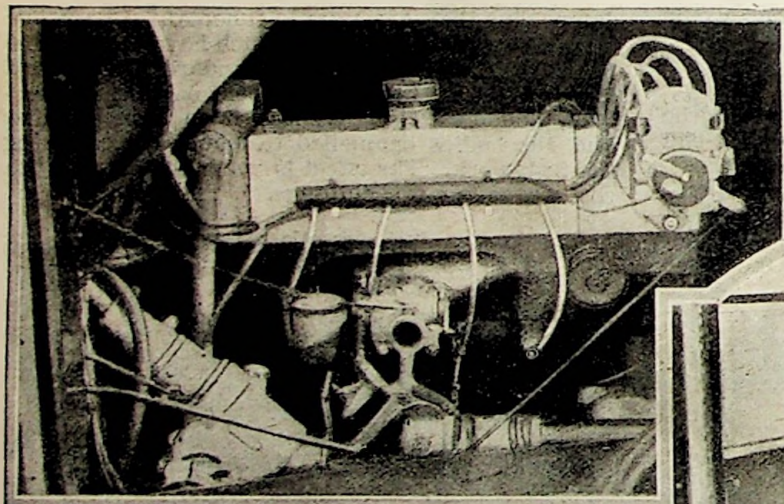
FINDING no proper garage near at hand, and not caring to share space in a shed indiscriminately allotted to strangers, quite a number

tenant desiring to hinder the progress of any opportunist who might find the door unlocked could fix across the open end of this compartment a stout bar so contrived that it could be padlocked.

Gassed by Petrol Fumes.

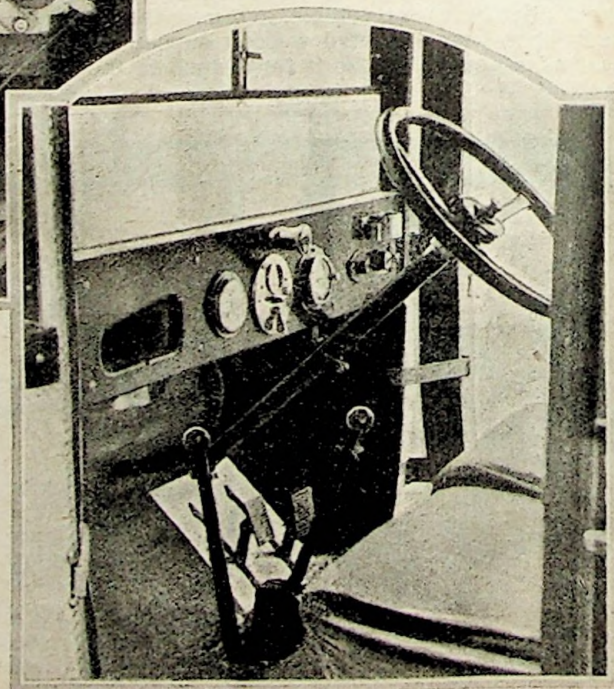
I DO not know whether it is possible for anyone driving a closed car to be made unconscious by petrol fumes, but I do know that one can get a very bad headache, and for this reason alone car manufacturers should make greater efforts to prevent the petrol fumes from getting inside a car. The trouble is that during the last few years the petrol filler caps on so many cars have been removed from the top of the scuttle to a position under the bonnet, and any slopping about of the petrol which then occurs causes a certain amount of leakage through the air vent of the filler. This appears to flow down the outside of the tank and to evaporate into the inside of the car. Knowing folk will tell you that this is a defect which cannot be got over, but I have a perfectly good plan to suggest, and I should be glad to know if anyone else has tried it.

First drill a small hole in the top of the tank and into this sweat a vent consisting of a length of very fine-bore copper tubing, which may either just protrude through the scuttle or be carried forward for some considerable distance and arranged so that there is no possibility of the petrol escaping along it. Then devise a petrol filler cap of the type which we used to have with pressure feed in the old days and which is absolutely leak-proof.



MARKED ACCESSIBILITY.

The engine of the Rhode is perhaps more accessible than that of any other light car and the arrangement of the controls is also attractive. The latest saloon model is dealt with at length in this issue.



of folk are paying more than they really want to for private lock-ups. They do not rent them for the sake of privacy, and a share in a converted shed would suit their pockets much better.

On my suggestion, the owner of such a shed is dividing it longitudinally into four spaces, using lengths of gas barrel fixed on short uprights about 2 ft. high. Each tenant is allotted his own particular space, and the last to return at night will never find himself crowded out by the careless disposition of his co-tenants' cars. Further, the clumsy driver who is bound sooner or later to scrape his paint will do so on the dividing rail instead of his neighbour's wings. The cautious

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The £100 Car.

THERE is every likelihood that a car selling at £100 will be on view at Olympia next October, and there is, in fact, a probability that there will be more than one make from which purchasers of this class of car will be able to make their choice. At present there are two distinct types of potential manufacturers of £100 vehicles. The first class, which is fairly numerous, is for the most part seeking the wherewithal to mass-produce a light car of conventional but "cut" specification, and the second consists of small concerns composed of two or three working partners, who are trying to decide to stake their all upon producing a four-wheeled cyclecar built largely of motorcycle components, and with the names of well-known engine and gearbox manufacturers figuring in their printed specifications. They propose to assemble rather than to manufacture, and they seek from their speculation a "good living" rather than a golden harvest.

Both of these classes of would-be manufacturers stand a good chance of making a success of their venture. The public has been demanding a car to sell at £100 for very many years, and if a car, which was roadworthy, not freakish and had a performance on a par with that of other inexpensive cars, could be marketed at that figure it would be likely to enjoy very considerable popularity. The fact must not be overlooked, however, that human nature craves for a thing only whilst it is out of reach. Offer the £100 car to the motoring world and it might accord it the cold shoulder, which it has shown to so many other innovations.

Trams and Local Regulations.

WHEN in 1924 the Manchester Corporation promoted a Bill one of the aims of which was to prevent motorists passing trams on the near side while passengers were entering or alighting, the Home Office reported so unfavourably upon it that the particular clause was withdrawn. Undeterred, the Newcastle-upon-Tyne and Bristol Corporations are endeavouring to achieve the same object, and the R.A.C. is to be congratulated on the firm stand it is taking against the proposed measure. Apart from the confusion which must arise if variations of the law exist in different localities, the objections may be summed up in the words of the Home Office report on the applica-

"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
THIRTEEN YEARS.

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

Topics of the Day

tion of the Manchester Corporation. This was as follows:—

- (1) At busy stopping places where there is a frequent service of trams a literal enforcement of the provision would result in great obstruction of the traffic.
- (2) There would be a strong tendency for vehicles to attempt to pass trams on the off side or right side—an admittedly dangerous proceeding.
- (3) There might be a considerable temptation to vehicles to race a tramcar to a

stopping place in order not to be made to pull up and wait while it took up and set down passengers.

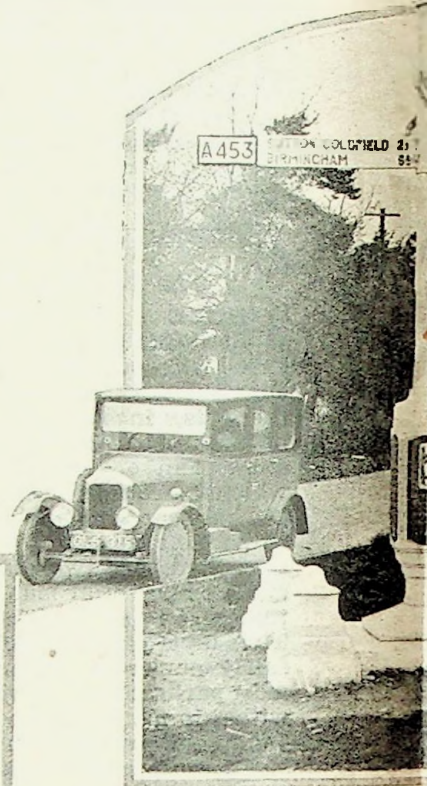
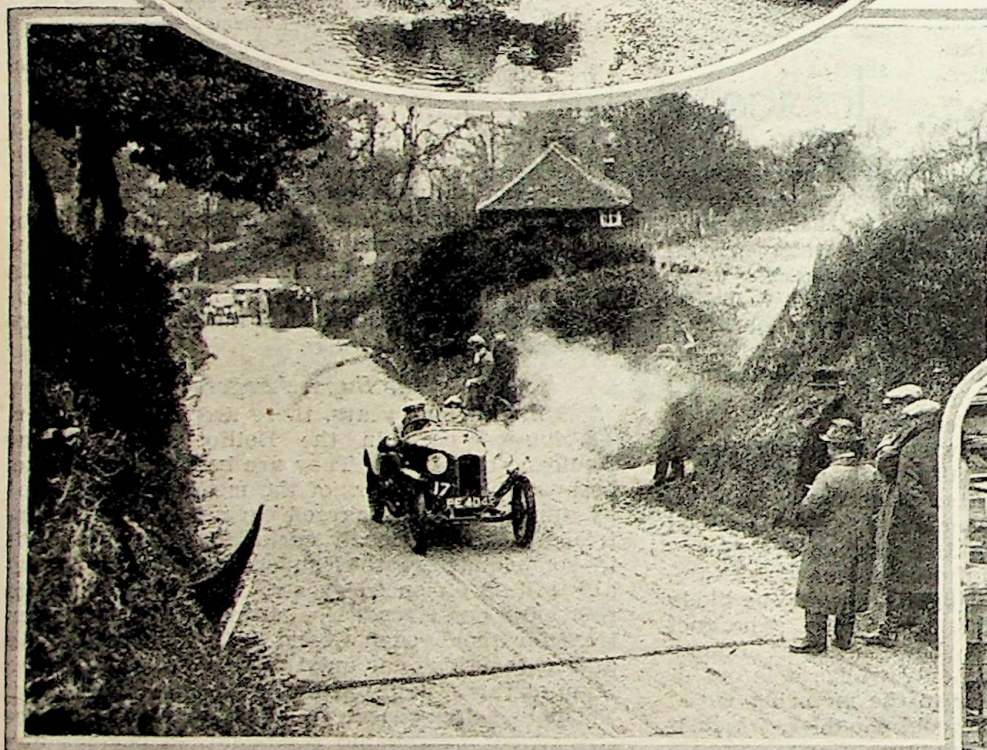
Newcastle-upon-Tyne and Bristol are no doubt actuated by the desire to reduce a potential source of accidents: they would achieve their ambition in a far more sensible and positive manner by following the example of other local authorities who have decided to *scrap the trams*.

Bar Superchargers.

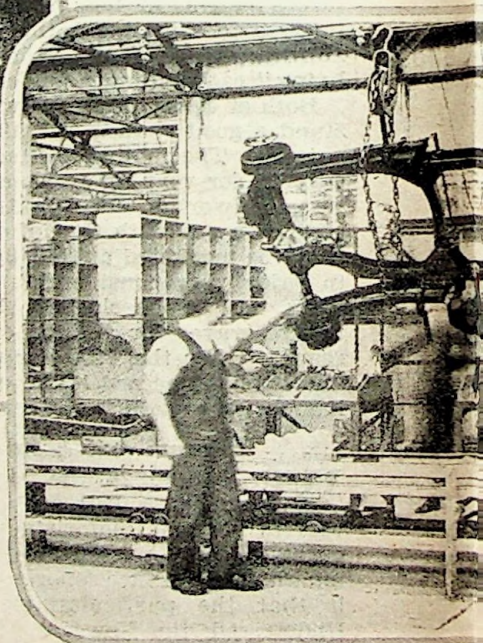
AS in previous years, there are to be no supercharged cars in the Boillot Cup race at Boulogne this year. They are barred, we believe, because the organizers of the meeting realize that by admitting supercharged cars to a race the entries are very seriously curtailed. It is even felt in some quarters that superchargers are gradually killing off speed events, and we subscribe to this view ourselves. Not so many years ago entries for the French Grand Prix numbered forty and more—this year only two makes, each with a team of three, figure in the preliminary entry list.

The principal reason for this is obvious. Before the advent of reliable supercharged engines any keen amateur driver or any motor manufacturer anxious to advertise his car could modify a standard sports chassis and win a big race with it. This was done in the 1923 200-Mile Race, and the same year another "hotted-up" sports car ran second. Victories like these would be impossible to-day, for superchargers have boosted engine power to such an extent that it is only a special racer which has cost perhaps £5,000 or more to build that stands the slightest chance of winning. Thus the use of forced-induction devices has robbed the amateur of his sport, the "small" manufacturer of any incentive to race and the organizing clubs of a sufficiently large entry really to justify the vast trouble and expense of organizing fixtures. Why not bar them in all the classics?

THE BEGINNING of a NEW SEASON—



A graceful monument, serving as a memorial and boundary stone on the Birmingham-



THE motoring world may be said to have awakened after its winter sleep. On Saturday last competitions started in earnest with the Essex Motor Club's One-day Trial, held over a course situated entirely in the county of Essex, and the Manville Trophy Trial, a popular event in the Midlands, the route of which took in a number of well-known hills and included several stiff tests.

The first-named trial did not attract a very large entry, as would-be competitors, no doubt, had vivid recollections of long stretches of roads entirely under water which were encountered by them in the trial last

year. Nevertheless, it was a sporting affair and was entirely successful.

The Manville Cup, like the Colmore Cup, was won by a motorcycle and sidecar. Our light car drivers must make a more determined effort next year! As we have indicated, the course was severe, and, although it did not fall to the lot of a small car to secure the principal award, unquestionably light cars put up excellent performances. Both events are reported elsewhere in this issue.

The principal event of last week was the opening of the gigantic new Citroën factory at Slough, where the

The two photographs on the left show (top) Harlow watersplash, and (below) W. H. in the Essex M.C.'s One-day Trial. The Citroën works is shown in the centre photograph. F. J. Neale (Omega) are seen in the acceleration trial, which took place

—EVENTS *and* NEWS in PICTURES.TAMWORTH 5
NOTTINGHAM 37, A453

methods employed so successfully at the Paris works in the production of the Citroën have been improved upon, everything that is modern and up to date being included in the equipment.

The new Citroën cars make a decided departure from previous models, not so much in outward appearance as in detail points of specification. Of principal interest are the semi-elliptic springs now fitted at the front to accommodate the Alford and Alder type front-wheel-brake axle and the perfecting of the production of all-steel bodies on up-to-date lines.

Our photograph shows the overhead tackle which is used to invert the chassis during the course of erection. The chassis is lifted bodily from the run-way, which can be seen beneath it, and upon which each chassis progresses, getting ever nearer to completion. Further details of the Citroën factory at Slough are given in a news page.

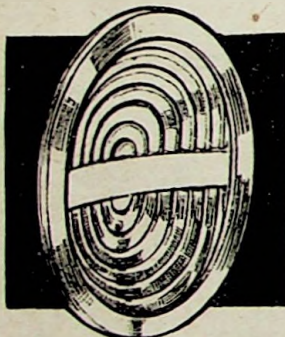
Marking the "More Beautiful Roads" movement the movement on the Birmingham-Nottingham main road is well worthy of examination and, incidentally, of imitation. It serves as a signpost, war memorial and boundary stone.

up) A. G. Gripper (Aston Martin) in the
upreys in the slow hill-climb test, both
tackle used to invert chassis in the new
otograph, whilst S. Wright (Humber) and
ration test of the Manville Trophy Trial
e last Saturday.



Novel Water Pump.

An interesting portable water pump intended for fire-fighting and other heavy work is being handled in this country by Bramco (1920), Ltd., St. Nicholas Street, Coventry. The pump, which is known as the Dana, is specially designed so that it may be driven by a flat belt from the back wheel of a car. An angular frame carries the pump and at the same time forms a jack to support the wheel from which the belt drive is taken. It is claimed that the pump is capable of lifting water from a depth of 24 ft. and projecting it 75 ft. in the air. For use in villages remote from a fire brigade the Dana should have distinct possibilities. The price, complete with all equipment for automobile work, is £31 10s.



The Parabolite anti-dazzle headlamp lens which we have recently had an opportunity of testing.

To Prevent Dazzle.

We have had an opportunity of giving an extended test to Parabolite lenses for headlamps. These are manufactured by Miles F. Bingham, Bath House, 57-60, Holborn Viaduct, London, E.C.1, and have the merit of being inexpensive (from 7s. 6d. to 17s. per pair) and quite effective. The lenses, as shown in an accompanying sketch, have ribs formed upon them, but these are on the inside and therefore do not interfere with cleaning.

It is necessary when the lenses are fitted to focus the lamps accurately and, we found, to tilt them very slightly downwards. The light then projected is, if anything, brighter than with plain-glass lenses, whilst the dazzle effect on other drivers is greatly reduced and the available driving light not appreciably curtailed. Owing to very little light being projected above the level of the lamps, these lenses are very useful when driving in fog.

B34

Universal Fitting Mirror.

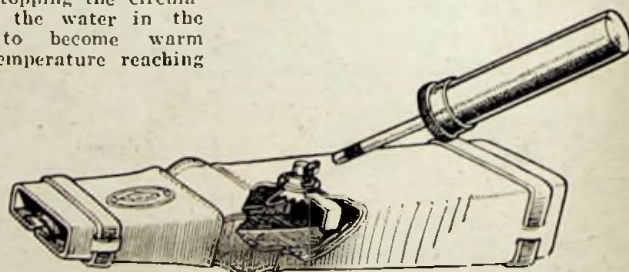
An ingenious driving mirror is being marketed by Midland Accessories, Ltd., 19, Summer Row, Birmingham, at the price of 12s. The accessory, which is known as the Eversure universal mirror, has a special mounting which permits it to be fitted in almost any position. The mirror itself is carried on a rod which in turn is attached to a second rod by means of an adjustable clamp. The latter rod may be screwed to any convenient part of the car, such as the windscreen pillar or the facia board, while in the case of enclosed cars it may be fitted to the interior so that the mirror shows a view of the road through the rear window. An additional advantage is that it possesses an unusually wide range of adjustment.

A New Thermostat.

The Allostet, which has just been placed on the market by Messrs. A. Godden, Eastcote, Middlesex, is a new and simple device for regulating the circulation of water in the cooling system so that the engine maintains an efficient working temperature. It is designed to fit in the rubber water connection between the radiator head tank and the cylinder jacket, being held in position by an ordinary hose clip. The Allostet consists of a metal ring carrying two doors which are mounted centrally in a cap containing a metal alloy: the melting point of the last-named is about 60 degrees C.

When the engine is started up from cold the doors are held shut by the metal alloy, thus stopping the circulation and allowing the water in the cylinder jackets to become warm quickly. On the temperature reaching

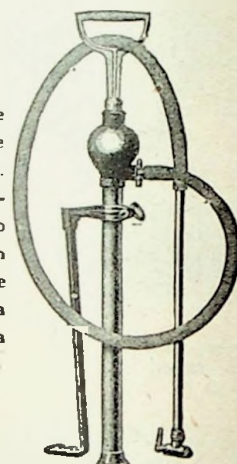
How the oil nipple of the Jeavons spring gaiter is reinforced by a metal flange.



60 degrees C. the special metal melts and the tendency of the hot water to rise opens the doors and the circulation goes on in the ordinary way. The liquid metal cannot run out if the Allostet is correctly filled. As the engine cools, circulation naturally stops and the doors are closed by gravity, soon after which the alloy solidifies and holds them in this position. The price is 12s. 6d.

For Car Washing.

An accompanying illustration shows an accessory which any motorist who cleans his own car should find extremely useful, especially if no hose is available for the job. It is known as the Iron Arm sprayer, and is made by Henry Milward and Sons, Ltd., Washford Mills, Redditch. Briefly, the outfit consists of a hand pump supported by an adjustable foot rest and a short length of hose, which is attached to the top of the pump and terminates in a brass tube carrying a special nozzle. When in action, the lower part of the pump is immersed in a bucket of water and held steady by the operator's foot while the pump is being worked. The nozzle is of very ingenious design, permitting the projection of the water to be varied from a fine "mist" to a powerful stream. The model described is the No. 1 size and costs 37s. 6d. Several other types are available at varying prices.



A useful garage accessory — the iron arm pump. It has an adjustable nozzle so that the stream of water may be varied from a fine spray to a powerful jet.

Interesting Spring Gaiter.

The Jeavons spring gaiter, which is manufactured by Ramsdens (Hullfax), Ltd., 147-9, Great Portland Street, London, W.1, possesses many notable features. It is designed for the use of oil, and special provision is made for thorough distribution of the lubricant. The outer case, which is lined with oilproof and waterproof material, is of leather, and is held in position by

concealed lacing, straps being provided at each end for sealing. A collapsible wick tube runs along the top of the spring when the gaiter is in position, and distributes oil from the nipple. The latter is reinforced by a metal flange to prevent the leather tearing when the gaiter is lubricated by the charger provided. In exterior appearance the gaiter is extremely neat and workmanlike.

Meet "The Nippy Nine"

"The Nippy Nine" is the 9/20 h.p. Rover, so christened because of the amazing "life" and power of its four-cylinder overhead valve engine. Because, also, of its wonderful ease of handling and control. This is the way it performs on the road (vide a correspondent to "The Autocar"): "I wonder if I am in order in saying that the Rover Nine, which I picked up at Thornbury and chased as far as a point beyond Bristol, was showing a most amazing turn of speed?" Well and truly is the 9/20 h.p. Rover called "The Nippy Nine"—why don't you find out all about it?

9/20 h.p. Rover models from £185.

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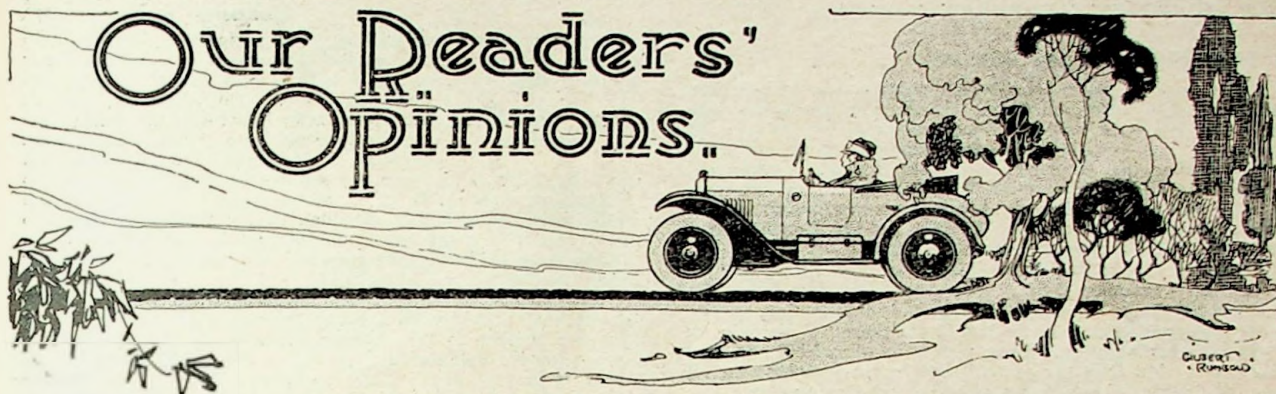
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WHY NOT A SPORTING CYCLECAR?

Single-cylinder Engines—Two-stroke Advantages.

Where is the Sporting Cyclecar?

I am thoroughly in agreement with "J.K.D.C." when he states that what is needed is a slightly larger edition of the Jappie fitted with such an engine as the o.h.v. Blackburne or J.A.P. I am certain that there would be a very large market for a cyclecar of this type, especially amongst those who now ride fast motorcycles, because at present they cannot obtain a four-wheeled car, costing about £120, with a more or less similar performance.

The Waiting Market.

