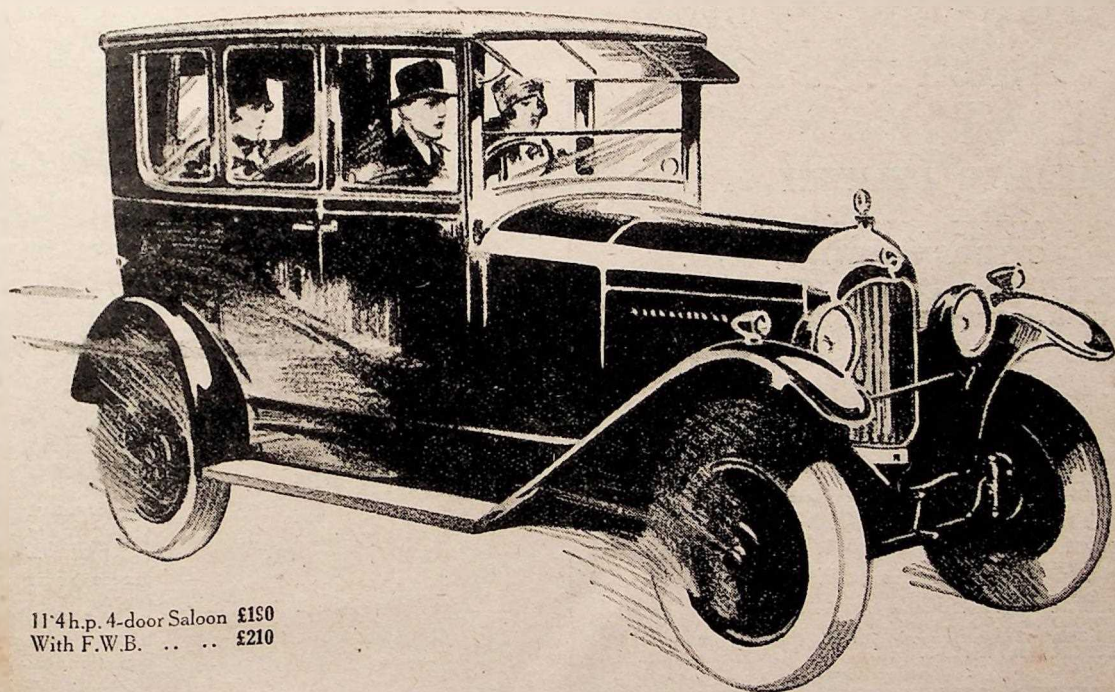




11.4 h.p. 4-door Saloon £190
With F.W.B. . . . £210

THE 11.4 h.p. Citroën Saloons, at these exceptionally low prices, offer advantages not to be found together in any other cars of their price and class—4 Doors, Luxurious All-Steel Coachwork, Beautifully Upholstered Interior and Fullest Equipment, including Electric Lighting and Starting, 5 Comfort or Reinforced Balloon Tyres, Clock, Speedometer, Boyce Motometer, Driving Mirror, Automatic Windscreen Wiper, Oil Gun Chassis Lubrication, Rug Strap, Sun Shield, Window Winders, Spring Blinds, Carpeted Rear Floor, Interior Lighting, and every feature which appeals to the owner-driver. Arrange a trial run to-day

**IMMEDIATE
DELIVERY**
from
**SLOUGH
WORKS**

Send for Citroën Book 18.

CITROËN CARS, LTD.

CITROËN BUILDING, BROOK GREEN,
HAMMERSMITH, LONDON W.6.

*West End Showrooms:
Devonshire House, Piccadilly, W*

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

D.A.277.

THE WISE MAN OF THE ROAD

motor owners, possess-
any different makes of
have fitted STOTT
ANTIBOUNCE CLIPS to the
and below you can
yourself the facts of
it experience of some
motor owners.

My advice to you is—"FOLLOW
THEIR LEAD, FIT A SET OF
STOTT ANTIBOUNCE CLIPS TO
YOUR OWN CAR AND DRIVE
IN COMFORT."

"I have fitted the set of STOTT
ANTIBOUNCE CLIPS to my
Rover 9 and find them very effi-
cient indeed, especially on the steering
and for the prevention of skidding.
I have pleasure in thoroughly
recommending the device."

"I have received the set of STOTT
ANTIBOUNCE CLIPS and
had them fitted to my Austin 7
They did all you claim for them,
the car does not sway so much.
I did not think that such a fitting
could make such a difference."

"We have tried the STOTT
ANTIBOUNCE CLIPS on an
Essex Coach and can assure you
they are a very great asset over the
rough country we have round here."

"The STOTT ANTIBOUNCE
CLIPS which have been fitted to
my 1921 A-C have given me
every satisfaction, and are all
that you claim for them. I have
tried many other shock absorbers,
but they do not come up to the
Stott."

A post card to the makers will
bring their literature, giving
full particulars of the many
advantages to be gained by
fitting a set of STOTT ANTI-
BOUNCE CLIPS to the
suspension of your car.

Prices
from **11/6** per
pair.

RICHARD BERRY & SON,
Department "A,"
Mafeking Road, Smethwick.
Phone—Smethwick 631
Grams—"Springs, Smethwick"

GAMAGES

Practical Motoring Wear

AT SALE PRICES

LADIES' LEATHER MOTOR

and Tailored Coat with a Gamage
Guarantee of Excellence. Smartly
cut from selected soft and pliable
skins, well dressed. Lined all
through with

WARM CAMEL FLEECE LINING

Belt all round, with wind cuffs in
sleeves. Fully cut, giving ample
protection over the knees.

SUPREME VALUE AT

Post Free.

Also at
Our City
Branch Sale
107,
Cheapside
E.C.2.

TAN LEATHER MOTOR COATS

for the All-weather Car.

Light in weight, warm and
windproof, made from
selected semi-Chrome skins
and lined throughout with a
woollen fleece. The latest
DOUBLE-BREADED Style
with belt all round and
elastic windcuffs in sleeves.
44 in. long. SALE PRICE

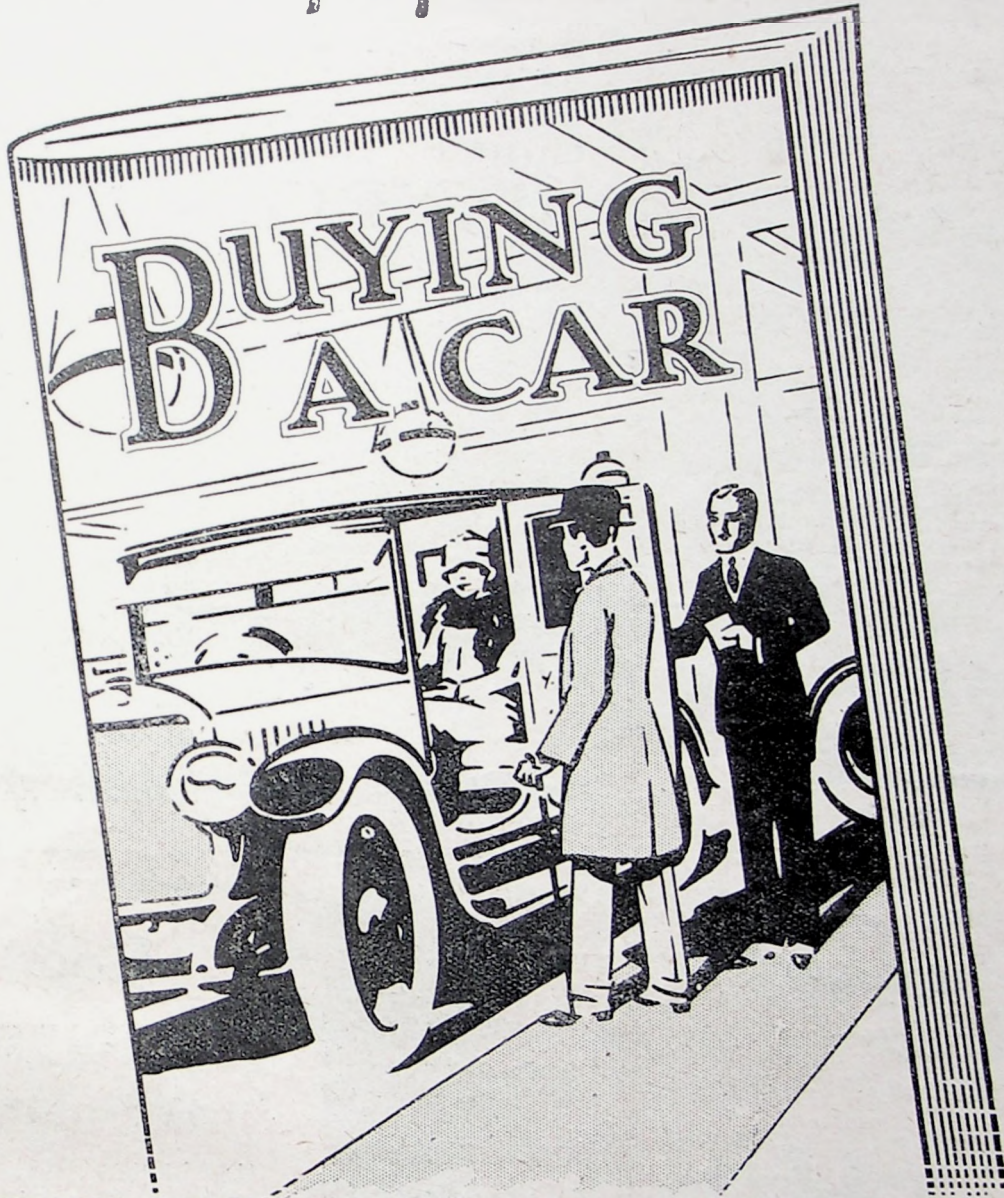
Also made 36 in. long. Sale Price 7 2/6
Ready to wear, in all usual stock sizes.

Everything for Motorists
is Cheaper at this Sale.

A.W. GAMAGE LTD. HOLBORN
LONDON, E.C.1

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

All the popular New Cars —



WHITELEYS

If you are contemplating the purchase of a new car this Whiteley Booklet should certainly be in your hands. Containing as it does brief particulars of over 700 cars, it is recognised as the standard book on "Buying a Car." No other catalogue is so comprehensive; yet, in spite of much general information given in addition, it is concise enough to be carried in the breast pocket.

**SHALL WE SEND
YOU A COPY NOW
BEFORE YOU BUY?**
POST FREE ON REQUEST

WM. WHITELEY LTD. (Telephone : Park 1234) QUEENS RD., LONDON, W.2

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



Embarrassing Moments!

When the demonstrator's car refuses to start without—

Pratts

The Petrol
for
Quick Starting

D.A. 874.

Way

OUR USED

GUARANTEED

1927 AUSTIN, 7 h.p., delivery from stock ..	£145
1926 CITROEN, 7 h.p., Coupé ..	£95
1926 CITROEN, 11.4 h.p., 3-seater, as new ..	£110
1926 CLYNO, 2-seater, F.W.B. ..	£110
1926 AMILCAR, Grand Sports, 3-seater ..	£165
1925 STANDARD, 11.4 h.p., 4-seater ..	£115
1925 CITROEN, 2 and 3-seaters, from ..	£65
1925 FIAT, 10/15 h.p., English body, 4-seater ..	£165
1925 ROVER, 9 h.p., 4-str., excellent condition ..	£115
1925 SINGER, 10/26 h.p., 4 seater ..	£115
1924 A-C, "Royal" Model, 2-seater ..	£120
1924 HUMBER, 11.4 h.p., O.H.V., 4-seater ..	£145
100 OTHER BARGAINS from £25 to £250.	

Easiest Exchanges and Deferred Terms
on any Make of New or Used Car.

404, 410-414, EUSTON ROAD,
LONDON, N.W.1.

'Phones - - Museum 3081, 3143 and 0140.

Good Spanners save time

Use B.S.A. Spanners on your car and save time. There is no slipping; no barked knuckles with the close fitting, hardened steel jaws of B.S.A. Spanners.

Get one of the special sets for your car—the set of two spanners (illustrated) packed in neat black leather case for Morris Cars, price 5/-, or the set of 5, covering nuts from 1/2" to 3/4", and compactly packed in separate metal slots in strong wooden box, 12/6.

Set in
Leather case 5/-

Write for leaflet.

B.S.A. Spanners

Order from any B.S.A. Agent, authorised garage, or direct from
B.S.A. TOOLS LTD., Sparkbrook - BIRMINGHAM.
(Props: The Birmingham Small Arms Co.)
BURTON GRIFFITHS & CO., LTD., 64-70, Vauxhall Bridge
Road, London, S.W.1.



An infinite capacity for taking pains That's Genius. Infinite pains are taken in producing each and every Jowett Car. We take pleasure in taking pains, because we know the result for you is infinite pleasure.

The running cost per mile is less than $\frac{1}{2}$ d. per passenger. Any road with any load.

"The little engine with the big pull."

7 h.p.

£7 Tax.

Short two, £139.

Long two, £150.

Chummy, £145

Full four, £150.

Saloon, £185.

Deferred payments.

down, which includes one year's insurance and registration.

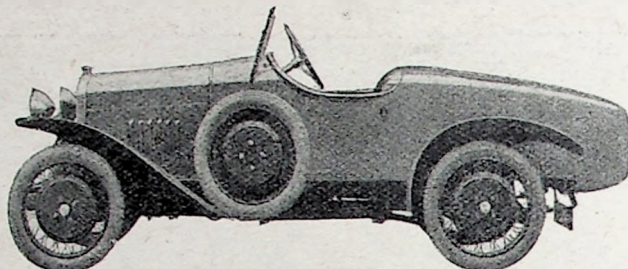
Dunlop Balloons and Stewart Speedometer standard.

JOWETT CARS LTD., IDLE, BRADFORD

SENECHAL

Deliveries have commenced of our new
Four-speed Chassis with English Coachwork.

Other Sports
Models from
£215



Trial runs and
inspection at
any time.

Three-seater Sports Body by Messrs. Jarvis & Sons, Ltd., on Z3 Chassis.

£295 complete.

Abridged Specification of Z3 Chassis:—

Engine—59 mm. x 100 mm., 1094 c.c., £9 tax, O.H.V. Gearbox—Four gears, 4'5 to 1 top. Clutch—Inverted cone, Ferodo lined. Rear Axle—Skew-cut bevel, differential. Brakes—Four-wheel brakes, Ferodo lined, hand brake on transmission. Springing—Semi-elliptic, back and front, Hartford shock absorbers. Wheels—Six detachable wire wheels, 710 x 90. Equipment—12 volt lighting and starting, clock, speedometer, dash lamp, oil gauge, hood.

Sole British Concessionaires:—

A. S. C.

PART EXCHANGE.

THE AUTOMOBILE SERVICE COMPANY LIMITED,
166, Great Portland Street, London, W.1

DEFERRED PAYMENTS.

Telephone:
MUSEUM 6626

**LOOSE COVERS
for SEATS and UPHOLSTERY**
Clean, beautiful, washable, fadeless, and
20 Patterns to choose from.

	A Quality. £ s. d.	B Quality. £ s. d.	C Quality. £ s. d.
Two-seater or Coupe and Austin 7	4-15-0	4-0-0	3-0-0
Two-door Tourer or Saloon ..	6-15-0	6-0-0	4-0-0
Four-door, four to five-seater Tourer or Saloon ..	7-15-0	7-0-0	5-0-0

Where door and side-pieces are not required deduct 15 per cent.

Write for full Price List and Book of Patterns.

The Car Tailors,
35, New Cavendish Street, W.1.

HOMAC'S

FOR

**CARS—TERMS
& SERVICE**

Homac's Service is built on a genuine desire to do more than is expected.

To satisfy you and ourselves by making use of many years' specialised knowledge. That, and advice is yours freely.

Why not pay us a visit?

1927 MORGAN PRICES REDUCED.
**IMMEDIATE DELIVERY
OF MORGAN, CITROEN,
AND ROVER.**

DEFERRED TERMS ARRANGED.
WRITE FOR CATALOGUE.

EXPERT MORGAN SERVICE AT

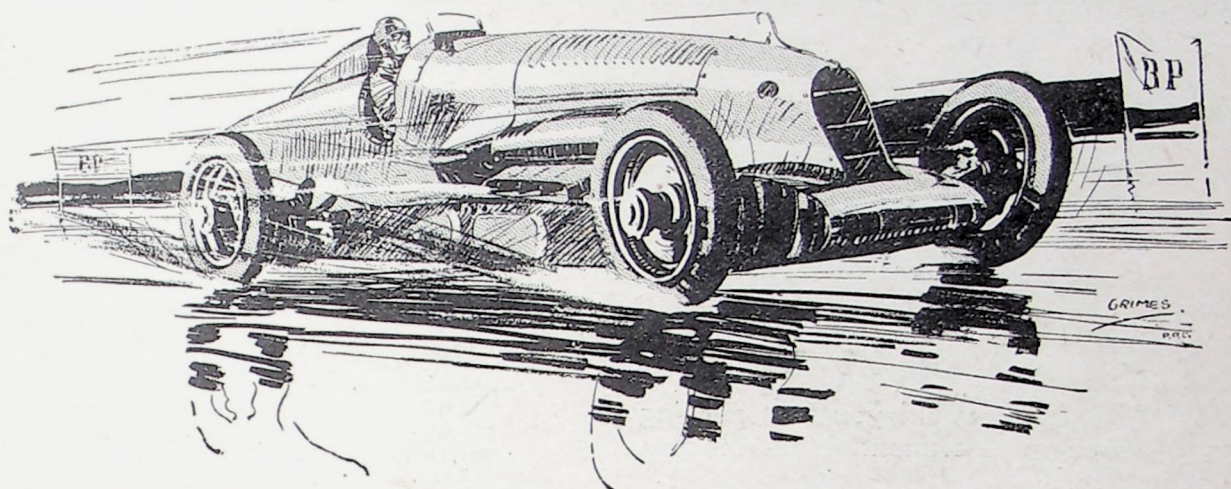
Trade
Supplied

HOMAC'S
MOTOR AGENTS

243/7, LOWER CLAPTON ROAD,
Works: 46, London Rd., Clapton, E.5

Phone:
Clissold
2408.

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3 Miles a Minute

on

"BP"

The British Petrol

Captain Malcolm Campbell, driving his Napier - Campbell car "Bluebird" at Pendine Sands, Carmarthenshire, on Friday, February 4th, set up new world's speed records on "BP" as follows:

Flying Kilometre	-	174.883 m.p.h.
Flying Mile	-	174.224 m.p.h.

These are the mean speeds of two runs in opposite directions. The fastest speed in one direction over a mile was 179.158 m.p.h. Between the kilometre and the mile Captain Campbell's speed was timed to average 183.2 m.p.h.

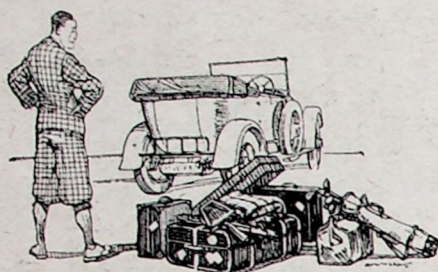
(Subject to R.A.C. confirmation.)

**For acceleration, speed and power,
use "BP" the British Petrol**

British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2

Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

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



HOW?

YES, how would you start packing such an assortment on the modern light car?

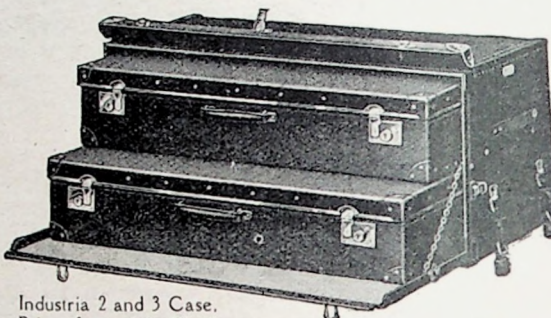
However you attempt or accomplish the task you will waste much valuable time, and even then you have no assurance that the things are secure, nor can you expect them to be proof against the weather.

Packing is easier and security assured to the motorist with dependable

BROOKS

REGISTERED TRADE MARK

MOTOR TRUNKS



Industria 2 and 3 Case.
Prices from £4 17 6

A weatherproof outer case is essential for motoring. Your luggage is thoroughly protected in a Brooks-built trunk.

Write for a new Catalogue with complete list of Trunks, Picnic Cases, etc.

J. B. BROOKS & CO., LTD., 73, Criterion Works, Birmingham.

London Showrooms: 74, Margaret Street, London, W.1.

FREE SAMPLE

WRITE FOR EXPLANATORY BOOKLET AND FREE SAMPLE SUFFICIENT FOR 4 GALLONS OF PETROL OR OTHER FUEL.

SEND 3d. IN STAMPS FOR ACTUAL POSTAGE, YOU WILL THEN BECOME

A HAPPY MIXTROLITE.

IT MAKES EASY STARTING IN COLD WEATHER.

REGISTERED

LE MARK.

Mixtrol

for all Motors

THE PERFECT UPPER CYLINDER LUBRICANT.
PUT IT IN YOUR FUEL.



Mixtrol Oil does its work between A and B, which is where it is needed, and which is not properly lubricated by the oil in the crankcase.

Direction: Pour half an ounce into each gallon of petrol or other fuel. There is a half-ounce measure on each tin. No stirring or mixing required.

4 oz. Tin 1/- Postage 2d. extra.

Flat oval shape for tool bag.

8 oz. Tin 1/6 Postage 3d. extra.

32 oz. .. 6/- Postage Free.

A 32 oz. Tin treats 64 gallons of Fuel.

WE GUARANTEE—ABSOLUTE LUBRICATION OF THE CYLINDER WALLS AND ALL UPPER WORKING PARTS. LONGER LIFE OF ENGINE. CURES KNOCKING. MORE POWER, SPEED AND FUEL-EFFICIENCY. EASY STARTING. INCREASED MILEAGE. CARBON DEPOSIT REDUCED TO A MINIMUM. NO GUMMING UP. NO SEIZE UP.

THE MIXTROL OIL CO.

43, Berners Street - - - London, W.1.

Telephone—Museum 4044.

Telegrams—"Oilmixrol, Wesdo."

THAT BREAKDOWN
MIGHT HAPPEN
TO-MORROW
YOU'LL NEED
THIS OUTFIT
THEN

BUY ONE
TO-DAY

FLUXITE

-simplifies soldering

FLUXITE
SOLDERING
SET—complete

7/6

All Hardware and Ironmongery Stores sell FLUXITE in tins, price 8d., 1/4 and 2/8. Another use for Fluxite—Hardening Tools and Case Hardening. Ask for leaflet on improved methods.

FLUXITE Ltd. (Dept. 420), Rotherhithe.

Is yours a lively Car?

SOME cars are lively, almost waggish in the way that they attack their jobs. They just mock at hills. Good preservation—that is the secret. Their cylinders are smooth and flawless like rifle barrels; their pistons fit snugly like a cartridge; their bearings typify an exemplary precision.

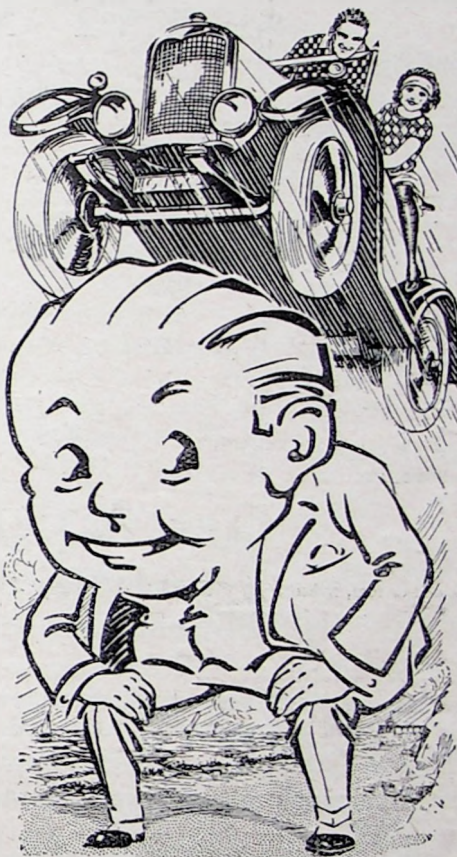
Only by the consistent use of an oil which will never succumb to heat; never lose its fluidity; never crack or burn, can an engine remain in a state of good preservation.

For hours on end Sternal Oil has quenched the thirst and cooled the surfaces of many a mighty racing car. Recently 50 world's speed records were broken upon it within 5 months.

And lastly, every drop is subjected to a unique **VOLTOLISING PROCESS** which imparts to the engine a liveliness unprocurable from any other oil.

"FIRST AID FOR THE CAR."

This is an invaluable little pocket book for every motorist. It is well worth writing for and we shall be delighted to send you a complimentary copy.



THE STERN ORACLE.

ABRIDGED RECOMMENDATION CHART.

A complete chart for all makes of cars will be found in "FIRST AID FOR THE CAR," a copy of which we will gladly send on application.

WWl means Sternal WW LIGHT.
WWm .. Sternal WW MEDIUM.

WWh means Sternal WW HEAVY.
WWeh .. Sternal WW EXTRA HEAVY.

MAKE.	SUM.	WIN.	MAKE.	SUM.	WIN.
A.C. 4-cyl.	WWh	WWh	Morris	WWm	WWm
A.C. 6-cyl.	WWm	WWm	Renault 8 h.p.	WWm	WWm
Alvis	WWb	WWb	Rover 8 h.p.	WWeh	WWeh
Austin (all models) ..	WWb	WWb	Rover 9/20 H.P.	WWm	WWm
Seal	WWm	WWm	Singer	WWm	WWm
Citroen 7.5 h.p.	WWm	WWl	Standard 11 h.p.	WWm	WWm
Citroen (other models) ..	WWb	WWm	Standard 14 h.p.	WWb	WWb
Clyno	WWb	WWm	Swift	WWm	WWm
Ford	WWl	WWl	Wolseley	WWb	WWm
Humber 8 h.p.	WWm	WWm			

WW

MOTOR OIL

IN FOUR GRADES: LIGHT—MEDIUM—HEAVY—EXTRA HEAVY

Makes Engines Purr Like Pussies

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

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USED CARS URGENTLY REQUIRED BEFORE EASTER

ANY MAKE OF NEW CAR ON Deferred Terms

A selection
from our stock
of guaranteed
used cars.

SALMSON, 1927 model,
San Sebastian, complete
with wings, hood, light-
ing set, etc., small
mileage ... Cost £380.
Price ... £250

SALMSON, 1925, Grand
Prix, four-speed gearbox,
Triplex glass screen,
F.W.B., first-class con-
dition ... £130

CITROEN, 1924, 11 h.p.,
4-door saloon, excellent
mechanical condition,
£160

STANDARD, 1926,
11 h.p., Piccadilly Saloon,
splendid condition, £135

Numerous other second-
hand cars in stock.

Your used car is at its highest value now. It is the ideal time for you to dispose of it in part exchange for a new car, and we are the ideal firm for you to negotiate with, as we have a ready market for all makes of used cars.

Immediate Delivery
SALMSON, FIAT, AUSTIN.

GORDON WATNEY & CO., LTD.,

Head Office: 31, Brook Street, Bond Street, W.1

Mayfair
0267-8-9

"CHEMICO" Car Beautifiers



"CHEMICO" CAR POLISH

Cleaner and Polish combined, used for years by Coachbuilders and Car Manufacturers to give the finishing touch to the new car.

Will clean, polish and beautify a moderate-sized car in 30 minutes at a cost of 2d.

Price - - 2/-, 3/9 & 7/- per bottle.

"QUIKKO" METAL POLISH

Named "Quikko" because of its speed in producing a brilliant and enduring polish on all dull or tarnished metals.

It is also an excellent cleanser and polisher of celluloid side panels.

Prices - - 7½d., 1/2 and 3/- per tin.



"CHEMICO" WAX POLISH

A Cleanser and Polish. "Chemico" Wax Polish has been described as the "best of its kind." Offered at a competitive price. 3/6 per tin.

"CHEMICO" TYRE PAINT

Imparts a smart appearance to Motor Tyres. Preserves the rubber from the destructive action of sunlight - protects the fabric from the action of water. Colours - black, white and grey. Prices ... 2/- and 3/9 per tin.

"CHEMICO" LEATHER RESTORER

Restores dull or faded leather upholstery to its original lustre and freshness. Will not crack or chip. Colours - red, green, blue, maroon, black, brown and colourless. Price ... 4/6 per bottle.

"CHEMICO" ALUMINIUM POLISH

A perfect polish for Aluminium. Speedy, clean and brilliant in effect. Price 6d. per tin.

ALL "CHEMICO" SPECIALITIES

are obtainable at most garages throughout England. If unable to obtain them locally, write direct to "Chemico" Works.

"CHEMICO" CELLULOSE CLEANSER & POLISH

This polish is both cleanser and polish, but finishing off with "Chemico" Wax Polish gives a superb lustre. Liquid polish in tins 3/6 each.

"CHEMICO" KLEERVU

Gives clear vision through the windscreen in rain or mist. It is also matchless for cleaning electric bulbs, mirrors, plate glass, etc. Price ... 2/6 per tin.

"CHEMICO" HOOD PAINT

A flexible waterproof paint which completely renews the hood and makes it in appearance equal to new. Colours - black, brown, red and colourless. Price ... 4/6 each.

The County Chemical Co., Ltd., Chemico Works, Birmingham.

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.

HIGH PERFORMANCE LOW RUNNING COST

ONLY a high degree of running efficiency could earn for a car the widespread popularity enjoyed by the Humber 9/20 h.p. models.

These serviceable cars are in all respects the constructional equals of the higher-powered models. This and the smart lines and exceptionally careful finish of the body-work make them extraordinary value, and justly places them in the first rank of cars of their class.

PRICES (including front wheel brakes).

9/20 h.p. 2/3 Seater	-	-	-	£267	7	0
9/20 h.p. 4 Seater Tourer	-	-	-	£267	7	0
9/20 h.p. 4 Seater Saloon	-	-	-	£322	7	0

For immediate delivery.
(Dunlop Tyres Standard.)

HUMBER LIMITED COVENTRY.

LONDON:

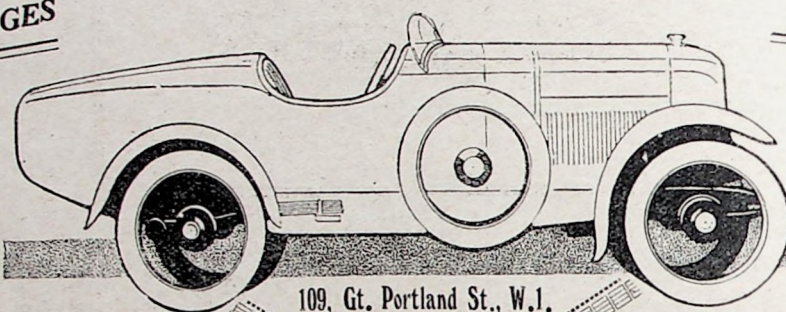
West End Showrooms - - 94, New Bond Street, W.1.
Export Branch Office - - 32, Holborn Viaduct, E.C.1.
Repair Works and Service Depot - Canterbury Road,
Kilburn, N.W.6.

Humber
CARS

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

*The Sporting Motorist's Ideal***AMILCAR S**

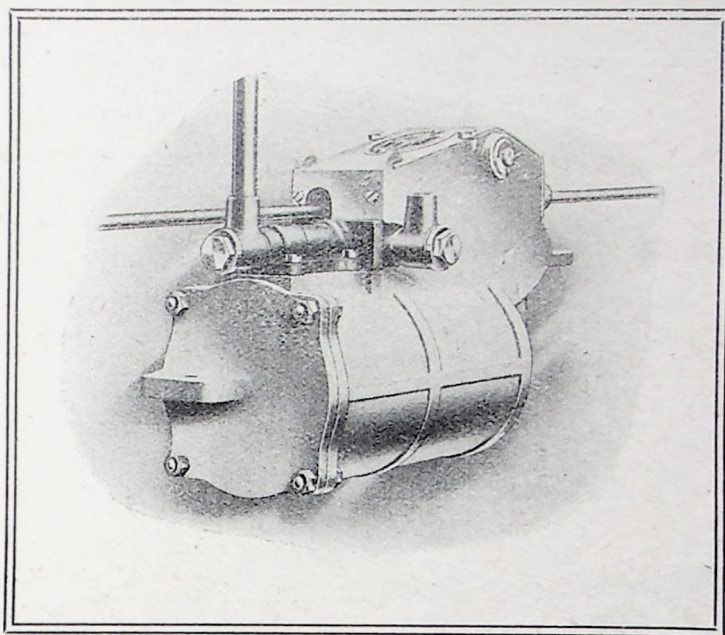
ON THE SOLE WEST END DISTRIBUTORS

CALL**NOW****DEFERRED
TERMS
—
PART
EXCHANGES****EDWARDS &
PARRY, LTD.****HIGHEST
PRICE
GIVEN FOR
OLD
MACHINE**

109, Gt. Portland St., W.1.

Phon: :
Mayfair 2666.Immediate Deliveries
2 & 3-Seater
Models.Enjoy the Service
of an AMILCAR
Specialist.**HAYWARD***Automobiles
Ltd.*invite you to a special display of
"SALMSON" CARSwhich they consider to be one of the best fast light
cars obtainable at present at a reasonable price.**Showrooms at****KINGSBURY HOUSE, KING ST.,
ST. JAMES'S, LONDON, S.W.1.**

(Deferred Terms to suit individual requirements.)



Danger-proof Braking

The Dewandre Vacuum Servo is a highly efficient contributor to safety on the road.

It is an added insurance to your car.

Simple and reliable, it requires no irksome attention or adjustments.

Your ordinary braking system remains operative in the extreme case of failure of the Servo.

The safety of a car fitted with Dewandre Vacuum Servo operated brakes is *not* dependent on the pressure the driver can exert upon the brake pedals. A light touch brings the brakes into instant, progressive action—the actual force used being *multiplied five times* by utilizing the inducing vacuum of the engine.

You should have it on your Car!

BRITISH MADE THROUGHOUT.

DEWANDRE
VACUUM SERVO SYSTEM

Sole Licensees and Manufacturers:—

**CLAYTON WAGONS LTD.,
LINCOLN.**

Telegrams
Telephone

"ABBEY, LINCOLN."
LINCOLN 950.

Clayton

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

Now on
Sale



Price **4^d.**
as usual.

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

The NEW CAR NUMBER of The Motor

Leading Contents.

COMPENDIUM OF 1927 CARS.

Specifications and Prices of All Models of Cars on the British Market.

THE TREND OF CHASSIS DESIGN.

Ways in which Chassis have Altered During the Past Four Years.

CHANGING FASHIONS IN CLOSED CAR DESIGNS.

The Influence of the Outlines of Rear Quarters.

WINDSCREENS AND HEADWORK — HOW THEY AFFECT VISIBILITY.

Designs which Produce Blind Spots in Open and Closed Cars.

SAFETY LESSONS FROM ACCIDENTS.

Trade Motors the most Dangerous Vehicles.
The most Dangerous Areas.

DRIVING HINTS FOR THE NEW MOTORIST.

Training to meet every Emergency. Cultivating Road Sense.

A LOG BOOK FOR LONG RUNS.

Something to Interest the Passenger.

WHICH TO CHOOSE—SALOON or TOURER?

Relative Advantages of Two Popular Types of Cars.

SIMPLE ENGINE TROUBLES AND THEIR REMEDIES.

How to Save Time should a Breakdown occur.

THE 1,000 H.P. SUNBEAM AT SPEED.

Will 200 m.p.h. be attained? An Impression of the Monster Racer attempting Record.

Drawn specially by Bryan de Grineau.

THINGS THE MOTORIST SHOULD KNOW.

Driving Licence, Car Registration, Speed Limits, Petrol Storage Regulations, etc.

IMPERIA THE



"SLIDE VALVE" CAR

NO DOUBLE
DE-CLUTCHING
NECESSARY!

*Always a
pleasure to drive*



The "Imp" chats with
A Motoring Beginner.

"If anyone tells you to buy a second-hand car to begin on — follow Mr. Punch's advice to those about to marry, and Don't! You want your early motoring to be pleasant. With a worn car, brakes and steering that may not be above reproach, how can it be? Get a new Imperia. Anybody who can move a lever can change gear neatly on this car, and it's so strong that you simply can't hurt it."

The 11/25 h.p. Imperia is always a pleasure to handle. You never see the driver of an Imperia looking grim or apprehensive on a hill. For the four speeds enable him to climb anything where there is a grip for the wheels. And gear changes, up or down, at any pace, can be made quickly and silently. Even a novice will do this every time, *without double de-clutching*.

With the Imperia you are never tempted to hang on to top gear too long (thus straining the engine and transmission) because changing gear is really no trouble at all.

IMPERIA MOTORS Ltd.,

**Cordwalles Works,
MAIDENHEAD.**

Imperia Distributors:

Connaught Motor & Carriage Co. Ltd.,
34-36, Davies Street, Berkeley Square,
London; P. J. Evans, Ltd., 81-91, John
Bright Street, Birmingham (Warwick-
shire, Worcester and Stafford); Allen
Simpson & Bros., 374, Deansgate, Man-
chester (Lancashire, North Wales and
Cheshire); Cooden Beach Auto & Eng.
Co., Ltd., Cooden Beach, Bexhill
(South Sussex).

Imperia

THE "SLIDE VALVE" CAR

Models from - - £285

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

SEE FIRST—THEN PAY

An owner driver needs a coat which must fulfil many purposes. It must not be too expensive because he'll probably use it as a picnic rug.