A car built on the lines of the Jappie, with a really super-sports appearance, obtained by, say, a slightly higher dummy radiator, a narrow two-seater body, with staggered seating, fitted with a 500 c.c. single-port J.A.P. engine, a Sturmey three-speed box and chain drive, would surely not cost more than £120 to produce. Its performance would be really exceptional, as all those who witnessed the excellent show put up by the 500 c.c. Morgan at the recent Cambridge speed trials will agree. Surely Mr. André must realize that there would be a much better market for a vehicle as outlined above than for the slow type of suburban street creeper.

Why do not manufacturers realize that the family man who wants a cheap chummy model has already a large enough market from which to choose. I am certain that there is a large number of potential buyers for the sporting four-wheeled cyclecar. Why are they not catered for?

N.E.T.

The Two-stroke Engine.

As one of those responsible for the Pixie cyclecars, I read with much interest your contributor "Shacklepin's" notes in a recent issue. While naturally gratified at the approval which he accords to most of the details of design, I should like to join issue with him on two points. The first is the question of two or four-stroke engines.

Its Advantages in a Cyclecar.

Although I consider simplicity and silence two very important points to consider when choosing an engine for a cyclecar, they were not the only, or even the chief, reasons why I determined to pin my faith to the two-stroke.

The cyclecar differs from the motorcycle in two main points—comfort and weather protection. The latter is not, of course, affected by the engine; the former is affected very largely, not only by the silence of the power unit, but also by its flexibility, lack of inherent vibration and pulling powers on top gear. The two-stroke, with its power impulse in each revolution of the crankshaft, its smooth docility and its amazing ability to pull at low speeds is, in my opinion, immeasurably more suitable for cyclecars than the noisier, harsher, higher-revving, unbalanced four-stroke.

As for the prejudice—well, any purchaser of our cars may have a four-stroke fitted if he likes; but I think "Shacklepin" will find that the Dunelt, the Villiers, the Scott and one or two other two-strokes have done much to break down the feeling which existed some time ago, and which was caused largely by the badness of a few engines made by "mushroom" firms just after the war.

The other point on which I am at variance with "Shacklepin" is in relation to the £100 car. Where, exactly, lies the fatal fascination of those round figures? We never hear an outcry for a £50 motorcycle, a £10 wireless set, or a 20s. scooter; why, then, the £100 car? After all, as "Shacklepin" himself says, a Pixie at about £65, plus £35 worth of gadgets, might be (his words, not mine) "something really wonderful." Yet a few lines farther down he is again, as it were, sighing for the "actual £100 car."

With apologies for the length of this letter and thanks for the kindly interest you have taken in our production,

HILTON SKINNER, Production Manager.
GILBERT AND SKINNER.

Air-cooled "Fours."

With reference to the remarks of "Focus" on air cooling, why is it that our manufacturers do not turn their attention to the four-cylinder type of air-cooled engine? Recently I saw an American Franklin car which is fitted with this type of engine and is apparently quite successful, although I am not aware of its oil consumption or periods for decarbonizing, but it was running much quieter than some water-cooled engines.

Would not the air-cooled "four" help to bring about the £100 car? Cost of manufacture must be less than with water cooling, and what about oil cooling? The Bradshaw engine was very successful.

S. WAX.

High Speed Wanted.

If it is not too late to join in the £100 cyclecar controversy I should like to say that the maker who will get my order will be the one who turns out a machine fitted with a super-sports engine of the air-cooled motorcycle type. I shall not mind if a single-cylinder engine is used, provided that the weight of the complete cyclecar is kept reasonably low, because a modern 500 c.c. o.h.v. "one lugger," is capable of very high revs., and its pulling power, on a suitable gear, is remarkable. In my opinion a cyclecar of this type would sell more readily than a slower machine fitted with any kind of two-stroke engine.

EFFICIENCY.
B37

OUR READERS' OPINIONS (contd.).

A New Police Court Method.

A new form of police procedure against motorists has been instituted at a notorious court. In August last I was out on a test run with a sports Derek, when I was stopped by the police for examination of my trade number plates—in Epsom, of course! The case was heard during Olympia Show week and I was unable to attend, but, of course, it made no difference to the Bench that I could not defend myself. Result, a £6 fine.

I sent a cheque for this which was passed through the account on November 17th.

I arrived home recently, having had a long day at the works, to find that bailiffs had been there to distrain on goods for this account. They were not allowed to do any distraining; but it seems as well now to get a receipt for all these little entertainments we motoring criminals enjoy.

D. KIRKLAND.

A Cause of Dazzle.

Your article, "Dim or Dip?" appearing in the issue of February 19th, reminds me that the present dangerous situation could be relieved considerably if owners would make a point of inspecting the focus alignment of their headlamps. It seems elementary and obvious to suggest such action; but on a night run one often sees the tree

tops illuminated, and especially if any mist is about it is no uncommon sight to see rays of headlamps "searching for aircraft." Of course this is due to faulty alignment of the lamp, which sends the main beam sky high, much to the annoyance and danger of other road users.

The correct setting of the focus is to have the lower rim of the main beam meeting the road about 60 yards directly ahead; when a car is approaching with this correct setting (very few have it), it is easy to discern the near-side kerb and to pass without being blinded.

I venture to suggest that not one car in ten has its lights attended to in this way when purchased; the owner naturally and rightly presumes that they are correctly aligned by the manufacturers and makes no alteration. Hence the dazzle.

BOB OF BROMLEY.

Wrong-angle Beams.

Proceeding on the assumption that the final transmission and its problems are of sufficient popular interest to justify the devotion of further space to the discussion, I should like to reply to the recent remarks of "L.M." and "Layman." "L.M." is incorrect in assuming that by the phrase "erroneous conclusions" I referred simply to the use or advocacy of double reduction. Let me make it clear that it was only in so far as the principles, characteristics, design and field of application of worm gearing are concerned that I questioned "L.M.'s" statements. To pursue the question of the possible need for a double reduction was beyond my intention, for this form of transmission is by no means new, having been used extensively and replaced very largely by the worm drive. In other cases the worm drive forms one stage in a double reduction.

Since, however, "L.M." has suggested a speed of 10,000 r.p.m., I venture the opinion that a double-reduction rear axle is not the form which the transmission will take in such a case. The difficulties of balancing and preventing whirling of a long propeller shaft at this speed would probably lead a designer to put a first reduction immediately behind the engine (incidentally lowering the transmission line), and to use an undertype single reduction worm-driven rear axle.

"Layman's" remarks illustrate the difficulties which arise when a highly technical subject comes up for popular discussion. In any event, however, it is difficult to see how a phrase, meaningless to a technical man, can convey anything resembling an accurate idea to a layman. What does "Layman" understand by "a worm of fairly coarse pitch"?

Making a wild guess, I assume it to mean a worm in which the "lead angle" of the worm threads is fairly high, and, if I remember rightly, "L.M." regarded this as something of a disadvantage. Actually, a worm of this kind has the highest efficiency and load-carrying capacity, if the design is in other respects satisfactory.

B38

Keeping a Tyre Log.

I was greatly interested in your remarks a week or two ago on keeping a tyre log, for throughout the whole of my motorecycling years, and now with a light car, I have always done the same. Consequently, I could tell you exactly how many miles any particular tyre did on any wheel right back to 1912. It appears to me, however, that the work or pleasure is complicated and liable to errors by naming tyres A, B, C, D, etc., as every tyre has a name and a number indelibly moulded in the rubber of the tyre wall, and it is much more simple to take this information, unless it be that the tyre numbers with a letter and six or seven figures are an objection.

Use the Tyre Numbers.

With regard to Mr. Ashton's experience, in a recent issue, if one has to part with the car for an overhaul it is surely an easy matter to take a note of speedometer reading and tyre numbers and check these when the car is returned. I think it is well worth while to keep a tyre log, as reliable information regarding the best-wearing and most suitable tyres can thus be obtained.

ARCH. H. LAIDLAW.

Against the "Chunnell."

Your far-sighted contributor, "Focus," usually has my hearty support for his proposals tending to the good of motorists, but when he looks forward to motor roads through the bowels of the earth I am constrained to ask: What is happening to the old Viking strain that used to stir the blood of Britons? I never want to spend an hour or more in a gloomy tunnel filled with locomotive smoke merely to get to France a bit quicker than the fresh-air route takes me. And will it be so much quicker after all? You can cross the Channel in less than two hours. The tunnel will be over 20 miles long, and I doubt whether the present legal limit would be permitted along "Focus's" motor subway, if it ever came to be built, which I doubt.

The Call of the Sea.

In any case, when I roam abroad I will take the manly, British way, and sail the sea. Let those with squeamish stomachs burrow like moles if they wish. I rejoice in the rhythm of the waves, be the sea calm or rough, and I love to watch my car being picked up like a toy and, a passenger itself for once, carried buoyantly to the scene of fresh adventures. The sea way for me, every time!

LONGSHOREMAN.

Worm-drive Reduction Gears.

To take the "irreversible" idea, it must be admitted that it is certainly not "wrong" to think of irreversible worm gears—in the sense that no peril to the conscience is involved. On the other hand, why think about irreversibility at all? Irreversible worm gears have certainly found industrial applications—and have often given trouble by reversing at awkward moments!—but as all well-designed automobile rear-axle worm gears are reversible, what need to say or think anything further on the question?

In dealing with ground clearance, let me assure "Layman" that I certainly had not overlooked the difference in size between the wheels of a lorry and a light car—I noticed it some time ago. Incidentally, however, might I call his attention to the S. and D. Freighter made by Messrs. Shelvoke and Drewry, which is worm-driven, although its wheels are smaller than those of many a light car?

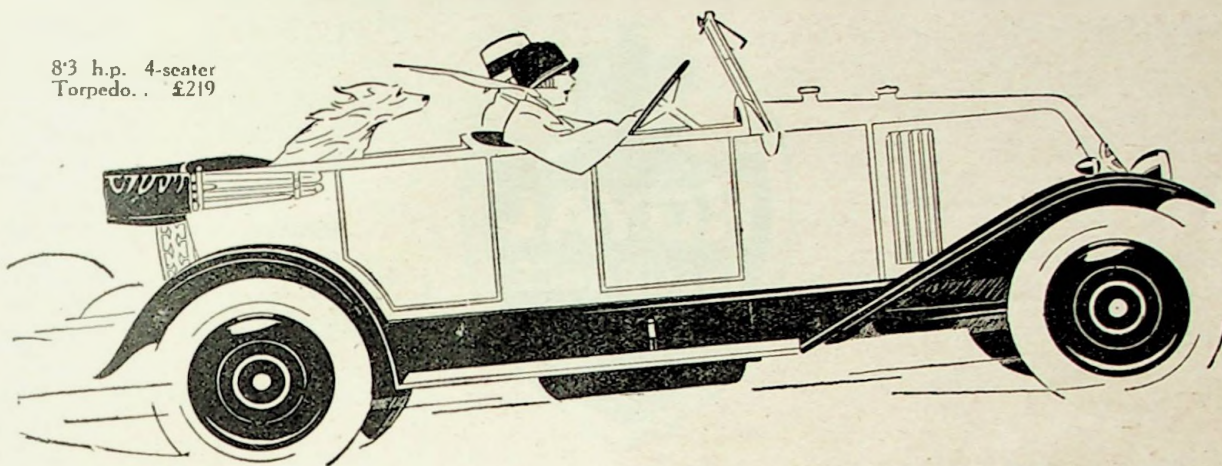
The size of the worm gears has also to be included in reckoning ground and floor clearance, whilst the ratio, as I endeavoured to emphasize before, is independent of the centre distance between the worm and worm wheel. That is to say, it is not necessary to use gears of the size usually fitted to the lorry axles in order to obtain the same ratio.

A light car of 12 h.p. to 16 h.p. with worm gears of 4-in. or so centres has as large a margin of strength in its gears as a lorry weighing six tons gross has with gears of 8-in. centres, so that the reduction in wheel diameter is accompanied by correspondingly reduced axle casing dimensions and the ground clearance alters but little. "Layman's" problem of applying a lorry ratio to a light car chassis thus presents no difficulty.

There is quite a number of makes of worm-driven light car, representing both the overtyping and undertype forms of drive, which exemplify this; any of them could be fitted with a "lorry" ratio, as "Layman" terms it, without altering the axle casing or the clearances.

II. E. MERRITT.

8.3 h.p. 4-seater
Torpedo. . . £219



THE economical, efficient 8.3 h.p. Renault has a performance out of all proportion to its h.p. rating and price. Because all of the energy developed by its willing little motor is set to useful work, its speed and climb will frequently shame that of higher powered rivals.

In short—it is a luxury car reduced to economical dimensions, sold at a tempting figure.

8.3 h.p. 4-seater Saloon . . . £269

8.3 4-seater Torpedo . . . £219

8.3 h.p. 2-seater with dickey, £219

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CAR, CYCLE OR COMMERCIAL VEHICLE	MAKE	H.P.	YEAR OF MAKE	VALUE £	PURPOSES FOR WHICH USED

Name

Address

Agent

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

OUR READERS' OPINIONS (contd.).

Easy Chain Oiling.

I was interested to see the recent poetic instructions as to how Morgan chains should be lubricated. Of course, the washing in paraffin and soaking in hot grease is the ideal way—but what a job! A good, lazy

A Quick and Clean Method.

way, however, is to keep an old tooth-brush and a small tin of engine oil handy, and every now and again smear a little oil on each chain with the brush, not worrying about difficult places. By doing this the chains can be kept moist with oil and will never rust. Also the two dog clutches can have a dab of oil given them at the same time. This method keeps one's hands clean, takes no time, neither ruins suits nor tempers, and, if not ideal, at least may be worth a trial.

E.J.R.

Second-hand Car Examination.

I have read with interest your recent article on "Examining a Second-hand Car," and, while admitting that, in the case of a prospective purchaser of a car costing anything

A Seller's Trouble.

from £75 to £400, it is advisable to check all the details you mention, the position of the seller of a second-hand car costing under £50 is rather trying when the purchaser proceeds to look over every small detail in this way.

I recently advertised a Rover Eight, four years old, for £35. It was in quite good mechanical condition (for the mileage run—about 20,000), yet several prospective purchasers wasted hours of my time shaking tappets, steering, and so forth, and finally turning it down because there was a little play in the stub axles, or because the side curtains were a bit dirty—and all for £35!

When one considers what reliable little cars these are—there is a dynamo, three speeds, etc.—I think purchasers should be more reasonable when buying them "for a mere song."

SENRAE.

Misleading Statements.

It has been brought to our notice that on a number of occasions certain unscrupulous motor traders, to further their own ends, have verbally (and in one case in writing) in-

Action Contemplated.

formed inquirers for Waverley cars that this company is in financial difficulties and in liquidation. Would-be purchasers are readily influenced by the fears which these statements necessarily cause, such as inability to obtain spare parts, lack of good service facilities and so forth, and their attention is then easily turned to the particular car their informant wishes to sell. The business of Waverley Cars, Ltd., was established in 1910, has continued uninterruptedly since then and has steadily expanded. Its financial position is unquestionable.

Although aware of the identity of several persons guilty of the statements referred to above, so far we have been unable to obtain quite sufficient legal evidence to enable us to enter an appropriate action, but, should we get the opportunity, we shall not hesitate to use all possible legal means to obtain the redress provided by law to which we are entitled.

L. BEADLE, Managing Director,

WAVERLEY CARS, LTD.

Experiences with a Sports Rover.

It may be of interest to your readers, especially those who await the arrival of a small British sports car which compares very favourably with others in its class, to hear my

Speed and Economy.

experiences after 8,000 miles on a 9 h.p. sports Rover. The car will just reach 60 m.p.h. at an engine speed of 3,750 r.p.m., but this is not achieved by sacrifice of pulling powers, which, in my opinion, are exceptionally good.

Both Box Hill, with its two hair-pin bends, and Reigate Hill can be climbed on "top" gear, although the makers would doubtless advise a change down, if only for kindness sake! My petrol consumption is 48 miles per gallon.

The brakes are most efficient when correctly adjusted: I say "when" as it needs some care in adjusting because there is no compensating gear on the car.

The engine runs remarkably cool, probably owing to the fitting of a water pump, an unusual refinement on a low-priced car. My treatment at the hands of the makers has been exceedingly generous in respect of the few instances I have had to consult them. On one occasion they gave me a

new radiator instead of repairing my own, which was leaking a little.

I feel sure that the British motorist, as an individual, will appreciate this car at its real worth, and, needless to say, I have nothing whatever to do with the Rover Co., other than being the proverbial satisfied user.

A. GORDON PUCKLE.

Saving the Cyclist.

I understand that the C.T.C. is girding its loins and preparing to do valiant battle, on behalf of the cyclists, to prevent the "Bicycle Rear-light" Bill from becoming a law of the Realm. Whilst it appears a

Rear Lamps Not Needed.

matter of some surprise to me that the existing law of the Realm does not proceed against these gentlemen for attempted suicide, I have set to work and formulated an idea which will obviate the necessity for rear lights on bicycles.

Let us all petition our Members of Parliament to bring in a Bill compelling cycle manufacturers to fit a tall "T" angle of steel to the handlebars of their machines. Then let a similar Bill be passed forcing motorcar builders to fit an electro-magnet to their products as shown in the accompanying sketch.

The motorist, temporarily blinded by passing dazzle-



No doubt all motorists and cyclists would be glad to see this invention in general use, but it has not yet been officially approved!

lights, fears not, but drives on into the dark—the automatic electro-magnet doing its work as illustrated.

Next, the weight now drawing down the rod actuates a further mechanism which swings the whole doo-hickie round—depositing the cyclist once more upon the road and saving his life.

I admit that the cyclist is now facing in the opposite direction from that in which he was proceeding—but, consider: the time is late, darkness has fallen and, after all, why should not the cyclist return home, instead of continuing his beady ride of thoughtless pleasure?

This idea would prevent many a wrecked home.

I realize, of course, that the cyclist might have been going home in the first place, but, well, really great brains cannot be bothered with trivialities such as arguments of this kind.

HIGH TENSION PEBB.

Turbines Again.

I see that experiments are to be conducted with a crankless engine, the Michell, fitted with sleeve valves, and I feel sure that when the new engine "gets going" we shall realize

that we are on the threshold of a new era in motorcar propulsion. I am not in any way connected with those who are responsible for the Michell engine or its development; I am merely keenly enthusiastic about a type which, in my opinion, is infinitely superior to every known form of cranked engine, and is, in fact, bound to be the only type of i.e. engine in a few years' time.

NO CRANK.

The Driver's Side Screen.

When, oh when, is the present type of celluloid side screen going to be scrapped, with its beastly little triangular flap, in favour of something more practical? To the ordinary

Something Better Wanted.

motorist there seems to be countless ways of designing a side curtain, at least for the driver, which could be opened for signalling, for reversing, for talking to people outside the car, and so forth. The car manufacturers will not budge without pressure being brought to bear on them.

If one of the big accessory makers were to start advertising side screens embodying the advantages outlined he would sell them in tens of thousands. What are Easting, Sandum, Starling, Calso and others doing?

MONEY WAITING.

B41

OUR READERS' OPINIONS (contd.).

Jowett Economy.

I have had a Jowett two-seater with double dickey for two seasons (1924 and 1925), and have found the makers' claims for it justified in every respect. The only renewals

Makers' Claims Justified. I have required in two years have been electric lamp bulbs. I have spent a few shillings in spares (which have not been used). Repairs nil except such

adjustments as have been done at home without cost. Brakes adjusted once in two years. Clutch not touched. Tyres excellent. Paintwork and hood almost as new.

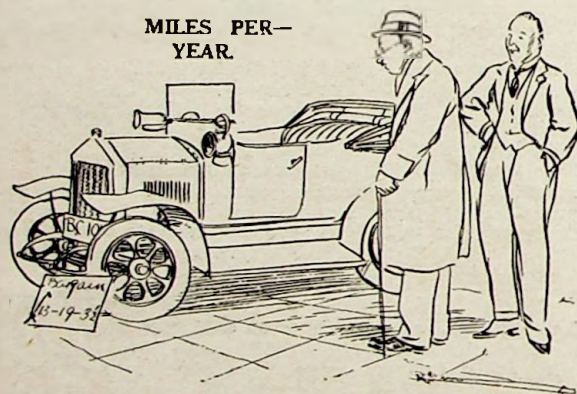
The following figures, giving total cost for 1925 (mileage that year approximately 4,500), show that the economy claims are justified in actual use. I have toured Devonshire, including the famous Countisbury Hill, with two up—passenger weight 24 stone—and luggage, without a falter.

The car is not fast, but quite fast enough for me, 30 miles per hour being a nice touring speed. It is truly a no-trouble car, and proves to be quite without many of the irritating troubles which are common to some other cars.

The consumption of petrol and oil works out at about 47 miles and 1,500 miles per gallon respectively.

	Total Cost for 1925.	£	s.	d.
Licence	...	7	0	0
Insurance	...	6	10	0
Petrol	...	6	19	5
Oil and grease (not all used up)	...	2	9	0
A.A. subscription	...	1	1	0
Driving licence	...	0	5	0
Garage when away	...	2	0	6
Repairs and renewals (electric lamp bulbs, etc.)	...	0	11	5
		£26	16	4

The engine has not been decarbonized and does not appear to need it. **ENTHUSIASTIC OWNER.**



Prospective Purchaser: "Is there a speedometer on it?"

Salesman (under notice): "No, sir, we have removed it. A calendar—free on request—would be much more useful to the buyer."

Broken Accelerator Springs.

I noted with interest recently "Focus's" tale of the man whose accelerator "stayed put." A similar experience and how the subsequent difficulty of getting the car home was overcome may be of some use. I was

A Get-you-home Hint doing between 35 and 40 m.p.h. on a straight strip of road, and on approaching the corner at the end of it removed my foot from the accelerator pedal when, to my horror, the car, instead of slowing down, continued accelerating.

There followed several very hectic seconds, in which I managed to switch off the magneto (the switch was sunk in a cup, and I had on fur gloves), change down and dodge a motorbus. But I tremble to think what might have happened to a novice, or, in fact, to anybody who has not been brought up on a series of unbelievably bad umpteenth-hand cars which were for ever creating emergencies.

B42

Having given thanks to St. Christopher for my preservation, the problem was how to get the car home, the accelerator return spring having completely vanished. After considerable thought, it occurred to me to tie the pedal on to my foot with some string. This got me home efficiently, if not in comfort. I hope this tip may be of use to any reader in a similar predicament. Also I should like to say how much I enjoy Focus's weekly chat.

DAVID SCOTT-MONCRIEF.

CONDENSED CORRESPONDENCE.

Mr. J. P. Brown is very pleased with the treatment he has received at the hands of the Nottingham branch of the Avon India Rubber Co., Ltd., concerning a free-of-charge repair to a tube which burst.

With reference to cars "in the cheapest class," "A.H.M." writes in praise of the 7-12 h.p. Peugeot. In 11,000 miles' running his car has cost only 6d. in spare parts. The price of the Peugeot is £150.

The Robinhood Engineering Works, Ltd., makers of the K.L.G. plugs, write to point out that they issue a complete list of plug recommendations for every make of engine and that their service department is at the disposal of all motorists.

In connection with the recent correspondence on castor oil as a lubricant Mr. C. E. Smith writes to say that, in his opinion, an oil of proprietary brand which comes through exacting trials with success may confidently be recommended to the general public and that the manufacturers are justified in advertising their successes.

The London concessionaires of A.C. cars are prepared to submit any second-hand car they offer to an independent trial and examination. The purchaser may use the car for seven days, and if not satisfied with it may return it and have the purchase price credited to him against any new car he selects from their stock.

INFORMATION WANTED.

RHODE.—An instruction book for the 1923 Rhode dummy model is required.—A. J. Critchley, 32, New Bank Road, Blackburn.

BUCKINGHAM.—The loan or sale of a 1922 9.8 h.p. model instruction book is requested.—A. Olpin, 47, Montague Street, St. James's, Bristol.

FOREIGN CAMPING.—Any reader who has undertaken a camping tour in France will oblige by writing to—A. Lawton Doyle, 64, Ellesmere Road, Stockton Heath, near Warrington.