He'll also use it to crawl under his car on. He's bound to use it as a mat when struggling with a tyre. It must be absolutely waterproof and not look too shabby even when it has had rough treatment for 12 months.

A great authority on motoring matters writes that this combination of qualities is to be found in the "Stormgard" Motor Coat. It is cheap, genuinely warm and waterproof, lined with the same material as the outer shell, and has an oilskin liner interposed between the two twills. It is a coat of immaculate appearance and commands attention. There is no need ever to ruin a ten guinea West End Overcoat once you've seen the "Stormgard." You can have

The
STORMGARD
MOTOR COAT

APPROVAL
before investing a penny.

DON'T SEND MONEY.—Simply cut out this advertisement and send it along with particulars asked for. You will receive your "Stormgard" by return. If you like it send the price; if not, return it unsoiled and your liability ends.

FUR COLLAR.—For 21/- we provide a luxurious **DETACHABLE** fur collar, adding enormously to the warmth and value of the "Stormgard." For the slight extra cost we strongly recommend you to see this special feature. The detachable fur is specially welcomed by those who wish to use the "Stormgard" in hot and wet weather.

THE DIRECT TRADING CO.

(L.C.8)
25, Wharf Street,
Off Kirkgate, LEEDS.

Model 206. Ladies' or Gent's, 1
Fawn with Broa
Gabardine Storm Collar.
Navy 5/- extra. Overseas
postage 5/-. . . . Price **4 Gns.**

When ordering please state height, and chest
measurement over waistcoat.
Ladies state measurement over bust. Please quote colour and
state if Map pocket is required.

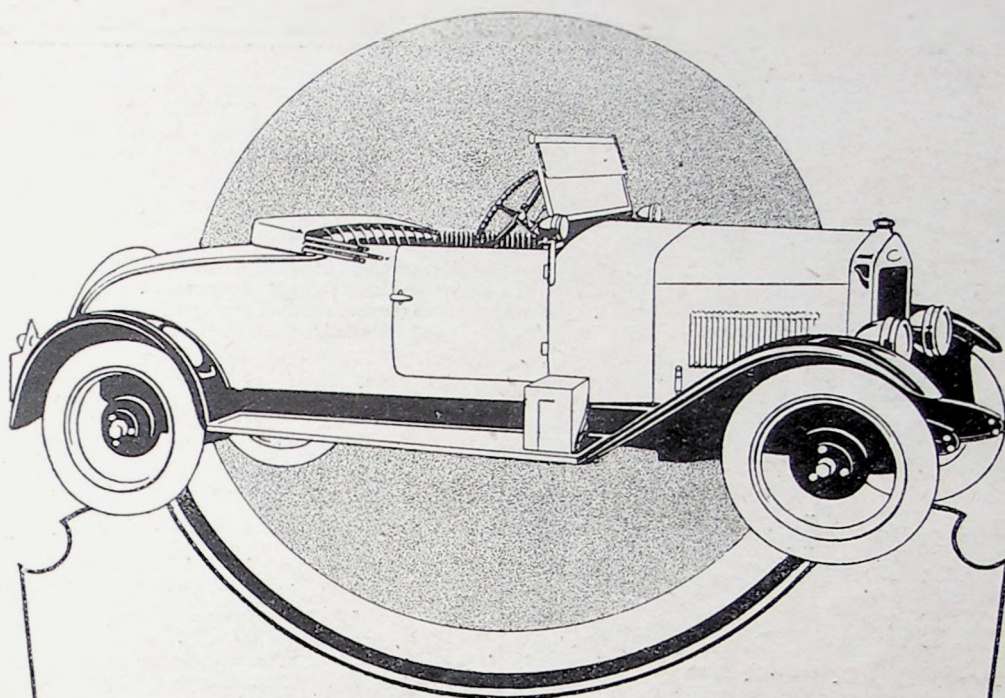
The SILEN that means so

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



We welcome comparison although it's really a waste of time; you are sure to come back to the RHODE 10.30 if you are looking for real efficiency and thorough quality at the keenest price.

The new 10.30 has a 4-cyl. ALL-GEAR engine with overhead valves and patented system of lubrication. The new model embodies many new and exclusive features which are only to be found on the Rhoads, including the patented "Fully compensating four-wheel brakes, which can be automatically adjusted from the Driver's seat — while travelling if necessary" — thus ensuring the maximum amount of safety.

Write us to-day. We shall be very pleased to forward you the fullest information, or your local Agent will arrange a demonstration for you.

Rhoads
10.30

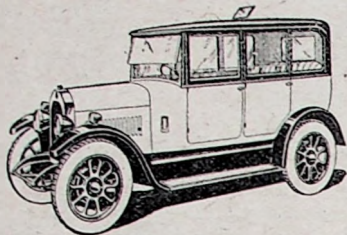
£198

Two-seater with large double dickey and Four/five-seater models, in standard blue or maroon, with a beautiful Cellulose finish.

THE RHODE MOTOR CO . . . TYSELEY, BIRMINGHAM.

*London and Home Counties: Normand Garage, Ltd., 489, Oxford Street, W.1.
Manchester and Liverpool: J. Blake & Co., Ltd.*

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



SWIFT

A Name that has withstood the fiercest competition

since the earliest days of motoring. A car which has maintained its reputation because of a steadfast adherence to the quality that means SERVICE. Attention to detail, robust construction, and luxurious comfort, combined with a performance that is simply amazing in cars of their low rated horse-power.

10 h.p.

Four wide doors to 4-seaters. Four wheel brakes. Three bearing crankshaft. Engine develops 22 B.H.P. at 3,000 R.P.M., 55 M.P.H. on top gear. Wonderful acceleration on hills. Dunlop tyres standard.

Two or four-seater,

£210

Four door Saloon,

£275

Send for Illustrated Catalogue.

Deferred Payments and Exchanges.

SWIFT of COVENTRY Ltd., COVENTRY.

London Showrooms:

134-5, LONG ACRE, LONDON, W.C.2.

ALL AUSTIN 7 OWNERS

should fit the **BODELO BRAKE ATTACHMENT** to their Austin 7. It is easy to fit and effective in use. The **BODELO BRAKE ATTACHMENT** enables all four brakes to be utilised simultaneously by pressure of the foot pedal, but at the same time it does not interfere with the operation of the hand lever for the front brakes only.

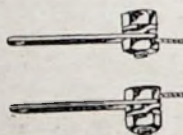
**PRICE
30/-**

A post card will bring our illustrated leaflet, giving full particulars.

Write for particulars of the "Bodelo" Petrol Saver.

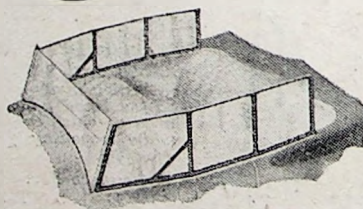
**LLOYD & DEELEY,
177, BROAD STREET,
BIRMINGHAM.**

Wholesale Stockists: Brown Bros., London and Branches.



ALL-WEATHER EQUIPMENT

**Made to fit
Your Car.**



For all four-seaters up to 11'9 h.p.

Sets of eight Screens

£7 : 10 : 0

Starling
**EQUIPMENT KEEPS
THE "WEATHER" OUT
AND
THE "COMFORT" IN**

Narrow all-metal frames, stoved ebony black, give refined appearance and maximum light and vision. In every respect "Starling" Equipment offers something different; something superior. Sidescreens 45/- per pair.

Complete Equipments:—Comprising

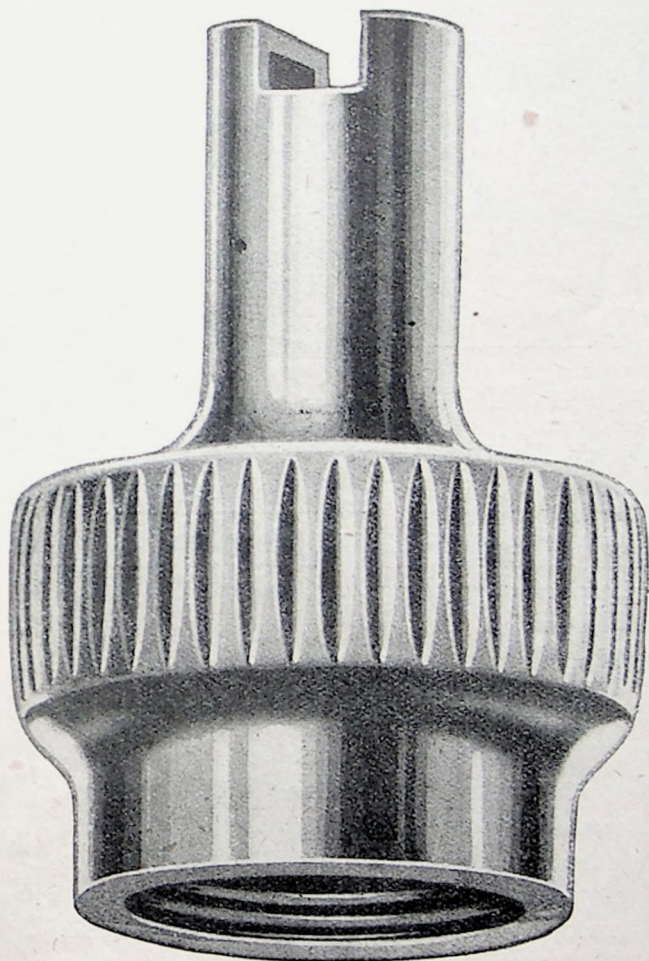
2 Side Screens	£2 : 5 : 0	8 Side Screens	£9 : 0 : 0
4 " "	£4 : 10 : 0		
6 " "	£6 : 15 : 0		(Cars 12 h.p. and over.)

Fully descriptive Art Literature post free.

**THE STARLING CO., LTD.,
Empire Works, Highgate Road,
BIRMINGHAM.**

GUARANTEED AIR-TIGHT

at any pressure
up to 250 lbs.



HERE'S a test that every car owner is urged to make. It shows the importance of using the Schrader No. 880 Valve Cap on every tyre valve.

First—buy a box of Schrader No. 880 Valve Caps at your usual garage. Next—inflate a tyre to its proper pressure. Unscrew valve inside until you hear the air escaping. Then—attach a new Schrader No. 880 Valve Cap firmly by hand (do not use pliers). Hold a glass of water over valve. You will find the valve absolutely air-tight. After this, screw inside down tight and replace cap.

Should a valve inside become worn out or damaged, the Schrader No. 880 Valve Cap prevents escape of air at mouth of valve until you have an opportunity to replace the inside.

We guarantee that this Cap (sold in the red and blue metal box) is air-tight at any pressure up to 250 lbs. when screwed down tight by hand. A box of five costs only 1/4.



A. Schrader's Son, Inc., Offices and Main Distribution
S.ores: 26-29, New Street, Westminster, London, S.W.1

Schrader

Makers of Pneumatic Valves Since 1844

Tyre Valves • Tyre Gauges

BE SURE IT'S A "SCHRADER": LOOK FOR THE NAME.

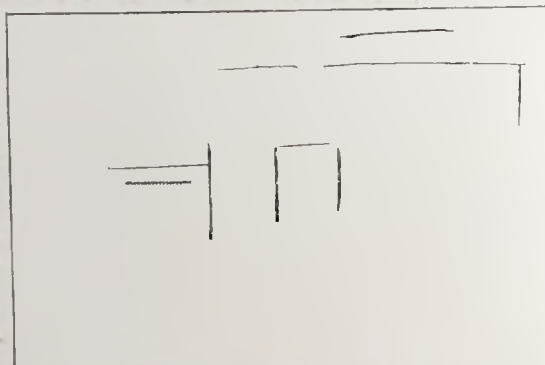
(Regd. Trade Mark.)

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.

1927

The High-Class Car

SOUND IN DESIGN AND CONSTRUCTION. BUILT TO LAST AND GIVE SATISFACTION

2 & 4-SEATER, £185
All-weather.SALOON -
4-Door. £225
Coachbuilt
Leather Upholstery.
Fully Equipped.

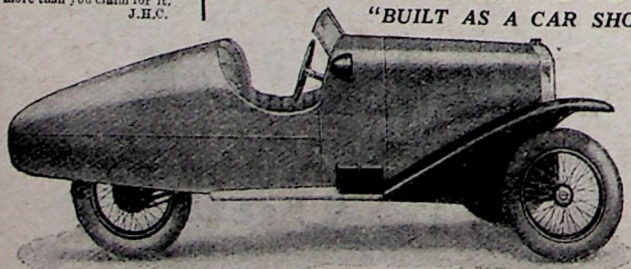
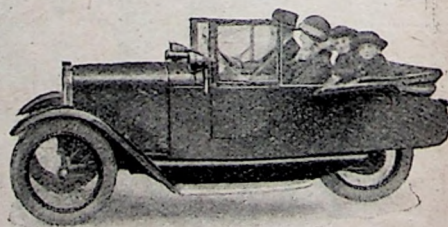
The car that pleases.

2-SEATER - - £255
4-SEATER - - £255
With F.W.B. £10 extra.SALOON -
4-Door. }
Beautiful Design and } £365
Finish. }
F.W.B. £10 extra

Write for Catalogue.

Telegrams:—
"Chassis, B'ham."Telephone:—
35 and 36 Victoria.**THE CALTHORPE MOTOR
SUPPLIES LIMITED,**
Cherrywood Road, Bordesley Green, B'ham.A.B.C. Code:—
5th Edition.
Lieber's Code.**SERVICE** Spare parts for all Calthorpe Models from 1906 always in Stock. **GUARANTEED**
Spare parts for all types of Hands Cars always in Stock.

Issued by "The Motor."

2/6
NETObtainable from all principal Book-
stalls and Booksellers, or direct from
the Publishers 2/9 post free.TEMPLE PRESS LTD.,
7/15, Rosebery Avenue, London,
E.C.1.Wholesale Agents: E. J. Larby, Ltd.,
30, Paternoster Row, E.C.4.For the Owner - Driver
and Amateur Mechanic.AN entirely new book dealing ex-
haustively with the most modern
methods of motor vehicle repair.
The work is written throughout in
non-technical language and practically
every necessary tool and operation
is shown in illustration.19/2/27.
"The little car positively
charms me—it's done all and
more than you claim for it."
J.H.C.**The COVENTRY VICTOR***"BUILT AS A CAR SHOULD BE."*3/1/27.
"—the hill climbing powers
are extraordinary, and in this
hilly district she is faster than
most large cars." C.S.O.B.Write
Now
for
List C2.

7.5 h.p. Sports Model - - £110

7 h.p. Family Model - - 95 GNS.

TAX £4 NOTICE THE SPECIFICATION Twin-opposed Water-cooled Engine, Absolutely Vibrationless, Channel Steel
Chassis, Dunlop 27" x 4" Cord Balloon Tyres. Car Type Starting and Steering. Nickel Silver Radiator and Beautiful Bodywork.**60 M.P.G.****The COVENTRY VICTOR MOTOR Co., Ltd., COVENTRY.**Sole Distributors, Lancashire and Cheshire:—
The Deansgate Motor Co., Ltd., Deansgate House, Manchester.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.

SECURITY FIRST



TOTAL FUNDS £33,924,094

SPEEDY REPAIRS

When a vehicle is out of commission as a result of an accident, time and money are often lost. The "Royal" by its vast organisation is placed in a unique position to render prompt service in expediting completion of repairs—an advantage to policyholders which can hardly be overestimated. Policyholders have unrestricted choice of Repairer.

LIVERPOOL:
NORTH JOHN STREET.

APPLICATION FORM

LONDON:
LOMBARD STREET.

Please advise your Terms for Insurance under a "Comprehensive" Policy.
Third Party Only

Car, Cycle, Com. Vehicle	Make	H.P.	Year of Make	Value	Purposes for which used

Name.....

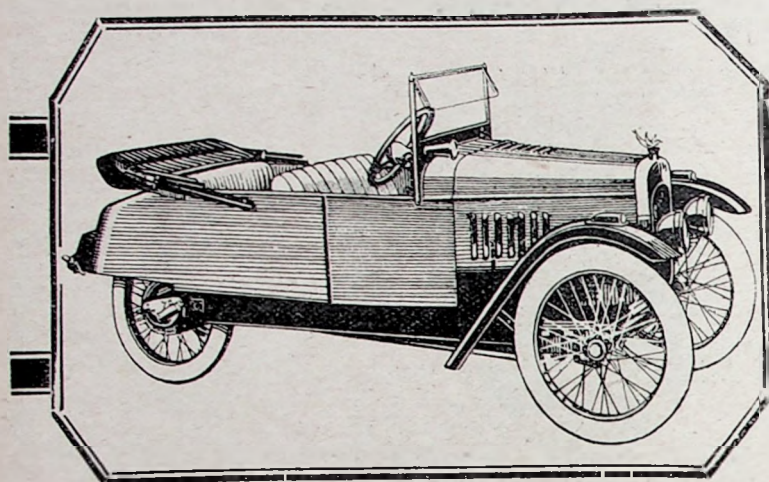
Address.....

Agent.....

L.

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

"The Threewheeler
that runs like a four."



Leaping into favour not by being good in this particular or that, but by reason of its general all-round excellence, road stability, springing, roominess, handsome appearance, finish, and all that makes for complete satisfaction. Discerning buyers are choosing

Omega

Threewheelers

whether on rough road or smooth, up hill or down, wet or dry, afford the best means of travelling comfortably wherever you wish to go, and at least possible cost. Fitted with 8 H.P. J.A.P. Engine, 27 x 4 Dunlop Balloon tyres, spring cushions, double adjustable windscreen, completely weatherproof with hood, sidescreens, and curtains. Running 50-55 m.p.g. Tax only £4.

PRICES.

POPULAR MODEL	£95
DE LUXE	£110
FAMILY as illustrated	£115
SPORTS MODEL	£125

THE

OMEGA

THREEWHEELER

WRITE TO-DAY FOR CATALOGUE.

W. J. GREEN, LTD.,

OMEGA WORKS, COVENTRY.

What you Get for what you Spend.

Search where you will, you cannot get better value.

The OWNER-DRIVERS' Garage

Built of Thornber's Locjoint Weatherboards—the only suitable boards for outdoors. All sections complete, ready for easy erection. No loose timber. All fittings sent. Gliding out-of-way Doors. 2 windows. Insured. Built to last. 2 sizes.
Size: 16' x 9' x 7' x 9½' **£15** Carr. fwd.
Floor £4 extra. Carr. fwd.
Size: 19' x 9' x 7' x 9½' **£18** Carr. fwd.

The SAFETY FIRST

Asbestos Fireproof Garage. All frame sections complete ready for Asbestos Sheets, which are supplied. Gliding out-of-way Doors. Two windows. All fittings supplied. Insured. Built in 3 sizes.

14' 5" x 8' 1" x 7' 10" **£12** Carr. fwd.
Floor £3 10 extra Carr. fwd.

16' 5" x 9' 1" x 7' 12" **£15** Carr. fwd.
Floor £4 extra Carr. fwd.

20' 5" x 9' 1" x 7' 12" **£19** Carr. fwd.
Floor £5 10 extra Carr. fwd.

THORNBERS
For EVERYTHING IN WOOD

Send for Folder and state requirements.
9, MYTHOLMROYD, YORKS.
London Office: 47, Victoria Street, S.W.

A Thornber Garage will last a lifetime, because everything is solid in its construction. It is sent from works in sections—every section complete, ready for erection, which requires no skilled labour. No loose timber whatever is sent. All Garages have Gliding-out-of-way Doors, which move at a child's push, occupy no room when open, and obviate hinged door weakness. All fittings supplied. Two windows, top half to open. Tenant's fixture. 12 months' free fire insurance.

Rigid Side Screens built under a new principle. Narrow steel frames with panels of best Celluloid kept free from distortion under spring pressure. Handsome in appearance, clear and wide vision, easy to fix or remove. With hood up, equal to any Saloon. Please write for full particulars to **EASTING WIND-SCREENS, LTD.,** Cox St., Birmingham. London Office: 29, Foley Street, Great Portland Street, W.1.

**Complete Sets from
£3-10-0**

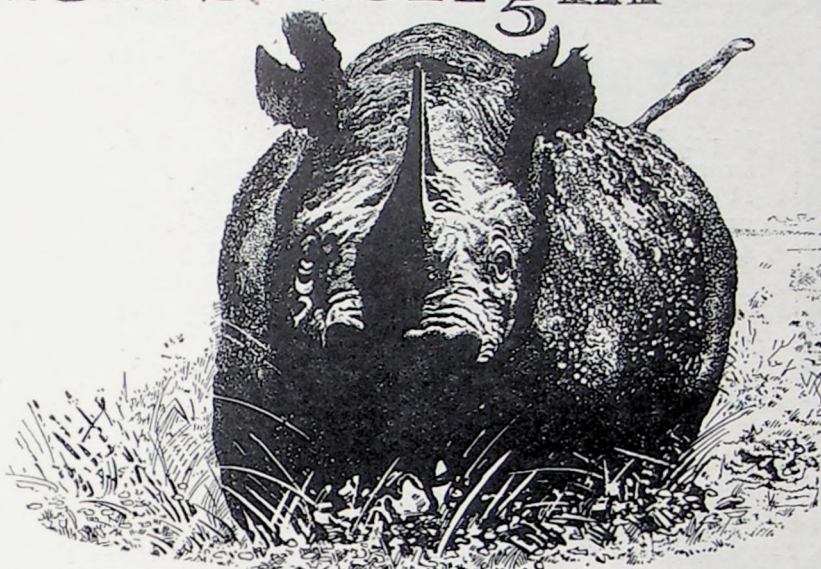


H.P.

When Strength —



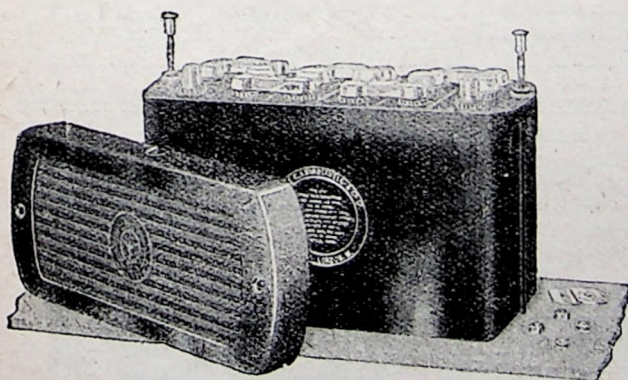
Motor Car Electrical
Equipment Manufacturers
by Appointment to
H.M. THE KING.



is Pointed Argument— **C.A.V.** **BATTERIES**



The powerful service organisation at the back of every C.A.V. Battery user is known by this sign



SALES & SERVICE DEPOTS:

Belfast	Coventry	Leeds
Birmingham	Dublin	Manchester
Bristol	Glasgow	Newcastle-on-Tyne.

Even the most picturesque description is unnecessary to emphasize the fact that strength is pointed argument in the case of the South African Rhinoceros depicted above.

Electrical experts could give many scientific reasons why "strength" in a Battery is vital.

It will be obvious, however, to the most non-technical motorist that for a battery to stand up to constant discharges of current of a most severe and prolonged character for starting and lighting in all weathers, violent jolting and vibration, apart from resisting the effects of neglect, dirt and other minor accidents during its life of service on the road, durability and strength is a *sine qua non*.

For 36 years we have made "strength" the main underlying principle in the whole design and structure of C.A.V. Batteries, and we have produced in the 1927 C.A.V. multiplate battery, with its "threaded rubber separation" in our special all-moulded case, something that we can say is honestly far better in every respect than has ever been offered to the motoring public.

As Battery experts, believe us—Strength IS pointed argument. Specify C.A.V. for your new replacement and test it for yourself.

Write, phone or call for Publication No. 485 which describes, with illustrations, the complete range of C.A.V. Batteries.

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

Phone—Chiswick 3801, Private Branch Exchange.
"Grams"—Vaneria, Act, London."

WIRELESS EQUIPMENT!

Are you interested? Our Radio Dept. will be pleased to send you a copy of the new C.A.V. Illustrated List on application.

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

RECORD BREAKING WITH THE MOSS B.A.2 AXLE

If proof were needed of the soundness of design, the excellence of construction, and the quality of materials which are characteristic of the Moss B.A.2 Axle, it is surely furnished by Miss Violet Cordery's magnificent performance in her Invicta car at Gt. Montlhery, France, which included:—
4,000 MILE RECORD at 72.3 m.p.h. 5,000 MILE RECORD at 70.5 m.p.h.

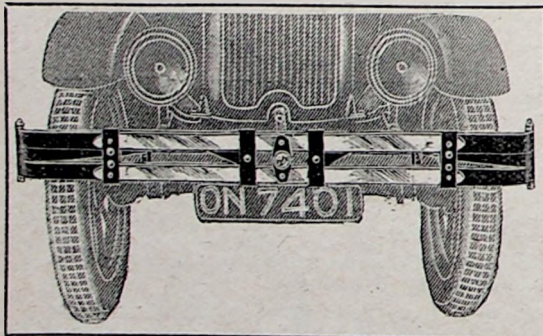
FIVE WORLD'S RECORDS,
FIVE INTERNATIONAL CLASS RECORDS,
AND THE
RECORD FOR MONTLHERY TRACK FOR DISTANCE.

SIMPLY REMOVE NUTS FOR EASY INSPECTION

The Moss B.A.2 Axle is without equal—the axle casing is a one-piece steel pressing; axle shafts are semi-floating and take the torque only; shafts and gears are mounted on Timken tapered roller bearings. The shafts are made of special alloy steel and the driving gears are of specially-selected steels. Let us send you fuller details... you CANNOT do better than standardise this sound and proved component.

NOTE CLEAN DESIGN OF OIL FILLER.

THE MOSS GEAR CO., LTD., ASTON MANOR, BIRMINGHAM.



Sole Makers "Easyfit" Specialities—
FRANK ASHBY & SONS LTD.,
STIRCHLEY - - - BIRMINGHAM.

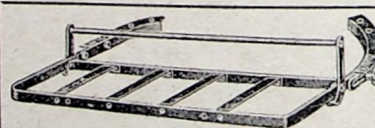
"Easyfit" Adjustable Bumpers for Light Cars

Made of Spring Steel throughout specially tempered. Heavily Nickel-plated front bars with Black fittings. A very effective and neat bumper at a low price.

Lightweight model from 50/-

Heavyweight " " 70/-

Write for full particulars of all "Easyfit" Specialities.



"Midget"
Luggage Racks
for
AUSTIN 20/-
SEVEN

BRITISH
MADE

'Stadium' SCREEN WIPER

A Mechanical Wiper of great efficiency giving continuous wiping of the windscreen without distracting attention from driving.

DUAL ARM MODEL .. 15/-

ETIENNE & CIE, 61-63, Gt. Eastern St.
LONDON, E.C.2. Works: D'hom

Costs nothing to fit and nothing to run!

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

The Best Place to Buy Your Car— and a few reasons why.

All the leading makes of Light Cars
can be viewed in our showrooms.
Our agencies for 1927 include:—

AUSTIN
CITROEN
CLYNO
JOWETT
PEUGEOT
ROVER
SINGER
SWIFT

*Trial runs—of
course.*

H
E
Service
Co. offers
every ad-
vantage to th
prospective pur-
chaser of a Light
Car. Years of ex-
perience has placed
this House in a unique
position in the Light Car
Industry. A visit will con-
vince you that The Service Co.
is undoubtedly the best place to
buy that car. Here are a few
reasons worth considering:—

Our Easy Payment System.

Our All-In Payment Policy which includes
Insurance, Tax, etc.

Our Large, Well-equipped Showrooms and central location.

Our Large Business in Light Cars enabling us to give
quickest Delivery.

Our Fair Price Allowance on your old Car.

Our Long-established connection with the Motor Industry enabling you
to deal with us with every confidence.

Our Much-Talked-Of Service Scheme.

SECOND-HAND CARS

We have a number of real bargains in used and
demonstration cars, all of which have been
thoroughly overhauled by ourselves.

If a good second-hand car would suit your
purpose we advise you to get in touch
immediately as our stock is rapidly
thinning.

You may buy for cash or deferred
payments.

OUT OF INCOME

We offer the most attractive scheme
for supplying your car out of
income. It is financed and
exclusively managed by our-
selves, thus assuring you of
privacy and fair treatment.

As pioneers in arranging this
method of payment we know that
better terms are unobtainable
elsewhere, and remember that
we include tax, insurance
and all extras. It will pay
you to write for particulars.

OUR KNOWLEDGE—GAINED THROUGH MANY
YEARS' EXPERIENCE—IS AT YOUR SERVICE.

"SERVICE
OUR NAME
AND
AIM."

The Service
Company (LONDON)

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

R6

Pleasure

Specially designed to suit each make. Exact fitting instructions supplied.

MORGAN
JOWETT
CLYNO
ROVER
SINGER
AUSTIN
HUMBER
STANDARD
TALBOT
FIAT
LEA-FRANCIS

TO get real enjoyment from driving you must have good control of your car and feel that it is steady and "holds the road." There is no need to be bounced about on bad roads. You can drive confidently over them if your car's springs are controlled by B & D Stabilizers. There are good reasons why you should choose them as the best value in shock absorbers. They save you money by reducing wear and tear.

EASILY FITTED. You can fit them yourself as easily as you change a wheel. The brackets clamp on.

LOW PRICED yet first-class design, workmanship and finish.

EFFICIENT. Have stood the test of time. Let us send you the testimony of users.

GUARANTEED. You can purchase under our guarantee that you only keep them if you are satisfied.

Write to-day and start the season ready to face good and bad roads with—

3 Sizes.
52/6 63/- 72/-
Per Axle. Brackets included. Carr. Extra.

BENTLEY & DRAPER, LTD.,
4, Fenchurch Avenue, London, E.C.3

*Phone: Avenue 3029.

*Grams: "Bendrapic, Fen, London."



THE CITY LIGHT CAR SHOWROOMS

W. H. ELCE & CO., LTD.,
offer for immediate and early delivery

MORGAN RUNABOUT.	CLYNO.	AUSTIN.	SINGER.
Standard.. .. £89	11 h.p.	7 h.p.	Junior.
De Luxe.. .. £120	2-seater £160	Chummy £145	4-seater £148 10
Family £121	4-seater £172 10	Sports Model .. £165	Senior.
Aero £127	Saloon £199 10	Saloon £165	4-seater £220
Aero Special .. £145	Royal Saloon .. £230		Saloon £260
	12/28 h.p. Models £215 to £250		

Book your order now and avoid disappointment.

**DEFERRED
TERMS:**

Arranged from
2½ per cent.
Bill.
NO Bothr.

**PART
EXCHANGES**

Let us have details of your
present car. Highest
allowance figure quoted
against any new purchase.

Note
Address:

**THE CITY LIGHT
CAR SHOWROOMS,**

11, Camomile St., E.C.3

Spares and Service Depts.: 11-13-15, Bishopsgate Avenue, E.C.3

Telegrams: "Elcmorgano, Stock, London."

Telephone: Avenue 5548

Any Car
in
Part
Exchange

MATHIS

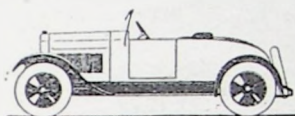
THE 10 h.p. RANGE

(£9 Tax)

Hire
Purchase
Terms
Arranged

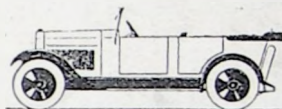
Two-seater with Dickey

Steel bodywork, cellulose paint. Upholstered in black leather. Two-piece adjustable windscreen. Standard colours, Grey and Blue Price £235



Four-seater Open Tourer

Steel body, cellulose paint. Black leather upholstery. Two-piece adjustable windscreen. Facia board and instruments. Rigid side curtains. One-man hood. Standard colours, Grey and Blue Price £245



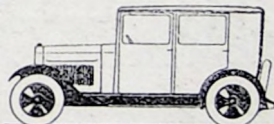
Two-door Weymann Saloon

Embodies all the special features of the four-door saloon with the exception that access to rear seats is gained by folding squabs on front seats. Standard colours, Grey and Maroon Price £255



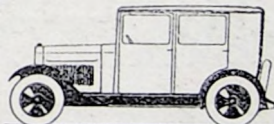
Four-door Weymann Saloon

Finished in leather cloth with black cellulose domed wings. Four 30-inch doors provide ample entry and exit. Full dashboard equipment, speedo., clock, etc. Standard colours, Maroon and Grey Price £265



Two-three-seater Coupe

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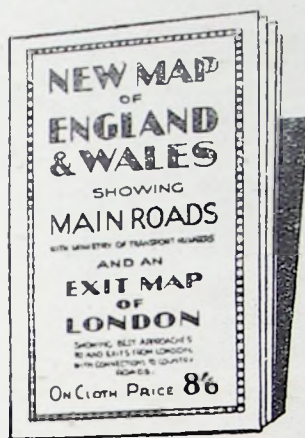
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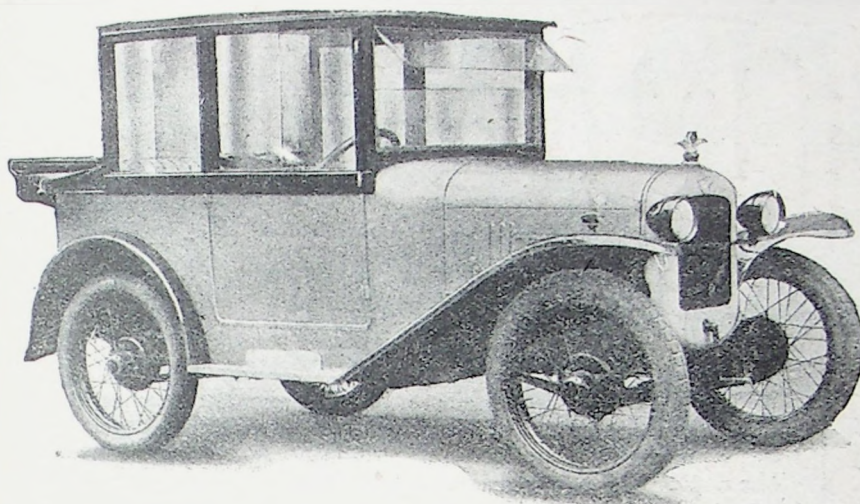
"The Motor Manual" deals with engine types, equipment, wheels, tyres, clearly with engine types, accessories — choosing, construction and operation, valves, etc., carburation, cooling and silencing — transmission system, from clutch to final drive — braking systems — ignition, starting, lighting — bodywork and including a glossary of motoring technical terms.

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66 "THE MOTOR MANUAL" 99



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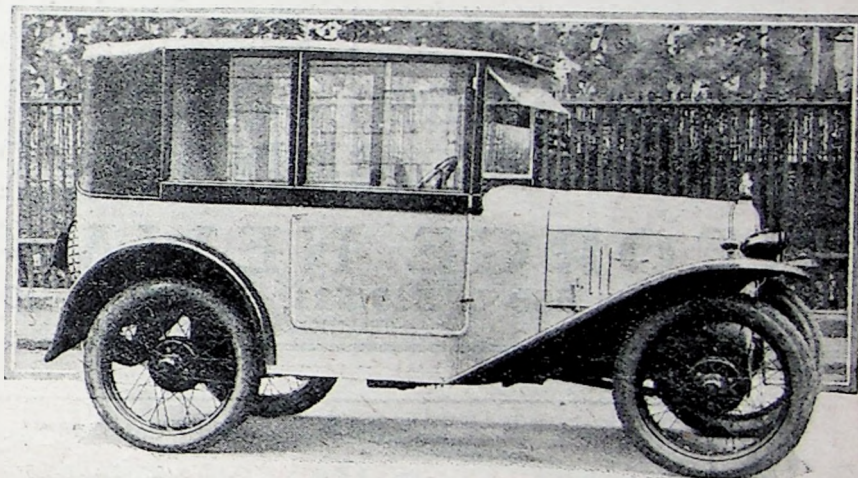
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All Aluminium.

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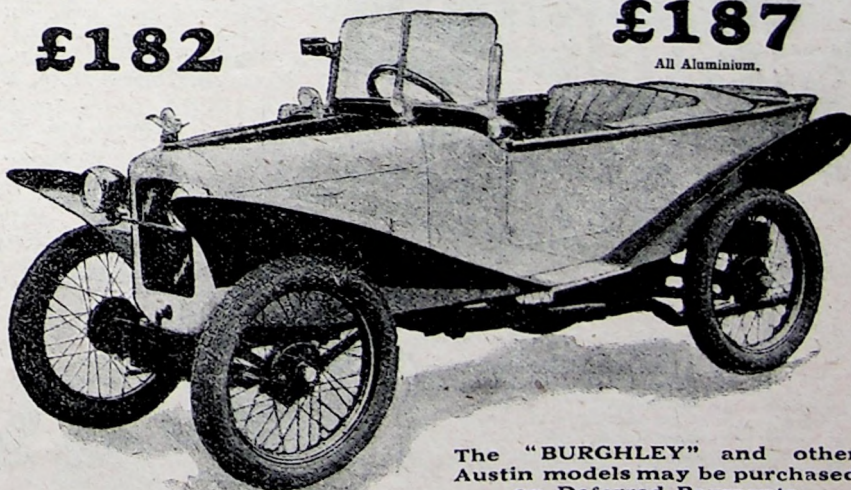
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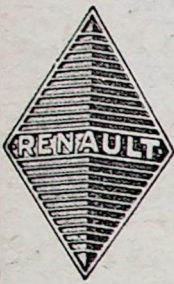
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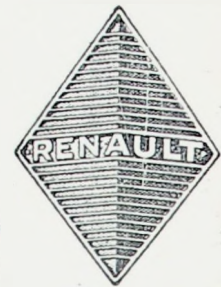
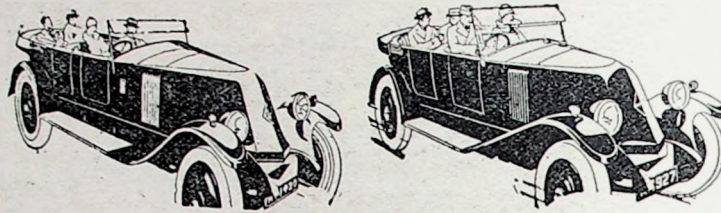
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97 Kilometres per hour !