SEASIDE BOARDING HOUSE.—Recommendations with regard to boarding houses at Eastbourne will be acceptable.—F. Hepner, 14, Wm. Morris Close, Walthamstow, London, E.17.

MORGAN.—Private owners' opinions regarding the comfort, reliability and performance of the various models are requested.—"Morgan," care of *The Light Car and Cyclecar*, 7-15, Rosebery Avenue, London, E.C.1.

CONVERTIBLE CAR.—Can any reader recommend a 10-12 h.p. light car with a touring body from which the front seats can be removed in order to use the car for sleeping purposes?—Camper, 31, Spring Road, Wrexham, Denbighshire.

E.H.P.—It is desired to borrow, or buy, an instruction book and spare parts list dealing with the 1922 model. Particulars also are requested as to performance, overhauling, and so forth.—G. Sharp, Collin Villa, Emscote Road, Stoke, Coventry.

ALVIS.—It is desired to improve the exhaust note of the 12-50 h.p. touring model by replacing the silencer with a large-bore pipe. Any reader who has carried out such an alteration will greatly oblige by giving particulars.—"12-50," Westholme, Mossley, near Manchester.

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COLMORE CUP TRIAL
—a triumph for the

*Austin
 Seven*

**4 GOLD MEDALS and
 TEAM PRIZE**

The Colmore Cup Trial, held on 13th February, consisted of 100 miles of exacting tests, difficult hills and country of colonial severity. Throughout, the Austin Sevens performed with their invariable, unfailing reliability, as the following extracts testify, and gained the above awards.

From "The Motor."

Severe 100-mile course. All Austins buzzed merrily away. Buckland Hill—All Austins were good, one driven by J. G. Orford being particularly so. Gipsy Lane—The most outstandingly good performances were made by B. W. Harcourt, J. G. Orford, J. W. Milton, E. G. Bromhead (Austins), etc. Gambles Lane—All Austins were very speedy.

From "The Autocar."

Colonial roads in the Colmore Cup. So far as the teams were concerned, the Austins and — showed to the best advantage. Buckland Hill—Austin Sevens were conspicuously good. Gipsy Lane—Once more the little Austin Sevens showed their marvellous capacity for getting along anywhere.

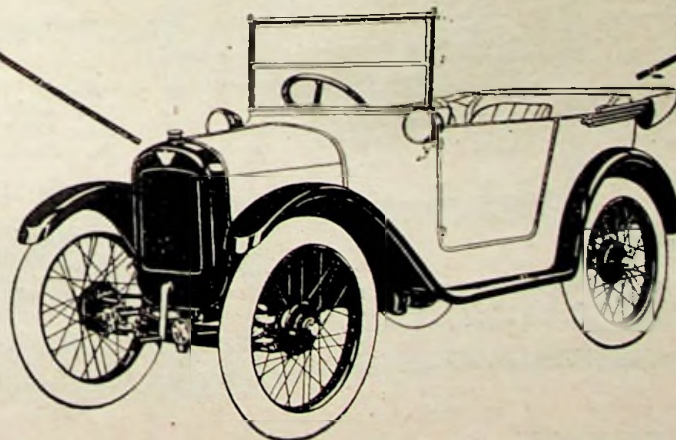
From "The Light Car."

A very difficult trial—All Austins did quite well. Buckland Hill—All the Austin Sevens, particularly that driven by J. G. Orford, made splendid and effortless climbs. Gipsy Lane—All the Austins were good.

THE AUSTIN MOTOR CO., LTD.,

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The BLIC

200 MILES RACE.

The cars which gained first and third places in the 750 c.c. class and third place in the 1,500 c.c. class were fitted with **BLIC** MAGNETOS.

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

IMPORTANT NOTICE.

The British Lighting and Ignition Co., Ltd., are able to supply Spares and repair BLIC and other magnetos at their Birmingham Works or London Service Depot.

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Telegrams: "Vicksmag, Phone, London."

Telephone: Victoria 6780 (2 lines), London.

Testimony!

A Clyno Owner writes—

7/8/25.

"You may be interested to know that my car—a 10.9 Clyno 2-seater—covered 26,000 odd miles in 12 months, and up to date, 28,000 miles in 13 months.

"I decarbonised at 10,000 miles and again at 23,000—and the filters working on the job were surprised at the condition of the Engine. No special attention had been given to the Engine, and whilst I have always used Castrol Oils—Engine, Gear, Box and Back Axle—I have not always used the same Petrol.

"Everyone is surprised at the splendid performance to-day of my Clyno, especially on climbing hills. No doubt I ought to have decarbonised more often but the car is in daily use and, as a mechanic, I have left it well alone."

"The car is a standard model in every respect."

Very truly yours,
F. C. C.

A Salmson Owner writes—

4/3/25

"You may be interested to know that my car, a 1924, 10-15 h.p. Salmson (1185 c.c.) which has been on the road 13 months has now covered 14,000 miles, during which time the engine has not been touched for decarbonisation purposes nor have the plugs been cleaned.

"Most light cars require decarbonising within the first few thousand miles as it is usual to over-oil rather heavily with a new engine, but this car has hardly had a spanner put to the engine and no decarbonising dopes have been used.

"The oil has only been swilled out and changed once, at 6,400 miles. The car is going as well as ever and its acceleration and speed (55 m.p.h.) is as good as ever.

"Castrol XL only has been used all the time and I am confident that it is the sole use of this oil, to my mind, the finest and purest oil made, which has enabled the engine to run so long and keep its tune without decarbonising.

"When the engine gets sluggish it will be decarbonised but it certainly seems good for another 5,000 miles."

I remain,
Yours faithfully, R.G.S.

A Morgan Owner writes:—

17/11/25.

"Will you please send me your latest price list of Castrol, etc. I have used nothing but Castrol Oil for my water-cooled M.A.C.-engined Morgan, and it has given me every satisfaction. I have done over 1,801 miles on a gallon of Castrol and over 6,964 miles since the engine was decarbonised in August, 1923, and it runs as well and as silent as ever. If you can send me any literature about Castrol Oil I will do all I can to get other people to use it as I cannot help but speak highly of Castrol. If you care to use my remarks as a testimonial I shall be very pleased."

Yours truly,

G. E. T.

—ask a Castrol user—then
you will understand why
over 200 Leading Motor
Manufacturers recommend—

WAKEFIELD

Castrol Regd.
MOTOR OIL

C. C. WAKEFIELD & Co., Ltd.
All-British Firm. Specialists in Motor Lubrication.
Wakefield House, Cheapside, London, E.C.2.

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

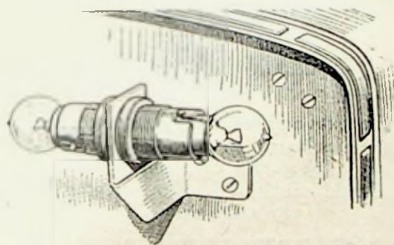


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

Fitting Larger Greasers.

Although the grease-gun system of lubrication is almost universal on modern cars, screw-down greasers were very popular a few years ago and many light cars so equipped are still on the road. In most cases the greasers are small, so that they require fairly frequent refilling, while the size of the cups usually makes it difficult to charge them with grease.

A great improvement in these cases is the fitting of greasers about 1½ ins. in diameter. These may be obtained from any large accessory dealer at a price of 1s. to 1s. 6d. each. The purchaser should, of course, make sure that the shanks of the new greasers are of the correct size. If this improvement is carried out the need for replenishing will be less frequent and the task itself easier.



A double-ended lamp socket supported by a bracket on the front of the dashboard forms an excellent carrier for spare bulbs.

Handy Spare Bulb Carrier.

The accompanying sketch shows a very simple but effective spare bulb carrier. The essentials are a double-ended tail lamp socket and a piece of thin strip steel or brass. The latter is bent and one flange drilled to take two wood screws. The other flange is drilled to take the socket, which is fixed in place exactly as it would be were it being mounted in a number plate. The finished bracket not only provides accommodation for two bulbs, but acts as a carrier for a spare lamp socket. It is fixed, preferably, on the dashboard beneath the bonnet.

If the bracket is placed in a suitable position the device will prove extremely useful at night, for by removing one of the bulbs and inserting a plug which is wired up to the battery a convenient working light for engine adjustments will be available.

A Washing Hint.

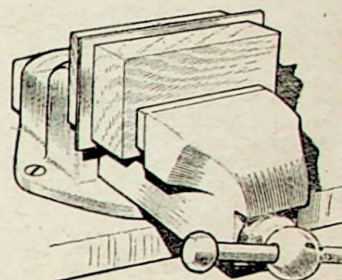
When a car the bonnet of which is hinged along the top or which is provided with louvres is being washed, water is liable to find its way to the magneto and carburettor unless the greatest care is taken. A very simple expedient to prevent this is to keep a small sheet of American cloth handy, so that it may be thrown over the engine (inside the bonnet) when the car is washed.

Cheap Drip Tray.

Motorists who buy their oil in bulk have doubtless wondered what to do with the old drums. A good use to which one may be put is to convert it into a drip tray for placing under the car to catch any oil dripping from the engine. The top and bottom of the drum should first be cut off, a plumber's back knife and a hammer being used for the purpose or, if the former tool is not available, a pair of tin shears may be used, a start being obtained by driving a screwdriver through the side of the drum. A straight cut should then be made from top to bottom so that a sheet of metal bent in the form of a cylinder results. This should be opened out and beaten as flat as possible. A short cut may then be made at each corner and the edges turned up to form a rim about 1 in. deep. It remains only to solder the corners and a serviceable drip tray results.

Filing Sheet Metal.

When a piece of sheet metal is placed in the vice for filing, it is often found that the base of the vice prevents the sheet from being gripped near the edge which is to be trimmed. The result is that the metal vibrates, making an objectionable noise and producing chatter marks. To overcome this a hard-wood board should be placed on each side of the metal as shown in the accompanying illustration.



When thin sheet metal is being filed it should be supported by blocks of wood.

Improving Morgan Side Screens.

A trouble which some Morgan owners experience when side screens are fitted is that the off-side one prevents the fingers from being placed on the top of the body side when the decompressor lever is raised. In this way there is nothing to steady the hand when the lever is held up for starting, the existing signalling flap being placed too far back for the purpose. The matter may be rectified by cutting away a panel from the celluloid, some 6 ins. long and 2 ins. deep, just above the lever. The edges should be bound and a flap of leather cloth cut to the requisite size; this should be stitched to the celluloid along the top and front end, a film of celluloid cement being used to make the joints weatherproof.



Queries of general interest will be answered under this heading whenever possible, but a stamped addressed envelope must be enclosed for reply by post. Telephonic inquiries cannot be answered.

F.O.W. (Leicester).—A brace is certainly easier to use than a screwdriver when grinding-in valves, and the use of a spring under the valve head, to raise it when pressure is released, will help to reduce both time and labour.

C.B.T. (London, W.1).—Leaks from water joints are often caused by the omission of the packing strip under the ends of the clip; in consequence the hose gets nipped and forms a passage for the water. This is most probably what has occurred in your case.

T.L.C. (Huntingdon).—The address of the makers of the Anzani engine is British Anzani Engine Co., Ltd., Scrubbs Lane, Willesden, London.

B.E. (Durham).—There is no necessity to buy a new distributor cover for your light car magneto because the present one is cracked. An ignition specialist could repair it for you.

P.J.F. (Southampton).—Removal of the sump of your 11 h.p. Clyno is quite simple, and you should adopt the following procedure:—Take off the external oil pipes leading to the front and rear bearings, also the nuts retaining the sump. When dropping the base, do so steadily and vertically to avoid bending the oil-pump connecting rod. When replacing use a new paper washer coated with gold-size.

IN ANSWER TO FOUR QUERY (contd.).

A.B.R. (Rushden).—The oiler fitted above the clutch pit of your Vulcan car, in front of the gearbox, is for feeding the clutch-withdrawal ball race. This should be attended to frequently and regularly.

E.B.E. (Wolverhampton).—If the suspension of your 7 h.p. Austin is harsh at normal speeds, but satisfactory when travelling fast, the shock absorbers are probably adjusted too tightly for average conditions.

R.E.M. (Middlesbrough).—Most probably the leakage past the valve cover plate of your S3 h.p. Renault is due to the cord packing being absent. Provision is made for this to be held in position by grooves cut on the inside of the plate along three of the edges.

F.A. (Colwyn Bay).—The proper way of lubricating the speedometer drive of your 10-26 h.p. Singer is to pack it with grease about every 1,000 miles.

H.K.W. (Burton-on-Trent).—Both clutch and brake pedals of your 10 h.p. Swift can be adjusted for fore and aft setting. Behind each pedal plate you will find a lock-nut. Slack this off and screw the plate in or out as desired, locking the adjustment in place when finished.

P.G.N. (Banbury).—There are no baffle plates in the standard silencer fitted to your Wolseley car. To clean the inside take off the nuts on the flange at the front end, undo the exhaust pipe and draw out the central tube. This has a plug halfway down; therefore it is impossible to run a cleaning rod right through, but the holes on each side of the division should be cleaned out.

R.E.T. (Chendle).—Do not flush the crankcase of your 10-26 h.p. Singer with paraffin. Take out the base plug when the engine is hot and allow the oil to drain out. This will carry away most of the sediment—all that you can reasonably expect to get rid of without dropping the sump and cleaning out thoroughly. If paraffin were used some would probably remain and thin the new oil.

L.C.V. (Liverpool).—End play in the steering column of your 7 h.p. Austin may be taken up by unscrewing the locking peg on the near side of the steering box and loosening the clamping bolt at the top. Next turn the castellated sleeve, which projects from the box, by means of the special spanner, testing from time to time, until the play is taken up. Finally, screw up the locking peg and tighten the clamping bolt.

CLUB ITEMS AND SPORTING EVENTS.

SYDENHAM AND DISTRICT M.C.

The Sydenham and District Motor Club has acquired the use of a private hill within 20 miles of London for a speed hill-climb, which will be held in March. The event is open only to members of the club, and classes for all types of motorcycle and car will be included in the programme. Applications for membership and particulars of the event should be made to Mr. C. L. Smith, 1, Pendrell Road, Brockley, London, S.E.4.

J.C.C. OPENING RALLY.

The opening rally of the Junior Car Club will be held at the Burford Bridge Hotel, near Dorking, on Saturday, March 6th, proceedings commencing at 3 p.m. A car appearance competition will be held during the afternoon, particulars being obtainable from the hon. general secretary, The Junior Car Club, Clock House, Arundel Street, Strand, London, W.C.2. A film exhibition of special interest to motorists will be given after tea, and dancing will take place during the evening.

A.C.U. "SIX DAYS"

The regulations of the A.C.U. Six Days' Standard Stock Motorcycle Trial have now been issued. The event, which is open to motorcycles and three-wheelers, will be held from Monday, May 3rd to Saturday, May 8th, the course starting from Birmingham and finishing at Buxton. The route will be some 750 miles in length and, with the exception of the first, each day's run will radiate from Buxton. On the sixth day an examination of competing machines will be held to discover any defects in workmanship or material. Entries, which must be sent to the A.C.U., 85, Pall Mall, London, S.W.1, close at mid-day on March 20th.

COLMORE CUP TRIAL RESULTS.

The official results of the Sutton Coldfield and North Birmingham Automobile Club's recent Colmore Cup Trial are as follows:—Bernard Norris cup for the best performance over 1,100 c.c., H. B. Denley (1,232 c.c. Rhode); cup and souvenir for best performance under 1,100 c.c., F. Denley (1,086 c.c. Rhode). Special gold medals for meritorious performances, H. J. Aldington (1,496 c.c. Frazer-Nash), C. E. Smith (1,247 c.c. Lea-Francis). Gold medals, B. W. Hargrout, J. G. Orford, E. G. Bromhead and W. Milton (747 c.c. Austins), B. Norris (1,232 c.c. Rhode), T. Morton and H. E. Tallow (1,496 c.c. Lea-Francis), V. G. Wallisgrove (1,498 c.c. Riley), S. T. Holland (907 c.c. Jowett), C. Collins (1,368 c.c. Clynol), and E. P. Faxman (1,498 c.c. Frazer-Nash).

BIRMINGHAM M.C.C.'s "VICTORY" TRIAL.

The Birmingham Motor Cycle Club's "Victory" open reliability trial will be held on Saturday, March 6th, starting at the King's Heath Horse Show and Recreation Grounds, Alcester Lane End, Birmingham, at 8 a.m. The trial is open to motorcycles, three-wheelers and cars under 1,600 c.c., the last-named class being held under the closed competition rules of the R.A.C. Stop and restart, acceleration and brake tests will be held, while several observed hills will be included. The "Victory" Cup will be awarded for the best performance of the day, a number of other cups being offered for best performance in the various classes. Competitors gaining 95 per cent. of the total possible marks will receive gold medals, 90 per cent. and 85 per cent. being required for silver and bronze medals respectively.

B46

FORTHCOMING EVENTS.

- February 27.**
Leeds M.C. Trial.
Shirley and District M.C. Trial.
North-West London M.C. Social Evening.
- February 28.**
Rochdale and District M.C. Reliability Trial.
- March 5.**
North-West London M.C. Social Run to Ilfracombe.
- March 6.**
Birmingham M.C.C. Victory Cup Trial.
J.C.C. Opening Rally, Burford Bridge.
- March 7.**
Morgan M.C. Social Run to Dorking.
Coventry Triangle M.C. Circular Run.
- March 13.**
Coventry Triangle M.C. Run to Lilbourne.
North London M.C.C. Opening Run.
- March 14.**
Coventry Triangle M.C. Run to Chester.
- March 20.**
Kent and Sussex L.C.C. Rally and Treasure Hunt.
Coventry Triangle M.C. Run to Bassett's Pole.
B.M.C.R.C. Opening Members' Meeting, Brooklands.
M.C.C. Opening Event, Burford Bridge.
- March 21.**
Coventry Triangle M.C. Run to Stratford-on-Avon.
- March 23.**
Morgan M.C. Dinner and Dance.
- March 25.**
Belsize Bradshaw L.C.C. Social Evening.
- March 27.**
Redditch M.C. and C.C. Redditch Open Trial.
Coventry Triangle M.C. Yarningale Common.

NORTH-WEST LONDON M.C.

The North-West London Motor Club is holding a social evening at the "Refectory," Golders Green, London, to-morrow, February 27th. Between 30 and 40 members and friends have already signified their intention of taking part in the club's social run to Ilfracombe, which will start from Slough at 11 p.m. on Friday, March 5th. Porlock, Lynton and Beggars' Rest will be included in the route, and the run should prove a splendid opportunity for motorists to try out their cars on these hills. The event is open to any motorists, irrespective of whether or not they are members of the club. Full particulars and invitation cards may be obtained from the hon. trials secretary of the club, Mr. H. A. Farmer, 316, St. Paul's Road, London, N.1, or Mr. H. A. Davies, 64, London Wall, London, E.C.2.

B.M.C.R.C.

The British Motor Cycle Racing Club will hold its first members' meeting of the season at Brooklands on Saturday, March 20th. Racing will commence at 2 p.m., and three events for which three-wheelers are eligible will be included in the programme. Entries close on Wednesday, March 10th. The hon. secretary of the club is Mr. A. Geo. Reynolds, 95, Fillebrook Road, Leytonstone, London, E.11.

M.C. OPENING "EVENT."

The first "event" of the Motor Cycling Club this year is a dinner and dance at the Burford Bridge Hotel, near Dorking, on Saturday, March 20th. Dinner will be served at 7 p.m., after which the awards of the club's winter run will be presented. A dance will follow. The price of tickets, which may be obtained from the club captain, Mr. W. H. Wells, 94, Gt. Portland Street, London, W.1, is 7s. 6d., and as accommodation is limited members are asked to apply for them as soon as possible.

TO CLUB SECRETARIES.

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

NORTH LONDON M.C.C.

The date of the North London Motor Cycling Club's opening run of the season has been altered from March 6th to March 13th. The event will take the form of a run to Letchworth Garden City, where tea will be taken at the Letchworth Hall Hotel. The start will be from the eastern entrance of the Alexandra Palace at 3 p.m., and a hearty invitation is extended to all motorists, whether members of the club or not.

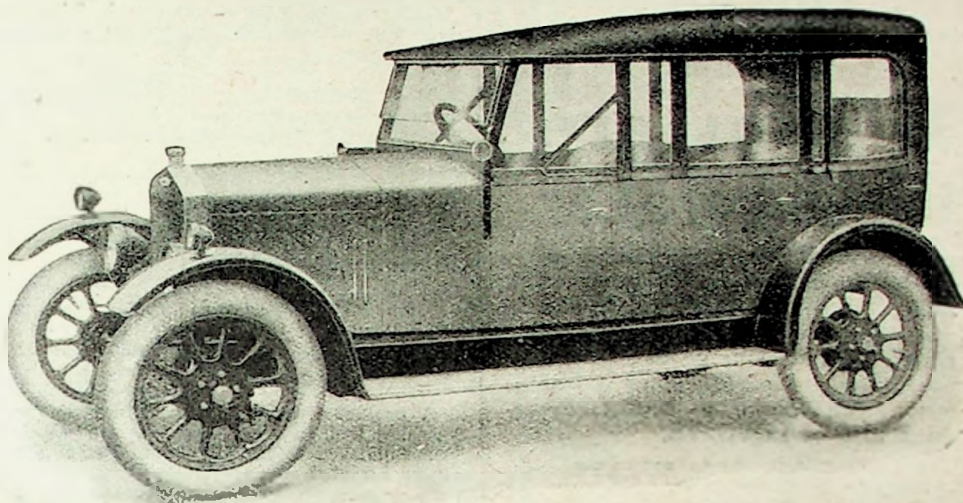
The recent combined clubs' ball proved very successful, and enabled the organizers to hand the Middlesex Hospital the sum of nearly £50 towards their reconstruction fund.

SCARBOROUGH CLUB'S EASTER EVENTS.

Two reliability trials, which include classes for cars and three-wheelers, are being organized at Easter by the Scarborough and District Motor Club. The first event is a two-day trial, starting on Good Friday from Olney. The route lies over easy roads to the lunch stop at Pocklington, thence to Scarborough for the night. On the following morning Statton Hill, the maximum gradient of which is 1 in 11, will be climbed, and after a circuit to Helmsley, including a number of hills with gradients of about 1 in 7, the trial will finish at Scarborough.

The second event is a sporting one-day trial, starting and finishing at Scarborough on Easter Monday. The course will include such hills as the notorious Little Beck, with its three corners and a gradient of 1 in 3½, Limber, with a similar gradient, and several others. The lunch stop will be at Guisborough, after which the morning's course will be followed in the reverse direction. Entries for both events should be sent to Mr. J. D. Fell, 2, Harcourt Place, Scarborough.

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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.

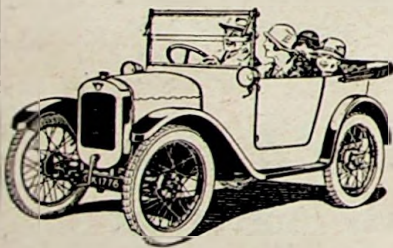


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READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

AROUND THE TRADE.

B.S.A. Radio, Ltd., Small Heath, Birmingham, have just issued an attractive booklet giving details of their wireless productions.

B. S. Marshall, Ltd., 17a, Hanover Square, London, W.1, have issued an illustrated booklet which is entitled "Cars That Count." Details are given of a number of well-known makes.

The Triplex Safety Glass Co., Ltd., announce that the interim dividend for the half year to December 31st, 1925, at the rate of 10 per cent. per annum, was paid on February 16th, 1926.

Rotax (Motor Accessories), Ltd., have recently appointed the following as their battery agents:—Messrs. Tysoe and Lewin, London Road, Basingstoke, and Mr. E. R. Wilson, Wenlock Street, Hull.