Austin Seven

CREATES ANOTHER RECORD !

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ADVANTAGES OF OWNERSHIP.

What is more enjoyable than a drive out into the country in a light car to lunch on a fine day? Spring will soon be here, and scenes like that depicted above will once more be common all over the country.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, March 4th.

London ... 6.15	Edinburgh 6.22
Newcastle ... 6.17	Liverpool ... 6.24
Birmingham 6.21	Bristol ... 6.25

Moon—First Quarter 10th.

A Very Sporting Event.

Full preliminary details of the Six-Hour Endurance Race for cars of all engine capacities, which the Essex Motor Club hopes to run off at Brooklands on May 7th, will be found in this issue.

This Week.

The contents of this issue have been schemed to provide prospective light-car purchasers with as much useful information as can be included between the two covers. The condensed specifications and prices of all the light cars and cyclecars on the British market should be invaluable to a buyer who wishes to make a speedy comparison between one make and another, whilst "Sports, Tourer or Saloon?" is the title of an article which will help him to make up his mind. Other special features are "First-hand Facts About Second-hand Cars," "Pay as You Ride," "The Law for Motorists" and "Why a Light Car?" The last-named deals with various aspects of economical motoring.

No. 743. VOL. XXIX.

The New Kelvin Hall.

There is every possibility that this year's Scottish Motor Show will be held in the reconstructed Kelvin Hall, at Glasgow, which is expected to be finished in time for the Royal visit in July.

Curing Wheel Wobble.

A large amount of attention is being paid by designers to the problems connected with wheel wobble, and recently several inventions have been patented which make use of spring-loaded damping devices.

Next Week.

Few things are more annoying than a persistent and perhaps elusive rattle on a car. Vibration is, of course, the root of an evil like this, and in an informative article next week we shall deal with the causes. The third instalment of "Motoring for the Beginner" will cover the important subject of driving, and will give a selection of hints on lighting equipment.

Easy Money.

We learn from a newspaper report that motorists using the Great West Road have paid over £3,000 in fines since it was opened.

Our Front Cover.

A pneumatic-tyred Trojan figures in our front cover photograph this week, and we are indebted to the Normand Garage, Ltd., 489, Oxford Street, London, W.1.—sole London distributors for the Trojan—for the necessary facilities in preparing the picture.

A Platinum Substitute.

A special metal for use as the contact points of magnetos, coils, cut-outs and electric horns has been produced by the Walter Dennis Manufacturing Co., Ltd., Severn Street, Deansgate, Manchester. The metal is not a platinum alloy, but it is claimed to give very satisfactory results.

New S.R. Ferry Boat.

To cope with the increased motorcar traffic between Portsmouth and the Isle of Wight, the Southern Railway has ordered a new ferry boat. The vessel, which will be of the double-ended type, allowing cars to be loaded and landed without turning or backing, is to be driven by two sets of Gardner semi-Diesel engines.

Fashions in Windscreens.

Windscreens seem to be undergoing a metamorphosis. The single-pane adjustable screen gave way to a two-panel, and this in turn shows a tendency to revert to the single-pane non-adjustable type. The latest idea is to provide a small ventilating panel above a single-pane screen. This is one of a number of new developments described and illustrated in the New Car Number of *The Motor*, published this week.

British Inventions.

There is a large motoring interest amongst some of the exhibits at the Birmingham branch of the British Industries Fair, whilst at the London branch several very attractive motorcars in miniature are on view in the toy section. One of the most interesting exhibits at Birmingham is that of W. and T. Avery, Ltd., who are showing the Avery-Linley dynamic crank-balancing machine and a connecting-rod balancing machine which weighs the rod as a whole and at the same time gives the weight of each end separately.

Egyptian Motor Show.

Prince Omar Toussoun opened the first international motor exhibition at Cairo on February 16th. Amongst the exhibits there were five British cars.

Saloon Body Popularity.

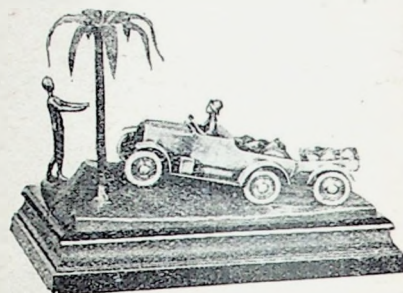
An indication of the increasing popularity of saloon coachwork is given by figures supplied recently by the Alvis Car and Engineering Co., Ltd. During the last three months of 1925 just 9 per cent. of their total output consisted of saloon cars, but during the same months of 1926 the figure was 46 per cent.

Caution Required.

The Chief Technical Officer of the R.A.F. School, Manston, Kent, has informed the R.A.C. that a large number of M.T. drivers will be training in the Isle of Thanet from now onwards. The vehicles employed will have the words "Instructional Drivers" conspicuously painted on them, and motorists are warned to exercise care in meeting or overtaking them.

A Wolseley Development.

On February 23rd a new company was registered, styled Wolseley Motors (1927), Ltd. It is a private company and has a capital of £250,000 in £1 shares.



Silver models of the trans-African Jowett cars "Wait" and "See" are to be presented to Mr. F. Gray and Mr. J. Sawyer to commemorate their journey.

£25,000,000 Lost by Delays.

In a paper entitled "The Problem of London Traffic," which was read before the Westminster Constitutional Association recently, Mr. F. G. Bristow, who is a member of the Home Office Committee on Traffic Problems, stated that the financial loss due to traffic delays has been estimated to exceed £25,000,000 annually. It would be interesting to learn what type of vehicle is mostly to blame for these costly delays.

Citroens at Slough.

Citroen Cars, Ltd., report that during the past 12 months' operation of the Slough works ways and means have been found to bring methods of production to a very efficient level. Since the works were opened a year ago the number of employees has been materially increased, and even more modern plant has been installed. This has allowed the prices of the cars to be reduced, whilst the company have been able to give even better value than hitherto.

Why "Motorist"?

The story of how a commercial traveller was found guilty of attempting to murder a police constable appeared in a London daily paper under the heading "Life Sentence for Motorist." Why bring in the word "motorist"? The commercial traveller shot the constable and the fact that he happened to be in a car at the time seems to have little to do with the matter. Such headings merely serve to foster the public prejudice which exists against motorists generally.

More Trams to Go.

Motorists living in the Wrexham district will be pleased to learn that the Wrexham and District Transport Co. propose to discontinue the electric tramway service between Wrexham and Rhos and to substitute a bus service. The road between these points is narrow and the single tram track is laid to one side of the road; when travelling towards Wrexham a tram is on its correct side of the road, but is on its wrong side when proceeding in the opposite direction—a state of affairs which often leads to annoying and dangerous confusion.

Bear in Mind.

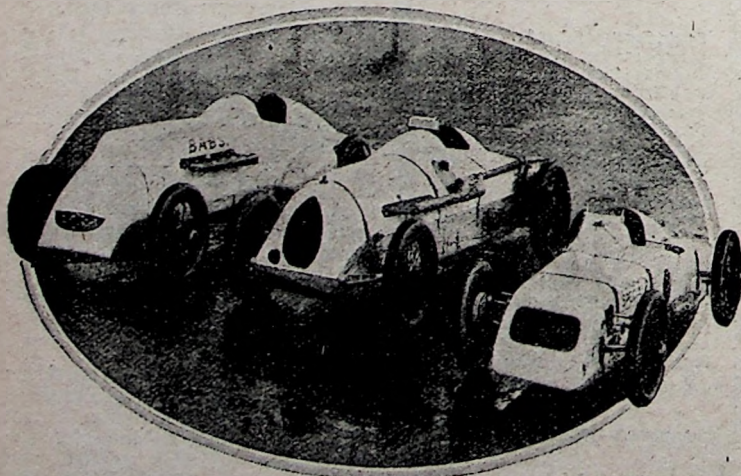
Quarter Day for Licences,
Three Weeks Hence.

Summer Time Starts
Four Weeks Hence.

Faster Holiday Begins
Six Weeks Hence.

German Austin Sevens.

According to Reuter, the Austin Motor Co., Ltd., have concluded an agreement with the Gotha Waggonfabrik Co. whereby this concern takes over the manufacture of Austin Sevens for sale in Germany and Eastern Europe. The Gotha products will be known as Dixi cars, and will be made exclusively of German material, a fixed royalty being paid to the British company.



A FAMOUS
STUD.

The three record-breaking cars owned by Mr. J. G. Parry Thomas. On the left is the famous Babs, in the centre the Leyland-Thomas, and on the right the Thomas Special. Truly a formidable trio.

One-day Trial.

Entry forms for the Essex Motor Club's One-day Winter Trial, which takes place on Saturday, March 19th, are now obtainable from the secretary of the club, Mr. E. J. Bass, 40, Chancery Lane, London, W.C.2. The trial is open to clubs in the Eastern Centre, A.C.U. Entries close on Saturday, March 12th, and the fee, which includes a lunch ticket, is 12s. 6d.

Versatility.

Whilst on a visit to Bradford recently we were entertained by a most excellent performance of "The Mikado," given by the Bradford Amateur Operatic Society. Mr. Gladney Haigh, a prominent official of Jowett Cars, Ltd., conducted the orchestra in a manner which earned him great praise. We have since learned that "The Mikado" played to crowded houses for a whole week.

Why Not a Night Shift?

The work of painters who have to re-new white lines at busy traffic junctions and so on is, apparently, never ending. To enable them to work in safety during the daytime in the Metropolis special barriers, made up of trestles and a red-and-white painted rail, are erected. Each extends half-way across the road, and although the painters work in peace drivers have to put up with much inconvenience. Why not a night shift?

Three Men in a Car.

An expedition, consisting of three men in a special car, equipped with Dunlop tyres, set out from London on February 10th in an attempt to get to Australia, so far as possible by land, water transport being used only where unavoidable. It is expected that 15,500 miles will be covered by "road" and only 900 by sea. The object of the expedition is to test the car, which has been designed for use under colonial conditions.

Road Information.

We have received from the R.A.C. the following information concerning road repairs and so forth which are contemplated or are already in hand:—

The bridge over the River Derwent between Hathersage and Grindleford, Derbyshire, and the roads leading to it, are being widened. Motorists should be prepared for obstructions.

The Eardisland bridge over the River Arrow between Leominster and Pembridge is undergoing repair, and it is necessary to use the utmost caution in crossing it.

High Street North, East Ham, is closed for through traffic north of Wakefield Street and south of Plashet Grove. Alternative route—Wakefield Street, Katherine Road and Plashet Grove.

The north end of High Street North,

Italian Motor Taxes.

The Automobile Club of Italy, which, under Royal Decree, is responsible for collecting all taxes on motor vehicles, has recently paid to the Treasury 37,596,063 lire received at its various offices during December, 1926, for motor-vehicle licences. The amount is the largest yet paid in Italy.

A NEW MODEL.

The popular 8 h.p. Fiat is now available as a sports model with a maximum speed of 70 m.p.h. The modified engine develops 32 h.p. at 4 000 r.p.m.

East Ham, is also closed from Salisbury Road to Romford Road. Alternative route—Salisbury Road and Romford Road.

The Malling Council, Kent, is undertaking the widening of the May Hill cross-roads, 6½ miles from Maidstone.

Fiat Success in Africa.

According to the "Fiat Press Bureau," at a hill-climb held in Natal, South Africa, a few weeks ago, an 8 h.p. Fiat (509 sports model), driven by Ray Rodda, carried off the first prize by beating not only the cars in its own class but all those of greater size. The race was attended by several thousands of spectators, who were impressed by the speed and handiness of the small Fiat.

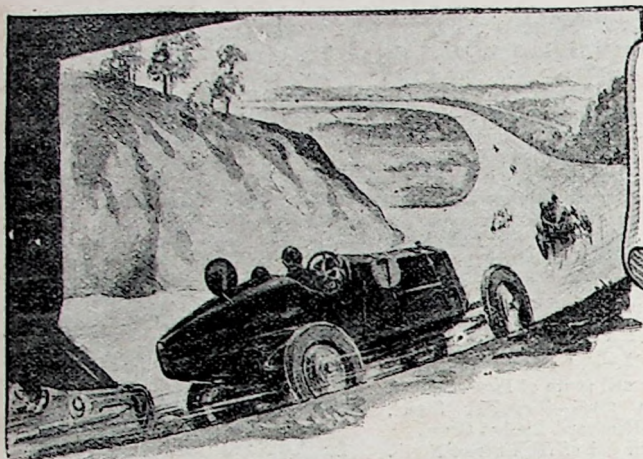
Irish Free State Regulations.

A deputation representing the Royal Automobile Club and the Ulster Automobile Club was received in Belfast on Monday, February 21st, by the Minister of Commerce (Rt. Hon. J. Milne Barbour, D.L.), in connection with the new regulations of the Free State Government for commercial vehicles and private cars used for business or trade purposes entering the south from Ulster. The deputation impressed upon the Minister the hardships which the new regulations would inflict upon members of the club, and dealt with the effect they would have upon commerce generally. The question was, no doubt, one for the Imperial Government, but they felt that representation should be made by the Ulster Ministry to the Free State authorities through the London Department concerned. The Minister of Commerce, in reply, thanked the members for their attendance, and said he was glad to have that opportunity of discussing the question. Representations had already been made to the Imperial Government, but he would go fully into the matter again and see if anything could be done to meet the views of the deputation.



MUD PLUGGING.

H. R. Taylor (Morgan), who was one of the few competitors to finish in the Southern Trial organized by the South-Eastern Centre A.C.U. Above he is seen negotiating "Hors d'Oeuvres" Hill.



A PROPOSED ENDURANCE RACE.

A RACE SIMILAR TO THE FRENCH
24-HOUR ENDURANCE RACE FOR
SPORTS CARS MAY BE HELD AT
BROOKLANDS.

From the points of view of both competitors and spectators the race which the Essex Motor Club hopes to stage at Brooklands, and which is described herewith is, a very attractive nature. The rules of the track forbid a 24-hour event, and six hours is about the practical maximum period of time permissible. The results should provide some very useful and interesting data.

IF the plans of the Essex Motor Club to materialize a very interesting event, to be known as the Six-Hour Endurance Race for sports cars, will be held at Brooklands on May 7th. It is a type of fixture which will be new to this country and which is based on the 24-Hour Endurance Race which takes place annually at Le Mans—one of the most popular items in the French calendar.

The conditions of an endurance race are probably familiar to our readers; briefly the event may be described as a trial and race combined, competitors having to cover a set minimum distance according to the class of vehicle which they are driving. The premier award will go to the entrant of the car which covers the greatest mileage, and a second award will be made to the driver of the car which covers the greatest distance in excess of the set minimum mileage for the particular class. Drivers who cover their set distance will also receive a small award.

The aim of the Essex Motor Club is to arrange a really sporting event in which drivers will not be bound down too closely by irritating regulations. Thus the trial is open to any four-wheeled sporting car not built or altered especially for racing and conforming generally with the printed specification. It is proposed that no car shall be allowed to take part unless five cars of similar chassis specification can be

identified in the hands of private owners. This will prevent the inclusion of the type of machine which conceivably may be called anything from a tourer to a Grand Prix racer.

The bodies must be of the touring type, not in any way streamlined—other than standard—or made specially suitable for racing; two-seaters will carry driver and passenger-mechanic, whilst cars of greater seating capacity will carry the equivalent load of a full complement of passengers, made up by ballast.

With the object of ensuring that ordinary fuel is used, competitors will be obliged to fill up at the track from pumps selected by the club, whilst to prevent the possibility of any car taking part which would be too slow and might therefore hamper other competitors, the officials reserve the right to hold an eliminating test beforehand, in which machines will be required to cover a certain number of laps at the minimum set average speed for their classes.

The course will include artificial turns and there will probably be one fast turn within full view of the spectators.

Following the excellent example set by the promoters of the Le Mans event, the start will be carried out as follows: Drivers and passengers will be lined up at a certain distance from their cars, the latter having their hoods lowered

and securely strapped or clipped in position. When the starting signal is given drivers and passengers will raise the hoods and start their engines, using the starting motors only. In no circumstances will the use of a starting handle be permitted either at the commencement or at any time during the race. At the end of a given number of laps, probably 10, cars must be brought into their respective pits and hoods lowered, folded and properly secured.

Pit organization will be confined practically to the handling of spare wheels and tyres and the supply of fuel. All tools which may be required, including the jack, must be carried on each car from the start, and no tools of any kind may be kept in a pit during the race. In addition all spares that a car will need and all materials necessary for repairs must be carried on the car.

The entrance fee will probably be 10 guineas for one car, and although nothing has been settled definitely yet it is hoped to offer valuable and attractive awards. The race will be open to all classes of sporting car irrespective of capacity, and the various classes will include 750 c.c., 1,100 c.c. and 1,500 c.c. limits. We hope to give further details next week. In the meantime any drivers who are interested should get into touch with the secretary of the Essex Motor Club, Mr. E. J. Bass, 40, Chancery Lane, London, W.C.2.

AN AUTOMATIC ENAMELLING PLANT.

IN a recent issue some photographs were published showing a method of enamelling in vogue a couple of years ago. It is interesting to contrast the practice adopted to-day under the same roof as the photographs were taken—namely, at the works of the Standard Motor Co., Ltd.

The system which is employed there is also adopted in some other light car factories and a brief description of it will interest those who wonder how it is possible to turn out the parts of a car in such a short space of time as is done in 1927. Actually only one hour elapses from the time a wing goes into the enamelling shop until it is ready to fit to a car.

B12

The metal is prepared for the first enamelling process, which consists of depositing liquid rubber over the surface; this acts as a foundation for the enamel proper. After this coating has been applied it is "flatted down" to give a smooth surface and then enamelled.

Gone are brushes and "flowing" apparatus; in their place is an ingenious system of a tank and a conveyor which not only save time but cut out a great deal of labour. Moving at a barely perceptible speed is an endless track which consists of a number of bars at regular intervals, and from these bars hang hooks of different shapes on which are suspended the parts to be enamelled. Operators fix the parts on

the hooks and they are then carried slowly down into a bath of the rubber solution or enamel, are immersed and then rise gradually, allowing plenty of time for draining of the surplus liquid.

Their course lies next through a chamber heated to 435 degrees F. for the rubber coat or 450 degrees for the final coat. At the end of the hour they emerge from the drying oven and are then ready for fitting. They are naturally too hot to handle comfortably, and so are allowed to cool down for a few minutes. The general practice is to store parts until the assembly shop requires them. This delay allows further time for hardening, but it is not an absolute necessity.



LEA-FRANCIS INNOVATIONS.

A SUPERCHARGED SPORTS MODEL WITH A SPECIAL LOW CHASSIS
AND A LUXURIOUS THREE-QUARTER COUPE NOW INCLUDED IN
THE RANGE.



THE continued tendency towards the use of enclosed cars has brought forth a useful addition to the rather limited range of three-quarter coupe bodies now available in the shape of a Lea-Francis 12 h.p. model which sells complete for £360.

Two doors are provided with frameless windows, which are operated by winding "lifts," and quarter lights arranged to drop so that the head can be folded down, the rear pillars covering the tops of the apertures which house them.

The windows in the doors can be used as side shields even when the head is down, as the channel at the rear of the door in which the glass slides, although fitted with a hinge, is nevertheless capable of standing when the main pillar which is attached to the head is folded back.

The head is covered with leather and is lined with cloth to tone in colour with

the upholstery, which is also in leather.

A double dickey is provided, and this, like the front seat, will seat two adults, with plenty of room to spare. As the accompanying photographs show, the whole body design is built on very generous lines, excellent points being that headroom is ample and the interior of the car when the hood is raised is particularly light and airy.

For ventilation there are the four drop windows already mentioned, whilst the four-panel V windscreen is capable of adjustment by reason of the upper panes being hinged along their top edges. An automatic windscreen wiper is fitted and a rear-view mirror and electric horn are included in the standard specification.

Another Lea-Francis innovation is the introduction of a supercharged sports model of a very attractive type.

Although certain Continental manufacturers have been marketing cars for

some time equipped with superchargers as a standard fitment, the practice is only just beginning to spread to Great Britain. The few cars that are about in private owners' hands so fitted are still in practically every instance racing cars pure and simple or else conversions from a racing car to act as a fast sports car for use on the road under everyday conditions. The credit must, therefore, go to Lea and Francis, Ltd., for being, we believe, only the second British concern to market a supercharged car.

The 1,496 c.c. o.h.v. push-rod-operated engine is fitted with a Cozette supercharger and carburetter, which is reputed to increase the maximum speed of a sports car from about 70 m.p.h. to 90 m.p.h.

The chassis is the same type as that used for the Lea-Francis racing car which competed in last year's 200-Mile Race, and has semi-elliptic front springs, a centrally disposed gear control for the four-speed box, underslung quarter-elliptic rear springs and a very low body line.

The supercharger is mounted in an aluminium casting bolted to the forward end of the timing case and housing a bevel-type right-angle drive to the rotor of the supercharger, which is vertically disposed above the centre-line of the crankshaft.

The carburetter is attached to the outside of the supercharger casing remote from the induction pipe, the latter leading in the ordinary way into the

single intake port of the cylinder head.

It will be recalled that the Cozette supercharger is of the paddle type, the rotor generally running at engine speed. Lubrication is provided by means of a Best and Lloyd motorcycle type oil pump, which obtains its supply from an auxiliary tank attached to the engine side of the dash.

The price of the supercharged car has not yet been fixed. Inquiries should be addressed to Lea and Francis, Ltd., Lower Ford Street, Coventry.

B13

BUILT FOR COMFORT. — The new Lea-Francis drop-head coupe is designed on most luxurious lines. The price is £360.

SPORTS, TOURER OR SALOON?

THE VEXED QUESTION OF WHICH TYPE TO CHOOSE DISCUSSED ON BROAD AND INFORMATIVE LINES.

HAVING arrived at the momentous decision that he will raid his bank balance and invest in a new or second-hand car, a prospective purchaser frequently finds himself faced with a difficulty which, up to that moment, has not presented itself, namely, the type of car which will be best suited to his needs.

Take, for instance, a family man who wishes to use his car purely for business purposes during the week, but also desires to make provision for carrying passengers at such week-ends as are suitable for a run round. Will a four-seater justify itself and would he not be far better off with a two-seater having a fairly capacious double diekey seat the cushions of which are removable so that ample space is provided for luggage? Again, if he decides that the four-seater will suit his requirements better, he is still faced with the alternative of a saloon which offers unique advantages to a man who has to be out on business in all weathers and who does not want to put up with the comparatively inconvenient arrangement of hood and side screens.

The answer—although it may not be exactly what the reader anticipates—is supplied by the fact that manufacturers are producing saloons in increasing numbers, so much so that during the coming season it is fully anticipated that, in many factories, they will be the predominating type.

The fickleness of our English climate is responsible for the popularity of saloons, the time having passed when drivers and passengers rejoiced in heavy waterproof clothing, looking forward to facing all the rigours of weather which is typical in this country. There is now a need for a type of vehicle which enables both driver and passengers to slip on their ordinary outdoor clothing and take their places in the car prepared for even the longest journey.

A brief analysis of the weather conditions which prevail throughout 12 months shows that in winter there are few occasions when a business man cares to take the trouble of lowering the hood and stowing the side screens, whilst the summer months are characterized so frequently by sudden sharp showers that unless it promises to be really fine, the hood and screens are left up.

The sensation of being "cooped up" in a saloon is no longer experienced because designs have progressed very considerably during the last few years, and

(Left) For camping a saloon is, probably, more convenient than an open tourer, but (above) in country like this the occupants of a saloon miss a lot of the "upper view."

vehicles of this sort now have a wide degree of visibility, windows that can be lowered in a tenth of the time taken to remove a side screen and, in some cases, sliding half-roofs. In really hot, sunny weather the roof acts as a useful sun shield, thus completing the argument in favour of the saloon.

HOW ADVERTISING—

WHICH part of *The Light Car and Cyclecar* is most carefully read, the advertisements or the text? Somewhat to the writer's consternation the advertising manager of a prominent small car manufacturing concern went so far as to say, a week or two ago, that from his experience for every one reader who really absorbed the articles and the information they give, 3.4 look to the advertisement columns for facts concerning individual makes of car.

He based this belief on the fact that a new model which was described editorially one Friday brought 32 letters to the works the next morning, asking for a catalogue, and 109 to the showrooms. Both the editorial description and the advertisement made the first announcement concerning the model in question, and the former gave the works address and the latter the showroom address.

This particular advertising manager declared that he had experienced other cases which pointed to the same thing and that they had taught him one very important lesson—that every advertisement should contain plenty of good solid facts about the article offered.

The advertisements in this issue cover practically everything in which a motorist is likely to be interested, and it is no exaggeration to say that he will find something to arrest his attention in every individual advertisement. For instance, one of several similar announcements reveals the fact that the concern specializes in second-hand cars; others explain the value of buying out of income and state quite clearly the amount which will have to be paid as a first instalment in order to obtain delivery. Some advertisers specialize in clothing, accessories and so forth, and many are the tempting offers which they make.

Fuels and oils are generally well represented in terms of what these commodities have actually accomplished under the most strenuous conditions, whilst the features of the more important accessories of a car, such as carburetters, magnetos, sparking plugs, shock absorbers,

(Top) A fast touring Alfa-Romeo with overhead camshaft engine. (Centre) Built for pure sport, the 8-cyl. racing Bugatti. (Bottom) A semi-sports tourer with ample room for four—the Rover.

A similar argument applies to coupés, the obvious difference being that adequate protection for two only—three at a pinch—is provided. This type of vehicle, however, is extremely useful to a business man, for the boot can be used for storing luggage and so on, or, alternatively, it provides emergency seats for two passengers. With side windows which can be raised and lowered, and quarter-lights, an ample range of visibility is at the disposal of the front-seat passengers.

If it is the aim of a purchaser, again a family man, for instance, to use his car solely for pleasure, then the open four-seater or the two-seater and dickey obviously claim his attention. Far greater enjoyment of the beauties of, say, Lakeland, can be obtained from the seat of an open car than a saloon, for there is no roof to restrict vision. This type of purchaser may

also cast longing eyes on the sports or semi-sports model. Weather protection is, as a rule, not studied quite so closely as with an open touring car, but a much better performance is provided and the joy of the open road becomes more real and, generally, more fascinating.

Semi-sports cars are usually capable of an easy 45-50 m.p.h., which can be maintained without tiring the engine, whilst an even higher range of speeds is, of course, within the province of the pukka sports model. There is

another class of motorist who may be designated as of the purely sporting type, his ambition being to take part in track and road-racing events, but at the same time to be able to use his car for touring purposes. His market in the 1,500 c.c. class is somewhat limited and the price he will have to pay to satisfy his ambition will be high.

With a car of this sort a four-speed gearbox is almost essential, for the high top gear provided for speed work will handicap him for ordinary touring purposes and he must have at his disposal a third gear which will fill the gap. It seems likely that before long super-sports cars will be fitted with a semi-direct drive on third gear mainly with the object of cutting out noise, which is almost inseparable from the use of intermediate ratios. In one prominent design, for instance, a dog clutch is used for third speed, constant-mesh wheels of the helical bevel-tooth type being fitted.

On the score of simplicity and ease of handling, a three-speed gearbox is often recommended, but it should be pointed out that, owing to the closeness of the ratios, a four-speed box is generally easier to handle than a three-speeder, which may require more skill in gear-changing.

Whilst we are on the subject of controls, it might be just as well to point out that although central control is steadily gaining in favour, cars with right-hand brake and gear lever are obtainable, and coupled with the question of what particular type of body should be chosen is the need for deciding whether the position of the controls shall be a governing factor.

In the experience of the writer, one is just as good as the other, the old bogey about a central lever causing slight discomfort to passenger and driver having little foundation. There is another point in favour of central control, for it enables a driver's door to be used with far greater ease than that usually associated with a car having right-hand control. These are small matters which, however, are well worthy of the consideration of buyers who are anxious to obtain just the sort of vehicle that will suit them best.

Considerations of price have not been discussed for the simple reason that nowadays it is possible to obtain a saloon at as low a figure as a four-seater; it is all a question of what type of coachwork the purchaser desires. In the case of sports models, however, price is a ruling factor and cars of this description do not fall within the low price limit.

—HELPS THE BUYER.

spring gaiters, and tyres are made clear by various attractive means. "Gadgets" figure largely in the small display advertisements and in this section also may be found details of ready-built garages.

Advertisements like these undoubtedly do appeal to a vast majority of readers, but there are some who, already owning a car and having no immediate intention of selling it, pass over what is one of the most important sections of advertisements, namely, light car manufacturers' announcements. This is indeed a foolish policy, for although developments are dealt with editorially as they occur, it is quite easy for a reader to miss an issue or to forget that such a development has taken place and, therefore, to lose touch with what is going on. There will come a day when he will consider buying a more up-to-date light car, or when he is asked to recommend one to a relative or friend, and if he is not then *au fait* with the leading features of the various makes it will take some considerable time to bring his rusty knowledge up to date. Another point which should not be overlooked is that it is just as fascinating to "follow" motoring as it is to "follow" football, cricket or racing.

Finally, we come to a section which is commonly designated as the "small ads." The type is small and the pages are not relieved by drawings or photographs, but they are, nevertheless, of immense interest. Every owner should follow the second-hand fortunes of the particular make which he is driving. He will be a seller himself one day, and, knowing "what is what," will be able to enter the second-hand market at the most favourable opportunity. Comparisons of prices week by week will also show him whether his make of car holds a favourable place in the general scale of second-hand prices, or whether models similar to it are comparatively cheap. Enthusiasts who own cars of fairly ancient vintage will often discover facts of material assistance to them, such as where spares can be obtained, whilst in the miscellaneous section odd bargains are offered.

FIRST-HAND FACTS ABOUT SECOND-HAND CARS.

THE BUYING OF A SECOND-HAND CAR IS BY NO MEANS RISKY NOWADAYS, AND REPAIRS OR REPLACEMENTS CAN BE QUITE INEXPENSIVE.

THERE is a common belief amongst many would-be motorists that the buying of a second-hand car is a very risky business and one in which they may stand to lose. This is a totally erroneous idea, and those people who give it credence and whose pockets will not run to a new car are denying themselves a vast amount of pleasure whilst they hesitate.

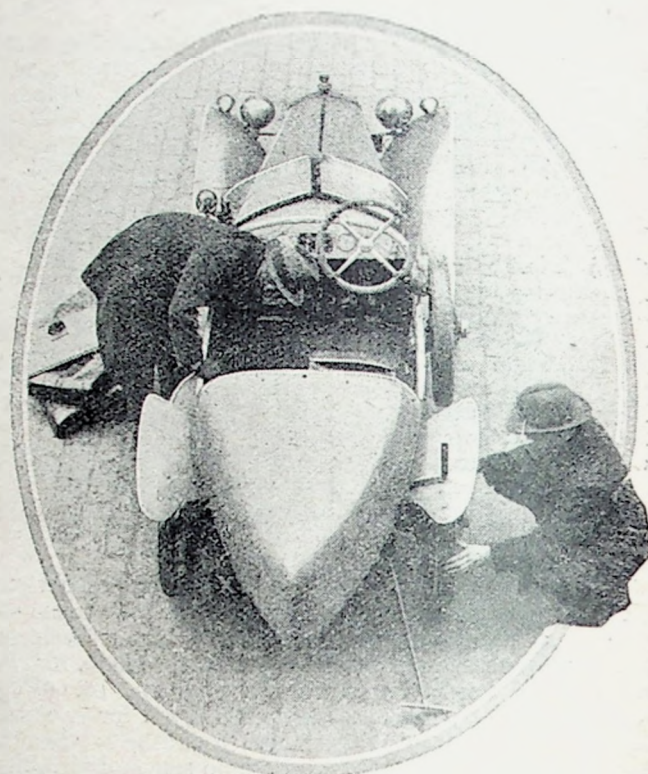
In days gone by there may have been dealers and private owners who were inclined to take advantage of any novice who called to inspect their wares with a view to purchase; nowadays, however, the second-hand car business is conducted along properly controlled lines and such is the desire of many dealers to prove the value and quality of their second-hand cars that they are prepared actually to guarantee them in writing. This fact alone should be enough to convince all "doubting Thomases."

A glance at the second-hand car advertisements in this journal will show that there is a very large selection of makes and types available and that nearly all of them are of post-war date. The prices asked range from about £20 upwards.

As the whole question of second-hand car buying hinges upon cost, it will be instructive to discuss values and prices. Cars of famous and popular makes naturally command higher second-hand prices than those which, however good, did not "catch on" so well. This is an important point to the man of moderate means. It is pleasant to be the owner of a luxury car the name of which is a household word, but, as a rule, it is expensive. On the other hand, it is probable that a car like this, if only a year or two old, will be in tip-top mechanical condition, so that a new owner will not be called upon to spend anything on replacements. One or more new tyres may be wanted, but, thanks to the recent large reductions in prices, these cannot now be regarded as very expensive items.

This article has been written primarily, however, for would-be light car owners who cannot afford to spend more than about £80, all told, and it is these people,

Checking wheel alignment by means of strings and a foot rule. The front wheels should "toe in" $\frac{3}{8}$ -in. on each side.



If a jacked-up rear wheel is rocked whilst an assistant watches the propeller shaft, the amount of backlash in the axle can be judged.

as a rule, who hesitate most, because, having, perhaps, strained their bank balances in buying a car, they do not wish, immediately afterwards, to be saddled with heavy repair bills.

But why should heavy repair bills be expected? What is the probable amount of money that would have to be spent on a fairly low-priced second-hand light car?

If the car is in a condition in keeping with its market value—say £70—it should be in reasonably good running order, but it may look a little shabby. Before completing the purchase the buyer will, of course, have satisfied himself that it is as represented by the seller with regard to date of manufacture, type and so forth; and here, in parenthesis, it may be said that all manufacturers are willing to give the full factory history of any of their products upon receipt of engine and chassis

numbers. Thus if any doubt exists in the mind of a prospective buyer, he can very easily set it at rest.

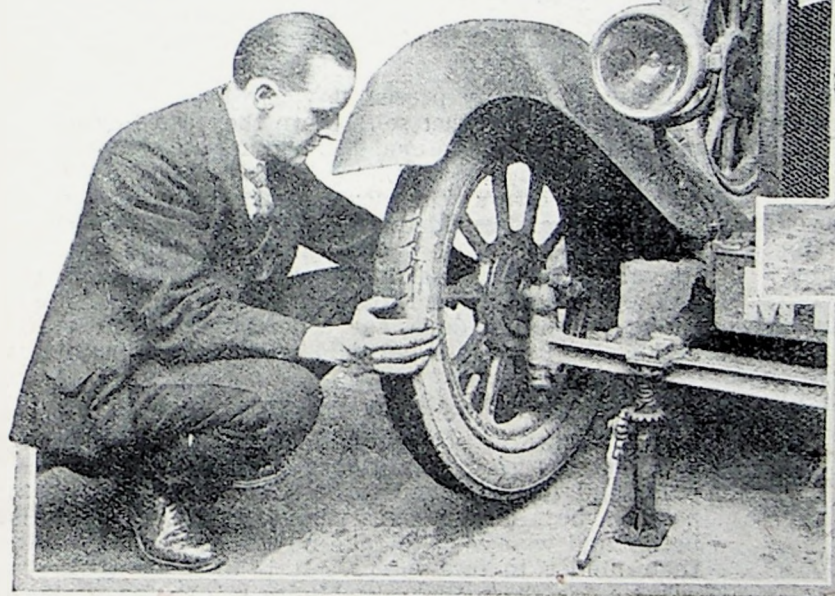
It is advisable, when inspecting a second-hand car, to carry out a few tests, such as checking the condition of the road-wheel bearings, the alignment of the wheels, the amount of play in the steering mechanism, and so

forth. The compression in each cylinder can be tested by turning the starting handle with the engine switched off and the throttle open.

If the car is fitted with an exposed propeller shaft, an attempt to rotate it by hand in each direction will indicate the amount of backlash present in the back axle. Similarly, with the aid of an assistant to turn the starting handle with each gear engaged in turn the condition of the gearbox can be judged fairly accurately; but a final test of this component should be made on the road, when excessive noise will at once be noticeable if the teeth are worn.

Let us suppose that the car is bought at the price asked—£70—and that the new owner, upon arriving home, decides that he will spend £10 on overhauling and renovation, thus bringing the price up to that which we first suggested—£80.

Probably the engine will receive first attention, and removal of the cylinders may reveal two or three worn piston rings and, perhaps, one or more worn gudgeon pins or small-end bushes. There is nothing very much to worry about in this, however, as piston rings cost only 1s. 6d. or so each; a complete set for a four-cylinder engine, assuming three per piston, will cost only 18s. Gudgeon pins cost about 3s. each, whilst the bushes, even if made specially by a local repairer, should cost no more. Normally, it should not be necessary to fit new valves, but it is advisable to do so if the stems are worn. Valves cost about 4s. 6d. each.



If it is thought that the main or big-end bearings should be taken up, here, again, it will be found that the job is not really expensive. A repairer would probably charge about 5s. per bearing, but there would, of course, be an additional charge for the work entailed in exposing the bearing, that is, removing the engine sump and so forth; this might cost 20s. or so.

The complete engine overhaul of an average light car, including remounting the bearings and doing everything else necessary to make it as good as new, should not cost more than £15 at present-day prices.

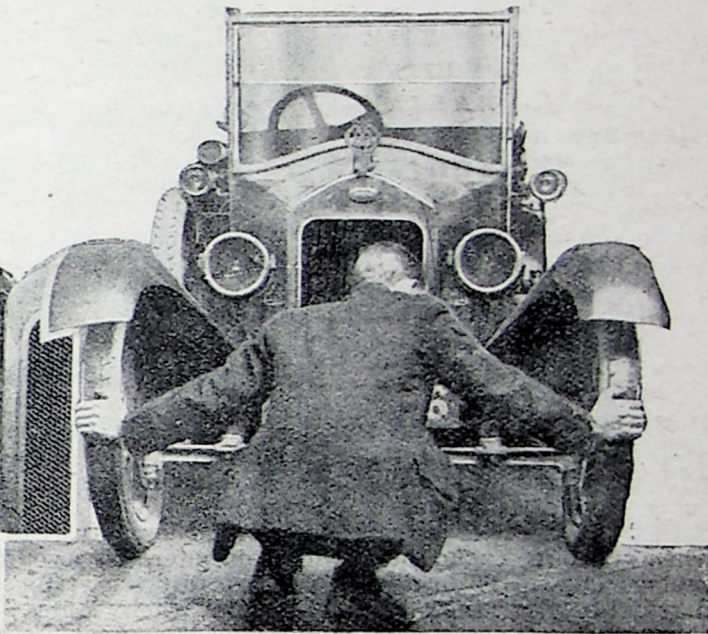
Renewals of other parts of a car are also by no means expensive, so that buyers of second-hand vehicles may rest assured that, with an average example, they will have no need to worry about the cost of renewals. A good plan is to buy a car at a few pounds less than one's absolute limit and then spend those pounds on a simple overhaul.

If a new owner is able to undertake the work of dismantling and re-erecting in his own garage, he will, naturally, save labour charges. These may represent a considerable item, as, quite often, the time taken to remove or replace any given part is out of all proportion to that required for making or fitting the new part.

It should be borne in mind that many manufacturers stock oversize parts for their cars; if, for example, the steering swivel pins are found to be worn, it will be necessary only to true up the bushes with a reamer and fit the oversize pins. Few owners have a selection of reamers in their workshops, but these tools are part of the stock-in-trade of every repairer and a charge of only two or three shillings would be made for reamering the bushes in question.

Years ago would-be humorists in engineering shops sometimes asked their "mates" for the loan of a "putting-on" tool—an instrument which, of course, did not exist. Nowadays, however, we have very efficient "putting-on" tools in the form of oxy-acetylene and electric welding plants. There is also a method of building up worn parts by a process similar to electroplating.

By the use of one or other of these processes such



By alternately pulling and pushing the front wheels (above) wear in the track-rod connections can be detected. (Left) An effort to twist the jacked-up wheel will show if wear is present in the drag link and steering box.

parts as the sliding blocks of universal joints can be built up of the correct steel and re-hardened at a fraction of the cost which would be incurred by new blocks.

Similarly, scored cylinder bores can be made good by filling in the score with a special low-temperature alloy, which obviates the need for grinding the cylinder and allows the original piston to be used again. To such perfection has this process been brought that even air-cooled cylinders, which sometimes attain a rather high temperature, can be made good without the least fear of subsequent failure.

From the foregoing it will be seen that the cost of putting a second-hand car into really good order should not be by any means high. There is no need to aim at perfection; "worn out" is a relative term, and it will be found that a little shake here and there will not have an appreciably adverse effect upon the running.

A critical examination of almost any car after a year's use would reveal a number of parts showing signs of wear—but they could not be regarded as worn out. Thus, by the use of a little discrimination a new owner of a second-hand car will find that his estimate for renewals can be reduced to negligible proportions.

So far as the bodywork is concerned, polish and elbow grease will work wonders, but, as was pointed out in a recent issue, it is well within the scope of an average owner to make a good job of repainting his car at home, and even upholstery work should not be beyond him.

Why PAY a

THERE ARE SOUND ARGUMENTS FOR AND AGAINST BUYING A CAR "BY EASY PAYMENTS." THE PROS, THE WRITER ARGUES, EASILY OUTWEIGH THE CONS, WHICH, IF EXAMINED, ARE REALLY OF LITTLE ACCOUNT.

MANY reasons exist why you should not pay as you ride—if you listen to the advice of those who have not tried present-day methods of conducting deferred-payment transactions. They point out that it is better to save up your money, pay cash when you have enough, and thus gain interest on your savings instead of having to pay interest for credit; they declare that there is something not wholly "nice" about buying things in this manner, and they emphasize that there is always an element of risk and uncertainty which cannot possibly be avoided.

If this were the case, it would indeed be difficult to account for the enormous number of cars which are bought to-day by deferred payments; it would be hard to account for the prosperity and rapid growth of many of the big house-furnishing concerns, and it would be impossible to believe the widely credited economic fact that a nation of people who are engaged in buying their own houses by degrees are anything but a nation of idiots.

If purchasing goods by deferred payments was risky, foolish or economically unsound, it would surely be a very stupid man who bought his house on this principle and thus jeopardized his whole domestic security and happiness.

The buyer of a house agrees, in effect, to rent it until the purchase has been completed, and in exactly the same manner the deferred-payment purchaser of a car agrees to hire it until his payments for hire have reached an agreed total, when the car becomes his own.

Interest Charges.

In the case of people buying brand-new cars, charges for interest are as low as 24 per cent. in certain cases, the initial deposit necessary being 20 per cent. of the list price of the car and the balance payable in 12, 15, 18 or 24 equal monthly instalments. In the case of a £150 car, the first payment will be about £30, subsequent monthly payments being at the rate of about 10 guineas for 12, or £5 10s. for 24. In the case of a £225 car, the first payment would be £45, with 12 payments of 15 guineas or 24 payments of £8 5s. These prices allow for an interest charge at the rate of 5 per cent. on the balance outstanding after the initial deposit has been paid.

B18

Naturally, many present-day car buyers have used cars which they must sell before they can buy a new model, a second-hand model in better condition, or, possibly, a type more suited to their needs than the car which they own at the moment. Folk in this position will find that, provided their old car is a reasonably marketable model, they can either allow the whole of its value to rank towards the purchase of the new car or they can get a fixed allowance for it, part of which ranks as the first deposit of a deferred-payment transaction, the balance being paid to the owner in cash.

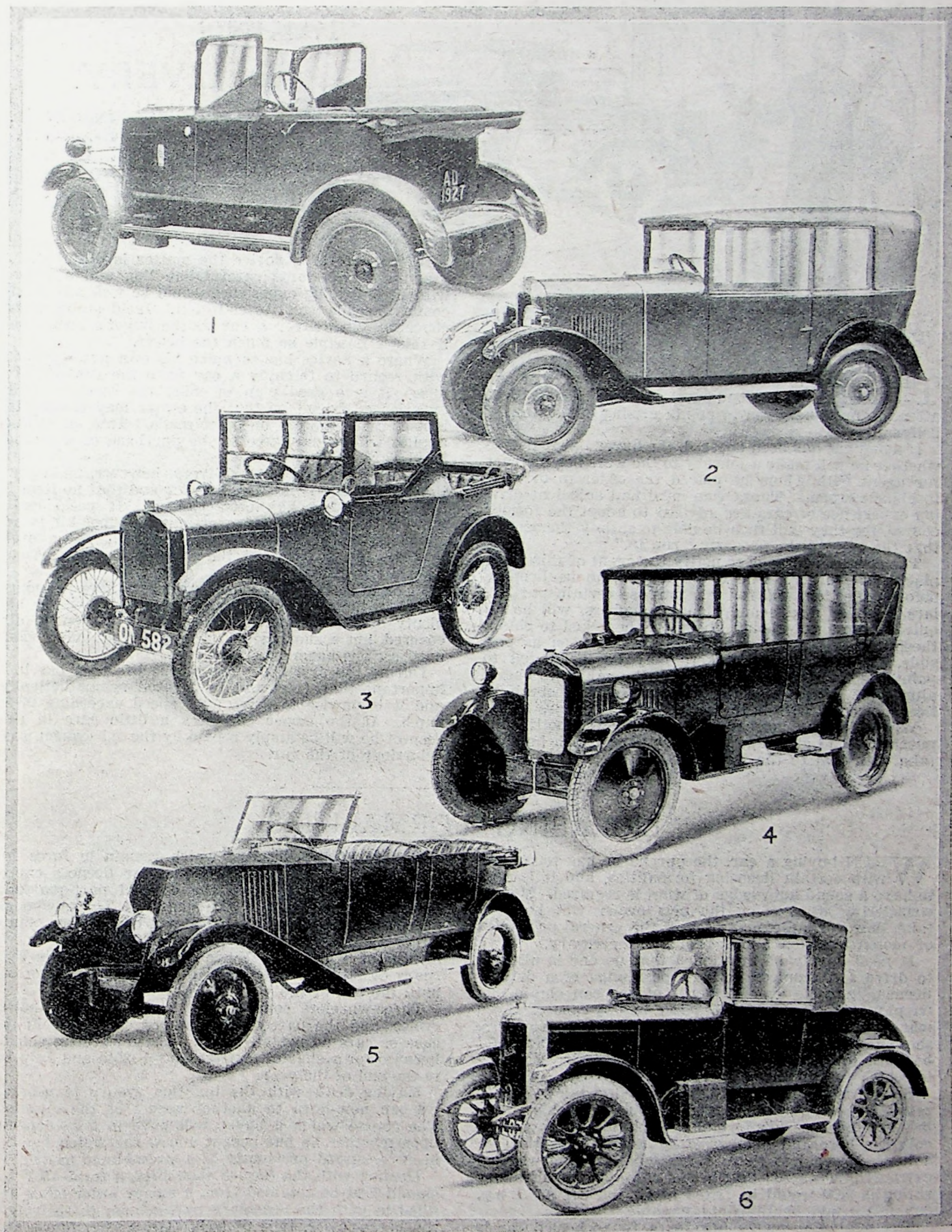
Used-car "Terms."

In the case of second-hand cars, many agents will give delivery after only a very small deposit has been paid, and this is found to be a great convenience by people whose circumstances have just altered for the better and who wish to take advantage right away of their ability to own a car. It is also an attractive scheme for those who are buying a car for business purposes and anticipate paying for it out of enhanced profits or commission earned as a result of the wider radius of action given.

It is worth bearing in mind that a second-hand car does not depreciate rapidly during the first few weeks of its life in the hands of a new owner, and this fact naturally allows dealers to give more attractive "terms" to buyers of second-hand cars than to buyers of new ones. Another factor which helps the second-hand buyer is that there is always a glut of used cars on the market—particularly at this time of year, when so many new cars are being sold.

A point which is not commonly appreciated in connection with deferred-payment transactions is that although it would, of course, be absolutely out of order for anyone who was unable to continue to make the regular payments to sell the car, it is still quite easy to avoid having to return it to the vendor and thus sacrifice the value of the deposit and the instalments which have been paid. All that is necessary is to borrow the amount of the outstanding instalments from a relative or friend, explaining to him the full circumstances of the case, pay off the balance of the instalments due, sell the car, repay the loan and pocket the balance.

For the Buyer.



**A PICTORIAL
GUIDE.**

On this and ensuing pages we reproduce photographs of many popular makes of light car. They are graded according to price. Here is a selection up to £165. (1) Trojan on pneumatics, £130. (2) 7-12 h.p. Peugeot, £165. (3) Austin Seven, £145. (4) Singer Junior, £148 10s. (5) 9-15 h.p. Renault, £155. (6) 7 h.p. Jowett, £139.



TAKING DELIVERY.

USEFUL INFOR-
MATION AND
ADVICE FOR
THOSE WHO ARE
BUYING THEIR
FIRST CAR.

THE problem of selecting the type and make of car—either new or second-hand—having been settled, attention must be given to points arising out of taking delivery.

If a new car has been ordered, the buyer has to decide whether he will make a journey to the works or instruct the agent with whom he placed the order to drive it to his showroom. Those who have had sufficient driving experience of cars are advised to adopt the former course, for they will then be able to satisfy themselves that the car will be properly "run in."

The correct course is to notify the agent of this when placing the order. The car will have to be licensed before collection, and for this purpose certain particulars, such as engine and chassis numbers, will be required; the agent should, therefore, be asked to obtain these details from the manufacturers so soon as possible. If desired, the makers may be instructed to paint the registration numbers on the car or to obtain aluminium plates and fix them. How to obtain a licence is dealt with in the article which appears below.

When the car is ready, the agent will notify the purchaser and give him a delivery note, which he must take with him to the works.

In the case of a novice the matter is different. A brand-new car wants careful handling and a person with little driving experience would be well advised to commission his agent to collect it. Incidentally, many concerns will deliver a car to the buyer's home, and if this is possible so much the better.

Where a novice has to make his own arrangements with regard to fetching a car from the dealer's premises, it is a good plan to enlist the services of an experienced friend, so that the owner may familiarize himself with the car on quiet roads. This, of course, applies with equal force to the purchase of a second-hand car.

Before actually taking delivery, however, make sure that everything is in perfect order and that no item in the specification has been omitted. It occasionally happens that, due to an oversight, the tool kit is not complete, or, perhaps, a slight fault has been overlooked. If discovered at the outset, such matters can be easily rectified.

Prior to setting out, make sure that there is enough petrol in the tank and, above all, that the engine has plenty of oil. A shortage of petrol will soon be discovered, but a shortage of oil may not become obvious until serious harm has been done.

During the first 500 miles of the life of a car it is important that it should be treated sympathetically, and it is unwise to drive at a speed exceeding 25-30 m.p.h. If the owner exercises a little care in this respect he will be amply repaid by the subsequent good behaviour of the car.

LICENSING FORMALITIES.

WHEN buying a car, the purchaser has to comply with certain licensing formalities, and it is well to have a sound knowledge of what is required. Before considering what steps the new owner will have to take, however, an explanation of the general principles of motor taxation and licensing is necessary.

It need hardly be mentioned that no one is allowed to drive a car unless he is in possession of a driving licence. Anyone over 17 years of age can obtain one on payment of a fee of 5s., but in the case of those who wish to drive only motorcycles and three-wheelers, the minimum age limit is 14 years. Application should be made to the council of the county or county borough in which the applicant resides.

So far as the car itself is concerned, a tax of £1 per rated horse-power is charged, this rating being calculated by the Treasury formula, which takes into account only the bore and number of cylinders. Fractions of a horse-power less than .1 are ignored, otherwise an extra £1 is charged; thus, a car of which the Treasury rating is 9.09 would be taxed at £9, but for a 9.1 h.p. car £10 would be the duty payable.

The minimum yearly tax for a four-wheeled car is £6, but in the case of three-wheelers a different system is in force, and the engine size is not taken into account. Three-wheelers are taxed at £4, unless the unladen weight exceeds 8 cwt., when the car scale applies.

B20

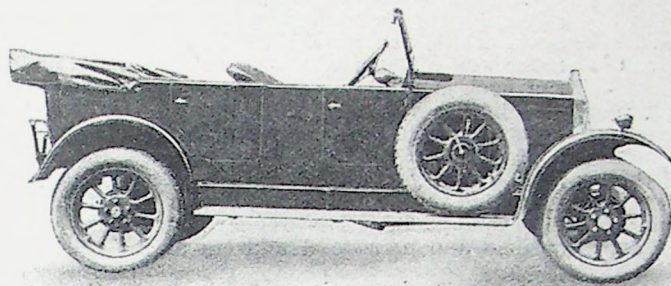
Unlike driving licences, which remain in force for one year from the date of issue, car licences expire on December 31st, or, in the case of part-quarterly licences, at the end of the quarter. Those who do not wish to pay the tax for a whole year can obtain either a quarterly licence or one for the last one or two months of a quarter. When delivery is taken in February or following months, a licence may be taken out until the end of the year.

Three-wheelers come under the category of motorcycles, and the part-yearly licences obtainable in the case of cars do not all apply. Three-wheelers can be licensed for a quarter or from March 25th and July 1st to the end of the year.

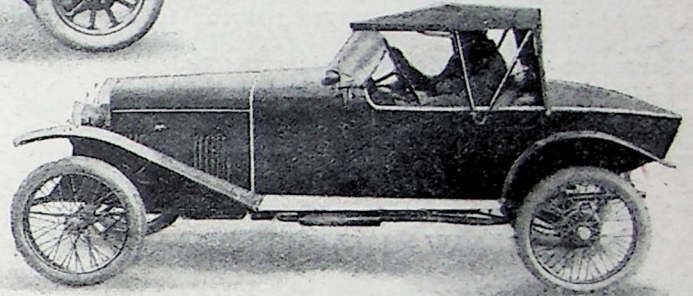
Having dealt with the taxation system in general, we can now turn to another aspect of the question. The course which a buyer will have to take depends upon whether he has bought a new car which has not been registered previously or a second-hand model.

Dealing with the former class first, a form—R.F.1—should first be obtained from a money order office and filled in with the necessary particulars; these include the horse-power, type of body (two-seater, four-seater and so forth), colour, chassis type letter and number, and the number of the engine. It is necessary also to give the year of manufacture of the engine, the number of cylinders and their internal diameter (the bore).

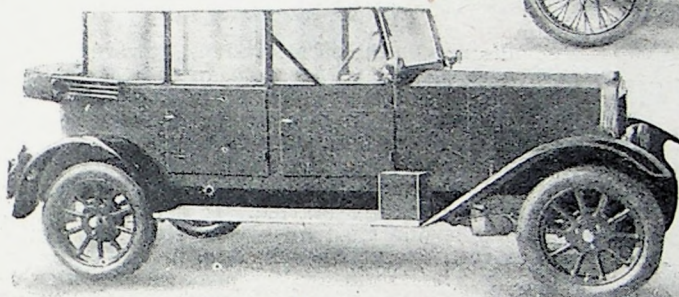
For the Buyer.



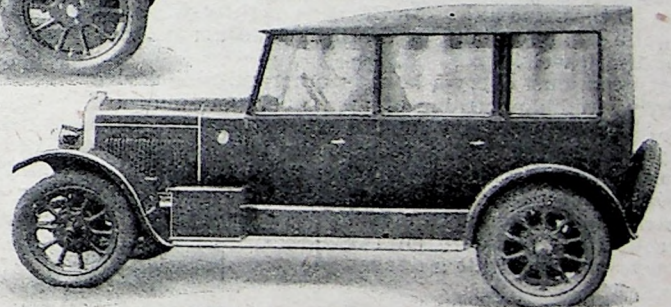
Four-seater 11-22 h.p.
Wolseley, £215.



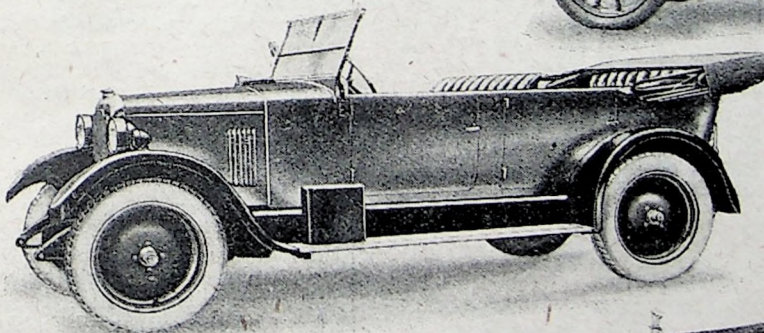
Two-seater 10 h.p.
Salmson, £165.



Four-seater 10-30 h.p.
Rhode, £198.

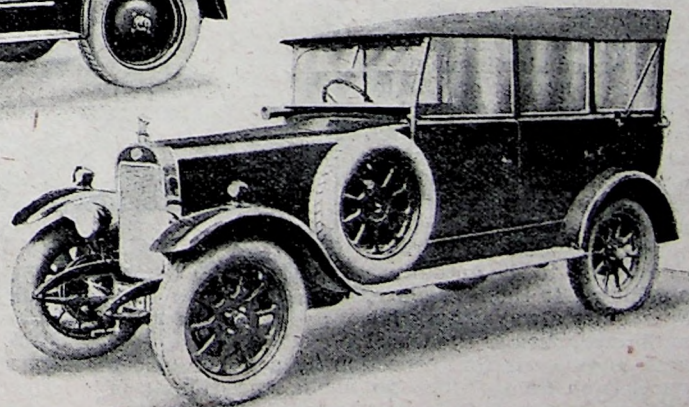


Four-seater 10 h.p.
Swift, £210.



(Above) Four-seater 9-20 h.p. Rover, £225.

(Right) Four-seater 12-28 h.p. Clyno, £220.



A POPULAR FIELD. — Six of the popular and prominent makes of light car which fall within very useful price limits. Cars like these form the stepping stones between the cheapest and most expensive models and makes, examples of which are illustrated on other pages.

If the buyer has not yet seen the car, as will probably be the case if he is taking over a new model, he should obtain the engine and chassis numbers from the makers so soon as they are in a position to let him have this information.

The completed form, together with a remittance for the amount of duty payable, should be sent to the council of the county or borough in which the car will normally be kept. The address of this authority can be obtained at the local money order office.

In due course the authorities will forward the licence card and a registration book. It will be found that an identification number has been allotted, and this number must be exhibited at the front and rear of the car in the manner described below. The licence card must be carried in a weatherproof holder with a glass front, the holder being attached to the car in an approved position.

So far as the registration book is concerned, this should not be carried on the vehicle but should be kept in a safe place, where it can be produced for inspection by the police or licensing authorities at any reasonable time.

LAW POINTERS FOR NEW MOTORISTS.

MOTORING laws may be divided broadly into two parts—one dealing with the actual vehicle, whilst the other relates to the way in which it is used. We will consider first the main points of the former.

If its unladen weight is 7 cwt. or over, the car must be capable of travelling backwards under its own power. Two efficient independent brakes are required, each of which must be arranged to operate on two wheels on the same axle. In the case of three-wheelers it is quite legal for both of the brakes to act on only one of the wheels.

Every car must carry a horn or other suitable device for giving audible warning of approach. Cut-outs are illegal, it being necessary for the exhaust gases to pass through a silencer, which reduces the noise so far as is reasonably practicable. Another point, which, incidentally, is not always realized, is that a car must be in such a condition that its presence on the road does not constitute a danger to others.

The registration numbers must be carried at the front and rear, the size of the letters being as indicated in the accompanying diagram. The letters and figures must be white on a black ground and they may be exhibited in any of the following ways:—(1) By means of a painted plate, (2) by a cast or pressed aluminium plate having raised letters, or (3) by being painted on a flat unbroken portion of the surface of the body. It should be noted that no writing or ornamentation must be placed in the vicinity of the number if it would make the characters more difficult to read.

We now come to the actual use of the vehicle. In the first place, an owner must always carry his driving licence when at the wheel and must produce it for inspection by a police officer if requested to do so. The 20 m.p.h. speed limit is still in force, although it is quite possible that it may be abolished in the comparatively near future. In many towns and villages local limits—usually 10 m.p.h.—are fixed, and these special restrictions are always indicated by a sign at the roadside.

When meeting another vehicle a driver should keep to the left or near side, whilst when overtaking he

If a second-hand car has been bought, the procedure will be much more simple. The buyer must obtain the registration book from the seller. This is important, and a purchaser is not advised to pay for the car until this book has been handed over to him. The person who is selling the car will have to notify the change of ownership to the council whose name appears in the book, whilst the buyer, for his part, must enter his name and address in the space provided and forward the book immediately to the registration authorities. The licence will then be transferred to his name and he will receive the book again in due course.

If a car is not to be used at once, the new owner should notify the authorities of the fact that he is acquiring the vehicle and does not intend to use it for the time being. The registration number, class of vehicle and name and address of the seller must be given.

The owner should bear in mind that if, at any subsequent time, he modifies his car in any way which affects the particulars given on the licence or in the registration book, for example, he must at once notify the authorities.

should pass on the off side. It is, however, permissible, *when consistent with safety*, to overtake on the near side, but novices are strongly advised not to cultivate this practice. In most towns trams may be passed either on the near or off side.

On leaving a car the engine should be stopped and precautions taken to prevent the car running away or being accidentally started. It should be noted that a noisy engine must always be stopped when the car is at rest, except when held-up in traffic or when the engine is being run for the purposes of testing.

The question of obstruction is rather a complicated one and common sense is the best guide in this matter. It is wise, when in a strange locality, to ask the advice of a policeman before parking a car.

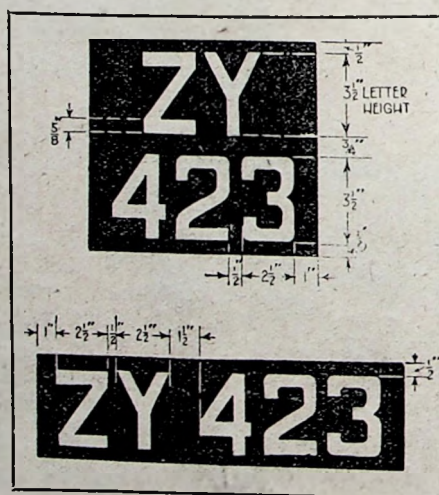
In the case of an accident a driver should stop and, if required, give his name and address, and it is noteworthy that a constable may arrest, without warrant, any driver who, in his view, has committed the offence of dangerous driving and refuses to give his name and address, to produce his licence, or is driving a car which does not bear proper identification marks.

If requested to do so by a police officer in uniform or a person in charge of a horse, a driver must stop.

With regard to lighting, a car must carry one white light at the front on the extreme off side and a red light showing to the rear in the period between one hour after sunset and one hour before sunrise. The back number plate must be illuminated half an hour before and must remain lighted half an hour after the period specified for the other lights. Tourists should note that in the

counties of Stafford and Glamorgan and in the city of Newcastle local by-laws require two front lights showing the width of the car.

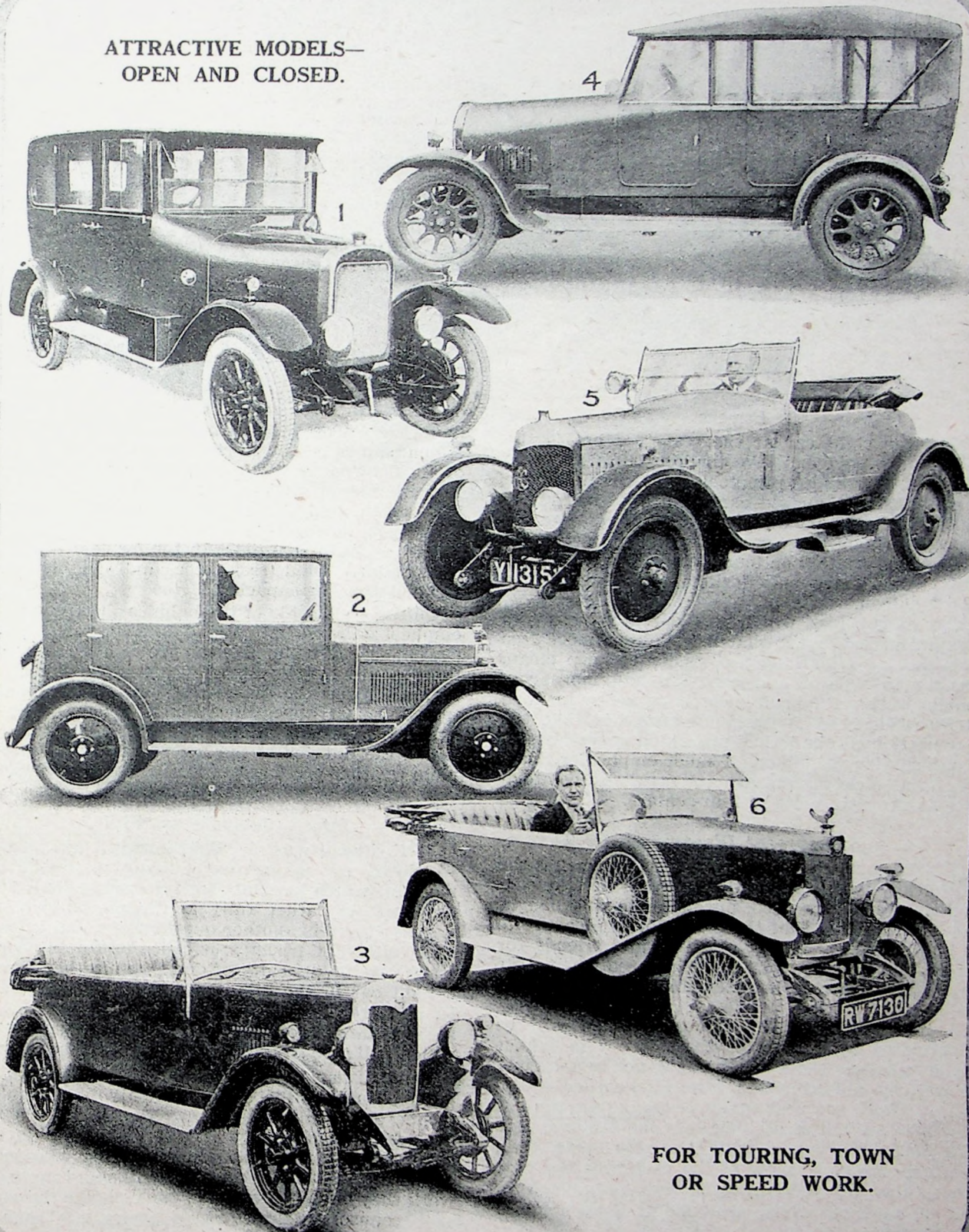
It is not always known that it is an offence to travel backwards for an excessive distance, and many drivers are guilty of this conduct, although the police do not very often take action in the matter. Finally, it must be pointed out that a motorist must be in such a position when driving that he can have full control of the car.



Alternative arrangement of the letters and figures on a number plate showing the correct dimensions.

For the Buyer.

ATTRACTIVE MODELS—
OPEN AND CLOSED.



FOR TOURING, TOWN
OR SPEED WORK.

FROM £250
UPWARDS. —

A very attractive range is presented by the more expensive light cars. Here are several well-known examples. (1) Clyno saloon, 12 h.p., £250. (2) 10 h.p. Mathis, Weymann saloon, £265. (3) 9 h.p. Riley four-seater, £275. (4) 9-20 h.p. Humber, £267 7s. This car now has f.w.b. and a transmission brake. (5) A.C. sports tourer, £375. (6) 12-50 h.p. Brooklands sports Lea Francis, £425.



RICH MIXTURE

LIGHT CAR COMMENT AND ADVICE

By
Focus.

To Buyers.

BUY the right car at the outset. That is the best advice I can give to everyone who is on the point of taking up motoring for the first time or exchanging their old car for a new one. It is really extraordinary how many cases I come across of people who buy two-seaters, whereas they really wanted four-seaters or touring cars when actually what would have suited them best would have been a saloon.

The advantages which a two-seater possesses over a four-seater are that it is lighter, more free from rattles after long use, easier to keep clean, cheaper to repaint and renovate and more convenient in that the hood is easily raised or lowered single-handed. A further advantage is that the rear portion can be locked up, which is very useful if one carries valuables. I must emphasize, however, that dickey seats are not nearly so comfortable as the rear seats of four-seaters.

Dickey-seat Discomfort.

MANY people buy two-seaters believing that the dickey will provide all the extra accommodation they will ever need, but, after having bought the car, they find that there is a lot of pleasure to be obtained from taking relatives and friends for a ride, and that much of this is marred when their guests have to ride in discomfort unprotected by the hood.

A few words on the saloon question will be appreciated by a number of readers who cannot decide whether their needs might not be met just as well by a four-seater with all-weather equipment. There are very many people at the present time who are not at all sure that the disadvantage of a fixed top, coupled with the extra initial cost, is worth while, in view of the fact that the best present-day all-weather equipment provides protection approximately equivalent to the glass windows of a saloon.

Saloon Advantages.

AFTER very long experience of all kinds of all-weather equipment and after running a saloon for four months myself—whilst having tried a considerable number of different types—I hold the

opinion that for everyone, save fair-weather motorists who use their cars for pleasure purposes only, a saloon is well worth the extra cost, in spite of its drawbacks. These include extra weight—hence increased fuel and tyre bills—extra cost to keep clean, inability to drive with fresh air all round you, noisiness in some of the cheaper types, danger from broken glass in the event of an accident, added wind resistance and definitely restricted carrying capacity.

On the credit side of the balance-sheet one must emphasize the warmth and cosiness of a closed car, convenience of being able to open or close any window to any degree at will, the better visibility obtained from the glass windows, the well-maintained, smart appearance due to there being no celluloid to fade or scratch, the excellent condition which the interior of the car retains and its complete weather-proofness even after several seasons' use.

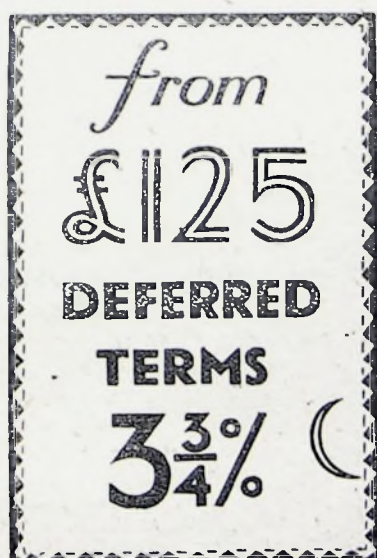
Infant, Juvenile or Adult?

THE difficulty of deciding between an open or closed car is exercising many minds at the moment, which accounts for my having dealt with the question rather fully in the preceding paragraphs; there is another question of equal importance, although, perhaps, it concerns fewer people. I refer to the difficulty of deciding whether to buy a light car in the infant, juvenile or adult class. In all three there are first-rate little cars to be had—well-tried, good-looking little thoroughbreds, which will give many years of faithful service.

Readers sometimes write to me and ask whether a 7 h.p. model will be likely to suit their requirements, and I always reply, "Yes, if you do not overload and overdrive it." I make exactly the same reply to folk who are wondering whether a car in the 1,000-1,100 c.c. class will stand up to the work they have in mind, and one can give the same sage counsel to those whose aspirations soar to 1,500 c.c. or thereabouts.

The fact is that there is no room for poor stuff on the market to-day. Light cars which are built and offered for sale as being suitable for fulfilling a given task will carry on doing it almost indefinitely, no matter whether their owners pay £12

sty



for every sort of
British weather

TROJAN Owners—and they are multiplying by hundreds—have doubtlessly told you about most of the good things embodied in Trojan cars. Maybe it's the ease of driving that has taken your fancy, or its tremendous reliability under all conditions of road travel.

Anyway, come along to the Normand Garage and have a Trojan put through its paces. You will discover just why motoring is fast losing its old-time minor inconveniences, under the influence of Trojan progress.

Every kind of Trojan can be seen at the Normand Garage, the Sole London and Kent Trojan Distributors. Come and inspect the various models.

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The above is extracted from an article which appeared in the recent issue of "Light Car and Cyclecar" and is yet another tribute to the extreme adaptability of the Trojan to all conditions in this and any other country.

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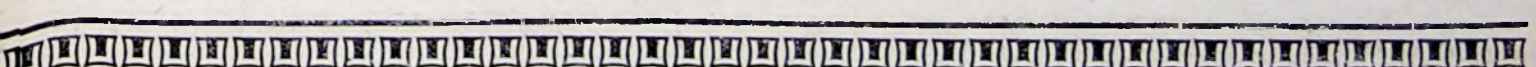
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Driver: "No, by Gosh! that's the reason I'm here now."

a year or £7 for the privilege of driving them. If you must carry five adults and luggage, however, carry them behind an engine that will do the job on half-throttle.

The Purpose of Lights.

I HAVE never yet seen or heard stated what is the real purpose of a forward light on a vehicle. The law states that vehicle users shall carry a light after dark. So far as I am aware it does not define a "light," though I have heard it argued that it must not be less than that of a candle. (An ingenious clergyman who tried an experiment with glow-worms a few years ago was fined.)

Apparently, the light is carried in order to reveal the presence of the vehicle and not to make the driver cognisant of the presence of other vehicles.

There is no ambiguity about the position in navigation. Ships carry lights to show their exact situation to others, and that, it seems to me, was the original purpose of lights on vehicles. The question of illuminating the road ahead did not come into the question.

Privileged Persons.

WITH the growth of traffic, the logical development was that the position of vehicles should be disclosed from the back as well as from the front; hence the rear red lamp. It is a common-sense idea, removed from all argument, and applied without question both on land and sea. Why, then, should cyclists be privileged to ride without one?

They claim that in their particular case the whole purpose of the lighting laws should be revised and someone else provide the illumination to reveal their position! That is why the disc and reflector cannot be accepted as satisfactory. Their use is founded on a false theory of rights and responsibility which is not allowed to any other road user.

More About Ventilation.