A booklet dealing with the Blackman petrol filter, which was described in *The Light Car and Cyclecar* recently, has been published by the Blackman Petrol Filter Co., Ltd., 10, Grape Street, London, W.C.2.

The Coventry Victor Motor Co., Ltd., Coventry, have published an illustrated brochure giving the specification and prices, together with a lubrication chart, of the Coventry Victor three-wheeler.

Mr. R. J. Mussellwhite, F.I.B.C.M., has been appointed a director of Thrupp and Maberley, Ltd., the well-known coachbuilders. Mr. Mussellwhite has had extensive experience in the bodybuilding trade.

In view of our recent editorial "The Two-hour Limit" it is interesting to note that the Connaught Garage, Ltd., 6-8, Eccleston Street East, London, S.W.1, has decided to accept a limited number of cars for daily garaging between the hours of 9.30 a.m. and 5.30 p.m. at a special charge of 10s. per week.

For the fourth time K.L.G. plugs have been used on an Atlantic flight, the last occasion being Commandante Franco's recent 6,000-mile trip from Spain to South America. Wakefield Castrol oil was used throughout both Commandante Franco's transatlantic flight and Mr. Alan Cobham's aerial survey from Cairo to Capetown.

The special two weeks' display of Alvis and Swift cars arranged by Henlys, Ltd., will be concluded on March 6th. During the intervening period the full range of models of these two popular makes will be on view and specially attractive terms for purchasing may be arranged. A clearance sale of second-hand cars is also being held.



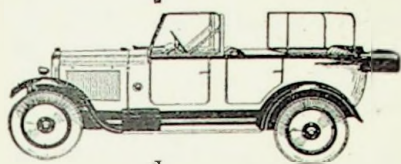
LIGHT CAR PROVERBS.—No. 8.

The winner is Rev. J. Owen Beswarwick, 29, Thornsett Road, Anerley, S.E.20.

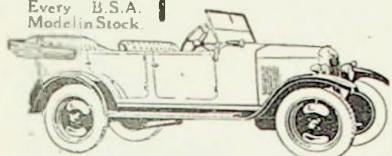
The prize of £1. 1. 0 will be sent to him in due course. His proverb is quoted below the subjoined drawing.

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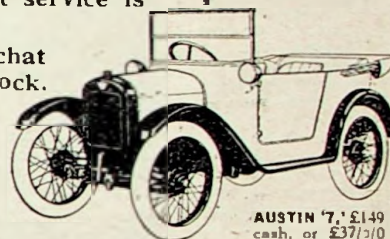
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1922 A.B.C. Chummy	£68
*1921 A-C 2-str. (4)	£98
1921 A-C Cloverleaf	£88
1923 Austin "2" (2)	£78
*1924 Austin "7"	£95
1922 Belsize-Bradshaw, 2-str.	£85
*1922 Belsize-Bradshaw, 4-str.	£78
1923 Belsize-Bradshaw Coupe	£88
1921 Calcott, 2-str.	£88
*1921 2 Calthorpe, 4-str.	£88
*1922 Calthorpe, 2-str.	£78
1924 Citroen "7," Coupe	£98
*1921 Citroen, 2-str. (2)	£58
*1922 Citroen "7," 2-str.	£65
*1922 Citroen, 4-str.	£85
*1923 Clyno, 4-str.	£98
1922 Coventry Premier (2)	£55
*1923 Gwynne "8," Chummy	£98
*1922 Hands, 2-str.	£68
*1922 3 Hillman, 2-str.	£95
*1924 Horstmann, 4-str.	£85
1922 Jowett, 2-str. (3)	£85
*1923 Lagonda, 2-str.	£78
*1923 Renault, 2-str.	£95
1922 Rhode Chummy, 4-str.	£68
1922 Rover "8," 2-str.	£48
*1923 Rover Chummy, 4-str.	£68
*1923 Rover "8," Chummy	£75
1924 Rover "8," 4-str.	£78
1923 Rover "8," 2-str. dky.	£58
*1924/5 Rover "8," 2-str. dky.	£75
*1924 Rover "9," 2-str.	£88
1923 Salmson, 2-str. (3)	£88
1922 Salmson, 2-str. (3)	£68
*1921 Singer, 2-str.	£48
1923 Singer, 4-str.	£78
*1924 Standard, 2-str.	£98
*1923 Swift, 4-str.	£98
1923 Talbot (2)	£98
1922 Talbot "8," 2-str.	£88
*1923 Talbot Darracq	£88
1923 Wolseley "7" (2)	£75
*1921 Wolseley "10," 2-str.	£85

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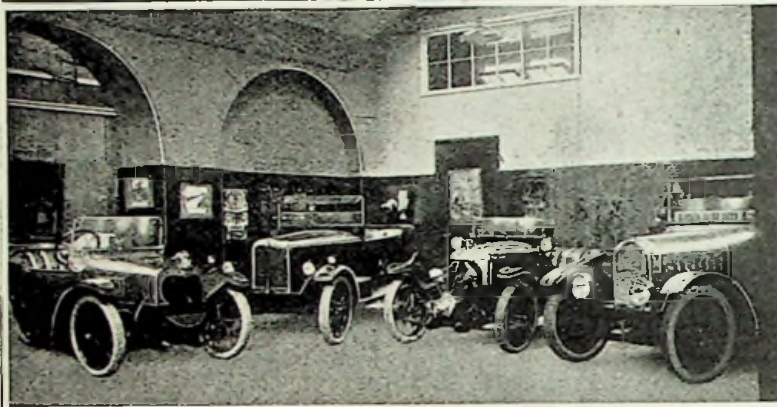
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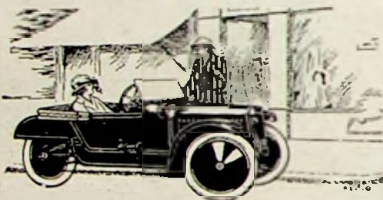
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CITROEN, 7.5 h.p., late 1925, clover leaf, balloon tyres, absolutely as new, taxed	£102/10
Another	£97/10
MORGAN, Grand Prix, 1925, dynamo lighting, front wheel brakes, tax paid, exceptionally fine machine	£97/10
AUSTIN, 7 h.p., 1924 chummy, starter and lighting, splendidly coach-finished, low mileage	£95
WOLSELEY, 10 h.p., 1923, 2-seater model de luxe, starter, lighting, etc., very fine condition, exceptionally fast	£93
HUMBER, 10 h.p., 1921, 4-seater, very fine condition throughout, dynamo lighting, starting, balloon tyres, all-weather curtains, genuine bargain	£98
MORGAN Grand Prix, 1925, absolutely indistinguishable from new	£89
MORGAN De Luxe, 1924-25, v.c., dynamo lighting, straight-sided tyres, 3-speed, etc., equal to new	£85
Another, similar to above	£83
MORGAN, 1923, Family Model, v.c., dynamo lighting, taxed	£79/10
CITROEN, 7.5 h.p., 2-seater, 1923 model, starter and lighting, exceptionally nice condition	£85
ALBERT, 11 h.p., 2-seater, dynamo lighting, starter, 2 spare wheels, splendidly coach-finished, sage blue, all-weather curtains, thoroughly overhauled, a bargain	£80
BELSIZE BRADSHAW, 1923, 2-seater, dynamo lighting, starting, dicky, really first-class condition and appearance	£69
Another	£65
COVENTRY PREMIER, 1922, 4-wheeler, 2-seater and dicky, dynamo lighting, re-coach-finished, very reliable car	£45
A.B.C., 1922, 2-seater sports, dynamo lighting, starting, sunken dicky, full equipment, very nice condition, exceptionally fast	£59
ROVER, 8 h.p., Sports 2-seater, fitted with special long-tailed Sports body, thoroughly overhauled, re-coach-finished, red wings	£49
ROVER, 8 h.p., 1922, 2-seater, very nice condition	£48
Several other really good Rovers in stock at bargain prices.	
C.N., 2-seater, 1922, dicky, dynamo lighting, speedometer, electric horn, etc., very nice car	£42/10
C.N., 2-seater, re-coach-finished, new hood, thoroughly overhauled, speedometer	£35
Another	£25

SINGER

USED CAR BARGAINS

The following cars have been taken by us in part payment for new models and are all guaranteed to be in sound condition throughout.

1925 10/26 h.p. 4-seater de luxe, painted blue, run very small mileage and equal to new	£175
1925 10/26 h.p. 4-seater, similar to above but painted grey	175
1925 10/26 h.p. 4-seater de luxe, painted smoke blue. Run 4,000 miles and in perfect order. (Choice of 3)	170
1925 10/26 h.p. 4-seater de luxe, painted maroon. Fully equipped. Particularly nice. (Choice of 2)	170
1925 10/26 h.p. 4-seater de luxe, painted smoke blue. Strongly recommended	168
1925 10/26 h.p. 4-seater de luxe, painted grey	165
1925 10/26 h.p. 4-seater de luxe, painted maroon	165
1925 10/26 h.p. 4-seater de luxe, painted blue	165
1925 10/26 h.p. de luxe 4-seater, painted blue and taxed to end of March quarter	165
1925 10/26 h.p. 4-seater de luxe, painted blue and in sound condition throughout	160
1924 (late) 10 h.p. 4-seater de luxe, painted grey, 12v. starter and lighting set, luggage grid, clock and speedometer. Exceptional condition	130
1924 10 h.p. 4-seater de luxe, in grey finish (Choice of 3)	115
1924 10 h.p. 4-seater de luxe, painted grey. Just decarbonised and in first class order	112
1924 10 h.p. 4-seater de luxe, in blue finish. Fully equipped and in thoroughly reliable condition. (Choice of 3)	110
1924 10 h.p. 4-seater, similar to above but painted grey	110
1924 10 h.p. 4-seater de luxe, painted smoke blue	107
1923 10 h.p. 4-seater de luxe, in blue finish. Very nice condition	95
1923 10 h.p. 4-seater de luxe, painted blue. Self-starter and full equipment	90

ALSO THE FOLLOWING:

A-C, 1925 (Shop-soiled), 12 h.p. 2-str., any-weather	£255
A-C, 1924 12 h.p. Royal 4-seater, almost as new	195
A-C, 1924 12 h.p. Royal 2-seater, in excellent order	175
A-C, 1924 12 h.p. Any-weather, run 7,000 miles only	160
A-C, 1921 12 h.p. de luxe 2-seater, painted violet	85
CALTHORPE, 1924 12/20 h.p. 4-seater, in practically new condition	128
COVENTRY PREMIER, 1923 10 h.p. 4-cylinder 4-seater, in very nice order	83
HANDS, 1925 model 10 h.p. 4-str., painted maroon	115
ROVER, 1925/6 9/20 h.p. 4-str. de luxe, almost new	168
SALMSON, 1925 10 h.p. 2-str. de luxe, equal to new	115
STANDARD, 1920/21 11 h.p. 2-seater. Just thoroughly overhauled and in first-class condition	88
WOLSELEY, 1922 11 h.p. coupe, with folding hood. Re-painted and in very nice order	125

Full List of over 80 Second-hand Cars sent on request.

Our brochure, "Cars of Repute," fully describes our Part Exchange and Deferred Payment facilities which are operative in any part of the country. May we send you a copy, post free?

NEWMAN
MOTOR COMPANY
243-245, HAMMERSMITH ROAD LONDON W.6
130 Years from Hounslow to London

'Phone
Riverside 3161.

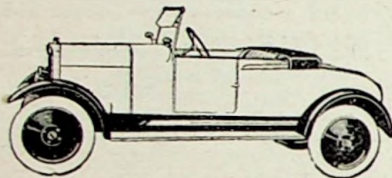
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Over 30 Years.

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

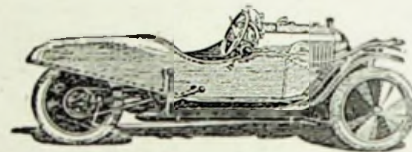
NOWHERE will you find so happy a blend of facilities for Buying your Car "Out of Income" and Really Expert, Dependable Service on the technical side. Allen-Bennett's, it is well known, are something far more than a mere selling agency. Their personnel, both principals and staff, comprises men of exceptional ability and experience in automobile engineering—and the plant and organisation is one of the best there are to be found.

With the unique advantages that Allen-Bennett's offer you—such as **TERMS THAT REALLY ARE CONVENIENT, SPREAD OVER EIGHTEEN MONTHS**—you have, therefore, the assurance of fully competent service, before and after sale—service that reveals itself in the excellence of your car when you buy it, and solves all problems, whether of maintenance or emergency, afterwards

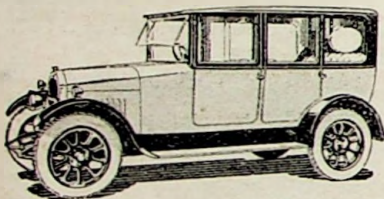
LEA-FRANCIS "12," 2-str. £275



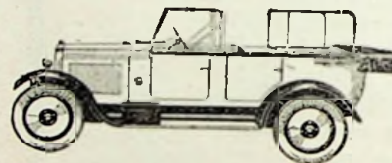
MORGAN AERO
MODEL £130



9/20 HUMBER SALOON £315



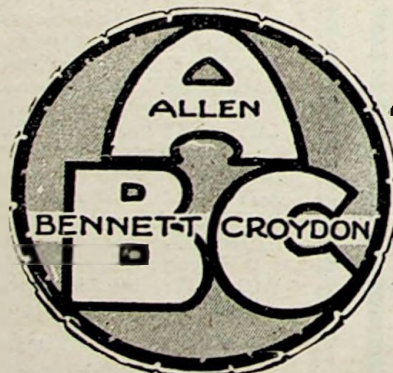
SINGER 10/26 4-str. de luxe £225



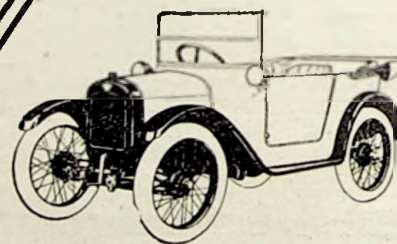
ALWAYS IN STOCK:

AUSTIN, CLYNO,
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FRANCIS, RILEY,
ROVER, SINGER,
MORGAN, etc.

Quarter of a mile
from West Croydon
Station. Trams from
Westminster or
Blackfriars and
several bus routes
pass the door.



AUSTIN "SEVEN" £149



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

ALLEN-BENNETT
MOTOR CO., LTD. - - - 8, 9, 10, 11,
Royal Parade - - - WEST CROYDON
Croydon 2450-1, 968.

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

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 cannot 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.

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

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

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

Owing to postal delays and irregularities it is advisable to post advertisements **EARLY ON MONDAY** so as to ensure, as far as possible, that they reach us by the **FIRST POST** on Tuesday. Lately several advertisements have been received too late for inclusion although despatched on Monday.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Consult us first before purchasing second-hand cars. We have always several in stock, recommended, with which we give our usual guarantee. zzz-554

A.B.C., 1924, sports, recently overhauled, Rapson cords, insured, over 60 m.p.h., excellent general condition, small mileage, any trial, £75. Neill, Dean Close, Cheltenham. 692-m526

A.B.C., sports, 1923, nice condition, £48. 786a High Rd., Tottenham. 692-m549

A.B.C.s. We usually have several. Also 50 other makes. Cash, deferred, exchanges. D. Bailton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-800

A.B.C.s. A snap—see page 25. 692-644

A.B.C., 1924 Regent 2-seater, sunk dickey, superb condition, 75 guineas. Below. 692-852

A.B.C., 1925 Regent 2-seater, sunk dickey, excellent condition, 70 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-852

A.B.C., exceptionally fast 1921 sports, just overhauled, high-geared back axle, 2-seater and dickey, battery ignition, £70. Compton's (Coach-builders), Ltd., Hillingdon Heath, Uxbridge, Middlesex. 694-1858

A.B.C., 1926 model, super sports, used for demonstration only, streamlined aluminium, £180. Below. 692-852

A.B.C., 1923 (late), sports, in exceptional condition throughout, £68. Below. 692-852

A.B.C., 1922, 12-volt lighting and starting, many extras, £65. Below. 692-852

A.B.C., 1923, Regent, overhauled, repainted, £77 10s. Below. Cash, deferred, exchange. Below. Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2818-9. 692-11

A.B.C., 1922, super sports, painted sage blue, red wings, Specialoids, exceptionally fast car for track or road, £65. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 692-945

A.B.C. sports 2-seater, £50; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-966

A.B.C. 1922, fitted with a 1925 engine, good running order, £55. London Rd. Works, Kingston. Phone 3610. 692-984

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

A.C., 1924, 2-seater and double dickey, self-starter, clock, speedometer, etc., car very carefully handled and is as new throughout, £145. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammesmth Rd., W.6. Riverside 2230. 692-740

A.C., 1920-21, 2-seater, dickey, starter, clock, speedometer, painted maroon, perfect order, accept £80. 35 Liddell Gardens, Kensal Rise, N.W.10. 692-m505

A.C. 1921-2 super sports, aluminium body, red wings, starter, lighting, speedometer, rev. counter, spot-light, clock, this car is exceptionally fast and in new condition throughout, £120; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 692-627

A.C. 1925 Royal 2-seater, grey, done 4,000 miles only, perfect condition, £210; extended terms. H. Bealey, late Rey (established 1900), 374 Euston Rd., Museum 7600. 692-604

A.C. 2-seater, 1921, starter, absolutely faultless mechanically, looks like 1925 model, £85. South Ealing Garage, Ealing 2983. 692-779

A.C.s. We usually have several. Also 50 other makes. Cash, deferred, exchanges. D. Bailton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-801

A.C., 105 guineas, 1922, Royal 4-seater, fully equipped, splendid condition throughout. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic 8677. 692-688

A.C.s. A snap—see page 25. 692-646

A.C. 2-seater, starter, dynamo, very clean; terms, £9 10s. and 10 monthly payments of £9 10s., or cash £95. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 692-m586

A.C., 1924, 2-seater and dickey, £150; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 692-925

A.C. Harold Simons for bargains. See "Miscellaneous Cars." 692-989

ALBERT car overhauls: guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 693-804

ALBERT, 1921, 4-speed, 12hp, 4-seater, full electric equipment, good running order, 70 guineas. Gregory, Orchard Rd., Kingston-on-Thames. 692-m431

ALBERT, (October) 1921, G2 model, 11.4, all-weather 4-seater, V screen, frameless windows, fully equipped with self-starter, dynamo lighting (5 lamps), spare wheel, clock, speedometer, dashlight, luggage grid, etc., in splendid condition, a special bargain at £48. Teddington Garage, 160 High St., Teddington. Kingston 2562. 692-m599

ALBERT, 1922, 11.4hp, G3 model, 4-seater, very little used, £80. Cleverlys, Ltd., 175 Clevedale St., W.1 (by Gt. Portland St. Station). 692-915

ALVIS, late 1924 super-sports, o.h.v., aluminium 2-seater, self-starter, etc., driven by owner only, perfect condition, £300. A. P. Brown, "Willow," Eden Avenue, Swansea. 692-m380

ALVIS sports. We usually have several. Also 50 other makes. Cash, deferred, exchanges. D. Bailton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-802

AMILCARS. Vernon Balla. Phone, 1995 Putney. 692-802

AMILCAR spares. Vernon Balla, London. 692-802

AMILCAR service. Vernon Balla, 25 High St., Fulham. zzz-30

ARIEL 9, 3-4-seater, dynamo lighting, very little used, all-weather equipment, new condition, any trial; seen any time after 4; no dealers; £95. 134 Keeltons Rd., Bermondsey, S.E.16. 692-m364

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).

AMILCAR.
Boon and Porter, Ltd.
Sole concessionaires.
Offer the following guaranteed second-hand models—
1925 26 Grand Sport 2-seater, choice of 2, from £215.
1925 Grand Sport 2-seater, in good condition, £175.
Deferred terms and exchanges.
159-161 Castelnau, Barnes, S.W.13. 692-762

AMILCAR. 7.5, registered May 25th, mahogany panelled body, spliced wings, finish cream, red chassis, oversize 710 by 90 tyres, clock, speedometer, Boycemeter, disappearing hood, £135, in excellent condition. 150 Uxbridge Rd., W.12. 692-m529

AMILCAR. Grand Sports, 1926, run 2,000 miles, many extras, cost over £300, any trial, £225. Below.

AMILCAR. Sports, 2-seater de luxe, dickey, very fast, £75. Brayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2838. 692-766

AMILCARS. A snip—see page 25. 692-647

ARIEL 9, 1923, chummy model, speedometer, electric horn, all-weather equipment, mechanical condition perfect, 7 days' free trial, taxed, £75. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz 232

ARIEL 9hp, chummy, as new, £70, exchanges. 786a High Rd., Tottenham. Phone 2440. 692-m550

ARIEL 9, 1924, light 4-seater, de luxe model, bargain, £90, exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester 692-820

ARIEL 9, 1923, chummy model, self-starter, repainted, lovely condition, £82 10s.; exchanges or deferred. Rhind and Co., Stone Place, Wilmslow Rd., Rusholme, Manchester. 692-824

ARIEL 9, June, 1924, chummy, excellent condition, mileage 7,000, taxed, £80. Fletcher, 11 Calcott Rd., Kilburn, N.W.6. 694-m502

ARIEL 9, excellent order, taxed, £75. Lisney, 96 Garlands Rd., Redhill. Phone, Redhill 248. 692-m494

ARIEL 1925 10hp 4-cylinder 4-seater, starter, balloons, superb condition, 130 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-893

ARIEL 10, de luxe 4-cylinder, 4-seater, completely equipped, starter, speedometer, etc., small mileage, splendid condition, £125, or nearest offer. 82 St. Mary's Rd., Peckham, S.E.15. 692-x415

ARIEL 9, 1923, chummy, £65. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 692-948

AUSTIN 7, new and second-hand models in stock. D. B. Rea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 8572. 713-934

AUSTIN 7hp sports, painted yellow, red wings, £10 worth of accessories, £110. Sumner Bros., Barrack Square, Coventry. zzz 441

AUSTIN 7, 1924, electric lights, self-starter, first taxed 1925, total mileage 5,000, as new, 7 days' free trial, tax paid, £105. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558. zzz 233

AUSTIN 7, 1924, chummy, shock absorbers, speedometer, splendid condition, fully equipped, £98, exchanges and easy payments. Allery and Bernard, 544 King's Rd., Chelsea, S.W. Kensington 4633. 692-714

AUSTIN 7, 1924, chummy, electric starter, perfect condition throughout, £95; terms arranged. Chester Highall, Stourcliffe St., Edgware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 692-725

AUSTIN 7 sports 2-seater, unused 1925 model, carrying maker's full guarantee, liberal allowance for motorcycle or sidecar combination part exchange, easy payments arranged. Colmore Depot, 51 Colmore Row, Birmingham. 692-597

AUSTIN 7hp, 1925 model, speedometer, clock, dash amp, radiator cosy, large tyres, full 1926 equipment but better, car like new in every way, £115. Fryer, Dove Walk, Utttoxeter. 698-617

AUSTIN 7hp, 1924, electric starter, a-w. equipment, step mats, coach-painted dark blue, very smart, reliable car, taxed March. £85. Fryer, Dove Walk, Utttoxeter. 694-616

AUSTIN 7, 1923, chummy model, very nice order, bargain, £75. Rhind and Co., Stone Place, Rusholme, Manchester. 692-829

AUSTIN 7hp, 1925, taxed to December, speedometer, and many extras, as new, £125. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-817

AUSTIN. Sprosen, Ltd., for Austins. Exchanges, deferred payments.