MY recent remarks with regard to the ventilation of saloons have brought me one or two letters from inventors of patent ventilators and quite a number of communications from folk who have found that, from the driver's point of view, the ideal arrangement for keeping the interior airy and free from draughts is to keep one of the rear

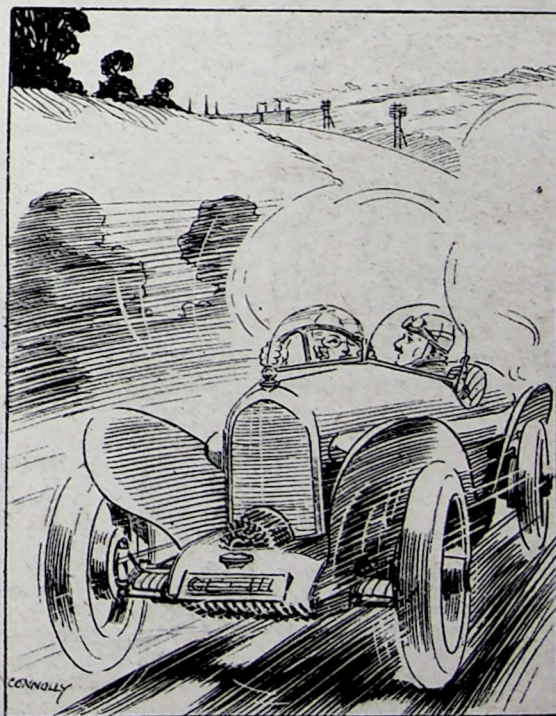
windows open. This, however, is not ideal for the rear passenger.

It is quite clear, however, that the problem of keeping closed cars ventilated is not going to drag on for generations, as it has in the case of railway carriages. Already small ventilators in the sides of the scuttle, a large, hinged flap on top of it, a similar arrangement in the roof, and various types of adjustable windscreen are going far to improve matters, whilst I cannot say that I, personally, have so far encountered a closed car which is not capable of being made delightful to ride in in any weather, provided that, in the winter, one wears a reasonably heavy overcoat.

5 m.p.g. To the Good.

A LITTLE hint which appeared under "Ideas for Owners" a week or two ago concerning a method for making the needle of a Solex carburetter petrol-tight has improved the consumption of my Singer to the extent of about 5 m.p.g. For some weeks the carburetter had always looked moist, but I had never caught it actually dripping.

This big saving suggests that thousands of gallons of petrol must be wasted every day from this cause, for one rarely sees a carburetter which is quite dry externally, particularly when the engine is cold. Some needle valves, incidentally, will not seat perfectly whatever pains one goes to, which brings me to an old grumble concerning the inferior petrol taps which still figure on many cars. There are plenty of good leak-proof, easily operated taps on the market, and one of them would surely be a most desirable thing to give away with a car.



Muddled Passenger (whilst doing the knots along the Coventry-London Road): "If that was Fenny Stratford, it's time you started stopping if we're going to buy some cigarettes in Dunstable."

One Foot—Two Jobs.

WHEN making my way through the crowded traffic in the Strand a week or two ago, and dabbing my right foot first on the brake and then on the accelerator, it occurred to me how very useful it would be if these two controls could be combined, the "neutral" position being amidships, from which depression of the pedal caused acceleration, and allowing it to come up put on the brakes. Of course, it would be necessary to employ a Dewandre vacuum servo or some other mechanical appliance to provide the necessary pull on the brake rods, and it would also be necessary to practise a little before one became successful in the use of a dual control of this kind. But that it would be very attractive for traffic driving seems fairly evident. I like the idea better than a combined foot brake and clutch pedal on the lines originally popularized on Mercedes cars—I believe—whilst it would be a splendid arrangement for racing.

Useful for Racing.

LAST year most of the drivers who took part in the British Grand Prix and the 200-Mile Race had to scheme cunning controls of some kind to allow them to double-declutch, brake, speed up the engine, change gear and steer simultaneously, and a double-acting accelerator pedal which accelerated on the way down and decelerated on the way up, would certainly have proved a boon.

I am not at all sure that so very much practice would be needed to get accustomed to its use, as the braking action of the engine when throttled down has taught us already to look for an effect similar to mild braking when we take our foot off the accelerator pedal. The only thing one would have to remember would be that if a Dewandre servo got busy on the brakes as the accelerator pedal came up the deceleration would be much more rapid than it is in the ordinary course of events.

More About Starting Handles.

A READER calls my attention to the fact that a recent paragraph of mine dealing with the need for oiling the starting handle bush from time to time was followed by some comments on a peculiar rattling noise. He explains that he was plagued by a most worrying rattle apparently from the region of the front axle, and it was some weeks before he traced it to the grip of the starting handle, which old age had made loose on its spindle. He prevented the noise by fixing a strap to the dumb-iron and hooking the handle into this in the manner which was so popular some years ago.

In this connection it would be as well, perhaps, to remind readers that there have been numerous cases of prosecutions for obscured number-plates due to the starting handle hanging down in front of them. I have noticed a great number of cars recently which have offended in this direction.



ON PUTNEY
COMMON.

— One has not to go very far out of London, or for that matter out of any of our big cities, to find the most charming rustic surroundings. This photograph was taken only five miles, as the crow flies, from Hyde Park Corner.

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Welcome!

is the time of year most new motorists are looking forward to the day when they will obtain possession of their first car, be it a glittering new model in all the glory of its unblemished finish, or a more humble vehicle which has lost some of the smartness, but not necessarily the vigour, of youth. The winter almost past, and, with the promise of better weather, the thoughts of these fortunate individuals—only those who have already tasted the joys of their first trip can appreciate their real feelings—are turning to the moment when they will grip the wheel between their fingers.

The Light Car and Cyclecar feels sure that it is expressing the sentiments of every reader who already has a car when it offers them a hearty welcome to the ranks of light car owners. They may perhaps, through inexperience, cause other motorists some trifling inconvenience before the skill born of practice comes to them, but, not forgetting that every driver was in their position once, it behoves the old hands to excuse their slight errors and offer them every possible assistance. In return, we appeal to beginners not to spare any pains to make themselves proficient in handling their cars and to learn (on quiet roads) to drive them in a considerate and sensible manner. The increase in the number of car owners cannot fail to do much to remove the prejudice against motorists which is still, unfortunately, held by a section of the public, particularly if every driver exercises good manners when at the wheel.

A Word of Warning.

FOR some time past there has been a growing tendency amongst a fairly large section of the motoring community to believe that the 20 m.p.h. speed limit is no longer being enforced except in notoriously anti-motorist districts. We ourselves have never put forward this view, neither have we encouraged our readers to accept it, as we believed that a temporary cessation a short time ago of trapping did not by any means indicate that the practice was being entirely suspended.

It is probable that many people have been led astray with regard to what is the legal speed limit by the Parliamentary discussions which have appeared in print from time to time, when the

"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 CONSISTENTLY ENCOURAGED THE DEVELOPMENT OF THE ECONOMICAL MOTORING MOVEMENT FOR OVER FOURTEEN YEARS.

NO CAR WITH AN ENGINE CAPACITY EXCEEDING 1,500 C.C. (13 LITRES) COMES WITHIN THE SCOPE OF THIS JOURNAL, THAT CAPACITY BEING GENERALLY RECOGNIZED AND ACCEPTED AS THE LIMIT FOR A LIGHT CAR ENGINE.

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long-delayed Road Vehicles Bill has come up for consideration in the House. That the limit would be abolished entirely, that it would be raised to 30 m.p.h., and various other rumours have gained currency, but the wise motorist has continued to drive warily whilst waiting for the official decree to be promulgated. Now comes the news that the police are displaying unusual activity in the Metropolitan area, and are operating controls the number of which exceeds anything previously experienced. Ten-mile limits are being rigidly enforced in many places and considerable attention is being given to the new arterial and loop roads. It is significant that in one suburban police court alone during January the R.A.C. defended over 90 of its members who had been summoned for exceeding the speed limit; the total number of cases undertaken by the Club since the beginning of the year is easily a record.

Why Not Singles?

AS we have pointed out on a considerable number of occasions, the popularity of a cyclecar depends principally upon its purchase price, in exactly the same manner as the popularity of a fully-fledged light car fluctuates according to how close the manufacturer can get to £150 or so. This emphasizes the fact that if more cyclecars, which are represented to-day almost entirely by three-wheelers, were marketed with single-cylinder engines, they might sell in very much larger numbers than they do. The difference in price between a single-cylinder side-valve engine of 500 c.c. and the conventional type of larger two-cylinder air-cooled engine of the pattern commonly fitted to three-wheeled cyclecars is approximately £10, and this does not represent the total saving which would be obtainable by fitting the smaller engine, as there would be a saving on the magneto, the exhaust system and so forth. Another point worth bearing in mind is that buyers of three-wheelers are largely recruited from the ranks of motorcyclists, amongst whom the 500 c.c. single-cylinder engine has always been a firm favourite. Its capabilities are well known, and a reasonably good specimen would give to the average three-wheeler a maximum speed of about 40 m.p.h. with a consumption of about 70 m.p.g.

The economy of a light car should not be expressed in terms of petrol economy alone. It is economical all through—

time of the year will arrive when dealers expect to reap their richest vest, and no efforts being spared to place the public in possession of every fact and figure concerning individual makes, both large and small. It is not surprising, therefore, that prospective owners of new cars find it difficult to make up their minds as to the particular make and type in which to invest their money.

The inclination nowadays, moreover, is for an intending purchaser to scan the columns of second-hand cars which are advertised for sale, with a view to obtaining a fairly up-to-date model at a price which would be beyond his means if he had to buy it as a new car.

Bearing in mind that many high-grade light cars—in either new or second-hand form—cost as much as larger medium-weight vehicles, the case for the light car needs putting clearly and convincingly before them.

As a rule, only the most obvious aspect of the situation, namely, running economy is considered, and this—when reduced to terms of plain fact—is usually considered to centre only in the better petrol consumption given by the smaller type of vehicle; but there is much more in it than this.

A question which has to be solved before any prospective owner makes up his mind definitely to have a car is whether satisfactory garage arrangements can be made. Certainly the garage question is not so acute as it used to be, the reason being that communal garages have sprung up in all parts of the country—particularly in outlying residential districts—and because suburban builders have realized the added attraction that a home garage provides.

The Home Garage.

Space at the side of a dwelling, however, is usually of great importance, and modern builders of small houses seldom seem able to spare more than 8 ft. or 10 ft. for a garage. They are also not slow to realize that it is cheaper for them merely to allow the necessary ground space, leaving it to the owner to erect the type of structure which fancy dictates. The fact that the necessary ground is available is usually almost as strong an attraction as the existence of a garage built with a house.

Now there is all the difference between housing a large and a small car. An owner will find that unless he occupies the whole of the available 10-ft. width, the quarters will be very tight when a large car has been allowed for, but with a light car, the average width of which is about 5 ft., he can not only house it comfortably in a suitable structure, but can retain a passage-way between the garage and the house, giving access direct to the garden. This point has been dealt with at some length, but it is acknowledged that householders study points like these very carefully.

There is also, of course, the question of length. A 10-ft. long garage will house any light car and also

THE ADVANCED STAGE TO WHICH MODERN LIGHT CARS HAVE
EVERY PROSPECTIVE CAR PURCHASER. WHILST ECONOMY IS
THEMSELVES—GARAGING, FOR INSTANCE. TH

provide room for a work-bench along one end. As to cost, obviously a small structure is far less expensive than a larger one, whilst in some districts the authorities are against the erection of temporary lean-to structures in which the side of the house is utilized to form one wall of the garage.

Where resort has to be made to public garages there is usually a difference of about 25 per cent. in the cost of housing a small car compared with that of a large one, concrete examples being 7s. 6d. for a light car and 10s. for a larger car.

Attention may now be given to upkeep and running costs, and the following facts should be borne in mind by anyone who is wavering between the purchase of a small and a large car. The low tax on the former is one of the strongest points in its favour. It is no more

at Car?



SED ENTITLES THEM TO THE EARNEST CONSIDERATION OF
HWORD, THERE ARE OTHER VITAL ASPECTS WHICH PRESENT
SUBJECT IS DEALT WITH IN THIS ARTICLE.

than £9 in the case of some full four-seaters the performances of which are beyond adverse criticism, whilst a comprehensive insurance policy for a car valued at, say, £200 is under £11.

If an owner decides that he would like to join any of the prominent motoring organizations, he will find that special consideration is given where the capacity of an engine does not exceed 1,100 c.c. To take an example, full associate membership of the Royal Automobile Club costs one guinea, and with this, of course, go all the advantages of membership, including the "Get You Home" scheme, legal advice and so on. The Automobile Association makes a similar half-rate concession.

The purchase of petrol when touring is a ready-money transaction, and the owner of a light car will

—Four really comfortable seats and 40 m.p.g. are, nevertheless, very useful allies in the budget.

discover that, after covering a given distance, it is far more pleasant to pay for four gallons than eight gallons, for the consumption of light cars may be so low as 40 m.p.g., while larger cars sometimes do not exceed the 20 m.p.g. mark. In oil the former are similarly economical, while they are far lighter on tyres—which, by the way, cost considerably less to buy.

Upkeep charges are reduced to the lowest possible figure, first of all because the cost of replacements is proportionately low and, secondly, because any intelligent owner can tackle many light car repair jobs that would be beyond his capabilities if he owned a heavy car.

Should expert assistance be unavoidable, there is again a marked difference in cost. Take, for example, a decarbonizing job. The Austin concern has standardized charges, and these form a useful basis for comparison. Thus, for removing the cylinder head, decarbonizing, grinding-in valves, adjusting tappets and tuning up the engine on the road £1 12s 6d. is charged for the 12 h.p. model but only £1 7s. 6d. for the smaller model. It is interesting to note that only £4 is charged for the small model for removing the cylinder block, re-grinding the bores or fitting a new block and pistons.

The Handiness of Small Cars.

The argument would not be complete without a reference to the "handiness" of small cars. This is nearly as noticeable in the country as it is in busy traffic centres, although the greatest advantage in point of view of the percentage of time saved by ease of manoeuvrability compared with a "heavyweight" is usually always felt when crossing a large city.

On country runs the small car scores because it can with safety slip past comparatively slow-moving traffic which it overtakes, whereas larger cars have to wait their opportunity—unless a driver is prepared to take risks.

The foregoing represent hard facts, and when it is considered that for give-and-take roads small cars can put up average speeds which are just as good as cars of larger size and greater horse-power, and that the comfort of modern small cars compares favourably with larger types, there is surely every incentive for a buyer to enter the field which will give him the greatest economy.

A question which must be considered when the purchase of a car is contemplated is: What sort of price will it command in the second-hand market after, say, two years' use? Light cars, of course, compare very favourably with their larger brethren, but, actually, they are the better proposition, because they cost less to put in good running order and to smarten up. We have already indicated the lower cost of repair jobs and so on, and, in addition, the expense incurred by repainting the body and wings and re-upholstering is lower. Often an enterprising light car owner can carry out this work himself and derive not only profit but pleasure from so doing. In the case of a large car he might well fight shy of the task, which is generally admitted to be beyond the ability of an amateur.

Cyclecar Comments.

AMONGST THE THREE-WHEELERS.

"SHACKLEPIN" DISCUSSES
THREE-WHEELED CYCLE-
CARS IN GENERAL AND
GIVES ADVICE REGARDING
THE CHOICE OF A MODEL
TO MEET THE NEEDS OF
ANY INDIVIDUAL BUYER.

IN spite of the continued reductions in the prices of pukka four-wheeled light cars—more than one make now being available at a price less than that asked for some three-wheelers—it is pleasant to notice that there is a large section of the motoring public which remains staunch to three-wheelers.

So far as the English market is concerned, there is a quite reasonable choice available amongst the five different makes on the market, and of each there is a selection of several different models.

There is a peculiar charm and fascination about driving a three-wheeler which, so far as my experience goes, is lacking when one takes the wheel of a conventional four-wheeled car. Whether it is the power of acceleration or the ease with which a three-wheeler can be handled, I cannot say, but the fact remains that a well-tuned three-wheeler—I confess to having a distinct leaning towards the sports types—is a very pleasant vehicle.

A number amongst my friends and acquaintances many owners of high-powered motorcycle combinations, and the arguments which arise concerning the respective merits of these machines and three-wheelers become at times almost violent! One endeavours, of course, always to see both sides of a question, but although I served my apprenticeship on solo motorcycles and sidecar combinations, I feel that they can in no way be regarded as superior to a three-wheeler sports model which will give speeds in excess of 70 m.p.h., whilst providing car-like comfort for driver and passenger.

1134

REPRESENTATIVE MODELS.

The Aero Morgan family model is shown at the top of this group, whilst on the left is the sports Omega. Below is depicted the Coventry-Victor, which has a chummy body and ample weather protection.

A great deal is written these days concerning the "family man," and by this one is led to assume a married man having, say, two small children, whom, naturally, he wishes to take with him when he goes for a run.

Until fairly recently the needs of family men were not met by any three-wheeler manufacturer, but now nearly all of them provide models in which two adults and two children can safely and comfortably be accommodated. Thus, at a minimum of expense—and it must be borne in mind that the tax on a three-wheeler is only £4 per annum—the whole family can spend many enjoyable hours on the road. And what pleases children more than a jolly picnic in the country?

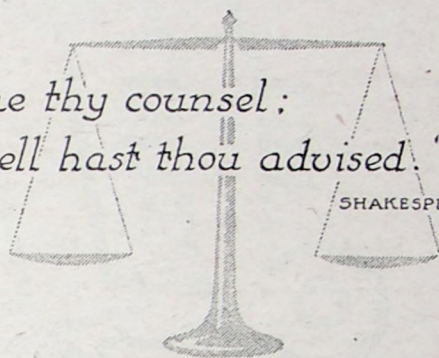
Some men, especially if they be still young, have a yearning for speed, and they fear that if they buy

a family vehicle, which a desire to be unselfish indicates to be their proper choice, they will be handicapped when "the other man" wants to "scrap" on the open road. Whilst I am not an advocate, by any means, of risky driving, especially when one has one's family aboard, it certainly is pleasant to be able to open the throttle and feel that surge of power which is associated with sports models. Although the normal family model, fitted with, say, an 8 h.p. J.A.P. engine, should easily be capable of 50 m.p.h., those who want greater speed will find their needs catered for in the special family model Aero Morgan which is illustrated on this page. This three-wheeler has all the attributes of the standard Aero model, but the body is arranged with a small seat at the back large enough to accommodate



*"I like thy counsel;
well hast thou advised."*

SHAKESPEARE.



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two children, the hood, of course, covering all the passengers. Family models are also made by the Omega and Coventry-Victor concerns.

Those three-wheeler enthusiasts who prefer to sacrifice simplicity for features associated with cars will find their needs met fully in the D'Yrsan, which has a four-cylinder water-cooled engine, unit-construction three-speed-and-reverse gearbox and detachable wheels. It is a car on three wheels in every sense of the word, but its cost compares favourably with that of other makes of three-wheeler having a similar road performance. The manufacturers of the D'Yrsan pay special attention to the sporting side of the movement, and they market models capable of exceptionally high speeds.

A comparative new-comer to the three-wheeler market is the Hilton-Pacey, a machine designed on the simplest possible lines and intended for use by those to whom real economy is the governing factor. It is fitted with an air-cooled motorcycle-type single-cylinder engine of $3\frac{1}{2}$ h.p. and a Sturmey-Archer gearbox, chain drive being used throughout. In spite of the comparatively low power of the engine, these machines have a quite creditable road performance, whilst the roominess and comfort of the body should make a direct appeal to those who desire easy travelling and who have no great wish to drive very fast.

It falls to my lot every day to answer by post a large number of queries from readers who are

for something that will run with reliability week in and week out without requiring any particular attention. To such a man I should recommend an Omega or a Morgan fitted with a water-cooled 8 h.p. J.A.P. engine, because these engines are extraordinarily reliable and, having an ample margin of power in reserve, are so seldom overdriven that they maintain their tune almost indefinitely.

The enthusiast who likes speed and who does not mind—perhaps enjoys—a little tinkering, will find that a three-wheeler fitted with an o.h.v. engine will provide all the speed he is likely to require. The makers of the Morgan give a choice of three different makes of proprietary o.h.v. engine; these are the Vulpine-Anzani, the 10-40 h.p. Blackburne and the 8-45 h.p. J.A.P., the two last-named being of the racing type and, of course, capable of particularly high speeds.

fitted with a horizontally opposed two-cylinder water-cooled engine. Although rated at only 7 h.p., this engine has shown itself to be amply powerful for the work it is called upon to do, and it must be remembered that there is more than one four-wheeled light car fitted with an engine of very little greater capacity than that of the Coventry-Victor.

In common with other three-wheelers, excepting the D'Yrsan and the H.P., the Coventry-Victor has two-speed chain transmission controlled by dog clutches. The body is quite luxuriously arranged and the provision of side curtains and an efficient hood makes it a very desirable all-weather vehicle. The engine is started by hand from in front as in orthodox car practice, and this feature, combined with geared-down steering, suggests that the Coventry-Victor would be very suitable for women drivers.

Having outlined the main features

A CONTRAST IN TYPES.

Above (right) is shown the Hilton-Pacey, which has a $3\frac{1}{2}$ h.p. single-cylinder air-cooled engine and three-speed gearbox. The French D'Yrsan (left) is fitted with a four-cylinder water-cooled engine, a three-speed and reverse gearbox and detachable wheels.

anxious to become three-wheeler owners but who cannot make up their minds regarding the make and type of vehicle to order. In the majority of cases they give me sufficient details concerning their requirements to enable me to make a fairly reasonable suggestion, but it is a question upon which it is almost impossible to generalize, because the needs of almost every individual are different.

Thus, the man who proposes to use his machine daily, perhaps, for business purposes and who is not very mechanically inclined will wish

Where low first cost is an important consideration, a small saving can be made by ordering an air-cooled engine which, of course, may be relied upon to give complete satisfaction, although, perhaps, inclined to be a little more noisy than the water-cooled type. Contrary to the belief held by some people, air-cooled engines of modern design show little or no tendency to overheat when driven hard during the hot weather, but their appetite for oil is greater than that of water-cooled engines.

The Coventry-Victor is unique amongst three-wheelers, in that it is

of the three-wheelers on the British market, it may prove helpful to prospective owners if I say a few words concerning upkeep costs and so forth.

Full comprehensive insurance for a three-wheeler can be obtained for £6 per annum; the only other essential charges are the registration and driving licence fees, which, of course, are £4 and 5s. per annum respectively.

The running costs of a three-wheeler are very low. Even high-efficiency sports models may be relied upon to have a fuel consumption of not less than 50 m.p.g., whilst oil consumption, with a water-cooled engine, is not very great. It is difficult to give an actual figure, because the amount of oil used depends very largely upon the speed at which the cyclecar is driven. As a rough guide, however, it may be taken that 1,000 m.p.g. should be obtainable. In the case of an air-cooled engine the figure might be 700-800 m.p.g.

Tyres are not expensive items, but their lasting powers are governed largely by the manner in which the machine is driven and the condition of the roads upon which they are used. I find that a rear tyre on my Aero Morgan, which is driven fairly hard, will last for about 8,000 miles.



For Austin Sevens.

MESSRS. LLOYD AND DEELEY, 177, Broad Street, Birmingham, have recently placed on the market a device which enables the petrol tap of an Austin Seven to be turned on or off by means of a button on the fascia board, thus saving the need for opening the bonnet. A small attachment is supplied for fitting over the handle of the tap, and this is connected by a wire and suitable rods and levers to the push-and-pull button on the fascia board. Holes have to be drilled in the scuttle dash and fascia board, but no owner who is handy with tools should have any difficulty in fitting the device. The price of this accessory, which is known as the Bodelo petrol saver, is 12s. 6d. A template for the holes which have to be drilled in the scuttle dash is supplied with each model.

Useful for Smokers.

DUNHILLS, LTD., 359-361, Euston Road, London, N.W.1, are marketing a cigar or pipe lighter suitable for fitting to a fascia board or any other convenient part of the interior of a car. This lighter, which is known as the Muhlex, burns petrol, and one filling is claimed to last for three or four weeks. The petrol container is packed with wadding to absorb the fuel and prevent splashing, whilst the stopper has a conical seating to prevent evaporation. This stopper is fitted with a steel pin and an asbestos wick; when a light is required it is necessary only to remove it and rub the steel pin on a flint provided on the side of the container, when the petrol in the wick will ignite. The Muhlex lighter is made of brass and finished in nickel-plate, the price being 9s. When necessary, spare parts, such as asbestos wicks, flint-stones and so forth, can be obtained from the above concern.

Cellulose for Amateur Use.

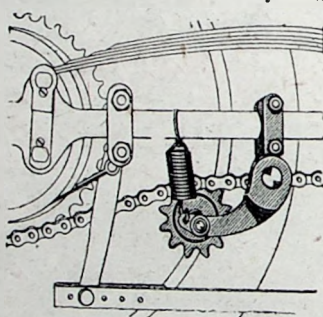
POSTANS AND MORLEY BROS., LTD., Trevor Street Works, Birmingham, are now producing Celamel—a cellulose lacquer which can be applied by amateurs. It can be put on with an ordinary flat enamel brush, and the manufacturers state that it is even possible to apply it over existing enamel providing the latter is at least a year old. When preparing the surface no elaborate preparations are required, it being necessary merely to clean the work with petrol or pure American turpentine to remove grease, and then to rub down the surface if it is not already smooth. Each coat dries in an hour and a further coat can then be applied. Application is not difficult, but quickness is essential, and the lacquer

should be brushed in one direction only, whilst the enameller should not go back over the work.

At the present time this lacquer is supplied only in black and white, the price for ½-pint tins being 2s. 3d., whilst 12s. is charged for a quart. Intermediate sizes are obtainable at corresponding prices. We understand that the manufacturers may shortly market coloured lacquers. It may be mentioned that brushes specially suitable for applying this lacquer are obtainable from the same concern at 1s. 6d. and 2s. each.

Maintaining Chain Tension.

IT happens sometimes that after long use the two driving chains of a Morgan cannot be adjusted to an equal tension. In this case the slack chain is apt to be noisy, or, if very slack, to jump the sprockets. The Poirer chain-tensioning device, which is illustrated on this page, has been designed to eliminate troubles caused by slack



The Poirer chain-tensioning device shown in position; it is designed specially for Morgans.

chains, and it will be seen that it is of very simple construction and easily fitted.

The bearing surfaces are of ample dimensions and the spring is just strong enough to keep the chain at proper tension without imposing an undue strain upon it. Probably it would be found advantageous to fit one of these devices to each chain. They are made by M. S. Poirer, 77, Rue des Fontenelles, Nanterre (Seine), France, and are priced at 18s. each.

Tracing Ignition Troubles.

AN interesting accessory for fitting to the fascia board is being manufactured by Mr. J. A. Brook, 24, John William Street, Huddersfield, Yorkshire. It is known as the Brook super-sparker and magneto tester, and takes the form of a small case containing spark gaps the terminals of which are

wired up to the plugs and magneto. It is fitted with a glass front so that the sparks are visible to the driver when the engine is running and any irregularity can be readily noted. A safety gap is arranged so that the current can return to earth in the event of the normal circuit being broken. A special spanner fitted with gauges for setting the plug points and the size of the spark gaps is supplied with each instrument. Finished in nickel-plate, the price for a four-cylinder model is 25s.

A Very Useful Polish.

MADE by the manufacturers of Robbialac enamel, a new polish for cleaning car coachwork has been introduced recently. It is known as Robbialiser and is sold in two varieties, one being a cleaner and the other purely a polish. The latter should be very attractive indeed to buyers of new cars, for it forms a protective coat over enamel, varnish or celluloid surfaces, and gives a particularly fine and lasting lustre. We have tried the preparation ourselves and find that it is easy to apply, whilst a good polish can be obtained without undue labour.

Those who own cars which are beginning to get shabby should make use of Robbialiser cleaner before applying the polish, as a much better result is thus obtained. Both varieties of Robbialiser cost 4s. 9d. each in generous-sized tins; a free cleaning cloth is given with the cleaner and a polishing cloth with the polish.

Handy in Traffic.

MOST drivers have at some time or other wished for an extra hand, as it is sometimes desirable to sound the horn and apply the hand brake at the same time; there are also occasions when a driver wishes to use his right hand for both signalling and horn operation. The Cooper-Stewart Engineering Co., Ltd., Stewart House, 136-7, Long Acre, London, W.C.2, have placed on the market a device which is designed to meet these requirements. Known as the Cooper-Stewart brake alarm, it consists of an aluminium sleeve and press button, which fits over the hand-brake lever and is wired up to an electric horn. It is thus possible to press the horn button and at the same time apply the hand brake. An alternative model for fitting to the brake or clutch pedal is also available. With either model separate operation of the horn and brakes is possible. The brake alarm only is priced at 10s. 6d.

Loose Seat Covers.

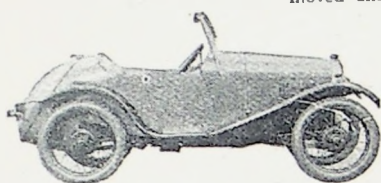
SERVICEABLE loose seat covers, suitable for either open or closed cars, are a speciality of Messrs. Oyler and Co., 35, New Cavendish Street, Great Portland Street, London, W.1. These covers should prove very useful to those who own a car the upholstery of which is shabby and to those who wish to preserve the interior appearance of a new model.

A large range of patterns is available, three qualities being listed. "A" consists of fine woven tapestries, twills or special Ulster linens, "B" of Empire repps or watered poplins, whilst "C" includes closely woven cotton Jaspé or casement cloth. The two last-named are washable and guar-

Immediate Delivery of England Cup Models

Gordon England Ltd. can give you delivery to-day of the famous Cup Model. Visit 28, South Molton Street (half a minute's walk from Bond Street Tube Station) and choose the car for the spring and Easter Holidays. The price of the Cup Model is still only £165.

Cup Model with folding hood up. The illustration below shows the car with the hood removed and stored in the boot.



Greatly improved equipment at the same price : £165 only

THE England Cup Model Austin Seven will do 55 miles per hour. This Hercules of little cars has the acceleration of a racing car, the docility of a well-bred hunter and the energy of fifty horse power—yet it is only rated at 7, does over 50 miles to a gallon of petrol, will keep up a long run average of 35 to 40 miles per hour, and, thanks to its pneumatic upholstery, is marvellously comfortable to drive.

To all this add the new and much improved England Cup Model equipment—rigid side curtains opening with the doors, real leather upholstery, carpet, step mats, automatic wind screen wiper, and unsplinterable glass screen—and only £165 complete.

Here is the two-seater for the sportsman. Ideal for the week-end, just the car for golf or to take you out of town into the fresh health-giving countryside. Gordon England Limited can give delivery at once and will gladly take you for a trial run. Fix it up to-day—Telephone: MAYFAIR 6378.



ENGLAND
CUP MODEL

£165

Other Austin Seven Models for immediate delivery—brand new from the works:

AUSTIN 7 CHUMMY

£145

ENGLAND
SILENT SALOON
(the zenith of light car luxury)

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Special comprehensive insurance £7

Large selection of good used Sevens in stock

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Gordon England Ltd.

28 SOUTH MOLTON STREET LONDON, W.1.

TELEPHONE MAYFAIR 6378-9

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SPEED · ECONOMY

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.

(PRONOUNCE

IT PUR-JO)

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

Corpach Hotel,
Fortwilliam, Scotland.

Dear Sirs,

20th Sept., 1926.

Having just completed 10,000 miles running in my 7 h.p. Peugeot over country included between Fortwilliam and Penzance, I thought my experiences might be of some use to you.

My average petrol consumption has worked out at 53 m.p.g. I have used five gallons of engine oil. My repair bill has been *nothing* as the car has never wanted anything doing to it at all.

The car is running in every way now better than when new, and is ever so much quieter.

Yours truly—R.B. (Miss).

Original can be seen at
Head Office if desired.

Cabriolet with
Dickey Seat,
including
Electric Starter
& Lighting Set

£165

PEUGEOT (ENGLAND) LTD

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All-weather 4-Seater, including Electric
Starter and Lighting Set, £165

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

anteed fadeless, but "A" quality should preferably be dry-cleaned when necessary. These covers are specially designed so that fitting is a simple matter, but should a motorist want them fitted for him, the manufacturers can do this at their works at a charge of 5s. per set, whilst a fitter can be sent to any address within 20 miles of Charing Cross, London, for an inclusive charge of 10s. 6d.

An indication of the prices charged is given by the fact that for an Austin Seven the figures for "A," "B" and "C" qualities work out at £4 15s., £4 and £3. Where door and side pieces are not required, a 15 per cent. reduction is made.

Useful Radiator Thermometer.

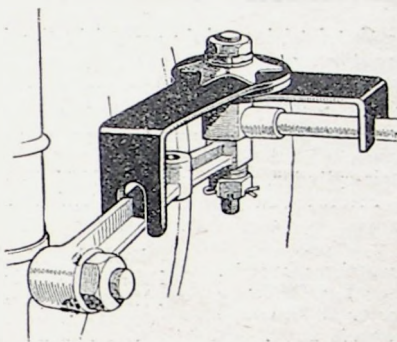
THE latest model of the F.E.W. Radometer, which is shown in an accompanying illustration, employs the principle of immersing the actual thermometer in the water of the cooling system, thus revealing the exact temperature of the water. The visible part of the instrument is enclosed in a glass-fronted casing, which is marked off to show whether the engine is too hot or cold or whether it is working at a normal temperature. Three models are made, each being heavily plated. These are the standard, popular and de luxe models, the prices being 18s. 6d., 12s. 6d. and 21s. 6d. respectively. In the illustration it will be noticed that a winged mascot is incorporated, and this is supplied at an extra charge of 12s. 6d. if silver-plated or 10s. 6d. with a nickel finish. The manufacturers are F.E.W. Patents and Engineering Co., Ltd., Kew Gardens, Surrey.

Steering Damper for Morgans.

MORGAN owners who are troubled with front-wheel wobble will be interested to learn that Bentley and Draper, Ltd., 4, Fenchurch Avenue, London, E.C.3, have just placed on the market a steering damper for these cyclecars. As an accompanying illustration shows, the damper is built up on the lines of the well-known shock absorbers produced by this concern, and

is designed to fit the joint between the off-side end of the track rod and the steering arm, the arms of the damper itself being bent round at right angles and slotted to fit over the respective rods. No structural alterations are necessary when fitting, this job being within the capabilities of the average owner. It is necessary to remove only the existing pin employed at this point and to replace it with one which forms part of the damper. It may be mentioned, incidentally, that tightening the friction faces does not in any way interfere with the adjustment of the track-rod joint. The price of this fitment is 17s. 6d.

It is interesting to note that Bentley and Draper, Ltd., are now producing shock absorbers for the new 8 h.p. Singer. These can be fitted without drilling, the price being 52s. 6d. for either a front or rear pair.



The B. and D. steering damper for Morgans; the drag link has been omitted for the sake of clearness.

An Aid to Driving Comfort.

MANY an otherwise comfortable car is spoilt from a short driver's point of view by having the front seat placed too far back. If the seats are not adjustable, the remedy lies in placing a good cushion behind the driver's back. An accompanying illustration shows a cushion sold specially for the purpose by A. W. Gamage, Ltd., of Hol-

born, London. It is made of high-grade soft leather, and is tapered so as to support the small of the back. The price is 25s., and the cushion can be obtained in black, blue, green or brown, so there should be little difficulty in matching the upholstery of a car.

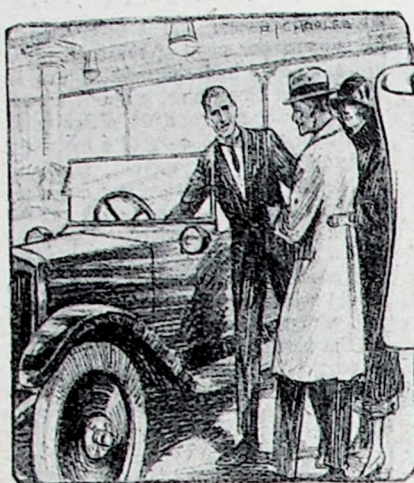
Another very useful accessory marketed by this concern is a combined ash tray, pipe holder and match box for fitting to the fascia board. The price is 8s. 9d. post free, the fitting being electro-plated on nickel-silver. The actual ash tray is detachable for emptying, whilst a match striker is provided on the bottom. Owners of saloon cars in particular will appreciate the handiness of this accessory.

A Triple-purpose Accessory.

AN accompanying illustration shows the Duco combined spotlight, inspection lamp and mirror marketed by Brown Bros., Ltd., Great Eastern Street, London, E.C.2. It possesses many ingenious and practical features, whilst it is strongly made, and the general workmanship and finish are excellent. The lamp is clamped to the windscreen frame in the conventional manner and the bracket is adjustable by loosening two finger-screws, when the lamp can be turned in any direction and locked in position. The cable from the lamp to the body of the car is protected by flexible metal tubing.

When required for inspection purposes the lower locking screw is slacked right off and the whole lamp can then be removed; the necessary flex is carried in the lamp itself, and can be wound up or paid out by turning the driving mirror provided at the back. Removal of the latter gives access to the focusing adjustment of the bulb. Two sizes are available, the smaller, which is 5 ins. in diameter, being eminently suitable for use on light cars. This model is supplied with 9 ft. of flex, and can be obtained with either a nickel or black-and-nickel finish at 50s., or with an all-black finish for 47s. 6d. The bulb normally fitted is of the 12-volt type, but a 6-volt bulb can, of course, be supplied.

(Top, left) A well-made driving cushion marketed by A. W. Gamage, Ltd., and (bottom, left) a smoker's companion by the same concern; (centre) the latest F.E.W. Radometer and (right) the Duco combined spotlight, driving mirror and inspection lamp.



CURRENT SMALL CAR PRICES

A HANDY GUIDE TO ALL
THE LIGHT CARS AND
CYCLECARS ON THE
BRITISH MARKET.



The information included in the accompanying guide is brief, but includes essential details calculated to assist a prospective purchaser in comparing one make of car with another. We suggest that readers should carefully file this issue, or tear out these pages, for future reference. Every effort has been made to verify the accuracy of the details given, but it is possible that price amendments and so on may come to hand after we have gone to press. If necessary, an errata paragraph will be published next week.