AUSTIN 7 required immediately for cash. 111 Gt. Portland St., W.1. Phone, Langham 1212. 692-795

AUSTIN 7hp, 1923, chummy, starter and lighting, all-weather equipment, balloons, spare wheel, shock absorbers, absolutely guaranteed, in brand-new condition throughout, £109 cash, or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 692-782

AUSTIN 7s. Several 1924 and 1925 models in stock, condition as new, small mileages only, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 692-788

AUSTIN 7, £70, 1923, very good order. Brayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2838. 692-767

AUSTIN 7, 1924-1925, condition practically new, original tyres, speedometer, headlights, dash lamp, taxed, insured, 96 guineas. 106 Sydney Rd., West Wimbledon. 692-m486

AUSTIN 7 sports, special polished aluminium body, mahogany instrument board, fast yet comfortable, £100 or near offer. R. Brown, Victoria Square, Huntingdon, Hants. 692-m493

AUSTIN 7, 1923, in splendid order, clock, speedometer, taxed, £78. Below.

AUSTIN 7, 1924, self-starter, as new, £95. Below.

AUSTIN 7, late 1925, speedometer, mileage 5,000, as new, taxed for year, £125. 11-15 Blisbopegate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 692-677

AUSTIN 7, £92, starter, all-weather; exchange or deferred. Ewera, Newton Rd., Burlington-Trent. 692-636

AUSTINS. A snip—see page 25. 692-645

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

AUSTIN 7, 1924 model, starter, as new, bargain, £89, or exchange. 529 Lordship Lane, S.E. Phone, Sydenham 2166. 692-m590

AUSTIN 7hp, fitted with 2-seater saloon body, cost £250, our price £130 cash, or £15 and 10 monthly payments of £15. McCarthy's Motors, 49 Green Lane, Newington Green, N.16. Chisold 6628. 692-m585

AUSTIN 7, unused, shop soiled only, balloon tyres, £139; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 692-883

AUSTIN 7, 1925, starter, lighting, all-weather equipment, spare wheel, balloon tyres, electric horn, shock absorbers, in new condition, taxed, £112 10s., or Morgan part payment. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. 692-874

AUSTIN 7hp, 1923, chummy, in first-class condition, £76. Boston, 103 Fulham Rd., S.W. Kens. 4419. 692-869

AUSTIN 1924, 7hp, chummy, taxed, £100. George Newman and Co., 369 Euston Rd., London. 692-862

AUSTIN 1925, 7hp, coupe, taxed, £135. George Newman and Co., 369 Euston Rd., London. 692-865

AUSTIN 1925, 7hp, chummy, taxed, £115. George Newman and Co., 369 Euston Rd., London. 692-864

AUSTIN 1926 7hp Brooklands 2-seater, completely equipped, all-aluminium body, dynamo, rev. counter, new condition throughout, cost £287 10s., our price 235 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-809

AUSTIN 7, 1925, tax paid for year, absolutely as new, £115. The Telephone Motor Works, Ltd., Alleop Place, Upper Baker St., N.W. 692-018

A.V. monccars, several in stock, from £14. A.V. Motors.

A.V. bicars, in good condition, 3 at £28 each. A.V. Motors.

A.V. runabout, Blackburne engine, Sturmer-Archer 3-speed gearbox, dynamo lighting, speedometer, detachable wheels, many other extras, recently repainted and in perfect condition, only £45. A.V. Motors.

A.V. runabout, fitted with lamps, etc., in good condition, price £28. Several others to choose from. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 692-633

A.V. monocar, 8hp J.A.P. engine, last machine, £11; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3295. 692-980

BAYLISS THOMAS, 1925, 4-seater, 10-22hp, balloon tyres, Meadows engine, practically identical to car described in "The Light Car and Cyclecar" issue February 12th, and nearly new condition, bargain, £135, 49 Little Albany St., N.W.1. 692-m596

BAYLISS THOMAS, 1925, 4-seater, 10-22hp, balloon tyres, Meadows engine, condition, £175. V. R. Symons, 75 Cambridge Rd., W. Wimbledon. 692-m591

BELSIZE, 1924 10hp 4-cylinder 2-seater, concealed dickey, starter, excellent condition, 105 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-894

BELSIZE-BRADSHAW, 1923, 2-seater and dickey, clock, speedometer, etc., exceedingly nice order throughout, £60. Exchanges, extended payments. Meary and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 692-745

BELSIZE-BRADSHAWs. We usually have several. Also 50 other makes, Cash, deferred, exchanges. D. Raillon and Co., 6 Chapel St., Salford, Manchester. Cent 8559. 692-803

BELSIZE-BRADSHAWs. A snip—see page 25. 692-648

BELSIZE-BRADSHAW, 1923, 4-seater, 5 practically new tyres, starter, £75; exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 692-884

BELSIZE-BRADSHAW 8, dickey, starter, etc., honest condition, bought new last year, mileage 900, compelled to sell owing to continued health failure. Write offer. Hale, 112 Rye Lane, S.E.15. 692-m618

BELSIZE-BRADSHAW. Harold Simons for bargains. See "Miscellaneous Cars." 692-995

BLERIOT-WHIPPET, full equipment, very good order, taxed, nearest £14. Root, 16 Mollat Rd., Bewes Park. 692-m525

BLERIOT-WHIPPET, 1922 9hp 2-seater, dynamo lighting, spare wheel, speedometer, aluminium discs and full equipment, a smart, fast and economical little car, £16. Teddington Garage, 160 High St., Teddington. Kingston 2562. 692-m602

BLERIOT-WHIPPET, 1924 8hp 2-seater, electric lighting, spare wheel, excellent order, 30 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-895

BLERIOT-WHIPPET, 1925, 2-seater, electric lighting, spare wheel, as new, £55; 1923 models from £25; deferred terms and exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 692-999

BRITON, 1922, 9.8hp, 2-seater and dickey, lighting and starting, beautiful condition, £50. Willetts, Lanesfield, Ettinghall, Wolverhampton. Phone, Sedgley 61. 692-857

BUGATTI, 1923, special 4-seater, starter, new Zephyr pistons, £175, or exchange. G., 36a Tarvin Rd., Chester. 692-1264

BUGATTI 1921 cloverleaf 3-seater sports, exceptional condition, very fast, bargain, £125; exchanges, deferred payments. Parkers, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 692-609

BUGATTI, 1921, 16-valve, Specialoid pistons, 2-seater English body, with dickey, 2 spare wheels and tyres, luggage carrier, real leather upholstery, fast, taxed and insured, £130. Apply, Box No. 3870, care of "The Light Car and Cyclecar." 692-m612

CALCOTT, 1924, 10.5hp, 2-seater, self-starter, all-weather equipment, petrol gauge, dashlamp, petrol can carrier, screen, wiper, aluminium plates, indistinguishable from new, guaranteed, £125. Wilkins, Simpson, opposite Olympia, London. 692-m666

CALCOTT, 1924 10s.; 1923, 10hp, 2-seater, double dickey, starter, all-weather, special bargain. Cash or easy payments. Exchanges. Wilkins, Simpson, opposite Olympia, London. 692-m565

CALCOTT, 1915, 10hp, 2-seater coupe, dynamo lighting, excellent condition, £20. Box No. 3866, care of "The Light Car and Cyclecar." 692-m488

CALCOTTS A snip—see page 25. 692-649

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALCOTT Service Depot.

CALCOTT spares. Trade supplied. Overhauls of every description. Repairs. Bargains in used Calcott cars. Brand-new 1926 models in stock. Cash, easy payments, exchanges.

CALCOTT Service Depot, 11 Hammersmith Rd., opposite Olympia, London. Phone, Riverside 258. 692-m558

CALCOTT, 1922-3, 2-seater and dickey, £85; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 692-926

CALCOTT, 1919, 2-seater and sunk dickey, dynamo lighting and completely overhauled, very reliable, any trial, £55. Empire Motor Co., Withington, Manchester. 692-962

CALCOTT, 10hp, 2-seater, 4-cylinder, 3-speed, £25; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-982

CALTHORPE specialist. Exchanges, deferred payments. Exceptionally nice 1925-24 semi-coupe, all-weather 2-seater, dickey, lighting, starter, 4 speeds, £95; 1920-21 4-seater, £69. Scabridge, 35 Hants Rd., East Dulwich. Sydenham 2452. 692-747

CALTHORPE 1921 10hp small 4-seater, full electric equipment, good running order, 55 guineas. Gregory, Orchard Rd., Kingston-on-Thames. 692-m43J

CALTHORPE 1920-21 10hp 4-seater, starter, speedometer, rear screen, etc., £65. The One Tree Motorcycle Co., Huddersfield. 693-562

CALTHORPE, 2-seater, 1925, lighting, starting, fully equipped, in nice condition, 55 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 682. 692-835

CALTHORPES. A snip—see page 25. 692-650

CALTHORPE, 55 gns., 1921, 4-seater, starter, speedometer, good tyres, smart appearance, any trial; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-842

CALTHORPE, £75; 1922-23, 4-seater, de luxe, in remarkably fine appearance and condition; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-843

CALTHORPE, 10hp, 4-seater, 1923 model, in excellent condition, £95. Cleverley, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 692-914

CALTHORPE, 1922 model 10hp all-weather coupe, sunk dickey, starter, excellent condition, 89 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1, Mayfair 6977. 692-897

CALTHORPE 1919 4-seater, grey finish, aluminium bonnet, £59, exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-978

CALTHORPE. Harold Simons for bargains. See "Miscellaneous Cars." 692-994

CARDEN, late 1921, 2-seater, 7hp, electric lighting and usual equipment, in splendid condition throughout, £12 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 692-m601

CARDEN! Carden!! 1921 and 1922 2-seaters, side-by-side seating, 7hp engine, 2 speeds, completely equipped, £20 to £30. Deferred terms and exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 692-1

CASTLE 3, 3-wheeler, 4-cylinder, 3 speeds, reverse, dynamo, speedometer, paintwork, upholstery in fine condition, £50, deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 692-3

CITROEN, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey Hudson and Co., next George Hotel, South Woodford, E.18. Phone, Wanstead 2393. zzz-770

CITROEN specialists and distributors. New and second-hand cars always in stock; deferred payments our specialty. Old Welsh Harp Garage. Phone, Hendon 1023. 696-b239

CITROEN 1921 4-seater, 10.4hp, starter, all-weather equipment, new tyres, tax paid, excellent condition, £70. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 692-m562

CITROEN, 4-seater, 1925, 11.4hp, brand new but shop-soiled, full makers' guarantee, unscratched, full equipment, bargain, £165; cash or deferred terms, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 692-m564

CITROEN, 1925, 11.4, 4-5-seater, starter, lighting, all-weather equipment, balloons, taxed, under 4,000 miles, £125. Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1. (Baker St. Station.) Phone, Langham 2933. zzz-595

CITROEN 7, late 1925, 3-seater, cloverleaf, balloons, little used, £100; exchanges and deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 692-715

CITROEN, 1925, coupe, 7hp, self-starter, lighting, speedometer, balloon tyres, etc., very small mileage and in new condition throughout, bargain, £110. Exchanges, extended payments. Meats and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 692-741

CITROEN, 1922, 11hp drop-head coupe, starter, luggage, speedometer, etc., tyres and condition excellent, guaranteed, bargain, £75; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 692-m563

CITROEN, 1925, 7hp, 3-seater, fully equipped, faultless condition and appearance, offers invited. Beon and Porter, Ltd., 159-161 Castelnau Barnes, London, S.W.13. 692-760

CITROENS. A snip—see page 25. 692-651

CITROEN, late 1925, 7.5, cloverleaf, as new, mileage 1,000, Moseley air cushions, Tecalemit lubrication, taxed, insured, 110 guineas. Lambourne, 44 Brighton Rd., Croydon. 692-m527

CITROEN. F.O.C.H., Ltd., have several Citroens. Bargains. 5 Heath St., Hampstead. (Tube Station.) 692-583

CITROEN, £95, 1925, 7hp, 2-seater, balloon tyres, like new. Arthur Start and Co., 16 Little Portland St., W.1. 692-624

CITROEN, late 1924 11.4hp 4-seater, all extras and full equipment; this car had only one owner since new, and is in excellent running order, £90; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 692-697

CITROEN, 1923 7.5hp 2-seater, self-starter, dynamo lighting, spare wheel, taxed, £65; exchanges, deferred. King, New Rd., Oxford. 692-701

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN, £110, 1925 7.5 coupe, excellent condition throughout. Below.

CITROEN, £120, 1925 7.5 cloverleaf body, indistinguishable from new, taxed and insured for the year. Automobile Exchange, Berners Mews, Berners, St., W. Museum 2584. 692-698

CITROEN, 7.5 3-seater cloverleaf, lawn, 1925 (May), tax paid December, 1926, sole owner, good condition throughout, 6,600 miles, bargain, cash, £98. Box No. 3867, care of "The Light Car and Cyclecar." 692-m495

CITROEN, 7hp, 1925, drop-head coupe, balloon tyres, taxed, starter and lighting, numerous extras, original condition throughout as new, £108; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 692-711

CITROEN, 7hp, 1925, like new, 3-seater cloverleaf, balloons, taxed, one private owner, £110; deferred terms arranged. 11a Rumsey Rd., Stockwell Rd., S.W.9. 692-690

CITROEN, £88, 1925, all on, starter, good order; exchange. Ewors, Newton Rd., Hurton-on-Trent. 692-635

CITROEN, 1925 11.4 5-seater, English body, practically new, £135. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 692-669

CITROEN, 1925 7.5 2-seater, new condition, tax paid, £90. Fleece, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 692-678

CITROEN, 1925, 7hp, 2-seater, perfect condition, many refinements, small mileage, seen by appointment, 95 guineas. Rudolph Jones, Fulgrave Hotel, Chester. 692-m517

CITROEN, 79 guineas, 1925 7.5 coupe, fast and economical; exchanges. Hiscott, 173a Westbourne Grove, Park 523. 692-773

CITROEN, 7.5hp 2-seater, 1924, fine order, £70. South Ealing Garage, Ealing 2983. 692-780

CITROEN. Spracen, Ltd., for Citroens. Exchanges, deferred payments. 1925 7hp 2-seater, absolutely perfect, many extras, total mileage 1,800, 87 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 692-799

CITROEN 7s. We usually have several, also 50 other makes. Cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-804

CITROEN, 7hp coupe, 1924, good condition, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-816

CITROEN, 1924, 11.4hp English body 4-seater, balloon tyres, most excellent condition throughout, bargain, £125; exchanges or deferred. Rhind and Co., Stone Place, Wilmslow Rd., Rusholme, Manchester. Phone, Central 3538. 692-828

CITROEN 7, 1924 3-seater, starter, a.w., etc., excellent condition, £77 10s.; exchanges. Rhind and Co., Stone Place, Wilmslow Rd., Rusholme, Manchester. 692-821

CITROEN, 1924 7.5 2-seater, starter, speedometer, superb condition, 79 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-896

CITROEN, 55 guineas, 1923 7.5hp 2-seater, dynamo lighting, very good tyres, recently overhauled, smart appearance, very fast; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick. Phone 303. 692-853

CITROEN, 89 guineas, 1925 7.5hp 2-seater, starter, balloon tyres, taxed, in remarkable fine condition as new; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-852

CITROEN, 95 guineas, 1925, actual Show model, 7.5hp cloverleaf 3-seater, starter, balloon tyres, speedometer, dashboard, absolutely unscratched, in superb condition, mileage 5,000; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick. Phone 303. 692-851

CITROEN coupe, 1925, 7hp, £95. George Newman and Co., 369 Euston Rd., London. 692-866

CITROEN 2-seater, 1925, 7.5hp, excellent condition; terms, £10, and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 692-m587

CITROEN 4-seater, 11.4hp, excellent condition; terms, £8 10s., and 10 monthly payments of £8 10s., or cash £85; others, £75, £95, £100 and £115. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 692-m580

CITROEN, 1925, English body, all-weather, equipped self-starter, tools, taxed, perfect condition guaranteed, £120; deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 692-870

CITROEN, 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-969

CITROEN 1925 7hp 2-seater, balloons, car as new, £95. Bartlett's, 95 Gt. Portland St. 692-951

CITROEN. Harold Simons for bargains. See "Miscellaneous Cars." 692-992

CLYNO, 1924-25, 2-seater de luxe, fully equipped, Hartfords, splendid condition, £110. Foley, 14 Mansion Row, Old Brompton, Chisbam. 693-1845

CLYNO 1925 4-seater, Royal model, with balloon tyres, leather upholstery, superior finish in mole grey, recently cost £235, used few demonstrations only, tyres unmarked, what offers? Willing take Morgan part payment. Fryer Dove Walk, Uttoxeter. 694-618

CLYNO, 1926 4-seater, i.w.b., all-weather, mileage 200, otherwise new, £175. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 692-671

CLYNOS. A snip—see page 25. 692-652

CLYNO, late 1924, 4-seater de luxe, balloons, starter, automatic wind-screen wiper, shock absorbers, year's tax, exceptionally good condition, 100 guineas; exchanges and deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 633. 692-720

CLYNO 4-seater, 1924, rear screen, very fine order, £110. Smith Ealing Garage, Ealing 2983. 692-775

CLYNO, 1924-25 4-seater, de luxe model, all-weather equipment, open to any test, £95; another light 4-seater, £85. 31a Hydecliff Rd., Balham. Phone, Streatham 3440. 692-787

CLYNO, 2-seater, 1925, fully equipped, in nice condition, 110 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 692-833

CLYNO, 1924-25, 2-seater, dickey, self-starter, tools, taxed, guaranteed perfect, £85; deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 692-872

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CLYNO, 1925, royal de luxe 4-seater, all-weather equipped, self-starter, tools, taxed, guaranteed perfect, £125; deferred payments. 21 Pennant Mews, Earl's Court 5684 Western. 592-871

CLYNO 1924 4-seater, all-weather equipment, good tyres, £97 10s. 51 Upper Richmond Rd., East Putney. 692-14

COVENTRY-PRIMER, 1922, 4-wheeler, 2-seater, dicky, dynamo lighting, good tyres, any trial, taxed, £48. Gresham 27 Prince of Wales Ter., Scarborough. 693-1842

COVENTRY-PRIMER, 1922-23 2-seater, dicky, dynamo speedometer, beautiful condition, £36. 5 Victoria Ave., Surbiton. 692-m518

COVENTRY-PRIMER, 1921-22 2-seater, 4 wheels and spare, dynamo lighting, painted blue, in nice condition, mechanically perfect, new hood and side curtains, fully equipped, owner bought larger car, £45, no reasonable offer refused. 210 Friern Rd., E. Dulwich. 692-m514

COVENTRY-PRIMER, 1922, 4-wheeler, oversize tyres, dynamo, starter £40, exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 692-763

COVENTRY-PRIMER, 1922 2-seater, nearly new tyres, £25. Mombury, Young's Corner, Hammersmith. 692-772

COVENTRY-PRIMER, 1922, dynamo lighting, fully equipped, 45 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 692-834

COVENTRY-PRIMER, Singer, 10hp, dicky, nice condition, exchanges, £55. 786a High Rd., Tottenham. 692-m547

COVENTRY-PRIMER, 1922, Bup. 2-seater, sunk dicky, dynamo, 42 cns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-898

COVENTRY-PRIMER, £45: 1922, 2-seater, dicky, dynamo lighting, spare wheel, very smart appearance; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 692-858

COVENTRY-PRIMER, 1923, 10hp, 4-cylinder, Singer chassis, 4-seater, fine order, £75. Bartlett's, 93 Gt. Portland St. 692-952

COVENTRY-PRIMER, 1922, 2-seater with dicky, the only one left in stock, completely equipped, and fitted with balloon tyres, £50; deferred terms and exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 692-2

CROUCH, 1923, 10hp, all-weather 2-seater, sunk dicky, starter, excellent order, 95 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-899

CROUCH, super-tuned Anzani 11.9 speed model, 1924, aluminium body, red wings, starter, 90 guineas; also 4-seater standard model. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 692-944

CUBITT, Also 50 other makes. Cash, deferred, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-809

DIATTO, 1923 (May), 9-18hp, de luxe 2-seater, dicky, English coach-built body, dynamo, starter, leather upholstery, electric horn, cost £400, overhauled, repainted, beautiful condition; sell or exchange 1925-26 Aero, Brough, little cash. 3 Upper Grove, South Norwood. 692-m592

DOUGLAS, 1921 10hp 2-seater, lighting and starting perfect order, £40. Willetts, Lanesfield, Ettingehall, Wolverhampton. Phone, Redgley 61. 692-839

D'YRSAN, 1926, shop soiled, unregistered, complete with special aluminium sports body, self-starter, lighting set, spare wheel and tyre, oversize tyres, special price £167 10s., list price £189 10s. Boston, 103 Fulham Rd., S.W. Kensington 4419. 692-868

ERIC-CAMPBELL, 1924, 10hp, 1½-litre, 2-seater and dicky, in really good condition, owner must sell for business reasons, gearbox just overhauled, paint and upholstery as good as new, tyres good, electric lighting and starting, many extras, including shock absorbers, 40 m.p.g., 65 m.p.h., gear ratios 4½, 7 and 16 to 1, a sacrifice at £135. Phone during business hours Clerkenwell 6000, or write Box No. 3745, c/o "The Light Car and Cyclecar." 222-501

ERIC-CAMPBELL, 1924, chummy 4-seater, dynamo and starter, excellent condition, £100; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 692-927

ERIC-CAMPBELL, 1926 model, 8-20, chummy, brand new, completely equipped, starter, etc., 139 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-900

ERIC-LONGDEN, 59 guineas, 1923, sports 2-seater, paintwork blue, wings red, dynamo lighting, spare wheel, speedometer, a very attractive car; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick W.4. Phone 303. 692-850

FIAT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. 222-18

FIAT, 1923, 10-15, English tourer, sliding front seat, year's tax, £165. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 692-693

FIAT, 1925 model, 10-15, saloon, balloons, excellent condition, 275 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-901

FIAT, 1925 10-15hp torpedo, excellent order, £185. George Newman and Co., 369 Euston Rd., London. 692-860

FIAT, 1924 10-15hp sports, fitted sports saloon body, very fast and smart, £300. George Newman and Co., 369 Euston Rd., London. 692-861

FIAT, 1922 10-15 4-seater, £140. George Newman and Co., 369 Euston Rd., London. 692-863

FIAT, 1921, 10-15hp, 4-seater, excellent condition, £105. Bartlett's, 93 Gt. Portland St. 692-953

G.N. H. R. Godfrey, the original designer and manufacturer, for the best G.N.s Below.

G.N. Before deciding to purchase a G.N. write for particulars of rebuilt G.N.s, in guaranteed condition. Below.

G.N. Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone, 3024. 222-372

G.N., 1922, engine and chassis overhauled, aluminium bonnet, dynamo lighting, dicky, tyres excellent, £42. 114 Boundaries Rd., Balham, S.W. 692-m503

G.N., £14, 1920, 2-seater, 3 speeds, reverse, spare wheel, running order. King, New Rd., Oxford 692-702

G.N. 1920-21 2-seater, taxed, spare wheel, hood, speedometer, electric lighting, dynamo, £26. Summers, 76 Junction Rd., Highgate. 692-m440

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N., 1922-23, recently overhauled, excellent condition, all-weather hood and side screens, dynamo lighting, complete equipment, 2 spare wheels, taxed, insured, £40 or reasonable offer. Lydekker, Delamara, Lee-on-Solent, Hants 692-m441

G.N., 1921, 3.7hp, 12-seater, dicky, red with black wings and wheels, spare wheel and tyre, hood, windscreen, Watford trip speedometer, Smith's clock, 4 lamps, spare petrol can and carrier, horn, mat, aluminium number plates, 20 guineas; another, 28 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 692-571

G.N., 1923, de luxe, dicky, dynamo, repainted, new hood, side curtains, wings and battery, excellent mechanical condition, taxed, £35. 44 Elm Rd., East Sheen. 692-m23

G.N. 1921 sports, painted in green, just reconditioned and in really good order, £35; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 692-630

G.N. 1921 8.7hp 2-seater, dynamo lighting, recently overhauled, price only £17 10s. Fred Lloyd (Motors), Ltd., Nun's Corner, Grimsby. 692-m50

G.N.s. Vadum Co. premier G.N. specialists, for outstanding value in overhauled cars with written guarantee; convenient deferred terms, exchanges.

G.N., late 1922, overhauled, splendid order and appearance, side curtains, bulb and electric horns, taxed, guaranteed, £46.

G.N., late 1922, overhauled, guaranteed, really good, £45.

G.N., 1922 model, engine overhauled, good tyres, safety hubcaps, bargain, £36.

G.N., 1922, engine overhauled, repainted, very sound car, £44.

G.N. Several other 1922 cars, all with hood, screen, spare wheel, dynamo and dicky; expert examination and trial invited, also Salomons.

G.N.s. Vadum Co., 37 Beaconsfield Rd. near White Hart, Willesden Green, N.W.10. Phone, Willesden 692. Open until 6 Saturdays. G.N.s bought for cash, overhauled, and sold. 692-619

G.N., 1923 4-seater, mechanically perfect, coachwork in excellent condition, numerous extras, taxed, 55 guineas; exchange or terms. Chester, Highgate, Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 692-726

G.N. Sprosen, Ltd., for G.N.s. Exchanges, deferred payments. 1925 4-cylinder Anzani, carefully used, taxed, in perfect condition, £125. 111 Gt. Portland St., W.1. Phone, Langham 1212. 692-797

G.N., 1921 8hp 2-seater, electric lighting, almost brand new tyres, spare wheel, overhauled and guaranteed perfect, £29; cash or deferred. Navors, 406 Garratt Lane, Earlsfield, S.W.13. Phone, Wimbledon 2041. 692-793

G.N.s. If you require a bargain for the summer go to Earls.

G.N., 1922, all-weather model, dynamo, dicky, mechanical lubrication, bargain, £36.

G.N., 1921, Legere aluminium body and piston, engine overhauled, taxed, a real snip, £37.

G.N., 1921, dynamo, 8-day clock, painted red and blue, engine overhauled, £28.

G.N., 1922, dynamo, dicky, repainted blue, £40.

G.N., 1922, dynamo, dicky, repainted blue, £44.

G.N., 1922, dynamo, dicky, repainted cream and black, £45.

G.N., Legere, with 1922 aluminium body and pistons, bargain, £30. Morgans taken in part payment for any of above.

G.N.s. We have a good stock of new tyres suitable for these machines; also a few second-hand, at bargain prices.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.1. Phone, Hampstead 3287. Book to Hampstead Tube Station. Open till 9 Friday and Saturday. 692-875

G.N., 11.9hp Anzani, 1926, shop-soiled, 50 m.p.h., £190. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 692-916

G.N., 10hp, 1922, dynamo lighting, mechanically perfect, £37 10s. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 692-915

G.N., 1921, 2-seater, polished aluminium body, dynamo, 3 speeds, reverse, double-panel screen, tip-top lot, £38. Andrews. Below.

G.N., 1921, standard, 2-seater, usual equipment, £22. Andrews. Below.

G.N., 1922, 2-seaters, dicky seat, good as any and better than many, £46 each. Andrews. Below.

G.N., 1921, 3-seater, first registered 1923, special body, £35; deferred terms and exchanges on any of above G.N.s. Dozens of other makes of small cars in stock. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 692-5

G.W.K., 1921, 4-seater, 1923 gears, overhauled by makers, absolutely reliable, £40. 87 Bellingham Rd., Catford. 692-m492

G.W.K., 1919, taxed, lights, spare wheel, etc., side screens, hood envelope, a sound, reliable car, £33; motorcycle taken part payment. Lloyd-Owen, Oak Lodge, Parkfield Rd., Ickenham, near Uxbridge. 692-m475

G.W.K. Sprosen, Ltd., for G.W.K.s. Exchanges, deferred payments. 1923 4-cylinder 4-seater, in perfect condition, 47 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 692-798

G.W.K., 4-seater, excellent condition; terms, £4 and 10 monthly payments of £4, or cash £40. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 692-m581

G.W.K. 1921 model 2-seater, £35, 4-cylinder engine; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-977

GWYNNE car overhauls, bodywork and spares; second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-803

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialists, 1 Hammersmith Rd., Kensington. Phone, Western 3564. 222-929

GWYNNE, 1923, chummy, overhauled, repainted, £90. Shand, 19 Kidbrook Gdns., Blackheath, S.E.3. 692-1855

GWYNNE. A snip—see page 25. 692-653

"THE MOTOR ELECTRICAL MANUAL." Re-written and containing over 100 new illustrations. 2s. 6d. net. 2s. 9d. post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

GWYNNE 8hp, chummy, starter, £70; exchanges. 786a High Rd., Tottenham. Phone 2440. 692-m551

GWYNNE 8s. We usually have several; also 50 other makes; cash, deferred, exchanges. D. Ranton and Co., 5 Chapel St., Salford, Manchester. Cent. 8559.

GWYNNE chummy, 8hp, 1923, in really exceptional mechanical condition, very fast, £85. South Ealing Garage. Ealing 2983. 692-781

GWYNNE 8, £75; 1923, chummy. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 692-943

GWYNNE 8, 1923, de luxe 2-seater and dickey, leather upholstery, starter, speedometer, beautiful order, £85. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 692-947

GWYNNE 8, 1925 type, 4-seater, delivered late 1924, rigid side screens, plated radiator, fully equipped, mileage negligible, £130. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 692-946

HAMPTON, 1923, 10hp, 2-seater, sunk dickey, 4-speed, starter, etc., good order, 65 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-902

HANDS A snip—see page 25. 692-654

HANDS, 1923, self-starter, 9hp de luxe model, large dickey, as new, £75; exchanges. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 692-830

HANDS, 1923, 4-seater, starter, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash, £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 692-m578

HILLMAN, 1921, 9.8hp, sports, polished aluminium body with black wings, leather upholstery, long outside copper exhaust pipe, polished aluminium disc to all wheels, dynamo lighting, cord tyres throughout (3 practically as new), 2 spare wheels and tyres, hood, windscreen, Bonniksen 100 m.p.h. time speedometer, Smith's clock, lamps, large Apollo electric horn, £79 10s.; another, December, 1920, sports, 4-seater, 4-speed, £79 10s.; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 692-572

HILLMANS A snip—see page 25. 692-655

HORSTMAN, 10hp 2-seater, dickey, lamps, in splendid condition, £18. 35 Peters Rd., Hammersmith, W.6. 692-m509

HORSTMAN A snip—see page 25. 692-656

HORSTMAN 9.8hp 1919 2-seater, 4 new Palmer cords, licensed, £25. South Ealing Garage. Ealing 2983. 692-778

HORSTMAN, £47 10s., 1921, 10hp, 2-seater, dickey, dynamo lighting, several new tyres, very smart appearance, exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 692-856

HORSTMAN, 1924, 4-seater, Anzani engine, dynamo lighting, speedometer, clock, in excellent mechanical condition, appearance as new, complete equipment, adjustable front seats, suit tall driver, bargain, £106, near offer. Clare, 242 Brixton Hill, S.W.2. 692-m609

HUMBER, 1924, 8-18, 2-seater, double dickey, every possible accessory, 4 new tyres, taxed year, insured, perfect, any expert examination, 120 guineas. Richard Welch, Gt. Missenden, Bucks. Phone 52. 692-m498

HUMBER 1914 9hp 2-seater, a.c., mechanically perfect, £25. White, 5 Danemere St., S.W.15. 692-m554

HUMBER. Harold Simons has a 1925 Humber saloon, 8-18hp, condition as brand new throughout, £110 under list. Various other bargains. See "Miscellaneous Cars." 692-988

JOWETT 2-seater, starter, 1924, perfect running order, £75. Major Hall, Mill House, Hothfield, Ashford. 692-1214

JOWETT 4-seater, perfect, latest 1925 model, 26 by 3 Dunlops, mileage 2,000, price £145. J. Proudman and Son, 56 Park St., Grimsby. 692-1285

JOWETT, 1925, full 4-seater, with starter, balloon tyres, all-weather equipment, electric horn, spotlight and dashlamp, spare petrol can carrier, separate head and side lamps, licensed, seen by appointment, £135. K. Querns, Windmill End, Epsom. 692-x509

JOWETTS. A snip—see page 25. 692-657

JOWETT, 1925, 4-seater, all-weather, shock absorbers, balloon tyres, luggage grid, perfect, taxed, £110. K.J. Motors, 30 Widmore Rd., Bromley. 694-641

JOWETT 1924 2-seater, dickey, 700 by 80 tyres, excellent order, price £80. Welford, James St., Brighton. 692-567

JOWETT 1924 2-seater, dickey, little used and as new, spare unused, price £90, large extra headlamps and many extras. Welford, James St., Brighton. 692-564

JOWETT. F.O.C.I., Ltd., the London depot and service station, have a large stock of guaranteed second-hand Jowetts. 5 Heath St., Hampton (Tube Station). 692-594

JOWETT, 1925 2-seater, dickey, starter, speedometer, balloons, splendid condition, taxed, 100 guineas; another at 92 guineas; exchanges, deferred terms. Allery and Barnard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 692-716

JOWETT 1926 2-seater, dickey, lighting, starting, balloon tyres, run 100 miles, perfect, lowest cash, £127 10s. Olympia, Wakefield. 692-m536

JOWETT 1924 2-seater, dickey and self-starter, tax paid, repainted, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-811

JOWETT. Rare opportunity. 1924, full 4-seater, electric starter, spring gauges, luggage grid, speedometer and tax paid; this car is positively better in appearance than a new one, has run 5,000 only all told, and we say, without fear of contradiction, is the finest second-hand Jowett on offer to-day, price 100 guineas. Maynard's, Jowett Specialists, 368 Hornsey Rd., N.19. 3294 Mountview. 692-m593

JOWETTS. Guaranteed used cars—
1924, 2-seater, starter, repainted, £97 10s.
1924, 2-seater, starter, small mileage, taxed year, dickey screen, many extras, £92 10s.
1924, 2-seater, no starter, £87 10s.
1924, chummy, starter, taxed year, £110.
1925, light 4, starter, balloon tyres, Hartfords all round, specially hotbed-up engine, taxed year, in splendid order throughout, £127 10s.
1925, 2-seater, starter, balloons, taxed year, in new condition, £120.
1925, full 4, starter, extras, mileage 9,000, taxed, in really good condition, £105.
Jacksons, Park St., Croydon (2023); 35 Surbiton Rd., Kingston (2815). 692-891

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

JOWETT, September, 1925, 2-seater, £110, no offers. Paulton's Garage, Wolverhampton. 692-950

JOWETT. R. G. Gamble, Crystal Palace, authorized sales and services.
1925 2-seater, dickey, oversize tyres, self-starter, tax paid, as new, £105.
1925 2-seater, dickey, tax paid, self-starter, small mileage, extras, £100.
1925 2-seater, dickey, oversize tyres, entirely good condition, £97 10s.
1925 2-seater, dickey, tax paid, perfect mechanically, requires painting, £92 10s.
1924 2-seater, dickey, shock absorbers, spring gauges, exceptional condition, £80.
16-22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 692-9

JOWETT, 1925, light four, s.s., bal., double screen, perfect order, £123. Below.

JOWETT, 1926, coupe head, smart and roomy, 2-seater, brand new, £159. Below.

JOWETT, 1923-24, 4-seater, s.s., Triplex, extras, £105. Below.
Jowett Service Station (London), main agents and specialists. Reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-549

LACONDA 11.9 4-seater, dynamo lighting, good order, £45. Batchelor, 135 London Rd., Kingston. 692-m428

LACONDA, 12-24hp, all-weather tourer, front-wheel brakes, fully equipped, slightly used, condition as new, price £240. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., London, W.6. 692-634

LACONDA, 1923, 2-seater, dickey, starter, etc., repainted and in spotless condition, £95. Welford, James St., Brighton. 692-566

LACONDA, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 692-749

LACONDA, 1923 2-seater, dickey, starter, clock, speedometer, excellent condition, 77 guineas; exchanges, deferred terms. Allery and Barnard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 692-718

LACONDAS A snip—see page 25. 692-658

LACONDA 1922 4-seater, in superb condition throughout, starting and lighting, £55. Willetts, Lanesfield, Ettingshall, Wolverhampton. Phone, Sedgley 61. 692-836

LACONDA, 12-24, guaranteed 12 months, 1924 a.w. 4-seater, as new, £175. Delofords, North Row, Park Lane. Hours 8 to 8. 692-886

LACONDA, 60 gns., 1922, 2-seater, double dickey, repainted and in excellent order, fitted starter, holding leather hood, clock, speedometer. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 692-942

LACONDA, £145, 1924, 12hp, all-weather tourer, in excellent order, paint and hood as new, and many extras, no dealers. 77 Hamlet Garden Mansions, W.6. Phone, Riverside 3660. 692-964

LACONDA, £175, 1924, 12-24hp, all-weather tourer, practically unused, any trial, deferred payments. T. H. Wright, Ltd., 12 Upper St. Martin's Lane, W.C.2. Phone, Regent 5070-1. 692-965

LEA-FRANCIS, 1923, late, 8.9hp 3-seater, Lucas dynamo, lamps and starter, excellent order, £65. 75 Bangalore St., Putney. 692-m520

LEA-FRANCIS, 1924, late, 10hp de luxe 2-seater, excellent order, 120 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 692-941

LEWIS, £47, 1923, 2-seater, 10hp, air-cooled M.A.G. engine, 4-speed, Plant, 136 Gravelley Lane, Erdington. 692-1217

MARSEAL, latest 1923, sports, 2-seater, dynamo lighting, self-starter, 10hp 4-cylinder, spare wheel, hood, screen, speedometer, like new, 59 guineas; exchange motorcycle, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 692-668

MARSEAL, 1924, 9.5, de luxe 2-seater and dickey, all-weather, self-starter, particularly good car, bargain, £85; exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 692-827

MARSEAL, 1924 model, 2-seater, sports, lighting and starting, mileage negligible, in absolutely new condition, £65. 51 Upper Richmond Rd., East Putney. 692-113

MATCHLESS, £59; exchanges, deferred payments. 1925 Matchless full 4-seater, 10hp, dynamo lighting, rigid all-weather equipment, 4-wheel brakes, spare wheel, speedometer, luggage grid, in practically new condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 692-753

MATCHLESS, £75, 1925 4-seater, 4-wheel brakes, all-weather equipment, only done 6,000 miles, as new, exchange Matchless motorcycle or combination, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 692-855

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGANS. James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

MORGANS, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-b677

MORGAN Service Depot, Hall, 91 St. Peter's St., St. Albans. Tel. 636. Appointed official repairer by Morgan Motor Co. 1914. List of new and used Morgans sent on request. zzz-512

MORGAN, Aero, 1924, special o.h.v. Anzani, winner of many awards, £95. South Ealing Garage. Ealing 2983. 692-774

MORGAN, 1925 Aero, 10hp Anzani, o.h.v., dynamo lighting, 2 dash lamps, spotlight, speedometer, hood and cover, good tyres, flared wings, finished earclot, tax paid, in gorgeous condition throughout, £110; cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 692-784

MORGAN. Sprosen, Ltd., for Morgans. Exchanges, deferred payments. 1925 family model, water-cooled J.A.P., many extras, taxed, small mileage, absolutely as new, 95 gns. 111 Gt. Portland St., W.1. Phone, Langham 1212. 692-795

MORGAN de luxe, 1920, 10hp, water-cooled, in good order; reasonable offers considered. Box No. 3868, c/o "The Light Car and Cyclecar." 692-m538

MORGAN, de luxe, as new, complete with all accessories, mileage under 700, 68 gns. Brewster, Sparhawk St., Bury St. Edmund's. 692-m507

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, de luxe model 2-seater, side screen, etc., very nice order, guaranteed, bargain, £57 10s.; exchange or deferred. Rhind and Co., Stone Place, Wmslow Rd., Rusholme, Manchester. 692-826

MORGAN, Grand Prix model, 8hp, J.A.P. 2-seater, splendid order, guaranteed, bargain, £57 10s.; exchange or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 692-825

MORGANS, Aero, 1924½, straight-sided covers, f.w.b., £87 10s.; family 1923, dynamo, as new, £78; family 1922, £68; G.P. 1923, nice condition, £77. 786a High Rd., Tottenham. Phone 2440. 692-m548

MORGAN, family, 1922, M.A.G. engine, Lucas lighting, any trial, £55. 31 Western Rd., Bexhill. 692-m541

MORGAN, 1922, de luxe 8hp J.A.P., mileage under 3,000, list price, £125, accept £80; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 692-724

MORGAN, 1925, family, latest 8-10hp J.A.P. engine, dynamo, speedometer, driving mirror, taxed for year, guaranteed perfect, £97 10s. Below.

MORGAN, 1924, de luxe model, 8hp w.c. J.A.P. dynamo, unused since 1924, excellent condition, guaranteed, £90. Homas's, Morgan Service Depot, 243-247 Lower Clapton Rd., E.5. 692-730

MORGANS, exchanges, deferred payments. 1924 de luxe, w.c., Blackburne, dynamo, speedometer, electric horn, smart, excellent condition, £75; 1922 de luxe w.c., dynamo, speedometer, fast, £59. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 692-761

MORGAN runabout, good mechanical condition, £40, cash or deferred. 47 St. Andrews, Uxbridge. 692-m515

MORGAN, 8hp, air-cooled J.A.P., thoroughly overhauled, splendid running order, £40 or near offer. Seen by appointment. L. Gooch, 53 Warwick Square, S.W.1. 692-m519

MORGAN, aero, late 1925, o.h.v. Blackburne, f.w. brakes, ST exhaust, dynamo, speedometer, flared wings, Dunlop a.s. balloons, new on back, red and crystalline grey finish, very fast, ready to drive away, insured and licensed, cost over £210, sell £120. Seen, 116 Wheelwright Rd., Edlington, Birmingham. 693-559

MORGAN, 1924½, standard 8 J.A.P., perfect condition, side curtains, dash lamp, dynamo lighting, tools, £80, offer. 7 Elmfield Mansions, Balham, S.W.12. 692-m366

MORGAN 1925½, aero, water-cooled J.A.P., polished aluminium dashboard, disc wheels, Lucas dynamo lighting set, special hood, hood cover, speedometer, clock, 2 mats, bulb horn, electric horn, aluminium number plates, Mosley float-on-air cushions, ST exhaust, flared wings, finished cream and black wings, small mileage, fast, taxed and fully insured, exceptionally attractive and indistinguishable from new, perfect condition, 108 guineas. Bushby, 55 Prestbury Rd., Macclesfield. 692-m22

MORGAN, late 1924, G.P., Anzani, w.c., o.h.v., special body, extra leg-room, foot throttle, f.w.b., nickel finish, valances, 2 steps, grease-gun, smart, fast, excellent condition, overhauled, any trial, £87 10s.; seen after 6.30 or 1.30 week-end, at Lewis, 118 Westbourne Terrace, Paddington, W.2. Padd. 2608. 692-m437

MORGAN 1925 sports model, special 10hp o.h.v. water-cooled racing Blackburne, dynamo lighting, speedometer, bonnet louvres, hood, complete, absolutely as new and unscratched, hardly used, tyres unmarked, taxed, nearest £95. 330 Burdett Rd., Lamb-house, E.14. 692-m436

MORGAN, 1926, Aero model, only covered 1,000 miles, carries manufacturer's guarantee, cost £180 few weeks ago, will accept £125 quick sale. Duns, 36 Warwick Rd., Carlisle. 692-m372

MORGAN, late 1923, Grand Prix, Anzani engine, dynamo, discs, nickel-plated, repainted, mechanically perfect, exceptionally fast, £75. 21 Alma Rd., St. Albans, Herts. 692-m368

MORGAN, 1923, 8hp M.A.G. engine, family model, dynamo lighting, good condition, £75; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 692-610

MORGAN, 1924, de luxe, water-cooled Blackburne engine, dynamo lighting, perfect condition, repainted dark red and black, £75. Turners Garage, Lower Addiscombe Rd., Croydon. Phone, Addiscombe 1800. 692-556

MORGAN, F.O.C.H. Ltd., have several Morgans. Bargains. 5 Health St., Harnpstead. (Tube Station) 692-582

MORGAN, 1921, 10hp Grand Prix Anzani engine, taxed, £75. Gordon England, Ltd., 28 South Molton St., Oxford St., W.1. 692-700

MORGAN 1925 de luxe, special J.A.P. water-cooled engine, self-starter, dynamo lighting, taxed 1926, perfect, £110; exchanges, deferred. King, New Rd., Oxford. 692-705

MORGAN, family model, J.A.P. water-cooled engine, dynamo lighting, smart and good order, £68; exchanges, deferred. King, New Rd., Oxford. 692-707

MORGAN 1925 de luxe model, J.A.P. engine, dynamo lighting, perfect condition, £87 10s.; exchanges, deferred. King, New Rd., Oxford. 692-703

MORGAN 1925 G.P. model, o.h.v. Anzani engine, water-cooled, dynamo lighting, smart and fast, £95; exchanges, deferred. King, New Rd., Oxford. 692-708

MORGAN 1924 de luxe model, Blackburne engine, dynamo lighting, taxed, fine condition, £68; exchanges, deferred. King, New Rd., Oxford. 692-707

MORGAN, £62. 1924, 8hp J.A.P. standard, new condition, mechanically perfect, original owner. 35 Bramshot Avenue, Charlton S.E.7. 692-m482

MORGAN, family, late 1923, w.c. J.A.P., inside brake, a.w. curtains, speedometer, dynamo lighting, balloons, new hood, many extras, spare, any trial, £85 or near offer. Hestey, 50 St. Thomas Rd., Finsbury Park. 692-m484

MORGAN, Aero, late 1925, o.h.v. Anzani water-cooled, fully equipped, as new, offers. Arthur William Draycott, Somerset. 692-m489

MORGAN, 1923, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £75. Below.

MORGAN, 1925, de luxe, o.h.v. Blackburne, straight-sided tyres, front-wheel brakes, speedometer, small mileage, £110. Below.

Maudes' Motor Mart. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. 692-686

MORGAN, 1925, J.A.P., dynamo lighting, speedometer, hardly used and indistinguishable from new, £68. K.J. Motors, 30 Widmore Rd., Bromley. 694-643

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN runabouts. Elce, Ltd., offer the following second-hand machines, overhauled and guaranteed.

Grand Prix, 1924, M.A.G. engine, dynamo lighting, taxed, £82. Below.

Grand Prix, 1924, 10hp M.A.G. engine, discs, speedometer, dynamo lighting, taxed for year, £80. Below.

Family model, 1925, w.c. J.A.P., dynamo lighting, etc., £98, earlier model at £58. 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 692-676

MORGAN, 1925, w.c. 8hp J.A.P., very little used and guaranteed, de luxe model, red, £90.