A.B.C.—12-40 h.p., tax £12, 1,320 c.c. (two-cylinder, air-cooled), o.h.v., four speeds, f.w.b. optional. Prices: Chassis £215, two-seater super-sports £275.

A.C.—12-24 h.p., tax £12, 1,496 c.c., s.v., three speeds, f.w.b. optional (£15 extra). Prices: Two-seater £285, 60 m.p.h. sports tourer two-seater £375, four-seater £333, coupé £430, three-quarter coupé £500, 12-40 h.p. sports £500.

ALFA-ROMEO.—15-60 h.p., tax £15, 1,487 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis (short) £550, (long) £565, tourer £725, limousine £850.

ALVIS.—12-50 h.p. (T.H. and S.D. types), tax £12, 1,496 c.c., o.h.v., four speeds, f.w.b. Prices: Sports two-seater £535, sports four-seater £550, sports saloon (two-door) £595.

AMILCAR.—Grand Sport, tax £9, 1,078 c.c., s.v., three speeds, f.w.b. Prices: Chassis £250, two-seater £285, three-seater £325, two-three-seater English body £360.

9 h.p., tax £9, 1,078 c.c., s.v., three speeds, f.w.b. Prices: Chassis £245, four-seater £295, saloon £360, coupé (drop-head) £315.

ANSALDO.—12-30 h.p., tax £12, 1,450 c.c., o.h.v., three speeds, f.w.b. Prices: Chassis £295, two-seater £390, Weymann saloon £395.

ARGYLL.—12 h.p., tax £12, 1,496 c.c., sleeve valves, four speeds, f.w.b. Prices: Two-seater £415, four-seater £425, saloon £575, limousine £600, three-quarter coupé £525.

ASHTON-EVANS.—11-16 h.p., tax £11, 1,498 c.c., s.v., three speeds. Prices: Chassis £235, two-three-seater £285.

AUREA.—11-48 h.p., tax £11, 1,497 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis £325, tourer 2-seater £435, tourer four-seater £435, sports coupé £495, saloon four-door £550, saloon, sports or Weymann type, £575.

AUSTIN.—7 h.p., tax £8, 747.5 c.c., s.v., three speeds, f.w.b. Prices: Chassis £112, tourer £145, saloon £165.

BAYLISS THOMAS.—10-22 h.p., tax £10, 1,247 c.c., o.h.v., three speeds, f.w.b. Price: Tourer £225.

12-27 h.p., tax £12, 1,496 c.c., o.h.v., three speeds, f.w.b. Prices: Tourer £240, tourer de luxe £275, saloon £325.

BERLIET.—12-25 h.p., tax £11, 1,486 c.c., s.v., four speeds, f.w.b. Prices: Chassis £215, four-seater standard £235, saloon £290, four-seater de luxe £250.

B42

BIANCHI.—10-30 h.p., tax £11, 1,300 c.c., o.h.v., four speeds, f.w.b. Prices: Tourer £350, saloon £475, coupé £450.

BOND.—11.9 h.p., tax £12, 1,496 c.c., s.v., four speeds, f.w.b. Prices: Chassis £325, supercharged £450, three speeds and without f.w.b. £300.

BUGATTI.—11.9 h.p., tax £12, 1,496 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis (tourer) £325, Grand Prix two-seater (racing) £550, two-seater £425.

CALTHORPE.—10-20 h.p., tax £11, 1,328 c.c., s.v., three speeds. Prices: Two or four-seater £185, saloon £225.

12-20 h.p., tax £12, 1,496 c.c., s.v., four speeds, f.w.b. optional (£10 extra). Prices: Four-seater £255, saloon £365, semi-coupé two-seater £255.

CHARRON.—8.3 h.p., tax £9, 1,057 c.c., s.v., three speeds. Prices: Four-five-seater £180, saloon £220.

10 h.p., tax £11, 1,368 c.c., o.h.v., four speeds, f.w.b. Prices: Four-five-seater £305, saloon £340.

CHARRON-LAYCOCK.—10-25 h.p., £11, 1,460 c.c., s.v., three speeds. Prices: Chassis £325, two-seater £425, coupé £525.

CHENARD-WALCKER.—11-22 h.p., tax £12, 1,496 c.c., s.v., four speeds, f.w.b. Prices: Chassis £260, four-five-seater tourer £345, Weymann saloon four-door £395, English coupé £395.

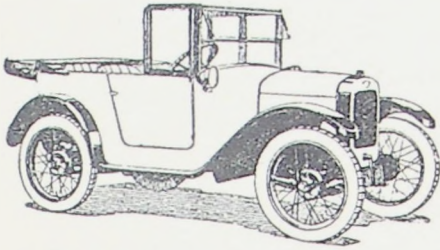
CITROEN.—11.4 h.p., tax £12, 1,453 c.c., s.v., three speeds, f.w.b. Prices: Four-seater £165, saloon £210, coupé without f.w.b. £200, saloon without f.w.b. £190.

CLYNO.—11 h.p., tax £11, 1,368 c.c., s.v., three speeds, f.w.b. Prices: Two-seater £160, four-seater £172 10s., saloon £199 10s., Royal two-seater £195, Royal four-seater £199 10s., Royal four-door saloon £230.

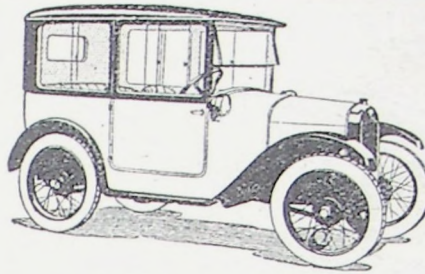
12-28 h.p., tax £12, 1,496 c.c., s.v., three speeds, f.w.b. Prices: Two-seater £215, four-seater £220, four-door saloon £250.

CONSTANTINESCO.—6 h.p., tax £6, 494 c.c., two-stroke, torque converter gear, f.w.b. Prices: Two-seater, £215, saloon £250.

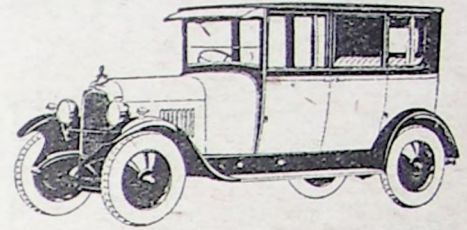
COVENTRY-VICTOR.—Three-wheeler, 7 h.p., tax £4, 688 c.c., s.v., two speeds. Prices: Two-seater £99 15s., two-seater (double dickey) £102 10s., de luxe two-seater (double dickey), £125.



AUSTIN
SEVEN £145



AUSTIN
Seven Saloon £165



CITROËN
11.4 h.p. Saloon £190

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Why do so many of our *new* customers tell us that they have been recommended to us by *old* customers? The answer is "SERVICE." Customers of Godfreys know from experience that we do more than *talk* about service—we give it freely, often at great expense, *before* and *long after* purchase of a car. This is well worth bearing in mind if you want to enjoy trouble-free motoring. Remember, too, that we can effect immediate delivery of all the leading light cars—that we can offer you the benefit of Deferred Payments of a strictly private and confidential nature. If you cannot drive we will teach you. If you already possess a car or motorcycle we will make a generous allowance for it in part payment. If you want a used car—guaranteed by us—we have a variety at bargain prices. It costs no more to buy a car at Godfreys, but it may save you much in the long run.

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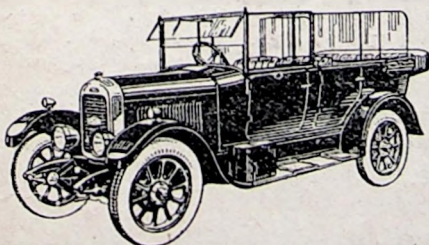
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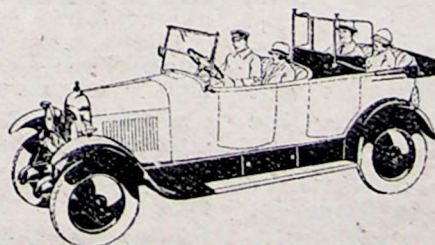
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SINGER
SENIOR £220



CITROËN
11.4 h.p. 4-Seater £165



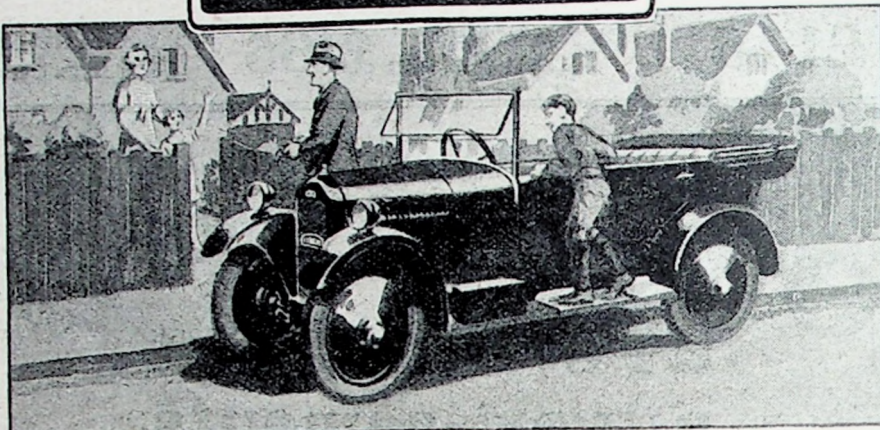
SINGER
JUNIOR £148/10



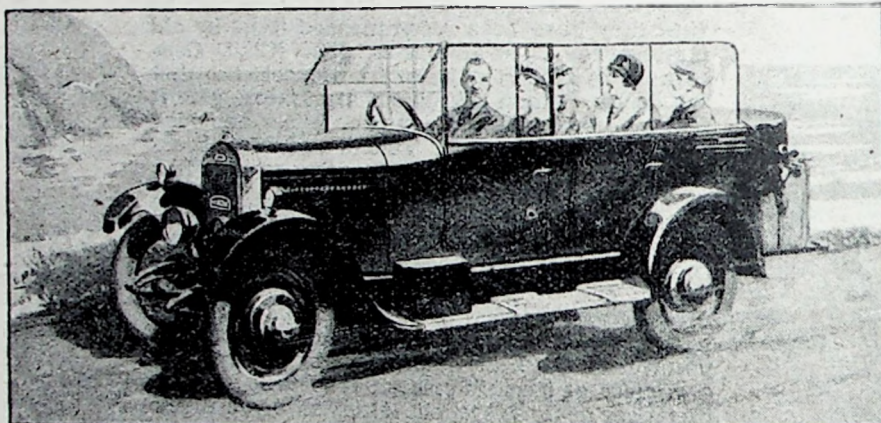
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

A Car for every purse & purpose

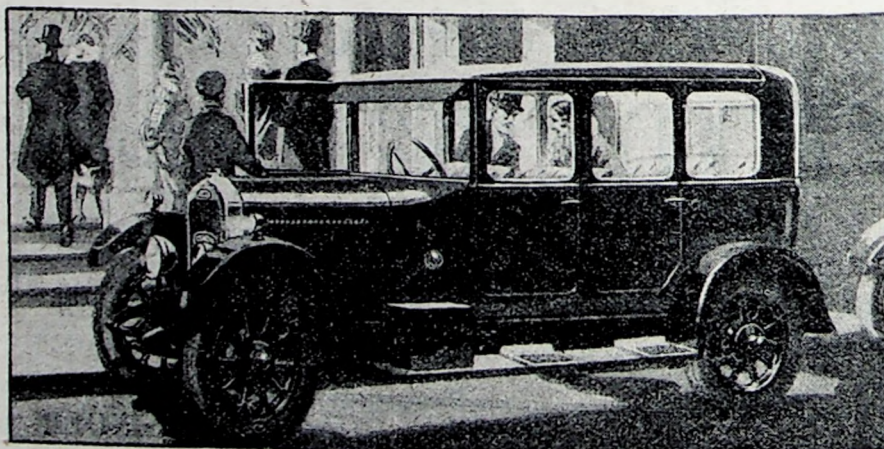
SINGER



"JUNIOR" FOUR SEATER £148.10.0



"SENIOR" FOUR SEATER £220



"SENIOR" SALOON £260

Whichever Singer Model you decide upon you will have the very best car available at the price—the best in appearance, equipment, reliability and comfort. Send a

postcard for the 1927 Catalogue which fully describes the Singer "Family." Singer & Company Ltd., Coventry. London Showrooms: 202, Gt. Portland St., W.1.

CROUCH.—11-27 h.p., tax £11, 1,368 c.c., s.v., three speeds, f.w.b. Prices: Two-seater £220, four-seater two-door £225, four-seater four-door £235.

12-30 h.p., tax £12, 1,496 c.c., s.v., three speeds, f.w.b. Prices: Two-seater £245, four-seater two-door £250, four-seater four-door £255, sports £275, saloon £310, doctor's coupé £265.

DE DION BOUTON.—10-20 h.p., tax £10, 1,328 c.c., s.v., four speeds, f.w.b. Prices: Four-seater £230, de luxe torpedo four-seater £265, de luxe torpedo two-seater, £265, de luxe coupé two-seater £345, de luxe saloon £345.

DONNET-ZEDEL.—10-20 h.p., tax £10, 1,099 c.c., s.v., four speeds, f.w.b. Prices: Chassis £150, sports chassis £200, four-seater tourer £185, two-seater de luxe £210, coupé cabriolet two-three-seater £205, Weymann saloon £220, cabriolet de luxe four-seater £250, saloon de luxe (Weymann) £200.

D'YRSAN.—Three-wheeler, 9 h.p., tax £4, 972 c.c., o.h.v., three speeds, f.w.b. Prices: Sports English body £160, sports French body £165, tourer de luxe £165, sports English coupé £170 (French models available on order).

FIAT.—9 h.p., tax £8, 990 c.c., o.h.v., three speeds, f.w.b. Prices: Two-three-seater £215, four-seater £215, coupé £265, saloon £275.

12 h.p., tax £11, 1,460 c.c., s.v., four speeds, f.w.b. Prices: Chassis £240, two-three-seater £310, five-seater £310, saloon three-door £350, saloon four-door £365, coupé £390.

F.N.—11-30 h.p., tax £11, 1,327 c.c., o.h.v., three speeds, f.w.b. Prices: Chassis £280, two-seater £315, four-seater £320, semi-sports £335, saloon £380.

FRAZER-NASH.—11.9 h.p., tax £12, 1,496 c.c., s.v., three speeds (four speeds optional on super-sports and Boulogne sports models), f.w.b. Prices: Fast tourer chassis £290, three-seater £340, four-seater £385, super-sports chassis £340, three-seater £390, four-seater £435, Boulogne model chassis £410, two-seater £460.

GILLETT.—8 h.p., tax £8, 1,020 c.c., o.h.v., three speeds, f.w.b. Price £100.

G.N.—11.9 h.p., tax £12, 1,496 c.c., s.v., three speeds. Price: Tourer £265.

G.W.K.—10.8 h.p., tax £11, 1,363 c.c., s.v., variable friction drive, f.w.b. Prices: Two-seater £225, four-seater £255, coupé £250, all-weather saloon £335.

GWYNNE.—10 h.p., tax £10, 1,247 c.c., o.h.v., f.w.b. Prices: Two-seater £220, four-seater £220, sports £275, saloon £260.

HAMPTON.—12 h.p., tax £12, 1,496 c.c., o.h.v., four speeds, f.w.b. (£10 extra on standard models). Prices: Two-seater £275, coupé £330; de luxe models, 2-seater £315, five-seater £325, saloon £450.

HILTON-PACEY.—Three-wheeler, 5 h.p., tax £4, 499 c.c., s.v., three speeds. Prices: Two-seater £65, coupé (to order) £85.

HORSTMAN.—12-30 h.p., tax £12, 1,496 c.c., s.v., four speeds, f.w.b. Prices: Tourer, four-seater £365, saloon £450.

HUMBER.—9-20 h.p., tax £9, 1,057 c.c., o.h.v., three speeds, f.w.b. Prices: Two-three-seater £260, four-seater £267, saloon £322.

IMPERIA.—11-25 h.p., tax £11, 1,094 c.c., slide valves, four speeds, f.w.b. Prices: Chassis £260. Cars from £285.

JEWELL.—9.8 h.p., tax £10, 1,347 c.c., o.h.v., four speeds, f.w.b. Prices not available.

JOWETT.—7-17 h.p., tax £7, 907.2 c.c., s.v., three speeds. Prices: Short chassis £120, long chassis £130, two-seater (short) £139, two-seater (long) £150, four-seater (short) £145, four-seater (long) £150, saloon (long) £185.

LAFITTE.—7 h.p., tax £8, 736 c.c., s.v., four speeds. Price: Four-seater £100.

LEA-FRANCIS.—10 h.p., tax £10, 1,247 c.c., o.h.v., three or four speeds, f.w.b. optional. Prices: Two-seater (three speeds) £210, chummy (four speeds) £225, two-seater (four-speed, f.w.b.) £275, four-seater (four-speed, f.w.b.) £275.

12 h.p., tax £12, 1,496 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis £235, two-seater £285, four-seater £285, semi-coupé £295, coupé (fixed head) £360, coupé (drop-head) £360, saloon £365, saloon de luxe (Dewandre servo brakes) £420, sports two-seater £370, sports four-seater £375, 12-50 h.p. super-sports four-seater £425. Kirkstone models: Two-seater £340, four-seater £350, saloon tourer £360, saloon tourer (glass panelled) £395, saloon £425.

MARENDAZ.—9-90 h.p., tax £9, 1,087 c.c., o.h.v. (super-charged), three speeds, f.w.b. Price: Chassis £650.

11-120 h.p., tax £12, 1,496 c.c., o.h.v. (supercharged), three speeds. Price: Chassis £750.

11-55 h.p., tax £12, 1,496 c.c., s.v., three speeds, f.w.b. Price: Chassis £425.

MATHIS.—10 h.p., tax £9, 1,187 c.c., s.v., four speeds, f.w.b. Prices: Chassis £185, two-seater £235, four-seater £245, two-door Weymann saloon £255, four-door Weymann saloon £265.

MORGAN.—Three-wheeler, 8 h.p. and 10-42 h.p., tax £4, 980 c.c., s.v., and 1,096 c.c., o.h.v., two speeds, f.w.b. Prices: Standard £89, de luxe air-cooled £110, de luxe water-cooled £120, family air-cooled £111, family watercooled £121, aero £127, aero racing £140.

NEWTON-CEIRANO.—14 h.p., tax £11, 1,460 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis £325, four-seater £425, coupé £525, saloon (demountable top) £500, 80 m.p.h. Tipo Roma four-seater £500.

NOMAD.—4.9 h.p., tax £6, 342 c.c., two-stroke, four speeds. Price: Two-seater de luxe £99 9s. 9d.

O.M.—10-30 h.p., tax £12, 1,496 c.c., s.v., four speeds, f.w.b. Prices: Chassis £345, two-seater English body £495, four-seater Italian body £475, Weymann four-door saloon £545, coupé English body £545, sports chassis £395, two-seater English body £545, four-seater £545, four-seater English body £550, Weymann four-door saloon £595.

OMEGA.—Three-wheeler, 8 h.p., tax £4, 980 c.c., s.v., two speeds, f.w.b. extra £3. Prices: Family air-cooled £115, family water-cooled £125, de luxe air-cooled £110, de luxe water-cooled £120, popular air-cooled £95, popular water-cooled £105, sports water-cooled £125.

PANHARD-LEVASSOR.—11-15 h.p., tax £12, 1,418 c.c., sleeve valves, four speeds, f.w.b. Price: Chassis £355. 11-35 h.p. chassis £365.

PEUGEOT.—7-12 h.p., tax £7, 719 c.c., s.v., three speeds. Prices: Cabriolet £165, four-seater £165.

9-20 h.p., tax £9, 950 c.c., s.v., three speeds, f.w.b. Prices: Four-seater £185, saloon £195.

RENAULT.—9-15 h.p., tax £9, 950 c.c., s.v., three speeds, f.w.b. Prices: Four-seater tourer £155, de luxe tourer £179, standard metal panelled saloon £197, standard fabric saloon £199, de luxe metal-panelled saloon £224, de luxe fabric saloon £229, folding-head coupé £225, folding-head coupé double dickey £235, sports torpedo £265.

RHODE.—10-30 h.p., tax £11, 1,232 c.c., o.h.v., three speeds, f.w.b. Prices: Chassis £175, two-seater £198 and £210, four-five-seater £198 and £210.

RILEY.—9 h.p., tax £9, 1,087 c.c., o.h.v., four speeds, f.w.b. Prices: Two-seater £265, four-seater £275, saloon £325.

11-40 h.p., tax £11, 1,498 c.c., s.v., four speeds, f.w.b. Prices: Sports two-seater £450, sports four-seater £455.

ROVER.—9-20 h.p., tax £9, 1,074 c.c., o.h.v., three speeds, f.w.b. Prices: Chassis £185, two-three-seater £220, four-seater £225, coupé £235, sports two-seater £240, semi-sports two-seater £260, semi-sports 4-seater £260, Weymann saloon £285, coach-built saloon £295, coach-built coupé £285.

SALMSON.—10-20 h.p., tax £10, 1,087 c.c., o.h.v., three speeds, f.w.b. Prices: Sports two-seater £165, sports skiff £175, de luxe two-seater £199, four-seater £199, coupé with dicky £225, sports 3-seater £215, fabric saloon £248, Weymann saloon £275, Grand Prix £265, Grand Prix Special £315, Grand Prix San Sebastian £340, Grand Prix super-charged £410.

12-24 h.p., tax £11, 1,194 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis £210, standard four-seater £260, de luxe four-seater £285, sports two-seater £295, saloon four-door £345, Weymann four-door saloon £375.

SEABROOK.—12-24 h.p., tax £12, 1,496 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis £230, two-seater £315, four-seater £325, three-seater coupé £375, four-door saloon, sports chassis, £399.

SEATON-PETTER.—10-18 h.p., tax £10, 1,319 c.c., two-stroke, three speeds. Prices: Chassis £80, tourer £100.

SENECHAL.—S h.p., tax £9, 1,094 c.c., o.h.v., four speeds, f.w.b. Prices: Sports three-seater £215, super-sports chassis £235, super-sports four-seater £260, five-seater sports £295, super-sports three-seater £295.

SINGER.—S h.p., tax £8, 848 c.c., o.h.v., three speeds. Price: Four-seater £148 10s.

10-26 h.p., tax £10, 1,308 c.c., o.h.v., three speeds, f.w.b. Prices: Chassis £180, two-seater £220, four-seater £220, saloon £260.

STOREY.—10-25 h.p., tax £10, 1,496 c.c., o.h.v., three speeds. Prices: Chassis £165, touring £210. Sports, four speeds, f.w.b. Prices: Chassis £195, four-seater £255.

STRINGER-SMITH.—9 h.p., tax £10, 1,088 c.c., s.v., three speeds. Price: Tourer £125.

11 h.p., tax £12, 1,336 c.c., s.v., three speeds. Price: Tourer £135.

SURREY.—10-30 h.p., tax £10, 1,247 c.c., o.h.v., three speeds, f.w.b. Prices: Chassis £190, two-seater £220, four-seater £230, saloon £275, coupé £245.

12-36 h.p., tax £12, 1,496 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis £225, two-seater £250, four-seater £260, saloon £295, coupé £265, colonial model chassis £265, five-seater £315.

SWIFT.—10 h.p., tax £10, 1,190 c.c., s.v., three speeds, f.w.b. Prices: Chassis £170, two-seater £210, four-seater £210, saloon £275.

TAMPLIN.—8-10 h.p., tax £9, 1,000 c.c., s.v., three speeds. Prices: Two-seater sports £130, tourer £120.

TH. SCHNEIDER.—10-30 h.p., tax £10, 1,200 c.c., s.v., four speeds, f.w.b. Prices: Chassis £225, four-seater £325, two-seater £325, coupé £365, saloon £375. O.H.V. engine available.

TROJAN.—10 h.p., tax £10, 1,488 c.c., two-stroke, two speeds epicyclic. Prices: Chassis £115, four-seater utility model on solids, £125, four-seater utility model on pneumatics £130, four-seater three-door on solids £140, four-seater three-door on pneumatics £145.

TURNER.—12-20 h.p., tax £12, 1,496 c.c., s.v., three speeds, f.w.b. Prices: Chassis £250, two-seater £300, four-seater £315, coupé £315, saloon £450.

VERMOREL.—9-18 h.p., tax £10, 1,151 c.c., s.v., four speeds, f.w.b. Prices not yet available.

WAVERLEY.—7 h.p., tax £7, 900 c.c., s.v., four speeds (friction drive), f.w.b. Prices: Two-four-seater tourer £100, de luxe two-four-seater £120.

WINDSOR.—10-15 h.p., tax £11, 1,350 c.c., o.h.v., four speeds, f.w.b. Prices: Chassis £260, two-seater £295, four-seater £295, coupé £395, special £345, saloon £395.

WOLSELEY.—11-22 h.p., tax £11, 1,267 c.c., o.h.v., three speeds, f.w.b. optional. Prices: Chassis £175, two-seater £215, four-seater £215 (f.w.b. £10 extra on above), two-seater de luxe £245, four-seater de luxe £250, saloon de luxe £300.

NICKNAMES.

MOTOR CYCLING has recently published a number of articles giving some of the nicknames which its readers bestow upon their machines. Many and ingenious were the examples quoted, but it struck me that light car owners are none the less clever at renaming their long-suffering vehicles, and when I began to think of all the appellations I had seen and heard I soon lost count.

Pet names for cars are as old as cars themselves. One of the first and best was bestowed by "Julius Mablethorpe" upon his chariot "Boanerges" in Ian Hay's popular romance, "A Knight on Wheels."

An early motoring acquaintance of mine cleverly turned the initials of his car to account—thus, "Goes When Kicked." For quite a long time I wondered what the words "and Shaw," in neat aluminium letters attached to the radiator honeycombs of a neighbour's Swift, could mean. I finally learnt that the man's name was Shaw—what a happy combination—"Swift and Shaw."

A correspondent writing to "Carbon" of *Motor Cycling* says he calls his D'Yrsan "O'Cedar" because he claims that it will mop up anything. An Ariel has been given the name of "The Sprite."

An owner of a Benjamin called it "Bunny." All those who have read Beatrix Potter's children's books will know why. An apt name for an Aero-Morgan was seen recently by a colleague of mine, the symbols "U and I" being painted on both sides of the tail. Another Morgan name, a pun on a popular play, was "Fasta Morgana," while a friend of mine, who has a very "hotstuff" Aero, has the word "Semeopit" painted on each side of the tail. Few people "twig" it first time. A variation has recently appeared on the tail of a sports Austin 7, the spelling being "Cmeopit."

A lady driver has mounted her A.A. and R.A.C. badges in a prominent position on the top of the scuttle dash of her car, and between them is a little tablet bearing the words, embossed in aluminium "Why Worry."

An Amilcar owner has appropriately named his "A-milcar-t," in view of the fact that it is frequent to be heard returning with the early arrival of the lactic fluid! An owner of a "Castle Three" called "The Fag"—a play on the name of a popular cigarette. "The Iron Horse of Troy"—well, we couldn't guess what that car is? **FOCUS.**



When considering the choice of your new car you cannot afford to ignore that the dominating character of the Alvis has, in seven years, placed this car in an unassailable position. The Alvis of 1927 is supreme and far ahead of any contemporary effort—having no equal in its class—regardless of price. It does not make its appeal to the masses but to the connoisseur, to the motorist who places performance, breeding, and obvious definite quality before all else. Therefore, in your own interests remember these facts. Your choice will then be Alvis—

Master of the King's Highway.

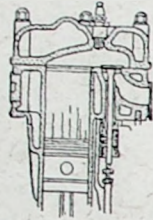
The Alvis Car & Engineering Co. Ltd., Coventry.

London Distributors: Henlys Ltd., 91 & 155, Great Portland Street, W.1.

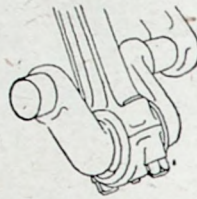
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small advertiser.

A/5.

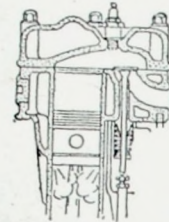
Of the total year's expense of your car, only about 2.6% goes for lubrication—your only insurance against—



SCORED CYLINDERS



WORN BEARINGS



WORN PISTONS

*Make the
Mobiloil
Chart
your guide*

If your car is not listed below you will find it in the Mobiloil Chart at your Garage.

WARNING:

Don't ask for "A" or "BB"; always ask for Mobiloil "A" or Mobiloil "BB."

NAME OF CAR	1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter
Alvis	BB	A	BB	A	BB	A
Armstrong-Siddeley ..	BB	A	BB	A	BB	A
Austin, 7 h.p.	A	A	A	A	A	A
Austin, 12 h.p.	BB	A	A	A	A	A
Austin (other) ..	BB	A	BB	A	BB	A
Bean	A	A	A	A	A	A
Citroen, 7.5 h.p.	—	—	A	Arc	—	Arc
Citroen, 12/24 h.p.	A	A	—	—	—	—
Citroen (other) ..	BB	A	BB	A	BB	A
Clyno	BB	A	BB	A	BB	A
Crosley, 14 and 18.50 h.p.	A	A	—	—	A	A
Crosley (other) ..	—	—	BB	A	BB	A
Daimler (all models) ..	A	A	A	A	A	A
Darracq, 12/32 h.p. ..	BB	A	BB	A	BB	A
Darracq (other) ..	A	A	A	A	A	A
Hillman	A	A	A	A	BB	A
Humber, 8 and 9/20 h.p.	A	A	A	A	A	A
Humber (other) ..	BB	A	BB	A	BB	A
Jowett	A	A	A	A	A	A
Lagonda, 12/24 h.p. ..	BB	A	BB	A	A	A
Lagonda (other) ..	A	A	BB	A	—	—
Lanchester	A	A	A	A	A	A
Lancia (Lambda) ..	A	Arc	A	Arc	A	Arc
Morris-Cowley	A	A	A	A	A	A
Morris-Oxford	A	A	A	A	A	A
Peugeot (SI. Valve Mds. and 11 and 12 h.p.)	A	Arc	A	Arc	A	Arc
Peugeot (other) ..	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p. ..	BB	A	BB	A	BB	A
Rolls-Royce	BB	A	BB	A	BB	A
Rover, 8 h.p.	—	—	—	—	BB	BB
Rover (other)	A	A	A	A	A	A
Singer	A	A	A	A	A	A
Standard, 14 h.p.	—	—	BB	A	BB	A
Standard (other) ..	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A	A	A	A
Swift	A	A	A	A	A	A
Talbot, 18/55 and 20/60 h.p.	A	A	A	A	BB	A
Talbot (other) ..	BB	A	BB	A	BB	A
Trojan	A	A	A	A	A	A
Vauxhall, 14/40 h.p.	A	A	A	A	BB	A
Vauxhall, 23/60 and 25/70 h.p.	A	A	A	A	A	A
Vauxhall (other) ..	BB	A	BB	A	BB	A
Wolsley	BB	A	BB	A	BB	A

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Mobiloil

Make the chart your guide

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Motoring for the Beginner.

GREASING AND OTHER MAINTENANCE JOBS.

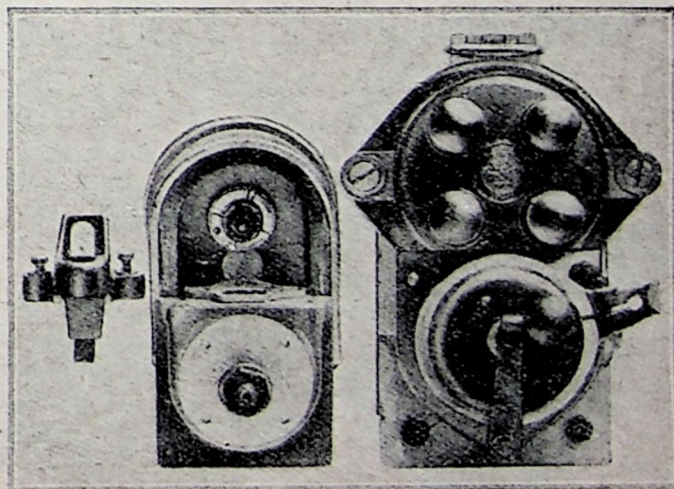
THE MINIMUM OF ATTENTION WHICH A LIGHT CAR REQUIRES—ENGINE AND MAGNETO ADJUSTMENTS.

IMPORTANT ENGINE ADJUSTMENTS.

(Left) A common form of dynamo mounting. By slacking off the two nuts shown and a pivotal nut beneath the instrument, the dynamo can be swivelled so as to tighten up the timing chain. (Above) Typical o.h.v. mechanism showing how tappet clearances are adjusted. (Note the gauge.)

pressure applied to the handle. In the latter the nipple must be wiped clean and the nozzle slid on to it, grease being injected by screwing down the handle.

For the guidance of owners who may not be acquainted with the actual requirements of individual parts of the chassis, it may be said that steering connections and sliding block universal joints require far more grease than, say, spring shackles or cross-shaft bearings.



A modern magneto. (Right) Viewed from the distributor and contact-breaker end, and (left) showing the high-tension collector brush assembly removed.

A QUESTION which is frequently asked by a man considering purchasing a light car is: "How much of the work of maintenance can I carry out myself and how much will it cost to have jobs that are beyond my capabilities done by my local repairer or garage?"

The answer is that if a car is driven with reasonable care, repairs and replacements will be very few, costing, perhaps, no more than £5 for the first year, whilst the maintenance of a car so far as greasing is concerned should be within the capabilities of any driver with a modicum of mechanical instinct.

Lack of lubrication is one of the prime causes of trouble, and the evil of it is that a car will go on functioning to the bitter end before the careless driver discovers the exact position to which his care-free attitude has reduced the machine. It is far better to give a car twice as much grease as the makers recommend than to give it only half the quantity advised.

The most practical advice which can be given, therefore, is: grease thoroughly and systematically, taking the oiling diagram included in the instruction book as a guide. Some instruction books indicate the need for attention by mileage covered, but the figures vary in respect of different parts. To follow such guides literally would be rather a nightmare, and it may be taken as a general rule that to attend to every grease nipple once a week if the car is used every day is sufficient. The engine, gearbox and back axle, of course, really come into a different category and require individual attention.

Greasing Made Easy.

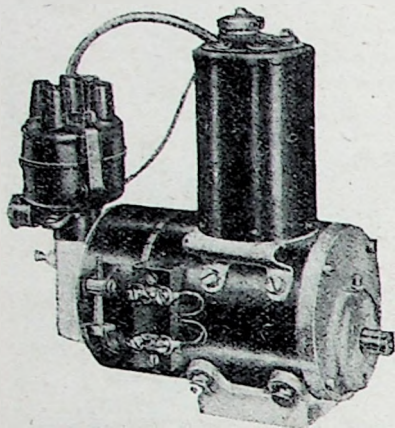
Greasing is not the laborious task that it used to be, thanks to the advent of high-pressure grease-guns and guns that can be applied direct to the nipples without the need for screwing on. In the former system the nozzle of the gun is merely placed on the nipple and

The frequency of greasing operations can be reduced by at least a quarter if the existing nipples are replaced by spring-loaded grease cups, whilst grease itself should be purchased in a form prepared especially for easy gun-filling.

It is a good plan to restore the level of the oil in the sump to the high-level mark on the dip-stick at the end

of every run exceeding, say, 50 miles in length. The more oil there is in circulation the cooler it keeps and the better chance it has of retaining its viscosity.

Most modern gearboxes use oil as a lubricant, and here, again, a sharp eye must be kept on the level.



The compactness of a dynamo-coil ignition unit is plainly shown by this photo. The distributor mechanism—the only working part of the coil unit—is on the extreme left.

Actually, providing the teeth of the layshaft wheels dip in the oil, all should be well. It is safer, however, to fill up so that the level is just touching below the underside of the layshaft. Back axles require less frequent attention, and it is a good plan either to use a slightly thicker medium than that employed in the gearbox or to give the oil more "body" by introducing a small proportion of approved grease. The effect of this is that there is far less likelihood of exudence of oil from the ends of the axle on to the brake drums.

There are many small points on a car which are not provided with grease nipples, sometimes not even with oilers, but the need for oil is plainly indicated, and attention should be given periodically.

The importance of maintaining the efficiency of brakes cannot be overestimated. Accessibility is gained by removing the drum—a comparatively simple job on several modern light cars the designers of which have realized the need for easy dismantling.

Side-valve engines will run for thousands of miles without the need for any adjustment, but with overhead-valve engines the tappet clearances should be checked, say, every 500 miles and adjustments made if necessary. This is a simple operation, providing that a gauge of the correct thickness is available. The method of adjusting a typical overhead-valve assembly is plainly shown in an accompanying illustration.

Many engines employ a chain for driving camshaft, dynamo and magneto. It is housed in what is called the timing case, situated, usually, at the front of the

B50

engine. Owing to unavoidable stretch, adjustment of the chain tension may be necessary at the end of the first 1,000 miles' running with a new car and thereafter at intervals of 5,000 miles or so.

This can be carried out, as a rule, by external means, and it is usual to mount the dynamo in such a way that, by slacking off the three nuts which hold it in position, the whole instrument can be rocked and the chain tightened. It should be borne in mind, however, that a movement of, say, $\frac{1}{4}$ in. should be sufficient to take up the slack unless the adjustment has been delayed for a considerable period.

The Care of the "Mag."

It is usual to overhaul the magneto superficially about every 5,000 miles, and as this generally coincides with decarbonizing operations the two jobs can be carried out conveniently at the same time. As we have previously indicated in this journal, it is a good plan, considering the vital importance of being able to place the utmost dependability in a magneto, to remove it from the engine—should it appear to be faulty—and have it tested and overhauled by experts. Money spent in this way is well repaid in the long run.