MORGAN, 1924, w.c. 8hp J.A.P., guaranteed condition, mauve, family model, £35. Dan Guy, The Esplanade, Weymouth. 694-639

MORGAN, Aero, o.h.v. Blackburne, 1924 exhibition model, splendidly equipped, '95 guineas, near offer; exchange 1925 Austin 7. Wagner, 35 Brooke St., Holborn. 692-m450

MORGAN, family, 1924, blue, J.A.P., w.c., dynamo, f.w. brakes, discs, mileage 7,000, speedometer, new Dunlops front, new Stepney balloon bark, engine as new, open to expert examination and trial, taxed 1926, £95. Snell, 2 Braybrook St., Old Oak Estate, W.12. 692-m501

MORGAN, 1924 (December). Family de luxe, Anzani engine, electric horn, hood, cover, new tyres, taxed for year, £100. Jackson's, Park St., Croydon (2025); 35 Surbiton Rd., Kingston (2818). 692-890

MORGAN, £77 10s., 1924 G.P., Anzani engine, Lucas dynamo lighting, coach-painted cream, smart and extremely fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-847

MORGAN, 59 guineas, 1925 G.P., M.A.G. engine, dynamo lighting, speedometer, good tyres, any trial; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-848

MORGAN, 29 guineas, 1918, M.A.G. engine, good tyres and appearance, excellent condition, genuine bargain. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-849

MORGAN, Popular, late 1922, 10hp M.A.G., small mileage, unused 2 years, splendid condition, £50. 76 Higher Drive, Purley. 692-m611

MORGAN 1924 de luxe, w.c., 10hp M.A.G. dynamo lighting, speedometer, 26 by 3½ rear tyre, £85, taxed 1927. Phone, Battersea 1245. 692-m615

MORGAN, 1925, 8hp Family, w.c. Blackburne, speedometer, new condition, 100 guineas; exchanges or deferred. H. P. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-595

MORGAN, 1922, Grand Prix, water-cooled Blackburne, dynamo, 5 lamps, special chassis, £62 10s. 51 Upper Richmond Rd., East Putney. 692-15

MORRIS-OXFORD, chummy model, 9hp, dynamo lighting, spare wheel, £33; exchanges, deferred. King, New Rd., Oxford. 692-706

MORRIS-OXFORD, 9hp, 2-seater de luxe model, 4-cylinder, water-cooled, spare wheel, £22; exchanges, deferred. King, New Rd., Oxford. 692-709

NEW BRITISH sports 2-seater, dynamo lighting, detachable wire wheels, new tyres, in splendid condition, £35. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 692-920

NEW GARDEN 1925 2-seater, 7hp, electric lighting, tools, pump, jack, etc., in excellent condition, only used for demonstration purposes; this model is fitted with reverse gear, £50, deferred payments if desired. Arnot and Harrison, Ltd., 22 Hythe Rd., Wileaden, N.W.10. 693-600

NEW GARDEN 1924 Family model, guaranteed in splendid running order, condition equal to new, ideal for family man with 2 or 3 children, weather protection for all under same hood, 7hp engine, £40 to £55; deferred terms, exchanges; many other makes. Andrew's Motor Mart, 161 White Hart Lane, Barnes, S.W. 692-6

PERRY, 2-seater, coupé, 2-cylinder, buff finish, smart appearance, £17, exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-981

RENAULT, £180, 1925, 8.5hp, saloon, 4-wheel brakes, balloon tyres, as new. Arthur Stuart and Co., 16 Little Portland St., W.1. 692-623

RENAULTS. A snip—see page 25. 692-660

RENAULT, owner driven, 8.5, long chassis, 4-seater, torpedo, new July, extras £25, £195. Appointment. Davies, 31 St. Ann's Hill, S.W.18. Battersea 1530. 692-m610

RENAULT 1925 8.5 saloon, excellent condition, £140. George Newman and Co., 369 Euston Rd., London. 692-807

RHODE, 1921 (November), chummy model, good condition, £58. The One Tree Motorcycle Co., Huddersfield. 693-561

RHODES. A snip—see page 25. 692-659

RICHARDSON, 8hp, 2-seater, dickey, electric lighting, smart, fast, little car, £19 10s.; exchange. Fifty others. Olympia, Wexfield. 692-m637

RICHARDSON, £25; exchanges, deferred payments; 1921 chummy 4-seater, 8hp, 4 speeds, hood, side curtains, electric lamps, good appearance, reliable, economical, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 692-752

RICHARDSON 2-seater, air-cooled, dickey, good condition, £35 or offer. Horn, Broadhurst, Morley. 692-m443

RICHARDSON sports 2-seater, very smart, £25. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 692-919

RILEY. Jewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY, 1924, 2-seater sports with dickey, speedometer, revolution counter, 6 lamps, 5 new tyres, hood, Hartfords, spring gaiters, beautiful condition throughout, £275. 18 Boundaries Mansions, Balham. 692-m442

ROGER, 1924, 10hp, 2-seater and dickey, dynamo lighting, perfect order, £45. Willetts, Lanesfield, Ealingham, Wolverhampton. Phone, Sedgley 61. 692-838

ROVER 8s. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E., have the following in nice condition, fully equipped and ready for a trial run:—

1924 Rover 8, full 4-seater, £75.

1924 Rover 8, occasional 4-seater, £72. zzz-373

ROVER 8, 1924, model de luxe, 2-seater, clock, speedometer, mirror, leather upholstery, good tyres, excellent throughout, £70. J. Clifton Rd., Maida Vale. 692-m542

ROVER 8, 1923, 2-seater, dickey, dynamo, starter, speedometer, complete side curtains, mileage 12,000, good condition, many extras, £55 or nearest. Sans Souci, Wyken Grange Estate, Wyken, Coventry. 692-m540

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 8hp 1924 4-seater, dynamo lighting, all-weather curtains, finished maroon, like new, bargain, guaranteed, £75. Wilkins, Simpson, opposite Olympia, London. 692-m571

ROVER 8, 1923, 2-seater, starter, dynamo lighting, all-weather equipment, perfect order, £60. 37 Holbeach Rd., Catford. 692-m550

ROVER 8hp, 1923, chummy, in beautiful condition, accept £45. 69 St. Paul's Avenue, Willesden Green, London. 692-m553

ROVER 8hp, 1923-24, 2-seater de luxe, speedometer, clock, leather upholstery, all-weather equipment, excellent condition, guaranteed, £65. Wilkins, Simpson, opposite Olympia, London. 692-m572

ROVER 8, 1923, dynamo, speedometer, self-starter, absolutely unscratched and faultless, all-weather equipment, good tyres, any trial, £46 10s. 1 Childebert Rd., Paltham, Streatham 3651. 692-m524

ROVER 8, £45; 1922, speedometer, spotlight, electric horn, 3 new tyres, taxed; exchanges, deferred. Faling Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 692-765

ROVER, £62; exchanges, deferred payments; 1923-24 Rover chummy 4-seater, dynamo, speedometer, all-weather equipment, luggage grid, spare wheel, smart, exceptionally good condition. Seabridge, 35 Mansel Rd., East Dulwich. Sydenham 2452. 692-750

ROVER 8, 1923, 2-seater and dickey, right curtains, 5 lamps and numerous extras, exceptional condition, £55. Exchange or terms. Below.

ROVER 8, 1921, 2-seater, perfect order, £37 10s. Chester Mighall, Stourcliffe St., Edgware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 692-727

ROVER 8, 1921, 2-seater, dickey, good condition, any trial, £40, or exchange 4-seater. 31 Lily Rd., Leyton, E.17. 692-m491

ROVER 8, 1921, 2-seater, good condition, 3 new tyres, new hood, tools, dynamo lighting, £32 or near offer. S., 10 Earldom Rd., Putney. 692-m490

ROVER 8, 1923-4, chummy, lighting, starter, taxed for year and in beautiful order and condition, £70. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 692-672

ROVER 8, 1923-4, chummy, very smart and complete, £60. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 692-573

ROVER 8, 1924, de luxe 4-seater, complete and in beautiful order and condition, £75. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 692-674

ROVER 8, 1924, 2-seater with large double dickey seat, complete and as new, £75. Exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 692-675

ROVER 8, late 1924, 4-seater, blue, starter, original tyres, speedometer, all-weather, unscratched and as new, £68. K.J. Motors, 30 Widmore Rd., Bromley. 694-642

ROVER 8, any offers; 1923, starter, dickey, perfect and smart. Fwers, Newton Rd., Burton-on-Trent. 692-637

ROVER 8, 1925, 4-seater, long wheelbase, self-starter, like new, £95, exchange motorcycle outfit. Buntings, Woldstone. 692-691

ROVER 8hp, 4-seater, long wheelbase de luxe, self-starter, almost new condition, any trial, £135; exchanges, terms, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 692-694

ROVER, 1923, chummy model, 8hp, self-starter, dynamo lighting, spare wheel, fine condition, £58; exchanges, deferred. Kigs, New Rd., Oxford. 692-710

ROVER 1924 9 water-cooled 4-seater chummy, lighting and starting, tax March, £98. Batchelor, 135 London Rd., Kingston. 692-m427

ROVER 8, genuine 1923, dynamo, self-starter, double dickey, side screens, spare wheel, new tyres, overhauled, hardly used, very smart appearance, 59 guineas; terms, exchanges. 296 New North Rd., Ilington (near Tube). Clissold 6874. 692-632

ROVER, 1925, 9-20hp, de luxe 4-cylinder, 4-seater, self-starter, dynamo lighting, speedometer, all-weather equipment, balloon tyres, taxed, appearance almost equal new, perfect mechanical condition, deliver any reasonable distance to purchaser, price £120, or deferred terms considered. Graft, Hayes, Kent. 692-626

ROVER 8 1923 2-seater, taxed 1926, £50. Duckhams, Rainville Rd., W.6. 692-m21

ROVER 8, £45; 1922, 2-seater, dickey, practically new tyres, smart appearance, any trial; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-844

ROVER 8, £52 10s.; 1923-24, 2-seater, double dickey, recently overhauled, excellent condition; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-845

ROVER, 9-20 de luxe, 3-5-seater, 1925 model, absolutely as brand new, guaranteed 12 months, £125. Deleford's, North Row, Park Lane. Hours 8 to 8. 692-883

ROVER, 1924, 8hp, 4-seater, all-weather, excellent condition, bargain, £77 10s. Exchanges or deferred. Rhind and Co., Stone Place, Wilmslow Rd., Rusholme, Manchester. 692-822

ROVER, 8hp, 1924, taxed 1926, full 4-seater all-weather, as new throughout, £85; exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 692-823

ROVER, 1924, 8hp, 4-seater, small mileage, guaranteed, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-814

ROVER, 9-20, 1925, 4-seater de luxe, tax paid, as new, £155. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-818

ROVER, 9-20, 1925, 2-seater and dickey, de luxe model, 2 doors, long chassis, small mileage, tax paid, £150. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-819

ROVER 8 and 9a. We usually have several, also 50 other makes. Cash, deferred, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-806

ROVER, Sprosen, Ltd., for Rovers. Exchanges, deferred payments. 1922 8hp 2-seater, speedometer, many extras, good tyres, taxed, 46 gns. 111 Gt. Portland St., W.1. Phone, Langham 1212. 692-794

ROVER 8, 59 guineas; 1923, chummy, self-starter, tax paid till December, very smart, excellent condition; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone 303. 692-846

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER, 1923, 8hp, chummy, dynamo lighting, spare wheel, almost new tyres, reconditioned and overhauled, guaranteed sound, taxed, £57; cash or deferred. Below.

ROVER, 1925, 8hp, de luxe, 2-seater and double dickey, starter and lighting, all-weather equipment, balloon tyres, speedometer, clock, spare wheel, finished Nile blue, absolutely in brand new condition throughout, £125; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 692-785

ROVERS. A snip—see page 25. 692-661

ROVER, 1925, 8hp, 4-seater, clock, speedometer, run 3,000 miles only, as new, £85. Membrey, Young's Corner, Hammersmith. 692-769

ROVER 8, Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, clock speedometer, licensed, excellent condition, £75. 132 High Rd., East Finchley. Phone 2338. 692-880

ROVER, 1923 chummy, faultless throughout, smart appearance, 65 gns. Below.

ROVER, 1922, de luxe, 2-seater, exceptionally fine condition, taxed, 56 guineas. Clark, 223 Hammersmith Rd., W.6. 692-879

ROVER 8, guaranteed 12 months, Feb., 1925, 3-5-seater, in superb condition throughout, £80. Deleford's, North Row, Park Lane. Hours 8 to 8. 692-883

ROVER 4-seater, 1924, 8hp, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85; occasional 4 at £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 692-m582

ROVER 8, 1924, full 4, all-weather, new hood, starter, speedometer, spring gaiters, D. and D. stabilizers (rear), mirror, screen wiper, tyres nearly new, mechanically sound, coachwork excellent, taxed December, insured, £55. Jeal, 26 High St., Leatherhead. 692-m598

ROVER 8 1922 2-seater, dynamo lighting, spare wheel, etc., good tyres, hood recovered, splendid mechanical condition, and very good appearance, £50. Teddington Garage, 160 High St., Teddington. Kingston 692-m603

ROVER, H. F. Edwards offer the following Rover bargains:—
1924 8hp de luxe 4-seater, dynamo, speedometer, leather upholstery, superb condition, 79 gns. Below.
1924 8hp 4-seater, starter, all-weather equipment, excellent condition, 70 gns. Below.
1923 8hp de luxe 2-seater, starter, clock, speedometer, leather upholstery, dickey, superb order, 79 gns. Below.
1922 model 8hp Rover 2-seater, good condition, 45 gns. Exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-904

ROVER, 1924, 8hp 4-seater, completely equipped, excellent condition, 60 gns. Exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-911

ROVER 8s! Rover 8s! Rover 8s!!! 1921, 1922 and 1923 2-seaters in stock, some with dickey seats, all fully equipped. Several to select from at prices from £40 to £55. Deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 692-4

ROVER 9, 1925 4-seater de luxe, new condition, £128. 51 Upper Richmond Rd., East Putney. 692-12

ROVER, 8hp, chummy, 1923, perfect mechanical condition throughout, overhauled by makers last October, coachwork has been well cared for, entirely owner-driven, Javons gaiters, shock absorbers, balloon tyres, a very satisfactory car, owner buying 8hp, £80. Write, Street, 143 Brondesbury Park, N.W.2. 692-996

ROVER 8, 1924, 4-seater de luxe, self-starter, splendid order, £90; extended. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-975

ROVER 8 2-seaters, several 1921-3 models, £39-£49; exchange motorcycles, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-967

ROVER, 1925, 9-20hp, de luxe 4-seater, 4 doors, long wheelbase, all-weather equipment, car as new, £185; deferred terms. Ratcliffe, 93 Gt. Portland St. 692-956

ROVER, 1921, 2-seater, 8hp, smart, maroon finish, £39; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 692-972

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, 1925, 10hp, 2-seater sports, very fast, excellent condition, guaranteed, tax paid, £115. Taylor's, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. zzz-256

SALMONSON, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured, £275. Below.

SALMONSON, English 2-seater and dickey, 1923, very nice condition throughout, £70. K.J. Motors, Bromley. 693-871

SALMONSON special sports 3-seater, self-starter, all extras, really fast and ready for immediate use, any trial, £80; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 692-696

SALMONSON sports, 1925, very good condition, all requisites, has not done 10,000 miles, pleased to give details, £115. Aspillaga, Pimlico College, Oxford. 692-m371

SALMONSONS. Vadum Co., specialists in really good second-hand Salmonsons.

SALMONSON, late 1922, beautiful English coachbuilt body, sunken dickey, deep crimson, polished aluminium bonnet and instrument board, new black hood and rigid side screens, almost new balloon tyres, lavish equipment includes clock, speedometer, temperature meter, extra air, scuttle ventilators, dash light, dynamo, 5 lamps, electric and bulb horns, etc., very carefully maintained and in beautiful order, £62.

SALMONSON 1925 sports, fully equipped, £100; also G.N.s; deferred, exchanges.

SALMONSONS. Vadum Co., 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 692-620

SALMONSON, 1924 sports 2-seater, electric lighting and starting, very small mileage, perfect condition throughout, taxed, £90; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 692-728

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SALMONSON, late 1923 2-seater, English body, dickey, starter, taxed, good condition, 65 guineas; exchanges and deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 692-761

SALMONSON. A snip—see page 25. 692-662

SALMONSON, 1924, Grand Sport overhead camshaft model, flair wings, taxed for the quarter, paint good, 2 spare wheels, mechanically sound, price £125. Below.

SALMONSON 1925 10hp 2-seater sports, fitted special hood, new appearance and condition, fullest trial, 100 guineas. Boon and Porter, Ltd., 159-161 Castelnau, Barnet, N.W.15. 692-761

SALMONSON sports. We usually have several; also 50 other makes; cash, deferred, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8535. 692-807

SALMONSON sports, 1925, balloon tyres, fully equipped, fast car, 105 guineas. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 692-832

SALMONSON 1923 10hp semi-sports 4-seater, English body, starter and lighting, all-weather equipment, tyres excellent and spare, clock, speedometer, mahogany dash, has been thoroughly overhauled, in exceptionally nice condition, genuine bargain, £78 cash, or £22 14s. 6d. down and £5 13s. 4d. monthly. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 692-786

SALMONSON, 1925 10hp English de luxe 2-seater, sunk dickey, completely equipped, starter, clock, speedometer, excellent condition, 105 guineas. Below.

SALMONSON, 1924 10hp English de luxe, equipped as above, superb condition, 88 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-905

SALMONSON, 119 guineas, 1924 Grand Sports, overhead-camshaft engine, dynamo lighting, coach-painted blue with red fixed wings, a very posh super-sports car, any trial with pleasure; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 503. 692-854

SALMONSON, 1925 2-seater, painted red, dickey seat, full equipment, a new appearance, £115; exchanges, balance deferred. Newnham's Heath Rd., Twickenham. Phone, Richmond 3292. 692-979

SALMONSON, 1925, Grand Sports, in perfect condition, only done 600 miles, l.w.b., £210. London Road Works, Kingston. Phone 3610. 692-983

SCOTT-SOCIABLE, 1924, in most perfect order and mileage small, dynamo, etc., price £55. Welford, James St., Brighton. 692-569

SCOTT-SOCIABLE, 1921, excellent order and just been repainted, dynamo, spare wheel, price £35. Welford, James St., Brighton. 692-568

SCOTT SOCIABLE, excellent condition, dynamo lighting, spare wheel, licensed, mileage 4,500, sell £50; exchange Jowett, Austin or Peugeot, new or good second-hand, cash difference. 125 Hawthorn Ave., Hull. 692-552

SENECHAL, 1925, sports, in very good condition, very small mileage, mechanical condition, tyres and paintwork excellent, very fast engine, rear's tax, £155. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 692-658

SENECHALS. Sprosen, Ltd., for Senechals. Exchanges, deferred payments.

1925 (autumn) super sports, as new, unscratched, taxed, guaranteed, £175. 111 Gt. Portland St., W.1. Phone, Langham 1212. 692-796

SHERET, 1925, family model, 7hp, electric lighting, tools, pump, jack, new condition, 60 guineas, deferred payments if desired. Arnott and Harrison, Ltd., 22 Hythe Rd., Willesden, N.W.10. 693-601

SHORT-ASHBY, £48, 1922 sports 10hp 2-seater, aluminium body, red wings, dynamo lighting, very sporty car, any trial; exchanges, deferred. Empiro Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 503. 692-857

SINGER, 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Tittin and Hillier, 110 Woodvale, Honor Oak, S.E.23. 692-944

SINGER 1925 de luxe 4-seater, small mileage, many extras, condition as new, price £165. C. B. Wardman and Co., Ltd., 118 Gt. Portland St., London, W.1. Telephone, Museum 8720-5. 692-771

SINGER, 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition guaranteed, tax paid, £125. Taylors 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. 692-235

SINGER, 10hp, late 1921, 2-seater, double dickey, starter, new hood, speedometer, petrol can carrier, all-weather equipment, mirror, screen wiper, repainted, excellent condition, guaranteed, taxed, like new, £45. Wilkins, Simpson, opposite Olympia, London. 692-m570

SINGER de luxe, £112 10s., 1924, 10hp 2-seater, dickey, all-weather equipment, speedometer, excellent condition, repainted, guaranteed; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 692-m569

SINGER, £195, 1925, latest improved model de luxe 4-seater, maroon, unused, unscratched, showroom soiled only, fully guaranteed, exceptional offer; cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 692-m568

SINGER, £107 15s., 1924 2-seater de luxe, starter, all-weather, excellent condition, guaranteed; cash, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 692-m567

SINGER, 1919, 2-seater, dickey, dynamo lighting, spare wheel. £30. Stapley, Woolpack, Biddenden, Kent. 692-m500

SINGER. Cass's Motor Mart, Ltd. (Established 1911). 1926 de luxe 2-seater, grey, indistinguishable from new, run 270 miles, taxed March, bargain, terms, exchanges, £200. 5 Warren St., W.1. Museum 623. 692-680

SINGER, 1924 (July). 10hp, de luxe, 2-seater, excellent condition, several extras, taxed March, insured June, £110. Knott, 5 Tanza Rd., Hampstead. 692-m483

SINGER, 1917, 10hp, 2-seater and dickey, spare wheel, lamps, in nice condition, £16. 35 Perrers Rd., Hammersmith, W.6. 692-m508

SINGER, £95, exchanges, deferred payments. 1923 de luxe 4-seater, 10hp, lighting, starter, all-weather equipment, spare wheel, taxed, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 692-754

SINGER, 1921, 10hp, 2-seater and double sunken dickey, starting, lighting, rigid side curtains, etc., very nice order throughout, genuine bargain, £45; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 692-744

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1925, 10-26hp, 4-seater, in new condition throughout, mileage negligible, insured, 155 guineas; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 692-729

SINGER 1921 2-seater and dickey, starter, lighting, all-weather equipment, taxed, excellent condition throughout, £45, exchange, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone, 3255. 692-764

SINGER 1923 4-seater, starter, etc., now condition, £90. Welford, James St., Brighton. 692-565

SINGER 1925 10-26 saloon, balloon tyres, mileage 6,000, in new condition throughout, £215; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Chesham Hill 102. 692-628

SINGER 1925 2-seater, run only 2,500 miles and condition as new, £155. 692-777

SINGER 1924 de luxe tourer, run 8,000 miles only and in perfect condition, £115. Batchelor, 135 London Rd., Kingston. 692-m429

SINGER, 1924 de luxe 2-seater, splendid condition, Rapson tyres as new, £120. Membership, Young's Corner, Hammersmith. 692-771

SINGER, 10hp, 1924 4-seater, balloon tyres, practically unscratched and mechanically perfect, £110. South Ealing Garage, Ealing 2983. 692-777

SINGER, 1925, 10-26hp, 4-seater de luxe, small mileage, as new, taxed, £165. Below.

SINGER, 1924 (October), 4-seater de luxe, Auster rear screen, many extras, perfect condition, taxed, £115. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 692-789

SINGER, 1923, 4-seater, good order, self-starter, guaranteed, £80. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-815

SINGER, 10-26hp, 4-seater touring model de luxe, painted dark blue, purchased February, 1925, excellent condition, mechanism in perfect order, tyres replaced 5 months ago, fitted with £20 worth of accessories, including Hartford duplex shock absorbers, suction operated windshield wiper, driving mirror, etc., price £170, or nearest offer. Plat, 4 Halliwell Rd., Golders Green, N.W.11. Telephone, Speedwell 2807. 692-621

SINGER 1923-4 4-seater de luxe, good condition, self-starter, taxed December, £100. Phone, Wanstead 1955. 692-m594

SINGER, 1926 model, 10-26, 4-door saloon, completely equipped, l.w.b., balloons, painted blue with cord upholstery, superb condition, 235 guineas. 692-906

SINGER, 1925, 10-26, 4-seater, completely equipped, excellent condition, painted blue, 145 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 692-906

SINGER coupe, 1921, starting and lighting, fully equipped and overhauled by Singers at a cost of £72, mechanically equal to new, accept £75. Empiro Motor Co., Withington, Manchester. 692-961

SINGER, 1925, 10-26hp, de luxe 4-seater, all-weather equipment, in excellent order and condition, £157 10s.; deferred terms. Bartlett, 97 Gt. Portland St. 692-957

SINGER 1924 de luxe 4-seater, starter, rigid side screens, £110; exchanges, balance deferred. Newnham's Heath Rd., Twickenham. 692-969

SINGERS. Harold Simons for bargain. See "Miscellaneous Cars."