An owner can, at any rate, see that the distributor and slip-ring are clean, that the terminals holding the high-tension leads are tight and that the contact breaker is working quite freely. Coil-ignition units call for even less attention; in fact, an owner need do no more than make sure that the contact breaker mechanism is working properly and that the distributor is clean. As what is termed the distributor head can be detached readily, this inspection can be carried out in comfort.

The working parts of a modern carburetter are few, consisting generally of the butterfly or barrel throttle and the float chamber mechanism. Both are practically foolproof, and owners are not advised to en-

Here are the principal working parts of a sliding block universal. The block on the left is keyed to the propeller shaft and fits in the shoe on the right. The need for plenty of lubricant in a joint like this should be self-evident. Grease should be used.

deavour to make things better according to their own idea, unless some obvious derangement has taken place. After a fairly high mileage has been covered it may be found necessary to touch up the seating of the needle valve, and this may be done quite conveniently by using metal polish—a very mild abrasive. The tip of the needle is dipped in the polish and the needle returned to its seating complete with float-chamber cover to act as a guide; then it may be rotated with the fingers. In the case of a badly worn seating some recognized form of abrasive must be employed.

Cotton-

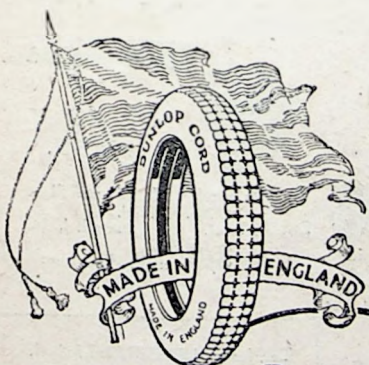
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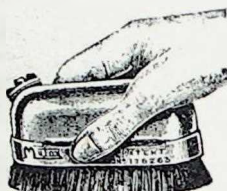
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THE TOO-IMAGINATIVE PASSENGER.

DO YOU KNOW THE
TYPE OF MAN WHOSE
GLOOMY FORE-
BODINGS POSITIVELY
TERRIFY YOU?

ONCE I was a reasonable and, I hope, a capable driver. Now I am a menace to all roadusers. It is not because I drive too fast, but because I am too careful. It is useless saying that one cannot be too careful—one can, and I know it. At present driving a car is a positive torture. No longer do I lean back at the wheel and feel supremely content as I watch the needle steadily mounting towards the "fifty" mark. Instead I crouch forward and peer first through the windscreen and then in the reflector. My hands grip the steering wheel as a drowning man clutches an oar. I use both horns frenziedly and slow down to a crawl when I meet another car. For miles I follow crawling lorries (when they do crawl) rather than risk pulling out to overtake them.

The reason for this change is Brown.

It happened in this way. In my goodness of heart and, be it confessed, in the fullness of my pride I took Brown for a drive. "Poor fellow," I thought, "he has no car, so I will take pity on him. He shall know the delights of speeding through the countryside, of hearing the sharp hiss of the carburettor and the steady whirr of the tyres on the road."

Well, Brown came. I lent him an extra scarf and an old beret in place of his idiotic bowler—imagine a bowler in a sports "Projectile"! He settled down comfortably enough and I crawled in beside him. In a moment we were off and slipping out of the town.

"Now you will see what she can do," I said, and trod delicately on the accelerator as the road showed beyond—a straight, clear stretch. A moment or two later and we were swooping along at a nimble "sixty," then I slowed down to "forty" as a car hove in view.

"Have you ever thought," asked Brown, "what would happen if you had a head-on collision with another car at that speed?"

"No, I haven't," I replied, a little shortly perhaps.

Brown was silent for a moment, then he leant towards me and said: "Well, in a thing like this we shouldn't stand much chance. I expect you would get the steering column through your throat, and we should both be scalped with this type of windscreen. Then, again, with so little room to move I expect our legs would be buckled—absolutely telescoped."

"Shut up, Brown!" I cried. "If you are scared, keep your fright to yourself."

"Oh, it's not that. I was only wondering what might happen."

After that we bowled along in silence for a while; but I suddenly realized that the needle had dropped to about "thirty."

A few miles farther on we stopped to let a herd of bullocks go by. "Nasty things if they get excited," said Brown cheerfully. "We are just about the level of their horns."

"Quite," I snapped, as I edged away from a perfectly harmless beast.

This run was not proving too pleasant, so I determined to get home as quickly as possible and speeded up a little.

"I wonder what would happen if the front wheels came off?" asked Brown.

"They won't come off," I growled; but, all the same, I found myself looking over the side.

"I don't suppose they will," bleated the fatuous one. "I suppose," he went on, "the front axle would bury itself in the road, and we should do three or four somersaults and end up like a couple of sardines in a squashed tin."

I turned to him, and in what I imagined was withering scorn I said: "Brown, your humour is both primitive and ill-timed. It is not appreciated."

For a space there was silence, and I drove home-wards nursing my wrath. We picked up the tramlines and I dropped to "third" for the traffic.

Suddenly Brown indicated a huge double-decker approaching and remarked that it would be a tight place if we were nipped between two of them. "But," said he with added satisfaction, "it would be far worse if one fell on top of us."

I let this foolish remark pass, and turned into a side road to avoid a stretch where the track was "up." My arm was clutched feverishly, so that I almost swerved into a pit where a naphtha flare was burning.

"What on earth is the matter with you, man?" I cried. "You nearly had us on top of that flare."

"I only wanted to ask you what would happen if we had stopped over it," he explained sorrowfully. Then, with sudden cheerfulness, he continued: "I expect we should be shrieking in agony by now, and, what is more, no one could have got near enough to help."

Can you wonder that I am a changed man?

J.D.L.

WHY NOT WILD NORTHUMBERLAND?

THE ancient kingdom of Northumbria is in many respects an ideal district for touring. Along the route will be found many places of historical interest. The scenery is beautifully varied. Wooded river, valleys, pleasant pastoral country, wild fells, moorlands, and great round-shouldered hills with glens and waterfalls, make up a land well worth exploring.

From the south, entrance to it may be made by way of the Great North Road and Newcastle, from which there is a choice of many routes, all of which lead to interesting places and to some of the wildest and finest moorland scenery in the country. The Tyne Valley

and the Roman Wall, for instance, lie to the left of Newcastle, and one finds many delightful spots in Tynedale. Hexham is a quaint, picturesque and historical town, rich in tradition and folk-lore. Chesters, just above Hexham, is the best place to make acquaintance with the Roman Wall and with an old Roman station. Near here is fine moorland country, once the land of the raider and riever. Borcovicus, the British Pompeii, lies farther along the Wall, and is well worth a visit.

The run northward to Rothbury, whether from Hexham or direct from Newcastle, takes one through

delightful scenery. Crags, hills, burns and charming streams are met with. Rothbury, which is some 30 miles north by west from Newcastle, is delightfully situated on the banks of the River Coquet, a famous salmon and trout stream. Beautiful hill country lies around, and the Vale of Coquet is particularly entrancing. To the south are the Simonside Hills and to the north the Debdon Hills.

The ancient town of Alnwick is the next place of interest, lying to the north and east of Rothbury. Those who prefer to tour from a central headquarters could not do much better than to select this charming old town for a G.H.Q. The writer—who lived there for nearly two years—feels that a whole article should be devoted to describing this quaint and picturesque place, with its old Hotspur Tower spanning Bondgate. There are many interesting features, including the Percy Tenantry Column; Alnwick Castle, the ancestral home of the Percys, picturesquely situated on the banks of the Aln; the Great Park, with Alnwick Abbey, founded in 1147; the ivy-clad ruins of Hulne Abbey; and the Brizlee Tower on Mount Hill. Beautiful are the surroundings, and much time can be spent in exploring them.

From Alnwick the most interesting places of northern Northumberland can be visited. Cheviot Hill (2,676 ft. high) is some 19 miles distant by road. Flodden Field is 23 miles away. Wooler is a pretty little town in the Cheviot Hills, with several excellent hotels. It is a good centre for exploring the hills and also affords trout-fishing and facilities for golf. Chillingham Castle—the seat of the Earl of Tankerville—and park, where the famous wild cattle are to be seen, is within easy reach of Alnwick by car.

Whilst in the Wooler district, one should run out to the pretty little village of Ford, which is certainly one of the most picturesque spots imaginable, with Ford Castle, where King James dallied on the eve of Flodden; and the village school, with its walls decorated with paintings by Louisa, Marchioness of Waterford.

Space prohibits more than a passing reference to places on the Borderland. Wark Castle, Norham Castle, the first suspension bridge in the kingdom, which passes over the Tweed at Horncliffe, and the ancient town of Berwick are all worth visiting, but as one would like to pass on to the romantic coast-line, with its many ancient castles and interesting villages, this brief mention must suffice.

The Northumbrian coast is particularly interesting, and it can be easily explored. Warkworth, near the mouth of the Coquet, boasts of a fine old ruined castle, and a famous hermitage said to be the most extraordinary relic of its kind in Great Britain. Charming views of the castle are to be obtained from the river. Proceeding northwards, one arrives at Alnmouth, a delightful watering-place on the estuary of the Aln, and a short run takes one to Craster, a picturesque fishing hamlet.

Farther on is Embleton, from which place it is advisable to pay a visit to the ruins of Dunstanborough Castle, picturesquely situated close to the sea, with the waves pounding against the black rocks. Dunstanborough Castle was once the most formidable fortress north of the Tyne and witnessed much hard fighting in the Wars of the Roses. The sea is most entrancing here, the water foaming and churning among caverns and rocks, being forced through the holes and crannies with much roaring and spouting.

Still proceeding north by the coast road one gets fine views of Beadnell Bay, and a mile or two beyond Seahouses is reached. This is an interesting fishing village, now developing into a fashionable watering-place. Following the road, the next place we arrive at is Bamburgh, with its wonderful castle perched on a high rock. Splendid views of the Farne Islands may be obtained from the road leading to the castle. One looks down on the huge black rocks, with the seas dashing angrily about them. Longstone Lighthouse is a conspicuous object on the outer Farne. Bamburgh is associated with the heroine Grace Darling, who was born in the village and whose tomb is to be seen in the churchyard.

From Bamburgh one may take the road to Waren Mill, skirting the flat expanses of Budle Bay, and proceed to Belford, coming on to the Great North Road at that place. Running still northward, fine views of the sea coast are obtained, with Holy Island lying offshore. A short detour will bring one to Beal, from which place Holy Island may be visited across the sands. Here are the ruins of Lindisfarne Abbey, where Christianity had its home long before the Norman Conquest.

No attempt has been made in the foregoing to outline any particular route, but one cannot go far wrong anywhere in this beautiful county north of Newcastle, and a route can be easily planned from a good map of the district. A.S.

M.P.s ON THE PETROL TAX.

THE outlines of the Government's prospective Road Traffic Bill are at length becoming somewhat clearer, although uncertainty still exist as to whether the measure will come before Parliament this session or next.

Meantime, the Minister of Transport is preparing a draft Bill, which he intends to circulate among all those who are concerned, with a view to testing public opinion.

He was careful to let it be known, however, that the Government will not be committed to the draft Bill.

It is certain that the question of the speed limit will be dealt with in the Bill, also the character and reliability of persons to whom driving licences are issued; but a great many other matters are to be included besides these.

It is very likely that an effort will be made in the Bill to deal with the nuisance and danger to road traffic caused by smoke emitted from steam wagons and locomotives.

The Minister of Transport informed the House of Commons recently that the law on this subject is very inadequate, that he is consulting the Home Secretary (who is the Minister responsible for the instructions given to the police), and that he hopes to deal with it in the forthcoming Road Traffic Bill.

It has been freely stated that the Chancellor of the Exchequer will not adopt the petrol tax this year, but will retain the existing method of motor taxation. This may or may not be true; possibly it reflects Mr. Churchill's ideas, but at best it is only an intelligent forecast.

Nothing definite can be known about the intentions of the Chancellor with regard to the year's taxes until that fateful day in April when he "opens the Budget."

An effort to extract information from the Treasury on this subject was made at question time early this week by Captain Dixie, who represented that there is considerable feeling in the country in favour of substituting a tax on petrol for the present horse-power tax.

On the other side of the House, Mr. Beckett, a Labour Member, asked whether the "feeling" referred to was not mainly confined to "occasional week-end motorists, not being shared by the many drivers who use their cars every day of the year—many of them earning their living in this way."

To these ingenious queries, the Financial Secretary to the Treasury (Mr. Ronald McNeill) made the unilluminating answer, "The Chancellor of the Exchequer is unable to add anything to what he said on the Budget on this subject last year."

As Mr. Churchill on that occasion merely said he would consider the question of a petrol tax, the House was "no forrader" by reason of Mr. McNeill's answer.

The Minister of Transport informed the House that his Department mean to extend the "round-about" system of motor traffic to other places where it can be operated. He also intimated that he is calling a conference of representatives of local authorities to consider how the number of street accidents in London can be reduced.

The best plug for your engine

LODGE

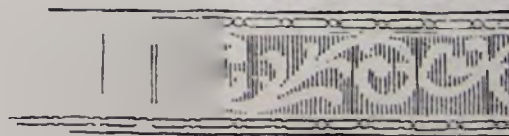
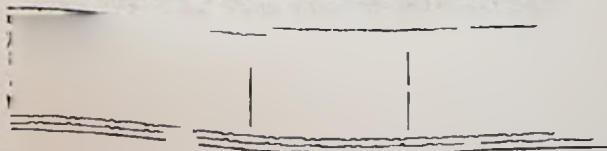
The correct model of Lodge
plug for each make of engine
is shown below :—

	Model.	Price.		Model.	Price.
A.B.C.	H2	6/6	Gwynne	CH3	5/-
A-C	C3	5/-	Hampton	C3	5/-
Alfa Romeo	H1	6/-	Humber (9-20)	TS3	5/-
Alvis	H1	6/-	Jowett	C3	5/-
Alvis (sports)	H2	6/6	Lagonda	C3	5/-
Amilcar	H1	6/-	Lea-Francis	C3	5/-
Argyll	C3	5/-	Mathis	C3	5/-
Ariel	C3	5/-	Morgan	C3	5/-
Aston-Martin	H1	6/-	Omega	C3	5/-
Austin (7 h.p.)	TS3	5/-	Overland-Whippet	CT	5/-
Bayliss-Thomas	TS3	5/-	Peugeot	H1	6/-
Berliet	C3	5/-	Renault	C3	5/-
Bianchi	CF3	6/-	Rhode	H1	6/-
Bugatti	H1	6/-	Riley	C3	5/-
Calcott	C3	5/-	Rover (8 h.p.)	CH3	5/-
Calthorpe	CF3	6/-	Rover (9 h.p.)	C3	5/-
Citroen	C3	5/-	Salmon	C3	5/-
Cluley	C3	5/-	Seabrook	C3	5/-
Clyno	CH3	5/-	Singer (8 h.p.)	C3	5/-
Coventry Victor	C3	5/-	Standard (11 h.p.)	TS3	5/-
Crouch	C3	5/-	Swift	CH3	5/-
Darracq	H1	6/-	Talbot	H1	6/-
D. Dion	C3	5/-	Trojan	C3	5/-
Delage	CF3	6/-	Turner	C3	5/-
Fiat (9 h.p.)	H1	6/-	Waverley (7 h.p.)	C3	5/-
G.N.	H1	6/-	Windsor	C3	5/-
G.W.K.	C3	5/-	Wolsley (11-22)	CP	5/-

The above recommendations apply to latest models only, unless stated otherwise. The makers of Lodge plugs will be pleased to advise concerning plugs for engines of earlier manufacture, or for any not included in the above list.

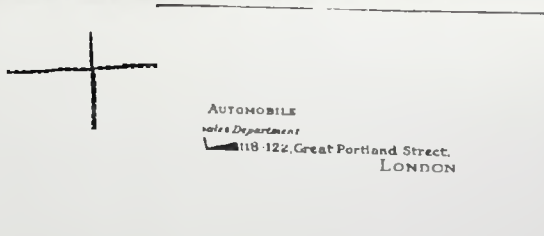
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RUGBY.

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5/-
In sealed
red metal box.



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Read what these Manufacturers say about it.



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Sales Department
118-122, Great Portland Street,
LONDON

Singer & Co. Ltd.

"We are in receipt of yours of yesterday's date and thank you for the information you give us regarding your guarantee scheme. We certainly think ourselves it is a splendid idea and a unique one we believe. In any case we have very carefully perused the guarantee form you sent along to us and certainly think it should be the means of helping you to do a considerably increased business in second-hand cars. People can obviously come to you for a second-hand model to-day and purchase same with every confidence, and we have very much pleasure in giving you our permission to associate ourselves with the scheme in question, and needless to say we wish it every success, and if other firms handling out second-hand cars in quantities were plucky enough to follow in your footsteps the public would have very little qualms about purchasing second-hand cars of reputed makes."

Swift of Coventry, Ltd.

"We are in receipt of your letter of yesterday's date covering your suggested Guarantee for Used Cars. We wish to congratulate you on your enterprise in this direction, and feel quite confident that the introduction of a Guarantee in connection with second-hand cars would contribute to the enhancement of your business for the evidence it gives of your desire to do a fair deal with all your clients, even though the purchase may be for second-hand vehicles. In this venture we wish you every success and have no hesitation in advising you that you may make use of the name of this Company in connection with the Guarantee in the manner you suggest."

Austin Motor Co. Ltd.

"We are in receipt of your letter of the 4th inst., and think it a very good idea to guarantee second-hand cars, and we are perfectly willing for you to include our name in the manner proposed."

Armstrong Siddeley Motors Ltd.

".....we are in full accord with your views and think that the business of selling second-hand cars should be raised to a higher plane than at present. We have perused the copy of your Guarantee and are quite agreeable to our name being associated with the scheme."

Jowett Cars Ltd.

"With reference to your letter of the 4th inst., in connection with the sale of second-hand motor cars, we quite appreciate your attitude in wishing to give some sort of a guarantee when selling second-hand Jowett cars, and providing you are quite agreeable to give a Guarantee yourselves we have no objection whatever, but we cannot undertake any responsibility in connection with any such guarantee."

The Rover Co. Ltd.

"We beg to acknowledge receipt of your letter of the 4th inst., and think your proposition a very sound one. We have no objection at all to your mentioning that the guarantee is issued with the knowledge and approval of ourselves, but it is understood that we do not accept any liability in the matter."

Lea & Francis Ltd.

"We thank you for the copy of the form you are issuing with second-hand cars which you are quite agreeable for our name to be included in this guarantee. It is understood that we ourselves accept responsibility in the matter, but we shall be pleased to inspect and report on any cars which you may send us in connection with this matter."

ars Limited

Established over 30 years you know.

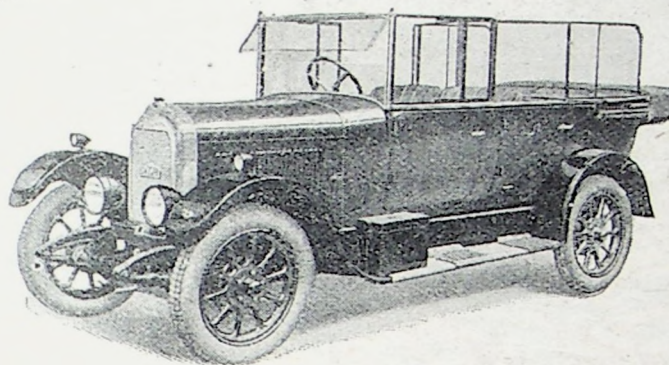
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements the progress of the small car movement will be greatly aided.

our large contracts with the Manufacturers enable us to offer immediate or early delivery of any of these makes →

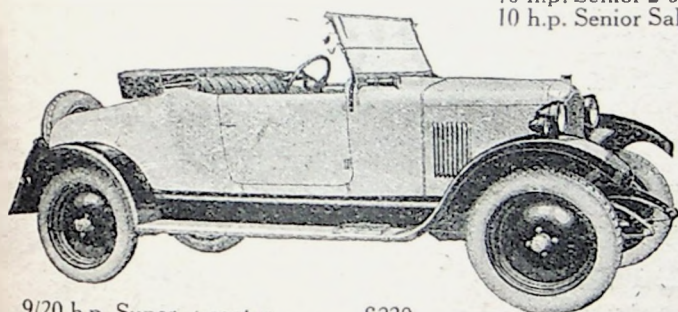


IMMEDIATE DELIVERY

SINGER



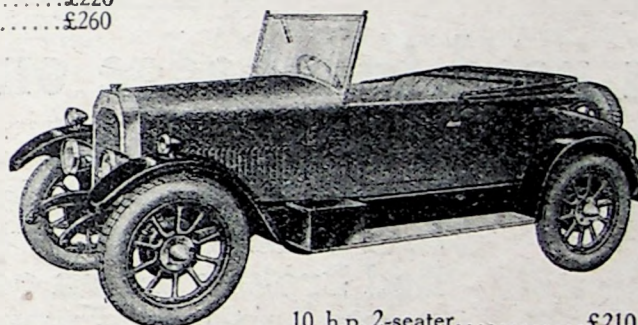
ROVER



9/20 h.p. Super 4-seater.....£220
9/20 h.p. Super 4-seater.....£225
9/20 h.p. Super 4-door Saloon..£285

10 h.p. Senior 4-seater.....£220
10 h.p. Senior 2-seater.....£220
10 h.p. Senior Saloon.....£260

SWIFT



10 h.p. 2-seater.....£210
10 h.p. 4-seater.....£210
10 h.p. Saloon.....£275

BUYING—WITHOUT FEAR.

Whether you are contemplating the purchase of a new or second-hand car, you can definitely ensure yourself of the greatest possible satisfaction by arranging the purchase with us. Fear of buying a "pup" has deterred many a man from purchasing a second-hand car and even a new one on occasion, although no doubt in the majority of cases the transaction would have proved perfectly satisfactory. There are no risks to be run in buying a car from us because the new ones we sell are fully covered by the Manufacturers' warranty, and all second-hand models costing over £50 are sold with our **definite printed and signed guarantee**. Not a verbal or indefinite promise mark you, but an undertaking more generously worded and interpreted than that issued with most new cars, and which, moreover, has been submitted to, and enthusiastically approved of, by most of the leading manufacturers in the country. Probably the fact of our having been established so long inclines us to err on the side of generosity where anything concerning our reputation is involved. It does make a difference, you know.

Why not get a copy of our brochure "Cars of Beauty," together with our current stock lists of guaranteed "Used" cars immediately. If you already own a car which you desire taken in part payment, write us full particulars and we will make you a definite proposition by return post to include delivery and collection to any part of Great Britain. Deferred terms from 2 1/2 per cent. on balance if required.

Established over 30 years.

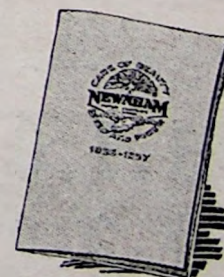
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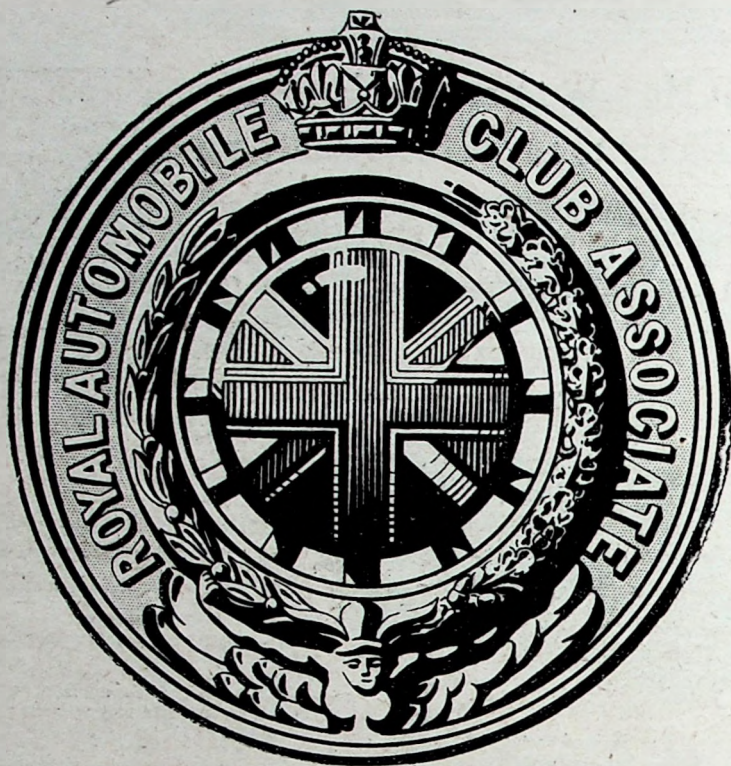
All USED CARS sold
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FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.



You need this Badge on your new car Why?

Last year no fewer than 8,000 Motorists whose cars had broken down on the road were, with their passengers, towed or otherwise conveyed home free of cost under the R.A.C. "Get-You-Home" Service. This is only one of the many advantages of Associate-Membership of the R.A.C. which is the premier motoring organisation of the world. You cannot afford to be without it.

£1.1.0

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For cars up to 1,100 c.c.

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I would like to become an Associate-Member.
Please send me illustrated booklet and full particulars free of charge.

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Address.....

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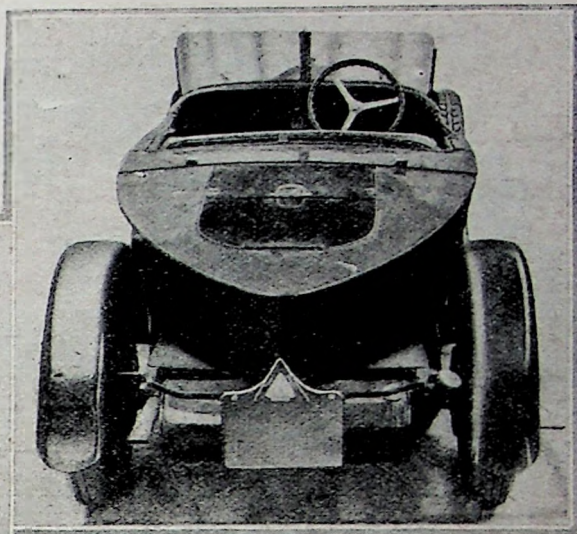
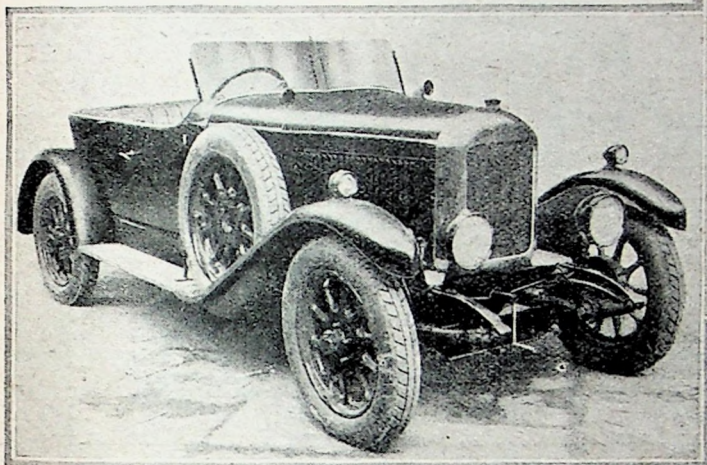
Misani

B58

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

SINGER SENIOR WITH SPORTS BODY.

ATTRACTIVE PRODUCTION BY WELL-KNOWN MIDLANDS BODY-BUILDING CONCERN MOUNTED ON A PRACTICALLY STANDARD SENIOR CHASSIS.



AN ATTRACTIVE TWO-SEATER.

Two views of the Singer-Regent sports model. The chassis is practically standard, but a very sporting type of body is fitted.

GREAT popularity has been gained by the Singer Senior car, which, until this year, was popularly known as the 10 h.p. model, but those who prefer a sporting outline and a performance somewhat better than that of the standard production have not, so far, been catered for in the maker's programme.

With the object of filling this need the Regent Manufacturing Co., Ltd., Leicester Causeway, Coventry, have now put on the market the Singer-Regent sports two-seater, the basis of which is the well-known Senior chassis. This differs from standard in that a higher set of gear ratios and a larger diameter exhaust tail pipe are fitted, whilst the chassis is specially tested throughout.

The sporting two-seater body has two doors, whilst the boot houses a single dickey seat, to which access is gained by double hatches. The seat itself is removable to provide extra luggage space if required. In order to obtain low lines the steering column has been dropped and the seat cushion rests on the floor. Real leather is used for the upholstery; the model we inspected had red wings and upholstery, whilst the body was painted black, but any colour scheme can be supplied to suit individual taste.

Behind the seat squab is a felt-lined locker for housing the side curtains, these being in four pieces, that is, two opening with the doors and two forming the quarter lights of the rubber-proofed hood. When the squab is tipped forward openings to two further lockers are

disclosed, one on each side of the body and extending back into the boot; these also are felt-lined. The generous accommodation provided for tools and luggage will be much appreciated by those who view the car with an eye to long-distance touring work.

Cellulose finish for the fascia board is used, and there is a cubby-hole for oddments on the left-hand side. The windscreen is of the V type, and, when erected, the hood clips on to the centre. The method of stowing the hood is particularly neat; on each side of the top of the body is a hinged flap, and behind the seat is a large hatch. When these are raised the hood can be pulled upwards out of its felt-lined compartment and fixed in position. The flaps and hatch then close down and no trace of the well can be seen. When the hood is stowed there is nothing to interfere with the pleasing lines of the upper deck.

Items of equipment include an automatic screen wiper, eight-day clock, electric horn and pile carpets for the floor. On the radiator cap is a thermometer with specially designed wings which blend well with the general lines. This does not figure in the photographs which appear on this page.

The leading dimensions are as follow:—Wheelbase, 8 ft. 7½ ins.; track, 4 ft.; ground clearance, 8½ ins.; overall length, 13 ft. The price is £260 complete with full equipment. A speed of 60 m.p.h. and a fuel consumption of 34 m.p.g. are claimed for this interesting newcomer.

PROPOSED LONDON SOCIAL CLUB.

THE Junior Car Club, we learn, is considering the formation of an offshoot in the form of a social club with a comfortable club-house in the heart of the West End of London. Here members would be able to meet, obtain meals, write letters, change into evening attire, enjoy warm baths, and make themselves generally at home.

The idea has, of course, been before the council of the Club and has been brought up at annual general meetings on many occasions, and the secretary of the Club now announces that it has progressed so far as an option having been obtained on premises situated in the West End of London, which are considered to be suitable.

Meantime, we learn that the club is anxious to obtain an indication of the support likely to be given to the project by existing members of the Junior Car Club, so that the council will have some facts before them when deciding what further steps shall be taken. It is suggested that the subscription should be kept quite low and that meals in the club-house should be at popular prices.

Members who wish for further details and prospective members of the club, who feel that this added attraction will make J.C.C. membership more worth while than it is at the present time should communicate immediately with the secretary at The Clock House, Arundel Street, Strand, London, W.C.2.



We welcome at all times letters sent to us by readers for publication in these columns, but take no responsibility for the opinions expressed therein. No anonymous communications will be accepted, but writers may use a nom de plume if desired. To ensure publication in the next issue letters must reach this office not later than Monday morning. They should be addressed to the Editor, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C.1. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

'CONSTANT-VACUUM' CARBURETTERS. Are They Suitable for High-speed Light-car Engines?

Studying the Everyday Motorist.

The attitude taken by your contributor, Mr. L. Mantell, on the subject of high-speed carburation in his recently published articles and letter is unfortunate for two reasons.

Ease of Handling.

First, he treats his subject in an academic rather than a practical manner and invariably he splits hairs when quite fairly criticised by Mr. H. K. Moir, who is a practical rather than an academical authority on the functioning of petrol engines.

For maximum results let us give the fixed-choke and open type of carburetter the palm it deserves. For all-out bench tests and sustained high speed at Brooklands (conditions that are very nearly identical) it is excellent. But who, in these days, uses full throttle at maximum revs. on the road for any but the barest minimum of the driving time?

The readers of your paper are, one can presume, ordinary everyday motorists and therefore should not be misled by matter that is written from the standpoint of the theoretical idealist.

All small car engines nowadays are of the high-speed type, and what is really wanted is the most suitable system of carburation to give best all-round results on the road—in other words, under constantly changing conditions of load, throttle openings and engine speed.

The constant-vacuum type of instrument inherently fulfils the majority of desiderata, because its "moving parts" can be made to keep the depression on the jet or jets nearly constant and thus preserve a correctly proportioned mixture under almost all combinations of the above-mentioned variable factors.

We all know the chief shortcoming of the "open" type of instrument tuned for maximum speed only—its inability to give a proper mixture when the throttle is opened wide at low engine speeds and the consequent necessity for skilful and watchful driving. The modern car should be as simple to handle as possible. As to "hanging on" when climbing a hill, the automatic action—mechanical—of the constant-vacuum type of instrument simply means that the driver keeps his foot down and the carburetter looks after the necessary correction for a falling engine speed.

The inference, from the phrase in Mr. Mantell's letter, that Morris Motors (1926), Ltd., are keen buyers is that only the lowest-priced articles or components are fitted to Morris cars. This is misleading again. Actually, this concern could save many thousands of pounds a year by fitting certain popular open-type carburetters, the trade prices of

which are appreciably lower than is that of the constant-vacuum instrument actually standardized.

The fact of the matter is that Mr. W. R. Morris personally prefers the constant-vacuum instrument for practical road motoring, and as the man who has done more than any living person to develop the smaller high-speed types of engine commercially, his opinion, based on practice, is worth many pages of theory.

SAMOHT.

Mr. Mantell Replies to His Critics.

I read with interest Mr. Skinner's letter in your issue of the 25th ult. and note (1) his objection to my remarks re moving parts, (2) his statement that the majority of cars made in England are fitted with carburetters having this disadvantage—presumably he means constant-vacuum carburetters—and (3) that the pick-up

"Irrelevant Remarks."

and the ultimate speed of the C.V. equal that of the fixed-choke instruments, while their capacity for hanging on is greater.

May I deal with these serialia?

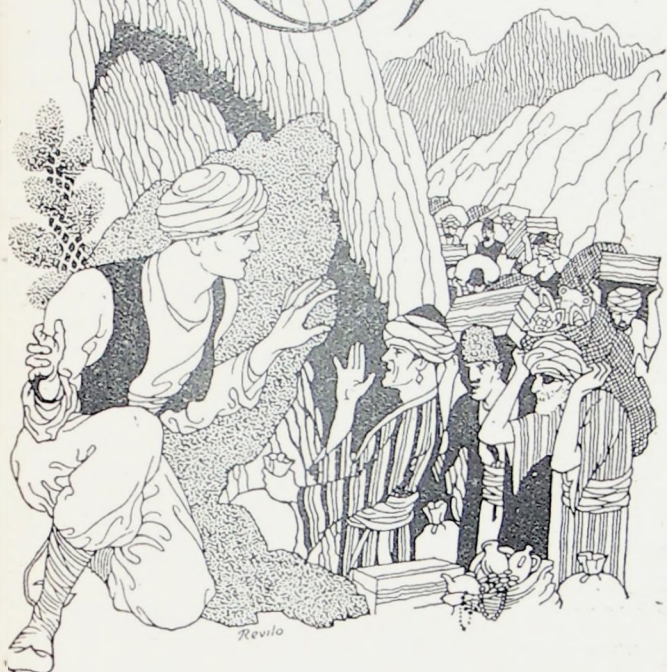
First, as to the question of moving parts, I must remind Mr. Skinner, as I had occasion to remind Mr. Moir last week, that the remark in question was—"The weight of engineering opinion is against the use of moving parts at a place where great mechanical exactness and consistency are necessary."

I suggest that this is an unassailable truism on which it is futile to argue, but it is evident that Mr. Skinner is not inclined to accept it as proffered in its academic sense, but prefers to construe it as a diatribe upon the reliability of the S.U. piston, and is at great pains to reassure us as to the immunity this part enjoys from the variability to which moving parts generally are unavoidably subject.

I can only congratulate Mr. Skinner upon what is certainly a mechanical achievement and one which I am sure the manufacturers of fixed-choke carburetters would like to be able to emulate in their petrol-feed mechanism and throttle bearings, which—as Mr. Kesterton reminds me—are also moving parts. I was already aware of this, and I have no doubt that manufacturers would gladly dispense with them if possible, being the only parts that in their case can give trouble.

Now I come to Mr. Skinner's statement that the majority of English-made cars are fitted with constant-vacuum carburetters. The article which is the source of this discussion was a cold, semi-technical analysis of the weak points of carburation systems generally in their application to the

“Open, Sesame!”



The Magic Words

which Ali Baba overheard proved the key to a cave of marvellous treasures, according to the old legend.

The Magic Charm of the A.A. Badge

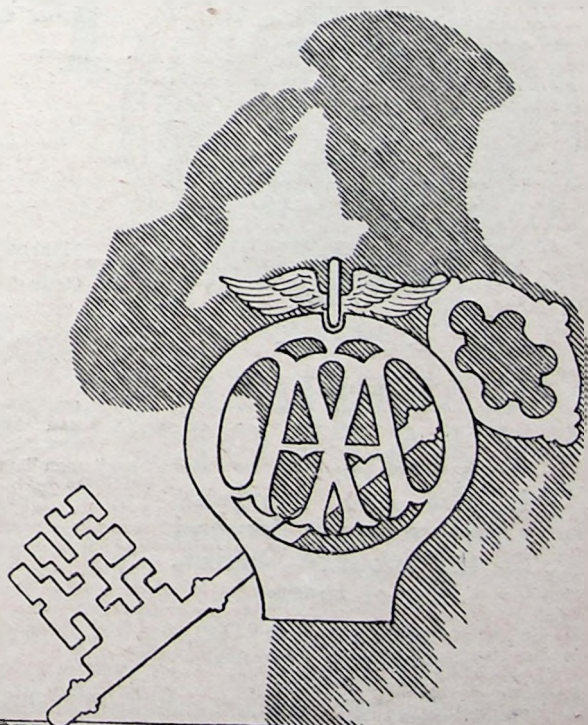
is to-day no less a key to delights for the wise motorist who possesses it, since it helps him to overcome the hundred and one thieves of time and enjoyment that lurk in his path, and enables him to derive the greatest amount of pleasure from his travels.

If you are not a member, write for booklet "Always Ahead," obtainable from The Secretary:—

The Automobile Association

29, Farnham House,
New Coventry St., London, W.1.

C.D.C.



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.



Warwick Wright Says



Our showrooms are not the largest, nor are they the most expensive, or the newest, in Europe. They are just in the "Bond Street Tradition"—practical and good.

They contain the Right Kind of Cars at the Right Kind of Prices. The Right Kind of Terms, too, to suit your convenience.

When you are "Up West," just take a glance at our Bruton Street Depot, our premises in Bruton Place, and our Service Section in Grosvenor Mews.

Whilst your car is here, we will run the tape over it . . . and if you would care to know its Real Value, the figure is yours, Gratis.

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Testimony beyond Criticism!

42-43, Sussex Place,
South Kensington,
London, S.W.7.

14th February, 1927.

Messrs. C. C. Wakefield & Co., Ltd.

Dear Sirs,

I have used Wakefield "Castrol" Motor Oil for many years, both in all my touring and racing cars, and I have found it absolutely irreproachable.

I have the greatest confidence in all your brands, and as you are aware I was using your standard Castrol in my Napier racing car when attaining world's records at Pendine recently, and this oil was used exclusively in the engine, gearbox and rear axle, and afforded the utmost satisfaction.

Yours faithfully,

MALCOLM CAMPBELL (LONDON) LIMITED,

Malcolm Campbell

Managing Director.

OUR READERS' OPINIONS (contd.).

small high-speed sports engine, and I think it very regrettable that dissenters from the views expressed should not confine their dissensions to arguments of a similar technical nature and keep them strictly within the bounds covered by the subject, which would be instructive to many readers and interesting to all.

Instead of this I am informed, first by Mr. Moir, how a three-litre Bentley behaves with a constant-vacuum—which has nothing whatever to do with the case—and then it is explained to me by Mr. Kesterton that motorists of to-day want a car that will do anything between a crawl and 80 m.p.h. on top gear. This automatically writes his remarks off as irrelevant also, for he quite evidently refers to big cars.

Lastly, to cap matters, Mr. Skinner, from whom I certainly expected some sort of semi-technical defence, makes the above statement with magnificent disregard either for relevancy or fact, and obliges me to reply on lines which I think might have been avoided, for in many respects I like C.-V. carburettors, although I do not consider them entirely suitable for small sports engines. But permit me to particularize.

If I am to consider this statement solely in its application to the type of car under discussion—which I am quite entitled to do—I would like to inform Mr. Skinner (which he already knows quite well) that on light cars (under 1,500 c.c.) the constant-vacuum carburettor, far from being in the majority, is conspicuous as a standard fitment by its almost complete absence.

If, on the contrary, we are to ignore the irrelevancy and take into consideration all comers, I would ask if Mr. Skinner is aware that the output of English cars at present is at a rate approaching 200,000 per year? I have not seen the latest figures yet, but for 1925 the number was 153,000, and judging from the rise in the production curve I should say the present rate cannot be far short of the estimated figure. Of this number we are informed in effect that about 100,000 of these are C.-V. equipped!

But what are the actual facts? In the 1,500 c.c. class they are practically non est. On big heavy-duty engines where extreme reliability is essential they are, I believe, absolutely non est. On medium-sized engines they are not relatively very numerous even in this country, and in France and Italy, whose output greatly exceeds ours, they are almost unknown.

In fact, Mr. Skinner's trumpeted summer is apparently graced mainly by one swallow! A bird of amazing propor-

tions, and admirable qualities, I admit, and one for which my respect is great, but if Mr. Skinner is unable to defend technically the C.-V. principle as applied to light sports engines, why does he make the logical error of attempting to base popularity claims upon the number of cars so fitted instead of the number of makers of cars?—which is what really counts, and cuts his "majority" claims down to an extremely small minority—truly a thin deception and not very complimentary to the intelligence of his readers.

Finally, as regards functional comparisons, the only argument he has to offer is in the nature of a blunt and unsupported contradiction, which, as an argument, is, of course, quite valueless and to which a reply is obviously impossible.

As the Editor, however, has been good enough to ask me to contribute a special article on constant-vacuum carburettors I would ask his permission to leave this matter to be dealt with therein, when perhaps Mr. Skinner will favour us with his technical criticism of my statements.

L. MANTELL.

* * Mr. Mantell's articles and subsequent remarks dealt, * at our request, with high-speed light car engines of the sports type. Some readers have wrongly construed them as having been applicable to all kinds of engines.—Ed.

A Compromise Necessary.

I was most interested to read the discussion on the merits or otherwise of the constant-vacuum carburettor. Surely your original contributor, in his admirable article, did not suggest that particular advantages

might accrue from the use of any specified system? The difficulty in carburettor design is not to obtain an

instrument which will operate accurately at one definite speed or rate of flow, but rather to achieve a compromise which will help to make the disadvantages of the internal-combustion engine, as applied to purposes of traction, less evident.

How much liquid should be vaporized and how much should be broken up into small particles depends upon engine design, and even upon road conditions. The suggestion is, therefore, that the manufacturer might well devote his attention to a method of carburation which produces driving comfort rather than extreme speed or economy, in order that the way may be paved to the ideal system where combustion may take place under thermally efficient conditions and during the actual entry of the fuel to the cylinder.

A. M. Low, M.I.A.E., etc.

Claims of the D'Yrsan.

I am sorry that *The Light Car and Cyclecar* deleted part of my first letter, because, for this reason, Mr. V. A. Cation does not mention in his reply the advantages of the

D'Yrsan (Ruby o.h.v.-type engine) with the Manufacturers' Reply. as a standard production, will do 70 m.p.h. I have not had the pleasure of a reply to the question I asked of the author of the article "All About Cyclecars." I asked him, what was the D'Yrsan if he does not call it a cyclecar? I will add a few details in order that he may make a comparison with the types mentioned.

Amongst the two-cylinder vehicles I class the three and four-wheelers together, but I do not specially refer to the English Morgan. I know from experience that Blackburne engines are the best of their kind, and I agree with Mr. Cation on this point.

I would like to point out to Mr. Cation that the actual prices of the D'Yrsan in England are not those which he quotes.

He should know that what we call the touring model with a mottled aluminium body is a cyclecar with a four-cylinder o.h.v. Ruby engine in one unit with a three-speed-and-reverse gearbox. The transmission consists of bevel drive (with adjustment for mesh) fitted on a shaft carried in deep-grooved ball bearings. The propeller shaft has a ball-thrust bearing and a self-aligning bearing. The steering is geared down and provided with an adjustment for wear. The front-wheel brakes are powerful, the wheels are interchangeable and the cyclecar is sold with a spare wheel complete with tyre; the extra charge when wheelbase rims and corresponding tyres are fitted being £2.

The springing of each wheel is independent owing to our patented leaf springs. Lucas lighting can be fitted for £12 10s., and the price of the complete vehicle with spare wheel is £155.

The super-sports type (1,098 c.c.) has a guaranteed speed of 90 m.p.h. and costs £200. The body has been illustrated in *The Light Car and Cyclecar*. We have built for customers chassis fitted with the S.C.A.P. 1,100 c.c. standard engine with Cozette supercharger; a model of this type did 110 m.p.h. for two laps of Monthéry track and can be sold in England for £245.

If I can find time and it does not prevent me from taking part in a French race, which is much more interesting, Mr. Cation will see me in the high-speed trial in which, incidentally, I got a gold medal in 1925 after having arrived the previous day from Paris by road. If I am not able to turn up, no doubt one of our agents will take my place with advantage. I am thinking particularly of Mr. Williams, of Metro Motors.

I should like to point out to English sportsmen that to race in France it is not necessary to belong to any club. Why do not you do this in England? It would avoid complications in entering. In French track races in certain events three and four-wheeled vehicles start together. Why do you not do this in England? The more we are together the merrier we should be, to quote a popular expression.

RAYMOND SIRAN.

TO CORRESPONDENTS.—Please write clearly on one side of the paper only and leave a wide margin. It helps!

OUR READERS' OPINIONS (contd.).

Purchasing Accessories—Second-hand Cars.

Buying by Post.

To a large number of motorists, and especially those who are mechanically inclined, February and March are the months when overhauls and renewals are effected. I am at present in the midst of my annual car renovation, and on checking and comparing February and March expenditure figures for 1926 I find I have expended over £13 on various replacements and improvements, every penny of which was spent on goods advertised in *The Light Car and Cyclecar* and bought by post.

As there are possibly readers who still consider shopping by post unsatisfactory it may be interesting to read of my varied experience of the manner in which some firms do business smartly and others lackadaisically.

My first purchases were two outer covers and tubes from different advertisers, and as these were cheap and offered on approval I had nothing to fear. No. 1 firm sent exactly what was asked for and gave quick delivery. No. 2 had not the size required in the make specified, but sent on another make of cover which proved a poor imitation. This was not accepted and a sharp but respectful letter that I would not stand for such tricks quickly brought me a new "Dunlop" and, of course, satisfaction. Both covers are wearing well.

The next article was an extra-air device, which was supplied immediately, complete with all fittings, and is satisfactory. A full set of shock absorbers was ordered later, and they arrived well packed and complete in every detail; they took about two hours to fit. An interesting incident of this transaction happened about eight months later, when one of the front-axle fittings snapped, and on sending up to the advertisers for a new part they quickly returned two new fittings, one for each side, free.

Other small items and gadgets were acquired and satisfaction and good service attended each purchase. P.W.

Experiences with a Used Car.

Following the readers' experiences of 1926 models which have been described recently, my experiences with a second-hand light car may be interesting. In September, 1925, I bought for £90 a 7.5 h.p. two-seater

The Gwynne
Eight.

Gwynne car, 1923 de luxe model, which had been owned and driven by a medical man. I have used this car ever since; it is still in perfect condition after running nearly 30,000 miles and has had very little done to it. The plating is as good as new and the original paint and varnish are in excellent condition. Gear-changing, so soon as one has got used to the car, is easy, whilst steering is very light. There is plenty of leg-room for a six-footer (the pedals are adjustable) and comfortable room for two stout people. Owing to a large radiator, running was improved by use of a muff in winter.

The fittings include starter, shock absorbers, clock, speedometer, oil gauge, double windscreen and all-weather equipment—all of the best quality and in perfect working order. Petrol consumption is from 36 m.p.g. to 40 m.p.g. and the maximum speed of the car is about 50 m.p.h. A few days ago, after cleaning and adjusting the plugs and magneto, the car touched 52 m.p.h. on a test spurt. Acceleration is excellent and it is possible to take most ordinary hills in top gear. On ordinary roads an average speed of 28-30 miles per hour can be maintained with comfort—a tribute to the general controllability of the car.

It is a "class" car, well designed and of excellent workmanship. The Gwynne has been described as a miniature Rolls-Royce and, in my opinion, it is not undeserving of the title. The car was bought, with six months' guarantee, from a dealer of repute, and I am absolutely satisfied in buying "second-hand."

I have no interest in the manufacturers.

MIDLANDER.

Economical Motoring—Tyres and Roads.

Is Cyclecaring Too Expensive?

Although, at heart, I am still a keen cyclecarist, I regret that at present I must pin my faith to a combination, and the reason is chiefly a matter of £ s. d. Leaving three-

Motorcycle
Competition.

wheelers out of this argument, I venture to suggest that, although many ancient second-hand cyclecars may be had at ridiculously low purchase prices, the running costs are far in excess of the service obtained. To make my point a little more clear I will outline my own requirements, which no doubt are shared by many other impecunious but enthusiastic motorists.

First of all I want something that is reliable, economical, comfortable and (although a high "flat-out" speed is not essential) is capable of a good average; accommodation for luggage and an occasional extra passenger are also essential.

Now, I regret to say that my experience of several second-hand four-wheel cyclecars has been that when the tax, petrol, oil and tyre costs have been settled one could have run a pukka light car for the same money.

Again, as regards road performance, I blush to admit that while my 1,000 c.c. cyclecar was comfortable (when the weather was fine) I could not hope to equal, let alone improve upon, the capabilities of my present lightweight combination. Also, I could not carry an extra passenger, whereas a pillion seat now supplies a solution to this need.

As regards reliability, all I can say is that, although I replaced every apparently dubious item, the reliability was not what one would call remarkable. Granted the first cost of the cyclecar was low, yet the amount spent on improvements made up the initial cost to a very fair sum.

I am not writing in a spirit of anti-cyclecarism, but rather in disappointment at having to change over to a combination owing to the high running cost and unreliability of my recent bus. Nevertheless, I still live in hopes that some day a firm will specialize on a light four-wheeler, preferably with a good water-cooled two-stroke engine, fitted in the conventional position, two or three speeds and reverse and a three-seater sports body with a real hood (not a glorified pram cover).

GERALD PETTENGELL.

Thoughtless Use of Sharp Flints.

Looking out of my window one cold and frosty morning, about a month ago, I saw one of the employees of the local council busy flinging grit across the road, and I reflected, with a certain amount of pride and

A Cause of
Punctures.

satisfaction, that the money which I paid so reluctantly in rates and taxes was being well spent, for would not this foresight make the roads safe for man, beast and motor? There followed snowy periods and more frost, and nearly every day the gravel cart made its appearance and did its bit. About three weeks afterwards, however, there came a cold and frosty morning, when, flinging open the doors of my garage, the tune which I was humming faded away, for I had a flat rear tyre—the first I had experienced in 5,000 miles.

Now, punctures cannot be avoided, but as the tread of the cover was in good condition I had not expected one so soon. The most casual inspection of the tyre showed the cause of the trouble. It was a flint, of triangular shape, and ending in a very sharp point which, before I withdrew the offender, was investigating the interior of the tube. Had it been given a little wooden shaft, it would have formed a quite lifelike little weapon for the doll's house of some ancient Briton's offspring. This, however, is beside the "point."

The same day I went carefully over all the tyres and extracted a small handful of flints, whereupon I began to look with less favour on the way the council were spending my money. I am not exactly grumbling, but tell me, ye council engineers, is it not possible for a medium of a less damaging nature to be strewn on our roads when occasion demands? It seems to me that fairly coarse sand would serve the purpose equally well, and I should not imagine that the cost would be any higher. If very fine sand were used it would probably grind up into a sticky paste and, instead of preventing skids, would actually cause them. Anyway, I leave it to my local council; it is for them to decide.

C.A.C.

OUR READERS' OPINIONS (contd.).

Passing on a Bend.

I would like to say that, in my humble opinion, the front cover of your issue of February 18th does not portray the danger of passing another car on a bend. That this is a dangerous practice is agreed by all. In your photograph, however, the Mathis car approaching is right in the centre of the roadway and the radius of the corner is not too small for it to have been seen 20 or 30 yards previously. In addition, there is ample room and to spare on the road shown for all the three cars abreast, without any danger of any kind. The Mathis driver is entirely to blame and not the driver of the second Peugeot. PHYL.

* * Our correspondent seems to have overlooked the fact * that two of the cars shown in the photograph are travelling at a speed presumably in the neighbourhood of 20 m.p.h., whilst the Peugeot in the foreground is obviously accelerating to pass the other car of this make. Thus, although there is room for the three cars abreast, exceptional skill on the part of all the drivers would be needed to avoid an accident. Another point which seems to have escaped the notice of "Phyl" is that the Mathis would not have been seen by the driver of the overtaking Peugeot when 20 or 30 yds. from the position shown, for the simple reason that the latter car would have been farther round the bend (behind the camera) when the Mathis was in the position referred to.—En.

CONDENSED CORRESPONDENCE.

Mr. J. S. Marshall (Crewe) writes to say that he has a 1912 A.C. Sociable which is "still going strong" and which is occasionally used to carry five children between 12 and 16 years of age, in addition to himself. Mr. Marshall expresses the opinion that this car, if fitted with a conventional body and steering wheel, would find quite a good market at the present time.

CLUB ITEMS AND SPORTING EVENTS,

LEICESTER AND D. M.C.

A smoking concert has been arranged to take place at the Admiral Nelson Inn, Kibworth, on March 17th. Members should assemble at Stonygate terminus at 7.30 p.m.

THE COLMORE CUP.

As yet only the three-wheeler results of the Colmore Cup Trial are to hand. R. T. Horton and H. F. S. Morgan (Morgans) gained gold medals, E. J. Neal (Omeka) and J. C. Chippendale (Morgan) gained silver medals, and G. H. Goodall (Morgan) gained a bronze medal.

M.C.C. OPENING MEET.

The opening meet of the M.C.C. will be held at the Burford Bridge Hotel, near Dorking, Surrey, on March 26th. A cinematograph film will be shown in the Assembly Hall at 6 p.m. and dinner will commence at 7 p.m., followed by dancing until midnight. Tickets are 7s. 6d. each, and members are asked to obtain them before March 21st. Hon. secretary of the meet, Mr. W. H. Wells, 94, Great Portland Street, London, W.1.

R.A.C. PERMITS.

The R.A.C. has issued the following closed permits:—March 6th, inter-club trial, Ipswich and D. M.C.C.; reliability trial, Surbiton M.C. and Brighton and Hove M.C.; March 12th, Victory Cup trial, Birmingham M.C.; petrol consumption trial, City of London M.A.; March 26th, reliability trial, Redditch M.C. and C.C.; April 1st and 2nd, Welsh Trial, Liverpool M.C.; April 9th, Traversa Trophy Trial, Newcastle and D. M.C.; April 15th and 16th, London-Land's End trial, M.C.C.

PETROL CONSUMPTION TRIAL.

Entries for the City of London Motoring Association's forthcoming petrol consumption test close last post on Thursday, March 10th. The entry fee for this event, which is open to all members of clubs affiliated to the South Midland Centre A.C.U., is 5s. There is a silver cup to be won outright, both in the car and three-wheeler classes. Silver and bronze medals will also be awarded. Entry forms can be obtained from Mr. N. E. Hollis, 14, Blenheim Gardens, Cricklewood, N.W.2. The event will take place at Stanmore on the afternoon of Saturday, March 12th.

FORTHCOMING EVENTS.

March 5.

Inter-Varsity Hill-climb.

March 6.

Leeds M.C. Competition.

Liverpool M.C. Opening Invitation Run.

Woodford and D. M.C.C. Social Run, Surbiton M.C. and Brighton and Hove M.C. "Spoon" Trial.

Morgan Club. Social Run.

March 10.

Morgan Club. Dance, Hotel Cecil.

March 12.

Southport M.C. Race Meeting.

J.C.C. Yorks Centre. Closing Dance.

Bristol M.C. and L.C.C. 1922 Secretary's Cup, half-day Trial.

City of London M.A. Petrol Consumption Trial.

North London M.C. Opening Run.

March 13.

Leeds M.C. Viking Cup Event.

Woodford and D. M.C.C. Semi-sporting Run.

March 19.

Essex M.C. Winter Trial.

Kent and Sussex L.C.C. Rally and Treasure Hunt.

Bristol M.C. and L.C.C. First (Westsex) Centre League Trial.

March 20.

Leeds M.C. Despatch Riders' Competition.

ULSTER AUTOMOBILE SPORTS CLUB.

The hon. secretary, Mr. H. A. Bryson, has been officially informed that the S.M.M. and T. is prepared to raise its ban for two events during the coming season. These will probably be a speed trial at Magilligan Strand and a hill-climb.

NORTH LONDON MOTOR CLUB.

Preparations are now in progress for the 1927 season, and members may expect to receive shortly details of forthcoming events. The club's opening run of the season will be held on March 12th. Any motorist who has not hitherto enjoyed the pleasures of a club run and who cares to join the North London Club on this occasion will receive a hearty welcome. Further information will be given by the hon. secretary, Mr. Alan W. Day, Claremont, Baldards Lane, Finchley, N.3.

THE MORGAN CLUB.

The opening social run of the season will be held on March 6th. The start will be from the Marble Arch at 10.30 a.m., and lunch and tea will be taken at the King's Head Hotel, Irvinghoe, near Tring. The club wishes to point out that visitors will be welcome. A dinner and dance will take place at the Hotel Cecil on Thursday, March 10th. Dinner will commence at 7.30 p.m., and dancing will continue from 9 p.m. until 2 a.m. Tickets, 12s. each, may be obtained from Mr. W. E. A. Norman, 422, Upper Richmond Road, Putney, S.W.15, or from any of the principal Morgan agents.

LIVERPOOL M.C.

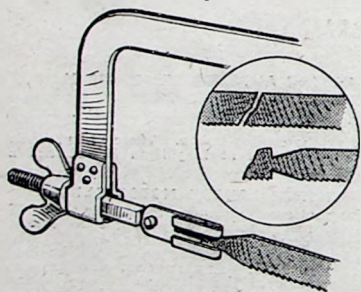
The annual "Open Invitation Run" will be held on March 6th, starting from the Two Mills Garage, Welsh Cross Roads, at 2.30 p.m., and finishing at the Blue Cap Hotel, Sandway (for tea). The run is open to all interested motorists, whether members of motor clubs or not. A silver goblet is to be awarded for the best performance of the day and 12 1-gallon tins of motor oil for the best performance in the various categories, in addition to a novice award, two "old crocks" awards and two "ladies" prizes. Entries actually closed on Thursday, March 3rd, but late entries will be taken at the start up to 3.30 p.m. For further information readers should apply to Mr. G. C. M. Wood, 5, Serpentine Road, Walsley.



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, but we cannot undertake to return contributions not used.

A Clever Makeshift.

A reader had the misfortune to break his only hacksaw blade while doing an odd job one Sunday. Being some miles from an open garage he effected a repair as follows:—In a strip of metal measuring $\frac{1}{8}$ in. thick, $\frac{3}{4}$ in. broad and $2\frac{1}{2}$ ins. long he cut a slot and bent one end back to form a flat hook. He cut the broken end of the blade to fit the slot, as shown in an accompanying illustration. As hacksaw blades are made of extremely hard steel they can be shaped only by softening the part to be worked upon, making it red-hot and afterwards using a file or an emery wheel to shape it as shown in the sketch. If the hacksaw frame is not of the adjustable type the strip of metal must be made carefully to size and the fixing hole drilled in exactly the right place.



An ingenious method of utilizing a broken hacksaw blade in an emergency.

Feeler Gauges.

The tappet clearances recommended by light car manufacturers vary, but the figures are nearly all in the neighbourhood of .006 in. A set of feeler gauges is a useful and inexpensive accessory which, as a rule, does not find its way into the hands of the average owner-driver. Instead he resorts to some purely arbitrary measurement such as the thickness of a visiting card. This is unsatisfactory, as the cards vary in thickness to an appreciable extent. Safety razor blades, although by no means so accurate as a feeler gauge, may be relied upon to a certain extent to maintain a good average thickness, and it is useful to know that a Gillette blade is .006 in. thick, the figure recommended for most engines. Souplex blades measure .0055 in. and Valet Autostrop .012 in.

A New Austin Hint.

Many owners of Austin Sevens find on a wet day, especially with the wind at the rear of the car, that water finds its way through the joint between the hood and the body and works down behind the upholstery into the tool locker under the rear seat. A reader cured this trouble by taking out the screws holding down the aluminium beading securing the hood and inserting a strip of rubber cut from an old inner tube between the top of the body and the hood material, afterwards replacing the beading and screws. This made quite a neat joint and is not at all noticeable.

Protecting Lamps.

Owners who are troubled with rain or moisture finding its way into their headlamps and tarnishing the reflectors will find that the circular rubber bands used to seal the caps of glass containers in which tongues are sold make excellent packings. Four small ones are required, two for each lamp. The method of fitting is to cut each band and to press the rubber strip between the front of the lamp and the glass with some pointed instrument, such as a pencil cut to a wedge shape. The lamp front need not be removed to do this job. Pure whiting applied and polished off with a silk rag should be used to brighten the reflectors.



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.

R.G.T. (Dulwich).—Three per cent. less horse-power is developed by an engine for every 1,000 ft. rise above sea-level.

H.E. (Penzance).—Try oiling the circumferential clutch pegs. Lack of lubricant at these points sometimes causes the outer plate to "hang up" slightly.

H.C.N. (Chesham).—When your car wheels refuse to leave tramlines, although you have turned the steering wheel, just touch the foot brake for a moment. This will invariably cause the wheels to leave the rail groove, but you must be prepared to correct the sudden swerve which will result.

Loose Number Plates.

An irritating noise may sometimes occur through a rear number plate working loose and rattling against the body. This may be cured permanently if the plate is mounted on rubber blocks. Door stops answer the purpose admirably: they should be placed on the fixing bolts between the plates and the bodywork, the nuts being pulled up tight so that the rubber blocks are compressed to hold the plate firmly.

Dents in Mudguards.

Small dents in mudguards may be removed successfully by using an iron cramp, two pieces of wood and a piece of felt. The arms of the cramp should be about 6 ins. long, and an old hat supplies the necessary felt. The wood should be cut and roughly shaped to the contour of the wing, one piece being placed inside the guard. The felt is placed outside and over the dent, the second piece of wood being arranged in the correct position on top of the felt. The cramp holds all together. Screwing up the cramp firmly will generally remove the dent and make a neat job.

Clearing Choked Grease Nipples.

Many owners have suffered from the annoying experience of a choked grease-gun nipple. "Prodding" with a wire seldom clears it and in the end they usually buy a new nipple. The trouble usually lies in the duct, which has become choked with old and partly solidified grease and merely requires clearing properly.

With some types of nipple it is not difficult to take them apart: remove the little ball valve and spring, clean everything and reassemble. Other patterns, however, are less easily dealt with in this manner and are best cleaned by soaking them for a period in paraffin and then forcing out the obstruction with the gun.

S.S. (Tiptree).—The use of the strangler should obviate the need for flooding. Look elsewhere for the cause of the difficulty you experience in starting up.

L.L. (Lowestoft).—The top of the float chamber should, preferably, be at least 5 ins. below the bottom of the tank. This will give a sufficient head of petrol on hills.

H.G.G. (Maidstone).—The specific gravity of good petrol is approximately .780, which means that, volume for volume, it is roughly 78 per cent. of the weight of water, which is regarded as having a specific gravity of 1.

E.R.P. (London, S.W.14).—Castrol XL is perfectly suitable for your Meadows engine. It is a particularly high-grade lubricant and is recognized as being in the front rank of engine oils intended for the heaviest duty, as in the case of a high-efficiency sports engine similar to your own.

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weatherproof is essential.

LEATHER TRENCH COAT.

This wool teddy bear lined garment
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motorists on the look out for a
really serviceable coat. Splendidly
tailored and finished. Fitted with
all-round belt and wind cuffs.
No. 84 615 each **£5/10s.**

LADY'S DOUBLE-BREASTED RAGLAN CHROME LEATHER COAT.

Storm collar, throat tab, wind
cuffs and cuff strap, all round
belt. Lined throughout teddy
bear fleece. Of pleasing light
brown colour.
No. 84/645 each **£7/7s.**

THE BLACKMAN PETROL FILTER

guarantees smooth running and easy starting. The twin
double-filtering gauze makes it impossible for impurities to
reach the petrol, and filtration being on the upward
principle, clogging of gauzes is avoided.

SPECIAL FEATURES.

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- (A1) Petrol Light Washer.
- (B) Spring Clip holding Gauze
Cylinder on to Sealing.
- (C) Outlet for Clean Petrol.
- (D) Twin Double Filtering
Gauzes.
- (D1) Sealing for Gauzes
- (E) Inverted Cone to trap
Dirt and Water.
- (F) Sump for Dirt and Water.
- (G) Fibre Washer.
- (H) Bottom Screw retaining
Chain.
- (I) Drain Plug. **20/-**

"DUCO" RUBBER STEP MAT.

Good quality bristle pattern
mat, fitted to strong, neat
aluminium frame with valance
protector and scraper.

No. M12/75. Size 13 x 9 in.
each 11/6 No. M12/76. Size 12½ x 8 in., each 11/6

Increase the LIFE of Your TYRES

ALLIGATOR PLASTERS.

The latest method of repairing Cuts
and Bursts in Car Tyres. A simple,
quick and safe means of increasing
Tyre life. The Alligator Plaster vul-
canises itself to the Cover holding the
fractured cords together, thus preventing the ingress of wet and grit.



SIZES AND PRICES.

Spot Plasters ..	1/9 each.	4 inch ..	3/6 each.	4'40 inch ..	3/9 each.
Motor Cycle Size ..	2/-	4½ ..	4/-	5'25 ..	5/-
3 inch ..	2/6	5 ..	4/9	6'20 ..	6/3
3½ ..	3/-	6 ..	5/6	7'20 ..	7/-

PILE CARPET MATS for Morris Cars.

	Front	Price.
No. M12/58	Grey mottle only	15/-
No. M12/58p*	Grey, blue or red	18/3

	Rear	Price.
No. M12/59	Grey mottle only	10/3
No. M12/59p*	Grey, blue or red	12/-

* Special heavy quality.

State year of car and type of body
when ordering.

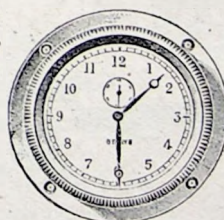
"DUCO" MUDGUARD BRUSH.

A curved brush of first-class quality. Black bristle.
Measures 7 in. over bristle. No. B28/91. Each 6/3



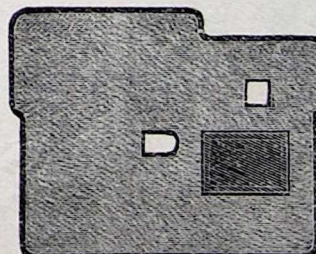
'CHALLENGE' CLEANER.

Approx. weight
50 yard roll, 2 lbs.
No. C36/3b 12½
yds. roll, each 2/-
No. C36/3c 25
yds. roll, each 3/6
No. C36/3d 50
yds. roll, each 6/-



"DUCO" EIGHT-DAY CLOCK.

Semi-flush pattern for fitting to
dash. To match Smith's
speedometer. Seconds hand.
Diameter of face 3½ in. Overall
4 in. Opens on hinge. Back
wind. No. C38/17. Each 50/-



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Leeds, London (West End), 14-15,
Upper Marylebone St., W.1; Man-
chester, Newcastle, and Southampton.

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.

AROUND THE TRADE.

The 1927 catalogue of John Bull tyres and rubber accessories, issued by the Leicester Rubber Co., Ltd., Leicester, is an extremely handsome and complete production, profusely illustrated and printed on an excellent quality art paper.

The new sealing device now being installed on all sealed Shell oil cabinets removes an argument in favour of buying oil in tins. The Shell Co. points out that motorists can buy both Shell spirit and Shell oil in bulk in perfect confidence that they are getting the product for which they ask.

An interesting leaflet is issued by Lodge Plugs, Ltd., Rugby, containing much information about Lodge sparking plugs and a useful list of recommendations of the correct type of plug for various engines. A copy of the leaflet will gladly be sent to all applicants upon the receipt of a postcard. To ensure getting the correct one it is advisable to ask for "Leaflet F2."

The new folder (Type EFF 6/S5a) issued by the Fuller Accumulator Co. (1926), Ltd., Chadwell Heath, Essex, deals with the Fuller Sparta starting, lighting and ignition battery in a one-piece ebonite container. The battery is suitable for the following light cars:—A.C., Alvis 1923, Citroën 1921-2 7.5 h.p., Clyno 1923-5, Lagonda 1921-5, Rhode 1924-25, Singer 1924, Wolseley 7 h.p. and 10 h.p.

Price lists, catalogues and other sales literature of British motorcar manufacturers can be exhibited in the reading room of the Royal Automobile Club of Egypt. Concerns wishing to avail themselves of this opportunity should send their literature to the Secretary-General, Royal Automobile Club of Egypt, 3, Rue Charwarby Pashia, Cairo. At present the catalogues of only four British manufacturers are on view at the Club.

Readers living in the neighbourhood of Brighton will be interested to know that the Brighton Automobile Agency, 6, Queen Street, Brighton, will be holding a special Clyno Show week from March 5th to March 12th.

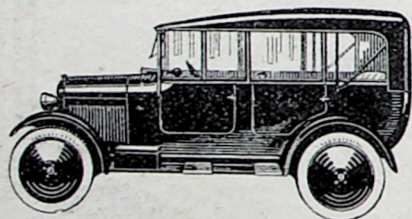
Frank Ashby and Sons, Ltd., Bourneville Stamping Works, Charlotte Road, Stirechley, Birmingham, notify us that their type L1 "Easyfit" adjustable bumper costs 50s. and type L2 55s. An attractive new catalogue is ready.

Brown Bros., Ltd., Great Eastern Street, London, E.C.2, advise us that they are handling the Bodelo brake attachment for Austin Sevens, which was described in a recent issue of this journal. The device, which costs 30s., is a simple fitting for coupling all four brakes to the existing pedal. It does not interfere with the hand-brake mechanism.

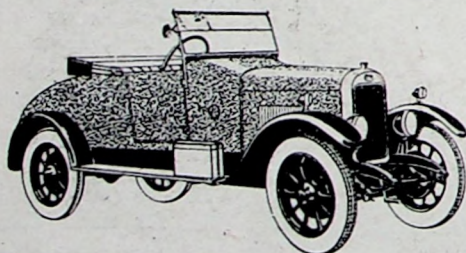


Mr. A. Cochrane (left), who has been appointed Bristol district manager for the Dunlop Rubber Co., Ltd., after 21 years' service with the company. Mr. R. FitzGerald (right), Dunlop's newly appointed district manager for South Wales.

The Astra Dynamo Co., Ltd., 124, Victoria Street, Westminster, S.W.1, inform us that they have taken over the business recently carried on by Motolite Dynamos, Ltd. The business will in future be carried on in the Astra Company's name and it is their intention to continue the manufacture of Pharos dynamos, which will be marketed in conjunction with Astra lighting sets. All inquiries should be sent to the address given.



SINGER, Junior £148/10/0 cash, or £37/2/6 down and 12 payments, with option of a special rebate.



CLYNO, 2-seater, 1927, £160 cash, or £40 down and 12 payments, with option of a special rebate.



AUSTIN, "7," £145 cash, or £36/5/0 down and 12 payments, with option of a special rebate.

Careful consideration!

Careful consideration of all the points of car buying will be amply repaid when actually running your car on the road. You cannot do better than get into touch with Lamb's.



CITROËN, £165 cash, or £41/5/0 down and 12 payments, with option of a special rebate.

We also supply
**Rover,
Renault,
Morgan,
and
Singer.**

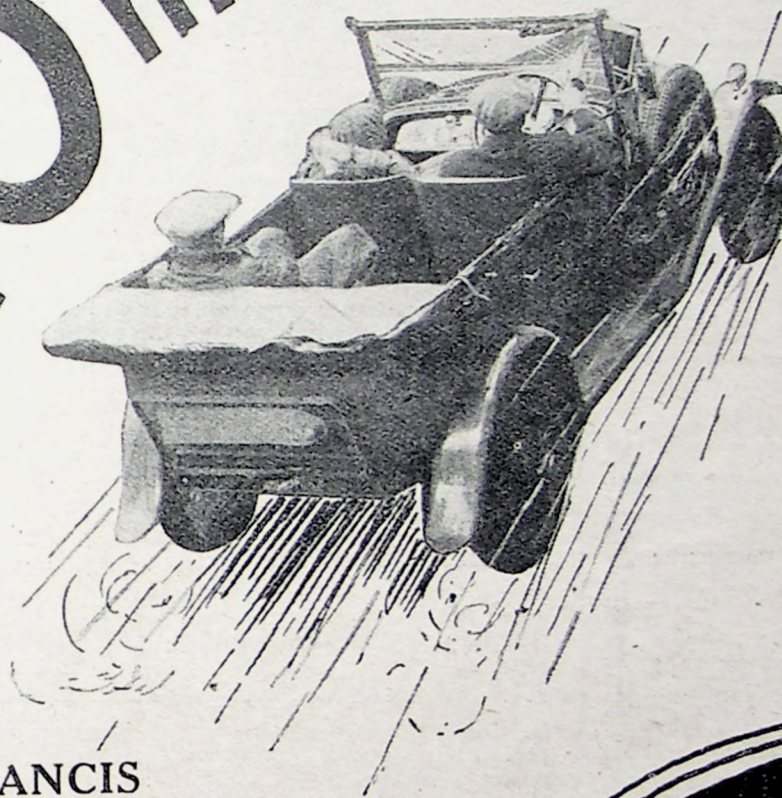
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10 doors from Empire.

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Citroën, 11.4 h.p.			
4-seater...	165	0	0
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Full Tariff Insurance Policy	12	12	6
	177	12	6
Less ¼ deposit	44	8	2
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COMMODIOUS BODYWORK and LUXURIOUS UPHOLSTERY.

WONDERFUL BRAKES

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AMAZING ACCELERATION GIVING SPEED WITH SAFETY.

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Coupe, Saloon or Open Cars.

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IN THE 1000 MILES
OFFICIAL SIX DAYS
TRIAL for
Hill Climbing
Consistent Reliability
and
Condition after Trial

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