STANDARD cars. Accredited Agents Moore's Presto, North End and Tamworth Rds., Croydon. Phone 2623. 692-991

STANDARD, 1924, 11hp, 2-seater, mechanically sound, repainted, 7 days' free trial, taxed, £118. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8858. 692-234

STANDARD, 1924, 11.4, 2-seater, dickey, starter, lighting, all-weather equipment, taxed, fit and ready, £110. Garage 12 Cornwall Terrace Mews, Allsop Place, N.W.1 (Baker St. Station). Phone, Langham 2533. 692-594

STANDARD, 1923, 4-seater, self-starter, tax paid, several extras, ready for immediate use, £80; exchanges, etc. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 692-695

STANDARD, 1924, 11.4, all-weather 2-seater, perfect condition, taxed, bargain, £105. Below.

STANDARD, 1925, 11.4, 2-seater, all-weather, brand new, £165. Lionel H. Pugh, 66 South Molton St., W. Mayfair 4433. 692-671

STANDARD, 1925, 11.4hp, 2-seater and double sunken dickey, in magnificent condition, accept £135. 69 St. Paul's Avenue, Willesden Green, London. 692-m531

STANDARD, 11.4hp, 1924, self-starter, dynamo, 4-seater, £115. 69 St. Paul's Avenue, Willesden Green, London. 692-m532

STANDARD, late 1923, 11.4, 2-seater, dickey, starter, clock, speedometer, new tyres, good condition, 78 guineas; exchanges and deferred. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 692-719

STANDARD, exchanges, deferred payments. 1924 de luxe all-weather 2-seater, dickey, lighting, starter, £110; 1923 de luxe 2-seater, dickey, all-weather, lighting, starter, £95. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 692-755

STANDARD 1924 11.4 4-seater, starter, etc., perfect and as new, £110. Welford, James St., Brighton. 692-563

STANDARD, 11.4hp, 1924, Canley 2-seater, buff colour, black wings, dynamo starter, speedometer, mechanical windshield wiper, electric and bulb horns, taxed for year, £125. Meles and Meles (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 692-622

STANDARDS, 11.4. We usually have several, also 50 other makes. Exchanges, cash deferred. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-808

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TALBOTS. A snip—see page 25. 692-665

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FIAT cars. Accredited Agents, Moore's Presto North End and Tamworth Rd., Croydon. Phone 2623. zzz-13

FRAZER-NASH cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 702-588

FRAZER-NASH. Cloverlys, Ltd., West End distributors. 1926 models in stock, immediate delivery. 175 Cleveland St., W.1. (by Gt. Portland St. Station). Museum 4232. 692-912

G.W.K. Solo London concessionaires. Try the new £159 model. Deferred terms, part exchanges. Brompton Engineering Co., Showrooms, 169 Putnam Rd., S.W. (Tel., Kens. 7274); Service Depot, 107 King's Rd., Chelsea (Tel., Kens. 410). 696-178

GWYNNE 8. Earliest deliveries of 1926 models can be obtained from Chinery, Gwynno specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-564

GWYNNE 8 cars, 1926. Part exchanges, deferred terms. Gwynne agents, 4 Denman Pl., Piccadilly Circus. Reg. 986. 692-939

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HUMBER. Ratcliffe Bros. Humber, 9hp, 2-seater and 4-seater models, £260, immediate delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8605. zzz-187

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JOWETT. Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

JOWETT. Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-846

JOWETT. Hoffmann's Garage, Ltd., for all 1926 Jowett models. Special purchase out of income terms; immediate delivery. Huddersfield Rd., Halifax. Tel. 1360. zzz-198

JOWETT saloon in stock, £200. Early delivery other models. Nelson's, Rhyl. zzz-458

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CLYNO, 1925, 2 or 4-seater, wanted at once. Chambers and Bright, Ltd., 115 Gt. Portland St., W.1. Langham 2641 and 2642. zzz-497

THE best way to sell any light car is to send it to the Motor House, Ltd. You can draw 50 per cent. of the value on sight, and the balance day after sale, thus ensuring the fairest price and quickest disposal. 20 Finchley Rd., St. John's Wood. zzz-249

WANTED, Humber 8, chummy model; state mileage. Hanks, Nutshell, New Milton, Hants. 692-1226

GWYNNE 8, or other good make, 1923-4, lowest cash. Kilner, Squires Lane, N.3. 692-1382

100 LIGHT cars wanted for cash or weekly auction sale. Palmer's Garage, Tooting. zzz-278

WANTED for spot cash—Austins 7hp, Rover 8's, Morgans. Call, write or phone, Heston Auto Engineering Co., 103 Fulham Rd., S.W. Kensington 4419. zzz-8

KIRK AND CO. Spot cash. Modern light cars urgently required. 22 Praed St., W.2. zzz-57

LONDON CAR EXCHANGE'S unique offer to sell your car on 5 per cent. commission only; your car garaged, kept clean, insured, advertised and collected from any part of Britain free of cost; no sale, no charge; a clearing house for private owners. 27 Queen's Mews, Queen's Rd., W.2. Park 924. 699-51

IMMEDIATE cash offered for good small 4-seater. Fullest particulars and price, Robinson, 7a Temple Rd., Croydon. 692-k809

WANTED, Austin, 7hp, cash-down price. 11a Rumsey Rd., Stockwell Rd., S.W.9. 692-653

AUSTINS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 691-573

G.N.s wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 691-574

H. BEASLEY, LATE REY (Established 1900). Cash on sight for your present car, or taken in part payment for Austin, Citroen, Clyno, Lea-Francis, Renault, Rover, Rhode, Singer, Standard, Wolseley, Swift, etc. 374 Euston Rd. Museum 7600. 692-603

AUSTIN 7 wanted, must be cheap. Write details, chassis number. 232 Clements Rd., East Ham. 692-679

MORGAN, water-cooled, sound mechanical condition. Write full particulars, Engineer, Little Cot, Highcliff-on-Sea, Hants. 692-m370

G.N., 1922, or Salmson, wanted, any condition, cash. 37 Beaconsfield Rd., N.W.10. Phone, Willesden 692. 692-621

WANTED, 1923 T.B., perfect condition; full particulars. 45 Stockton St., Middlesbrough. 692-m426

We are cash buyers of modern cars. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 691-577

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, 10-25hp Talbots and 10hp Wolseleys. 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 2544). 692-682

ROWLAND SMITH will pay cash on sight for Austins, Clynos, Rovers, Singers, Culcotts, Talbots, Citroens, A.C.s, Standards, Amicars, Bugattis, 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. 691-576

WANTED, Austin 7, chummy, 1925 or late 1925. Harwood, 71 Burnt Ash Hill, Lee, London, S.E. 692-m452

ROVER 9 2-seater, 1925, long wheelbase. Hoffman, 60 Myddleton Rd., Bowes Park, N.22. 692-m449

A trial advertisement in this section of "The Light Car and Cyclecar" will prove to you its value as a publicity medium, reaching users of small cars direct.

WANTED—Cars (continued).

SPORTS A.C. sports Hillman, sports Riley, sports Alvis and other modern sports cars wanted; also all other types. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 691-578

F.O.C.H., LTD., pay highest prices on sight; exchanges arranged. 5 Blenth St., Hampstead. (Tube Station.) 692-591

CASH buyers, Morgans, G.N.s, Rover 8s, Lagondas, Horstmanns, A.B.C.s, Salmons, Citroens, Austins, Gwynnes, Rhodes, Wandsworth Motor Exchange, Ebber St., Wandsworth (Town Station). 692-667

MORGANS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 691-575

MORGAN, Grand Prix, 1924, cash. Fecher, 28 Chelmsford Rd., South Woodford, London. 692-m496

WANTED, A.B.C. Rover 8, Morgan, Austin 7, Citroen 7, or similar for spot cash, also motorcycles, any make, top prices given. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 692-712

A.B.C. 3-seater wanted, must be in good condition and cheap. Dansie, 60 St. Michael's Rd., Coventry. 692-m504

WANTED, 1925 Austin 7 or Clyno; no dealers; must be smart and cheap for cash; private purchaser. Write, 11 Cloncurry St., Fulham. 692-m511

WANTED, any make of light car, good prices offered, especially in part exchange for a new car; collection and delivery anywhere free. Alfery and Bernard, 344 Kings Rd., Chelsea, S.W. Phone, Kensington 4653. 692-722

WANTED, late 5 or small 4-seater, Swift or similar car preferred, cash. 56 Milderhall Rd., Lower Clapton, E.5. 692-m499

WANTED, Austin 7hp models for cash, good prices given. Ratcliffe Bros., 200 Gt. Portland St., W.1. 692-815

PICKWORTH AND HULL, The Light Car Specialists, purchase for cash 1925 models of the following makes: A.C., Austin, Clyno, Rover 9, Singer, Standard, Talbot, Wolseley, etc. 107 Gt. Portland St., W.1. Langham 1998. 692-792

AUSTIN 7s, 1925 and 1926 models, highest prices paid. Pickworth and Hull, Austin Specialists, 107 Great Portland St., W.1. Langham 1998. 692-791

WANTED, 2-seater, not earlier 1924. Particulars to W. H. M., 350 Hackney Rd., E.2. 693-m619

WANTED, a large number of air-cooled light cars and runabouts. Spot cash or exchange. Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 692-7

FINCHLEY MOTORS are cash buyers of late models. Austin 7s urgently wanted. Write, phone or call. 132 High Rd., East Finchley. Phone 2538. 692-882

CARDENS, Bleriot, G.N.s, Morgans, Rover 8s and similar makes: good prices given; get our offer before disposing elsewhere. Teddington Garage, 160 High St., Teddington. Kingston 2562. 692-m690

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. 692-922

CARS FOR HIRE:

YOU drive. We hire. Any car. Anywhere. The Light Car Co., 404, 410 to 414 Euston Rd., London. zzz-855

TWO and 4-seater cars, 1924 and 1925 models, for hire: week-end, £5 10s.; 7 days, £7 10s.; unlimited mileage and inclusive of insurance. Garage, 12 Cornwall Terrace Mews, Allsop Pl., N.W.1 (Baker St. Station). Phone, Langham 2935. zzz-596

NORTH of England. Hire a car and drive yourself. Day, week, or contract. Very low rate, also expert tuition. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 692-810

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GLOUCESTER MOTOR SALE. Friday, March 12th, 1926, at 12 noon. J. Pearce Pope and Sons will sell by auction 87 motorcars, lorries, motorcycles and useful accessories. Further entries respectfully solicited. Head Office, Gloucester. Telephone 806. 692-696

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LIGHTING, starting and wireless batteries, new, guaranteed, at clearance prices, best and cheapest house. Smyth, Ltd., 53 Museum St., W.C.1. 692-x414

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SALOONS and coupes for small chassis, built to order, coach finish, from £60. Armstrong. 692-792

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CLAUDELS, 10hp model, horizontal, vertical, approval willingly, 20s. Bridge Garage, S.E.24. 692-m608

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JOHN THOMPSON MOTOR PRESSINGS, LTD., motor pressings specialists, Beaton Works, Wolverhampton. 692-156

DELAGE 10.5hp chassis, £7 tax, 35.40 m.p.g., recently overhauled, cylinders reared, aluminium pistons, Cox carburettor, dynamo lighting, good tyres, sound throughout, £25. Elverston, Rudheath, St. Werburghs Rd., Chorlton-cum-Hardy. 692-m646

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HUGH P. MCCONNELL. The established light car expert. Unbiased expert advice on new and second-hand cars; part exchanges or hire purchase negotiated; experienced expert witness, licensed valuer. 199 Piccadilly, London. zzz-192

HARRODS advise on the purchase of any make of new or second-hand car. Experts sent any distance to examine and report for a small fee. Special information given on cars for export. See advertisement under "Extended payments." Knightsbridge, S.W. Phone, Sloane 1254. zzz-751

DYNAMOS.

DYNAMOS, new Rotax, 12 volts, for cars and motorcycles, £2 15s. each. 35 Flask Walk, Hampstead (back of Hampstead Tube Station). zzz-78

6-v **LIGHT** car models, complete, new, 30s.; dynamo cut-outs, 5s.; split-pulleys, 6s. 6d.; armoured cable, 8d. yard. Bridge Garage, S.E.24. 692-m606

ENGINES.

700 c.c. **BRADSHAW** flat twin, oil-cooled, unit 4-speed and reverse gearbox, new, unused, approval, £19 10s. Long View, Horsham, Oxford. 692-m434

EXCHANGES.

EXCHANGES. To motor owners. Before going elsewhere, consult us re exchange of your old car for your new model. Deferred terms arranged to suit your own requirements. Your second-hand car taken as deposit. Any model, new or second-hand, supplied. Agents for all leading makes. The Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W.1. Regent 4164. zzz-978

EXCHANGE brand-new Humber, 1926, 9-20hp, 4-seater, £260, for any make of second-hand car; difference cash or easiest terms. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 692-m575

EXCHANGES. Any make of car or motorcycle in part exchange for new 1926 Austin, Calcott, Citroen, Humber, Rover, Singer, Standard, Wolseley or any make of new car. Balance cash or exceptionally easy payments. Special attention given to postal enquiries. Full particulars of your present vehicle and new car required will be instantaneously replied to, stating exact difference to pay and to include delivery to anywhere in the United Kingdom. Cash or easy payments. Any make taken, any make supplied. Second-hand car bargains always in stock. Write, phone or call. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 692-m576

WANTED, any make of car in exchange for brand-new 1926 9-20hp Humber 4-seater, £260; difference cash or easiest terms. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 692-m574

1925 **CONNAUGHT** sidecar for cyclecar. Box No. 3871, c/o The Light Car and Cyclecar. 692-m604

YOUR present motorcycle or light car taken in exchange for any make of new car, balance payable in cash or in 12 monthly instalments. Top market prices given, distance no object. May we have particulars of the car you have for disposal? Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-984

AUTO-AUCTIONS, LTD., are prepared to take any make of car or motorcycle in part exchange for either a new or second-hand car. Horseferry Rd. (Embankment end), Westminster, S.W.1. Phone, Victoria 5220. zzz-207

MANCHESTER. We will allow you top price for your present car or motorcycle in part payment for any new or second-hand car. Blackley Motor Co., Rochdale Rd., Blackley. Phone, Cheetham Hill 102. zzz-209

LONDON AUTO SALES CO. will exchange your car for any make; you choose, we supply. Pembroke Works, Pembroke St., King's Cross. North 2716. zzz-984

200 MORGANS, cars, motorcycles, combination, new and second-hand, cash, exchange, deferred. Olympia Garage, Wakefield. Phone 735. 702-1187

BEECHINGS, of Farnborough for exchanges. Let us quote you. We specialize in exchanges. Cars or motorcycles. Beechings, Ltd., Farnborough, Hants. Phone, South Farnborough 79. zzz-436

HARRY WRIGHT can give you better allowance for your car in exchange for another. Call, write or phone. Give your wants to me for personal attention. Easy hire-purchase. Harry Wright, 163 Gt. Portland St., London, W. Phone, Langham 3050. zzz-211

EXCHANGE 1925 Aero Morgan, Blackburne, latest improvements, very fast, for good sports Austin. 116 Wheelwright Rd., Erdington, Birmingham. 693-560

ROWLAND SMITH will make you a liberal allowance for your present car or motorcycle in exchange for any make of new or second-hand car. Rowland Smith (Motors), Ltd., 78 High St., Hampstead. 692-579

EXCHANGE, Horstman coupe, smart car, small mileage, for Austin 7 or similar car and cash. Leslie, Wash Common, Newbury. 692-m528

WOLSELEY, 1922. (See Wolseley column.) Exchange offers invited. 89 East Hill, Wandsworth. 692-m510

PIANOS, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Seabridge, 35 Hansler Rd., East Dulwich. Hours 9-6; no Sunday business. Phone, Sydenham 2452. 692-748

EXCHANGES. Whether you live in England, Scotland or Wales we can allow you the highest price for your old car in part payment for a new model. Simply send written description and the new model required and we will make a definite proposition by post. Deferred terms from 2½ per cent. if required. Agents for all leading makes. 100 cars always in stock. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Riverside 3761. 692-739

YOU want an exchange? We will arrange it advantageously for you on any car. The Light Car Co., 404, 410-414 Euston Rd., London. 692-923

BAMBERS, of Southport
EXCHANGES. Distance no object.

YOU will do better at Bambers. New models of the Rover, Jowett, Standard and Wolseley for immediate delivery. Any make supplied. Get Bambers price for your present motorcycle or car in part exchange. 2 Eastbank St., Southport. Phone 607. zzz-481

LIVERPOOL. We exchange anything. Highest allowance off any make. Get our terms. Nash's Motors, 31 Islington. zzz-468

EXCHANGES (continued).

GEORGE NEWMAN AND CO. positively give the highest price for any make of second-hand car in part exchange for any make of new car. 369 Euston Rd., N.W.1. zzz-438

CAR MART, LTD. Never decide on accepting a price for your old car before seeing London's largest car dealers first, who always have a representative stock of new and second-hand cars. Balance on deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. Phone: Grosvenor 3311, Museum 2000. zzz-817

EXCHANGES. Your present car taken in part exchange for any new or second-hand car desired. Boston Auto Engineering Co., 103 Fulham Rd., S.W. Kensington 5331. zzz-9

CROYDON. I specialize in light cars. A fair allowance made for any car in part exchange. Guaranteed second-hand cars supplied. Personal attention and service. W. H. Robinson, 7a Temple Rd., Croydon. Croydon 1681. 692-k808

THE ALDERSHOT MOTOR MART, LTD., for fair exchanges; any make of car or motorcycle supplied; deferred terms and delivery anywhere, quoted per return of post. High St., Aldershot. Phone, 522 Aldershot. zzz-502

A.B.C. sports 2-seater, registered May, 1924, want Gwynne or Norton motorcycle. Alderton, Reigate, Surrey. Phone, 154. zzz-590

STANDARD 11 Preadvilly saloon, 1926, £255; take 9.5 Standard part exchange. Parnow and Son, Stamford. 692-666

NEW cars for old; balance by deferred if desired. Howland Smith (Motor), Ltd., 78 High St., Hampstead. 692-580

F.O.C.H., LTD. Exchange specialists. Highest prices allowed; easy terms. Call, Heath St., Hampstead. (Tube Station.) 692-592

H. BEASLEY, LATE REY (Established 1900). Any make of car taken in part exchange; cash or extended terms for Austin, Clyno, Citroen, Lea-Francis, Renault, Rover, Rhode, Singer, Standard, Swift, Wolseley, etc. 374 Euston Rd. Museum 7600. 692-602

STANDARD, A.C. Lea-Francis, Singer, and most other makes for immediate delivery. Any car taken in part exchange at market price. Distance no object. Carhouses and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 692-605

CLYNO, 1926, Royal 2-seater, licensed for year, mileage 600, as new; offers wanted to exchange and cash adjustment for new 13 Clyno or 12 Lea-Francis 4-seater. Box No. 3858, c/o "The Light Car and Cyclecar." 692-m369

ROVER, Morgan or similar wanted in exchange Ford tourer, self-starter, etc. (not doing 5,000 miles), or Eufield combination, dynamo, 1925 dual-purpose sidecar, very full equipment, perfect order; cash adjustment. Sheffield, 110 Healey Rd., Ilford. Phone 988. Private. 694-625

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THE SERVICE CO. The house of highest repute for extended payments; established over 50 years; no outside finance; easiest of terms to your convenience; new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-666

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THE LIGHT CAR CO. gives the best terms and takes your old car as deposit. 404, 410-414 Euston Rd., London, N.W. Phone, Museum 3081. 692-924

HARRODS terms for deferred payments are the lowest. For new cars one-fifth of the purchase price down; for second-hand cars one-third. Plus 2½ per cent. only. The balance in 12 equal monthly payments. Should you wish to purchase a car from someone unable to offer you extended payments. Harrods will purchase such car and resell to you for a small profit on the above terms. Any make of new car supplied. Knightsbridge, S.W.1. Sloane 1234. zzz-752

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THE "OPEN ROAD" Motor Insurance Policy is the only one you must not overlook. Light cars are insured on specially favourable terms. Apply to the Army, Navy and General Assurance Association, Ltd., 217 Piccadilly, W.1. Telephone, Regent 716. zzz-51

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"PREMIER" is the motorist's best insurance policy; reasonable rates, prompt service. Premier Motor Policies, Ltd., Glebe House, Sherborne Lane, King William St., E.C.4. 694-w144

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MOTOR owners, insure under the finest policy; best security; lowest premiums. Consult Warwick, Lawrence House, 1 Trump St., E.C.2. 703-813

BEFORE you renew your policy obtain our rate. State h.p. and make. Roberts, Insurance Broker, 95 Tamworth Rd., Croydon. Phone 722. 694-m365

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MAGNETOS and electrical repairs executed promptly and at low prices. G.W.K., Ltd., Cordwalles Works, Maidenhead. 692-58

MISCELLANEOUS.

The AUSTIN split bushes for valves, complete with bush tongs for instantly placing in position. Pat. No. 19416/25. Set of 8 bushes and bush tongs 6s., at nearest garage or post free. Robley Co., 28 Trinity Churchyard, Coventry. 693-e565

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WILL start the most stubborn engine, car or cycle; try one; post free, 2s. Richards, 44 Hampden Rd., Kingston-on-Thames. 692-1325

MORGAN owners, send for illustration of our 5-second jack. "The most useful gadget for any Morgan owner" (vide "The Light Car and Cyclecar"). Hall, 91 St. Peter's Street, St. Albans. zzz-513

MISCELLANEOUS (continued).

NEW light car radiators, £4; 3-speed gearbox, £5; side lamps, 20s. per pair; spare wheel holders, 2s. 6d. per pair. Cooper Layman, 30 Mincing Lane. 692-550

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AUSTIN 7 owners. Solid fluted aluminium step and footplates, 23 ins. long, fully shaped, complete, 12s. 6d. pair, free. Write for particulars other specialities, Cowper Motor Works, 8 Chandos Rd., Redland, Bristol 692-m435

WINGS. Humberettes, Morgans, G.N.s. Rovers, Singers, etc. Premier Metal, 27 Church Rd., Teddington. 692-m513

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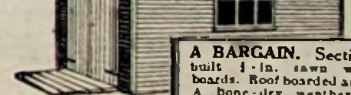
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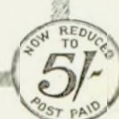
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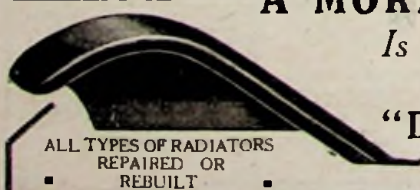
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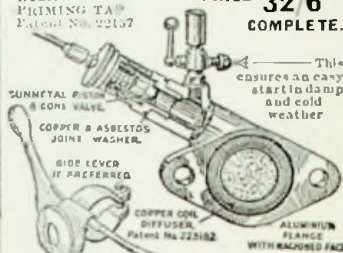
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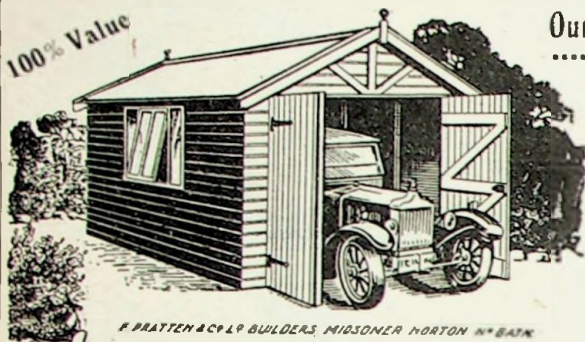
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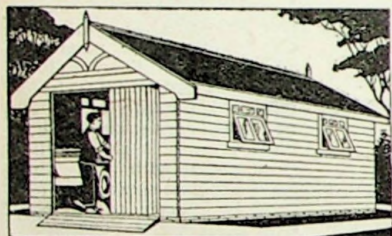
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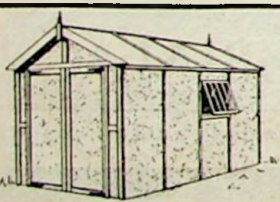
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